

MWP

REMEDIAL ENVIRONMENTAL IMPACT ASSESSMENT (rEIAR)

Ros an Mhíl Deep Water Quay

Chapter 4: Population & Human Health

Department of Agriculture, Food and the Marine

October 2025

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4. Population & Human Health

4.1 Introduction

This chapter retrospectively examines the effects on population and human health arising from Ros an Mhíl deep water quay works completed between January 2023 and May 2024. A full description of the development lands and all associated project elements are provided in **Volume II Chapter 2** of this **rEIAR** (remedial Environmental Impact Assessment Report). The nature and probability of effects on population and human health arising from the project works completed to date has been assessed. The assessment comprises:

- A review of the existing receiving environment.
- Prediction and characterisation of likely impacts.
- Evaluation of significance of effects.
- Consideration of mitigation measures, where appropriate.

4.2 Methodology

The assessment of the likely significant effects of the development works completed to date on population and human health was conducted by reviewing the environment and surroundings of the development site. As part of previous planning application (PL. 17/967), a baseline human beings report was undertaken at the development site to characterise the existing baseline environment. Demographic trends were analysed at County and local level, with the latter comprising the Electoral Divisions where the development site is located or those in closest proximity. Information was gathered with respect to the demographic and employment characteristics of the resident population within the study area sourced from 2016 and 2022 Census data. This data included information on population, structure, age health profile, tourism and employment.

The methodology used for this study included desk-based research of published information to assemble information on the local receiving environment.

4.2.1 Scope of the Assessment

Table 4-1 outlines the issues which the EPA 2022 EIAR guidance documents suggest may be examined as part of the human environment study.

Table 4-1: Issues relevant to the Human Environment

Topic Area	Potential Issues
Employment	Will the development works affect employment opportunities?
Settlement Patterns	Will the development change settlement patterns and types of activity?
Land Use patterns	Will the development change land use patterns and types of activity?

Topic Area	Potential Issues
Baseline Population	Will the development affect the current population?
Demographic Trends	Will the development change concentrations of a particular ethnic group or influence the movement of human populations?
Human Health	Vectors through which human health impacts could be caused. E.g. any death, disease, discomfort or nuisance caused by the development works?
Amenity (e.g. effects on amenity uses of a site or of other areas in the vicinity may be addressed under the factor of Landscape)	Will the development change the uses of the site, loss of rights of way or amenities?

Accordingly, the scope of this assessment is made with respect to these topic areas and considers the effect of the construction of the development in terms of how the proposal could have affected population and settlement, economic activity, employment, land use patterns, amenities and tourism, and health and safety.

4.2.1.1 Human Health

The European Commission document ‘Guidance on the preparation of the Environmental Impact Assessment Report, 2022; provides that: *“Human health is a very broad factor that would be highly Project dependent. The notion of human health should be considered in the context of the other factors in Article 3(1) of the EIA Directive and thus environmentally related health issues (such as health effects caused by the release of toxic substances to the environment, health risks arising from major hazards associated with the Project, effects caused by changes in disease vectors caused by the Project, changes in living conditions, effects on vulnerable groups, exposure to traffic noise or air pollutants) are obvious aspects to study. In addition, these would concern the commissioning, operation, and decommissioning of a Project in relation to workers on the Project and surrounding population”.*

Similarly, the EPA Guidelines on the information to be contained in environmental impact assessment reports (2022), states that *‘In an EIAR, the assessment of impacts on population & human health should refer to the assessments of those factors under which human health effects might occur, as addressed elsewhere in the EIAR e.g. under the environmental factors of air, water, soil etc’.*

The EPA (2022) guidance also advises that *‘The evaluation of effects on these pathways is carried out by reference to accepted standards (usually international) of safety in dose, exposure and risk. These standards are in turn based upon medical and scientific investigation of the direct effects on health of the individual substance, effect or risk. This practice of reliance upon limits, doses and thresholds for environmental pathways, such as air, water or soil, provides robust and reliable health protectors [protection criteria] for analysis relating to the environment’.*

Human health, in this chapter of the rEIAR, is therefore considered in relation to health effects/issues and environmental hazards arising from the other environmental factors and the assessment is made with regard to the established international health-based guidelines limit value necessary to protect the public.

The potential wellbeing and disturbance effects of the development on the local human environment have been identified as follows:

- Dust emissions and Odour from construction activities
- Noise emissions during construction activities

- Public safety
- Traffic disturbance during construction

Each of these issues have been fully assessed and are documented in other chapters of the rEIAR as set out in **Table 4-2**. These assessments were reviewed to inform this study.

Table 4-2: Disturbance and Health and Safety issues and relevant assessment

Development Phase	Potential Disturbance/ Health & Safety Issue	Addressed in rEIAR Chapter
Construction Phase	Noise emissions	Chapter 11 Noise and Vibration
	Dust emissions	Chapter 12 Air Quality and Climate
	Traffic disturbance	Chapter 14 Traffic

4.2.1.2 Tourism and Amenities

Tourism and amenity effects are interrelated with effects on landscape and visual amenity, archaeology and heritage interests, and transport. Each of these effects are addressed in other chapters of this rEIAR and reference should therefore be made to **Chapter 10 Archaeological and Cultural Heritage**, **Chapter 14 Traffic** and **Chapter 13 Landscape and Visual**.

While reference is made to these effects where relevant, this chapter does not re-evaluate these assessments. The focus of this assessment is primarily on physical disruption, severance, or exclusion of users' ability to continue existing activities or deterrence of additional further development of amenities and tourism potential.

4.2.1.3 Assessment of Effects and Significance

Determination of the significance of an effect will be made in accordance with the terminology outlined in the EPA Guidelines on Information to be contained in Environmental Impact Assessment Reports (2022). These are outlined in **Table 4-3** below.

Table 4-3: Impact Assessment Criteria

Criteria	Ratings	Description
Quality of Effects	Positive	A change which improves the quality of the environment.
	Neutral	No effects or effects that are imperceptible, within normal bounds of variation or within the margin of forecasting error.
	Negative/adverse	A change which reduces the quality of the environment.
Significance of Effects	Imperceptible	An effect capable of measurement but without noticeable consequences.
	Not significant	An effect which causes noticeable changes in the character of the environment but without significant consequences.
	Slight	An effect which causes noticeable changes in the character of the environment without affecting its sensitivities (no direct impact).

Criteria	Ratings	Description
	Moderate	An effect that alters the character of the environment in a manner that is consistent with existing and emerging baseline trends (change is noticeable but reversible – site / feature can be integrated into development).
	Significant	An effect which, by its character, magnitude duration or intensity alters a sensitive aspect of the environment.
	Very Significant	An effect which, by its character, magnitude duration or intensity alters most of a sensitive aspect of the environment.
	Profound	An impact which obliterates sensitive characteristics. Mitigation would be unlikely to remove adverse effects.
Extent and Context of Effects	Extent	Describe the size of the area, the number of sites and the proportion of a population affected by an effect.
	Context	Describe whether the extent, duration or frequency will conform or contrast with established (baseline) conditions (is it the biggest, longest effect ever?)
Probability of Effects	Likely Effects	The effects that can reasonably be expected to occur because of the planned project if all mitigation measures are properly implemented.
	Unlikely Effects	The effects that can reasonably be expected not to occur because of the planned project if all mitigation measures are properly implemented.
Duration and frequency of Effects	Momentary	Effects lasting from seconds to minutes.
	Brief	Effects lasting less than a day.
	Temporary	Effects lasting less than a year.
	Short-term	Effects lasting one to seven years.
	Medium-term	Effects lasting seven to fifteen years.
	Long-term	Effects lasting fifteen to sixty years.
	Permanent	Effects lasting over sixty years.
	Reversible	Effects that can be undone e.g. through remediation or restoration
Types of Effects	Frequency	How often the effect will occur. (once, rarely, occasionally, frequently, constantly – or hourly, daily, weekly, monthly, annually).
	Indirect (a.k.a. Secondary or Off-site Effects)	Effects on the environment, which are not a direct result of the project, often produced away from the project site or because of a complex pathway.
	Cumulative	The addition of many minor or significant effects, including effects of other projects, to create a larger, more significant effect.
	‘Do-Nothing’	The environment as it would be in the future should the subject project not be carried out.
	‘Worst-case’	The effects arising from a project in the case where mitigation measures substantially fail.
	Indeterminable	When the full consequences of a change in the environment cannot be described.
	Irreversible	When the character, distinctiveness, diversity or reproductive capacity of an environment is permanently lost.
	Residual	The degree of environmental change that will occur after the proposed mitigation measures have been implemented.
	Synergistic	Where the resultant effect is of greater significance than the sum of its constituents, (e.g. combination of SOx and NOx to produce smog).

Source: EPA *Guidelines on Information to be contained in environmental impact assessment reports (2022)*

4.2.2 Desk Study

The desk study included the following activities:

- Review of the most recent Central Statistics Office (CSO) Census of Ireland data (2016 and 2022) to establish settlement demographics and economic context of the study area.
- Review Galway County Development Plan 2022-2028.
- Gaeltacht Area Local Area Plan 2022-2028.
- National Roads Authority (NRA), Traffic and Transport Assessment Guidelines (TTAG), (2014)
- EPA Guidelines on the information to be contained in Environmental Impact Assessment Reports (2022)
- The European Commission 'Guidance on the preparation of the Environmental Effect Assessment Report, 2017;
- Guidelines on the Treatment of Tourism in an Environmental Effect Assessment, Fáilte Ireland. 2011

The desk-based research also had regard to published information on public health including:

- World Health Organisation (WHO) Regional Office for Europe, *Night Noise Guidelines for Europe*, (2009).
- WHO *Environmental Noise Guidelines* for the European Region (2018).
- Guidelines on the Information to be Contained in Environmental Impact Assessment Reports (Environmental Protection Agency (EPA), May 2022.

4.2.3 Study Area

The Study area for the purpose of this assessment on Population and Human Health focuses on the local receiving human environment in the vicinity of the development site. This comprises of those who reside, work, visit, or use the local road networks.

Electoral Divisions (EDs) are the smallest legally defined administrative areas for which Small Area Population Statistics (SAPS) are published from the Census of Population.

Therefore, in order to discuss the receiving human environment and other statistics in the vicinity of the development site, the Study Area for this assessment has regard to EDs.

Although this chapter predominantly describes the human environment in the vicinity of the development, sensitive human receptors in the broader human environment are considered in the other specialised environmental topics, including the following;

- Material Assets (**Chapter 9**)
- Heritage (**Chapter 10**);
- Air Quality and Climate (**Chapter 12**);
- Landscape and Visual (**Chapter 13**);
- Traffic (**Chapter 14**)

4.3 Baseline Environment

4.3.1 Development Location and Description

Ros an Mhíl Harbour is located on the northeast shore of Cashla Bay, approximately 40 kilometres west of Galway City, near the village of Ros an Mhíl. The village lies about 1 kilometre inland and supports a small community with several residential dwellings, a local shop, school, and church. The primary school, Scoil Naisiunta Colm Cille, is located approximately 1.7 km from the quay as illustrated in **Figure 4-1**.

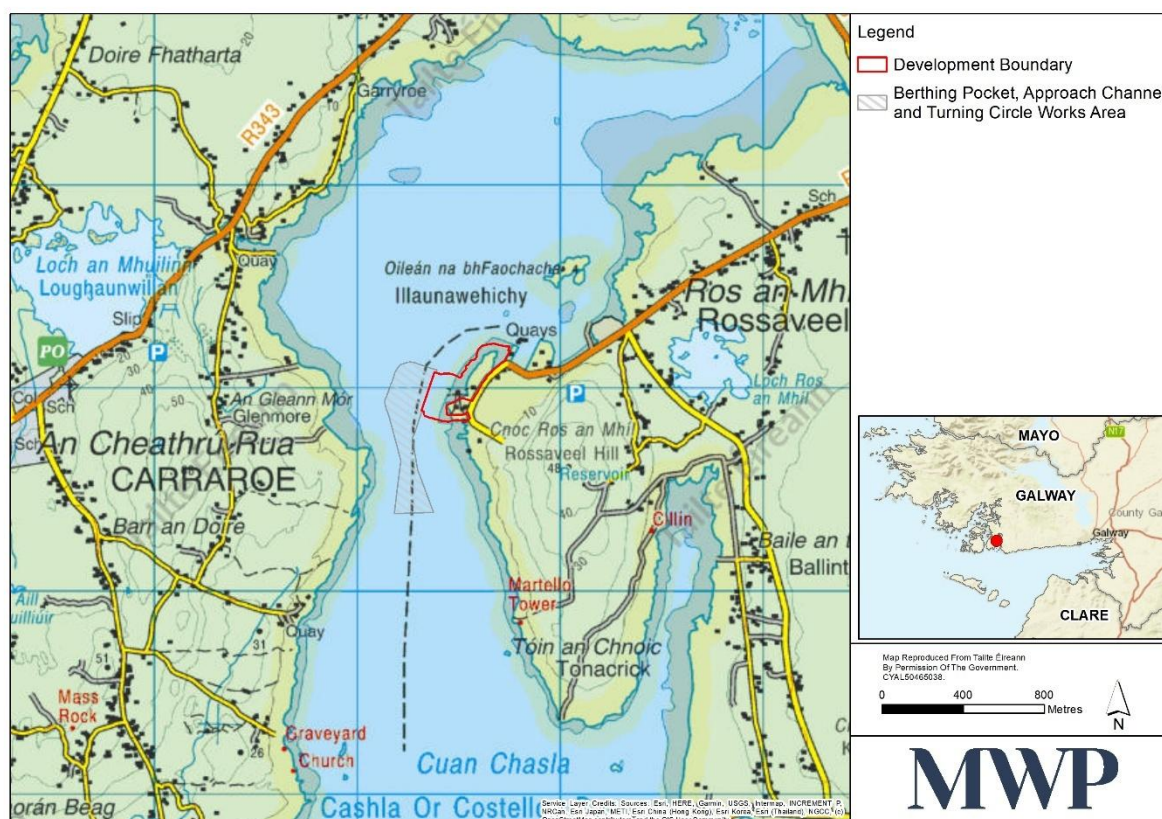


Figure 4-1: Site Location

4.3.2 Population Trends and Density

Ros an Mhíl lies in the Kilcummin Electoral Division (ED) in County Galway, which encompasses the entire Ros an Mhíl Fishery Harbour Centre (FHC). Ros an Mhíl Head includes the harbour, village, agricultural, recreational and residential areas.

A review of the 2016 and 2022 population statistics for Kilcummin and Crumpaun ED was completed. As shown in **Table 4-4**, the 2016 Census recorded a total population of 1,314 in the Kilcummin ED, while the 2022 Census results show an increase in the total population for the study area to 1,403, which represents an increase of 6.8% during this period. The population in Ros an Mhíl increased from 198 people in the 2016 census to 202 people in the 2022 census which represents an increase of 2%. While the population in Crumpaun had increased from 2,472 to 2,665 indicating a 7.8% increase in population.

Table 4-4: Population Trends

Location	Population 2016	Population 2022	% Population Change
Ros an Mhíl	198	202	2%
Kilcummin ED	1314	1403	6.8%
Crumpaun/ An Cromptán	2,472	2,665	7.8%
County Galway	179,390	193,323	7.8%

A review of 2022 Census Population shows that while the population density in the Kilcummin ED is 25 persons per km² and this is comparable to that obtained in the 2016 census, which is also 25 per km². This shows that Kilcummin ED is not densely populated and is lower than that obtained in County Galway (33 sq. km) as illustrated in **Table 4-5**.

Table 4-5: Population density 2016 - 2022

Electoral Division	Population Density (persons per sq. km) 2016	Population Density (persons per sq. km) 2022
Kilcummin ED	25.1	25
County Galway	31	33

4.3.3 Settlement Patterns

Settlement patterns in the greater region range from small to medium community settlements and relatively isolated farmsteads. The nearest settlements to the development are Ros an Mhíl village, approximately 1km northeast and An Cheathrú Rua, approximately 1.6km to the West of Ros an Mhíl Harbour. Ros an Mhíl village comprises of a number of residential dwellings, a local shop, a school and a church. The closest sensitive receptor to the deep water quay is a dwelling owned by the Ferry Company and is approximately 590m to the north east. There are no residential properties located within 500m of the development site boundary. There are a number of discrete one-off houses located along the Ballynahown Road. Colaiste Chamis is also located on this road.

4.3.4 Land Use

The Ros an Mhíl Fishery Harbour Centre (FHC) land use is predominantly focused on vessel berthing, manoeuvring operations, and ferry passenger transit. Supporting infrastructure includes piers, pontoons, terminal buildings, and designated parking areas for both private vehicles and coaches. Ancillary facilities encompass the Harbour Master's office, the Irish Coast Guard (Costello Bay Unit), the Galway and Aran Co-op auction hall, ferry embarkation points, and services for sea angling and charter boats.

Key harbour infrastructure includes two primary piers:

- Pier 1: 120 metres in length with a depth of 3.7 metres
- Pier 2: 313 metres in length with a depth of 5.5 metres

Additional facilities comprise a dedicated passenger ferry terminal and a small craft harbour. To the east of the quay development lies the Sean Céibh wharf, which accommodates cargo vessel berthing adjacent to Iasc Mara Teo, a fish-processing enterprise.

Figure 4-2 illustrates land use patterns based on the 2018 Corine Land Cover dataset. Within the defined development boundary, land cover is primarily composed of water bodies and seaport infrastructure. Surrounding areas beyond the immediate harbour zone are characterised by pasture lands and Moors and Heaths.

The deep water quay has been strategically designed to maximise the use of existing harbour lands, thereby avoiding encroachment into agricultural or residential zones. Consequently, no alteration to land use within the Ros an Mhíl footprint was anticipated. The developments aim was to improve operational efficiency and harbour functionality while remaining compatible with adjacent marine and settlement activities.

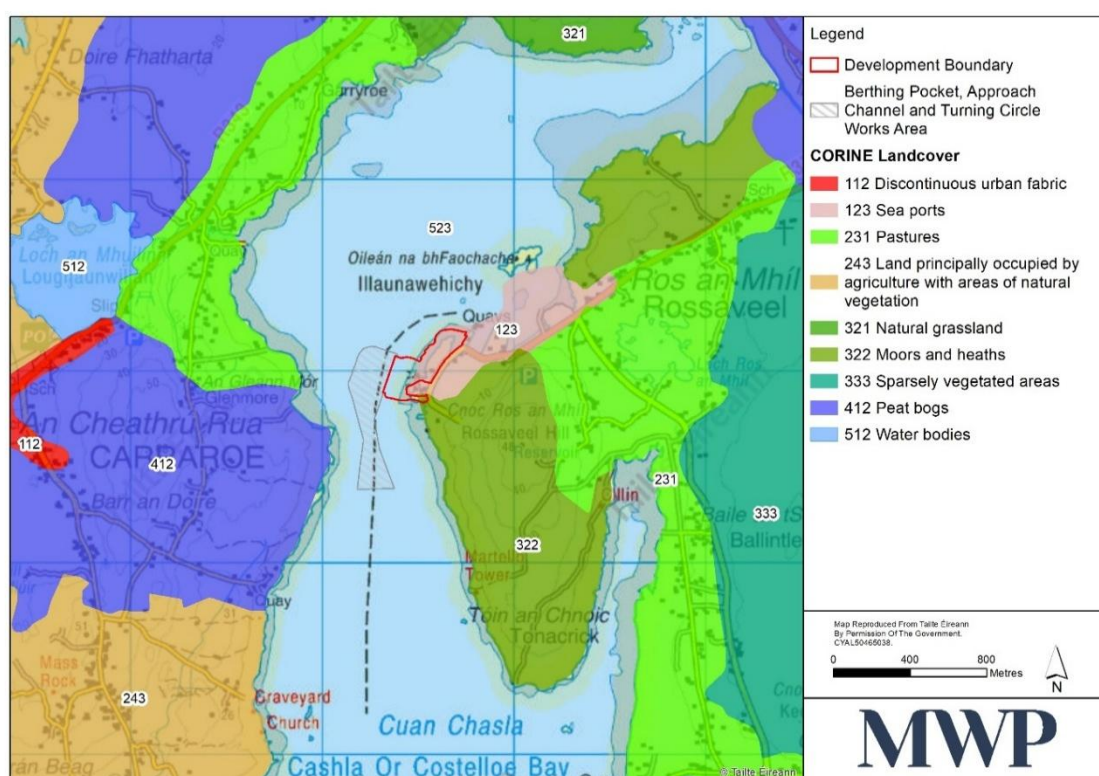


Figure 4-2: Corine Land Cover map of the study area

4.3.5 Public Health

The 2022 Census provides information on the general health profile of the population for each electoral division. The statistics show that, overall, the local population has good health with less than 2.1% of the population in the study area reporting to have ‘bad’ and 0.4% or less having ‘very bad’ health (see **Table 4-6**). Overall, approximately 51.6% of people in the study area rated their health as being ‘very good’ and 29% as ‘good’. These figures represent a very small proportion of the total population, suggesting that the general health status across the EDs within the study area is relatively good.

Table 4-6: Health Statistics 2022 - % Population

General Health	Kilcummin	Percentage	Crumpaun	Percentage
Very Good	722	51.46	1,376	51.63
Good	399	28.43	776	29.12
Fair	166	11.83	333	12.50
Bad	18	1.28	55	2.06
Very Bad	4	0.29	11	0.41
Not Stated	94	6.70	114	4.28
Total	1,403	100	2,665	100

4.3.6 Economic Activity/ Employment

According to the 2022 census of population employment statistics for the region, the work force within the study area is employed in a diverse range of industries, **Table 4-7**. The statistics show that within the study area, the highest level of employment is within the Professional Services' industry, accounting for 306 people in Crumpaun and 180 people in Kilcummin. Other notable employment sectors include Commerce and Trade and Manufacturing industries. Employment in the Agriculture, Forestry, and Fishing industry account for 17 people in Crumpaun and 29 people in Kilcummin. While the fishing industry holds cultural and economic significance within the broader region, its direct contribution to local employment in Kilcummin remains relatively modest. Despite its small footprint in terms of job numbers locally, the fishing sector continues to play a vital role in supporting seafood processing, marine services, and local tourism, particularly in coastal areas where traditional practices and maritime heritage remain integral to community identity.

Table 4-7: Occupations people employed in Co. Galway 2022

Occupations	Crumpaun	Kilcummin	Co. Galway
Agriculture, forestry, fishing	17	29	4,930
Building and construction	89	46	5,844
Manufacturing industries	122	71	14,519
Commerce and trade	150	86	16,536
Transport/Communication	104	60	5,669
Public admin	66	47	4,399
Professional Services	306	180	22,962
Other	130	92	11,042
Total	984	611	85,901

4.3.7 Tourism and Amenities

Tourism is an important industry in the Kilcummin ED. Ros an Mhíl harbour is one of the principal fishing harbours in Ireland and serves as a harbour for passenger travel to the Aran Islands. Nearby facilities include an auction hall with chill rooms, managed by the Galway and Aran Fishermen's Co-Op, a fully automatic ice plant, administrative offices, and a fish processing plant known as Iasc Mara Teoranta.

Ros an Mhíl village is located approximately 1km from the development and is a very popular coastal destination for tourists. The Galway Gaeltacht offers a unique tourism opportunity, combining language, culture and history with scenic landscapes. Chapter 13 of the draft Galway CDP 2022-2028 includes the Galway Gaeltacht and Islands which support the implementation of *The Connemara Coast & Aran Islands Visitor Experience Development Plans* which recognises the natural and cultural assets of the area.

The Wild Atlantic Way coastal touring route also passes through Ros an Mhíl, with the route making an intentional diversion to take in Ros an Mhíl pier. There are a number of protected structures, and sites of historical interest in the Kilcummin ED. This includes a Martello Tower on the coast, approximately 1.1 km south of Ros an Mhíl harbour.

Ros an Mhíl harbour is an increasingly popular visitor location owing to its scenic setting, its wildlife (including numerous harbour seals) and a range of cafes, restaurants and bars in the village.

4.4 Assessment of Effects

4.4.1 Construction Activities Overview

A total of 16 months of construction works were completed between 26th January 2023 and the 20th May 2024.

The previous development works included:

- Mobilisation and development of the construction compound and facilities;
- Reclamation works – Rock fill material was imported to reclaim land from the sea and raise the ground level to the high-water mark (+5mCD). This reclaimed land was then used as a construction surface;
- Sequential construction and movement of the 20 drilling and blasting platforms over the quay wall and berthing pocket using imported quarry rock;
- Dredging works to remove the blasted seabed and construct the protective berm around the quay wall trench;
- installation of 75m of rock armour revetments on the northern and southern ends of the reclamation area;
- Installation of the on-site concrete batching plant;
- Offsite manufacture and delivery of precast concrete caissons. 358 were manufactured and 92 were delivered to site;
- Offsite manufacture of the L-shaped blocks for wall and foundation beams;
- Installation of 48m of quay wall foundations.

Upon confirmation that the planning permission had expired and would not be extended, all construction materials, equipment and facilities were dismantled and removed from the site.

4.4.2 Mitigation Measures for Construction Phase

A summary of construction phase population and human health effects and mitigation measures applied during the previous works are summarised in **Table 4-8**.

Table 4-8: Construction Mitigation Measures

Effect	Mitigation Measures
Settlement Patterns	No mitigation was required.
Land Use	- Construction was confined to zoned harbour and foreshore lands, avoiding impacts on tourism facilities and residential or agricultural land. - Temporary construction compound and facilities were located on previously developed surfaces.
Human Health	- All works were undertaken in compliance with the Construction Environmental Management Plan (CEMP). - Noise and vibration impacts were controlled through restricted working hours and environmental monitoring. - Traffic was managed through scheduling and safety access protocols. - Health and safety procedures were enforced by the appointed Project Supervisor Construction Stage (PSCS).
Employment and Economic Amenity	No mitigations.
Tourism & Amenity	- Construction traffic was managed to avoid disruption to ferry services, fisheries activities and public access to the harbour. - The development remained compatible with the maritime setting, and no public amenities were permanently affected.

4.4.3 Assessment of the Significance of Effects

4.4.3.1 Population and Settlement

The development works were expected to take 25 months in total. A total of 5 months of construction works were carried out before the planning permission expired and additional works after the expiry continued for another 11 months until the 20th May 2024.

The main construction elements were located within the harbour area and along the adjacent foreshore, removed from any residential clusters. As such, the development did not directly affect the established settlement pattern of Ros an Mhíl village or the surrounding rural dwellings.

While a small number of specialist personnel may have temporarily relocated to the area to support specific phases of the works (e.g. blasting, caisson installation), the majority of construction staff travelled daily from the wider region, including Galway City and Connemara. The overall workforce remained relatively modest in size, averaging around 30 people at peak times, and did not place any discernible strain on local housing or infrastructure. During the construction phase, temporary nuisance effects such as noise, dust, traffic movements, and visual disruption were experienced, primarily in and around the development site. These were associated with heavy vehicle movements, drilling and blasting, and general site activities. Traffic effects also occurred along the local roads between the harbour and local quarries that pass through the village. While such disturbances may have caused short-term inconvenience to nearby residents and harbour users, they did not result in

residential displacement or a decline in local population levels. Population changes due to nuisance effects during construction were **neutral, short-term, localised** and **not significant**.

The works were confined to the harbour and foreshore area, limiting their visual and physical presence in the broader landscape. The area's low residential density further reduced the potential for significant landscape intrusion or adverse amenity effects for the general population. Any landscape character effect experienced during construction was **neutral, short-term, localised** and **not significant**.

The construction phase generated positive short-term employment opportunities. At peak activity, up to 30 personnel were employed on site. Employment opportunity impacts on population and settlement patterns during the construction phase were **positive, short-term, localised** and **not significant** (see Table 4-9).

Table 4-9: Construction Effect 1: Population and Settlement

Impact	Quality of Effect	Post-Mitigation Significance	Spatial Extent	Duration	Other Relevant Criteria
Population changes due to nuisance effects	Neutral	Not Significant	Localised	Short-term	Direct
Population changes due to landscape character effect	Neutral	Not significant	Localised	Short-term	Indirect
Population changes due to local employment opportunities	Positive	Not Significant	Localised	Short-term	Direct

4.4.3.2 Land Use

The development works took place entirely within the footprint of the existing harbour area and adjacent foreshore, both of which were previously designated for marine-related and industrial activities. As such, the project did not require changes to agricultural, residential, or recreational land uses in the surrounding area.

Key construction activities included land reclamation, site preparation, quay wall excavation, and temporary compound setup all within the defined harbour area. A temporary contractor's compound, materials storage zones, and a concrete batching plant were established within the development boundary, without displacing existing land uses.

The land use impacts during the construction phase were **neutral, short-term, localised** and **not significant**. (see Table 4-10).

Table 4-10: Construction Effect 2: Land Use

Impact	Quality of Effect	Post-Mitigation Significance	Spatial Extent	Duration	Other Relevant Criteria
Population changes due to nuisance effects	Neutral	Not Significant	Localised	Short-term	Direct

4.4.3.3 Human Health

The development works on the site introduced a range of short-term environmental effects and have been identified as follows:

- Dust emissions from construction activities;
- Noise emissions during construction activities;
- Traffic disturbance during construction activities.

Dust was generated during land reclamation, material handling, and the movement of construction vehicles. The effect from dust becoming a nuisance to workers, and local road users, was considered to be **negative, short-term, localised** and **not significant** during the construction phase.

There was ongoing low level construction noise throughout the works due to dredging, filling, excavations, drilling, heavy machinery, and construction traffic, and occasional and brief higher levels of noise associated with the blasting activities. While these activities were managed within daytime working hours and subject to best practice controls, short-term disturbances may have been perceptible to nearby residents, harbour users, and workers, particularly during peak operations. There were no complaints received during construction works to date. Construction works noise completed to date are considered to have had a **negative, short-term, localised** and **not significant** effect on sensitive receptors.

Traffic-related nuisance, including congestion, noise, and vibration, was mainly confined to the routes leading to the construction compound and quay area. While the influx of vehicles, especially during peak material deliveries, added to local road activity. At the start of the construction works, the DAFM was contacted by the Local Primary School Board of Management (Scoil Colmcille) regarding safety concerns they have for the school children because of the speed of some of the construction traffic passing the school. This was immediately resolved by the contractor by ensuring construction HGV movements to and from the site were restricted during the periods of the Scoil Colmcille school starting time of 8.45 a.m. and 9.00am and finishes times from 2.30pm and 2.50 p.m.

Construction traffic avoided the peak hours 8-9am and 5-6pm, and during school closing times where possible, or otherwise as agreed with Galway County Council. At the very least a reduction in traffic movements was applied during these time periods;

Safety measures and scheduling protocols helped reduce the potential for accidents and nuisance and maintained access for ferry passengers and residents. Construction work traffic nuisance completed to date is considered to have had a **negative, short-term, localised** and **not significant** effect. (see Table 4-11).

Table 4-11: Construction Effect 5: Human Health

Impact	Quality of Effect	Post-Mitigation Significance	Spatial Extent	Duration	Other Relevant Criteria
Dust and air emissions	Negative	Not Significant	Localised	Short-term	Direct
Noise	Negative	Not Significant	Localised	Short-term	Direct
Traffic	Negative	Not Significant	Localised	Short-term	Direct

4.4.3.4 Employment and Economic Activity

The development works generated positive short-term economic impacts, particularly in the local and regional economies. Employment opportunities were created for a range of skilled and unskilled labour, including engineers, equipment operators, environmental monitors, and construction workers. At peak activity, up to 30 personnel were employed on site, with additional jobs supported off-site through the manufacture of precast concrete elements and logistics.

Local and regional quarries and material suppliers also benefited from the demand for large quantities of rock fill, concrete, and construction materials. Service providers in areas such as accommodation, catering, and fuel supply experienced increased business due to the presence of contractors and staff in the region.

While these effects were short-term in nature, they contributed to enhanced economic activity and income circulation in Ros an Mhíl and the wider Connemara area during the construction window.

Overall, the construction phase is considered to have had a **positive, short-term, localised, regional** and **not significant** on employment and economic conditions within Ros an Mhíl and surrounding areas. (see Table 4-12).

Table 4-12: Construction Effect 3: Employment and Economic Activity

Impact	Quality of Effect	Post-Mitigation Significance	Spatial Extent	Duration	Other Relevant Criteria
Employment and Economic Activity	Positive	Not Significant	Localised & Regional	Short-term	Direct & Indirect

4.4.3.5 Tourism and Amenity

During the development works, temporary impacts on tourism and amenity in Ros an Mhíl were limited in scale and duration. While the harbour is a key transport hub for ferry services to the Aran Islands and a recognised location for marine tourism, construction activities were largely confined to a defined area within the existing working harbour beyond the access point for the ferry services.

Access for ferry passengers and marine tourism operators was maintained throughout the works, with appropriate site management and safety measures in place to minimise disruption. Some temporary nuisances such as noise, dust, traffic and visual effects during construction activities, may have slightly reduced the appeal of the harbour environment for visitors during peak periods. However, these were short-term and localised.

Recreational use of nearby coastal areas, including walking or sightseeing, continued largely unaffected.

The construction phase is considered to have had a **negative, temporary, localised** and **imperceptible** effect on tourism and recreational activities, with no long-term disruption to the area's attractiveness or visitor experience. (see **Table 4-13**).

Table 4-13: Construction Effect 4: Tourism and Amenity

Impact	Quality of Effect	Post-Mitigation Significance	Spatial Extent	Duration	Other Relevant Criteria
Loss of tourism demand due to nuisance effects	Negative	Imperceptible	Localised	Temporary	Indirect
Loss of visitors due to visual effects	Negative	Imperceptible	Localised	Temporary	Indirect

4.5 Remedial Mitigation and Residual Effects

Minimal effects on population and human health occurred during the construction of the works completed to date. There is no requirement for any remedial mitigation measures. Residual effects are therefore considered to be **not significant** and of a **temporary** duration for the previous works carried out. A summary of construction phase residual effects has been provided in **Table 4-14**.

Table 4-14: Residual Effects

Impact/Activity/Receptor	Quality Of Effect	Post-Mitigation Significance Rating	Remedial Mitigation Measures	Residual Significance Rating
CONSTRUCTION EFFECTS				
Population changes due to nuisance effects	Neutral	Not significant	None	Not significant
Population changes due to landscape character effect	Neutral	Not significant	None	Not significant

Impact/Activity/Receptor	Quality Of Effect	Post-Mitigation Significance Rating	Remedial Mitigation Measures	Residual Significance Rating
Population changes due to local employment opportunities	Positive	Not significant	None	Not significant
Land use due to improved marine infrastructure	Neutral	Not significant	None	Not significant
Dust and air emissions	Negative	Not significant	None	Not significant
Noise	Negative	Not significant	None	Not significant
Traffic	Negative	Not significant	None	Not significant
Employment and Economic Activity	Positive	Not significant	None	Not significant
Loss of tourism demand due to nuisance effects	Negative	Imperceptible	None	Imperceptible
Loss of visitors due to visual effects	Negative	Imperceptible	None	Imperceptible

4.6 Cumulative Effects

Other projects considered for cumulative effects are detailed in **Volume II Chapter 1** of this rEIAR. An effect during the construction phase is only likely to arise if construction of nearby developments run concurrently with construction of this development. Based on a review of developments, plans and projects in proximity to construction works, there was no significant cumulative effects on population and human health.

4.7 Conclusion

The potential impacts of the development on population and human health have been assessed and are not considered significant. During the construction phase, a range of best practice measures were implemented including targeted mitigation which was applied to address specific concerns. Notably, in response to safety issues raised by Scoil Colmcille's Board of Management, construction HGV movements were restricted during school start and finish times. These proactive measures helped to reduce potential safety risks for local residents and road users. Overall, the development has not resulted in any significant adverse effects on population or human health.

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