

## **EIAR Addendum**

Knocknacarra District  
Centre LRD





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# Table of Contents

1.	<b>INTRODUCTION.....</b>	<b>2</b>
2.	<b>BACKGROUND .....</b>	<b>3</b>
3.	<b>REASONABLE ALTERNATIVES .....</b>	<b>3</b>
4.	<b>DESCRIPTION OF THE PROPOSED DEVELOPMENT.....</b>	<b>3</b>
5.	<b>POPULATION AND HUMAN HEALTH .....</b>	<b>4</b>
6.	<b>BIODIVERSITY .....</b>	<b>4</b>
7.	<b>LAND SOILS &amp; GEOLOGY .....</b>	<b>6</b>
8.	<b>HYDROLOGY &amp; HYDROGEOLOGY .....</b>	<b>6</b>
9.	<b>AIR AND CIMATE .....</b>	<b>6</b>
10.	<b>NOISE.....</b>	<b>6</b>
11.	<b>CULTURAL HERITAGE .....</b>	<b>6</b>
12.	<b>LANDSCAPE.....</b>	<b>6</b>
13.	<b>MATERIAL ASSETS .....</b>	<b>10</b>
14.	<b>MAJOR ACCIDENTS AND NATURAL DISASTERS.....</b>	<b>14</b>
15.	<b>INTERACTION OF THE FOREGOING .....</b>	<b>14</b>
16.	<b>SCHEDULE OF MITIGATION .....</b>	<b>14</b>

# 1. INTRODUCTION

This addendum provides an update to the Environmental Impact Assessment Report (EIAR) previously submitted as part of the planning application for the proposed Knocknacarra District Centre Large-scale Residential Development (LRD). This addendum has been completed following the request for further information issued by the Planning Authority and the below sections accordingly update the text within the EIAR.

In order to aid the reader, the original EIAR text has been indicated in **blue**, updated text has been indicated in **red**, with removed text indicated by a strikethrough. Plain black text is unique to this document and is for the aid of the reader. The section numbering provided in this document corresponds to the chapter numbering in the original EIAR.

The Further Information (FI) Request has provided a key opportunity for the design team to pursue a proposed development with a design and layout that provides excellent residential amenity, high quality public realm with functionality and appropriate usability of space. The design amendments proposed as part of the FI response include the following:

## ➤ **Traffic and Transport:**

- Re-arrangement of the location of proposed buildings to avoid conflict with the proposed N6 GCRR protection corridor/ CPO Line;
- Integration of two-way cycle lanes in the place of the previously proposed shared surfaces between cyclists and pedestrians;
- Upgrades to the active travel infrastructure that include segregated toucans and widened zebra crossings, providing raised junction crossings;
- Tactile paving denoting pedestrian and cyclist priority across vehicular access points;
- Removal of cycle parking at the gable end of apartments;
- Allocation of secure bike parking to accommodate standard cycles and cargo cycles;
- Provisions for arrangements to accommodate the Draft Galway BusConnects that include the potential for an interchange facility and alternatively without the interchange facility;
- Reduced surface car parking spaces from 49no. to 40 no. including EV charging spaces;
- Increase in the number of proposed bike parking spaces from 114 no. short stay and 436 no. long stay to 172 no. short stay and 386 no. long stay spaces;

## ➤ **Daylight, Sunlight and Overshadowing:**

- Removal of 2 no. 2-bedroom/ 4-person apartment units across Block A1 & Block A2 to increase the quantum and duration of sunlight in the Podium Garden.

## ➤ **Layout and Design:**

- Change of total residential unit quantum from 227 no. units to 216 no. units. Due to following amendments:
  - i. Unit number in Block A1 reducing from 14 no. 1-bed apartment & 24 no. 2-bed apartments to 8 no. 1 bed apartments & 22 no. 2 bed apartments;
  - ii. Block B4 had reduced from 11 no. 1 bed apartments and 26 no. 2 bed apartments to 11 no. 1-bed and 23 no. 2-bed apartments;
- Civic Square reduced in size from 1,550 m<sup>2</sup> to 1,618 m<sup>2</sup> (Total area of public open space now 2,154 m<sup>2</sup>);
- The open play space proposed as part of the childcare facility has been reconfigured to improve usability and now comprises of an area of 175.7 m<sup>2</sup> (Total childcare area reduced in size from 561.3 sq.m to 476.3 sq.m);
- Inclusion of a 1500mm Typical Privacy Strip with No Terrace or Typical Privacy Strip + Amenity Strip for ground floor apartments, when located to the back of a public footpath or public area;

- Amendments have been made to the balcony layout of Block B1 for inward facing balconies relocated to the Southern Elevation;
- Gable end windows have been removed on Block 2, Block 3 & Block 4;
- Extension of Community Space northwards from 117 m<sup>2</sup> to an area of 204.7 m<sup>2</sup>;
- Block A1 has been recessed from link road, reducing North blocks internal carparking;
- Block B5 has been set back from the road with increased soft landscaping;
- Civic Square reduced by 1.1m, wind buffers on Civic Square reduced from 3 to 2;
- Reduction of retail space from 1,009.7sq.m to 867.4 sq.m as follows:
  - a) Unit A101: 411.7 sq.m;
  - b) Unit B201: 95.6 sq.m;
  - c) Unit B202: 133.9 sq.m;
  - d) Unit B301: 226.2 sq.m.

## 2. BACKGROUND

There are no changes to this chapter.

## 3. REASONABLE ALTERNATIVES

There are no changes to this chapter.

## 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. The proposed development will consist of the following:

1. *Provision of ~~227~~ 216 no. residential apartments in 7 no. blocks comprising the following:*
  - (a) *Block A1: ~~44~~ 8 no. 1 bed apartments & ~~24~~ 22 no. 2 bed apartments ranging from between 3-5 storeys in height;*
  - (b) *Block A2: 25 no. 1 bed apartments & 15 no. 2 bed apartments ranging between 1-5 storeys in height;*
  - (c) *Block B1: 3 no. 1 bed apartments, 18 no. 2 bed apartments & 3 no. 3 bed apartments in a block ranging from between 3-4 storeys in height;*
  - (d) *Block B2: 13 no. 1 bed apartments & 21 no. 2 bed apartments ranging between 4-5 storeys in height;*
  - (e) *Block B3: 5 no. 1 bed apartments, 22 no. 2 bed apartments & 1 no. 3 bed apartment in a block ranging between 3-5 storeys in height;*
  - (f) *Block B4: 11 no. 1 bed apartments & ~~26~~ 23 no. 2 bed apartments in a block ranging between 3-5 storeys in height;*
  - (g) *Block B5: 13 no. 1 bed apartments & 13 no. 2 bed apartments in a block ranging between 3-4 storeys in height.*
- (2) *Provision of circa ~~1,010~~ 867 sq. m of ground floor commercial units as follows:*
  - (a) *Unit A101: circa 412 sq.m;*
  - ~~(b) Unit A102: circa 138 sq.m;~~
  - (c) *Unit B201: circa ~~100~~ 96 sq.m;*
  - (d) *Unit B202: circa 134 sq.m;*

- (e) Unit ~~B301-3~~ **B301**: circa 226 sq.m
- (3) Provision of a Community Facility (circa ~~118~~ **205** sq.m);
- (4) Provision of Tenant Amenity Facilities (circa 99 sq.m);
- (5) Provision of a Childcare Facility (circa ~~561~~ **476** sq.m) including an external secure play area;
- (6) Provision of ~~49~~ **40** no. surface car parking spaces including EV charging spaces;
- (7) Provision of bicycle parking comprising ~~114~~ **172** no. short stay and ~~436~~ **386** no. long stay spaces;
- (8) Provision of realigned road between Gort na Bró and Gateway Retail Park Road;
- (9) Change of use of existing underground void to 181 bay underground car park;
- (10) Provision of shared communal and private open spaces, bin storage, public lighting, site landscaping, services, signage, substation, and all associated site development works required to accommodate the proposed development.

## 5. POPULATION AND HUMAN HEALTH

The changes to the Proposed Development will result in no change to the likely residual effects on Population and Human Health reported in Chapter 5 of the EIAR and no additional mitigation measures are required or proposed.

## 6. BIODIVERSITY

The biodiversity chapter has been reviewed in light of the proposed changes to the project design. The changes to the Proposed Development will result in no change to the likely residual effects on Biodiversity reported in Chapter 6 of the EIAR.

Minor updates have been made to the desk study contained in Chapter 6. Those changes are provided below and do not affect the findings contained in Chapter 6. The bat report (which is included as Appendix 6-1 to this document) has been updated to include an updated development outline and updated numbers of trees to be planted.

### 6.5 Baseline Conditions and Receptor Evaluation

#### 6.5.1 Desk Study

##### 6.5.1.2 ~~New Flora Atlas~~ **BSBI Plant Atlas**

A search was made in the ~~New Atlas of the British & Irish Flora~~ **Plant Atlas 2020 (Preston et al., 2002 P.A. Stroh et al., 2020)**, on ~~08/11/2022~~ **21/08/2023**, to investigate whether any rare or unusual plant species listed as Annex II of the Habitats Directive which are listed as rare on the Red Data List (Curtis and McGough 1988) or protected under the Flora (Protection) Order, 2022 had been recorded in the relevant 10km squares in which the study site is situated (M22), during the ~~1987-1999~~ **2000-2019** atlas survey (Table 6-6-5).

Table 6-6-5 Records of species listed under the Flora Protection Order 2022 or the Irish Red Data Book for Vascular Plants

Common Name	Scientific Name	Status
Slender cottongrass	<i>Eriophorum gracile</i>	FPO, (VU (Vulnerable))
Small white orchid	<i>Pseudorchis albida</i>	FPO, VU (Vulnerable)
Awlwort	<i>Subularia aquatica</i>	VU (Vulnerable)
Spiked sedge	<i>Carex spicata</i>	NT (Near Threatened)
Frog orchid	<i>Coeloglossum viride</i>	NT (Near Threatened)
Pipewort	<i>Eriocaulon aquaticum</i>	NT (Near Threatened)
Common cottongrass	<i>Eriophorum gracile</i>	NT (Near Threatened)
Corn marigold	<i>Chrysanthemum segetum</i>	NT (Near Threatened)
Hoary rock rose	<i>Helianthemum oelandicum</i>	NT (Near Threatened)
Common gromwell	<i>Lithospermum officinale</i>	NT (Near Threatened)
Dense flowered orchid	<i>Neotinea maculata</i>	NT (Near Threatened)
Tubular water-dropwort	<i>Oenanthe fistulosa</i>	NT (Near Threatened)
Sea-kale	<i>Crambe maritima</i>	NT (Near Threatened)
Spring gentian	<i>Gentiana verna</i>	NT (Near Threatened)
Autumn gentian	<i>Gentianella amarella</i>	NT (Near Threatened)
Field gentian	<i>Gentianella campestris</i>	NT (Near Threatened)
Henbane	<i>Hyoscyamus niger</i>	NT (Near Threatened)
Thread leaved Watercress	<i>Ranunculus baudotii</i>	NT (Near Threatened)
Least bur reed	<i>Sparganium natans</i>	NT (Near Threatened)
Yellow horned poppy	<i>Glaucium flavum</i>	NT (Near Threatened)
Green field-speedwell	<i>Veronica agrestis</i>	NT (Near Threatened)
Wildflower knapweed	<i>Centaurea scabiosa</i>	Near Threatened (NT)
Chives	<i>Allium schoenoprasum</i>	Flora Protection Order, VU (Vulnerable)
Cornish Heath	<i>Erica vagans</i>	CE (Critically Endangered)
Irish Whitebeam	<i>Sorbus hibernica</i>	VU (Vulnerable)
Strawberry-tree	<i>Arbutus unedo</i>	NT (Near Threatened)

No plant species listed under the Flora Protection Order 2022 or the Irish Red Data Book for Vascular Plants were identified on the site or adjacent to the site.

The changes to the Proposed Development will result in no change to the likely residual effects on Biodiversity reported in Chapter 6 of the EIAR and no additional mitigation measures are required or proposed.

## 7. **LAND SOILS & GEOLOGY**

The changes to the Proposed Development will result in no change to the likely residual effects on Land, Soils, and Geology reported in Chapter 7 of the EIAR and no additional mitigation measures are required or proposed.

## 8. **HYDROLOGY & HYDROGEOLOGY**

The changes to the Proposed Development will result in no change to the likely residual effects on Hydrology and Hydrogeology reported in Chapter 8 of the EIAR and no additional mitigation measures are required or proposed.

## 9. **AIR AND CLIMATE**

The changes to the Proposed Development will result in no change to the likely residual effects on Air and Climate reported in Chapter 9 of the EIAR and no additional mitigation measures are required or proposed.

## 10. **NOISE**

The changes to the Proposed Development will result in no change to the likely residual effects on Noise reported in Chapter 10 of the EIAR and no additional mitigation measures are required or proposed.

## 11. **CULTURAL HERITAGE**

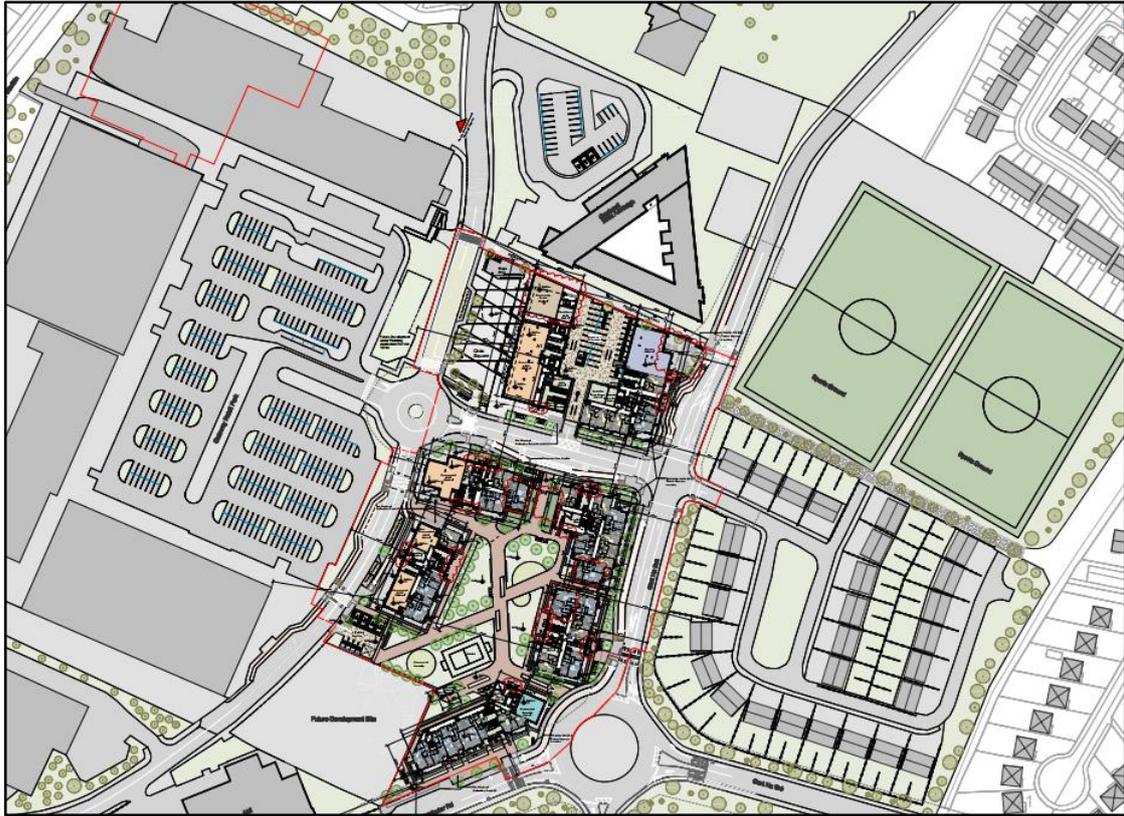
The changes to the Proposed Development will result in no change to the likely residual effects on Cultural Heritage reported in Chapter 11 of the EIAR and no additional mitigation measures are required or proposed.

## 12. **LANDSCAPE**

### Replacement CGI and Site Layout Imagery (Section 12.1.3 Proposed Development Description)

As a result of subsequent minor changes to the design and layout of the Proposed Development, a number of images included within Chapter 12 of the EIAR required updating. Those updated are indicated below.

- 'Figure 12-1 – Plan of the Proposed Development (extract from the planning drawings accompanying this EIAR)' is updated as follows:



➤ 'Figure 12-2 Computer Generated Imagery (CGI) render of the Proposed Development' is updated as follows:



- 'Figure 12-3 CGI aerial view of the Proposed Development of varied massing and heights' is updated as follows:



- 'Figure 12-4 CGI Render of the Proposed Development' is updated as follows:



These Figures in Chapter 12 are included within Section 12.1.3 - *Proposed Development Description*. The changes in the Figures above include a minor alterations to the size and positioning of buildings and the extent of landscaping visible in the plans and visualisations. These alterations comprise a very low level of change. There are no required updates to the text, or impact assessments and conclusions, as a result of these changes.

### Replacement Photomontage Imagery

Updates were required to one of the Photomontages included in Chapter 12 of the EIAR – Viewpoint 4. The updated ‘Proposed View’ image (Plate 12-31 in Chapter 12) is included below. Visible changes include a reduction in the amount of visual screening and softening of the proposed buildings as result of the removal of a number of trees from the Landscape Design Plan, as well as a slightly different configuration of the Civic Square in view and the stepped nature of the closest proposed building in view. These changes do not alter the visual impact assessment or the determination of the significance of the visual effects outlined in Section 12.6.4 of the EIAR. The updated photomontage from Viewpoint 4 is seen below. There are no required updates to the text, or impact assessments and conclusions, as a result of these changes.



### Conclusion

The changes to the Proposed Development will result in no change to the likely significance of landscape & visual effects reported in Chapter 12 of the EIAR and no additional mitigation measures are required or proposed.

The updates the photomontage and CGIs outlined above do not require updates to the conclusions of landscape and visual impact assessment or any of the text in Chapter 12.

## 13. MATERIAL ASSETS

### 13.1.2.1.2 Proposed Transportation Infrastructure

The Galway Transport Strategy (GTS) sets out the proposals for cycle and public transport network improvement across the city of Galway over 20 years. In terms of the proposed development, the most relevant upgrades are the upgrade to cycling facilities on the Western Distributor Road, Bóthair Stíofáin and Ragoon Road. The Millars Lane scheme proposes an off-road shared pedestrian / cyclist route extending from Manor Avenue / Manor Drive to Ragoon Road and will be easily accessible from the proposed development. In terms of public transport improvements, the GTS the Western Distributor Road is identified for bus priority measures with bus lanes proposed on both sides of the road.

Subsequent to the lodgement of the planning application the draft Galway BusConnects proposals were released for consultation. This indicates a step change in the provision of proposed bus services adjacent the development which would significantly enhance accessibility levels for future occupants of the scheme. It is noted however that the Bus Connects proposals are still draft and subject to future planning permission.

It is noted that at the time of writing preparing this chapter the N6 Galway City Ring Road (GCRR) scheme had been granted permission by An Bord Pleanála in December 2021, although has subsequently been quashed following An Bord Pleanála accepting that they had failed to consider the 2021 Climate Action Plan. A full description of the emerging transportation infrastructure is contained in the TTA.

### 13.1.3 Proposed Development

The proposed development comprises the provision of a total of ~~227~~ 216 no. apartment units across seven blocks, comprising ~~84~~ 78 no. 1-bed, ~~139~~ 134 no. 2-bed and 4 no. 3-bed apartments. The development will also include commercial floor space over ~~1,019~~ 867.4 sqm, along with a ~~561.3~~ 300.60 sqm childcare facility which will all be within accessible walking distances for local residents.

The provision also includes for ~~459~~ 466 no. cycle parking spaces (comprising ~~114~~ 108 no. short stay and ~~436~~ 358 no. long stay spaces). In terms of car parking, a total of ~~230~~ 221 no. car park spaces will be provided, comprising 49 40 no. surface car parking spaces on site and 181 spaces no. within the basement car park in Phase 2. This includes 53 no. EV car park spaces.

The development also includes for the realignment of the road between Gort Na Bró and the Gateway Retail Park Road. The vehicular access arrangements for the proposed development will include the following new features:

- Closure of the existing link road connecting the Western Distributor Road/ Gort Na Bró roundabout and Gateway Retail Park roundabout
- Provision of a new four-arm signalised junction on Gort Na Bró to provide access to both the Gateway Retail Park and subject development site
- New link road connecting the signalised junction and Gateway Retail Park roundabout

Consequently, these proposed changes result in converting the Gort Na Bró Roundabout from a 5-arm to a 4-arm roundabout and the Gort Na Bró T-junction from a 3-arm priority T-junction to a 4-arm signalised junction.

#### 13.1.4.2.4 Assessment Scenarios and Network Impact

Two different traffic scenarios have been assessed, namely (a) the 'Base' (Do-Minimum) traffic characteristics and (b) the 'Post Development' (Do-Something) traffic characteristics. The 'Do Minimum'

traffic scenario takes into account the potential level of traffic that could be generated by the ‘committed development’ in addition to the existing flows (with TII growth rates applied) travelling across the network. The proposed development traffic flows are then added to the network’s ‘Do Minimum’ traffic flows to establish the new ‘Do Something’ traffic flows.

In summary the following scenarios are considered:

- Do Minimum
  - A1 – 2024 Base Flows
  - A2 - 2029 Base Flows
  - A3 – 2039 Base Flows
  
- Do Something
  - B1 – 2024 Do Minimum (A2) + Proposed Development Flows
  - B2 – 2029 Do Minimum (A2) + Proposed Development Flows
  - B3 – 2039 Do Minimum (A2) + Proposed Development Flows

The TII document ‘Guidelines for Traffic Impact Assessments’ states that the impact of any specific development upon the local road network is considered material when the level of traffic it generates surpasses 10% and 5% on normal and congested networks respectively. When such levels of impact are generated a more detailed assessment should be undertaken to ascertain the specific impact upon the network’s operational performance. An assessment was therefore undertaken for the relevant links surrounding the site, to determine the percentage level of impact generated by the proposed development as presented in the table below.

Table 13-1: Network Impact Through Key Off Site Junctions

Junction		Design Year	Percentage Impact			
			AM	Interpeak	PM	Weekend
1	Gateway Retail Park Roundabout	2024	5.79%	5.98%	5.64%	4.56%
		2029	5.32%	5.50%	5.19%	4.19%
		2039	4.83%	4.99%	4.71%	3.81%
2	Gort Na Bró Junction	2024	5.31%	5.91%	6.01%	5.57%
		2029	4.88%	5.43%	5.52%	5.12%
		2039	4.43%	4.93%	5.01%	4.65%
3	Western Distributor Rd / Gort Na Bró Roundabout	2024	2.78%	4.76%	4.26%	5.01%
		2029	2.55%	4.38%	3.91%	4.61%
		2039	2.32%	3.97%	3.55%	4.18%

It was determined that for this proposed development, the percentage level of impact generated by the development traffic on the adjoining network, that none of the junctions would exceed the 10% threshold. Junction 1 and Junction 2 slightly exceed the 5% threshold during the AM, Interpeak and PM peak hours, with Junction 2 also exceeding the threshold in the Weekend peak. Junction 3 only just exceeds the 5% threshold during the Weekend peak. Therefore, for the purpose of a robust assessment of the future traffic impacts, both Junctions 1, 2 and 3 were analysed further.

For Junction 1, an operational assessment of the Gateway Retail Park roundabout was undertaken using TRL computer package ARCADY. Under the 'Do-Something' Scenario the results of the analysis found that:

- **In the 2024 Design Year:** a maximum RFC value of 0.63 was observed on the western arm during the Weekend peak period. This corresponded to a queue of 1.8pcu's and a delay of 9.94 seconds.
- **In the 2029 Interim Year:** a maximum RFC value of 0.68 was observed on the western arm during the Weekend peak period. This corresponded to a queue of 2.3pcu's and a delay of 11.76 seconds.
- **In the 2039 Future Year:** a maximum RFC value of 0.69 was observed on the western arm during the Weekend peak period. This corresponded to a queue of 2.4pcu's and a delay of 19.68 seconds.

All of the results of the analysis show this junction operates within capacity for all peak hours for all assessment scenarios.

For Junction 2, an operational assessment of the Link Road / Gort na Bró signalised junction was undertaken using TRL computer package TRANSYT. Under the 'Do-Something' Scenario the results of the analysis found that:

- **In the 2024 Design Year:** the highest Degree of Saturation (78-80%) and Queue (9.49 10.14pcu's) is observed in the Interpeak along the straight/right turn lane on the New Link Road (western arm).

- **In the 2029 Interim Year:** the highest Degree of Saturation (85 86%) and Queue (11.0 11.91 pcu's) is observed in the Interpeak along the straight/right turn lane on the New Link Road (western arm).
- **In the 2039 Future Year:** the highest Degree of Saturation (93 94%) and Queue (14.28 15.68 pcu's) is observed in the Interpeak along the straight/right turn lane on the New Link Road (western arm).

The results for Junction 2 indicate that the junction operates within capacity for all peak hours in both the 2024 and 2029 scenarios. During the Interpeak in the 2039 Future Year, the New Link Road arm is approaching capacity. However, it is noted that even without the proposed development traffic this arm is observed to be operating approaching capacity.

For Junction 3, an operational assessment of the Western Distributor Road / Gort Na Bró roundabout was undertaken using TRL computer package ARCADY. Under the 'Do-Something' Scenario the results of the analysis found that:

- **In the 2024 Design Year:** a maximum RFC value of 0.66 was observed on the western arm during the AM peak period. This corresponded to a queue of 1.9 pcu's and a delay of 13.87 seconds.
- **In the 2029 Interim Year:** a maximum RFC value of 0.72 was observed on the western arm during the AM peak period. This corresponded to a queue of 2.5 pcu's and a delay of 16.89 seconds.
- **In the 2039 Future Year:** a maximum RFC value of 0.79 was observed on the western arm during the AM peak period. This corresponded to a queue of 3.6 pcu's and a delay of 22.76 seconds.

The ARCADY results for the Western Distributor Road / Gort Na Bró roundabout junction therefore indicate that the junction will continue to operate within capacity for all peak hours for all assessment scenarios.

#### 13.1.4.2.6 **Mitigation Measures During Operational Phase**

A package of integrated mitigation measures has been prepared to off-set the additional local demand that the proposed residential development at the subject site could potentially generate as a result of the forecast increase in vehicle movements by residents of the scheme. These measures and associated timescale for their implementation are described below.

**Management** – A Mobility Management Plan (MMP) has been compiled by DBFL with the aim of guiding the delivery and management of coordinated initiatives by the scheme promotor to be implemented upon occupation of the site. The MMP will ultimately seek to encourage sustainable travel practices for all journeys to and from the proposed development through mode specific measures including:

- **Marketing & Promotion Measures:** Providing a 'Welcome Pack' to all new residents when they move in with information on all modes of transport to/from the site, details of safe pedestrian and cycle routes, car share facilities and contact details of mobility manager, develop a dedicated MMP website/app
- **Walking/cycling:** providing high quality walking & cycling infrastructure, including secure cycle parking for residents, and connections to the wider network, develop a walking/cycling accessibility sheet for the site, discounted cycle purchase, bike service workshops, encouraging cycle trains to schools

- **Public Transport:** Provide information to residents on annual/monthly TaxSaver tickets, develop a public transport accessibility sheet for the site, create a calendar of public transport events and incentives

**Car Parking Management Strategy** - A management regime will be implemented and enforced by the development’s management company to control and actively manage the availability of on-site car parking for residents. Furthermore, the development includes the provision of ~~XX~~ 53 no. Electric Vehicle (EV) charging points with ducting provided to the remaining spaces to enable easy retrofitting of charging points in the future as and when required.

**Infrastructure** – Measures to reduce reliance of private vehicles are the provision of ample secure cycle parking on site and ensuring a design which promotes permeability for pedestrians and cyclists to, through and from the development. The level of parking provision for the development (comprising ~~227~~ 173 no. car parking spaces allocatable to residential units, equating to a car parking ratio of 0.80 spaces per unit) will also act as a powerful mobility management measure, ensuring against an overprovision of parking and a resultant over reliance on the private vehicle. The development also proposes provision of high-quality dedicated pedestrian footpaths and cycle paths throughout the development site and upgrades to crossing facilities along desire lines on the adjacent road network.

The changes to the Proposed Development will result in no change to the likely residual effects on Traffic or Material Assets reported in Chapter 13 of the EIAR and no additional mitigation measures are required or proposed.

## 14. MAJOR ACCIDENTS AND NATURAL DISASTERS

The changes to the Proposed Development will result in no change to the likely residual effects on Major Accidents and Natural Disasters reported in Chapter 14 of the EIAR and no additional mitigation measures are required or proposed.

## 15. INTERACTION OF THE FOREGOING

The changes to the Proposed Development will result in no change to Chapter 15 of the EIAR and no additional mitigation measures are required or proposed.

## 16. SCHEDULE OF MITIGATION

The changes to the Proposed Development will result in no change to Chapter 16 of the EIAR and no additional mitigation measures are required or proposed.



## **APPENDIX 6-1**

### **BAT SURVEY REPORT**