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2. BACKGROUND TO THE PROPOSED DEVELOPMENT

2.1 Introduction

The Proposed Development is a Large-Scale Residential Development (LRD) comprising 133 residential units and associated infrastructure on a site of approximately 2.9 hectares (ha), located in Knocknacarra, Co. Galway. The Proposed Development is a component of a larger residential development project (Proposed Project). The Proposed Project consists of LRD East, as defined in Chapter 1 as the Large-Scale Residential Development consisting of 362 no. residential units permitted by Galway City Council (Pl. Ref. 25/60320) and currently on appeal to An Coimisiún Pleanála (ACP Ref. 324237), and the Proposed Development.

The Proposed Project (LRD East and the Proposed Development) involves the construction of 495 no. residential units together with associated infrastructure, open space and all other site related infrastructure. The Proposed Project forms part of an overarching masterplan for the wider landholding that was extensively discussed and refined in collaboration with the planning authority. The master planning process, initiated in 2023 for the Knocknacarra District Centre (South) and the adjoining "Kingston lands" considered access, connectivity, permeability, and a balanced mix of uses across the broader area, ensuring that each subsequent application, including the present proposal, is informed by a cohesive and coordinated design framework.

An LRD meeting was held between representatives of the Design Team, Applicant and Galway City Council under Section 32C of the Planning and Development (Amendment) (Large Scale Residential Development) Act 2021, on 29th April 2026. The Planning Authority issued a Notice of LRD Opinion on 25th May 2026. It was the opinion of the Planning Authority that there was a reasonable basis on which to make an application for the proposed LRD. The LRD Opinion outlined specific items to be addressed in the formal application, as well as advising of any additional documentation that should accompany said application. In accordance with Schedule 7 of the Planning and Development (Large-Scale Residential Development) Regulations 2021, MKO have provided a Statement of Response to the items set out in the LRD Opinion.

2.2 Site of the Proposed Development

2.2.1 Site Location

The Proposed Development is located south of the Western Distributor Road, Knocknacarra, Galway, approximately 3 kilometres (km) west of Galway City Centre. The surrounding area is characterised by the established residential suburb of Knocknacarra. The lands to the north are the location of the Gateway Retail Park which is the primary district retail centre serving the surrounding area. A number of well-known retailers have premises at this location, including Dunnes Stores and B&Q. The existing Retail Park is made up of Phase 1 and 2 of the overall development strategy for the 'Gateway Site'. East of the site lies greenfield agricultural land that is the subject of the permitted LRD East. development St. John the Apostle, Knocknacarra National School is situated west of the Proposed Development, on School Road. While another primary school, Gaelscoil Mhic Amhlaigh, is found north of the Proposed Development adjoining the Gateway Retail Park (See Figure 2-1).



Map Legend

Red Line Boundary

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Drawing Title

Site Location

Project Title

Kingston Knocknacarra

Drawn By	Checked By
KF	ES
Project No.	Drawing No.
251145	2-1
Scale	Date
1:10,000	2026-07-06

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2.2.2 Physical Characteristics of Site and Surrounding Lands

The Proposed Development site extends to approximately 2.9 ha. The site consists of greenfield land which is currently used for low intensity agriculture. There is a number of derelict buildings and sheds within the Proposed Development site, the area of which is approximately 388m^2.

The Proposed Development site's topography is generally flat. The surrounding area of Knocknacarra is primarily residential in character, supplemented by commercial and educational facilities, including the Gateway Retail Park and two primary schools: Gaelscoil Mhic Amhlaigh and St. John the Apostle, Knocknacarra National School.

Under the Galway City Development Plan 2023-2029 (GCDP 2023-2029), the majority of the lands are zoned for '*R - Residential*' with a section zoned '*Knocknacarra District Centre (South) Opportunity Site,'* both of which are compatible with residential and commercial development use. A section of the development is on land zoned for *'Recreation & Amenity'*. This pertains to the two pedestrian and cyclist access points to the adjacent Kingston Park (ACP Ref. 323873).

A review of National Monuments Service mapping indicates that there are no archaeological records or Protected Structures located within the Proposed Development site.

A Flood Risk Assessment (FRA) was prepared by Tobin for the Proposed Development (Appendix 8-1). The assessment determined that the site is located within Flood Zone C and concluded that the proposed residential development is appropriate for this flood zone classification.

A review of National Parks and Wildlife Service (NPWS) mapping indicates that the nearest designated sites to the Proposed Development site are the Moycullen Bogs Natural Heritage Area (NHA) (Site Code: 002364) (1.9km distance), the Lough Corrib Special Area of Conservation (SAC) (Site Code: 000297) (2.8km distance), the Galway Bay Complex SAC (Site Code: 000268) (1km distance) and the Inner Galway Bay Special Protection Area (SPA) (Site Code: 004031) (1km distance). The location of these sites in the context of the Proposed Development site are identified in Figure 2-2 below.



Map Legend

- NHA
- SAC
- Red Line Boundary

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Drawing Title
Designated Areas

Project Title
Kingston Knocknacarra

Drawn By	Checked By
KF	ES
Project No.	Drawing No.
251145	2-2
Scale	Date
1:30,000	2026-07-06

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2.2.3 Site Access

The Proposed Development site is accessed via the Altán Road to the north. For more information in respect of the access, traffic and transportation arrangements associated with the Proposed Development please see refer to the Traffic and Transport Assessment (appendix 15-1) prepared by Tobin Engineering, accompanying this planning application.

2.2.4 Proposed Development in context of adjacent developments

The Proposed Development is part of a 'Masterplan Development' at Knocknacarra District Centre South. By incorporating adjacent lands to the north and northeast, zoned as '*Regeneration and Opportunity Sites*', and coordinating a joint approach among project developers, the land bank's full potential could be realised through a number of distinct planning applications, which were informed by early master planning exercises in consultation with the planning authority. Through this process, a cohesive plan for access, connectivity, permeability and a diverse mix of uses could be established, with individual developers and landowners then progressing to detailed design and eventually would seek permission for individual development from Galway City Council. Key emergent principles for the lands were identified as Links & Connectivity, Transport, Green infrastructure & Neighbourhoods. The emerging masterplan strategy identified the Proposed Development site as a prime location for residential development. This site is strategically connected to the proposed urban village to the north, with accessible routes from Millers Lane and the future Kingston Park. The resultant masterplan is illustrated in Figure 2-3 below.



Figure 2-3 Resultant Masterplan

The residential element of the masterplan is split into two phases. The first phase consists of LRD East which was permitted by Galway City Council on the 9th April 2026 and is currently under appeal with An Coimisiún Pleanála (ACP Ref. 324237). LRD East will provide 362 no. residential units to the eastern part of the masterplan site and will provide the connectivity from Millers Lane on the east of the site, to Kingston Road on the south and the Western Distributor Road.

The second phases consist of the Proposed Development comprising 133 no. residential units which is the subject of this EIAR and planning application. The Proposed Development builds upon this masterplan, providing connectivity to the LRD East site and extending access to the west and beyond, including the proposed Galway City Council Public Park Urban Realm Project 'Kingston Park' (ACP Ref. 323873). The landscape strategy has been developed across both phases to a seamless integration upon completion, with connection points, access routes and levels fully coordinated throughout.

2.3 Planning History

This section sets out the relevant planning history of the site and its immediate surrounds.

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2.3.1 Planning Applications within the Proposed Project Boundary

An overview of the planning history within the Proposed Project boundary is provided below in Table 2-1.

Table 2-1 Planning Application History within Proposed Project Boundary

Pl. Ref	Description	Decision
97/512	Permission for retention of temporary information signage.	Refused 14/10/1997 Refused on appeal 11/03/1998
99/461	Permission 1. A business technology/office building incorporating medical consulting rooms and an underground car park 2. A shopping centre including a 2493 mt sq supermarket, a shopping mall with 14 shops, off licence, offices and medical consulting rooms, a creche, a pharmacy, a banking hall and ATM, a drive in take-away restaurant, 15 apartments, 6 screen cinema children's play centre and a underground car park.	Granted subject to 50 no. conditions 26/01/2000 Granted on appeal subject to 22 no. conditions 24/07/2001
99/466	Permission for the temporary retention of land fill.	Granted subject to 3 no. conditions 22/12/1999
17/167	RETENTION: Permission for retention of existing security fencing around the perimeter of the site.	Granted permission 14/09/2017
21/148	Permission for development which will consist of Phase 1 of two-phased masterplan for a new urban village 'Kingston Cross' on lands zoned CI on the south side of the Western Distributor Road at the Knocknacarra District Centre. Phase 1 the subject of this application is for a mixed-use development comprising a licensed supermarket with undercroft parking (258 parking spaces);a retail warehouse unit with a surface area car park (137 parking spaces);9no.flexible shop/retail service units; 2no. flexible medical/community units; a café/restaurant unit, together with ancillary office use, entrance lobbies, lifts, travellators, trolley bays, a substation, a new pedestrian/cycle route, boundary treatments, landscaping, a central civic space including play and exercise areas and together with a covered sports court; a new access road off the Western Distributor Road, service access and signage as well as ancillary development and all associated site development works.	Refused 02/07/2021 Refused on appeal 22/04/2022
24/60370	Forbairt Snámh Thiar Cuideachta Faoi Theorainn Ráthaíochta, intend to apply to Permission for development which consists of; Galway City Council for permission for the development of a swimming pool and sports facility at a 0.87ha site accessed from Altán Road and Millers Lane, in the townlands of Rahoon, Knocknacarra, Galway. The Proposed Development will consist of the construction of a prefabricated aluminium frame and fabric tensile envelope with independently constructed facilities building within the envelope and will	Granted subject to 19 conditions 23/07/2025

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Pl. Ref	Description	Decision
	include the following: 1. Provision of a 35 x 25m competition standard swimming pool with adjustable floor (max depth 2m); 2. Ground floor changing rooms 'wet village' including steam room, sauna and first aid (425 sq.m.), pool deck and spectator area (476 sq.m), reception and staff offices (57 sq.m.), gymnasium (576 sq.m), storage areas and plant spaces (52 sq.m.); 3. Provision of ancillary spaces on the mezzanine floor including multifunctional sports court (760sq. m), gymnasium (92 sq.m), staff offices (54 sq.m.); bathroom facilities and plant spaces (389 sq.m.); 4. Provision of plant area at basement level (495 sq.m.); 5. Provision of a coffee dock at ground floor level (85 sq. m.); 6. The provision of new vehicular and pedestrian access from Altán Road along with the provision of upgraded cycle and pedestrian infrastructure along Altán Road; 7. The provision of new active travel cycle and pedestrian access from Millers Lane; 8. Provision of site landscaping, wall mounted signage, public lighting, bike parking (89 no. Spaces), car parking (75 no. Spaces), bus parking (2 no. Spaces), 1 no. ESB Substation, 1 no. LV Switch room, ground mounted solar PV (250 sq. m) and all associated site development and site enabling works. A Natura Impact Statement (NIS) has been prepared in respect of the Proposed Development.	
25/60320	Notice for a Large-Scale Residential Development Application to Galway City Council. Permission for development which consists of: We, Kingston Stables Limited, intend to apply for permission for development of a Large-Scale Residential Development (LRD) for a 10-year planning permission, on a site which extends to 5.37 ha on lands located at Rahoon, Knocknacarra, Galway. The application is being made under the provisions of the Planning and Development (Amendment) (Large Scale Residential Development) Act 2021. The Proposed Development will consist of: 1. Provision of 362 no. residential units in 4 no. development areas with a mix of apartment and house types on a site area of 5.37 ha. The buildings range between 2 no. and 6 no. storeys in height. The development will comprise the following: • 4 no. 2-bed townhouses; • 40 no. 3-bed townhouses; • 21 no. 4-bed townhouses; • 15 no. 1-bedroom duplex apartments; • 46 no. 2-bedroon duplex apartments; • 15 no. 2-bedroom duplex houses; • 46 no. 3-bedroom duplex houses; • 114 no. 1-bedroom apartments; • 56 no. 2-bedroon apartments; • 5 no. 3-bedroom apartments. 2. Demolition of existing structures (333.8 sqm); 3. Vehicular access to the Proposed Development from a permitted road (Planning Reference 24/60370 refers); 4. The provision of new active travel cycle and pedestrian access from Millers Lane; 5. Upgrades to the existing access at Kingston Road 6. The provision of a childcare facility (440 sq.m.); 7. The provision of public open space; 8. The provision of 665 no. bicycle parking spaces; 9. The provision of 313 no. car parking spaces; 10. Public lighting, bin stores, signage, services, ESB substation, site landscaping and all ancillary site development and enabling works. An Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) have been prepared in respect of the Proposed Development.	Decision to grant by Galway City Council subject to 33 no. conditions 09/04/2026. Appealed to ACP (awaiting decision)

Pl. Ref	Description	Decision
	All application documentation including the NIS and EIAR is available to view online at the following website set up by the applicant www.kingstonstableslrd.com	

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2.3.2 Other Planning Applications within the Vicinity of the Proposed Development Site

Appendix 2-1 provides a list of the other relevant planning applications within a 1km radius which relate to the Proposed Development and has been compiled following a review of Galway City Council Planning Register and applications made to An Coimisiún Pleanála. The planning search area was defined following a review of parameters to be assessed as part of an Environmental Impact Assessment (EIA). To this extent, from this search area, a long list of projects considered for the assessment was compiled and is included in Appendix 2-2. Within each chapter of the EIAR, the projects considered for the cumulative assessment are selected from this list as are deemed relevant for each discipline. The planning history search area (1km buffer) is illustrated in Figure 2-4 below. The results are listed in Appendix 2-1.



Map Legend

- 1km Planning Search
- Red Line Boundary

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Drawing Title
Planning History Search Area

Project Title
Kingston Knocknacarra

Drawn By	Checked By
KF	ES
Project No.	Drawing No.
251145	2-4
Scale	Date
1:20,000	2026-07-06

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2.4 Planning Policy

This section of the report sets out the relevant national, regional and local planning policies and objectives of relevance to the Proposed Development.

2.4.1 National Planning Policy

2.4.1.1 Project Ireland 2040 National Planning Framework First Revision (April 2025)

In February 2018 the Department of Housing, Planning, Community and Local Government published the National Planning Framework (NPF) entitled 'Ireland 2040' to succeed the National Spatial Strategy. The NPF comprises the Government's long-term strategic planning framework to guide national regional and local planning and investment decisions over the next 25 years.

The NPF is a high-level document which provides a framework for future development and investment in Ireland, providing a long-term and place-based aspect to public policy and investment, and aiming to coordinate sectoral areas such as housing, jobs, transport, education, health, environment, energy and communications, into an overall coherent strategy.

On the 8th of April 2025, the Government approved the First Revision of the National Planning Framework (NPF) which will create the conditions for accelerated housing delivery in Ireland. The Revision focuses on the need to update the Framework to appropriately reflect changes to government policy that have taken place since its initial publication six years ago. Key drivers of change that were identified as part of the process include: the climate transition, regional development, changing and diverse demographics, digitalisation, and investment and prioritisation.

The Revision sets out the five cities of Ireland as Dublin, Cork, Limerick, Galway and Waterford and targets *"50% of overall national growth between them"*. By supporting ambitions growth targets the revision to the NPF states that the cities will be enabled to *"grow by at least 50% over 2016 levels to 2040 and to enhance their significant potential to become cities of scale"*.

Table 2.1 of the revised NPF sets out the 'Targeted Pattern of Growth' from 2022-2040 and states that Galway City and Suburbs will grow by *"+ 36,000 people (at least 122,000 in total)"*. Table 2.1 of the revised NPF further states that 50% of new city housing should be within Galway City and Suburbs footprint.

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Table 2.1 | The NPF at a Glance: Targeted Pattern of Growth, 2022 to 2040

National Policy Objective	Eastern and Midland	Southern	Northern and Western
1. Growing Our Regions	Approximately 470,000 people (3m total) (690,000 people over 2016)	Approximately 330,000 people (2m total) (450,000 people over 2016)	Approximately 150,000 people (1m total) (210,000 people over 2016)
2. Building Stronger Regions: Accessible Centres of Scale	Dublin City and Suburbs: + 295,000 people (at least 1.56 million in total) Regional Spatial and Economic Strategy to set out a strategic development framework for the Region, leading with the key role of Athlone in the Midlands and the Drogheda-Dundalk-Newry cross-border network	Cork City and Suburbs: + 96,000 people at least 320,000 in total) Limerick City and Suburbs: 44,000 people (at least 150,000 in total) Waterford City and Suburbs: + 28,000 people (at least 88,000 in total) Regional Spatial and Economic Strategy to set out a strategic development framework for the Region	Galway City and Suburbs: + 36,000 people (at least 122,000 in total) Regional Spatial and Economic Strategy to set out a strategic development framework for the Region, leading with the key role of Sligo in the North-West, Athlone in the Midlands and the Letterkenny-Derry cross-border network.

Figure 2-5: Table 2.1 of the Revised NPF

As part of the Policy revision, several updates and additions were made to the National Policy Objectives contained in the Framework. This resulted in the amendment of 49 policies, the replacement/removal of 5, and the addition of 20 new NPO's to the document. The relevant National Policy Objectives are listed below:

- **NPO 3:** For the Northern and Western Region, there is a population target of "approximately 150,000 additional people between 2022 and 2040 (c. 210,000 additional people over 2016-2040) i.e. a population of just over 1 million;".
- **NPO 4:** "A target of half (50%) of future population and employment growth will be focused in the existing five cities and their suburbs."
- **NPO 7**: "Deliver at least 40% of all new homes nationally, within the built-up footprint of existing settlements and ensure compact and sequential patterns of growth."
- **NPO 8**: "Deliver at least half (50%) of all new homes that are targeted in the five Cities and suburbs of Dublin, Cork, Limerick, Galway and Waterford, within their existing built-up footprints and ensure compact and sequential patterns of growth."
- **NPO 11**: "Planned growth at a settlement level shall be determined at development plan making stage and addressed, within the objectives of the plan. The consideration of individual development proposals on zoned and serviced development land subject of consenting processes under the Planning and Development Act shall, have regard to a broader set of considerations beyond the targets including, in particular, the receiving, capacity of the environment."
- **NPO 12:** "Ensure the creation of attractive, liveable, well designed, high quality urban places that are home to diverse and integrated communities that enjoy a high quality of life and wellbeing."
- **NPO 13**: "Develop cities and towns of sufficient scale and quality to compete internationally and to be drivers of national and regional growth, investment and prosperity."
- **NPO 14:** "Regenerate and rejuvenate cities, towns and villages of all types and scale as environmental assets, that can accommodate changing roles and functions, increased residential population and employment activity, enhanced levels of amenity and design and placemaking quality, in order to sustainably influence and support their surrounding area to ensure progress toward national achievement of the UN Sustainable Development Goals."

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- **NPO 20:** "In meeting urban development requirements, there will be a presumption in favour of development that can encourage more people and generate more jobs and activity within existing cities, towns and villages, subject to development meeting appropriate planning standards and achieving targeted growth."
- **NPO 22**: "In urban areas, planning and related standards, including in particular building height and car parking will be based on performance criteria that seek to achieve well-designed high-quality outcomes in order to achieve targeted growth."
- **NPO 37:** "Ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritising walking and cycling accessibility to both existing and Proposed Developments and integrating physical activity facilities for all ages."
- **NPO 42**: "To target the delivery of housing to accommodate approximately 50,000 additional homes per annum to 2040."
- **NPO 45:** "Increase residential density in settlements, through a range of measures including reductions in vacancy, re-use of existing buildings, infill development schemes, area or site based regeneration, increased building height and more compact forms of development."
- **NPO 79:** "Support the management of stormwater, rainwater and surface water flood risk through the use of nature-based solutions and sustainable drainage systems."

The updates to the National Policy Objectives, and wider National Planning Framework have been considered by the Applicant and the Design Team and integrated into the design of the Proposed Development. National policy in Ireland strongly supports the development of residential units, as a central component of supporting the sustainable growth of Irish cities. The Proposed Development will deliver 133 no. residential units in Galway which will enable the potential to reach growth targets set out in national policy.

2.4.1.2 Design Manual for Urban Roads and Streets (DMURS)

The *Design Manual for Urban Roads and Streets* (DMURS) was published by the Department of Transport, Tourism and Sport and the Department of Environment, Community and Local Government in April 2013, with a revised version published in May 2019. DMURS provides guidance relating to the design of urban roads and streets. DMURS encourages designers to give due consideration to creating a 'sense of place' which is of core significance to the creation of safe and more integrated street designs. The guidance document notes that four interlinked characteristics influence the sense of place within a street, including:

- **Connectivity:** The creation of vibrant and active places requires pedestrian activity. This in turn requires walkable street networks that can be easily navigated and are well connected.
- **Enclosure:** A sense of enclosure spatially defines streets and creates a more intimate and supervised environment. A sense of enclosure is achieved by orientating buildings toward the street and placing them along its edge. The use of street trees can also enhance the feeling of enclosure.
- **Active Edge:** An active frontage enlivens the edge of the street creating a more interesting and engaging environment. An active frontage is achieved with frequent entrances and openings that ensure the street is overlooked and generate pedestrian activity as people come and go from buildings.
- **Pedestrian Activity/Facilities**: The sense of intimacy, interest and overlooking that is created by a street that is enclosed and lined with active frontages enhances a pedestrian's feeling of security and well-being. Good pedestrian facilities (such as wide footpaths and well-designed crossings) also make walking a more convenient and pleasurable experience that will further encourage pedestrian activity.

The DMURS guidance emphasises that these four characteristics represent the basic measures that should be established in order to create people friendly streets that facilitate more sustainable

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neighbourhoods. The Proposed Development has due regard to the above. A Design Manual for Urban Roads and Streets has been prepared by Tobin Consulting Engineers to accompany this planning application.

2.4.1.3 The Cycle Design Manual (CDM)

The *Cycle Design Manual* (CDM) was published by the National Transport Authority (NTA) on the 31st of August 2023. It replaces the previous National Cycle Manual, which was published by the NTA in 2011. The document seeks to provide guidance on the delivery of high-quality cycling and active travel infrastructure, necessary to create a modal shift away from cars in cities, towns, and rural areas. It draws on the learned experiences from delivering cycle infrastructure since 2011, and by international best practice. The manual seeks to complement the standards contained in DMURS, and all designs should comply with both documents. The CDM sets out five main requirements for cycle-friendly infrastructure:

- **Safety:** Facilities should be designed to enable actual safety for ages and abilities, as well as creating perceived safety for everyone from the most to least confident users.
- **Coherence:** The cycle network should be connected and easy to navigate. Gaps and interruptions should be eliminated to strengthen the overall level of service.
- **Directness**: Cycle routes should connect origins and destinations using the shortest route with as little delay as possible, including facilities at junctions that minimise delay and the need to stop.
- **Comfort**: Anything that causes unnecessary discomfort or delay is likely to reduce the attractiveness of the facility. Factors to consider include width, gradients, stoppages and delay, surfacing, shelter, and maintenance.
- **Attractiveness**: As cycling is a sensory experience, with people directly exposed to their environment, the cycling environment along a route should ideally be as pleasant and interesting as possible.

The Proposed Development is in compliance with the requirements set out in the CDM for cycle-friendly infrastructure.

2.4.1.4 Climate Action Plan 2025

Climate Action Plan 2025 (CAP25) is the third statutory annual update to Ireland's Climate Action Plan under the Climate Action and Low Carbon Development (Amendment) Act 2021. The Plan lays out a roadmap of actions which will ultimately lead us to meeting our national climate objective of pursuing and achieving, by no later than the end of the year 2050, the transition to a climate resilient, biodiversity rich, environmentally sustainable and climate neutral economy.

At the time of writing the Climate Action Plan 2026 (CAP26) has not been published and there is no indication as to its time of publication. In the absence of CAP26, the Proposed Development is considered with regards to its alignment with CAP25

Section 13 of CAP 25 focuses on the Built Environment and states that 2023 was the third continuous year of emissions reductions within the residential sector. Decreases were seen in 2023 for all fossil fuels used for household space and water heating. CAP 25 further states that there is an urgent need to reduce and ultimately phase out Ireland’s fossil fuels and replace heating systems with low-carbon alternatives such as heat pumps and district heating systems.

Sustainability has been a core priority of the Proposed Development, and a number of measures are proposed to support this. Nature-based Sustainable Drainage Systems (SUDs) measures, green infrastructure and landscaping, are proposed to enhance the long-term sustainability of the Proposed Development.

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2.4.2 Section 28 Ministerial Guidelines

There are various Ministerial Guidelines in respect of residential development, with those most relevant to the Proposed Development included below.

2.4.2.1 Urban Development and Building Heights Guidelines for Planning Authorities 2018

These guidelines, published by the Minister under Section 28 of the Planning and Development Act 2000 (as amended), are intended to set out national planning policy guidelines on building heights in relation to urban areas, building from the strategic policy framework set out in Project Ireland 2040 and the NPF.

Traditional building heights in most urban areas in Ireland vary somewhat within a limited and generally low-rise range. To meet the needs of a growing population and to limit the expansion of urban areas outwards, planning policy requires more focus on building up urban infill sites and either reusing or redeveloping existing sites and buildings that may not be in the optimal usage.

The Proposed Development is in line with Urban Development and Building Heights Guidelines as it is located in an '*Outer Suburb'* in the southwest region of the city, as stated in the Galway Urban Density and Building Heights Study 2021. The Study indicates that a height of 3-4 storeys may be considered in this location which is compliant with national policy and SPPR 4 of the Urban Development and Building Heights Guidelines. It is reasoned that the Proposed Development of 2-3 storeys is appropriate in this location.

2.4.2.2 Planning Design Standards for Apartments Guidelines for Planning Authorities, 2025

The Planning Design Standards for Apartments Guidelines for Planning Authorities (2025) set national planning policy and guidance in relation to the planning and development of apartment schemes to take account of current Government policy and economic, social and environmental considerations. The Guidelines which were published in July 2025 replaced The Sustainable Urban Housing: Design Standards for New Apartments (2023).

Since the publication of previous guidelines relating to apartment standards, the Sustainable Residential Development and Compact Settlement Guidelines (SRDCSGs) were issued in 2024 under Section 28 of the Act and the revised National Planning Framework (NPF) was approved in April 2025, thereby providing an updated planning policy context for apartment development. In addition, the Government's plan for housing, Housing for All, was published in 2021, setting out the ambition to significantly increase housing supply.

The Apartment Guidelines set out criteria in relation to -

- Apartment mix;
- Internal space standards for different types of apartments;
- Dual aspect ratios;
- Floor to ceiling heights;
- Apartments to stair/lift core ratios;
- Storage spaces; and
- Amenity spaces including balconies/patios.

The Proposed Development aligns with the Design Standards for New Apartments Guidelines as it provides a variety of apartment mix within an apartment scheme ranging from 1 bed to 3 bed apartments. The majority of all units exceed the minimum floor area standard. The Proposed

Development had been designed to maximise opportunities for dual aspect apartments, with 100% of residential units being dual aspect. Please refer to the Design Report, as prepared, by Reddy's Architecture & Urbanism to accompany this application for more information.

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2.4.2.3 Sustainable Residential Development and Compact Settlements: Guidelines for planning Authorities 2024

The *Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities* (hereafter referred to as the '2024 Guidelines') constitute Ministerial Guidelines under Section 28 of the *Planning and Development Act 2000* (as amended). These Guidelines replace the *Sustainable Residential Development in Urban Areas Guidelines for Planning Authorities* issued as Ministerial guidelines under Section 28 of the Act in 2009. There is a renewed focus in the 2024 Guidelines on the renewal of existing settlements and on the interaction between residential density, housing standards and quality urban design and placemaking to support sustainable and compact growth.

The layout of the guidelines is as follows:

1. *Introduction and Context; provides an overview of the document, describes the key characteristics of sustainable and compact growth and sets out a summary of Government policy in the areas of spatial planning and housing, climate and sustainable mobility that inform the policy approach;*
2. *Implementation: addresses the interaction of these Guidelines with the plan making and development management processes and with other relevant Section 28 Guidelines;*
3. *Settlement, Place and Density: sets out policy and guidance in relation to the key growth priorities for settlements at each tier in the national settlement hierarchy in relation to residential density and exemptions of such;*
4. *Quality Design and Quality Placemaking: sets out policy and guidance in relation to quality design and placemaking to be applied in the plan making process and the key indicators of quality design and placemaking that will be assessed in individual planning applications;*
5. *Development Standards for Housing: sets out 4 no. specific planning policy requirements (SPPRs) in relation to housing standards to be applied in support of greater innovation within the housing sector and to facilitate more compact forms of residential development.*

The Proposed Development aligns with the Sustainable Residential Development and Compact Settlement Guidelines as it complies with the density standards set out for Galway with 35 to 50 dwellings per hectare (dph) in an area designated as accessible suburban/urban extension and 100 dph (net) open for consideration at 'accessible' suburban / urban extension locations. It aligns with the quality design and quality placemaking through the creation of a masterplan for the site and engagement with Galway City Council. The Proposed Development aligns with the Guidelines as it adheres to separation distances, minimum private open space standards for houses, public open space, car parking, cycle parking and storage.

2.4.2.4 Childcare Facilities - Guidelines for Planning Authorities 2001

In all new housing areas over 75 units, the provision of one childcare facility with a minimum of 20 childcare spaces is required, in line with the *Ministerial Guidelines for Planning Authorities on Childcare Facilities (DECLG 2001)* and to create sustainable residential neighbourhoods. With regard to larger housing developments, Section 2.4 of the guidelines state planning authorities should require the provision of at least one childcare facility for new housing areas unless there are significant reasons to the contrary. Appendix I of the Guidelines sets out general standards and minimum floors areas for proposed childcare facilities.

A large two-storey creche facility of 440m^2 is provided within the Phase 1 LRD East - at the Southern end of the Miller's Quarter. Strategically located adjacent to the commercial, business, and recreational zone, the creche is intended to serve both the proposed residential scheme across Phase 1 and Phase 2.

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In accordance with the *Childcare Facilities: Guidelines for Planning Authorities,* the indicative standard requires one childcare facility per 75 dwellings in new residential areas. The proposed creche has been designed to accommodate up to 99 children, sufficient to serve up to 360 units across both phases. One-bedroom apartments (115 no.) and age-friendly units (95 no.) are excluded from this calculation, as no childcare demand is anticipated from these unit types. This leave 341 no. residential units to be served by the proposed creche, which is within the *Childcare Facilities: Guidelines for Planning Authorities.* The design is based on the minimum clear floor space per child in accordance with national standards.

2.4.2.5 The Planning System and Flood Risk Management, Guidelines for Planning Authorities (2009)

The Planning System and Flood Risk Management Guidelines were published by the Minister for the Environment, Heritage & Local Government in November 2009 under Section 28 of the Planning & Development Act 2000 (as amended). The Guidelines require the planning system at all levels to avoid development in areas at risk of flooding, particularly floodplains, unless there are proven wider sustainability grounds that justify appropriate development and where the flood risk can be reduced or managed to an acceptable level without increasing flood risk elsewhere; adopt a sequential approach to flood risk management when assessing the location for new development based on avoidance, reduction and mitigation of flood risk; and incorporate flood risk assessment into the process of making decisions on planning applications and planning appeals.

A Flood Risk Assessment (FRA) (appendix 8-1) has been prepared by Tobin Consulting Engineers to accompany this planning application. The FRA concluded that the estimated risk of flooding to the Proposed Development is minimal and that the development will not increase the risk of flooding elsewhere. Highly vulnerable residential properties and the ESB substation area are appropriately located in Flood Zone C, and with appropriate drainage design, the risk to the site from pluvial flooding will be minimal.

2.4.3 Regional Planning Policy Context

2.4.3.1 Regional Spatial and Economic Strategy Northern & Western Regional Assembly 2020-2032

The Regional Spatial and Economic Strategy (RSES) Northern & Western Regional Assembly (NWRA) 2020 – 2032 provides a framework for long-term strategic development in the West Region, which comprises the administrative areas of Galway County Council, Galway City Council, Mayo County Council and Roscommon County Council. The Northern & Western Regional Assembly (NWRA) published the Regional Spatial and Economic Strategy (RSES) in March 2020 and are set within the context of national planning policy, including the NPF, providing a statutory link between national and local planning policy and objectives. The RSES outlines arrangements for a co-ordinated metropolitan area strategic plan (MASP) for the Galway Metropolitan Area. The MASP has been provided with statutory underpinning to act as 12-year strategic planning and investment framework. The MASP is an opportunity for Galway to address recent growth legacy issues and build on key strengths, including a vibrant arts and cultural scene, year-round tourism and an attractive natural setting. As outlined in the MASP, in Section 3.6 of the RSES, the Galway Metropolitan Area has considerable land capacity that can significantly contribute to meeting the housing demands based on population targets set out in the NPF and the RSES. The targets are that:

1. *"The population of Galway MASP to grow by 27,500 to 2026 and by a further 14,500 to 2031 with the population of the city and suburbs accommodating 23,000 to 2026 and a further 12,000 to 2031.*

2. *Deliver at least half (50%) of all new homes that are targeted within the MASP to be within the existing built-up footprint."*

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The Proposed Development aligns with the RSES as it is providing the delivery of 133 no. residential units to accommodate the growing population of Galway City. Regional policy provides a clear support for the development of residential units to enable the targeted growth of our cities.

2.4.4 Local Planning Policy Context

2.4.4.1 Galway City Development Plan 2023-2029

The current statutory planning policy document for the Proposed Development site is the Galway City Development Plan 2023-2029 (GCDP) which was adopted by the City Council in November 2022 and came into effect on the 4th of January 2023. The majority of the site is located on lands which are zoned '*Residential*', with a portion of the lands zoned '*Knocknacarra District Centre (South) Opportunity Site*' & '*Recreation & Amenity*'. The GCDP lists uses which may contribute to the zoning objectives and is outlined in Table 2-2 below.

Table 2-2 Galway City Development Plan 2023 – 2029 Land Use Zoning Objectives

Zoning Objective R '*To provide for residential development and for associated support development, which will ensure the protection of existing residential amenity and will contribute to sustainable residential neighbourhoods*'	
Uses which are compatible with and contribute to the zoning objective, for example	-**Residential** -Residential institution -Outdoor recreational use -Accommodation for the Traveller Community -Local shops, local offices, licensed premises, banks and other local services -Buildings for education -Childcare facilities -Buildings for the care of the health, safety or welfare of the public -Buildings for community, cultural or recreational use
Uses which may contribute to the zoning objectives, dependant on the R and R2 location and scale of development, for example:	-Hotel, Guesthouses, Hostels and B&Bs -Part conversion or extension of private residence to home office, childcare facility or small enterprises by the occupier of the dwelling, at a scale as would not unduly interfere with the primary use of the dwelling or prevailing residential amenity -Places of worship -Public utilities
Zoning Objective RA '*To provide for and protect recreational uses, open space, amenity uses, natural heritage and biodiversity.*'	
Uses which are compatible with and contribute to the zoning objective, for example:	-Outdoor Recreation
Uses which may contribute to the zoning	-Development of buildings of a recreational, cultural or educational nature or car parking areas related to and secondary to the primary use of land/water body for outdoor recreation

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Zoning Objective R '*To provide for residential development and for associated support development, which will ensure the protection of existing residential amenity and will contribute to sustainable residential neighbourhoods'*	
objectives, dependent on the RA location and scale of development, for example:	–Public utilities –Burial grounds and associated services

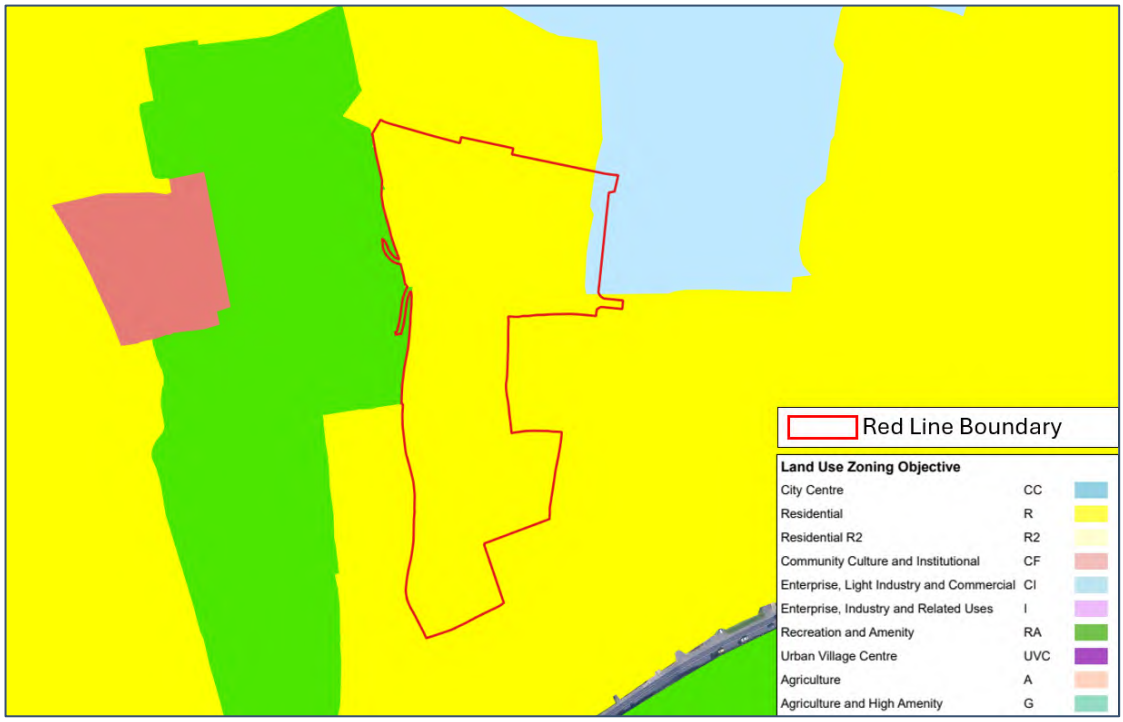


Figure 2-6 Proposed Development Site & GCDP 2023-2029 zoning objectives

In accordance with the Galway City Development Plan 2023–2027 zoning objectives set out in Table 11, the uses 'residential' and 'buildings for community' are compatible with the zoning objective of lands zoned for Residential. The Proposed Development is therefore consistent with these objectives, as it includes the provision of residential units and a café. The component of the development located on lands zoned Recreation and Amenity consists of a pedestrian and cyclist access linking the Proposed Development to the adjacent Kingston Park (ACP Ref. 323873).

The Proposed Development site is also partially located on lands identified as '*Knocknacarra District Centre (South) Opportunity Site'* in section 10.21 of the GCDP, see Figure 2-6 above. Policy Objective 10.2 sets the vision for the lands. The vision emphasises creating an attractive liveable, and well-designed urban centre that integrates into the community, prioritising placemaking and sustainable mobility. In line with the city's population growth targets, a significant portion of the site's development capacity will be dedicated to housing, as per this submission.

The 'Knocknacarra District centre South' has a number of specific development objectives associated with them as follows:

- *Include for a minimum of residential/residential commercial development of a scale equivalent to 50% of the development capacity of the site which shall be integrated into the overall scheme.*
- *Provide mixed uses which shall include for a number of small retail /service retail units which can be demonstrated to deliver a broad range of District Centre uses.*

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This shall be assessed in the light of the scale and nature of uses delivered on the site at that period.

- *Provide a good balance of use mixes, including uses which can include healthcare and primary health care, commercial leisure uses, hotel and educational uses, which would by virtue of their use and scale serve the needs of the surrounding neighbourhood area.*
- *Provide a strong frontage and address of the Western Distributor Road and internal street network with the avoidance of dead frontages.*
- *Provide quality pedestrian and cycle connections with the adjacent neighbourhood, schools, open space lands and wider green network.*
- *Demonstrate a structured hierarchy of spaces within the layout maximizing the opportunities for linkage with adjacent developments/future developments.*
- *Ensure pedestrian priority in the access network and accommodate public transport access or easy access to the public transport network and incorporating emerging bus route proposals along the Western Distributor Road.*
- *Demonstrate divisible viable phases of development.*
- *Having regard to investment in public transport and sustainable mobility measures, the level of car parking provision will be considered having regard to performance based standards, urban design, sustainability, location and scale of development proposed and should reflect the designated location being a multi-purpose trip destination.*
- *The site shall include for a civic open space/park which shall be reserved on any layout for this purpose and should be of a size and function to reflect the scale of the overall development and shall be over and above the requirement for open space on these lands.*
- *Each phase of the development shall include for the front loaded delivery of a public / community facility which can be in the form of a community facility, an educational establishment, a community health facility, a transport facility, a park and play area over and above normal open space requirements.*

A small portion of the Proposed Development site is located within the Knocknacarra District Centre (South) Opportunity Site. The portion of lands located within the Opportunity Site pertains to a roadway which is intended to connect the Proposed Development with the wider Masterplan site. The site-specific objectives are achieved through the development of the Masterplan site.

2.4.4.2 Galway Urban Density and Building Heights Study 2021

The Galway Urban Density and Building Heights Study 2021 is set out to examine the optimal building heights and density to allow for continued population growth and sustainable development. As Galway City continues to grow it becomes increasingly important to protect the unique character and built heritage of the city while providing for the increasing need for residential development. The study was prepared to inform development which seeks to respond to a compact growth agenda at a national level, while nurturing what is unique to Galway City, in particular the historic core, the coastline and river landscapes. The Proposed Development is located in an 'Outer Suburb' in the southwest region of the city. The Study indicates that a height of 3-4 storeys may be considered in this location which is compliant with national policy and SPPR 4 as set out in the Urban Development and Building Heights Guidelines. It is reasoned that the Proposed Development of 2-3 storeys is appropriate in this location.

2.5 Scoping and Consultation

Scoping is the process of determining the content, depth, and extent of topics to be covered in the environmental information to be submitted to a competent authority for projects that are subject to an EIA. This process is conducted by contacting the relevant authorities and Non-Governmental Organisations (NGOs) with interest in the specific aspects of the environment likely to be affected by the proposal. These organisations are invited to submit comments on the scope of the EIA and EIAR

and the specific standards of information they require. Consultees are invited to contribute to the EIA process by suggesting baseline data, survey techniques and potential impacts that should be considered as part of the EIA process and in its preparation. Comprehensive and timely scoping helps ensure that the EIAR refers to all relevant aspects of the Proposed Development and its potential effects on the environment. In this way, scoping not only informs the content and scope of the EIAR, but provides a feedback mechanism for the proposed design itself.

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A scoping letter providing details of the EIAR Study Area and the Proposed Development, was prepared by MKO and circulated on 20th March 2026 in relation to this EIAR. These letters were sent to the agencies, NGOs and other relevant parties listed in Table 2-3.

MKO requested the comments of the relevant personnel/bodies in their respective capacities as consultees with regards to the EIA process.

2.5.1 Scoping Responses

Table 2-3 lists the responses received to the scoping document circulated on 20th March 2026. Copies of all scoping responses received are included in Appendix 2-3 of this EIAR. The recommendations of the consultees have informed the EIA process and the contents of the EIAR. If further responses are received, the comments of the consultees will be considered to further to assist documenting any impacts the development may have had on the surrounding environment during its lifetime. The responses of the consultees are summarised below in Table 2-3.

RECEIVED: 05/08/2026

Table 2-3 EIAR Consultees and Responses

No.	Consultee	Response
1	An Taisce	No response
2	Bat Conservation Ireland	No response
3	Bird Watch Ireland	No response
4	Commission for Regulation of Utilities, Water and Energy	No Response
5	Department of Agriculture, Food and the Marine	No response
6	Department of Tourism, Culture, Arts, Gaeltacht, Sport and Media	Response received 23rd March 2026 *Thank you for contacting the Department of Culture, Communications and Sport.* *Our Customer Service team has received your email and will review it accordingly.* *You should receive a response to any queries you have raised in your email within 20 working days as stated in our Customer Service Charter. If you do not receive a response within this time, or if you have any further queries, please do not hesitate to contact us.* *Go raibh maith agat as teagmháil a dhéanamh leis An Roinn Cultúir, Cumarsáide agus Spóirt.* *Tá do ríomhphost faighte ag ár bhfoireann Seirbhísí Custaiméirí agus déanfar athbhreithniú air mar is gá.* *Ba cheart go gcuirfear freagra ar aon cheist a luaigh tú i do ríomhphost ar ais chugat laistigh de 20 lá oibre mar a leagtar amach inár gCairt Seirbhísí Custaiméirí. Mura bhfaigheann tú freagra laistigh den tréimhse seo, nó má tá ceisteanna ar bith eile agat, ní bíodh aon drogall ort teagmháil a dhéanamh linn.*
7	Department of the Environment, Climate and Communications	No response
8	Department of Transport	Response received 15th April 2026 *The Department of Transport welcomes the opportunity to provide observations on the scoping exercise in relation to a proposed Large Scale Residential Development (LRD) at Knocknacarra, Co. Galway.* *Regarding active travel, including cycling and walking, the Department would encourage the developer to ensure all active travel requirements are considered and included as part of the design with consideration given to the most recent version of Cycle Design Manual.*

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No.	Consultee	Response
		The Department also notes in section 5.14.1 that reference is made to the Guidelines for Traffic and Transport Assessments, May 2014 with regards to assessing the potential construction and operation phase effects of the proposed development on the road network. The Department would encourage the author of the EIA Scoping Document to review and consider whether the TII Project Appraisal Guidelines (PAG) Unit 5.0 Scoping of Traffic Modelling (document reference PE-PAG-02014) should also be considered.
9	Department of Housing, Local Government and Heritage	No response
10	Failte Ireland	No response
11	Geological Survey of Ireland	Response received 24th April 2026 *Geological Survey Ireland is the national earth science agency and is part of the Department of Climate, Energy and the Environment. We provide independent geological information and interpretation and gather various data for that purpose. Please see our website for data availability.* *With reference to your email received on the 20 March 2026, concerning the EIA Scoping Document for Proposed LRD at Knocknacarra, Galway, we recommend using our various data sets when conducting the EIAR, SEA, planning and scoping processes for developments, plans and policies. For more detailed information on how to access this data please access 'Data and Maps' Data & Maps (gsi.ie) on our 'Geoscience for planning' webpage. Use of our data or maps should be attributed correctly (please refer to each individual dataset's metadata for correct attribution).* *For specific data available for Environmental Assessment and Planning topics please follow this link [Data by Environmental Assessment and Planning Topic (gsi.ie)], where you will find our data arranged by environmental assessment topic as illustrated below: Geological Survey Ireland is the national earth science agency and is part of the Department of Climate, Energy and the Environment. We provide independent geological information and interpretation and gather various data for that purpose. Please see our website for data availability.* *Other Comments* *Should development go ahead, all other factors considered, Geological Survey Ireland would much appreciate a copy of reports detailing any site investigations carried out. The data would be redacted for confidentiality and added to Geological Survey Ireland's national database of site investigation boreholes, implemented to provide a better service to the civil engineering sector. Data can be sent to the Geological Mapping Unit, at mailto:GeologicalMappingInfo@gsi.ie.* *If we can be of any further help, please do not hesitate to contact me Clare Glanville, or my colleague Trish Smullen at GSIPlanning@gsi.ie.*
12	HSE West	Response received 23rd March 2026

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No.	Consultee	Response
		Good afternoon, *I have forwarded your email to the Galway office for attention.*
13	Iarnród Éireann	Response received 20th March 2026 *Thank you for getting in touch.* *As there are no railways in the vicinity of your proposed development, there is no need for me to issue any comment.*
14	Uisce Éireann	A Chara, *Thank you for your recent EIAR Scoping Request which we have reviewed. Uisce Éireann has the following comments for your consideration;* *The following are aspects of water & wastewater services should be addressed in the scope of an EIAR and planning proposals, ahead of submitting your planning application to avoid unnecessary delays.* *a) Protection of drinking water source(s) from potentially adverse impacts is a priority for Uisce Éireann. It is Uisce Éireann's current policy to maintain safe and secure drinking water supplies and ensure that development will not give rise to any deterioration in water quality. Development proposals shall not impact public drinking water sources and/or abstraction point(s). It is also a requirement of the Water Framework Directive that waters used for the abstraction of drinking water are protected to avoid deterioration in quality. Where a development proposal has the potential to impact an Uisce Éireann Drinking Water Source(s), the applicant shall provide details of measures to be taken to ensure that there will be no negative impact to Uisce Éireann's Drinking Water Source(s) during the construction, operational and decommissioning phases of the development.* *b) Hydrological / hydrogeological pathways between the applicant's site and receiving waters should be identified as part of an EIAR and/or the planning application.* *c) Where the development proposes the backfilling of materials, the applicant is requested to include breakdown of the chemical components of the materials proposed.* *d) Where the development proposes the backfilling of materials, the applicant is requested to include details of best practice monitoring regime(s) to inform protection of ground waters, aquifers and drinking water source abstractions.* *e) Potential impacts of the development on the capacity of water services (i.e. do existing water services have the capacity to cater for the new development) – If your proposals require a connection(s) to either a public water supply or sewage collection system, you are advised*

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No.	Consultee	Response
		to submit a Pre-Connection Enquiry (PCE) enquiry to Uisce Éireann to determine the feasibility of connection to the Uisce Éireann network ahead of lodging your planning application. The PCE should be submitted to Uisce Éireann well in advance of lodging your planning application. Lodging a COF with your planning application helps avoids delays in the consenting process. *f) In relation to a development that would discharge trade effluent, any upstream treatment or attenuation of discharges required prior to discharging to an Uisce Éireann collection network.* *g) In relation to the management of surface water; the potential impact of surface water discharges to combined sewer networks and potential measures to stop surface waters from combined sewers. Uisce Éireann does not permit surface waters into our sewer network.* *h) Any physical impact on Uisce Éireann assets – reservoir, drinking water source, treatment works, pipes, pumping stations, discharges outfalls etc. including any relocation of assets.* *i) When considering a development proposal, the applicant is advised to determine the location of public water services assets, possible connection points from the applicant's site / lands to the public network and any drinking water abstraction catchments to ensure these are included and fully assessed in any pre-planning proposals. Details, where known, can be obtained by emailing an Ordnance Survey map identifying the proposed location of the applicant's intended development to datarequests@water.ie* *j) Other indicators or methodologies for identifying infrastructure located within the applicant's lands are the presence of registered wayleave agreements, visible manholes, vent stacks, valve chambers, marker posts etc. within the proposed site.* *k) Any potential impacts on the assimilative capacity of receiving waters in relation to Uisce Éireann discharge outfalls including changes in dispersion / circulation characterises. Hydrological / hydrogeological pathways between the applicant's site and receiving waters should be identified within the report.* *l) Any potential impact on the contributing catchment of water sources either in terms of water abstraction for the development (and resultant potential impact on the capacity of the source) or the potential of the development to influence / present a risk to the quality of the water abstracted by Uisce Éireann for public supply should be identified within the report.* *m) Where a development proposes to connect to an Uisce Éireann network and that network either abstracts water from or discharges wastewater to a "protected"/ sensitive area, consideration as to whether the integrity of the site / conservation objectives of the site would be compromised should be identified within the report.* *n) Uisce Éireann does not permit build over of its assets. Separation distances from public infrastructure, as per Uisce Éireann's Standards, Codes and Practices must be achieved. It is the applicant's responsibility to submit a diversion enquiry to Uisce Éireann Diversions Section*

RECEIVED: 05/08/2026

No.	Consultee	Response
		(diversions@water.ie) prior to construction, where a potential build over of public assets is in question and/or where the applicants proposals cannot achieve separation distances from public infrastructure as per UÉ Standards & Codes of Practice. As an applicant you are required to; - survey the site to determine the exact location of the public assets. Any trial investigations should be carried out with the agreement and in the presence of Uisce Éireann. All queries relating to in situ public infrastructure should be directed to diversions@water.ie *- Provide evidence of separation distances between the existing Uisce Éireann assets and proposed structures, other services, trees, etc. have to be in accordance with UÉ Standards & Codes of Practice* *o) Where an existing connection is in place, the applicant or developer may be required to enter into a new or revised water and/or wastewater connection agreement(s) with Uisce Éireann prior to the commencement of this development.* *p) Where new connection(s) are sought, the applicant shall enter into water and/or wastewater connection agreement(s) with Uisce Éireann prior to the commencement of this development.* *q) Any person discharging trade effluent** to a sewer, must have a Trade Effluent License issued pursuant to section 16 of the Local Government (Water Pollution) Act, 1977 (as amended). More information and an application form for a Trade Effluent License can be found at the following link: https://www.water.ie/business/trade-effluent/about/. Trade effluent is defined in the Local Government (Water Pollution) Act, 1977 (as amended). Queries relating to the comments above should be directed to planning@water.ie* *EIAR Scoping Requests should be sent to planning@water.ie*
15	Irish Wildlife Trust	No response
16	NPWS	Automatic response received 20th March 2026 Our Ref: G Pre00105/2026 (Please quote in all related correspondence) *A Chara* *I acknowledge receipt of your recent consultation.* *In the event of observations, you will receive a co-ordinated heritage-related response by email from the Development Applications Unit (DAU).* *The normal target turnaround for pre-planning and other general consultations is six weeks from date of receipt. In relation to general consultations from public bodies under the European Communities (Environmental Assessment of Certain Plans and Programmes) Regulations 2004 to 2011, the Department endeavours to meet deadline dates, where requested.* *If you have not heard from DAU and wish to receive an update, please email manager.dau@npws.gov.ie.*
17	National Monuments Service	No response

RECEIVED: 05/08/2026

No.	Consultee	Response
18	Office of Public Works	Automatic response received 20th March 2026 *Thank you for your email to the Office of Public Works. Your query has been forwarded to the relevant section within the OPW for direct reply. If you do not receive a response within 20 working days, please email this address again for further assistance. All Media queries should be emailed to pressoffice@opw.ie This is an automated response. Please do not respond to this email. Go raibh maith agat as an ríomhphost uait chuig Oifig na nOibreacha Poiblí. Seoladh do cheist chuig an rannóg chuí taobh istigh den OPW a thabharfaidh freagra díreach duit. Sa chás nach bhgaigheann tú freagra taobh istigh de 20 lá oibre, seol ríomhphost chuig an seoladh seo arís le do thoil, chun cúnamh breise a fháil. Ba chóir ceisteanna meáin a sheoladh trí ríomhphost chuig pressoffice@opw.ie Is freagra uathoibrithe é seo. Ná seol freagra ar an ríomhphost seo le do thoil.*
19	Galway City Heritage Council	No response
20	Transport Infrastructure Ireland	Response received 21st April 2026 *Thank you for your correspondence of 20 March and 16 April 2026 regarding the above. Transport Infrastructure Ireland's (TII) position in relation to your enquiry is as follows.* *TII will endeavour to consider and respond to planning applications referred to it, given its status and duties as a statutory consultee under the Planning Acts. The approach adopted by TII in making such submissions or comments seeks to uphold official policy, as outlined in the Department of the Environment, Community and Local Government (DoECLG) Guidelines, 'Spatial Planning and National Roads Guidelines for Planning Authorities' (2012). Regard should also be had to other relevant guidance available at www.TII.ie.* *The issuing of this correspondence is provided as best practice guidance only and does not prejudice TII's statutory right to make any observations, requests for further information, objections or appeals following the examination of any valid planning application referred.* *With respect to pre-application consultation issues, the recommendations indicated below provide only general guidance for the preparation of a planning application which may affect the National Roads Network.* *The developer/scheme promoter should have regard, inter alia, to the following:* *• Consultations should be had with the relevant Local Authority/National Roads Design Office with regard to locations of existing and future national road schemes.* *• Consultations should be had with the relevant Local Authority with regard to locations of existing and future public transport and active travel schemes identified as part of the Galway Transport Strategy. The development proposal shall identify any additional public transport and active travel measures that may be incorporated into the development proposal to reduce reliance on the use of the private car. TII would also recommend consultation with the National Transport Authority.*

RECEIVED: 05/08/2026

No.	Consultee	Response
		• TII would be specifically concerned as to potential significant impacts the development would have on the National Road Network, and junctions with national roads, in the proximity of the proposed development. *• The developer should assess visual impacts from existing national roads.* *• The developer should have regard to any Environmental Impact Statement and all conditions and/or modifications imposed by An Coimisiún Pleanála regarding road schemes in the area. The developer should in particular have regard to any potential cumulative impacts.* *• The developer, in preparing any future application/EIAR, should have regard to TII Publications (formerly DMRB and the Manual of Contract Documents for Road Works).* *• The developer, in preparing any future application/EIAR, should have regard to TII's Environmental Assessment and Construction Guidelines, including the Guidelines for the Treatment of Air Quality During the Planning and Construction of National Road Schemes (National Roads Authority, 2006).* *• Any future application/EIAR should consider the Environmental Noise Regulations 2006 (SI 140 of 2006) and, in particular, how the development will affect future action plans by the relevant competent authority. The developer may need to consider the incorporation of noise barriers to reduce noise impacts (see Guidelines for the Treatment of Noise and Vibration in National Road Schemes (1st Rev., National Roads Authority, 2004)).* *• It would be important that, where appropriate, subject to meeting the appropriate thresholds and criteria and having regard to best practice, a Traffic and Transport Assessment be carried out in accordance with relevant guidelines, noting traffic volumes attending the site and traffic routes to/from the site with reference to impacts on the National Road Network and junctions of lower category roads with national roads. In relation to national roads, TII's Traffic and Transport Assessment Guidelines (2014) should be referred to in relation to proposed development with potential impacts on the National Road Network. The scheme promoter is also advised to have regard to Section 2.2 of the TII TTA Guidelines which addresses requirements for sub-threshold TTA.* *• The designers are asked to consult TII Publications to determine whether a Road Safety Audit is required.* *• In the interests of maintaining the safety and standard of the National Road Network, any future application/EIAR should identify the methods/techniques proposed for any works traversing/in proximity to the National Road Network.* *• In relation to haul route identification, the applicant/developer should clearly identify haul routes proposed and fully assess the network to be traversed. Separate structure approvals/permits and other licences may be required in connection with the proposed haul route and all structures on the haul route should be checked by the applicant/developer to confirm their capacity to accommodate any abnormal load proposed.*

RECEIVED: 05/08/2026

No.	Consultee	Response
		Notwithstanding any of the above, the developer should be aware that this list is non-exhaustive, thus site and development specific issues should be addressed in accordance with best practice. *I hope that this information is of assistance to you.*
21	West Region Local Authority Waters Programme	Automatic response 23rd March *I acknowledge receipt of your email and wish to advise that I shall forward it on to our NBs Team (Nature Based Suds) for consideration.*
22	ESB	No Response
23	Geoheritage and Planning	No Response
24	Environmental Health Service	No Response
25	Galway City Council	No Response
26	Sustainable Energy Authority of Ireland	No Response

RECEIVED: 05/08/2026

2.5.2 Pre-Planning Meetings

2.5.2.1 Stage 1: Section 247 Meeting with Galway City Council

A pre-planning meeting between the Applicant and Galway City Council was held in January 2023 under the provisions of Section 247 of the Planning and Development Act (2000) as amended. The scheme and alterations to the Proposed Project were introduced to GCC representatives in attendance. The agenda was focused on the following key items:

- Landscaping and boundary treatments
- Unit types and mix
- Public open space and design
- Pedestrian movement strategy
- Active travel strategy and parking
- Creche access
- Biodiversity and green infrastructure

From this meeting the Applicant and design team took full cognisance of the issues raised and the overall planning documentation has evolved since the meeting to reflect these discussions.

2.5.2.2 Stage 2: LRD Preplanning Meeting with Galway City Council

Under Section 32B of the Planning and Development Act 2000 (as amended) the Applicant requested a Stage 2 Large Scale Residential Development (LRD) Meeting with the Planning Authority. The statutory meeting was held on the 29th April 2026 via Microsoft Teams. In accordance with Section 32D of the Act, the LRD Opinion was issued to the applicant by Galway City Council. The LRD Opinion outlined issues to be addressed by the Applicant and design team prior to the submission of a planning application. 41 no. issues were raised by Galway City Council to be addressed, related but not limited to relevant planning policy, active travel, water & drainage, heritage, recreation & amenity and biodiversity. The LRD Opinion provided a comprehensive list of assessments and reports that should be included in an application. A Statement of Response to the LRD Opinion accompanies the planning application.

2.6 Cumulative Impact Assessment

The EIA Directive and associated guidance documents state that as well as considering any direct, indirect, secondary, transboundary, short-, medium-, and long-term, permanent and temporary, positive and negative effects of the project (all of which are considered in the various chapters of this EIAR), the description of likely significant effects should include an assessment of cumulative impacts that may arise. This description should take into account the environmental protection objectives established at Union or Member State level which are relevant to the project. The factors to be considered in relation to cumulative effects include population and human health, biodiversity, land, soil, water, air, climate, material assets, landscape, and cultural heritage as well as the interactions between these factors.

To gather a comprehensive view of cumulative impacts on these environmental considerations and to inform the EIA process being undertaken by the consenting authority, each relevant chapter within this EIAR includes a cumulative impact assessment where appropriate.

The potential for cumulative impacts arising from other projects has therefore been fully considered within this EIAR.

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2.6.1 Methodology Adopted

To gather a comprehensive view of cumulative impacts on these above environmental considerations and to inform the EIA process being undertaken by the consenting authority, each relevant chapter within the EIAR addresses the potential for cumulative effects where appropriate.

The potential cumulative impact of the Proposed Development and other relevant developments has been carried out with the purpose of identifying what influence the Proposed Development will have on the surrounding environment when considered cumulatively and in combination with relevant approved, existing, and planned projects in the vicinity of the Site.

The cumulative impact assessment of projects has three principle aims:

- To establish the range and nature of existing and approved projects within the cumulative impact study area of the Proposed Development.
- To summarise the relevant projects which have a potential to create cumulative impacts.
- To identify the projects that hold the potential for cumulative interaction within the context of the Proposed Development and discard projects that will neither directly or indirectly contribute to cumulative impacts.

Assessment material for this cumulative impact assessment was compiled in relation to the relevant developments within the various zones of sensitivity of and to the Proposed Development from which there may be potential for cumulative impacts to arise. The material was gathered through a search of relevant online Planning Registers, reviews of relevant EIAR (or historical EIS) documents, planning application details and planning drawings, and served to identify past and future projects, their activities and their environmental impacts.

2.6.2 Cumulative Study Area

The geographical boundaries of the various zones of sensitivity of and to the Proposed Development from which there may be potential for cumulative impacts to arise relative to each individual EIAR topic, i.e. each chapter, is presented below in Table 2-4. Following consultation with the EIAR team on each individual topic, the maximum geographical extent and justification for this extent was established and is presented overleaf.

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Table 2-4 Cumulative Assessment Study Areas

Individual Topic	Maximum Extent	Justification
Population & Human Health	Electoral Division (EDs)	The Study Area for the Population section of this EIAR was defined in terms of the Electoral Divisions (EDs) where the Proposed Development is located.
Biodiversity	Our cumulative boundary is the WFD Subcatchment – Knock [Furbo]_SC_010 combined with a 1km buffer.	Using the precautionary approach and given the nature and scale of the Proposed Development, the geographical boundary for terrestrial ecological aspects, i.e. habitats, is 1km for cumulative assessment. The geographical boundary for aquatic ecological aspects is the Knock [Furbo]_SC_010 due to potential connectivity downstream with aquatic receptors.
Bat	4 kilometres	The core sustenance zone (CSZ) of bats recorded in the site was considered (Collins, 2023 – Table 3.5). 4km is the CSZ of Natterer bats and includes the CSZ of all other species recorded at the site. While no Natterer bat roosts were recorded on site, the species is known to reside in Galway city and Myotis spp. calls were recorded during the static activity surveys.
Land, Soils and Geology	WFD Subcatchment –Knock [Furbo]_SC_010 as geographical boundary.	The boundary is the Proposed Project site boundary as there is no expected cumulative effect on land soils and geology outside of the Proposed Project site boundary.
Water	WFD Subcatchment –Knock [Furbo]_SC_010 as geographical boundary.	The Proposed Development lies entirely within this sub basin and there is no hydrological connectivity to another sub basin.
Air	250 metres	Given dust particles do not generally travel greater than 250m from source (Guidance on the Assessment of Dust from Demolition and Construction, IAQM 2024) the geographical boundary for the cumulative dust impact is 500m. In line with the TII Publication Air Quality Assessment of Proposed National Roads – Standard PE-ENV-01107, December 2022, a geographical boundary of 1km was used for cumulative air quality assessment.
Climate	The Climate assessment has been considered on a national basis and not confined to a specific study area.	The Climate assessment has considered the cumulative effects of the Proposed Developments with other developments on a national basis under the relevant national Sectoral Emissions Ceilings.
Noise	500 metres	Construction phase: While there may be construction projects in the surrounding area, daytime ambient noise levels due to traffic are elevated, thus masking construction noise beyond distances of approx. 200 m. Potentially noisy sources such as piling, which could be audible beyond 200 m, are not proposed. We therefore need to consider receptors out to

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Individual Topic	Maximum Extent	Justification
		200 m. These receptors could also be influenced by construction noise at locations 200 m further away, resulting in a 400 m zone. A 500 m zone is applied as a conservative measure. Operational phase: The Proposed Development will not give rise to noise emissions of note. Therefore, receptors in the surrounding area will not be impacted by the development, and cumulative impacts will not arise (apart from localised cumulative impacts at properties immediately bordering the site).
Cultural Heritage	1 kilometre	Given the nature and scale of the Proposed Development, the geographical boundary for cultural heritage is 1km for cumulative assessment.
Landscape	2 kilometre	The LVIA determined that effects on landscape and visual amenity will be highly localised. No significant landscape and visual effects will occur in combination with other relevant developments beyond 2 kilometres from the site.
Traffic	As per traffic modelling scenario and the area of influence the Proposed Development has on changing traffic volumes which include all committed or proposed developments that may generate traffic on the road network in the vicinity of the Proposed Development site	The geographical boundary has been informed by traffic modelling scenario and the area of influence the Proposed Development has on changing traffic volumes. Developments to be included in the cumulative impact assessment should therefore include all committed or proposed developments that may generate traffic on the road network in the vicinity of the Proposed Development site.
Material Assets-Utilities, Telecoms	Utilities (inclusive of power lines/gas etc) = within the Proposed Development site Waste = 9km	The maximum extent with regard utilities such as power lines, gas pipes etc would be limited to within the site as a result of direct impacts in relation to construction activities. Waste boundary extending to 9km as this is the distance of the nearest licensed waste facility from the Proposed Development site.

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2.6.3 Projects Considered

The projects considered in relation to the potential for cumulative impacts arising from the construction and operational of the Proposed Development and for which all relevant data was reviewed within the cumulative study area are set out in Appendix 2-2 of this EIAR.

The list of projects considered have been categorised into three groups;

- Large-scale projects, plans, and schemes within the cumulative study area;
- Projects identified in a detailed planning history search of all applications within set boundaries specified in Section 2.5 over the last 10 years (2020-2026);
- Projects, plans, applications and schemes relevant to each individual topic within their maximum extent buffer.

This EIAR therefore considers the full range of projects that could potentially have a cumulative effect with the current Proposed Development within the identified cumulative study area. As detailed in Section 2.5 above, the planning register has been reviewed and all relevant general development planning applications/permissions and projects in the vicinity of the Proposed Development have been noted and considered, as well as other existing projects. A search was also undertaken of the Environmental Protection Agency's licensing facilities to examine if there were any facilities located within the set study areas. An additional search was undertaken to examine An Coimisiún Pleanála's mapped planning applications for comprehensive examination of existing and permitted developments.

The cumulative impact assessments carried out in each of the subsequent chapters of this EIAR consider all potential significant cumulative effects arising from relevant projects and land uses within the cumulative study area and within the vicinity of the Proposed Development.

Overall, the Proposed Development has been designed to mitigate impacts on the environment and particularly water, and a suite of mitigation measures is set out within the EIAR. The mitigation measures set out in this EIAR have been developed to ensure that significant cumulative affects do not arise during the continued operational or decommissioning phases of the Proposed Development. Additional detail in relation to the potential significant cumulative effects arising and, where appropriate, the specific suite of relevant mitigation measures proposed are set out within each of the relevant chapters of this EIAR.