

Response to Galway County Council LRD Opinion

For Development at Cartron (townland), Oranmore,
Co. Galway

on behalf of Marshall Yards Development Company Ltd.

May 2024



McCutcheon Halley
CHARTERED PLANNING CONSULTANTS

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1. Introduction

This report addresses the specific information requirements and issues raised by Galway County Council (GCC) in their Pre-planning Large-scale Residential Development (LRD) Opinion issued on February 27th last, under GCC Ref. LRD 01/24 in relation to the proposed LRD at Carton (Townland), Oranmore, Co. Galway comprising 171 no. residential units, 1 no. creche and all associated ancillary development works.

The opinion issued by the Council was after 1 no. Section 247 meeting which took place on October 18th, 2023, and a Section 32B meeting which took place on January 20th, 2024.

Following the pre-planning meetings, the Council issued an Opinion in accordance with Section 32D of the Planning and Development (Housing) and Residential Tenancies Act (as amended) and advised that the documentation submitted requires further consideration and/or amendment to constitute a reasonable basis for an application.

The specific information requested by GCC and our response to same is outlined in sections 2 and 3 of this report.

2. Information to be submitted with the LRD Application

Pursuant to article 16A(7) of the Planning and Development Regulations 2001 (as amended), GCC also notified the prospective applicant that, in addition to the standard requirements as specified in articles 20A, 22 and 23, the specific information outlined below should be submitted with any application for permission. The specific information requested by GCC (***bold italics***) and our response to same, is as follows:

1. ***The Planning Authority is satisfied that the proposed development (162 residential units + creche) complies with the zoning objective for this Residential - Phase 1 zoned site and that the density is generally considered acceptable. However, the Planning Authority raised concerns at the LRD meeting in terms of how the proposal contributes to the overall establishment of Garraun, as anticipated in the Garraun Urban Framework Plan, as set out under GUPP 10 Garraun Framework Plan Integration (Volume 2 GCDP 2022-2028). Concern relates particularly with regard to two of the key principles that underpin the plan, which are 'Compact, Walkable and Connected' and 'Landscape and Seascape'. In accordance with provisions within the Garraun Urban Framework Plan, the applicant is again requested to provide for satisfactory footpath and cycle connections to link to the Oranmore Train Station and Galway City along the R338, as part of their planning application. In addition, any future application should also demonstrate a landscape structure of green corridors, connecting open spaces within the subject site and to open spaces beyond the site boundaries. A clear and concise Design Rationale Report is also required to be submitted as per GUPP 10 -Framework Plan Integration, taking account of the above.***

Response

John Fleming Architects (JFA) - The scheme proposes a high-quality shared path along the Coast Road, creating a safe and attractive connection to the Oranmore train station. The proposed open spaces within the scheme are now at a shorter walking distance from each other, encouraging permeability through and within the scheme. This allows safe and attractive pedestrian routes around the site. The Open spaces 3 and 4, in conjunction with the new link to the train station, will improve the future connections to possible future developments to the East and to the planned Eco Park in the Garraun Framework Plan. See pages 19, 20 and 21 of the Architectural Design Statement. Refer to Landscape Architects' and Engineers reports for further details on the shared path link to the train station and Landscape strategy and proposals.

Simon Ronan Landscape Architects (SRLA) - The public realm and landscape masterplan for the site consists of 1. A linear greenway element running east west along a desire line towards the train station as well as 2. a central open space which forms the green heart of the site. These 2 primary open spaces are supplemented by several other green buffer spaces each containing biodiversity, seating and play elements. The layout lends itself to a highly connected, permeable green and blue network giving residents more than adequate access to green open space, recreation facilities and contact with quality nature. The above design elements are described in great detail in the document submitted: "Landscape & Green Infrastructure Report", Chapter 04, Page 18. The same report can be considered as the public realm chapter of the Clear & Concise Design rationale report as outlined required under the GUPF 10.

AKM Design (AKM) - Multi-modal transport and interconnectivity was considered throughout the design. Connectivity to the train station is provided through the shared path which runs along the site front boundary and provides access to the development. This path then connects to the network of parkland paths through open space areas which provide access to shared use home zone areas and include bicycle parking. Please refer to NRB Consulting Engineers drawings for off-site works and drawing 23011-AKM-XXXX-XX-DR-C01-500001 (Road layout).

2. ***In view of the advice previously provided in relation to pedestrian and cycle connections to the Oranmore Train Station and to Galway City, the Planning Authority express very serious concerns that the planning unit (red line boundary) has not included the relevant lands or demonstrated the necessary consent and/or control of the applicant to provide for these very important connections. The Planning Authority has highlighted in both consultation meetings that this connectivity along the R338 is an important requirement in the sustainable urban development of this site and the omission of pedestrian and cycleway connectivity between the site and the wider area is of serious concern. The applicant is strongly advised to provide the connectivity issues discussed above as part of any planning application.***

Response

SRLA - "The Landscape & Green Infrastructure Report", Chapter 04, Page 34 highlights key pedestrian linkages to the surrounding sites of interest including the nearby train station, the underpass to the settlement to the north as well as landscape features such as the nearby ring fort.

AKM - Multi-modal transport and interconnectivity was considered throughout the design. Connectivity to the train station is provided through the shared path which runs along the site front boundary and provides access to the development. This path then connects to the network of parkland paths through open space areas which provide access to shared use home zone areas and include bicycle

parking. Please refer to NRB Consulting Engineers drawings for off-site works and drawing 23011-AKM-XXXX-XX-DR-C01-500001 (Road layout).

3. A Core Strategy Analysis shall be provided with any future planning application.

Response

Please refer to the Statement of Consistency by McCutcheon Halley Planning Consultants which provides an analysis of the development's consistency with the core strategy of the Galway County Development Plan.

4. The Roads & Transportation Section have identified their traffic safety concerns in the consultations regarding the location of the site entrance within an 80KPH speed limit zone on a regional route and where visibility for a new development access appears to be restricted due to the road curvature. The prospective applicant shall note that the road standards applicable are Transport Infrastructure Ireland standards, whilst DMURS is predominantly used within an urban defined setting of 60kph. The Planning Authority have serious concerns regarding the provision of an access to a development of 162 units within this speed limit where sightlines are required to be demonstrated adhering to an 80KPH and in accordance with DM Standard 28. The applicant must also demonstrate that they have the necessary consent and control of lands to provide and maintain the sightlines into perpetuity. Please note a departure from TII standards is required for this development in terms of providing connectivity facilities (footpath/cyclepath) in an 80kph speed limit and the applicant shall liaise and seek the necessary approval from the TII in this regard.

Response

NRB Consulting Engineers (NRB) - The location for the access has been redesigned and relocated to provide for access by way of the Local Road, with a significantly improved Local Road / R338 junction. Sightline and annotated layout design drawings are included as Appendix A, referencing the requisite Guidance documents. We note that the revised scheme provides for enhanced pedestrian and cycle linkage to the established footpaths to the east along the R338, that connect to Oranmore and the Train Station that are within the 60Km/hr or 50Km/hr speed limit. Road improvement works providing enhanced facilities are included within the red line of the application, with the associated Letter Of Consent from GCC to make the application.

5. The applicant shall consider an alternative development access from the adjoining local road, in lieu of proposing a new vehicular entrance, where the existing public road junction may require local

widening and improvement works, whilst incorporating segregated walking and cycling connectivity links accordingly. Please note this local road junction is also within an 80kph speed limit and requires a departure from TII standards. Subject to approval of departure from the TII standards, a quality audit for any proposed segregated footpath and cycle path facilities with public lighting and associated drainage measures shall be incorporated in such a proposed design, linking towards Oranmore & the train station.

Response

NRB - The location for the access has been redesigned and relocated to provide for access by way of the Local Road, with a significantly improved Local Road / R338 junction. Sightline and annotated layout design drawings are included as Appendix A, referencing the requisite Guidance documents. Whilst we note the requirement to seek a derogation in Guidance or Standard from TII within the Opinion, the R338 is we understand a Regional Road within the control of GCC and is out-with the control of TII. The lands are zoned within the GCC Development Plan and there is no other way to connect to the lands save for the established roads infrastructure, which has speed limits in place (which are set by GCC). However, we have commissioned an independent Stage 1 Road Safety /Quality Audit of the proposed junctions and the internal layout, by Tii approved Audit Team members (Refer Appendix H). We have also specifically highlighted the issues raised and the wording contained within the GCC Opinion to the Safety Auditors in advance of preparing the Audit. The Designer Feedback form in response to the Audit is included.

6. ***a) The internal layout of the development shall adhere to the provisions of DMURS standards.***
 - i. The road carriageway width should be a maximum of 5.5m in accordance with the guidelines set out in DTTaS publication – “Design Manual for Urban Roads and Streets”.***
 - ii. The proposed development junction corner radii shall be redesigned in accordance with guidance in DTTaS publication – “Design Manual for Urban Roads and Streets” where a maximum of 6m corner radii should be applied.***
 - iii. Proposed pedestrian crossings shall reflect a raised ramp profile with proposed signage and line marking per TSM (as amended) at each proposed pedestrian crossing points in accordance with guidance in DTTaS publication – “Design Manual for Urban Roads and Streets”.***
 - iv. A cross section of raised ramp and tactile paving including drainage infrastructure shall be provided at these locations per (iii) above.***
 - v. The proposed road gradients and Geometrical parameters such as gradients, crests, sags and the existing and proposed levels at 10m chainages should also be presented with these drawings.***

- vi. Longitudinal section and cross section profiles with finished road levels proposed of proposed surface water at tie in with public road shall be provided and similar cross section drainage details for proposed internal road layout.**
- vii. Drawings showing the swept path analysis of larger vehicles (i.e. fire tenders and refuse trucks) entering, exiting and circulating safely through the proposed site shall be provided.**

b) Any future application should clearly demonstrate through dedicated drawing the full extent of both pedestrian and cycle connectivity through and within the site. Cycle paths shall be designed in accordance with the Traffic Management Guidelines and the National Cycle Manual and Street lighting shall be provided along footpaths and cycle paths in accordance with the recommendations made in 'Site Development Works for Housing Areas' (DoEHLG) and any subsequent publication or successor to this document where compliant with mitigation measures designed to ensure minimal impact of new lighting on local Bat populations.

Response

JFA – 6a - The proposed roads within the site have been designed to be generally 5.5m with a 2m footpath on both sides. The home zones/ shared surface roads are 4.8m wide and have a 1.2m delineated service strip/ pedestrian refuge zone alongside zone for pedestrians. The inner radius corner of the roads is generally 3m and the junctions are never greater than 6m. Refer to AKM for details on roads design and assessment. 6b - The Proposed Site Layout Plans (Part 1 and 2) show the extent of the proposed shared path along the Coast Road. Refer to AKM and NRB for dedicated detailed drawings.

NRB – 6a - The internal layout and design has been checked and amended so as to be consistent with the requirements of DMURS best practice and meets the GCC standards and requirements as outlined in Section 6a(i) to 6a(vii) inclusive above. A DMURS Statement of Compliance and Review is included as Appendix I. 6b - Cycle Paths and intersections/transitions have been designed in accordance with the requirements of the new NTA Cycle Design Manual (September 2023). Street lighting will be in accordance with the standards set down in the DoEHLG Site Development Works for Housing Areas and GCC requirements.

AKM – 6i - The internal road network complies with this and is detailed on drawings 23011-AKM-XXXX-XX-DR-C01-500001 & 23011-AKM-XXXX-XX-DR-C01-510001. 6ii - The internal road network complies with this and is detailed on drawings 23011-AKM-XXXX-XX-DR-C01-500001. 6iii - Ramps are provided to crossings entering the site and to raised tables at the entrances to every home zone within the site. This will reduce traffic speeds while entering a shared space with vulnerable road users - see drawing 23011-AKM-XXXX-XX-DR-C01-500001. 6iv - Details of ramp construction are included in drawing 23011-AKM-XXXX-XX-DR-C01-520003. 6v - Proposed road levels are shown on drawing on drawing 23011-AKM-XXXX-XX-DR-

C01-500001 (Road layout) and gradients, crests & sags are shown on 23011-AKM-XXXX-XX-DR-C01-540001 (Road Long Sections). 6vi - These details are included on drawings 23011-AKM-XXXX-XX-DR-C01-540001 (Road Long Sections), from 23011-AKM-XXXX-XX-DR-C01-400001 to 23011-AKM-XXXX-XX-DR-C01-400004 (Drainage details), and from 23011-AKM-XXXX-XX-DR-C01-410001 to 23011-AKM-XXXX-XX-DR-C01-410002 (Storm Network Long Sections). It should also be noted that connection to the public network was not possible from this site and that all stormwater drainage is infiltrated within the site. 6vii - Please refer to drawings 23011-AKM-XXXX-XX-DR-C01-500002 and 23011-AKM-XXXX-XX-DR-C01-500003. Multi-modal transport and interconnectivity was considered throughout the design. Connectivity to the train station is provided through the shared path which runs along the site front boundary and provides access to the development. This path then connects to the network of parkland paths through open space areas which provide access to shared use home zone areas and include bicycle parking. Please refer to NRB Consulting Engineers drawings for off-site works and drawing 23011-AKM-XXXX-XX-DR-C01-500001 (Road layout).

7. The following are required to be submitted with any future planning application as per DM Standard 33 & 34:

- i. Road Safety Audit Stage (RSA) 1 & 2 - A stage 1 / 2 Road Safety Audit has not been included with the LRD Opinion documents for the subject site for proposed works within the red line boundary. Any future application should include detailed design drawings which incorporate the measures recommended by the auditor and accepted by the designer in each of the stage 1 / 2 RSA for the subject site. All associated recommendations shall be itemised and shown to correlate with the RSA numbering on a revised drawing for ease of reference.**
- ii. A Traffic and Transport Assessment - Which shall also include details relating to construction stage traffic shall be submitted. This shall include estimated traffic volumes associated with the various stages of construction activity, anticipated construction programme, haulage/deliveries to site, spoil removal, parking of construction staff and any mitigation measures.**
- iii. A Mobility Management Plan - which shall adhere to the measures and targets set out by Galway County Transport & Planning Strategy 2022-2028.**

Response

Road Safety Audit Stage (RSA) 1 & 2, Traffic and Transport Assessment, Mobility Management Plan – See traffic and transport assessments prepared by NRB Consulting Engineers.

NRB – 7i - Please see attached Independent Stage 1-2 RSA together with the associated Designer Feedback form (included as Appendix

H). We also include an annotated reference drawing within Appendix A highlighting how each of the issues raised in the Audit have been addressed. 7ii - The main body of this Study constitutes a Traffic & Transport Assessment Report, with Construction Traffic volume estimates within Section 3 (Traffic Generation). A separate Construction Management Plan prepared by Tobin Consulting Engineers is included with the application. Whilst it is normal for construction programme and plans to be agreed with the appointed Contractor for the works following a planning decision (by way of Planning Condition), the Plan includes preliminary proposed details for access arrangements for labour, plant, materials and construction parking/plant and machine compounds. However, it should be recognised that such details are normally best dealt with when details of construction methods, programme and phasing have been confirmed by the appointed contractor in the event of a grant of planning permission prior to commencement. 7iii - A Preliminary Mobility Management Plan for the site has been prepared, with reference to the Galway County Transport & Planning Strategy 2022-2028 and is included as Appendix G.

8. *Proposals shall accord with DM Standard 31 relating to car parking standards, EV measures, disability access, cycle parking & shelters.*

Response

JFA - The proposed scheme provides a total of 269 parking spaces. This includes the required 262 spaces (1.5 spaces for Dwellings with 1-3 bedrooms, and 2 spaces for Dwellings with 4 bedrooms.), and another 7 spaces (including 1 accessible) for the creche. The parking spaces have been designed to the required dimensions. All the houses, maisonettes and duplex apartments will be designed to have EV parking. All on-street parking spaces have a provision of a 500mm zone at the front to allow for EV charging. The cycle parking provided throughout the site (86 spaces) complies with the requirement of 1 visitor bicycle space per two housing units. The 2 Bed mid-terrace houses, Maisonettes, and the duplex apartments, have a secure bike store (for 2 bicycles) and at the front of each unit. The remaining typologies have access from the street to the back garden where they can store their bicycles.

NRB - The internal layout and parking for cars and cyclists have been checked to ensure they are in accordance with the requirements of GCC DM Standard 31.

9. *A set down area shall be provided at the creche facility with clear safe pedestrian connections from the nearby carparking space to the creche.*

Response

JFA - A set down area shall be provided at the creche facility with clear safe pedestrian connections from the nearby carparking space to the creche.

NRB - A set down area is provided at the Creche with safe routes facilitated, the layout and design of which has been included within the remit of the Independent Road Safety Audit Team.

- 10. The Planning Authority consider that the layout as submitted does not integrate sufficiently with the wider Garraun Urban Framework Plan in terms of placemaking and urban design and limits permeability within this area. In particular, integration with the Local Road, the L-71051, which provides an additional connection to the wider Garraun area including other residential zoned lands, greenspaces and links indicated in the Framework Plan should be provided.**

Response

JFA - The proposed layout aims to integrate with the wider Garraun Urban Framework Plan by: - Improving the public realm by including a new link to the Oranmore train station along the Coast Road. This will allow the residents to safely walk or cycle to the future Eco Park and train station, making this and other future residential schemes in the area more attractive places to live.

- Providing the main access to the site at the south-east corner of the site, and off the existing local road L-7105. By locating the site entrance here, an improvement of the existing local road will also be part of the proposal, promoting future and better connections to other residential lands in the Garraun area.
- Orienting the units facing the eastern boundary in a way that allows for possible connections to future developments on the lands to the east.
- Providing high quality landscaped Open Spaces throughout the site and located within short walking distances. These are overlooked by houses, so they are safe places for all members of the community to meet and socialise. The greenway proposed along the southern boundary connects Open Spaces 2, 3 and 4, and promotes an enjoyable walking and cycling route along the Coast Road with views over the Oranmore Bay.
- Keeping the existing features on site. The site is characterized by existing stone walls and a significant group of existing trees in the southeast corner of the subject lands. These two main features will be preserved as much as possible.

Refer to Architectural Design statement for more details on the proposed scheme.

- 11. The layout as presented is predominantly an inflexible grid layout, car dominated, with a network of multiple cul de sacs. The aim should be the creation of an interconnected hierarchy of streets, designed as spaces rather than roads, with the pedestrian prioritised. Shared spaces should be inclusive in design, and comprehensive details/samples of surface treatment should be**

provided taking account of durability, aesthetics and future taking in charge considerations.

Response

JFA - The proposed layout is informed by the shape of the site. A new urban edge to the Coast Road is created and addresses its curvature to the west by rotating the houses towards the road. The scheme aims to provide compact cells of houses which allow maximum permeability, and to avoid irregular shaped gardens.

The layout is rationalised on a grid to facilitate an efficient use of the land which allows for more space to be given over to green areas. This grid has some flexibility where the shape of the site encourages a change in orientation of the houses facing the Coast Road. A green buffer has been created along the Coast Road, both as part of the drainage strategy and to provide attractive permeability along the edge of the site.

The scheme provides the required parking, and has no parking spaces adjacent to open spaces, thus prioritizing the pedestrian.

A hierarchy of streets is created by defining a central road from where the residents will drive off to secondary roads to their cells. The cul-de-sacs will then be essential to reduce the traffic in these secondary roads that will be used by a small number of residents, enhancing the pedestrian safety of these areas. A sense of community can also be created in these locations as a limited number of residents will be using them every day.

The overall area of shared surfaces has been increased to prioritise pedestrians. These proposed high quality home zones/ shared surface zones create safer and more attractive routes for pedestrians and children. This is especially important adjacent to open spaces where children are likely to be playing. Refer to SRLA and AKM drawings for finishes and details.

SRLA - Inclusive in design: Throughout every stage of the design process accessibility and inclusivity has been at the forefront of the design team's considerations. This ensured that every public and communal open space within the scheme is completely accessible, usable and available for all – visually and mobility impaired. Tactile paving is proposed adjacent to street crossing points. Street furniture is positioned "out of the way" to ensure it does not form an obstruction to anyone visually impaired. Slopes and gradients are designed to be no more than 1:21 slope gradient to ensure slopes are manageable for people who are physically impaired. High quality railings and hedges are used to segregate Public & private uses, vehicular and pedestrian traffic are separated using planting or kerbs appropriately. Materials have been chosen to be both robust and timeless, provide texture and tone for visually impaired, to tie into the surrounding public realm while also seeking to provide integrated intuitive wayfinding. Street furniture has been selected to adhere to an age friendly seating strategy (backs on seats with arm rests, all located at intervals for rest stops).

Comprehensive details of surface treatment: The Landscape & Green Infrastructure Report & Landscape Drawings set out the proposed levels and hard materials across the site (within both the public realm and private open space). Please see the details sheet L-400, which is part of the Landscape drawing set.

Durability & aesthetics: Materials of paving and furniture have been chosen to be both robust, easy to maintain and timeless. The primary materials proposed are stone, concrete, stainless steel and have been chosen to withstand the harsh coastal climate conditions. The paving and planting proposed will fit within the rugged coastal aesthetic of the site and surroundings. The plant palette draws upon a rich palette of maritime native Irish plants such as Scots Pine (*Pinus sylvestris*). Plants were chosen so that they could withstand and furthermore thrive in the coastal marine environment.

Taking in charge considerations: The scheme sets out a clear hierarchy of Private, Communal, and public open space in a way that will ensure all open spaces are owned and taken care of. An outline landscape maintenance proposal is set out within the appendix of the landscape design statement. All public spaces have been designed in accordance with GCC guidelines on the materials to the streetscape, tree pit designs, plant and tree species included within the public realm. All materials chosen for the public realm are to GCC taking in charge standards.

- 12. Character areas should be easily identifiable within the development and should be linked through a series of overlooked pocket parks provided in addition to the main public open space area(s). A wider variation in design in particular for the units comprising of House Type C, D and E which make up the majority of the units throughout the scheme, should be provided, as these house types are considered the same type with little variation in design features. The layout and design statement should be updated to demonstrate that the broader scheme will read as a sequence of legible urban character areas, engendering a strong sense of place and community.**

Response

JFA - The site is divided into two high quality and distinctive character areas. The materiality of each character area has been considered differently to give the two areas a distinct feel and sense of place. The houses to the south, being closer to the road, incorporate more stone into the design, while the northern part of the site features less stone and more white render, aiming to bring more light to the inner part of the scheme while keeping the stone in the design. The materials and the different elevation treatments of the house types C1, D1 and E1 have been readjusted to improve their distinctiveness. Refer to pages 35, 36 and 37 of the Architectural design statement and house types drawings submitted as part of the planning pack.

The proposed layout provides a series of open spaces throughout the site: one central open space to the middle, one to the western corner,

one adjacent to the creche and another one to the eastern corner of the site. As residents can easily walk from their houses to the closest open space within 1-2 minutes, there was no need to provide additional pocket parks. Furthermore, the linear green area along the Coast Road links the western and eastern open spaces. Refer to diagrams in pages 19 and 21 of the Architectural design statement.

SRLA - The public realm and landscape masterplan for the site consists of 1. A linear greenway element running east west along a desire line towards the train station as well as 2. a central open space which forms the green heart of the site. These 2 primary open spaces each containing biodiversity, seating and play elements. The layout lends itself to a highly connected, permeable green and blue network giving residents more than adequate access to green open space, recreation facilities and contact with quality nature. The above design elements are described in detail in the document submitted: "Landscape & Green Infrastructure Report". Chapter 04, Page 38

- 13. *The proposed creche is the only mix of use provided and should demonstrate additional definition as a key building within the development site through its siting, prominence, improved design treatment and the incorporation of a usable, integrated public realm area at this location.***

Response

JFA - The design and treatment of the proposed creche has been improved, and it now acts as a landmark building at the entrance of the site. As the creche sits next to Open space 3, it promotes a sense of community and provides a meeting space for parents and children after school. Refer to page 38 of the Architectural Design Statement.

- 14. *The planning authority have concerns regarding the streetscapes within the development and in particular those fronting onto the R338 and L-71051. As presented in the layout, the dwellings are setback from the R338, at a significant distance in some instances, with side boundaries facing the road (e.g. Units 144-141, 87, 88, 52, 37 & 16). This is also replicated in multiples instances within the site, where side/rear boundaries face the road, public open spaces (e.g Units 149, 109, 148, 37, 102, 125, 141-144, 132, 94, 81, 74, 75, 64, 63, 48, 56, 41) and shared spaces including the units adjoining the northern boundary. This results in a poor-quality streetscape at these locations, which fails to provide active frontage and interaction, contrary to the main principles of urban design. A much stronger defined built edge is required along the R338 and the L-71051, in order to provide enclosure and to generate more active frontage and animation at these key locations.***

Response

JFA - The scheme has been revised to create a much stronger streetscape along the coast road and the local road L-71051. All the Open Spaces and boundaries are overlooked, promoting the safety of the scheme and interaction. Dual frontage houses, such as the

Type F1 and F4, have been provided at end of terrace locations on corners and facing open spaces. This allows maximum passive observation. The design of corner units was also improved and adjusted depending on the location of the houses to make them more attractive and to ensure sufficient surveillance. Refer to pages 18, 22 and 30 of the Architectural Design Statement.

- 15. *Public open space provision should be overlooked, with active frontage from dwellings. The layout as presented provides multiples instance whereby side boundaries of dwellings overlook open spaces. The main open space area should also be complemented with a network of other pocket spaces/parks linking throughout the development that provide for a mix of amenity uses. The boundary treatment of areas fronting onto open should comprise of natural limestone, or block walls plastered and capped. 20% of the green space shall be dedicated, developed and maintained as a pollinator zone as per Policy Objective PO1 of the GCDP-2022-2028.***

Response

JFA - The proposed layout has been revised to create more activity and thus a safer scheme. Currently all open spaces are overlooked by a suitable number of houses (19 houses overlook open space 4 compared to 6 in the previous version of the scheme) All boundary walls facing open spaces will be block walls plastered and capped. As the residents can easily walk from their houses to the closest open space within 1-2 minutes, there was no need to provide more pocket parks. Refer to pages 19, 21 and 22 of the Architectural Design Statement.

SRLA - Overlooking: The overlooking aspect of the public open spaces has been addressed in the architectural design pack and their GCC response.

Boundary treatments: The existing boundary treatments of the site and surrounding landscape are to be protected and enhanced. For instance the stone wall that runs along the coast road is to be carefully dismantled and rebuilt using the same facing stone to give a visual consistency across the coastal road while allowing for practical requirements. All boundary treatments are set out in the landscape drawing pack and "Landscape & Green Infrastructure Report". Chapter 04, Page 42.

Pollinator zones: The pollinator plan 2021-2025 has greatly influenced the planting palette and soft landscape strategy. This, combined with a selection of native plant species, will define the landscape design. Planting will emphasise and define public paths, distinguishing them from communal or private spaces. SRLA can confirm that more than 20% of the green space shall be dedicated, developed and maintained as a pollinator zone as per Policy Objective PO1 of the GCDP-2022-2028. This is evident by the proposals highlighting the extensive meadow areas and hedgerows running across the site. Incorporating pollinator friendly perennial plants into the local community to provide food for pollinators from

spring through to autumn. Pollinator friendly perennial plants are excellent sources of pollen and nectar. See and “Landscape & Green Infrastructure Report”. Chapter 05, Page 58-59.

- 16. Corner units require more active frontage with provision of increased windows at first floor level, a mix of materials on side elevations, with consideration to be given to providing more side accesses at these locations, in order to increase activity.**

Response

JFA - Where corner units are provided, the entrance is usually on the side to increase active frontage. The design of these units was also improved and adjusted depending on their location, making the houses more attractive and safe. Units 68, 79, 125 and 165 present bigger first floor windows to overlook the adjacent Open spaces. Units 28, 165, 138, and 143 have a different side elevation composition in terms of materials to make the houses visually more interesting. These units also have ground floor windows to their living spaces, where people are regularly present during the day. Refer to page 23 of the Architectural Design Statement.

- 17. While 3 storey units may be considered by the planning authority, justification for their location and clear assimilation with neighbouring buildings shall be provided. Alternative, more appropriate locations should be proposed in any future application. Visual aids shall be provided.**

Response

JFA - The proposed 3 storey houses are located in the lowest level area of the site. As a result, when viewed from the road the 3 storey houses will not look significantly taller than the 2 storey houses to their west. Furthermore, they are centred on the site to balance the difference in levels and create a strong composition and variation to the new urban edge along the Coast Road. Refer to pages 18 and 30 of the Architectural Design Statement.

- 18. Boundary treatment of private amenity space for each unit shall be as per DM Standard 2 with both front and rear boundaries of each site, in addition to the overall site, must be suitably delineated with the use of block walls either, plastered/not plastered and capped/uncapped being the normal requirement. The private amenity space provision for Units 1-8, Units 117-124 and Units 155-162 inclusive is not considered an appropriate response to the provision of private amenity space for these units, owing to the disconnect between the amenity area and the unit it serves, its small area and the highly enclosed nature of these spaces by 1.8m block walls. An alternative satisfactory proposal is required for such units.**

Response

JFA - The boundary walls will be block walls plastered and capped throughout. The private amenity space of the maisonettes has been

improved. The ground floor units have direct access to the rear garden from their living space and the first-floor units have a balcony to the front and access to their private garden through the side passage next to their ground floor entrance. Refer to page 34 and house types drawings submitted as part of the planning pack.

SRLA - All boundary treatments (internal and external) are delineated in the landscape drawing pack and "Landscape & Green Infrastructure Report". Chapter 04, Page 38. All boundary treatments correspond to GCC standards regarding boundaries of public and private lands. The boundary to the railway property will be a 2.4m high palisade fence as per Irish rail guidelines.

19. *Implementation and maintenance of the development along the northern boundary and demonstration that the development proposed along this boundary shall not interfere with the operation of the railway line and associated infrastructure is required and in the form of evidence of consultation with Iarnród Éireann.*

Response

McCutcheon Halley (MH) – A copy of the response from Iarnród Éireann dated 15 March 2024 is included as part of this application. The response from Iarnród Éireann requested a number of assurances from the design team and a document detailing the design team's response to these assurances is also included as part of this application.

AKM - All northern roads levels were designed to match with the existing ground and no earthworks will take place in the vicinity of the railway line. The northern boundary will be set outside the setback established through consultation with Iarnród Éireann.

JFA - From the design point of view, no houses will be constructed within a 2m zone from the 2.4m high palisade fence proposed, as requested by Irish Rail. Refer to Landscape Architects' drawings for boundary treatment.

SRLA - All plants and trees proposed near the boundary to the railway lands have been chosen because they are low maintenance and have a low risk of leaf shedding onto the tracks. There is also a 2.4m high palisade fence proposed to separate the site from the railway lands. Therefore absolutely no interference or disruption will occur to the railway lands during construction and completion of the project.

Overhanging branches: Trees proposed near the boundary to the railway lands have been chosen because they are low maintenance and have a low risk of spreading overhanging branches over the railway lands. They are also proposed at a safe setback from the boundary. (Minimum 5m)

Risk/Proximity: Trees proposed near the boundary to the railway lands have been chosen because they are low maintenance and have a low risk of spreading overhanging branches over the railway lands. They are also proposed at a safe setback from the boundary. (Minimum 5m)

Tree Height: The trees are proposed to be planted approximately 15m from the rail line with a palisade fence in between. The proposed species (Ilex aquifolium, Betula pendula, Pinus sylvestris, have all been chosen from the UK national rail recommended railway planting list. The trees are planted at a sufficient distance so that they would not reach the railway track should they fall.

Leaf litter: All plants and trees situated near the boundary to the railway lands have been chosen because they are low maintenance and have a low risk of leaf shedding onto the tracks. Also, their leaves are not the type to cause disruption to trains. There is also a 2.4m high palisade fence proposed to separate the site from the railway lands as well as an existing 1m high wall. This will also stop leaf litter blowing across from the development to the railway lands.

- 20. Any future planning application should consider the impact of noise from the railway line and the R338 regional road, on the residential amenity of future occupiers of the proposed dwellings and a Noise Impact Assessment should be submitted demonstrating the requirement for any noise mitigation measures to be incorporated into the design of the proposed dwellings.**

Response

Noise Impact Assessment – See Noise Impact Assessment prepared by Enfonc.

- 21. Planning application plans should be accompanied by specifications of materials to be used in proposed buildings and hardscaping, including photographic samples (both weathered and unweathered) for each building type and materials proposed shall have regard to the maritime setting of the subject site. Materials shall be sourced locally where possible. In this regard, the proposed brick finishes and fibre cement panelling should be replaced with alternative materials reflecting the local, maritime setting.**

Response

JFA - The materials of the proposed scheme have been revised to reflect the maritime setting of Oranmore. The materials proposed will be similar to the ones used in the housing scheme in An Fuaran, Oranmore. Refer to pages 35, 36 and 37 of the Architectural Design Statement.

SRLA - The Landscape & Green Infrastructure Report & Landscape Drawings set out the hard materials proposed across the site. In particular the Landscape details drawings show typical cross sections of all hard landscape materials. Materials of paving and furniture have been chosen to be both robust, easy to maintain and timeless. The primary materials proposed are stone, concrete, stainless steel and have been chosen to withstand the harsh coastal climate conditions. See Drawings L-400, L-401 in the Landscape Drawing Set

- 22. A revised layout and design proposal shall be submitted to address the items listed above under Traffic and Transportation,**

Placemaking, Architecture & Urban Design in conjunction with a design clear and concise Design Rationale Report required to be submitted as per GUPP 10 -Framework Plan Integration.

Response

JFA - Refer to pages 16 and 30 of the Architectural Design Statement, planning pack drawings and relevant consultant's reports.

23. ***A - (i) The prospective applicant is advised that under the Planning and Development Regulations 2001 (as amended), current government and EU guidance, the consent Authority must screen the proposed development for Environmental Impact Assessment (EIA) and decide if the planning application for the proposed development does or does not require the preparation of an Environmental Impact Assessment Report (EIAR). The current requirements for EIA are outlined in Part X of the Planning and Development Act, 2000, as amended, and Part 10 of the Planning and Development Regulation 2001, as amended. The prescribed classes of development and thresholds that trigger a mandatory EIAR are set out in Schedule 5 of the Planning and Development Regulations 2001, as amended. The prospective developer is advised that the development as described appeared to be below the thresholds which would trigger a mandatory EIAR as set out in Schedule 5 Part 2, Item 10 (i) 'construction of more than 500 dwelling units' (circa 162 units), (iv) Urban development which would involve an area greater than 2 Hectares in the case of a business district, 10 Hectares in the case of other parts of a built up area and 20 Hectares elsewhere'. Should the proposed development not fall into a class of development contained in Schedule 5, Parts 1 or 2, Class 15 of the Schedule 5 states that EIA can be required in the case of subthreshold development that would be likely to have significant effects on the environment having regard to the criteria set out in Schedule 7 of the Planning and Development Regulations 2001 (as amended). The applicant should address this matter accordingly, in any planning application."***

B - (i) There are a number of European sites to which the Habitats Directive & Birds Directive applies within 15km of the proposed development. The prospective developer is advised that a screening process is required to determine if a Stage 2 Natura Impact Statement is required. The applicant has not submitted any dedicated report to inform the AA Screening or Appropriate Assessment required to be carried out by the planning authority. It is noted that the applicant has submitted a Preliminary Ecological Appraisal Report which provides an assessment on European sites and identifies potential pathways to the nearby European sites. An Appropriate Screening Report with a Natura Impact Statement (NIS), if required should accompany any future planning application. (ii) The Preliminary Ecological Appraisal Report notes that 1 of 5 wintering bird surveys took place in November 2023 with the remainder to be carried out. All of the necessary surveys should be

carried out at the appropriate time of year and for the appropriate duration and submitted as part of any planning application. (iii) A number of wintering birds which are Qualifying Interests of the Inner Galway Bay SPA were identified on site or flying over or in the vicinity of the site. The potential impacts of the proposed development on these species should be satisfactorily assessed and presented in the relevant report to be submitted as part of any planning application. (iv) It is noted that the habitats survey, the breeding bird scoping survey and the invasive species survey were all undertaken outside of the optimal time. All such surveys should be undertaken during the optimal time of year to provide for robust data and reporting. (v) Any proposed footpath and cycle connections to the Oranmore Train Station and the proposed extensive works required to facilitate connection to the Uisce Eireann wastewater infrastructure located c.900m to the east of the site along the regional road, should be satisfactorily set out and assessed in terms of potential impacts on European sites in any Appropriate Assessment Screening Report /Natura Impact Statement to be submitted as appropriate. (vi) In addition, the hydrological connection apparent between the subject site, including the proposed pumping station, and the Galway Bay Complex SAC and Inner Galway Bay SPA through flood risk should also be satisfactorily set out and assessed in terms of potential impacts on European sites in any AASR/NIS to be submitted as appropriate. Of particular note is the proposed location of the pumping station and potential impacts of same.

C – (i) The applicant has submitted a preliminary a Preliminary Ecological Appraisal Report. An Ecological Impact Assessment Report shall be submitted and potential connections to and potential impacts of the development on the proposed Galway Bay Complex NHA addressed. The relationship between the findings of the Bat Survey, the any mitigation measures contained in the EclA, the Lighting Plan and Landscaping Plan/Tree Survey shall correlate to ensure the potential for impact on bat populations within the site are minimized. (ii) It is noted that the habitats survey, the breeding bird scoping survey and the invasive species survey were undertaken outside of the optimal time and should be updated to be undertaken at the optimal time and duration. (iii) Noting invasive species were observed on site, an Invasive Species Management Plan should be submitted.

Response

Environmental Impact Assessment (EIA) Screening, Appropriate Assessment, Natura Impact Statement (NIS), Ecological Impact Assessment (EclA), Invasive Species Management Plan (see EclA), Construction Environmental Management Plan (CEMP) – See documentation prepared by **Enviroguide**.

A - **Enviroguide** was commissioned by Marshall Yards Development Company Ltd (the Applicant) to carry out an EIA screening appraisal in respect of the proposed LRD at Cartron, Oranmore, Co. Galway.

Based on the assessment set out in the EIA Screening Report, it can be concluded that the Proposed Development will not have significant effects on the environment during both the construction and operational phases. Having regard to the nature and scale of the Proposed Development on an urban site served by public infrastructure, and the absence of any significant environmental sensitivities in the area, it is concluded that, by reason of the nature, scale and location of the subject site, the Proposed Development would not be likely to have significant effects on the environment and a mandatory Environmental Impact Assessment Report (EIAR) is not required for the Proposed Development.

B – (i) - An NIS has been submitted as part of the application. (ii) - All of these wintering bird surveys have been carried out, details of which can be found in the EclA. (iii) - Findings have been included within the submitted EclA. (iv) - An updated habitat survey was carried out on the 16th of April 2024, within the typical growing period. A breeding bird scoping survey was carried out on the 22nd of April 2024, within the breeding bird season. (v) - Proposed footpath/cycle connections were not assessed due to late addition but unlikely to affect EU sites due to minor nature of works and already hard standing condition of work area. (vi) - Flood risk has been assessed in the screening report.

C – (i) - Bat surveys to inform the baseline bat data of the site are ongoing and will be submitted as a memorandum at a future date. (ii) - An updated habitat survey was carried out on the 16th of April 2024, within the typical growing period. A breeding bird scoping survey was carried out on the 22nd of April 2024, within the breeding bird season. (iii) - Recommendations have been made within the EclA for the control of the medium impact Invasive Species Management Plan located onsite.

D - An Outline CEMP has been prepared to describe the waste management measures that shall be carried out during the construction phase of the Proposed Development to avoid, manage, or minimise potential significant impacts that may arise from the construction phase, in accordance with the Best Practice Guidelines for the Preparation of Resource and Waste Management Plans for Construction and Demolition Projects (EPA, 2021). This report includes waste management actions and protocols that the main contractor will be expected to follow to manage waste resources.

- 24. *The applicant submitted a Site Specific Flood Risk Assessment (SFRA) revised report dated November 2023. The report confirms that ‘the proposed development footprint within the subject site as being located wholly within Flood Zone C’. The report does not appear to have considered the recent 2024 storm events with resulted in flood events impacting the Coast Road. In addition, as referenced in both consultations with the planning authority, the National Indicative Coastal Flood Hazard Mapping must be considered and assessed, as this indicates extensive flooding on site, particularly with respect to the eastern portion of the site where highly vulnerable uses are***

proposed (residential, creche, pumping station), requiring a Justification Test to be considered. This National Indicative Coastal Flood Hazard Mapping should be corroborated by another data set and flood loss, flood storage, compensation and impacts on flooding elsewhere shall be adequately assessed in any SFRA to be submitted as part of any planning application. In addition, any recommendations contained with the report regarding site development works should be incorporated into the overall surface water management plan for the site works, to incorporate natural drainage solutions where possible.

Response

AKM - These issues have been addressed in the revised SSFRA submitted as part of the application. The latest flood mapping information available from the OPW (source: floodinfo.ie) was consulted at the time of writing which characterised the internal site as Flood Zone C (outside of the flood extent for the 1 in 1000yr event). The OPW recorded no flood events in the vicinity of the site in 2024 and it appears no floodwater entered the development site. Additional future flood risk scenarios originating from National Indicative Coastal Flood Hazard Mapping were also available from the OPW which detailed mid-range and high-end future flood scenarios under the CFRAM designation on floodinfo.ie. These scenarios were mapped onto the pre- and post-development site. The strategy for ensuring all highly vulnerable developments remaining in Flood Zone C is detailed along with the rationale for the omission of flood compensation storage.

- 25. *In relation to the proposed surface water drainage design the prospective applicant is requested to submit the following with any subsequent application:***
- (i) An engineering report providing a detailed discussion of the proposed surface water drainage design including design calculations, catchment drawing and storm simulation analysis.***
 - (ii) Details of all infiltration tests undertaken on site including location map, trial hole logs, boreholes, photographs, infiltration calculations and details on receiving ground water level & vulnerability shall be submitted from detailed site investigation reports conducted by an independent ground investigation firm.***
 - (iii) Drawing shall be submitted presenting a cross section through the proposed soakaway systems and structural calculations determining its adequacy for use in the proposed location.***
 - (iv) In accordance with TII standards - Design of Soakaways publications, "soakaways shall not be built within 5m of a building or road", whilst note "BRE Digest 365 recommends that: "Soakaways should not normally be constructed closer than 5m to building foundations." The applicant shall therefore address proposed storm drainage design with the***

view of introducing Nature - based solutions to the management of Rainwater and surface runoff in Urban areas – Water sensitive Urban design – Best Practice Interim Guidance Document” in their design.

- (v) Specifications of proposed bypass separators shall be submitted with the proposed permeable drainage area designed for each separator clearly illustrated.*
- (vi) The surface water design shall consider a Form of attenuation tank /(interception storage), or if hydrobrake or are any restricted flow device measures are warranted in the design proposal. (Given proximity to existing watercourse, consideration to a heightened design approach to ensure compliance to River water Quality protection key design criterion measures is required).*
- (vii) The applicant shall provide attenuation tank capacities to allow for reducing the overall discharge limit to 2.0l/s for the entire development, thus factoring in conservative measure to ensure attenuation storage capacity can take 1/100 year flood event with demonstrated climate change factor.*
- (viii) Details of Proposed attenuation tanks and associated interceptors proposed cover levels shall be clearly denoted and reflective of the AEP level datums noted with the Flood Risk Assessment during storm simulation / flooding events and shall clarify the amount of freeboard above the AEP levels.*

Response

AKM – 25i - Refer to Infrastructure Report - Appendix A. 25ii - Refer to Infrastructure Report - Appendix E. 25iii - Refer to drawing 23011-AKM-XXXX-XX-DR-C01-400003 and 23011-AKM-XXXX-XX-DR-C01-400004 for the cross section through the proposed soakway system and infiltration trenches. 25iv - Refer to section 3.1 and 3.2 in the Infrastructure Report and 3.3 for Sustainable Urban Drainage System is being used. In addition, no soakaway is closer than 5m to building foundations. 25v - The stormwater management strategy for this site prevents the discharge of any runoff offsite. All runoff will utilise natural treatment and filtration of pollutants through infiltration and absorption by plants. 25vi - Attenuation storage is provided through the use of infiltration trenches which provide both storage for attenuation and infiltrating area. Hydrobrakes are used throughout the site in order to manage the flow of water throughout the catchment and fully utilise infiltration and storage at the higher parts of the catchment. Extensive natural SuDS components are utilised through swales which will provide treatment and interception of the first flush of runoff. Protection of local watercourses is ensured by preventing any runoff to discharge offsite for up to the 100yr storm event with 30% climate change factor. 25vii - The heightened design approach utilised for this site means that no runoff will be discharged from site for up to the 100yr storm event with 30% climate change factor. 25viii - Current 100 year coastal flood extents detailed by the

OPW at the time of writing were estimated to reach a level of approximately 4.5m. This level is below all cover levels within the site post-development and is 1m below the lowest FFL proposed for the site. The National Indicative Coastal Flood Hazard Mapping modelled as part of the SSFRA indicated a maximum level of approximately 5m for the 1 in 1,000yr flood event in the high-end future scenario for climate change and sea level rise. This level is below drainage cover levels in all areas of the site with the exception of manholes in areas where the site access connects to the existing road. The lowest FFL within the site is 500mm above this level.

- 26. *The proposed design and construction of foul mains, pumping station shall be fence enclosed in accordance with Irish Water wastewater Infrastructure standards and minimum separation distance of pumping station shall be adhered to in relation to proximity of residential units.***

Response

AKM - According to the Code of Practice for Wastewater Infrastructure Section 5.6 "fencing of pumping stations sites is not required by Irish Water and will only be necessary in exceptional circumstances".

- 27. *The applicant shall submit Building Lifecycle Report with any planning application. It is considered that for a development at the scale and extent proposed further details should also be provided in relation to building fabric emissivity and unit energy/renewable energy usage, in accordance with DM Standard 62: Energy Efficiency in Buildings and DM Standard 64: Residential Energy Efficiency and Climate Change Adaptation Design Statement.***

Response

Please refer to the Building Lifecycle Report prepared by John Fleming Architects.

- 28. *The documents include an Estimated Development Yields Report examining childcare, primary and post primary yield values. The details submitted within the predevelopment documents include provision of a creche with capacity for 48 no. users, stating that this will also add 37 no. spaces to the childcare capacity of County Galway and concludes that the proposed development will serve to sustain the demand needed for primary and post primary schools within their respective areas. It is considered prudent to require the applicant to include a Social Infrastructure Audit to include Health Services, Community Services and Sports/Recreational Services in the area which shall demonstrate the supply and/or capacity of such services and establish potential for the enhancement of the viability of services where capacity is available.***

Response

Pease refer to the Social Infrastructure Audit prepared by McCutcheon Halley Planning Consultants.

29. *The submitted details have not confirmed the applicant's ownership of the lands prior to the period between 1st September 2015 and 31st July 2021, therefore the requirements under the provisions of Section 96 require 20% of the land to be transferred as referred to in Section 96 (3) of the Planning and Development Act (as amended by the Affordable Housing Act 2021) should apply. The details submitted with the LRD pre-planning documentation refer to 32 units to be transferred to satisfy the Part V requirement, the variety of unit types has been outlined with 2 and 3 bed terrace/end of terrace units and 1-bedroom apartments included. The prospective applicant is required to provide a Part V Compliance methodology, drawing as well as a provisional letter of agreement from Galway County Council Housing section with any subsequent planning application. It is incumbent on the applicant to demonstrate compliance with the provisions within the Act. The Compliance methodology should pay cognisance to:*

- *The mix of unit type and size to be provided under Part V is to be agreed and to reasonably match the housing demand needs in the area. Details of housing demand and specific needs are available on Galway County Council's website at <https://www.galway.ie/en/services/housing/supplydemand/>*
- *It is advisable for the developer to contact the Galway County Council housing department at an early stage for preliminary discussions in relation to Part V arrangements. In this regard, the developer is advised to contact Part5@galwaycoco.ie with the following information:*
 - *Draft scheme layout*
 - *Draft Plans and Layouts of unit types*
 - *Housing schedule (Unit details and floor areas)*

Response

See ownership map, Part V layout drawing, and Part V compliance methodology prepared by JFA. See letter of agreement on Part V as received from GCC. See

30. *Any future application should contain sufficiently detailed information on both hard and soft landscaping, including proposed materials, street furniture, proposed play equipment, and native planting.*

Response

SRLA - The Landscape & Green Infrastructure Report & Landscape Drawing set out detailed information on the hard and soft materials proposed across the site.

- 31. *A full tree/hedgerow survey shall be undertaken identifying trees and hedgerows for removal and retention in accordance with best practice guidance BS5837 (or relevant equivalent). For the trees and hedgerows identified for retention a detailed root protection plan should be submitted in addition to the submitted tree survey.***

Response

See tree survey and accompanying drawings prepared by Charles McCorkell.

- 32. *A detailed lighting plan for all areas shall be submitted identifying proposed lamp columns and luminance levels, light spillage both free standing and on buildings in accordance with proposed mitigation measures and best practice Bats & Lighting Guidance Notes for: Planners, engineers, architects and developers (or any subsequent guidance).***

Response

See lighting plan prepared by Molloy Consulting Engineers.

- 33. *Considering the potential of bat usage on the site any future scheme should seek to maximise the provision of both bat & bird boxes across the scheme. These can be externally mounted or integrated into buildings. The boxes should be clearly annotated on any landscaping scheme. In addition, in accordance with the National Pollinator Plan the landscaping scheme demonstrates at least 75% of planting to be pollinator friendly.***

Response

SRLA - Bird and bat boxes are shown on our landscape and green infrastructure plan. See The Landscape & Green Infrastructure Report, Chapter 04 Page 38. With regards the pollinator plan SRLA has used the all-Ireland pollinator plan as the foundation for the site's plant palette. The pollinator plan 2021-2025 has greatly influenced the planting palette and soft landscape strategy. Pollinator planting will emphasise and define public paths and ecological zones. Meadows, hedgerows, fruiting trees will create an incredibly diverse range of pollinator friendly habitats. SRLA can confirm that well over 20% of the green space shall be dedicated, developed, and maintained as a pollinator zone as per Policy Objective PO1 of the GCDP-2022-2028. This is evident by the proposals highlighting the extensive meadow areas and hedgerows running across the site. Incorporating pollinator friendly perennial plants into the local

community to provide food for pollinators from spring through to autumn. Pollinator friendly perennial plants are excellent sources of pollen and nectar.

- 34. *Green Network Connectivity and Biodiversity Corridors: It is considered that for a development at the scale proposed there should be a legible and connected green (biodiversity) network, ideally providing a continuous biodiversity corridor through the site (Article 10 of the EU Habitats Directive on the conservation of natural habitats refers) and in accordance with DM Standard 51: Green Infrastructure.***

Response

SRLA - The public realm and landscape masterplan for the site consists of 1. A linear greenway element running east west along a desire line towards the train station as well as 2. a central open space which forms the green heart of the site. These 2 primary open spaces are each containing biodiversity, seating and play elements. The layout lends itself to a highly biodiverse, permeable green and blue network giving residents more than adequate access to green open space, recreation facilities and contact with quality nature. The above design elements are described in great detail in the document submitted: "Landscape & Green Infrastructure Report". Chapter 04, Page 18.

- 35. *While the application site does not contain any registered National Monuments or zones of influence of national monuments, it is in excess of 0.5ha and prior to the submission of any application for permission, the developer should engage a suitably qualified Archaeologist to complete an Archaeological Impact Assessment (AIA).***
- i. *The AIA should involve an examination of all available development layout/design drawings, completion of documentary/cartographic/photographic research and fieldwork, the latter to include geophysical survey and archaeological test excavation (consented/licensed as required under the National Monuments Acts).***
 - ii. *The Archaeologist shall prepare a comprehensive report, including an archaeological impact statement and mitigation strategy, to be submitted to the Planning Authority with any application for planning permission.***
 - iii. *Details regarding any further archaeological requirements shall be determined by the Planning Authority, following submission of the AIA to and consultation with the National Monuments Service, at the planning application stage.***

Response

See archaeological impact assessment prepared by Jon Cronin and Associates.

- 36. *The planning authority consider that any phasing shall incorporate residential development on the lands closest to the train station/Oranmore including the public open space associated with these lands, the full extent of the footpath & cycle path connections along the R338 to the train station and the creche facility, to be considered as Phase 1 of any proposed future development and this should be demonstrated accordingly in any future planning application.***

Response

JFA - The Phasing Plan has been updated to include the houses closer to the eastern boundary and creche in Phase 1. Refer to Proposed Phasing Plan.

- 37. *A Utility Services Report would be welcomed, which demonstrates the availability of services in the vicinity of the proposed development (ESB Networks, Open Eir, Virgin Media Ireland, Siro National Broadband Ireland, Gas Networks Ireland etc). Any subsequent application should include a Utility Map to demonstrate the location of available infrastructure.***

Response

See utility services report prepared by James Malloy Consulting Engineers.

- 38. *Please ensure red edge boundary is consistent across all submitted drawings and reports submitted with any subsequent planning application.***

Response

The red edge boundary is consistent across all submitted drawings and reports.

- 39. *Please submit full details for consultation carried out with prescribed bodies in support of any subsequent planning application.***

Response

Full details for consultation carried out with prescribed bodies in support of the planning application is submitted.