

14.

MATERIAL ASSETS

Material Assets are defined in the *Guidelines on the Information to be contained in Environmental Impact Assessment Reports* (EPA, 2022) as “built services and infrastructure. Traffic is included because in effect traffic consumes roads infrastructure.” Material assets can be either of human or natural origin.

The cultural assets related to archaeology and cultural heritage are covered in Chapter 12 of this Environmental Impact Assessment Report (EIAR). Economic assets, such as non-renewable resources (e.g., minerals and soils) and renewable resources (e.g., wind and water), are discussed in Chapter 7: Land, Soils, and Geology, Chapter 8: Hydrology and Hydrogeology, Chapter 9: Air, and Chapter 10: Climate. Additionally, tourism and amenity resources, which are also considered material assets, are addressed in Chapter 5: Population and Human Health.

This chapter of the EIAR addresses the likely significant effects of the Proposed Development on transportation infrastructure (Section 14.1 Traffic and Transport) and on Utilities, Water and Other Services (Section 14.2), which are economic assets of human origin. This chapter of the EIAR has been prepared in accordance with the requirements of the Environmental Impact Assessment (EIA) legislation and guidance as outlined in Chapter 1: Introduction of this EIAR.

14.1

Traffic and Transportation

14.1.1

Introduction

14.1.1.1

Background and Objectives

This section of the Material Assets chapter presents the likely significant effects on traffic and transport resulting from traffic and transport provisions provided by the Proposed Development, as well as the additional traffic movements that will be generated during the construction and operational phases of the Proposed Development.

Please refer to Chapter 4 of this EIAR for the description and objectives of the Proposed Development.

14.1.1.2

Statement of Authority

This section of the EIAR has been prepared by Aisling Murphy and Shay Graham of Civic Engineers.

Aisling Murphy is Director for Ireland at Civic Engineers and a Chartered Civil Engineer with over 13 years of experience delivering complex infrastructure, public realm, active travel, and regeneration projects across Ireland and internationally. Aisling holds a BE (Hons) in Civil Engineering and is a Chartered Engineer with Engineers Ireland and a Fellow of the Association of Consulting Engineers Ireland. She specialises in project management, multidisciplinary team coordination, stakeholder engagement and the planning and delivery of sustainable transport, development, and public realm projects. Aisling has led the delivery of a wide range of projects for local authorities. Her key strengths include project strategy, programme management, contract administration, stakeholder liaison and coordinating multidisciplinary teams from concept through planning, detailed design, and construction.

Shay Graham is a Project Engineer at Civic with over 5 years of experience delivering active travel, public realm and transportation infrastructure projects across Ireland and the UK. Shay holds a BEng (Hons) in Civil Engineering and is a Graduate Member of the Institution of Civil Engineers (GMICE). He specialises in the development of active travel and public realm schemes, including feasibility studies, option appraisals, technical design, stakeholder engagement, and multidisciplinary coordination. Shay has contributed to a range of high-profile urban regeneration and transport projects, including Grow College Green for Dublin City Council, where he is coordinating and developing the access, servicing, movement, and utility proposals. His strengths include engineering design, technical report preparation, project coordination and supporting the delivery of sustainable and people-focused infrastructure solutions.

Traffic counts and parking surveys were undertaken by Irish Traffic Surveys.

14.1.1.3 Scoping and Consultation

The scope for this assessment has been informed by consultation with statutory consultees, bodies with environmental responsibility and other interested parties as outlined in Section 2.5 of Chapter 2 of the EIAR and summarised below. The following consultees made reference to traffic and transport matters in their responses:

14.1.1.3.1 Transport Infrastructure Ireland (TII)

TII responded to the EIAR Scoping consultation on 21st July 2025. TII did not raise any objections to the Proposed Development at the scoping stage but provided general guidance on the matters that should be considered during the preparation of the EIAR, with particular regard to potential impacts on the national road network, traffic and transport assessment, road safety, construction traffic, noise, visual impacts and adherence to relevant TII publications and standards. TII also noted that, should any works be proposed to the N61 National Road or the N61/L2020 junction, further consultation with TII and compliance with relevant TII design procedures may be required. The key issues raised by TII and the way they have been addressed within this EIAR are summarised in Table 14-1.

Table 14-1 TII Consultation Responses

TII Response	How Addressed in EIAR
Consultation should be undertaken with the relevant Local Authority/National Roads Design Office regarding existing and proposed national road schemes.	Consultation has been undertaken with Roscommon County Council, and the Traffic and Transport Chapter has considered the surrounding road network, including the N61 and L2020. The Proposed Development does not alter the N61 or its junction geometry.
Particular consideration should be given to potential impacts on the national road network and the N61/L2020 junction.	A comprehensive Traffic and Transport Assessment has been undertaken in this chapter. Traffic surveys, trip generation, and operational analysis demonstrate that the Proposed Development will not result in significant adverse impacts on the operation or safety of the N61 or adjoining local road network.
Any alterations to the N61 or N61/L2020 junction may require consultation with TII and preparation of a Design Report in accordance with TII procedures.	The Proposed Development does not include any works to the N61 or the N61/L2020 junction. Accordingly, a TII Design Report is not required. Proposed works are confined to the local road network and internal site circulation.
The developer should assess visual impacts from existing national roads.	Visual impacts have been assessed within the Landscape and Visual Impact Assessment (Chapter 13), however, there will be no visual impacts from the existing N61 National Road.
Regard should be had to other EIARs, planning permissions and cumulative impacts associated with nearby road schemes.	The EIAR includes a cumulative effects assessment which considers committed and permitted developments in the surrounding area in accordance with EIAR guidance.
The EIAR should have regard to relevant TII Publications and	The Traffic and Transport Assessment has been prepared with reference to relevant TII Publications, TII Traffic and Transport

TII Response	How Addressed in EIAR
Environmental Assessment Guidelines.	Assessment Guidelines (2014), DMURS, the NTA Cycle Design Manual and other applicable national guidance.
The EIAR should have regard to TII's Environmental Assessment and Construction Guidelines, including the Good Practice Guidance for the Treatment of Noise during the Planning of National Road Schemes (National Road Authority (NRA), 2014).	Operational and construction noise have been assessed within the Noise and Vibration Chapter (Chapter 11).
A Traffic and Transport Assessment should be undertaken, including consideration of traffic volumes, impacts on the national road network and cumulative development.	A detailed Traffic and Transport Report accompanies the application. Existing traffic surveys, parking demand, sustainable transport provision, trip generation, and network performance have all been assessed. The assessment concludes that the development will not give rise to significant adverse traffic impacts.
Designers should determine whether a Road Safety Audit is required.	A Stage 1 Road Safety Audit has been undertaken for the proposed road works, with all recommendations reviewed and incorporated into the final design where appropriate.
The EIAR should identify construction methods for works in proximity to the national road network.	An updated Construction Environmental Management Plan and a Traffic Management Plan (TMP) will be prepared ahead of construction commencement to describe construction access, traffic management measures and methodologies. As no works are proposed on the N61, impacts on the national road are limited.

14.1.1.3.2 **Public Consultation**

A programme of public consultation was undertaken during the development of the Proposed Development to inform the design process and ensure that local issues and stakeholder concerns were considered. Consultation was undertaken with local residents, businesses, community organisations, recreational users and statutory consultees, with comments received on a range of transport and movement-related matters.

The principal traffic and transport issues raised during consultation included concerns regarding the availability and management of parking during peak visitor periods, vehicle speeds on the L2020 through Hodson Bay, congestion associated with the level crossing and its interaction with the nearby N61 junction, and accessibility for pedestrians, cyclists and persons with reduced mobility. Respondents also identified the need for safer pedestrian crossing facilities, improved walking and cycling connections, clearer wayfinding, enhanced coach management, and improved access to the water sports facilities.

A summary of the public consultation process and the issues raised is provided in Chapter 2 Background to the Proposed Development, while the detailed consultation reports are included as standalone documents accompanying the planning application. The Traffic and Transport Assessment has taken account of the relevant consultation responses in the assessment and design of the Proposed Development.

14.1.1.4 Relevant Guidance and Legislation

This section of the EIAR has been completed in accordance with the EIAR guidance and legislation as set out in Chapter 1: Introduction. The assessment uses standard terminology to describe the likely significant effects associated with the Proposed Development. Further information on the classification of effects used in this assessment is presented in Chapter 1 of this EIAR. In addition, this chapter adopts the guidance for such assessments set out by Transport Infrastructure Ireland (TII), in the guideline document PE-PDV-02045 *Guidelines for Traffic and Transport Assessments, May 2014*.

14.1.2 Assessment Methodology

This assessment considers the potential traffic and transport effects of the Proposed Development during both the construction and operational Phases. The methodology compares the existing transport environment with the predicted conditions following implementation of the Proposed Development to identify and assess the nature and magnitude of any potential impacts.

The significance of predicted effects has been assessed in accordance with the EPA Guidelines on the Information to be Contained in Environmental Impact Assessment Reports (EPA, 2022), using the significance criteria presented in Table 3-4 and Figure 3-4 of the Guidelines. This provides a consistent framework for evaluating the significance of the predicted traffic and transport effects.

Each identified effect has been classified as Positive, Negative or Neutral, together with an indication of its duration (Temporary, Short-Term or Permanent), to describe both the nature and timescale of the effect. The significance of effects has been assessed using the EPA classifications ranging from Imperceptible to Profound, as summarised in Table 14-1.

Table 14-2: Significance of Effects Criteria

Significance of Effects (EPA)	Typical Criteria Descriptors
Imperceptible	An effect capable of measurement but without significant consequences.
Not Significant	An effect which causes noticeable changes in the character of the environment without significant consequences.
Slight	An effect which causes noticeable changes in the character of the environment without affecting its sensitivities.
Moderate	An effect which causes that alters the character of the environment in a manner that is consistent with existing and emerging baseline trends.
Significant	An effect which, by its character, magnitude, duration or intensity alters a sensitive aspect of the environment.
Very Significant	An effect which, by its character, magnitude, duration or intensity significantly alters most of a sensitive aspect of the environment.
Profound	An effect which obliterates sensitive characteristics.

Where significant or greater adverse effects have been identified, appropriate mitigation measures have been proposed to avoid, reduce or offset the predicted impacts. Residual effects have then been assessed following implementation of these mitigation measures.

14.1.3 Proposed Development Description

14.1.3.1 Proposed Development Overview

The Proposed Development comprises a comprehensive package of public realm improvements, active travel infrastructure, transport enhancements, parking reconfiguration works within Hodson Bay and the construction of upgraded water sports and café buildings. The overall objective of the Proposed Development is to improve accessibility, enhance sustainable transport provision, and support the continued operation and growth of the area as a regional tourism and leisure destination.

Key elements of the traffic proposals include the reorganisation and net increase of car parking provision, the introduction of new pedestrian and cycling infrastructure along the L2020 Local Road corridor, enhancements to waterfront accessibility, and the provision of improved traffic management and safety measures.

The Proposed Development also includes the relocation of a proportion of existing lakefront car parking to improve the visual amenity and pedestrian priority of waterfront areas, alongside the introduction of new facilities to better manage visitor access and circulation.

14.1.3.2 Cycle Infrastructure

The Proposed Development includes a significant enhancement of cycling infrastructure within Hodson Bay, with the objective of providing a continuous, safe, and high-quality active travel route between the N61 National Road and the waterfront area.

A key element of the Proposed Development is the provision of a 3m wide shared pedestrian and cycle facility along the L2020 corridor extending from the N61 junction to Hodson Bay Marina. This will be achieved through a combination of carriageway rationalisation and the widening and repurposing of existing footpaths.

Existing footpaths along the western side of the L2020 will be upgraded over a length of approximately 900m, while footways along the eastern side will be upgraded over approximately 415m, creating a continuous and coherent active travel corridor.

The Proposed Development also includes improved signage, lighting, and wayfinding to support safe and intuitive cycling movement, as well as the provision of dedicated bicycle parking facilities within the development. These measures are intended to support both recreational and functional cycling, improving access to the waterfront, hotel, and associated amenities.

14.1.3.3 Traffic Management and Calming

The Proposed Development incorporates a range of traffic management and calming measures designed to improve safety, reduce vehicle speeds, and enhance the integration of different transport modes within the L2020 corridor and waterfront environment.

Key measures include the introduction of vertical deflection features and raised pedestrian crossings at key desire lines, supporting safer pedestrian and cyclist movement across the road network. These measures are complemented by reductions in carriageway widths in selected locations to between 5.5m and 6m, facilitating the introduction of the shared pedestrian and cycle facility while also encouraging lower vehicle speeds.

The Proposed Development also includes upgraded road markings, regulatory and directional signage, and improved public lighting. Two new bus set-down areas are also proposed adjacent to the Water Sports Pavilion, which will assist in managing coach and group movements and reduce conflict between larger vehicles and general traffic.

14.1.4 Existing Receiving Environment

14.1.4.1 Site Location

The Study Area for the assessment comprises Hodson Bay and its immediate environment, located on the western shore of Lough Ree, approximately 7 km northwest of Athlone. The area is accessed principally via the N61 and the L2020, which forms the primary vehicular access corridor serving the hotel, marina, waterfront recreational facilities, and associated tourism and leisure uses.

The Study Area is characterised by a rural lakeside setting with a strong focus on tourism, hospitality, and recreation. Key trip-generating land uses include the Hodson Bay Hotel, Athlone Golf Club, Baysports Waterpark, marina facilities, recreational amenities, lakeshore and water activities, and seasonal leisure attractions. The area also accommodates a degree of residential development and adjoining recreational lands, including golf course and open space uses.

The wider transport context is defined by the proximity of Athlone, which provides regional rail and bus services; however, no direct public transport services currently operate within the Study Area itself. As a result, access is predominantly car-based, supplemented by coach and organised group travel during peak tourism periods.

The L2020 Local Road corridor forms the principal internal access route through the study area, connecting the N61 to Hodson Bay Marina and waterfront facilities. This corridor also incorporates the Hodson Bay Level Crossing (XM038), which rail operations pass through Hodson Bay on the Dublin–Westport/Ballina railway line. The site location is illustrated in Figure 14-1.



Figure 14-1: Site Location

14.1.4.2 Existing Traffic Condition

Traffic volumes in Hodson Bay are influenced by the tourism and hospitality functions of the area, with demand increasing during weekends, holiday periods and the summer season when visitor numbers are at their highest. In order to understand the parking demand in peak periods, traffic and parking surveys were undertaken in Hodson Bay over a seven-day period between Thursday 31st July 2025 and Wednesday 6th August 2025, which included the August Bank Holiday on Monday 4th August 2025.

The traffic survey was comprised of three Automatic Traffic Counts (ATCs) along the L2020 access corridor to record existing vehicle flows and speeds. The parking survey was comprised of a video survey at all parking locations within Hodson Bay, which was analysed to determine parking occupancy rates throughout the day.

The surveys indicated that existing traffic demand is moderate in nature and is generated predominantly by hotel guests, recreational visitors, leisure users and seasonal tourism activity. It should be noted that the traffic volumes recorded by ATCs also include trips associated with residential properties and Athlone Golf Club located between the survey locations and Hodson Bay. As a result, the recorded flows do not represent traffic travelling exclusively to and from Hodson Bay.

14.1.4.2.1 **Weekend Traffic Counts**

Traffic surveys undertaken during the weekend period recorded the following traffic volumes along the L2020.

Table 14-3: Weekend Traffic Volumes

Period	Inbound Vehicles	Outbound Vehicles
Daily Total Vehicles (PCU)	1,374	1,408
AM Peak Hour (PCU)	103	87
PM Peak Hour (PCU)	191	176

The survey data indicates that traffic activity is highest during the PM peak hour, with a combined two-way flow of approximately 367 passenger car units (PCUs). The elevated afternoon and evening traffic volumes are consistent with visitor arrivals and departures associated with leisure activities, dining, hotel accommodation and waterfront recreation.

14.1.4.2.2 **Weekday Traffic Counts**

Traffic surveys undertaken during the weekday period recorded the following traffic volumes along the L2020.

Table 14-4: Weekday Traffic Volumes

Period	Inbound Vehicles	Outbound Vehicles
Daily Total Vehicles (PCU)	1,200	1,178
AM Peak Hour (PCU)	118	98
PM Peak Hour (PCU)	186	136

Weekday traffic volumes are marginally lower than those observed during weekends, although the overall traffic profile remains similar. The PM peak period continues to represent the busiest operational period on the network, reflecting the influence of hotel guests, conference attendees, recreational visitors and tourism-related travel demand.

14.1.4.2.3 **Traffic Speeds**

The 85th percentile traffic speeds along the L2020 recorded at each ATC location is shown in Figure 14-2. The 85th percentile speed represents the speed at or below which 85% of vehicles travel under free-flow conditions and is commonly used to assess prevailing driver behaviour. This measure provides an indication of typical operating speeds along the route and helps identify locations where vehicle speeds may warrant further consideration in the context of road safety and design.

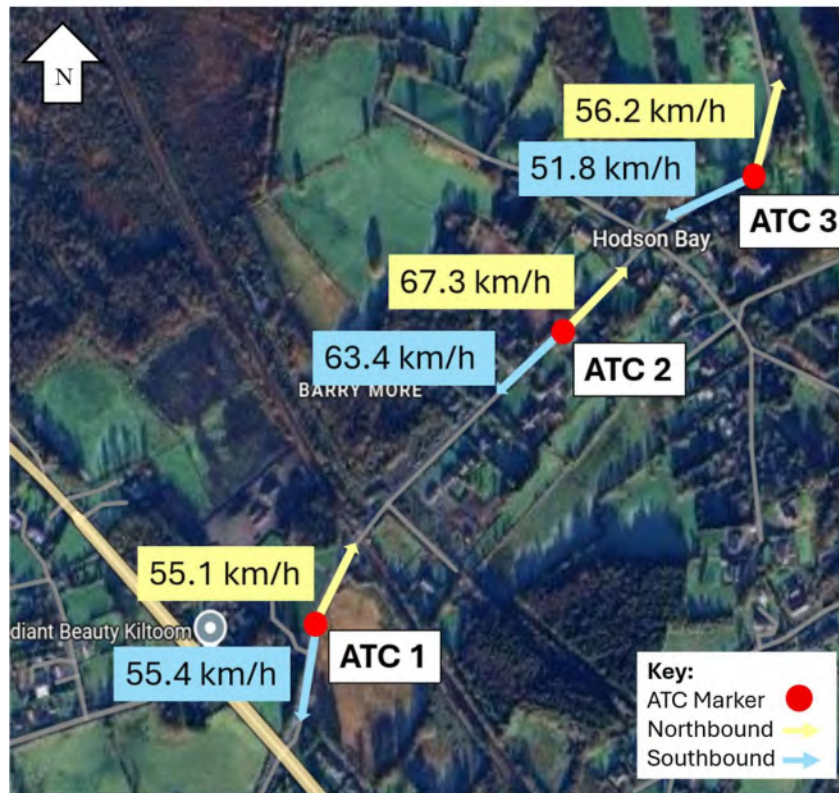


Figure 14-2: L2020 Traffic Counts 85th Traffic Speeds

All ATC locations recorded 85th percentile speeds above the posted 50 km/h speed limit, with the highest recorded value reaching 67.3 km/h. These results indicate that vehicle speeds along the L2020 are consistently higher than the posted speed limit, suggesting a high level of speeding along the route.

This finding is consistent with feedback received during stakeholder and community consultation, where local residents identified excessive vehicle speeds as a key concern and reported that speeding is a frequent issue along the L2020 access route.

14.1.4.3 Level Crossing

The Dublin–Westport/Ballina railway corridor passes through the Hodson Bay area and intersects the local road network at the Hodson Bay Level Crossing (XM038). While the railway line forms part of the national intercity rail network, there is no railway station within Hodson Bay and no scheduled passenger services stop in the vicinity of the site. Consequently, the presence of the railway line does not provide a direct public transport option for visitors travelling to Hodson Bay.

Through engagement with Iarnród Éireann, it was found the level crossing is traversed by a total of 12 scheduled passenger train services each day, comprising six services in each direction. In addition to passenger operations, the railway line accommodates freight services, the frequency and timing of which vary depending on operational requirements. The line also facilitates unscheduled rail movements, including empty trainset transfers and on-track maintenance machines serving the Ballina branch, which typically operate between scheduled passenger services.

The operation of the level crossing results in periodic interruptions to vehicular, pedestrian and cyclist movements on the local road network. Iarnród Éireann informed that typical barrier closure durations are approximately four minutes for scheduled passenger services and approximately eight minutes for freight trains or on-track maintenance vehicles. Actual closure periods may vary depending on train speeds, signalling requirements and prevailing operational conditions at the time of passage.

Although these closures are relatively infrequent throughout the day, they can result in short-term delays for road users accessing and departing Hodson Bay. Given the reliance on the local road network for access to the hotel, marina, waterfront amenities and recreational facilities, the operation of the level crossing forms an important consideration in the assessment of traffic conditions within the area.

In addition to the short-term delays experienced during barrier closures, consultation with local stakeholders identified that queues can form on the L2020 during periods of increased traffic demand. It was reported that these queues can extend from the Hodson Bay Level Crossing to the nearby N61 junction, particularly during peak visitor periods when traffic volumes are highest. The combination of level crossing closures and elevated traffic demand can therefore result in periodic congestion on the local road network, reducing junction performance and increasing delays for vehicles accessing and departing the Hodson Bay area. These operational constraints have been considered as part of the assessment of the existing transport network and its ability to accommodate future development-related traffic, which is described in detail in Section 14.1.5.4.

Notwithstanding the presence of the railway line, the absence of a station or stopping service within Hodson Bay means that rail infrastructure contributes little to the accessibility of the area from a public transport perspective. Accordingly, visitors and employees remain predominantly dependent on private vehicle travel, with the railway corridor acting primarily as a physical infrastructure constraint rather than a direct transport service for the area.

14.1.4.4 Existing Parking Facilities

Owing to its rural location and the limited availability of alternative transport options, most visitors travelling to Hodson Bay and the surrounding attractions rely on private vehicles as their principal mode of transport.

Over time, several parking facilities have been developed throughout the area to accommodate increasing visitor demand associated with the growth of tourism, recreation, hospitality and leisure activities. These parking areas serve a range of users, including patrons of the Hodson Bay Hotel, Baysports Waterpark visitors, people accessing the marina, and individuals accessing the shoreline and waters of Lough Ree.

The existing parking provision is distributed across several locations within Hodson Bay and currently comprises a total of 353 parking spaces, with no formal provision for bus or boat trailer parking. The parking supply is divided between the central activity area, incorporating the hotel, marina and promenade facilities, and the northern section of the site.

Table 14-5 and Figure 14-3 described the number and location of the existing parking provision at Hodson Bay.

Table 14-5: Existing Parking Numbers

Location	Parking Spaces
Central Hodson Bay (Car Park A, Car Park B and On-Street Parking)	244
North Hodson Bay (Car Park C)	109
Total Existing Parking Provision	353



Figure 14-3: Existing Parking Layout

14.1.4.4.1 Parking Utilisation

Parking occupancy surveys undertaken within Hodson Bay demonstrate that the existing parking facilities experience consistently high levels of utilisation, particularly within the central activity area encompassing the marina, promenade and hotel car parks. These areas represent the primary focus of visitor activity and therefore attract the greatest parking demand throughout the year.

Stakeholder consultation and survey results indicate that during periods of peak activity, particularly during weekends, holiday periods and major events, the existing parking facilities regularly operate at or near capacity. The central parking areas are typically the first to reach full occupancy, with demand subsequently extending to the northern car park. During these periods, the overall parking supply within Hodson Bay becomes constrained, resulting in varying levels of informal parking occurring within the vicinity of the site.

The observed parking conditions demonstrate that existing parking demand frequently exceeds the practical capacity of the available parking infrastructure during peak periods, highlighting the importance of maintaining and appropriately managing parking provision within the area.

Figure 14-4 shows the combined occupancy data for all parking in Hodson Bay during the survey on Sunday 3rd August 2025, indicating the parking was operating close to capacity.



Figure 14-4: Hodson Bay Parking Utilisation - Sunday 3rd August 2025

14.1.4.4.2 Accessibility of Existing Parking Areas

The existing parking facilities are located at varying distances from the principal destination within Hodson Bay, namely the Hodson Bay Hotel and associated waterfront amenities. The proximity of parking spaces to the hotel entrance has a significant influence on parking choice, with visitors demonstrating a preference for the most conveniently located parking areas.

Measured walking distances from the hotel reception to the nearest available parking spaces within each parking area shown below.

Table 14-6: Parking Area Proximity

Parking Area	Distance from Hotel Reception
Car Park A (Marina) - Nearest Bay	92 m
Car Park B (Central) - Nearest Bay	94 m
Car Park C (Northern) - Nearest Bay	343 m

These distances indicate that the northern car park functions as a more remote parking facility relative to the central parking areas, which are located within a short walking distance of the hotel entrance and principal visitor attractions.

14.1.5 Traffic Generation

14.1.5.1 Construction Traffic

The construction phase of the Proposed Development is anticipated to extend over a period of approximately 30 months and will be delivered in two primary stages: 1) Enabling Works and 2) Construction Works. This period will give rise to a temporary increase in traffic movements associated with construction workforce travel, the delivery of infrastructure components, and the movement of construction-related Heavy Goods Vehicles (HGVs).

These activities will be managed within the context of the existing Hodson Bay transport environment, which is characterised by a rural access network comprising the N61 National Road and the L2020 Local Road. This network already accommodates seasonal peaks in visitor-related traffic associated with the Hodson Bay Hotel, existing marina, and water sports activities. The construction phase impacts are

therefore considered short-term and will be concentrated over defined periods of activity according to the project sequencing, with traffic levels reverting to baseline conditions upon completion of the works.

14.1.5.1.1 **Construction Workforce Traffic**

A peak construction workforce of approximately 25 personnel has been assumed for the purposes of the assessment. Given the rural context and limited availability of public transport, it is assumed that the majority of construction staff will travel to the site by private car.

Applying an average vehicle occupancy rate of 1.2 persons per vehicle results in the following:

- 25 construction staff ÷ 1.2 persons per vehicle = approximately 21 vehicles

This generates:

- 21 inbound vehicle trips during the morning peak construction period, and
- 21 outbound vehicle trips during the evening departure period

These movements will be distributed across typical construction start and finish times and are not expected to coincide directly with peak visitor activity periods at Hodson Bay, which are primarily concentrated during afternoon and evening leisure periods.

14.1.5.1.2 **Construction HGV Movements**

The frequency of HGV movements will fluctuate throughout the 30-month programme, determined by the intensity of material importation and waste removal required for each task item.

Enabling Works Stage:

During the initial stage, HGV activity will primarily involve the removal of demolition waste from the existing Baysports and toilet block structures, alongside the removal of material from site clearance and topsoil stripping. Inbound movements will include the delivery of granular stone to establish temporary construction compounds, site offices, and internal haul roads. As vegetation removal and site clearance are restricted to the period between September and February (outside of the bird breeding season), these movements may be concentrated within this window. This timing coincides with the autumn and winter months, when visitor numbers at Baysports typically decline and the facility subsequently closes to visitors, meaning these activities would occur primarily outside of the seasonal peak visitor period at Hodson Bay.

Construction Works Stage:

The peak period of HGV activity is anticipated during this stage, driven by the significant volume of materials to be imported to the site. This stage also requires high-frequency deliveries of ready-mix concrete for the Water Sports Pavilion foundations and site-wide kerbing.

A worst-case allowance of up to 15 HGV arrivals and 15 HGV departures per day has been assumed during peak construction activity periods. These movements will relate to the delivery of construction materials, plant, and equipment, as well as the removal of excavated material and general construction logistics.

Accordingly, HGV traffic generation is assessed as follows:

- 15 inbound HGV movements per day
- 15 outbound HGV movements per day

14.1.5.1.3 **Total Construction Traffic Generation**

The combined construction traffic generation results in a total of 72 two-way vehicle movements per day during the identified peak construction activity period. This total is comprised of the 42 daily

workforce-related movements (staff cars/light vehicles) and the 30 daily HGV movements (material deliveries and waste removals) detailed in the preceding sections.

In accordance with the Construction Sequencing outlined in Chapter 4, this peak traffic generation is expected to be short-term and limited to the transition between the Enabling Works and the primary Construction Works stages. Specifically, this occurs when high-volume tasks overlap, such as the simultaneous importation of structural fill for regrading and the high-frequency concrete pours required for the Water Sports Pavilion foundations.

The scheduling of these 72 daily movements will be managed to ensure that they occur primarily outside of typical commuter peak hours on the N61 and the seasonal visitor peak periods at Hodson Bay. Furthermore, because construction is restricted from commencing during the bird breeding season (March 1st to August 31st), the most intensive HGV activity related to site clearance and bulk filling will be concentrated in the autumn and winter months, further reducing the potential for conflict with peak summer tourism traffic.

Once the heavy civil engineering and structural phases are complete, traffic volumes will decrease significantly for the remainder of the 30-month programme, reverting to baseline conditions immediately upon the completion of site finishes and commissioning.

14.1.5.2 Operational Traffic Generation

14.1.5.2.1 Existing Visitor Traffic

The Hodson Bay waterfront and associated recreational facilities attract substantial numbers of visitors during the summer season. Visitor surveys carried out between June and November 2025 indicate that the existing waterfront amenities attract approximately 516 visitors per day during peak summer periods. This number does not include visitors associated with Hodson Bay Hotel or Athlone Golf Club.

Given the rural location of the site and the limited availability of direct public transport services, the majority of visitors are expected to travel by private vehicle. A car mode share of 90% has been adopted based on existing visitor travel information from visitor surveys carried out between June and November 2025. An average vehicle occupancy of 2.8 persons per vehicle has been assumed for the Proposed Development, reflecting the predominance of family and group-based leisure trips associated with the Proposed Development. This assumption is considered appropriate for a destination-based family recreational facility and is consistent with the methodology set out in the TII Traffic and Transport Assessment Guidelines, whereby person trips are converted to vehicle trips using appropriate mode share and vehicle occupancy assumptions. The estimated daily traffic generation associated with waterfront visitors as follows:

- > Daily Visitors: 516
- > Car Mode Share: 90%
- > Average Vehicle Occupancy: 2.8 persons per vehicle

Estimated Vehicle Arrivals:

- > $(516 \times 0.90) \div 2.8 = 166$ vehicles per day

Allowing for both inbound and outbound movements, this equates to:

- > 332 two-way vehicle trips per day

These movements form a significant component of the traffic demand observed within Hodson Bay during the summer season and contribute to the increased utilisation of the local road network and parking facilities.

14.1.5.2.2 **Operational Visitor Traffic**

Based on the Hodson Bay Tourism and Economic Study which projects activity levels across the combined recreational, hospitality and leisure offer, the Proposed Development is forecast to attract approximately 1,187 visitors per day during the summer season. This number does not include visitors associated with Hodson Bay Hotel or Athlone Golf Club.

Applying a rural car mode share assumption of 90% and an average vehicle occupancy of 2.8 persons per vehicle results in the following estimate of daily traffic generation:

- $1,187 \times 0.90 \div 2.8 = 382$ vehicles per day
- Equivalent to 764 two-way vehicle trips per day

14.1.5.2.3 **Operational Traffic Generation Impact**

The Proposed Development is therefore forecast to generate an additional:

- $764 - 332 = 432$ additional two-way vehicle trips per day

This equates to:

- 216 inbound vehicle trips per day, and
- 216 outbound vehicle trips per day

For the purposes of the peak hour assessment, it has been assumed that 10% of daily traffic occurs within the peak hour. This assumption is based on the average proportion of peak hour traffic (PCUs) relative to total daily traffic (PCUs) observed in the existing weekend survey data, when traffic volumes are at their highest. The assumption is considered appropriate given the leisure-based nature of the Proposed Development, where visitor arrivals and departures are spread throughout the day rather than being concentrated within a typical commuter peak period.

Accordingly, peak hour traffic generation is estimated as:

- $216 \times 14\% = 22$ vehicles per hour (inbound)
- 22 vehicles per hour (outbound)
- Total: approximately 44 two-way peak hour movements

The number of visitors associated with Hodson Bay Hotel or Athlone Golf Club is not expected to change due to the Proposed Development.

14.1.5.2.4 **Operational Traffic Impact**

The forecast development traffic has been assigned to the observed baseline traffic flows to assess future network performance. The resulting future year traffic flows are summarised below.

Table 14-7: Hodson Bay Traffic Flows - Weekday AM Peak

Movement	Existing	Development	Future
Inbound (PCU)	118	22	140
Outbound (PCU)	98	22	120

Table 14-8: Hodson Bay Traffic Flows - Weekday PM Peak

Movement	Existing	Development	Future
Inbound (PCU)	186	22	208

Movement	Existing	Development	Future
Outbound (PCU)	131	22	153

Table 14-9: Hodson Bay Traffic Flows - Weekend AM Peak

Movement	Existing	Development	Future
Inbound (PCU)	103	22	125
Outbound (PCU)	87	22	109

Table 14-10: Hodson Bay Traffic Flows - Weekend PM Peak

Movement	Existing	Development	Future
Inbound (PCU)	191	22	213
Outbound (PCU)	176	22	198

The assessment indicates that the Proposed Development results in an increase in peak hour traffic flows in the order of approximately 12% to 25%, depending on the period considered. This increase is occurring in the context of relatively low baseline traffic volumes and a leisure-oriented trip profile.

14.1.5.3 Cumulative Traffic Generation

The assessment of cumulative effects considers the interaction of the Proposed Development with other permitted or pending developments in the vicinity. A review of the Roscommon County Council planning register was undertaken for a study area extending from the N61 junction along the L2020 corridor into the Hodson Bay/Barrymore townlands.

Cumulative traffic impacts were assessed by combining the forecast development trips with the potential traffic generated by permitted developments identified in the planning search. These developments are categorised as "committed" as they have the potential to be under construction or operational simultaneously with the Proposed Development.

The planning search identified approximately 10 relevant applications in the Hodson Bay/Barrymore area. The majority of these are low-intensity residential developments. A review of the planning register identified a significant committed development at **Yew Point, Hodson Bay (Ref: 2360204)**, consisting of 36 timber eco-cabins which includes 12 family cabins and 24 two-person cabins, alongside various other permitted residential developments and individual dwellings in the immediate Barrymore and Hodson Bay area.

Allowing for the Yew Point scheme, the combined impact of other local permitted developments is limited; these are primarily small-scale residential in nature and do not fundamentally alter the traffic characteristics of the area.

14.1.5.4 Level Crossing Interface

The Hodson Bay Level Crossing (XM038) will continue to influence traffic flow characteristics on the local road network. While the Proposed Development will increase the number of vehicle movements using the L2020 in the operational phase, the relatively modest scale of peak hour generation (approximately 44 two-way movements) means that the Proposed Development is not expected to significantly alter the frequency or severity of delays associated with level crossing closures. Construction traffic is anticipated to operate outside of the peak hours so will not impact the frequency or severity of delays associated with level crossing closures.

The existing rail timetable and associated level crossing barrier operation are anticipated to remain the primary controlling factors in short-duration delay within the Study Area, as opposed to development-generated traffic impacts. The highest estimated inbound flow is 213 PCU.

Assuming a maximum barrier closure duration of approximately 8 minutes, queue lengths have been derived as follows:

➤ Inbound: $213 \text{ PCU} \times (8/60) = 213 \times 0.133 = \text{approximately } 28 \text{ PCU}$

The above results represent a worst-case scenario for queue accumulation at the level crossing under the stated barrier closure duration and peak flow conditions. To compare the existing is as follows:

➤ Inbound: $191 \text{ PCU} \times (8/60) = 191 \times 0.133 = \text{approximately } 25 \text{ PCU}$

Compared to the existing scenario, the Proposed Development results in a marginal increase in worst-case queue lengths at the level crossing under an 8-minute barrier closure period. Inbound queues increase from approximately 25 PCU to approximately 28 PCU, representing an increase of around three vehicles. Overall, the findings indicate a minor uplift in queue lengths, with operational conditions remaining broadly comparable between the existing and proposed scenarios.

The level crossing stop line is located 250m from the L2020 junction with the N61. Based on the predicted worst-case queue lengths, the assessment indicates that queues generated during barrier closures are not expected to extend back to the N61 junction under either the existing or proposed scenarios. Furthermore, the Proposed Development results in only a negligible increase in queue lengths compared to the existing situation and is therefore not expected to materially affect the operation of the N61 junction.

14.1.6 Parking Demand

14.1.6.1 Hotel Parking Demand Assessment

The parking requirement associated with the Hodson Bay Hotel has been assessed using operational information and visitor data supplied by hotel management. The assessment considers both overnight accommodation demand and peak daytime visitor demand generated by conferences, events, food and beverage facilities, and leisure activities.

Overnight Guest Parking Demand

The hotel currently contains 176 guest bedrooms. In accordance with the parking standards contained within the CDP, a parking provision of one space per bedroom is considered appropriate for overnight guests.

While average annual occupancy is approximately 80%, full occupancy is achieved on a regular basis and occurs for approximately 30% of the year. Consequently, the peak overnight parking requirement is assessed on the basis of full occupancy.

Overnight Guest Parking Requirement:

- Hotel Bedrooms: 176
- Parking Standard: 1 space per bedroom
- Required Parking Spaces: 176

Daytime Visitor Parking Demand

In addition to overnight guests, the hotel attracts significant levels of daytime visitor activity generated by conferences, weddings, dining facilities, leisure amenities and spa services.

Visitor information supplied by hotel management indicates the following typical peak demand characteristics:

- Midweek conferences and business events: 150–300 attendees per day.
- Weekend weddings and social functions: approximately 100 attendees per day.
- Food and beverage outlets: 50–75 visitors per hour.
- Leisure centre and spa facilities: approximately 20 visitors per hour.

The hotel has identified a peak daytime scenario involving approximately 395 concurrent visitors associated with conferences, dining and leisure activities.

The daytime parking demand for the Hotel has been calculated using assumptions appropriate to the rural location of the site, namely:

- Car mode share: 90%, based on existing visitor travel information from visitor surveys carried about between June and November 2025
- Average vehicle occupancy: 1.8 persons per vehicle, reflecting typical occupancy rates for leisure and hotel-related trips reported in transport datasets and consistent with the mixed profile of hotel guests, staff and visitors.

Applying the assumed mode share and vehicle occupancy rates:

- Parking Demand = $(395 \times 0.90) \div 1.8$
- Parking Demand = 198 spaces

Accordingly, a peak daytime parking requirement of approximately 198 spaces is identified.

- Total Hotel Parking Requirement

Combining the overnight guest requirement with the peak daytime visitor requirement results in an overall peak hotel parking demand as outlined in Table 14-11.

Table 14-11: Hotel Parking Demand Requirement

Demand Component	Parking Spaces
Overnight Guests	176
Daytime Visitors	198
Total Hotel Parking Requirement	374

The assessment indicates that the hotel alone can generate a peak parking demand of approximately 374 spaces during periods when overnight occupancy, conferences, events and leisure activities coincide.

14.1.6.2 Waterfront Visitor Parking

In addition to demand generated by the hotel, the wider Hodson Bay waterfront area attracts a significant number of recreational visitors accessing the marina, waterfront amenities and surrounding walking routes. As outlined in Section 14.1.5 (Trip Generation), the existing development is estimated to generate approximately 166 vehicle trips per day, increasing to approximately 382 vehicle trips per day including the Proposed Development.

To provide an indication of peak parking demand, it has been assumed that approximately 25% of the daily vehicle trips associated with the Proposed Development will be present on-site at the peak accumulation period. This represents a conservative planning assumption commonly adopted for leisure and hotel developments, recognising that vehicle arrivals and departures are distributed throughout the day and that not all daily trips equate to simultaneous parking demand. On this basis, the existing parking

demand is estimated to be approximately 42 spaces, increasing to approximately 96 spaces following the Proposed Development, representing a net increase in demand of 54 parking spaces.

14.1.6.3 Overall Visitor Parking Requirement

The total peak parking requirement for the wider Hodson Bay area is estimated as shown in Table 14-12.

Table 14-12: Total Visitor Parking Requirements

User Group	Parking Spaces
Hodson Bay Hotel	374
Waterfront Park and Public Amenities	96
Total Visitor Parking Requirement	470

When compared with the existing parking supply of 353 spaces, the assessment identifies a shortfall of approximately 117 spaces during peak demand periods. This finding is consistent with observed parking survey results, which recorded high occupancy levels, regular capacity exceedance and the occurrence of informal parking throughout the study area during periods of maximum visitor activity.

14.1.7 Traffic and Transport Proposals

The Proposed Development comprises the expansion and enhancement of transport infrastructure serving the Hodson Bay area, including increased parking provision, improved walking and cycling facilities, enhanced public transport infrastructure, and road safety improvements.

14.1.7.1 Parking Provision

To accommodate the forecast parking demand associated with the Proposed Development, the design includes the reconfiguration and expansion of parking provision across the Hodson Bay area. The proposed parking comprises:

- Central Hodson Bay (Car Parks A & B): 268 spaces;
- North Hodson Bay (Car Park C): 236 spaces;
- Total Proposed Parking Provision: 504 spaces.

Although the parking assessment identified a requirement for 470 visitor parking spaces to serve the Proposed Development and existing Hodson Bay facilities, a total of 504 spaces are proposed. The additional provision has been informed by stakeholder consultation and recognises the seasonal nature of visitor demand, the rural context of Hodson Bay, and the site's continued reliance on private vehicle access. The provision of a limited surplus over the calculated requirement provides resilience during peak demand periods while supporting the long-term operation of the Proposed Development.

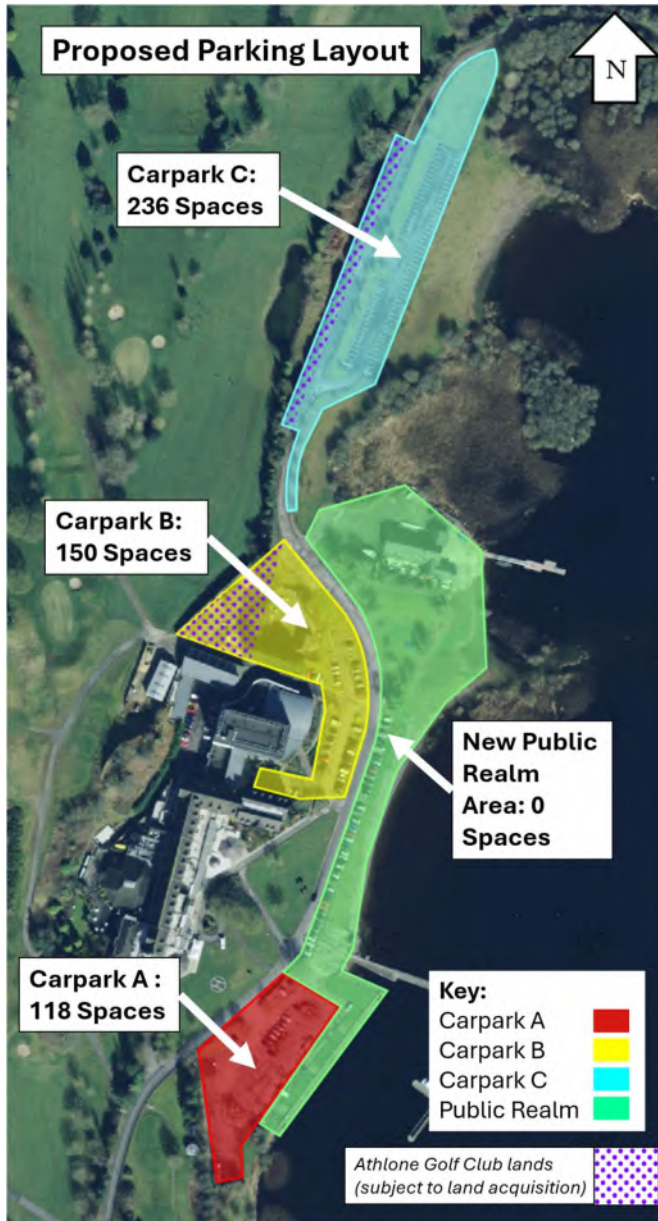


Figure 14-5: Proposed Parking Layout

The proposals increase the overall parking provision from 353 to 504 spaces. In addition to increasing capacity, the parking layout has been redesigned to improve the operation and appearance of the waterfront area by relocating existing on-street parking away from the immediate lakeshore, thereby enhancing the visual amenity, landscape setting and pedestrian environment. The layout also seeks to improve the distribution of parking demand across the site through enhanced wayfinding and signage, encouraging greater utilisation of the northern car park, particularly by visitors accessing the water sports facilities and café. This will improve the overall efficiency of the parking provision and reduce vehicle congestion within the central waterfront area.

The parking provision also includes:

- 30 electric vehicle (EV) charging spaces;
- 28 accessible parking spaces;
- Three dedicated bus parking bays within the northern car park;
- Three dedicated boat trailer parking bays adjacent to the marina.

14.1.7.2 Walking and Cycling Infrastructure

The Proposed Development delivers a comprehensive package of active travel improvements designed to encourage walking and cycling and improve connectivity throughout the Hodson Bay area. These include:

- A new 3m wide shared pedestrian and cycle facility along the L2020 between the N61 junction and Hodson Bay Marina;
- A continuous lakeshore pathway with connecting links to improve public access to the waterfront;
- Bicycle parking and servicing facilities;
- Enhanced pedestrian connections between the car parks and key destinations.

14.1.7.3 Public Transport

To improve accessibility for organised transport services, the Proposed Development includes two new bus set-down areas adjacent to the proposed Water Sports Pavilion together with three dedicated bus parking bays within the northern car park. The internal road and parking layout has also been designed to improve manoeuvrability for buses, coaches and other large service vehicles, enabling safe access, circulation and turning within the site.

14.1.7.4 Road and Safety Improvements

The proposals also include several road improvements to support safe access for all road users. Traffic calming measures, including raised pedestrian crossings, speed cushions and localised carriageway narrowing, are proposed along the L2020 to reduce vehicle speeds and create a safer environment for pedestrians and cyclists.

Additional improvements include upgraded public lighting, new boundary fencing adjacent to Athlone Golf Club (including variable-height ball-stop netting), and updated road signage and road markings to improve wayfinding, vehicle circulation and overall operational safety.

Vehicle swept path analysis has been undertaken to assess the ability of the proposed layout to safely accommodate service vehicles, coaches, and emergency vehicles within the site. The analysis confirms that all internal roads, junctions, and parking areas can safely accommodate the relevant design vehicles, including buses and large service vehicles. For full details refer to the Swept Path Analysis Drawings in the Civil Drawing Package.

A Design Manual for Urban Roads and Streets (DMURS) compliance assessment has been undertaken for the Proposed Development. The design has been prepared in accordance with DMURS principles, including the promotion of lower vehicle speeds, enhanced pedestrian priority, improved permeability, and high-quality public realm integration. The assessment confirms that the proposed layout is consistent with DMURS guidance. For full details refer to the DMURS Compliance Statement.

To ensure that the proposed transport infrastructure has been developed in accordance with best practice in road safety and design quality, a Stage 1 Road Safety Audit (RSA) and a Quality Audit (QA) have been undertaken for the Proposed Development. The audits reviewed the proposed highway layout, pedestrian and cyclist facilities, vehicle access arrangements, parking layout and associated traffic management measures. Recommendations arising from the audits have been considered by the design team, with the scheme amended where appropriate or justified where recommendations could not be adopted.

14.1.8 Local Traffic Impacts during Construction and Operation of the Proposed Development

The assessment has considered the likely traffic and transport effects of the Proposed Development during both the construction and operational phases in accordance with the EPA Guidelines on the

Information to be Contained in Environmental Impact Assessment Reports (EPA, 2022). The significance of effects has been determined having regard to the sensitivity of the receiving environment, the magnitude of the predicted impacts, their duration, and the mitigation measures incorporated within the Proposed Development.

The assessment considers impacts on the road network, parking provision, access arrangements, public transport, emergency services, pedestrians and cyclists, taking account of the existing transport conditions described in Section 14.1.4 and the forecast traffic generation presented in Section 14.1.6.

14.1.8.1 Do-Nothing Scenario

Under the Do-Nothing Scenario, the proposed transport improvements, additional parking provision and active travel infrastructure would not be delivered. Existing transport and traffic conditions within Hodson Bay would therefore remain unchanged.

Traffic surveys undertaken as part of this assessment demonstrate that the existing parking provision regularly operates at or near capacity during peak visitor periods, resulting in informal parking, inefficient circulation and increased vehicle movements within the waterfront area. Existing concerns relating to excessive vehicle speeds along the L2020 and conflicts between vehicles, pedestrians and cyclists would also remain.

The absence of enhanced walking and cycling infrastructure would limit opportunities for sustainable travel and would continue to discourage active travel between the N61 and the waterfront. Similarly, opportunities to improve accessibility for coaches and organised group travel would not be realised.

As visitor demand for Hodson Bay continues to increase over time, existing operational issues relating to parking availability, vehicle circulation and road safety are likely to become more pronounced. Consequently, the Do-Nothing Scenario would not support the sustainable development of Hodson Bay or address the existing transport constraints identified through this assessment.

14.1.8.2 Construction Phase

14.1.8.2.1 Construction Phase Impacts on Road Network

During construction, there will be a short-term increase in traffic associated with construction staff, deliveries of materials and plant, and HGV movements. A worst-case assessment indicates that construction activities could generate approximately 72 two-way vehicle movements per day, including up to 30 two-way HGV movements during peak construction periods.

These additional movements will be short term and are expected to be accommodated by the existing N61 and L2020 road network without materially affecting its operation. Construction traffic will generally occur during normal working hours and will not coincide with the principal recreational traffic peaks, which typically occur during afternoons, evenings and weekends.

Delays may occur where construction vehicles enter or leave the site; however, these will be localised and short in duration. Subject to the implementation of a TMP, the impact on the surrounding road network is considered to be Negative, Slight and Short Term.

14.1.8.2.2 Construction Phase Impacts on Car Parking

The construction works will be planned and managed to minimise impacts on existing parking provision throughout the construction period. The sequencing of works will seek to maximise the availability of parking spaces, including bringing new parking areas into use at appropriate stages where feasible. Temporary impacts on parking availability will be managed to minimise inconvenience to visitors. Overall parking capacity is intended to be maintained as far as practicable throughout the construction period.

While temporary changes to the location of individual parking areas may occur as works progress, these will be managed through phased construction, temporary traffic management and clear wayfinding signage to maintain convenient access to the hotel, marina, waterfront amenities and other local attractions.

Accordingly, no significant reduction in parking availability is anticipated during construction, and the impact on parking provision is assessed as Neutral, Imperceptible and Short Term.

14.1.8.2.3 **Construction Phase Impacts on Access**

Access to the hotel, marina, waterfront amenities and all adjoining properties will be maintained throughout construction.

Temporary traffic management measures may be required during individual construction activities, resulting in occasional short-duration delays. These measures will be implemented in accordance with a TMP and coordinated to minimise disruption.

Construction impacts on access are therefore considered Negative, Slight and Short Term.

14.1.8.2.4 **Construction Phase Impacts on Emergency Vehicles**

Construction traffic has the potential to cause occasional short-duration delays; however, emergency access will be maintained at all times.

The TMP will include procedures for facilitating emergency vehicle movements where necessary.

The construction impact is considered Neutral, Not Significant and Short Term.

14.1.8.2.5 **Construction Phase Impacts on Pedestrians**

Construction activities may temporarily affect pedestrian routes along the L2020 and throughout the Hodson Bay site. Temporary diversions and traffic management measures will be provided where necessary to maintain safe pedestrian access.

The construction effect is considered Negative, Slight and Short Term.

14.1.8.2.6 **Construction Phase Impacts on Cyclists**

Short term disruption to cycling routes may occur during construction; however, alternative routes or temporary traffic management measures will be provided where required.

The construction impact is considered Negative, Slight and Short Term.

14.1.8.2.7 **Potential Effects due to Increased Traffic Volumes during the Construction of the Proposed Development**

Construction activities will result in short term traffic generation associated with workforce travel, deliveries of materials and construction plant. The peak construction period is expected to generate approximately 72 two-way vehicle movements per day, comprising workforce vehicles and up to 30 two-way HGV movements.

These movements will utilise the existing N61 and L2020 road network. While short term increases in traffic and HGV activity may result in short-duration delays, particularly during deliveries, the overall increase represents a relatively small proportion of existing daily traffic volumes and is not expected to adversely affect the operational performance of the surrounding highway network.

Short Term effects may include:

- increased HGV activity along the L2020;

- occasional delays associated with construction vehicles entering and leaving the site;
- short term disruption to pedestrian and cyclist movements adjacent to construction areas;
- short term changes to vehicle circulation within the site.

These effects are considered to be localised Negative, Slight, and Short Term.

14.1.8.2.8 **Mitigation by Design**

Several measures will be incorporated into the design and construction strategy to minimise transport impacts.

These include:

- phasing of construction activities to maintain access to existing facilities;
- maintaining access to the hotel, marina, businesses and adjacent properties throughout construction;
- locating construction compounds within the development site;
- scheduling major deliveries to avoid periods of peak visitor demand where possible;
- maintaining pedestrian and cyclist routes through temporary traffic management;
- minimising the duration of temporary traffic management arrangements.

These embedded measures reduce the likelihood of significant transport effects occurring during construction.

14.1.8.2.9 **Proposed Mitigation Measures**

Preliminary traffic management measures for the construction of the Proposed Development are set out below. In the event that planning consent is granted for the Proposed Development, the TMP will be updated to address the requirements of any relevant planning conditions, including any additional mitigation measures, which are conditioned and will be submitted to the planning authority for written approval. The TMP will include the following:

Construction and Delivery Programme – a programme of construction and deliveries will be submitted to Roscommon County Council in advance of deliveries of material to the site. Liaison with the relevant local authorities and TII will be carried out where required.

A Pre and Post Construction Condition Survey – A pre-condition survey of roads associated with the transportation of materials to and from the Proposed Development site will be carried out immediately prior to construction commencement to record an accurate condition of the road network at the time. A post construction survey will be carried out after works are completed to ensure that any remediation works are carried out to a satisfactory standard. The timing of these surveys will be agreed with the local authority. All road surfaces and boundaries will be re-instated to pre-development condition, as agreed with the local authority engineers.

Liaison with the Roads Department of Roscommon County Council - Once the surveys have been carried out and “prior to commencement” status of the relevant roads established, the Roads section will be informed of the name and contact number of the Project Supervisor of the construction stage as well as the Site Environmental Manager.

Traffic Management Coordinator – a competent Traffic Management Co-ordinator will be appointed for the duration of the project and this person will be the main point of contact for all matters relating to traffic management.

Information to locals – Locals in the area will be informed of any upcoming traffic related matters via letter drops and posters in public places. Information will include the contact details of the Contract Project Co-ordinator, who will be the main point of contact for all queries from the public or local authority during normal working hours. An "out of hours" emergency number will also be provided. Local access to all properties located within the proximity of the proposed works will be maintained at all times.

Identification of delivery routes – The delivery routes for the transportation of all materials will be agreed and adhered to by all contractors.

Temporary traffic signs – As part of the traffic management measures temporary traffic signs will be put in place at the location where works are being undertaken. All measures will be in accordance with the ‘Traffic Signs Manual, Section 8 – Temporary Traffic Measures and Signs for Road Works’ (DoT, 2019) and ‘Guidance for the Control and Management of Traffic at Roadworks’ (DoT). A member of construction staff (flagman) will be present at each construction site location along the route.

Additional measures - Various additional measures will be put in place in order to minimise the effects of the construction traffic on the surrounding road network including wheel washing facilities at the entrance to the site and sweeping/cleaning of local roads as required.

Road Opening Licence – All roads’ works will be undertaken in line with the requirements of a road opening licence as agreed with Roscommon County Council.

Stakeholder Liaison and Communication – Ongoing liaison will be maintained throughout the construction period with key stakeholders and businesses, including the Hodson Bay Hotel, Athlone Golf Club, Baysports, Viking Tours, marina users and other site operators. Advance notice of works and any associated traffic management arrangements will be provided where practicable, together with appropriate contact details to enable queries or concerns to be raised and addressed promptly.

14.1.8.2.10 **Residual Effects During Construction**

The mitigation measures set out above will ensure that local residents, businesses, and other key stakeholders are fully informed of upcoming works and diversions, and may have continuous access to residences, and may plan alternative routes to minimise impacts. Following implementation of the proposed mitigation measures, the residual construction effects are shown in Table 14-13.

Table 14-13: Residual Effects During Construction

Receptor	Residual Effect
Road Network	Negative, Slight and Short Term
Parking	Imperceptible
Access	Negative, Slight and Short Term
Public Transport	Imperceptible
Emergency Vehicles	Not Significant
Pedestrians	Negative, Slight and Short Term
Cyclists	Negative, Slight and Short Term

No significant residual traffic or transport effects are anticipated during construction.

14.1.8.2.11 **Significance of Effects**

Overall, the construction Phase will result in short term increases in traffic associated with workforce and HGV movements. Subject to implementation of the TMP and the embedded mitigation measures, these effects are considered to be Negative, Slight and Short Term, and are not considered significant in the context of the EPA Guidelines.

14.1.8.3 Operational Phase

14.1.8.3.1 Operational Phase Impacts on Road Network

The Proposed Development is forecast to generate an additional 432 two-way vehicle trips per day, equating to approximately 44 two-way vehicle movements during the busiest hour.

Although this represents an increase of approximately 12–25% over existing peak hour traffic volumes, baseline traffic flows on the L2020 remain relatively low and the increase is not expected to result in capacity or operational issues on the local road network. Traffic associated with the Proposed Development is leisure-based and therefore dispersed throughout the day rather than concentrated within traditional commuter peak periods.

Traffic calming measures, reduced carriageway widths, improved road markings and enhanced wayfinding incorporated within the Proposed Development are expected to improve vehicle behaviour and circulation throughout the site. While the Proposed Development will increase visitor numbers, the associated highway improvements are expected to offset many operational effects through improved network efficiency and reduced internal vehicle circulation.

With regard to the Hodson Bay Level Crossing, the additional traffic is predicted to increase worst-case queue lengths during an eight-minute barrier closure by approximately three vehicles compared to existing conditions. Given that the level crossing is located approximately 250m from the N61 junction, predicted queue lengths remain well within the available storage and are not expected to extend onto the N61. Notwithstanding these findings, consultation identified that queues are perceived to occasionally extend towards the N61 during periods of exceptional visitor demand. As this reflects existing operational conditions rather than development-related impacts, continued liaison with Iarnród Éireann and TII is recommended during future transport planning for the area.

Overall, the operational impact on the road network is considered Neutral to Slight Positive, Long-term, as the modest increase in traffic is accompanied by significant improvements to the operation, safety and management of the local road network.

14.1.8.3.2 Operational Phase Impacts on Car Parking

Parking surveys demonstrated that the existing parking provision regularly operates at capacity during peak periods, resulting in informal parking, and inefficient vehicle circulation.

The Proposed Development increases parking provision from 353 to 504 spaces, representing an increase of approximately 44%. The assessment indicates that the future peak parking requirement is approximately 470 spaces, demonstrating that the proposed provision is sufficient to accommodate forecast demand while providing a modest operational reserve.

The proposals also improve the distribution of parking through enhanced wayfinding, encouraging greater utilisation of the northern car park, particularly by visitors accessing the water sports facilities and café. Dedicated coach parking, boat trailer parking, accessible spaces and Electric Vehicle (EV) charging facilities further improve the functionality of the site.

Overall, the operational effect on parking is considered Positive, Significant and Permanent.

14.1.8.3.3 Operational Phase Impacts on Access

The Proposed Development significantly improves accessibility throughout Hodson Bay through enhanced internal circulation, improved parking distribution, upgraded wayfinding and clearer road layouts.

The provision of dedicated bus facilities, improved pedestrian links and enhanced vehicle manoeuvring areas will improve access for all users while reducing vehicle conflict within the site area.

Operational impacts on access are considered Positive, Moderate and Permanent.

14.1.8.3.4 **Operational Phase Impacts on Public Transport**

Although the Proposed Development does not introduce scheduled public transport services, it significantly improves accessibility for organised coach travel through the provision of dedicated bus set-down areas, dedicated coach parking, and improved circulation and wayfinding. This creates the opportunity for public transport services to be routed to Hodson Bay in the future.

Improved manoeuvrability for buses and large vehicles also enhances operational efficiency and safety.

The operational effect is considered Positive, Significant and Permanent.

14.1.8.3.5 **Operational Phase Impacts on Emergency Vehicles**

The improved internal road layout, enhanced circulation, and increased parking capacity are expected to improve access for emergency vehicles throughout the site.

Traffic calming measures have been designed to remain suitable for emergency vehicle operation and vehicle tracking has been undertaken along all access routes.

The operational effect is therefore considered Positive, Slight and Permanent.

14.1.8.3.6 **Operational Phase Impacts on Pedestrians**

The Proposed Development provides a substantial enhancement to pedestrian infrastructure through new widened shared facilities, improved waterfront paths, enhanced crossing facilities, new traffic calming features, upgraded lighting and improved pedestrian connectivity between parking areas and key destinations.

The relocation of parking away from the immediate lakeshore also creates a more pedestrian-focused environment and reduces conflict between vehicles and pedestrians.

The operational impact is considered Positive, Significant and Permanent.

14.1.8.3.7 **Operational Phase Impacts on Cyclists**

The Proposed Development represents a substantial improvement in cycling infrastructure through the provision of a continuous shared pedestrian and cycle route along the L2020, enhanced connections to the waterfront, bicycle parking facilities and traffic calming measures that improve cyclist safety.

These improvements will significantly increase the attractiveness of cycling as a means of accessing Hodson Bay while improving safety for existing cyclists.

The operational effect is considered Positive, Significant and Permanent.

14.1.8.3.8 **Operation Phase Impact Summary**

The Operational Phase of the Proposed Development delivers substantial improvements to the transport environment within Hodson Bay.

The Proposed Development is forecast to generate approximately 432 additional two-way vehicle trips per day, and the associated peak hour increase is approximately 44 two-way vehicle movements. These increases can be accommodated within the existing road network without resulting in any significant capacity or operational issues.

The operational benefits of the Proposed Development include:

- an increase in parking provision from 353 to 504 spaces, addressing the existing parking shortfall identified through survey work;

- improved parking distribution through enhanced wayfinding and the greater utilisation of the northern car park;
- dedicated coach parking, bus set-down areas and boat trailer parking;
- provision of EV charging facilities and accessible parking spaces;
- a continuous shared pedestrian and cycle route linking the N61 with the waterfront;
- improved pedestrian connections throughout the site;
- traffic calming measures designed to reduce vehicle speeds along the L2020;
- improved lighting, signage and road markings;
- enhanced safety for pedestrians and cyclists;
- improved internal vehicle circulation and manoeuvrability for buses and service vehicles.

The assessment demonstrates that the additional traffic generated by the development will have only a marginal effect on queue lengths at the Hodson Bay Level Crossing, increasing worst-case queues by approximately three vehicles during an eight-minute barrier closure. Predicted queue lengths remain well within the available storage between the level crossing and the N61 junction and are not expected to adversely affect the operation of the national road network.

Overall, the Proposed Development provides a significant enhancement to the transport environment within Hodson Bay. While a modest increase in traffic demand will occur, this is offset by comprehensive improvements to parking provision, active travel infrastructure, accessibility and road safety.

Accordingly, the overall operational effect of the Proposed Development is considered to be Positive, Significant and Permanent, with no significant adverse residual traffic or transport effects identified.

14.1.8.4 Summary of Effects

Table 14-134 summarises the predicted traffic and transport effects of the Proposed Development during the construction and operational Phases. The assessment demonstrates that construction effects are short term and can be effectively managed through the implementation of the TMP. During operation, the Proposed Development provides lasting improvements to parking provision, active travel infrastructure, traffic management and road safety, with no significant adverse residual traffic or transport effects predicted.

Table 14-14: Summary of Predicted Traffic and Transport Effects

Receptor	Construction	Residual	Operation	Residual
Road Network	Slight Negative	Slight Negative	Slight Positive	Slight Positive
Parking	Imperceptible	Imperceptible	Significant Positive	Significant Positive
Access	Slight Negative	Slight Negative	Moderate Positive	Moderate Positive
Public Transport	Imperceptible	Imperceptible	Slight Positive	Slight Positive
Emergency Services	Not Significant	Not Significant	Slight Positive	Slight Positive
Pedestrians	Slight Negative	Slight Negative	Significant Positive	Significant Positive
Cyclists	Slight Negative	Slight Negative	Significant Positive	Significant Positive

14.1.9 Cumulative Effects

The assessment of cumulative effects considers the combined influence of the Proposed Development alongside existing traffic conditions and other foreseeable developments within the surrounding transport network.

The Hodson Bay area experiences seasonal peaks in traffic associated with tourism, leisure and hospitality activities, particularly during weekends and the summer months. The existing road network currently accommodates these fluctuations, although parking surveys demonstrate that parking provision regularly operates at or near capacity during periods of peak demand.

The Proposed Development has been specifically developed to address these existing operational constraints through a combination of increased parking provision, improved internal circulation, enhanced wayfinding, active travel infrastructure, traffic calming and improved facilities for buses. These measures provide additional capacity and improve the efficiency and safety of the transport network.

The additional traffic generated by the Proposed Development is forecast to be modest relative to the existing traffic volumes on the L2020 and will be dispersed throughout the day due to the leisure-based nature of the development. The assessment also demonstrates that the additional traffic will not materially affect the operation of the Hodson Bay Level Crossing or the adjacent N61 junction.

Potential cumulative effects may arise should the 30-month construction programme of the Proposed Development coincide with the construction of the Yew Point scheme. In a rural context, the simultaneous movement of HGVs and workforce traffic on the L2020 could result in temporary localised pressure on the N61/L2020 junction. However, given the advanced stage of construction of the Yew Point development relative to the current stage of the Proposed Development, an overlap in construction activities is considered unlikely.

To mitigate this, a TMP will be implemented to coordinate delivery scheduling and construction access. These measures will ensure HGV movements are staggered and do not coincide with peak seasonal tourism demand. Following the implementation of the TMP, the cumulative construction impact is assessed as Short-Term, Negative, and Slight.

The cumulative operational assessment considers the permanent traffic generated by the Yew Point visitors combined with the projected visitor growth of the Waterfront Park (i.e. the Proposed Development). Even accounting for the Yew Point development, other permitted projects in the area are predominantly small-scale residential in nature and do not represent a significant departure from the established traffic profile of Hodson Bay.

The combined peak-hour traffic remains well within the carrying capacity of the L2020 and the N61/L2020 junction. Consequently, the cumulative impact on the capacity and operation of the N61 junction and the local road network is confirmed as Not Significant.

Overall, the Proposed Development is not expected to result in any significant adverse cumulative traffic or transport effects.

14.1.10 Conclusion

This chapter has assessed the likely traffic and transport effects associated with the Proposed Development during both the construction and operational phases.

The assessment demonstrates that the existing transport network is characterised by relatively low traffic volumes but experiences seasonal pressures associated with tourism and recreational activity. Stakeholder consultation and traffic surveys identified high parking utilisation during peak periods, excessive vehicle speeds along the L2020, and localised congestion associated with the operation of the Hodson Bay Level Crossing.

During the construction phase, short term increases in workforce and construction traffic will occur. These impacts will be localised, short-term and effectively managed through the implementation of a TMP. Consequently, residual construction effects are predicted to be Negative, Slight and Short Term.

During operation, the Proposed Development is forecast to generate an additional 432 two-way vehicle trips per day, equating to approximately 44 two-way vehicle movements during the busiest hour. This represents a relatively modest increase in traffic that can be accommodated within the existing road network without materially affecting its operation.

The assessment demonstrates that the additional development traffic will result in only a negligible increase in queue lengths at the Hodson Bay Level Crossing and will not cause queues to extend to the N61 junction. While consultation identified that queueing can occasionally occur under existing conditions during periods of exceptional demand, this represents an existing operational issue rather than one arising from the Proposed Development.

The principal transport benefits of the Proposed Development include:

- an increase in parking provision from 353 to 504 spaces, addressing the existing parking shortfall during peak periods;
- improved parking distribution through enhanced wayfinding and greater utilisation of the northern car park;
- provision of dedicated bus parking, bus set-down facilities and boat trailer parking;
- installation of EV charging infrastructure and additional accessible parking;
- delivery of a continuous shared pedestrian and cycle route linking the N61 with Hodson Bay;
- improved pedestrian connectivity and waterfront accessibility;
- implementation of traffic calming measures to reduce vehicle speeds and improve road safety;
- enhanced manoeuvrability for buses and larger service vehicles;
- upgraded signage, lighting and road markings to improve circulation, safety and overall user experience.

Overall, the Proposed Development delivers a comprehensive package of transport improvements that not only accommodates the forecast increase in visitor demand but also addresses a number of existing deficiencies within the transport network. The Proposed Development promotes sustainable travel, improves accessibility for all users, enhances road safety and provides sufficient parking capacity to support the continued operation and future growth of Hodson Bay as a strategic tourism, recreation and leisure destination.

Taking account of the embedded design measures and proposed mitigation, the operational phase is assessed as resulting in an overall Positive, Significant and Permanent effect on the local traffic and transport environment. No significant adverse residual traffic or transport effects are predicted.

14.2 Utilities, Water, and Other Services

14.2.1 Introduction

14.2.1.1 Chapter Scope

This section of the Material Assets chapter assesses the likely significant effects of the Proposed Development on utilities or built services in the area such as electricity supply and transmission, water, wastewater, waste management, gas and underground telecommunications. Section 14.2.6 describes the receiving environment as it relates to material assets in the vicinity of the Proposed Development site and the potential for effects on those assets. Section 14.2.7 presents an assessment of the likely significant effects and mitigation measures proposed.

14.2.1.2 Statement of Authority

This section of the EIAR has been prepared by Eleanor Chapman, Fangfei Zhang and reviewed by Morgan Valvik and Karen Mulryan, all of MKO.

Eleanor Chapman is a Graduate Environmental Scientist with MKO. Eleanor holds a Degree in Geographical and Archaeological Sciences from University College Cork. Prior to taking up her position with MKO in September 2025, Eleanor has undertaken ecology-based work including desktop research, use of GIS, and ecological surveys. Since joining MKO, Eleanor has worked on a series of projects including Environmental Impact Assessment Screening Determinations, Preliminary Environmental Impact Assessment Screenings, and Traffic Infrastructure Ireland Road Projects.

Fangfei Zhang is a Graduate Environmental Scientist with MKO since September 2025. She holds an MSc (Hons) in Environmental Science from Trinity College Dublin and a BEng (Hons) in Environmental Engineering. Fangfei has experience in CEMP, geo-environmental interpretive reports, preliminary site assessment reports, Screening, and the preparation of Population and Human Health assessments, Material Assets Assessments and Air Quality Assessments for EIARs.

Morgan Valvik is a Project Environmental Scientist at MKO, having joined the company in September 2023. Morgan holds an MSc in Environmental Science from Trinity College Dublin. Prior to joining MKO, she worked as a Graduate Environmental Scientist for AKRF Inc. where she conducted site assessments and remedial oversight related to brownfield sites and landfills in the United States. Morgan's key strengths and areas of expertise are in report writing and EIAR management and coordination. Since joining MKO, Morgan has been involved in the preparation of Environmental Impact Assessment Screening Reports, Construction and Environmental Management Plans, and Geo-Environmental Reports for a wide range of projects. Morgan is a member of the Chartered Institution of Water and Environmental Management.

Karen is a Senior Environmental Scientist with MKO with over 10 years' experience in the consultancy sector. Karen holds a BA International in Archaeology from NUI Galway and a MSc in Archaeology from the University of Edinburgh. Karen's professional consultancy experience comprises project management, environmental impact assessment reporting and peer reviewing, site selection, feasibility assessment, client liaison and stakeholder engagement. Karen's project management and EIA coordination experience includes large scale renewable energy developments, specifically wind and solar, grid infrastructure, large scale flood relief schemes and residential developments. Karen holds memberships with the Chartered Institute for Archaeologists (ACIfA) and the Institute of Archaeologists of Ireland (IAI).

14.2.2 Methodology

The methodology for this assessment includes:

- Legislation and guidance review;
- Scoping exercise with stakeholders;
- Desk study, including a review of available maps from Environmental Protection Agency (EPA) database (www.epa.ie) and Geological Survey of Ireland (GSI) - Geology Database (www.gsi.ie) and published information, followed by mapping of constraints;
- Proposed drawings and accompanying reports consulted;
- Impact Assessment.

The assessment of likely significant effects on material assets uses the standard methodology and classification of effects, as presented in Section 1.7.2 of Chapter 1 Introduction.

14.2.3 Relevant Guidance and Legislation

The Material Assets section of this EIAR is carried out in accordance with the 'EIA Directive' (Directive 2011/92/EU, as amended by Directive 2014/52/EU. Consideration has also been given to the guidance documents listed below:

- ESB Networks (2019) Code of Practice for Avoiding Danger from Overhead Electricity Lines.¹
- Roscommon County Council (RCC) (2022) Roscommon County Development Plan 2022-2028.²
- Environmental Protection Agency (EPA) (2022) Guidelines on the Information to be contained in Environmental Impact Assessment Reports.³
- ESB (2017) *EMF & You: Information about Electric & Magnetic Fields and the electricity network in Ireland.*
- Irish Rail (2018) *CCE Department Technical Guidance Document CCE-TMS-310 Guidance on Third Party Works.*
- Irish Rail (2009) *CCE Departmental and Multidisciplinary Standard I-DEP-0121 Third Party Works: Additional Details of Railway Safety Requirements.*
- Waste Management:
 - Waste Framework Directive (2008/98/EU), as amended by Directive (EU) 2018/851.
 - Waste Management Acts 1996 to 2016, as amended.
 - European Communities (Waste Directive) Regulations 2011 (S.I. No. 126 of 2011), as amended.
 - EPA (2021) Best Practice Guidelines for the Preparation of Resources & Waste Management Plans for Construction and Demolition Projects.
 - IEMA (March 2020) Guide to Materials and Waste in Environmental Impact Assessment.
 - EPA (2020) Guidance on Waste Acceptance Criteria at Soil Recovery Facilities
 - EPA (2020) By-Product – Guidance Note, A Guide to By-products and Submitting a By-product Notification Under Article 27 of the European Communities (Waste Directive) Regulations 2011 (S.I. No 126 of 2011).
 - EPA (2019) Guidance on Stone and Soil By-Products in the context of Article 27 of the European Communities (Waste Directive) Regulations 2011.
 - TII (2017) The Management of Waste from National Road Construction Projects, GE-ENV01101
 - Government of Ireland (2020) Environmental Protection Agency (2021) National Hazardous Waste Management Plan 2021-2027
 - Regional Waste Management Plan in line with the National Waste Management Plan for a Circular Economy 2024-2030.

There is no specific legislation or guidance relating to the assessment of Utilities or Telecommunications. This impact assessment therefore follows the overall methodology and guidance relating to EIA as set out in section 1.5 Chapter 1: Introduction of this EIAR. The impact of the Proposed Development on utilities and telecommunications is assessed for the construction and operational phases, where relevant, by considering the potential impacts to electricity, telecommunications, gas, water supply and sewerage infrastructure.

Waste management legislation relevant to the Proposed Development includes the Waste Framework Directive (2008/98/EC), as amended, the Waste Management Acts 1996-2016, as amended, and the European Communities (Waste Directive) Regulations 2011, as amended.

The Waste Directive Regulations provide that uncontaminated soil and other naturally occurring material excavated during construction activities may fall outside the scope of waste legislation where it is reused in its natural state at the site from which it was excavated. In addition, Article 27 of the Regulations provides a mechanism whereby suitable materials, including excess soil and stone, may be classified as by-products rather than waste where the relevant statutory criteria are satisfied.

¹ ESB Networks (2019), *Code of Practice for Avoiding Danger from Overhead Electricity Lines*. Available at: https://www.esbnetworks.ie/docs/default-source/publications/code-of-practice-for-avoiding-danger-from-overhead-electricity-lines.pdf?sfvrsn=425d33f0_4

² Roscommon County Council (2022), *Roscommon County Development Plan 2022-2028*. Available at: <https://www.rosdevplan.ie/>

³ Environmental protection Agency (2022) *Guidelines on the information to be contained in Environmental Impact Assessment Reports*. Available at: https://www.epa.ie/publications/monitoring-assessment/assessment/EIAR_Guidelines_2022_Web.pdf

The Proposed Development has been developed in accordance with circular economy principles and the waste hierarchy, with priority given to waste prevention, reuse, recycling and recovery. Any wastes requiring off-site management will be handled by appropriately authorised contractors and transported to authorised waste recovery or disposal facilities.

This assessment has also had regard to EPA guidance on Resource and Waste Management Plans, by-products and waste acceptance criteria, the IEMA Guide to Materials and Waste in Environmental Impact Assessment (2020), and TII guidance on the management of waste from construction projects.

14.2.4 Scoping and Consultation

The relevant national and regional authorities and bodies listed in Section 2.5.2 of Chapter 2 of this EIAR were consulted to identify any potential impact on material assets. Scoping was undertaken in line with Section 3.3 ‘Scoping’ of the EPA 2022 *Guidelines on the information to be contained in Environmental Impact Assessment Reports*.

The full scoping responses mentioned below are provided in Appendix 2-2 of this EIAR.

Uisce Éireann

A scoping response was received from Uisce Éireann on 5th August 2025. The response noted that Uisce Éireann operates numerous downstream abstraction points which serve large parts of the country, as well as several assets within and around the Proposed Development site. A 150mm uPVC (unplasticised polyvinyl chloride) watermain runs parallel to the L2020 road and supplies a number of subsidiary pipes throughout the Proposed Development site. There is an Uisce Éireann pumping station located within the Proposed Development site and another wastewater pumping station serving the area is also in operation to the north of Cushlea Estate, Monksland, Co. Westmeath.

Gas Networks Ireland

A scoping response received from Gas Networks Ireland (GNI) on 30th June 2025 confirmed there is no recorded Gas Network within the Proposed Development site. In addition, the Proposed Development is not of a type or scale that would give rise to significant gas demand or result in any material effects on gas network infrastructure. On this basis, gas infrastructure will not be assessed further in the assessment.

Irish Rail

A scoping request was sent out to Irish Rail on the 27th June 2025. No response has been received by the time of drafting this chapter.

14.2.5 Desk Study

In addition to the legislation, policy and guidance listed in Section 14.2.3 and information gathered through the scoping exercise, relevant data and information pertaining to the Proposed Development site was collated from the following sources:

- Base mapping (Osi and Google Earth imagery).
- Existing EirGrid data.
- Environmental Protection Agency (EPA) website.
- GSI Map viewer for public water supply information.
- ComReg Siteviewer (<https://siteviewer.comreg.ie/#/mobile-masts>).
- Open Infrastructure Map (<https://openinframap.org/#13.55/54.71933/-7.91589>)
- Local Authority Waste Facility Register (<https://facilityregister.nwcpo.ie/>)

14.2.6 Receiving Environment

14.2.6.1 Zone of Influence

There are no guidelines or criteria to define the size of the zone of influence (ZoI) for the assessment of Material Assets. As such, for the purpose of this assessment, the study area is confined to the areas in which there is potential for direct and indirect impact on built services as a result of the Proposed Development, i.e. the Proposed Development footprint for the assessment of impacts on utilities and telecommunications. For potential impacts on waste management services, a study area of 30km has been considered.

The Proposed Development site currently comprises the existing Waterways Ireland-operated marina facility, the Baysports water sports facility, areas of land currently owned by Roscommon County Council, Athlone Golf Club, the Hodson Bay Hotel, Inland Properties Ltd and other parties as outlined in the Planning Statement, L2020 Local Road, car parking and landscaped public realm areas. The site is surrounded by a mix of pastures, inland marshes, sport and leisure facilities, woodland, L2020 Local Road, and Lough Ree. Access to the construction site will be from the L2020 Local Road off the N61 National Road.

The Proposed Development could have the potential to have effects on the following material assets:

- Electricity Network,
- Telecommunications Network (including phone and broadband),
- Gas Distribution Network,
- Water Supply Network,
- Wastewater Drainage (Sewage Network),
- Waste Management.

14.2.6.2 Electricity Network

Main Development Area

As shown on Drawing 31022-CIV-XX-SV-D-C-00001 of Appendix 4-4 Drainage Strategy Report, a small section of existing medium-voltage overhead cable is located within the Proposed Development site. An existing medium/low-voltage underground cable is also present within the boundary at the northwestern extent of the site. In addition, an existing low-voltage underground cable is located outside the site boundary to the northeast.

L2020 Local Road Area

As set out in the Drawing 31022-CIV-XX-SV-D-C-00002 of Appendix 4-4 Drainage Strategy Report, existing medium-voltage overhead cables cross the L2020 Local Road area in a broadly west-east direction, connecting to the main medium-voltage line within a residential area outside the site boundary. The nearest transmission line is the 110 kV Athlone to Lanesboro overhead line, which runs in a northwest-southeast direction and is located approximately 600 m southwest of the site.

14.2.6.3 Telecommunications Network

There are existing Open Eir lines throughout the Proposed Development site boundary. The route follows the L2020 local road, continues along the eastern side of the Hodson Bay Hotel, and then proceeds north.

14.2.6.4 Water Supply Network

There are no mapped public supply group water scheme groundwater protection zones in the area of the Proposed Development. The scoping response received from Uisce Éireann states there is a 150 mm UPVC watermain that runs parallel to the L2020 Local Road and supplies water through a number of

perpendicular subsidiary pipes throughout the area. Refer to Drawing 31022-CIV-XX-SV-D-C-00001 and Drawing 31022-CIV-XX-SV-D-C-00002 of Appendix 4-4 Drainage Strategy Report for details. As seen in the drawings, the existing watermain continues to traverse northwards along the L2020 Local Road by the Hodson Bay Hotel and Baysports.

14.2.6.5 Wastewater Drainage (Sewage Network)

As set out in Drawing 31022-CIV-XX-SV-D-C-00001 of Appendix 4-4 Drainage Strategy Report, there is an existing foul water network located within the Proposed Development site, along the L2020 Local Road within the southern extent of the Proposed Development site boundary. As described in Section 8.3.8 of Chapter 8: Hydrology and Hydrogeology, there is a licenced urban wastewater and sewage treatment plant within the Site named Hodson Bay and Environs (Registration No. D0377-01). There is one licenced discharge (local authority reference number WP-16-11, ID 2023_983) into Lough Ree along the marina wall.

Uisce Éireann sewer network records show an existing foul water network near the vicinity of the Proposed Development site, but no public sewers within the site boundary. The gravity sewer in the vicinity serves the Hodson Bay area, which drains southward toward the N61 to a wastewater treatment plant. Existing foul water infrastructure for the Hodson Bay Hotel connects to an existing Uisce Éireann Wastewater Pump Station located south of the Proposed Development.

14.2.6.6 Waste Management Facilities

There are no Environmental Protection Agency (EPA) licensed or local authority-authorised waste facilities or activities located within the site boundary. The closest, authorised waste facility is Ballydonagh Landfill (Active Licence Number: W0028-03), located approximately 11.1 km to the southeast of the Proposed Development site, outside of Athlone town.

14.2.6.7 Irish Rail

There is an existing Irish Rail crossing within the southern part of the Proposed Development site, which will form part of the proposed active travel improvements along the L2020 Local Road.

14.2.6.8 Existing Marina Infrastructure

The Proposed Development site contains an existing marina facility operated by Waterways Ireland, comprising berthing facilities, access gangways, mooring infrastructure, navigation-related features and associated ancillary services. The marina forms an important recreational and tourism asset within Hodson Bay and supports a range of recreational boating activities on Lough Ree. The marina infrastructure contributes to the local tourism economy and provides access to the wider inland waterways network.

The existing marina infrastructure is generally concentrated along the shoreline within the central and northern portions of the Proposed Development site. Associated marina-related facilities include pedestrian access routes, slipway facilities, utility services and ancillary infrastructure supporting recreational and visitor use of the waterfront area.

14.2.7 Likely Significant Effects and Associated Mitigation Measures

14.2.7.1 “Do-Nothing” Scenario

If the Proposed Development were not to proceed, the site would continue to function as it does at present, with no changes to Material Assets. There would be no potential for negative effects on material assets during the construction and operational phases of the Proposed Development. However, the opportunity to redevelop a key tourism and amenity area in County Roscommon, and to provide safer

access to the site for road users, pedestrians and cyclists would be lost. Additionally, the opportunity to fulfil socio-economic development goals, tourism promotion and the public realm enhancement, would be lost.

14.2.8 Construction Phase Effects

14.2.8.1 Electrical Infrastructure and Supply

Identification of Effects

Prior to the demolition of the existing water sports building and adjacent toilet block, the existing electrical services will need to be isolated and disconnected. Active travel measures proposed along the L2020 will be constructed in the vicinity of and under overhead lines. The Proposed Development will also require connection to the existing electricity network which will likely require the temporary planned disconnection of existing services.

The construction of the above could lead to accidental damage of existing electrical infrastructure and disruption to local electricity supply. In such an event, a Brief to Temporary, Slight Negative Effect on electricity supply and infrastructure could arise.

Proposed Mitigation Measures

- The construction phase of the Proposed Development will be carried out in accordance with the Construction Environmental Management Plan (CEMP) (Appendix 4-2 of this EIAR).
- Prior to commencement of works, existing utility infrastructure within and adjacent to the Site will be identified and confirmed through consultation with the relevant utility providers. Early engagement will be undertaken with service providers to agree any required protection, diversion or modification works and to minimise disruption to customers.
- The suitability of machinery and equipment for use in the vicinity of overhead electricity lines will be assessed through site-specific risk assessments. All personnel and contractors entering the Site will be informed of the location of overhead electricity lines and associated exclusion zones.
- Barriers will be installed parallel to overhead electricity lines at a minimum horizontal distance of 6 m from the nearest conductor. Information on safe working clearances will be provided to all personnel and visitors, and appropriate warning signage will be erected in areas where overhead lines are present.
- Where works are required beneath overhead electricity lines, a site-specific risk assessment will be completed in advance. The assessment will consider the maximum operating height of plant and equipment, and overhead line proximity detection systems will be fitted to machinery where required.
- Enabling and construction works will be programmed to maintain existing connections wherever practicable and to minimise the duration of any necessary service interruptions. Where diversions or modifications to utility infrastructure are required, affected property owners will be provided with a minimum of 14 days' notice, including details of the nature, timing and anticipated duration of any interruption.
- Any damage to utility infrastructure arising during the construction phase will be repaired or replaced by the appointed Contractor in consultation with the relevant utility provider.
- All personnel will comply with the requirements of the Safety, Health and Welfare at Work legislation, including the Health and Safety Authority's guidance for construction works, and will use appropriate personal protective equipment (PPE) and adhere to Site Health and Safety procedures at all times.

Residual Effect

Following the implementation of the mitigation measures outlined above, no impacts on electricity infrastructure or supply are anticipated. The residual effects on electricity infrastructure and supply are Temporary Imperceptible Neutral effects.

Significance of Effects

Based on the assessment above there will be no significant direct or indirect effects on electricity infrastructure and supply during the construction phase of the Proposed Development.

14.2.8.2 Telecommunications

Identification of Effects

OpenEir infrastructure runs through the Proposed Development site. Excavation works or heavy machinery operations near the infrastructure may result in accidental damage or disruption to services, posing a risk of accidental damage. This would be a Brief to Temporary Slight Negative Impact.

Proposed Mitigation Measures

- Enabling works shall be programmed to maintain connections, or at least minimise downtimes, to public and private customers where conflicts arise.
- Early consultation shall be undertaken with service providers to enable providers to reroute their service during non-peak periods to maintain connections to customers.
- For unknown utilities encountered during construction works, further liaison with utility providers will be undertaken to establish the preferred solution.
- Where diversions, or modifications are required to utility infrastructure:
 - The appointed contractor will ensure adequate notice (not less than 14 days) will be given to all impacted properties.
 - Notification shall include information on when interruptions and works are scheduled to occur and the duration of such interruption. Any required works will be carefully planned by the appointed contractor to ensure that the duration of interruptions is minimised in so far as is practicable.
- Where works are required in and around known utility infrastructure, precautions will be implemented by the appointed contractor to protect the infrastructure from damage and avoid unplanned interruptions.
- Any damage to services during the construction phase shall be repaired / replaced by the Contractor.
- Safety procedures will be put in place to minimise the risk to utility provider personnel and the general public during works on services. Protection measures during construction will include warning signs and markings indicating the location of utility infrastructure, safe digging techniques in the vicinity of known utilities, and in certain circumstances where possible, isolation of the section of infrastructure during works in the immediate vicinity.
- All proposed relocation / diversion works shall be delivered through the appropriate service provider processes e.g. Uisce Éireann Developer Services – Diversion process.
- Site specific method statements and risk assessments detailing safe means of works for working in close proximity to existing underground and overground existing services shall be prepared at detailed design stage. Works affecting underground services shall be carried out strictly in accordance with the Health and Safety Authority Code of Practice for Avoiding Danger from Underground Services (HSA, 2016).

Residual Effect

Following the implementation of the mitigation measures outlined above, the residual effects on telecommunications infrastructure and supply are Temporary, Imperceptible Neutral effects.

Significance of Effects

Based on the assessment above there will be no significant direct or indirect effects on telecommunications infrastructure and supply during the construction phase of the Proposed Development.

14.2.8.3 Water Supply and Wastewater Infrastructure.

Identification of Effects

Construction phase activities, including excavation works, demolition activities and the temporary disconnection and reconnection to existing water and wastewater infrastructure, have the potential to inadvertently damage existing watermains, foul sewer infrastructure or associated services. This could result in temporary service interruptions or localised damage to existing utility infrastructure. Given that any outages to public utilities are generally repaired within one to a few days, it is considered the impact without mitigation would be Brief to Temporary, Slight and Negative.

Mitigation and Monitoring Measures

- The construction phase of the Proposed Development will be carried out in accordance with the Construction Environmental Management Plan (CEMP) (Appendix 4-2).
- Prior to commencement of works, confirmatory utility surveys will be undertaken to identify and verify the location of existing services and utility infrastructure within and adjacent to the site.
- Where existing utilities are identified, the relevant utility provider will be consulted regarding any specific protection, excavation, diversion or relocation requirements. Any works affecting utility infrastructure will be undertaken in accordance with the specifications of the relevant utility provider.
- Enabling and construction works will be programmed to maintain existing utility connections wherever practicable and to minimise the duration of any necessary service interruptions. Early consultation with service providers will be undertaken to facilitate service diversions or temporary rerouting during non-peak periods where required.
- Where diversions or modifications to utility infrastructure are necessary, affected properties will be provided with a minimum of 14 days' notice. Notifications will include details of the nature of the works, the anticipated interruption period and the expected duration of any service disruption.
- Where works are required in the vicinity of known utility infrastructure, appropriate precautions will be implemented by the Contractor to protect services from accidental damage and avoid unplanned interruptions. Any damage to utility infrastructure arising during the construction phase will be repaired or replaced by the Contractor in consultation with the relevant utility provider.
- Excavation works may encounter groundwater. Where groundwater ingress occurs, water will be pumped from excavations and discharged to vegetated ground within the Site through a silt bag or equivalent sediment control measure to prevent the release of suspended solids.
- Particular emphasis will be placed on preventing fuels, oils, hazardous materials and other contaminants from entering the surface water drainage system. Appropriate spill prevention and response measures will be implemented throughout the construction phase.
- A self-contained portable toilet with an integrated waste holding tank will be provided for construction personnel. The unit will be regularly maintained by the service provider and removed from the Site upon completion of the works.

Residual Effect

With the implementation of the proposed mitigation measures detailed above, the residual impact will be Imperceptible, Brief to Temporary, Negative effect on water infrastructure and supply during the construction phase of the Proposed Development.

Significance of Effects

Based on the assessment above there will be no significant direct or indirect effects on water infrastructure or supply during the construction phase of the Proposed Development.

14.2.8.4 Waste Management

Identification of Effects

The demolition works are likely to give rise to a number of waste types including soils, stones, mixed materials, packaging, steel, wood, cables, and other types of waste.

The construction works may give rise to small quantities of hazardous wastes such as oil, diesel fuel, chemicals, etc, as well as mixed municipal waste. The full expected list of waste is provided in the Resource Waste Management Plan (RWMP) which is provided within Section 3.10 of the CEMP (Appendix 4-2). Overall, the waste produced is anticipated to be a very small fraction of the regional waste capacity and therefore has been determined to have a Short-term Slight Negative effect on waste management facilities during the construction phase.

Proposed Mitigation Measures

The following mitigation measures will be employed:

- A CEMP (Appendix 4-2) and RWMP will be implemented throughout the construction phase and adhered to by all contractors, subcontractors and site personnel.
- The waste hierarchy will be applied at all stages of the construction works, prioritising waste prevention, reuse, recycling and recovery, with disposal to landfill minimised wherever practicable.
- All waste generated on-site will be segregated at source and stored in designated, appropriately labelled containers within the site boundary prior to removal. Waste will be managed in a manner that prevents nuisance, contamination or obstruction of public areas.
- All construction and demolition waste that cannot be reused on-site will be removed by appropriately authorised waste contractors and taken to suitably authorised waste recovery or disposal facilities.
- Packaging waste arising from the delivery of construction materials will be returned to suppliers where practicable or segregated for off-site recycling at an authorised Materials Recovery Facility (MRF).
- Waste oils, hydraulic fluids and other hazardous wastes will be stored in suitable leak-proof containers and removed from site for recovery or disposal in accordance with the Waste Management Act 1996, as amended, and all other relevant waste legislation.
- No wastewater will be discharged to ground or surface waters during the construction phase.
- Material ordering will be undertaken on an as-needed basis to minimise over-ordering and waste generation. Suppliers will be encouraged to minimise packaging and, where practicable, take back surplus materials and packaging.
- Materials will be purchased pre-cut or pre-fabricated where feasible, and appropriate storage, handling and sequencing of works will be implemented to prevent material damage, deterioration and unnecessary waste generation.

- Site personnel will receive induction training on waste management procedures. Waste may not be brought onto the site for disposal, and the burning of waste materials on-site will be strictly prohibited.

Residual Effects

With the implementation of the mitigation measures discussed above the residual effect on waste management facilities will be Short-term, Imperceptible, and Negative.

Significance of Effects

Based on the above assessment there will be No Significant direct or indirect effects on waste management services.

14.2.8.5 Irish Rail

Identification of Effects

There is an existing railway crossing that runs through a portion of the Proposed Development. Construction activities in the vicinity of the railway have the potential to affect the safe operation of the railway through interactions between construction traffic, plant and machinery, and railway operations. There is also the potential for temporary disruption to road users at the railway crossing during construction works if traffic management measures are required. In addition, without appropriate management, there is a potential for accidents involving construction vehicles and plant with moving trains. Based on the assessments above, the Proposed Development has potential to cause Temporary Significant Negative effects on Irish Rail.

Proposed Mitigation Measures

- The Proposed Development will be constructed and operated in accordance with all applicable health and safety legislation to minimise the potential for adverse effects on human health during the construction phase.
- A TMP will be prepared and implemented ahead of construction to manage construction activities in the vicinity of the Irish Rail crossing and minimise potential interactions with railway operations, as outlined below.
- Toolbox talks and safety inductions will be undertaken for all construction staff regarding the movement of plant and HGVs across Irish Rail infrastructure and when operating vehicles in proximity to Irish Rail infrastructure.
- Appropriate signage and set back distances from Irish Rail Infrastructure will be in place for the duration of the works in the vicinity of the railway crossing.
- A TMP will be produced for the construction phase and will set out traffic management measures to ensure the safety of construction staff and local road users along the L2020 including the railway line crossing. In the event that planning consent is granted for the Proposed Development, this TMP will be updated to address the requirements of any relevant planning conditions, including any additional mitigation measures, which are conditioned and will be submitted to the planning authority for written approval.

Residual Effects

It is considered that the effect on Irish Rail during the construction phase will be Temporary, Slight and Negative.

Significance of Effects

The effects on Irish Rail during the construction phase are Not Significant.

14.2.8.6 Existing Marina Infrastructure

Identification of Effects

As the Proposed Development includes the redevelopment and upgrading of the existing marina and associated waterfront infrastructure, the existing marina represents a key material asset within the receiving environment. During construction there will be a temporary shutdown of the existing marina and its operations. Its berthing capacity will be reduced to zero. This is a Temporary Moderate Negative effect on marina operations.

Proposed Mitigation Measures

- Advance notification of construction activities and any temporary restrictions will be provided to marina users and stakeholders.
- Construction activities will be coordinated with Waterways Ireland and other relevant stakeholders.

Residual Effects

The residual effect on the existing marina and its facilities will be Temporary, Moderate and Negative.

Significance of Effects

Based on the above assessment there will be a Significant effect on the marina and its operations during the temporary 6-month construction phase.

14.2.9 Operational Phase Effects

14.2.9.1 Electrical Infrastructure and Supply

Identification of Effects

The proposed Water Sports Pavilion buildings, marina facilities and EV power stations will require power supply. In addition, the lighting scheme across the Proposed Development site will be upgraded with due consideration of the need to minimise ecological disturbance, while ensuring that the safety of visitors to the Hodson Bay area is not compromised. However, no material change to the existing electrical infrastructure is anticipated. In the unlikely event that infrastructure upgrades or large-scale maintenance works are required during the operational phase, the impacts will be the same as those outlined in Section 14.2.8.1. The Proposed Development is likely to have a Long-term, Imperceptible, Negative effect on electrical infrastructure and supply during the operational phase.

Proposed Mitigation Measures

During maintenance works of infrastructure located in proximity to electrical infrastructure, the same mitigation measures as proposed in section 14.2.8.2 will be implemented.

Residual Effects

The residual effect on electrical infrastructure and supply will be long term, Imperceptible and Negative.

Significance of Effects

Based on the above assessment there will be No Significant direct or indirect effects on electrical infrastructure and supply.

14.2.9.2 Telecommunications

Identification of Effects

The Proposed Development will require telecommunications services throughout the site. However, no material change to the existing telecommunications infrastructure is anticipated. In the unlikely event that infrastructure upgrades or large-scale maintenance works are required during the operational phase, maintenance activities have the potential to affect telecommunications infrastructure if accidental damage occurs. The Proposed Development is likely to have a Temporary, Imperceptible, Negative effect on telecommunications during the operational phase.

Proposed Mitigation Measures

Routine maintenance works will follow standard utility protection procedures. Any works in the vicinity of existing telecommunications infrastructure will be undertaken in consultation with the relevant utility provider where required to avoid accidental damage.

Residual Effects

Following the implementation of the mitigation measures outlined above, no impacts on telecommunications are anticipated. The residual effect on telecommunications infrastructure and services will be Long-term, Imperceptible and Neutral.

Significance of Effects

Based on the above assessment there will be No Significant direct or indirect effects on telecommunications.

14.2.9.3 Water Supply and Wastewater Infrastructure

Foul water will be collected from the proposed Water Sports Pavilion buildings and Marina facilities and will connect to the existing on-site pumping station operated by Uisce Éireann. The Proposed Development is likely to have a Long-term, Imperceptible, Negative effect on water supply and wastewater infrastructure during the operational phase

Mitigation

- Foul water generated from the proposed water sports pavilion will be collected and discharged to an existing manhole, which will be part of the foul water network, which will be connected to the pumping station operated by Uisce Éireann. The foul water from the marina washroom facilities will be collected separately and is proposed to be connected to a nearby manhole as a part of the foul water network. The proposed foul water layout plans are included in the Drainage Strategy (Appendix 4-4 of this EIAR).

Residual Effects

The residual effect on wastewater infrastructure and supply will be Long-term, Imperceptible, and Neutral.

Significance of Effects

Based on the above assessment there will be No Significant direct or indirect effects on water and wastewater infrastructure and supply.

14.2.9.4 Waste Management

The Proposed Development is not expected to generate significant quantities of waste due to its nature and scale during the operational phase. The limited waste type will be general municipal waste, recyclable materials, organic/food waste, sanitary waste from welfare facilities, and foul wastewater from toilets, showers and changing areas. Additional marina-related waste may include domestic-type waste from boat users and foul wastewater collected through any boat pump-out facilities. Overall, waste produced during this phase is considered to be Long Term, Imperceptible and Negative on waste management services.

Mitigation

- Operational waste will be segregated, where practicable, and stored in designated waste storage areas prior to collection by authorised waste contractors.
- Adequate bins will be provided for general waste, recyclables and organic waste, as required.
- Any hazardous or special waste from routine maintenance will be stored separately and managed in accordance with relevant legislative requirements.

Residual Effects

The residual effect on waste management facilities will be Long-term, Imperceptible, and Neutral.

Significance of Effects

Based on the above assessment there will be No Significant direct or indirect effects on waste management during the operational phase.

14.2.9.5 Irish Rail

Identification of Effects

The Proposed Development will deliver substantial improvements to the transport environment within Hodson Bay during operational phase. The increased traffic will be accommodated within the existing road network without resulting in any significant capacity or operational issues. The Proposed Development is not expected to alter railway operations or materially increase traffic movements at the crossing. The impact of the Proposed Development during the operational phase is considered to be Long Term, Imperceptible and Neutral on Irish Rail

Proposed Mitigation Measures

- Routine maintenance works undertaken in the vicinity of the railway crossing will comply with the relevant railway authority's safety requirements and standard operational procedures.

Residual Effects

The residual effect on Irish Rail will be Long-term, Imperceptible, and Neutral.

Significance of Effects

There will be No Significant direct or indirect effects on Irish Rail during the operational phase.

14.2.9.6 Existing Marina Infrastructure

Identification of Effects

The redevelopment of an existing Waterways Ireland-operated marina includes an upgraded breakwater and jetty to increase the marina capacity to approximately 59 berths. The Proposed Development will ultimately replace and enhance the existing facilities, resulting in improved functionality, accessibility, safety and visitor experience. This is a Permanent, Positive, Significant effect on the marina infrastructure, capacity and its operations.

Proposed Mitigation Measures

None Proposed.

Residual Effects

The residual effect on the marina, its capacity and operations following the redevelopment will be Permanent, Positive and Significant.

Significance of Effects

Based on the above assessment there will be Significant Positive direct effects on the marina and its operations during the operational phase.

14.2.10 Cumulative Impact Assessment

This section presents an assessment of the cumulative effects associated with the construction and operation of the Proposed Development in combination with other projects and/or plans on Other Material Assets. Section 2.6 of Chapter 2 details the Cumulative Impact Assessment methodology undertaken for each discipline of this EIAR.

Appendix 2-1 details all the valid applications, granted and proposed within 1km of the Proposed Development site boundary (relative for cumulative consideration for most topics within this chapter), while Appendix 2-5 details all the valid applications, granted and proposed within the Shannon[Upper]_SC_090 WFD Sub Catchment (relevant for cumulative consideration for water quality) within which the Proposed Development is located considered for cumulative assessment.

The projects within Appendix 2-1 predominantly comprise one off housing as well as an application for the current Baysports Waterpark facilities Planning Reference 31584-23, Granted, 2024 and an application by ESB for the restringing of 35.7 km of overhead lines (OHL) from Athlone to Lanesboro (Planning Reference 2460559, Granted 2024).

14.2.10.1 Construction Phase

The potential for significant impacts on utility infrastructure and supply during the construction of one-off housing developments is considered extremely unlikely given the limited scale and dispersed nature of the developments listed in Appendix 2-1. The Baysports Waterpark application (Planning Reference 31584-23, Granted, 2024) comprises marquees, prefabricated buildings and waterslide inflatable installations. These works are of minimal environmental impact, with minor potential to impact on utilities. Furthermore, these works are already installed onsite and will be dismantled and relocated temporarily to facilitate the construction of the Proposed Development. As such, cumulative effects with Planning Reference 31584-23 cannot occur and cumulative effects from the dismantling and relocating of

this type of development alongside the construction phase of the Proposed Development are not anticipated. Potential cumulative impacts with the ESB project are considered unlikely given the scale and nature and separation distance from the Proposed Development works.

As such, potential for cumulative effects between developments listed in Appendix 2-1 and the Proposed Development on Other Material Assets is considered Unlikely, Imperceptible and Negative for both the construction and operational phases.

In relation to waste management services, the volume of waste anticipated from one off housing developments and the ESB project is considered minor and capable of being accommodated within existing waste management services of the 30 km study area for waste management. In combination with the residual effects of the Proposed Development, No Significant Cumulative Effects on waste management capacity, waste collection services or waste infrastructure are anticipated.

14.2.10.2 Operational Phase

During the operational phase, all identified utility infrastructure required to serve the Proposed Development and surrounding developments will be fully constructed, connected and operational. The operation of the Proposed Development is not expected to result in any direct impact on existing utility infrastructure or service provision. Similarly, the surrounding one-off residential developments, Baysports Waterpark facilities and ESB overhead line project will be operational by this stage and will not give rise to activities that could adversely affect utility infrastructure. Therefore, no significant cumulative effects on utility infrastructure or service provision are anticipated during the operational phase.

With regard to waste management, the Proposed Development will generate relatively small quantities of operational waste, which will be managed through the existing authorised waste collection and waste management infrastructure serving the area. The surrounding one-off residential developments and the Baysports Waterpark facilities will similarly generate routine municipal-type wastes that can be accommodated within existing waste management capacity. Consequently, the additional operational waste generated by these developments, when considered cumulatively, is not expected to place a significant burden on waste collection services, recovery facilities or disposal infrastructure. The cumulative operational effect on waste management infrastructure is therefore considered Not Significant, Imperceptible and Negative.

14.2.10.3 Conclusion

Following consideration of the residual effects (post-mitigation), with the exception of a temporary significant adverse effect on existing marina operations during the construction phase and a significant positive effect on marina infrastructure during the operational phase, no other significant effects on material assets are anticipated.