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4. DESCRIPTION OF THE PROPOSED DEVELOPMENT

4.1 Introduction

This section of the Environmental Impact Assessment Report (EIAR) describes the Proposed Development and its component parts. This chapter also describes the key features of the environmental controls that will be used at the Proposed Development site during the construction phase and the management of site operations. This description sets the basis against which the EIAR has been carried out.

The Proposed Development covers an area of 2.9 hectares (ha) which comprises a mix of residential units (133 no in total), open spaces and all other site related infrastructure. The Proposed Development is a component of a larger residential development project (Proposed Project).

The Proposed Project involves the construction of 495 residential units together with associated infrastructure, open spaces and all other site related infrastructure. The wider masterplan was extensively discussed and refined in collaboration with Galway City Council (GCC). 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 cohesive and coordinated design framework.

A planning application for 362 no. residential units and associated infrastructure on lands immediately to the east of the Proposed Development site was submitted to GCC in October 2025 (Planning Reference Number: 25/60320). Permission was granted by GCC on the 9th April 2026 and the application is currently under appeal with An Coimisiún Pleanála (ACP) under Planning Reference Number: ACP-324237-26). This development is referred to throughout this EIAR as the LRD East.

The Proposed Development will consist of the following:

- Provision of 133 no. residential units in 2 no. development areas with a mix of duplex and house types on a site area of 2.9 ha. The buildings range between 2 no. and 3 no. storeys in height. The development will comprise the following:
  - 51 no. 3-bed townhouses;
  - 6 no. 4-bed townhouses;
  - 1 no. 1-bed duplex apartments;
  - 1 no. 2-bed duplex houses;
  - 37 no. 2-bed ground floor duplex apartments;
  - 37 no. 3-bed duplex houses.
- Demolition of existing structures (388 m^2);
- Vehicular access to the proposed development from a permitted road (Planning Reference 24/60370);
- Upgrades to the permitted road (Planning Reference 24/60370);
- Pedestrian and cycle access to the adjacent Kingston Park (ACP Ref: 323873);
- Conversion and upgrade of an existing structure to a cafe (65.8 m^2);
- The provision of public open space;
- The provision of 192 no. bicycle parking spaces;
- The provision of 142 no. car parking spaces;
- Public lighting, bin stores, signage, services, 2 no. ground mounted substation kiosks, site landscaping and all ancillary site development and enabling works.

All elements of the Proposed Development have been assessed as part of this EIAR.

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4.2 Site Setting

4.2.1 Site Description

The site is located within the townland of Knocknacarra and is approximately 3 kilometres (km) west of Galway City Centre. Irish Transverse Mercator (ITM) coordinates for the centre of the site are X 526577, Y 724658.

The planning application (red line) boundary area measures 2.9 ha. The site comprises a mixture of low input agricultural grassland in the southern section as well as areas of hardstanding, stonewalls, hedgerows and agricultural buildings in the northern section. The surrounding area is urban in character, with several residential housing estates, as well as commercial buildings.

Construction access will be provided via Altán Road to the north of the site, which connects to the Western Distributor Road.

The Proposed Development site is located within the Galway Bay North hydrological catchment (Catchment 31), and the Knock [Furbo]_SC_010 hydrological sub-catchment. The Knocknacarragh stream (31K16) watercourse which is a 2nd order watercourse (part of the Knocknacarragh_010 system) is located approximately 85 metres (m) to the north of the Proposed Development site. This is not an open watercourse; it has been culverted in the past. According to the River Waterbodies Risk on EPA Maps, the Knocknacarragh_010 system is under review. Further, the River Waterbody Water Framework Directive (WFD) Status 2019-2024 awarded the Knocknacarragh_010 system a “Poor” Status. No Q-values have been recorded on the Knocknacarragh_010 system as per EPA maps.

The Proposed Development site is underlain by the Spiddal groundwater body. The Proposed Development ranges from ‘Extreme’ to ‘High’ groundwater vulnerability as per EPA maps. The Water Framework Directive (WFD) Status 2019-2024 for the Spiddal groundwater body was deemed ‘Good’.

The Proposed Development site is not located in any European Site (designated pursuant to the obligations under the Habitats Directive and Birds Directive). The Proposed Development site is located approximately 0.7km north of the Galway Bay Complex (SAC) and approximately 0.9km north of the Inner Galway Bay (SPA). The Proposed Development site is located 2.9km from Lough Corrib SAC and approximately 3.9km from Lough Corrib SPA. In this regard, an Appropriate Assessment Screening has been undertaken, and a Natura Impact Statement has been prepared to accompany the application, so as to enable GCC, as competent authority, to carry out an Appropriate Assessment.

As outlined in Chapter 12 Cultural Heritage, the Proposed Development site is located within a modern suburban area approximately 2.7km west of the Zone of Archaeological Potential surrounding the historic core of Galway city. The Proposed Development site is comprised largely of green field lands with a group of vernacular historical and modern farm buildings being located within its northern portion. There are no recorded archaeological sites located within the Proposed Development site. There is a recorded archaeological site located approximately 250m to the southwest and this comprises a ringfort (GA094-019) marked on the first edition 6-inch Ordnance Survey (OS) map.

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Plate 4-1: View from Centre of the site looking northwest



Plate 4-2: View from Centre of the site looking southwest towards existing residential houses.

Figure 4-1 below provides an overview of the Proposed Development site layout.



Notes:

- Do not scale from this drawing. Use figured dimensions in all cases.
- Verify dimensions on site and report any discrepancies to the Architect immediately.
- This drawing to be read in conjunction with the Architect 's Specification.
- © This drawing is copyright and may only be reproduced with the Architect 's permission.

Drawing Notes:

Unit Breakdown:

3-Detached Townhouses	0
3-Bedroom Townhouses	51
4-Bedroom Townhouses	6
4-Bedroom Detached Townhouse	0
1-Bedroom Duplex Apts.	1
2-Bedroom Duplex Houses	1
2-Bedroom Ground Floor Duplex Apts.	37
3-Bedroom Duplex Houses	37
Total	**133**

Public Open Space: 0.3664 Ha (13.9%)

Gross Site Area: 2.903 Ha

Local Centre / Café: 334sqm

Net Site Area (excl. main road area): 2.643 Ha

Density: 50.3 DPH

Parking @ 1 space / unit	133 spaces
Accessible Parking spaces	5 spaces
Visitor Parking	5 spaces
Total	**143 spaces**

Resident Bicycle Parking	113 spaces
Visitor Bicycle Parking	79 spaces
Total	**192 spaces**

Issues & Revisions

Rev.	Date	Drwn	Details of Issue / Revision
P3-S-01	22.06.26	HB	PLANNING

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Kingston Stables Ltd.

Project Details:
Residential Development @ Knocknacarra District Centre South, Knocknacarra, Galway
Phase 2 LRD West

Drawing Title:
Proposed Site Layout

Job No.	Sheet Size:	Scale @A1:	Status	Purpose of Issue
P23-180D	A1_Portrait	1 : 500	**P3**	**PLANNING**

Issue Date:	Drawn By:	Reviewed By:	Project - System - Spatial Zone - Level - Type - Originator - Role - Number	Revision
22/06/2026	HB	DP	**P23-180D-RAU-00-XX-XX-DR-AR-1003**	**P3-S-01**

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4.3 Proposed Site Development

Planning permission is sought by Kingston Stables Limited for development of a Large-Scale Residential Development (LRD) for a 10-year planning permission, on a site which extends to 2.9 ha on lands located at Rahoon, Knocknacarra, Galway.

The proposed development will consist of the following:

- Provision of 133 no. residential units in 2 no. development areas with a mix of duplex and house types on a site area of 2.9 ha. The buildings range between 2 no. and 3 no. storeys in height. The development will comprise the following:
  - 51 no. 3-bed townhouses;
  - 6 no. 4-bed townhouses;
  - 1 no. 1-bed duplex apartments;
  - 1 no. 2-bed duplex houses;
  - 37 no. 2-bed ground floor duplex apartments;
  - 37 no. 3-bed duplex houses.
- Demolition of existing structures (388 m^2);
- Vehicular access to the proposed development from a permitted road (Planning Reference 24/60370 refers);
- Upgrades to the permitted road (Planning Reference 24/60370 refers);
- Pedestrian and cycle access to the adjacent proposed Kingston Park (ACP Ref: 323873);
- Conversion and upgrade of an existing structure to a cafe (65.8 m^2);
- The provision of public open space;
- The provision of 192 no. bicycle parking spaces;
- The provision of 143 no. car parking spaces;
- Public lighting, bin stores, signage, services, 2 no. ground mounted substation kiosks, site landscaping and all ancillary site development and enabling works.

4.3.1 Development Description

As outlined in the Urban Framework Plan Design Statement which has been prepared by Reddy's Architecture and is included in Appendix 4-4 of this EIAR, the Proposed Development (LRD West) will be comprised of a number of character areas.

Character Area One will be situated in the Altan Quarter which is in the northern section of the Proposed Development site. This area will be comprised of three-storey double-frontage duplex units, delivering the density required to meet the housing need.

The units front onto the primary street creating a strong street frontage with the units to the rear fronting onto the public open space. The rear terraces to the duplex units at both ground and first floor provide passive surveillance over the parking courts serving the duplex blocks.

Character Area Two (Kingston Quarter) will be situated in the southern section of the Proposed Development site. This quarter is defined by a formal orthogonal grid and a robust urban form. New terraced townhouses adjoin neighbouring homes at Kingston Gardens, following the pattern of existing development.

The proposed units have been set back from the existing houses at Kingston Gardens with all gardens in excess of the minimum requirements. Back-to-back separation distances have been increased in excess of the minimum requirements to prevent any overlooking.

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The design proposal itself takes inspiration from existing Galway terraces and local verncacular. Materials used for construction will be comprised of plaster, brick and metal cladding. The proposed materials are sensitively chosen for their aesthetics, appropriateness to the context, and for their durability and quality.

The Proposed Development has been designed with the changing needs of residents over time so people can continue living in their own homes. The proposed homes are integrated into a wider masterplan where an aquatic centre and retail will be provided as part of the masterplan with clear, safe routes from bike, car or public transport to the entrance of the homes. The overall masterplan is in line with the 15-minute city concept where residents can access all essential services and daily needs within a short walk or bike ride from their homes.

The proposed residential developments will be comprised of the following typologies:

- Duplex Type E – Altan Quarter
- Townhouse Type C – Kingston Quarter
- Townhouse Type D – Kingston Quarter
- Duplex Type A – Kingston Quarter

Proposed Elevations are outlined in the Urban Framework Plan Design Statement (Appendix 4-4) as well as the Drawing Pack which has been submitted with this application.

As outlined in the Urban Framework Plan Design Statement (Appendix 4-4), there are a number of existing buildings located within the Proposed Development site. These buildings are in various states of disrepair, and it is proposed to demolish them with the exception of one former residential house which will be renovated and converted into a Café. The proposed café has been designed to be positioned along the active travel route which traverses the site and is centrally located within the wider masterplan area. It is anticipated that the café will community hub, serving not only the residents of the Proposed Development during the operational phase but also the wider surrounding community.

4.4 Construction Management

4.4.1 Construction Timing and Phasing

It is expected that the construction works will take approximately 36 months to complete.

4.4.2 Working Hours

Normal construction working hours for the development and the concurrent works will be:

- 8am - 6pm, Monday to Friday;
- 9am - 1pm, Saturday; and
- Sunday and Public Holidays - no working

It may be necessary in exceptional circumstances to undertake certain activities outside of the construction core working hours. Any construction outside of the construction core working hours will need to be agreed in advance with GCC and scheduling of such works will have regard to nearby sensitive receptors.

4.4.3 Construction Phase Monitoring and Oversight

A Construction and Environmental Management Plan (CEMP) has been prepared for the Proposed Development and is included in Appendix 4-1 of this EIAR. The CEMP includes details of waste management and outlines clearly the mitigation measures and monitoring proposals that are required to

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be adhered to in order to complete the works in an appropriate manner. In the event that planning permission is granted for the Proposed Development, the CEMP will be updated prior to the commencement of the development, 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 approval.

Routine inspections of construction activities will be carried out on a daily and weekly basis by the Senior Project Manager, Senior Engineers and Foremen to ensure all controls to prevent environmental impact, relevant to the construction activities taking place at the time, are in place. Environmental inspections will ensure that the works are undertaken in compliance with this CEMP and all other planning application documents. Only suitably trained staff will undertake environmental site inspections.

4.5 Construction Methodologies

This section describes the construction methodologies that will be used for the Proposed Development. Further details are also provided in the CEMP included as Appendix 4-1 of this EIAR.

The proposed anticipated construction methodology is summarised under the following main headings:

- Site Establishment
- Perimeter Fencing
- Demolition Works
- Site Excavation
- Traffic Measures and Junction Upgrade Works
- Proposed Site Roads and Footpaths
- Services and Utilities
- Residential Unit Construction
- Landscaping Works

4.5.1 Site Establishment

Prior to the commencement of any construction, entrances to the Proposed Development site will need to be fully established with appropriate security gates. Access to the site during construction will be via Altán Road, which connects to the Western Distributor Road to the north of the site.

A site construction compound inclusive of a parking area for construction workers vehicles will be provided within the confines of the site. There will be no parking permitted for any vehicles associated with the Proposed Development construction phase on the adjacent public roads unless agree with the local authority prior to works inception. A designated section of the site will be fenced off as the construction compound.

4.5.2 Perimeter Fencing

Perimeter fencing will be provided around the site, where required. This will be in the form of Heras fencing, hoarding or similar, to provide a barrier against unauthorised access from public areas. A controlled access point in the form of a site entrance will be kept locked outside of normal working hours.

The fencing and hoarding will be maintained and painted or covered with graphics portraying project information. Due to the nature of the works and the construction traffic using the site entrance, appropriate signage will be provided along relevant footpaths and site entrances to alert pedestrians to the traffic exiting/entering the site. Appropriate signage will be installed within and outside the site to alert drivers to pedestrians crossing ahead. The contractor will be required to undertake the following.

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- A site-specific Health and Safety Plan will be in place for the proposed site. All site staff will be made aware of and adhere to the Health and Safety Plan,
- Operate a Site Induction Process for all site staff,
- Ensure all site staff will have current Construction Skills Certification Scheme (CSCS) training or 'Safe Pass' cards,
- Site hoarding will include Health and Safety warnings at appropriate intervals,
- Fire extinguishers and first aid supplies to be available in the work area,
- All adjacent roadways will be maintained in clean condition at all times,
- Appropriate Personal Protective Equipment (PPE) to be worn at all times,
- Biometric turnstiles will be used at the site to prevent unauthorised access to the site.

4.5.3 Demolition Works

Demolition works will be carried out on existing derelict buildings and sheds during the construction phase. The total existing floor area set for demolition is 388 m^2.

The sequencing of the demolition works will be decided by the main contractor following detailed site survey of the buildings and surrounding area. Such a survey will provide detail on the:

- The condition of the buildings and demolition methods recommended.
- The location and removal methods for any toxic or hazardous materials.
- The type and location of adjoining and surrounding premises which may be affected by noise, vibration, dust and removal of the structures.

Demolition works at the Proposed Development site will primarily involve the following:

- Disconnection of services, if applicable;
- Soft strip of the buildings to be demolished;
- Complete structural demolition of the buildings;
- Grubbing up of the rising walls, foundations and redundant underground services within the footprint of the demolished structures.

4.5.4 Site Excavation

Soil Stripping and temporary stockpiling of soils and other excavated materials will be required around the site as the Proposed Development progresses. While these works occur, the following will apply:

- The area where excavations are planned will be surveyed and all existing services will be identified.
- All relevant bodies (i.e. ESB, Gas Networks Ireland, Eir, GCC, etc.,) will be contacted and all drawings for all existing services sought.
- All plant operators and general operatives will be inducted and informed as to the location of any services.
- All plant operators and general operatives will be inducted and informed as to the identification of invasive species.
- A tracked 360-degree excavator will be used to strip the topsoil, and a dumper will be used to move the excavated materials to the temporary stockpile location.
- All excavated material will be reused for future landscaping works or for backfill of excavations.
- All stockpiles will be covered in a sheet of polythene, as required, which will prevent the creation of nuisance dust, and will also prevent sediment runoff in times of heavy precipitation.
- In all circumstances, excavation depths and volumes will be minimised.
- All excavated spoil will be stockpiled and contained entirely within the confines of the site. Alternatively, spoil will be transported off site to a designated waste facility.

- Earthworks will only be carried out during periods of dry weather.

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4.5.5 Traffic Measures and Junction Upgrade Works

As outlined in the Traffic and Transport Assessment (Appendix 15-1) prepared by Tobins Consulting Engineers, vehicular access to the Proposed Development will be provided via Altán Road to the north of the site, which connects to the western Distributor Road. Operational vehicular and pedestrian access will be provided via Altán Road under GCC Planning Reference 24/60370.

Upgrades will include resurfacing which will have similar methodology to that outlined in Section 4.5.6 below.

All internal roads have been designed in accordance with the requirements of Design Manual for Urban Roads and Streets (DMURS) and the Recommendations for Site Development Works for Housing Areas.

4.5.6 Proposed Site Roads and Footpaths

Site Roads and Parking Areas

The construction methodology for the proposed access roads and parking areas is as follows:

- Excavation will take place until a competent stratum is reached.
- The competent stratum will be overlain with up to 500mm of granular fill and compacted.
- A layer of geogrid/geotextile may be required at the surface of the competent stratum.
- A final hard surface layer will be placed over the excavated road to provide a road profile to accommodate construction traffic.
- Prior to completion of the construction works on site, the finished asphalt road surface will be applied.

Footpaths

- Excavation will be required to reach the desired levels,
- Shuttering will be installed along the section where footpaths are to be installed,
- A layer of granular material (clause 804 or similar) will be placed within the shuttered area. This layer will then be compacted.
- Once the layer of aggregate material has been compacted to the desired level, concrete will be poured into the shuttered area. The concrete will be levelled with the appropriate falls and allowed to cure for the appropriate time period.
- Once the concrete has cured, the shuttering will be removed.
- Mitigation measures to control potential concrete runoff are outlined in Section 4.6 below.

4.5.7 Services and Utilities

Any underground services encountered during the works will be surveyed for level and where possible will be left in place. If there is a requirement to move the service, then the appropriate body (ESB, Gas Networks Ireland, etc.) will be contacted, and the appropriate procedure put in place. Backfill around any utility services will be with dead sand/pea shingle where appropriate. All works will be in compliance with required specifications.

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There are currently 2 no. Uisce Éireann (UÉ) owned watermain networks near the Proposed Development site boundary. A 315mm HDPE watermain runs along the Kingston Road at the southern boundary of the Proposed Development and a 150mm watermain runs along the western boundary along the southern arm junction of the adjacent Western Distributor Road roundabout and Altán Road.

It is proposed to connect the watermain for the Proposed Development off the watermain to be constructed as part of the permitted works which form part of the overall masterplan for the area. This watermain is a 150mm watermain which has been permitted by GCC (Planning Reference 24/60370), which in turn connects to an UÉ owned 150mm watermain that runs along the western boundary along the southern arm junction of the adjacent Western Distributor Road roundabout and Altán Road.

All wastewater generated from the Proposed Development will outfall, via gravity, to a wastewater network permitted by GCC (Planning Reference 24/60370). From here, the wastewater will discharge to an existing UÉ owned 375mm foul sewer line located west of the Proposed Development along the southern arm junction of the adjacent roundabout and Altán Road.

The proposed foul network is designed using Causeway Flow Drainage modelling software. Outputs from the foul sewer design, and long sections are attached in Appendix A of the Civil Works Design Report (Appendix 4-3). The proposed foul sewer network is graphically represented on the engineering drainage drawings which accompany this document as part of the planning submission.

All foul water will be discharged to the public sewer and will be treated at the Galway Mutton Island Wastewater Treatment Plant (WWTP) before discharging to Galway Bay. The Mutton Island WWTP has a current capacity of 170,000P.E. (Uisce Eireann, 2025).

As outlined in the accompanying Civil Works Design Report (Appendix 4-3) the proposed storm water drainage infrastructure incorporates the philosophies of nature-based Sustainable Drainage Systems (SuDS) to manage surface water runoff quantity and quality.

The installation of services and connections to the residential units will be carried out as follows:

- The area where excavations are planned will be surveyed and all existing services will be identified.
- All relevant bodies (i.e., ESB, Gas Networks Ireland, Eir, GCC etc.) will be contacted and all drawings for all existing services sought.
- A traffic management plan will be produced if required for connection works to the existing service network.
- A road opening licence will be obtained where required for connection to existing services.
- All plant operators and general operatives will be inducted and informed as to the location of any services.
- A tracked 360-degree excavator or similar will be used to excavate the trench to the required dimensions.
- All excavated material will be removed to an authorised waste recovery facility or, if suitable, stockpiled and reused for backfilling and landscaping where appropriate.
- Once the trench has been excavated the ducting/pipework will then be placed in the trench as per specification.
- Once the service ducts/pipework has been installed couplers will be fitted as required and capped to prevent any dirt etc. entering the ducts/pipes.
- The as built location of the ducting/pipework will be surveyed using a total station/GPS.
- Backfill material will be carefully placed so as not to displace the ducting/pipework within the trench.
- The appropriate warning/marker tape will be installed above the ducts/pipes at the appropriate depths.

- The surface will be reinstated as per original specification or to the requirements of the site layout/Local Authority as appropriate.

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4.5.8 Residential Unit Construction

The residential dwellings along with the upgrade of an existing structure to a cafe will be constructed using the following methodology:

- The area where excavations are foundations are to be installed will be surveyed and all existing services will be identified.
- All relevant bodies (i.e. ESB, Bord Gáis, Eircom, GCC etc.) will be contacted and all drawings for all existing services sought.
- The area of each building will be marked out using ranging rods or wooden posts and the soil and overburden stripped and removed to nearby storage area for later use in landscaping.
- All plant operators and general operatives will be inducted and informed as to the location of any services.
- A tracked 360-degree excavator or similar will be used to excavate the area down to a competent stratum as approved by the Design Engineer and appropriately shuttered reinforced concrete will be laid over it.
- Foundations will be shuttered and cast with reinforced concrete as per the Design Engineer's specification.
- The pre-cast elements/block work/brick work walls will be built up from the foundation including a Damp Proof Course (DPC) and the floor slab constructed, having first located any ducts or trenches required by the follow on mechanical and electrical contractors.
- The block work will then be raised to wall plate level and the gables & internal partition walls formed. Scaffold will be erected around the outside of the buildings for these works.
- Any concrete floor slabs in the apartments or town houses will be lifted into position using an adequately sized mobile crane.
- The timber roof trusses will then be lifted into position using a teleporter or mobile crane depending on site conditions. The roof trusses will then be felted, battened, tiled and sealed against the weather.
- Windows, electrics, plumbing and all other building components and services will be installed in as timely a manner as is possible.
- Each building will be inspected and certified by the project design engineer at the appropriate stages of construction.

4.5.9 Landscaping Works

Prior to the completion of works on the Proposed Development site, the landscaping works will be carried out. This work will be carried out before the completion of works in order to ensure that the development will be an aesthetically pleasing place for residents to live. These works will involve the use of plant and machinery in order to carry out tasks such as earth moving. Materials which have been stockpiled for the task will be used as much as possible, and material will only be imported where it is required. During site preparation works, where topsoil is stripped prior to excavation, this material will be retained on site for use in landscaping.

Cunnane Stratton Reynolds have prepared detailed landscape drawings and a Landscape Design Rationale Report which can be found in Appendix 6-3 of the EIAR.

The Landscape Design Rationale Report and Chapter 6 Biodiversity of the EIAR outlines a number of biodiversity friendly measures which are as follows:

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- The use of native species will generally be preferred. However, a complimentary element of non-native species will also be used, where appropriate to achieve particular aims or requirements.
- The planting of predominantly pollinator friendly shrub and herbaceous species will integrate the scheme in line with the 'All Ireland Pollinator Plan'.
- Significant additional native tree planting mitigates necessary removals and ultimately will significantly increase the sites tree and vegetation cover overtime.
- Proposed tree planting includes a selection of native and naturalised trees such as alder, beech, birch, cherry, oak, pine, rowan, sycamore and whitebeam. The use of such trees will provide vertical scale and structure to the landscape over time, as well as ecological benefits.
- The proposed landscape plan aims to create a number of linear green corridors suitable for bat feeding.

4.6 Management of Construction Phase Activities

4.6.1 Environmental Management

All proposed construction activities on the site of the Proposed Development are outlined in the CEMP (Appendix 4-1). The CEMP includes details of drainage, overburden management and waste management. In the event planning permission is granted for the Proposed Development, the CEMP will be updated prior to the commencement of the development, to address the requirements of any relevant planning conditions, including any additional mitigation measures which are conditioned and developed though the detailed design to be submitted to the Planning Authority for approval.

4.6.2 Proposed Drainage Design

The management of surface water for the Proposed Development has been designed to comply with the philosophies of nature-based SuDS and CIRIA guidelines as embodied in the recommendations of the Greater Dublin Strategic Drainage Study (GDSDS) and with the requirements of Galway City Council.

The surface water strategy incorporates attenuation of storm water to limit discharge from the site, although storage facilities and SuDS elements will be designed to allow infiltration or reduction of run-off volumes and rates where possible. The proposed storm water drainage system has been designed to cater for all surface water runoff from all hard surfaces in the Proposed Development including roadways, parking areas etc. All stormwater generated on site from roadways and parking areas will discharge via an Oil/Petrol Interceptor to remove possible hydrocarbons. The soakaway/ attenuation units are strategically located within the site. Where there is adequate infiltration, stormwater will discharge to soakaways/ attenuation. Otherwise, it will discharge at a controlled Greenfield runoff rate to existing 450 mm storm sewer network west of the Proposed Development.

By-pass separators will be installed prior to discharging to the existing storm sewer. The separators will be sized to cater for impermeable areas i.e. roads, car parking and footpath areas.

The following SuDS elements are applicable to the proposed scheme and layout:

- Water butts
- Tree pits
- Rain gardens
- Permeable paving
- Swales
- Drainage kerbs with infiltration trenches
- Soakaways/attenuation units.

- Hydrobrake manholes to control the flow of surface water to allow the soakway/attenuation units to fill to their capacity (designed to largest stormwater required over 48-hour storm period with rainfall depths taken for the 100year return period +20 % for climate change).
- Hydrocarbon separation prior to the outfall to the exiting surface water network and immediately downstream of any hydrobrake manholes.

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Storm-water attenuation for the Proposed Development has been sized in accordance with the requirements of the GDSDS. Run-off rates from the Proposed Development to the public system are in accordance with the GDSDS.

4.6.3 Protecting Water Quality

Prior to the commencement of any subsequent construction activities, the necessary mitigation measures will be put in place to ensure that no silt laden water runoff generated at the site will flow to nearby watercourses or drains thus ensuring the protection of surface water during the works. This will involve confirming the location of all existing services and delineating between drainage systems. Surface waters will be managed to ensure the prevention of run off from areas where excavation occur does not result in silt laden water entering the existing storm water network.

Particular emphasis will also be placed on hazardous materials management and prevention of spills or leaks of fuel oils to ensure watercourses and groundwater are not impacted. Section 5 of the CEMP provides an Emergency Response Plan for dealing with spillages which may result in adverse environmental effects.

Waters will not be discharged directly to any existing surface water sewers or drains. Particular emphasis will also be placed on hazardous materials entering the surface water management system as well as spill or leaks of fuel oils.

Excavation works have the potential to encounter sub-surface waters and ground water. In the event of encountering groundwaters during excavation, the excavation will be de-watered using a pump equipped with a silt bag on the discharge outlet. The pumped water will be discharged to either the existing surface water drainage system or to a suitably vegetated area within the site boundary. Where discharge to a vegetated area is required, the area will be enclosed with silt fencing, as necessary, to prevent sediment-laden runoff and ensure compliance with best practice environmental controls. In order to avoid hydrocarbons encountering groundwaters onsite, Section 3 of the CEMP presents mitigation measures to avoid the release of hydrocarbons onsite.

Surface and storm water generated during the operational phase will be captured by the proposed drainage network within the confines of the site boundary as outlined in Section 2 of the CEMP.

4.6.3.1 Prevention Pollution Control Measures

The following measures will be put in place to prevent the transportation of silt laden water or pollutants from entering any of the wider environments including watercourses/drains within or near the site:

- The site boundary will be fenced off with heras fencing (or similar) prior to works commencing to protect adjacent habitats and to prevent any egress of machinery outside of the site during construction activities.
- There are no watercourses on site and surface water will not be directly discharged into any external water bodies, surrounding land, or adjacent roadways. Any run-off generated on-site will undergo the necessary filtration process as previously outlined.
- The works will be managed to ensure there will be no silt-laden run-off beyond the site boundary. This will be achieved through the use of appropriate excavation

techniques during the initial construction works. Where necessary, silt fencing will be installed downslope of the construction areas, particularly where drains or drainage pathways are present. These measures will serve as a protective measure to contain silt material within the site.

- Any requirement for temporary fills or stockpiles will be damped down or covered with polyethylene sheeting as required to avoid sediment release associated with heavy rainfall.
- Excavations will be carried out using a suitably sized excavator and, in all circumstances, excavation depths and volumes will be minimised where practically possible.
- Excavated spoil will be stockpiled and contained entirely within the confines of the site boundaries. Any stockpile areas will be surrounded with silt fencing, if deemed necessary to prevent runoff.
- The minimum number of soil/subsoils and bedrock material should be removed from site. Soil may be reused for landscaping elsewhere on the site. However, any excess construction material shall be removed from the area and sent to an authorized waste recovery facility.
- Works shall not take place at periods of high rainfall and shall be scaled back if or suspended if heavy rain is forecast during excavation works.
    - High rainfall' is defined as follows:
    - >10 mm/hr (i.e. high intensity local rainfall events);
    - >25 mm in a 24-hour period (heavy frontal rainfall lasting most of the day);
- In the event of encountering groundwaters during excavation, groundwater will be pumped out of the excavation using a pump equipped with a silt bag on the discharge pipe, if necessary, to capture any silty material prior to subsequent natural percolation to ground. The area surrounding the silt bag will be surrounded by silt fencing if deemed necessary.
- No wastewater will be discharged on-site during the construction phase.
- Good construction practices will be implemented at the site. This will ensure minimal risk. The Construction Industry Research and Information Association (CIRIA) provides guidance on the control and management of water pollution from construction sites, as outlined in Control of Water Pollution from Construction Sites, guidance for consultants and contractors (CIRlA, 2001). This guidance will be adhered to throughout the construction phase to ensure that surface water generated on site contains minimum sediment.

Details of control measures which will be implemented at the site, if required, are included in the Plates below.

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Plate 4-3.Silt Bag with water being pumped through.



Plate 4-4. Silt Bag under inspection.

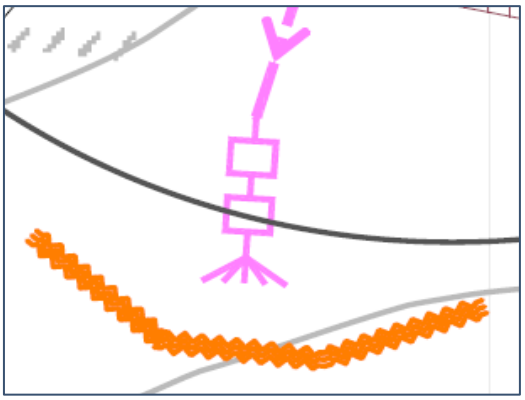


Plate 4-5. Silt Fence (orange) surrounding the discharge from Silt Bag (pink).



Plate 4-6. Embedded Silt Fence

(Note: Approximate locations for such a control measure cannot be provided as it cannot be identified where such measure may be adopted on site prior to commencement.)

4.6.3.2 Cement Based Products Control Measures

The complete washing out of concrete trucks will not be permitted at the site during the construction phase. Suppliers will be directed back to their own facility to complete the washout process. However, a washout area for chute cleaning will be provided at various locations in close proximity to the concrete pour locations.

The following mitigation measures are proposed to avoid release of cement leachate from the site:

- No batching of wet-cement products will occur on site.
- Ready-mixed supply of wet concrete products and where possible, emplacement of pre-cast elements, will take place. Where possible pre-cast elements for culverts and concrete works will be used.
- No washing out of any plant used in concrete transport or concreting operations will be allowed on-site.
- Where concrete is delivered on site, only chute cleaning will be permitted, using the smallest volume of water possible. No discharge of cement contaminated waters to the construction phase drainage system or directly to any artificial drain or watercourse will be allowed.

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- Use weather forecasting to plan dry days for pouring concrete.
- Ensure pour site is free of standing water and plastic covers will be ready in case of sudden rainfall event.

4.6.3.3 Refuelling, Fuel and Hazardous Materials Storage

The following measures are proposed to avoid release of hydrocarbons at the site:

- Minimal refuelling or maintenance of construction vehicles or plant will take place on site. Where possible, off-site refuelling will occur at a controlled fuelling station;
- On-site re-fuelling will be undertaken using a double skinned bowser or a refuelling truck with spill kits kept onboard;
- All oils, fuels, paints and other chemicals will be stored in a secure bunded construction hardstand area. Refuelling and servicing of construction machinery will take place in a designated hardstand area which is also remote from any drainage systems. A response procedure will be put in place to deal with any accidental pollution events and spillage kits will be available and construction staff will be familiar with the emergency procedures and use of the equipment;
- A temporary drainage system shall be installed prior to the commencement of the construction works;
- All works shall be undertaken in accordance with the CIRIA document, 'Control of Water Pollution from Construction Sites, guidance for consultants and contractors'.
- All plant and machinery will be serviced before being mobilised to site;
- No plant maintenance will be completed on site, any broken down plant will be removed from site to be fixed;
- Concrete batching will take place off site, wash down and wash out of concrete trucks will take place off site and any excess concrete is not to be disposed of on site. Pumped concrete will be monitored to ensure there is no accidental discharge. Mixer washings are not to be discharged into surface water drains/sewers;
- Discharge from any vehicle wheel wash areas is to be directed to on-site settlement tanks/ponds, debris and sediment captured by vehicle wheel washes are to be disposed off-site at a licensed facility;
- Foul drainage discharge from the construction compound will be transported off site to a licensed facility until a connection to the public foul drainage network has been established.

4.6.4 Dust Control

Construction dust can be generated from many on-site activities such as excavation and backfilling. The extent of dust generation will depend on the type of activity undertaken, the location, the nature of the dust, i.e. soil, sand, etc and the weather. In addition, dust dispersion is influenced by external factors such as wind speed and direction and/or periods of dry weather. Construction traffic movements also have the potential to generate dust as they travel along the approach road. The measures below will also prevent construction debris arising on the public road network.

Proposed means to control dust include:

- Any site roads with the potential to give rise to dust will be regularly watered, as required, during dry and/or windy conditions.
- The designated public roads outside the site and along the main transport routes to the site will be regularly inspected by Site Management for cleanliness and cleaned as necessary.
- Material handling systems and material storage areas will be designed and laid out to minimise exposure to wind.

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- Water misting or bowsers will operate on-site as required to mitigate dust in dry weather conditions.
- The transport of soils or other material, which has significant potential to generate dust, will be undertaken in tarpaulin-covered vehicles where necessary.
- All vehicles leaving the construction areas of the site will rinse their wheels at a designated wheel wash area prior to entering the local road network.
- All construction related traffic will have speed restrictions on un-surfaced roads to 15 kph.
- Daily inspection of construction sites to examine dust measures and their effectiveness.
- When necessary, sections of the approach road will be swept using a truck mounted vacuum sweeper.

It is also proposed to carry out dust monitoring at the site during the construction phase. Monitoring will be carried out quarterly using the Bergerhoff method. This monitoring will ensure that the mitigation measures outlined above are functional and being implemented. The locations of dust monitoring gauges are outlined in Figure 3-1 of the CEMP (Appendix 4-1).

4.6.5 Noise Control

The operation of plant and machinery, including construction vehicles, is a source of potential noise impacts. Construction phase noise is typically assessed in light of guidance set out in British Standards Institution (BSI) (2014) BS 5228-1:2009+A1:2014 Code of Practice for Noise and Vibration Control on Construction and Open Sites – Part 1: Noise , as well as the National Roads Authority (NRA) (now TII) (2014) Good Practice Guidance for the Treatment of Noise during the Planning of National Road Schemes. Although the NRA document is not directly relevant to the Proposed Works, it has seen increasing application to non-road projects in recent years in the absence of any specific Irish guidance.

All construction plant used on-site will be required to comply with maximum sound power levels set out in Directive 2000/14/EC of the European Parliament and of the Council of 8 May 2000 on the approximation of the laws of the Member States relating to the noise emission in the environment by equipment for use outdoors, implemented in Ireland by the European Communities (Noise Emission by Equipment For Use Outdoors) Regulations, 2001 (S.I. 632 of 2001) , as amended by the European Communities (Noise Emission by Equipment for Use Outdoors) (Amendment) Regulations, 2006 (S.I. 241 of 2006) .

Proposed measures to control noise include:

- Construction operations will in general be confined to the periods Monday-Friday 0800-1800 h and Saturday 0900-1300 h.
- Hooting will be prohibited onsite. Drivers of plant and vehicles will be instructed to avoiding hooting at all times.
- Plant used onsite during the construction phase will be maintained in a satisfactory condition and in accordance with manufacturer recommendations. In particular, exhaust silencers will be fitted and operating correctly at all times. Defective silencers will be immediately replaced.
- Queuing of trucks on public roads will be prohibited.
- Machinery not in active use will be shut down.
- A site representative will be appointed as a liaison officer with the local community.
- Any complaints of noise received during the construction phase will be logged in a register and investigated immediately. Details of follow-up action will be included in the register.
- Where it is proposed to import potentially noisy plant to the site, the potential impact of noise emissions will be assessed in advance.

- Guidance set out in BS 5228-1:2009 with respect to noise control will be applied throughout the construction phase.
- Advance notification will be given to residents immediately outside the site boundary when works are proposed within 50m of their dwellings.

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4.6.6 Vibration Control

Vibration standards can be considered in two varieties: those dealing with human comfort and those dealing with cosmetic or structural damage to buildings. For example, vibration is perceptible at around 0.5mm/s in the case of road traffic, however at higher magnitudes, this vibration may become an annoyance. Guidance relevant to the protection of building structures is contained in the following documents:

- British Standards Institution (BSI). (1993) BS 7385-2:1993 Evaluation and Measurement for Vibration in Buildings – Part 2: Guide to Damage Levels from Ground Borne Vibration. London: BSI[1].
- British Standards Institution (BSI). (2014) BS 5228-2:2009+A1:2014 Code of Practice for Noise and Vibration Control on Construction and Open Sites – Part 2: Vibration. London: BSI[2].

Vibration can be more difficult to control than noise, and there are few generalisations which can be made about its control. It should be borne in mind that vibration can cause disturbance by causing structures to vibrate and radiate noise in addition to perceptible movement. The following mitigation measures will be implemented at the site during the demolition and construction phases to control vibration levels:

- The hours of working should be planned, and account should be taken of the effects of vibration upon persons in areas surrounding site operations and upon persons working on site, taking into account the nature of land use in the areas concerned and the duration of work.
- Where reasonably practicable, low vibration working methods should be employed. Consideration should be given to use of the most suitable plant, reasonable hours of working for operations which might give rise to perceptible vibrations, and economy and speed of operations.
- Vibration should be controlled at source and the spread of vibration should be limited.
- Where reasonably practicable, plant and/or methods of work causing significant levels of vibration at sensitive premises should be replaced by other less intrusive plant and/or methods of working.
- Vibration from stationary plant (e.g. generators, pumps, compressors) can, in some instances, prove disturbing when located close to sensitive premises or when operating on connected structures. In these instances, equipment should be relocated or isolated using resilient mountings.
- Where processes could potentially give rise to significant levels of vibration, on-site vibration levels should be monitored regularly by a suitably qualified person appointed specifically for the purpose, particularly if changes in machinery or project designs are introduced. A method of vibration measurement should be agreed prior to commencement of site works.
- On those parts of a site where high levels of vibration are likely to be a hazard to persons working on the site, prominent warning notices should be displayed.

[1] ***British Standards Institution (BSI). (1993)*** BS 7385-2:1993 Evaluation and Measurement for Vibration in Buildings – Part 2: Guide to Damage Levels from Ground Borne Vibration***. London: BSI***
[2] ***British Standards Institution (BSI). (2014)*** BS 5228-2:2009+A1:2014 Code of Practice for Noise and Vibration Control on Construction and Open Sites – Part 2: Vibration***. London: BSI***

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- Offsite fabrication - In method statement/risk assessment the contractor will highlight any activity that may cause significant vibration levels and include measures in helping to mitigate these emission levels.
- Equipment is to be task specific.
- Best practice vibration control measures will be employed by the contractor.
- A designated member of staff will be appointed as the point of contact for any queries or complaints from nearby local residents.

4.6.7 Ecological Measures

As outlined in Chapter 6 Biodiversity of the EIAR, the following measures will assist in reducing the impact of habitat loss on local bats during construction:
The below mitigation strategy is proposed for works on the two buildings previously identified as bat roosts, to minimise the potential for direct harm to individual bats over the course of the works proposed, and to provide alternative roosting opportunities to local bats, during and post construction:

- Works will not be carried out during the bat activity season (April-September) within buildings where evidence of roosting bas was found (i.e. Stone Shed 1 and Stone Shed 2).
- Alternative new roosting locations will be provided as part of the proposed development site. One no. Rocket Bat Box and two no. pole-mounted woodcrete bat boxes will be erected in suitable locations around the perimeter of the Proposed Development site. The locations of these bat boxes will be cognisant of existing landscape features in the wider vicinity of the Proposed Development site which could be used by commuting and foraging bats and will also avoid areas of artificial lighting. At least two of these will be installed prior to building demolitions commencing.
- Bat boxes will have a southerly orientation and be positioned at least 2m from the ground (ideally 3m), and away from artificial lighting. They will be placed adjacent to existing vegetation features such as treelines and hedgerows, beyond the Proposed Development site boundary, to ensure they are close to existing flight paths and can avoid wide open spaces (Collins, 2023).
- The new bat boxes will be inspected annually under licence to monitor uptake and their condition.

4.6.8 Invasive Species Management

A multidisciplinary walkover survey was carried out on the 20th of March 2024, 24th of April 2024. An updated field survey was undertaken by Deepali Mooloo (B.Sc., M.Sc.) of MKO on the 23rd June 2026.

These field surveys were carried out in line with NRA (2009) guidelines (Ecological Surveying Techniques for Protected Flora and Fauna during the Planning of National Road Schemes).

As outlined in the accompanying Invasive Species Management Plan (ISMP) (Appendix 6-2 of the EIAR), two invasive species listed on the Third Schedule of of the European Communities (Birds and Natural Habitats) Regulations 2011 (S.I. 477 of 2011) and First Schedule of the European Union (Invasive Alien Species) Regulations 2024 (S.I. 374 of 2024) were recorded within the Proposed Development site boundary.

Three-cornered leek (*Alium triquetrum*) was recorded in the Proposed Development Site. A small cluster of Three-cornered leek was recorded on the northern boundary of the Proposed Development site.

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Sea buckthorn (*Hippophae rhamnoides*) saplings, categorised as minor infestations, were also recorded at the northern extents of the Proposed Development site. Overall, the infestation of Sea buckthorn within the site is very small in scale, with only juvenile saplings recorded.

The treatment and control of invasive alien species will follow best practice guidelines, including:

- National Roads Authority (NRA) (2010) Guidelines on the Management of Noxious Weeds and Non-native Invasive Plant Species on National Roads. Revision 1. Dublin: National Roads Authority.
- INNSA (2017) Code of Practice: Managing Japanese Knotweed. Invasive Non-Native Specialists Association.

4.6.8.1 Treatment and Management Methodologies

4.6.8.2 Preliminary Stages

A dedicated invasives species survey of the Proposed Development site will be carried out three months prior to commencement of works on site to determine if the species have spread further throughout the site. Surveys should be undertaken during the summer months (June - July) when the extent of infestation will be fully visible.

The treatment methodologies have been carefully considered and are proposed to eradicate Sea buckthorn and Three-corned leek and manage their spread further within the Proposed Development site. These treatment measures are considered as part of the planning application. An ecologist will be on site to supervise the treatment. The infested areas will be marked out with posts and hazard tape prior to any machinery ingress or works within or near this area.

4.6.8.3 Three- Cornered Leek

The following management is proposed in relation to Three-cornered Leek:

- An ecologist will be on site to supervise the treatment.
- The infested area will be marked out with posts and hazard tape prior to any machinery ingress or works within or near this area.
- Three-cornered leek can be controlled through chemical means.
    - Chemical treatment is the chosen treatment method. It is advised to treat the plant in-situ and avoid disturbance and the increased risk for spread and dispersal.
    - This plant can be treated with a Glyphosate based chemical herbicide on an annual basis. It is recommended that a Glyphosate-based herbicide will be applied as a spot treatment to individual plants, or by foliar and stem spray in early spring before the plant flowers which typically happens between April and June. It is best to manually break the leaves prior to applying the chemical to ensure it enters the leaf. Follow-up annual treatments are necessary as large numbers of shoots may re-appear the following year as may new seedlings.

- The timing of the treatment applied is vital for the eradication of three-cornered leek. The control methods must be implemented in March or April when the leaves of the three-cornered leek are fully formed. Control methods should not be carried out if plants have finished flowering and produced seed (from the outset of May) as the movement of plants at this stage in the plant's cycle can cause a further spread of the invasive species.
- Three-cornered leek produces vast amounts of seeds annually and these seeds can persist and remain dormant in the soil for years before germinating. Due to this, a

monitoring programme will be established to eradicate the invasive plant where the plants currently exist onsite. Therefore, it is key to undertake the control and treatment measures for a consecutive number of years to eradicate the seed bank and bulbs. The developer will appoint a suitably qualified ecologist to carry out post-construction monitoring for invasive species. The area will be surveyed by an ecologist in March/April, May and again in September for the presence of Three-cornered leek for a minimum of 3 years after the treatment to ensure no further spread is taking place.

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4.6.8.4 Sea Buckthorn

Mechanical/ physical removal of Sea buckthorn controls the spread of the invasive species by either damaging or removing the plant material via physical action, i.e., uprooting, felling, slashing, mowing, grubbing etc. Juvenile Sea buckthorn saplings were previously recorded in close proximity to the Proposed Development boundary and given its proximity it is proposed to eradicate this species from nearby lands on a precautionary basis. It is anticipated that the construction phase will span 3 years and as such it is likely to mature with time, in the absence of control measures being implemented.

The recommended treatment methodology for Sea buckthorn includes;

- Any juvenile new shoots of Sea buckthorn will be removed by hand pulling or manual removal using hand tools. The plant will be physically cut and dug up from the root either by hand or using an excavator to grub up the plant.
- Larger stumps will be cut and the stumps painted with Glyphosate herbicide.
- Following clearance of woody material, any necessary excavation of the ground will be undertaken. As sea-buckthorn can readily regenerate from root and rhizomatous material present in soil, any soil arising from areas infested with sea-buckthorn must be contained and disposed of appropriately.
- The vegetation material can be disposed of by burning or incineration.
- If for any reason, burning of plant material is not feasible on-site this material and the soil potentially contaminated within root or rhizome fragments must be gathered and disposed of off-site, to a waste disposal facility that has a pollution prevention and control permit or waste management licence. In order to move material potentially contaminated with Third or First Schedule invasive plant species, a licence is required to be obtained from NPWS. The conditions of the permit or licence of the waste disposal facility must allow the disposal of invasive plants at the site. Delivery should be agreed with the waste site in advance to make sure they can accept material containing invasive plants. When transporting invasive plant material and soil potentially contaminated with invasive plant material, any vehicle used must be covered or securely sheeted so that plant material cannot be accidentally dispersed during transportation.

4.6.8.5 Post Treatment Monitoring

Ongoing monitoring will be required within the Proposed Development site for all invasive species listed on the Third and First Schedules with suitable follow-up management implemented, in order to control new growth or re-establishment within the infested areas.

Following the initial removal, treatment and completion of the development, the treated areas will be re-surveyed annually and if necessary, re-treated until no growth of Three-cornered leek or Sea buckthorn is recorded for two consecutive years. If Three-cornered Leek or Sea buckthorn are found to be re-establishing, they shall be treated as per the measures outlined above and in Section 4 of the ISMP.

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4.6.8.6 Site Hygiene

The following measures will be adhered to throughout the duration of the proposed construction works:

- The Project Ecologist will give a Toolbox Talk to all staff in relation to Three-cornered leek and Sea buckthorn and their management on site.
- A designated bio-secure area/exclusion zone will be set up at the Three-cornered Leek and Sea buckthorn locations to prevent disturbance in these areas.
- Prior to leaving the invasive species exclusion zones, all boots and clothing will be thoroughly brushed down to remove any contaminated material prior to leaving the area.
- The contractor will assign a member of their team as Environmental Officer to ensure the management plan is adhered to throughout the proposed works.
- All works in relation to invasive species will be supervised by the Ecological Clerk of Works (ECoW).
- As a precautionary measure, machinery will be thoroughly cleaned down before entering the site to prevent potential spread of invasive species from elsewhere.
- Clean down will be carried out using brushes and shovels and power washing avoided insofar as possible. This is to prevent potentially contaminated run-off spreading outside the site.
- All measures prescribed in the invasive species management plan will be incorporated into the contractor's respective method statements for works.

To avoid the introduction of invasive species to the site the following best practice measures will be adhered to:

- Any material imported to the site will be screened for invasive species by a suitably qualified ecologist before transportation to the site.
- All machinery will be thoroughly cleaned down prior to arriving on the site to avoid the potential spread of invasive species from elsewhere.

4.6.9 Traffic Management

The construction stage of the Proposed Development will be complete in two phases and is scheduled to begin construction in 2027 with the construction phase lasting for a minimum of two years. It is envisaged that working hours will be 08:00am to 18:00pm Monday to Friday (08:00am to 13:00pm for Saturday) for construction personnel through each phase of the development however working hours will be confirmed on grant of planning by Galway City Council. Generally, construction workers will travel to site before the measured peak hour of 08:00 to 09:00, to be on site for a 08:00 start-time. It is envisaged that a very limited number of construction employees are likely to travel to the site during peak hours.

A number of mitigation measures are proposed during the construction phase to minimise the impact, the measures are as follows;

- A detailed haulage plan will be put in place to ensure minimal impact on the surrounding road network. Spoil removal from site will be kept to a minimum with a detailed site survey completed to ascertain where spoil can be distributed on the site.
- All deliveries and removals will be subject to stringent site rules governing the loading / off-loading times, location of loading / off loading, covering of loads and cleaning of vehicles exiting the site, etc.
- Delivery loads to and from the site and management of large deliveries on site to occur outside of peak periods.
- No vehicle will be allowed to stop or park on the access road to the Proposed Development site.

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- Ample parking will be provided within the site to cater for the staff and visitors during the construction phases of the Proposed Development.
- Construction traffic will be managed and scheduled to ensure no queueing occurs on either the internal road system or the main approach roads. The provision of an on-site vehicle staging area will facilitate waiting vehicles.
- Routine sweeping/cleaning of the road and footpaths in front of the site; and
- No uncontrolled runoff to the public road from dewatering/pumping carried out during construction activity.

There will be on-going monitoring of the impact of construction traffic on the wider roads network to ensure prompt action is taken in the event of an issue arising.

4.6.10 Archaeological Mitigation Measures

4.6.10.1.1 *Pre-Construction Investigations*

The northern area of the Proposed Development site has been subject to significant modern ground disturbance while the southern end remains as a largely undisturbed area of green field pastureland containing areas of bedrock outcrops and waterlogging. The lands have been assessed by a geophysical specialist (Dr. Ger Dowling) and were considered to be unsuitable for an archaeo-geophysical survey due to the presence of areas of prior ground disturbance, undulating terrain with bedrock outcrops, waterlogged conditions and the presence of overhead electricity cables.

A programme of archaeological test trenching, under licence by the National Monuments Service, will therefore be carried within the Proposed Development site in advance of the construction phase. This archaeological investigation will also include the compilation of a written and photographic record of the existing field boundaries within the Proposed Development site. In the event that any sub-surface archaeological deposits, features or objects are identified during test trenching, their locations will be recorded and securely cordoned off while the National Monuments Service are notified of the discovery and consulted to determine further mitigation measures, which may entail preservation *in situ* by avoidance or preservation by record through a systematic archaeological excavation.

4.6.10.1.2 *Monitoring of Mitigation Measures*

There are a number of obligatory processes to be undertaken as part of applications to the National Monuments Service for licences to carry out archaeological test trench excavations and these will allow for monitoring of the successful implementation of the mitigation measures.

A detailed method statement stating the proposed strategy for the site investigations will accompany the submitted licence application which will clearly detail the extent of the archaeological works and outline the processes to be enacted in the event that any archaeological features are encountered. Reports on the archaeological site investigations will then be submitted to the National Monuments Service, the National Museum of Ireland and the Planning Authority which will clearly describe the results of all archaeological works in written, mapped and photographic formats.

4.6.11 Waste Management

The CEMP, Appendix 4-1 of this EIAR, provides a Resource Waste Management Plan (RWMP) which outlines the best practice procedures during the construction phase of the Proposed Development. The RWMP outlines the methods of waste prevention and minimisation by recycling, recovery and reuse at each stage of construction of the Proposed Development. Disposal of waste will be a last resort.

A comprehensive site-specific Construction Demolition Waste Management Plan (CDWMP) has also been prepared by Tobins Consulting Engineers. The purpose of the CDWMP is to ensure that waste storage and movement within the development takes place in a manner which complies with relevant

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legislation and has a minimal impact on the nearby existing commercial and residential areas and ensures, where prevention is not possible, that maximum reuse, recycling and recovery of waste with diversion from landfill, wherever possible.

The plan estimates the type and quantity of waste to be generated from the Proposed Development during the Construction and Demolition phases and provides a strategy for managing the different waste streams. Guidance will also be given to ensure appropriate method of transportation of waste is used to prevent littering or other serious environmental pollution.

The Waste Management Act 1996 (Act) and its subsequent amendments provide for measures to improve performance in relation to waste management, recycling and recovery. The Act also provides a regulatory framework for meeting higher environmental standards set out by other national and EU legislation.

The Act requires that any waste related activity must have all necessary licenses and authorisations. It will be the duty of the Waste Manager on the site of the development to ensure that all contractors hired to remove waste from the site have valid Waste Collection Permits to ensure that the waste is delivered to a licensed or permitted waste facility. The hired waste contractors and subsequent receiving facilities must adhere to the conditions set out in their respective permits and authorisations.

4.7 Operational Phase

The Proposed Development will require periodic maintenance throughout the operational phase. The operation of a residential development is not a recognised source of environmental emissions or nuisance and so there will be no adverse effects associated with its operation.

The storm water drainage infrastructure for the Proposed Development will incorporate the philosophies of nature based Sustainable Urban Drainage Systems (SuDS). The proposed storm water drainage system will be designed to cater for all surface runoff from all hard surfaces in the Proposed Development including roadways, roofs, parking areas etc. All stormwater generated on site from roadways and roofs will discharge via an Oil/Petrol Interceptor to soakways/attenuation units. The soakaway/attenuation units will be strategically situated within the site.

Water will be provided to the Proposed Development off the watermain to be constructed as part of the permitted works which form part of the overall masterplan for the area. This watermain is a 150mm watermain permitted by GCC (Planning Reference 24/60370), which in turn connects to an existing UÉ owned 150mm watermain that runs along the western boundary along the southern arm junction of the adjacent Western Distributor Road roundabout and Altán Road.

The proposed foul drainage layout for the Proposed Development will outfall, via gravity, to a wastewater network permitted by GCC (Planning Reference 24/60370). From here, the wastewater will discharge to an existing UÉ owned 375mm foul sewer line located west of the Proposed Development along the southern arm junction of the adjacent roundabout and Altán Road.

It is proposed that all pipes will be thermoplastic structured wall pipes with the maximum and minimum pipe sizes being between 150mm and 300mm respectively. The maximum and minimum pipe gradients shall fall between 1/30 and 1/200. The sewer network has been designed to cater for six times the dry weather flow rate. A flow of 150 litres per head per day plus an additional 10% allowance to account for infiltration within a new development has been considered in the foul sewer design as per UÉ Code of Practice for Wastewater Infrastructure.

4.7.1 Property Management – Operational Stage

A property management company will be formed at an early stage of the development to ensure that all property management functions are dealt with for the development.

The property management company has a number of key responsibilities including compiling the service charge budget for the development for agreement with the owners' management company. The service charge budget covers such items as cleaning, landscaping, refuse management, utility bills, insurance, maintenance, and security. A full detailed summary of the provisions which the estate management company and appointed managing agents will be responsible for is outlined in the Property Management Strategy Report which is prepared by Aramark and accompanies this EIAR and planning application.

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4.7.2 Sustainable Energy Use

A Climate Scheme Sustainability Statement has been prepared by Moloney Fox Consulting for the Proposed Development and is outlined in Appendix 4-2. The Statement outlines how a target Building Energy Rating (BER) rating of A2 will be achieved using heat pump solutions as heating provisions.

Design and intent for apartments and townhouses has considered this also. Aluminium radiators will be provided in each space with thermostatic radiator valves (TRVs) as required. These radiators are specifically designed to work with low temperature heating systems and have quicker heat up periods and transfer rates than standard steel panel radiators.

Demand Control Ventilation will be provided to provide controlled natural ventilation to each dwelling. Demand Control Ventilation (DCV) is an energy-saving strategy used in building ventilation systems to optimize the amount of fresh air brought into a space based on its actual occupancy and ventilation requirements. DCV systems improve indoor air quality while reducing energy consumption by delivering the right amount of ventilation air when and where it is needed.

DCV systems utilize sensors and controls to monitor various factors such as occupancy, carbon dioxide (CO2) levels, temperature, humidity, and volatile organic compounds (VOCs) in the space. These sensors provide feedback to the ventilation system, allowing it to modulate the amount of fresh air supplied accordingly.

Light emitting diode (LED) lighting and advanced lighting controls shall be implemented into the houses and apartments. LEDs have become the lighting technology of choice in modern apartment buildings due to their numerous advantages over traditional lighting options. LED lights are highly energy-efficient, consuming significantly less electricity than incandescent or fluorescent bulbs. They convert a higher percentage of electrical energy into light, minimising wasted energy as heat.

LED lighting and lighting control systems have transformed modern buildings, offering energy-efficient illumination, improved user experiences, and sustainable practices. The combination of LED technology and advanced controls provides residents with flexibility, comfort, and cost savings while promoting environmental stewardship in residential communities.

4.8 Decommissioning Phase

It is not intended that the proposed buildings will be removed, as permanent planning permission is being sought for this development. The Proposed Development will form an integral part of the local housing needs. Therefore, it is intended that the Proposed Development will be retained permanently and will not be decommissioned.