

# Statement of Consistency

For Development at Oranmore, Co. Galway

on behalf of Marshall Yards Development Company Ltd.

May 2024



McCutcheon Halley  
CHARTERED PLANNING CONSULTANTS

# Document Control Sheet

Client	Marshall Yards Development Company Ltd.	
Project Title	Oranmore, Co. Galway	
Document Title	Statement of Consistency	
Document Comprises	Volumes	1
	Pages (Including Cover)	100
	Appendices	N/A
Prepared by	Schalk van Heerden	
Checked by	Cora Savage	
Office of Issue	Cork	
Document Information	Revision	A
	Status	Final
	Issue Date	December 2023

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# 1. Introduction

This Statement of Consistency has been prepared by McCutcheon Halley Chartered Planning Consultants (MH Planning), in collaboration with John Fleming Architects (JFA), AKM Design, Charles McCorkell (arborist), Enfonc, Enviroguide, John Cronin (archaeology), Model Works, Molloy Consulting, NRB Consulting Engineers, and Simon Ronan Landscape Architects (SRLA) on behalf of Marshall Yards Development Company Ltd. to accompany a planning application for a Large-Scale Residential Development (LRD) application at Oranmore, Co. Galway.

The proposed development consists of the following:

- the demolition of the existing shed and associated structures on site;
- The construction of 171 no. residential units;
- 1 no. creche; and
- All associated development works including the provision of pedestrian/cyclist facilities along the R338 public road connecting to Oranmore rail station, 1 no. ESB substation, 1 no. pumping station, the undergrounding of the existing ESB sites traversing the site, footpaths, lighting, parking, drainage, bicycle and bin stores and landscaping/amenity areas.

This report provides a statement of consistency with the relevant planning policy documents at national and local levels. The statement addresses the relevant policy documents individually, assessing consistency with principles and relevant objectives in a matrix form. The Planning Report considers compliance with policies based on relevant themes which emerge from relevant guidelines and policy documents.

Section 2 of this report reviews the following national and regional planning policy documents:

- 2.1 Project Ireland 2040: National Planning Framework (2018);
- 2.2 Housing for All – A New Housing Plan for Ireland;
- 2.3 Sustainable and Compact Settlements Guidelines for Planning Authorities, 2024;
- 2.4 Urban Design Manual – A Best Practice Guide (UDM) 2009, Department of Environment, Heritage and Local Government;
- 2.5 Design Manual for Urban Roads and Streets (DMURS) 2013, Department of Transport, Tourism and Sport;
- 2.6 Sustainable Urban Housing Design Standards for New Apartments, 2022;
- 2.7 Urban Development and Building Heights: Guidelines for Planning Authorities, 2018;

2.8 Childcare Facilities Guidelines, June 2001;

2.9 The Planning System and Flood Risk Management, 2009;

2.10 Northern and Western Regional Assembly: Regional Spatial and Economic Strategy (2019)

Section 3 of this report addresses the following Local Planning Policy documents

3.1 Galway County Development Plan (CDP) 2022-2028;

3.2 Garraun Urban Framework Plan 2021

## 1.1 Summary Statement of Consistency

This report provides a statement of consistency for the proposed development at Oranmore, Co. Galway, with reference to the relevant national, regional, and local planning policy documents, as detailed in Section 1.

The layout has been informed by detailed site investigation works and assessment of the requirements of national, regional, and local planning policy to ensure that it is aligned with policy objectives. Furthermore, the layout has had full regard to the outcomes of the Section 247 and the Section 32B meetings held with Galway County Council.

This section summarises compliance with planning policy on the following themes, incorporating the 12 design principles set out in the Urban Design Manual.

### 1.1.2 Context

The subject site is located within the townland of Cartron within the defined development boundary of Garraun. The site is located less than a kilometre from the settlements of Oranmore (to the east) and Roscam (to the west). The site is bordered by Coast Road to the south and a railway line to the north, which provides the site with excellent linkages to Galway City and the greater county. The site has one proposed access point via a local road (L-71051) that runs along the eastern boundary of the site. The local road forms a T-junction with Coast Road (R338) which is a regional road and runs along the southern border of the site.

The area surrounding the site is characterised by predominantly agricultural uses but with single residential buildings bordering the site to west and south. The lands immediately adjoining the site to the north south, east, and west are all under agricultural use. The Oranmore rail station is situated less than 400 meters northeast of the site, whilst the associated railway line bounds the site to the north with land in agricultural use beyond.

The site is included in phase 1 of the larger Garraun Urban Framework Plan (UFP). Future phases of the development of the framework plan will be sequenced from east to west. This east to west sequence emphasises the pivotal role of the Oranmore train station within the design of the site as well as the Garraun UFP 2021.

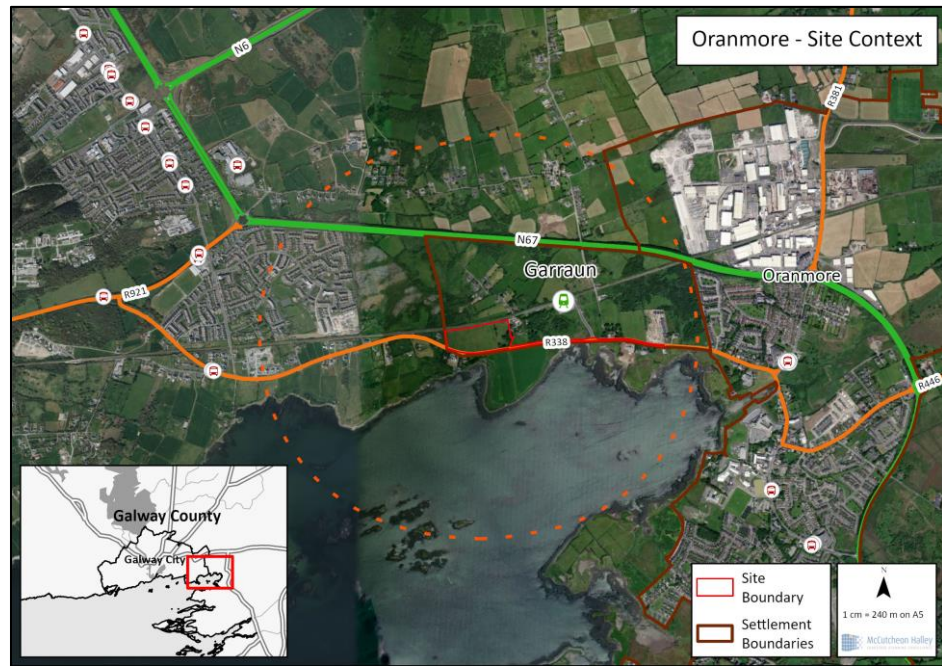


Fig 1: Subject site outlined in red.

### 1.1.3 Density & Housing Mix

Table 3.2 of the 2024 Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities states that for 'City – Suburban/Urban Extension' areas, the greatest efficiency in land usage will be achieved by providing net residential densities within a range of 35-50 dwellings per hectare (dwellings/ha) and at such densities a variety of housing types, where possible, should be encouraged generally.

In terms of residential density, Chapter 2 of the **Galway CDP 2022-2028** sets a minimum residential density of 35 dwellings/ha for the settlement of Garraun. The proposed development has a density of 39 dwellings/ha, which addresses the Compact Growth and Regeneration policy objective number 6, by encouraging high densities around sustainable transport corridors such as the train station of Oranmore.

Using the net developable area, the overall density has been calculated at 39 dwellings/ha which is in accordance with local and national guidelines.

#### Statement of Consistency: DENSITY

**An overall net residential density of 39 dwellings/ha has been achieved in accordance with Table 3.2 of the 2009 Table 3.2 of the 2024 Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities. This density is also in line with objective CGR 6 Galway CDP 2022-2028.**



Regarding **housing mix**, household sizes both nationally and in Galway are getting smaller, with the county average household size decreasing from 2.810 in 2016 to 2.807 in 2022. Therefore, it is imperative that the market ensures the development of a greater mix of units, and an increase in the delivery of smaller units in tandem with larger family units. The layout proposes 171 no. units consisting of 16 no. 1-bed units and 75 no. 2-bed units, 70 no. 3 bed units, 10 no. 4-bed units and 1 no. crèche. The variety of unit sizes proposed focuses on providing a diverse, affordable, and high-quality housing product which meets market demand as well as national regional, and local policy objectives.

#### **Statement of Consistency: HOUSING MIX**

**The proposed development provides a range and mix of 4 bed (5.8%), 3 bed (40.9%), 2 bed (43.9%) and 1 bed (9.4%) units to be provided in a mid-terrace, end-terrace, semi-detached, maisonettes, and duplex apartment units to meet the needs of the area.**

#### **1.1.4 Layout**

##### **Connectivity**

The proposed development is set around a network of streets, interlinked pedestrian and cyclist pathways and open spaces. The proposed development has been designed to accommodate public transport, car users and service vehicles. The proposed layout prioritises pedestrian connectivity and permeability through the site with a comprehensive network of linked roadways and footpaths provided across the site connecting to the existing pedestrian infrastructure in the wider area.

##### **Inclusivity**

The proposed units offer a broad range of accommodation choice, in terms of both unit size and configuration. This variety will be attractive to a range of household types. The design and layout of the proposed development meets the requirements of all relevant documents, in particular Part M of the Technical Guidance Documents which deals with accessibility and inclusivity design. The proposed scheme has been designed so that it can be accessed and used to the greatest extent possible by all people regardless of their age, size, or ability.

The open space areas will be accessible to all, and paths will be hard surfaced with attractive signage where relevant. Regarding amenity spaces, all amenity spaces have been developed to suit children of varying ages, adults, and seniors, where relevant. All amenity spaces, whether public, private, or communal, will be well defined and accessible to all, encouraging the use of the public realm by the community. All buildings are designed and sited to provide passive surveillance of the public realm, including streets, paths, and open spaces.

### Distinctiveness

Garraun is within the Galway Metropolitan Area Strategic Plan (MASP) and is classed an urban framework plan. As an urban framework plan Garraun is a new settlement which strives to realise the vision as stated in the Garraun UFP. The vision for the Garraun UFP consists of three elements. The first is that Garraun will be a compact and walkable settlement. The second is the provision of sufficient internal and external public transport linkages within Garraun. The third element is to capitalise of the setting of Garraun within a seascape to encourage the use of recreational amenities. The fourth is to address climate change by incorporating sustainability within each development phase of Garraun. The final element of the vision for Garraun UFP is that the settlement of Garraun is incorporated into the existing urban environment of the Galway MASP.

The proposed development aims to create a series of recognisable features and character areas which reinforce a sense of place and attachment for future residents. The proposed design and layout of the development will create distinct neighbourhood clusters which will complement each other but be sufficiently individual to promote their own sense of place.

The buildings will use materials, proportions, and features that respect and enhance the existing maritime character of the surrounding area. Whilst adding a contemporary element through a design led approach. Careful consideration will be given to the individual housing clusters, balancing a palette of materials that will offer a cohesive and mixed layout, whilst respecting the existing houses within the locality.

The proposal also utilises existing site features and exploits some to create a distinctive and recognisable built environment. Where appropriate, dwellings will benefit from attractive views both internal to the site (i.e., of the proposed grassed open spaces, proposed planting etc.) as well as longer range views over the seascape to the south.

### Parking

A total of 231 no. car parking spaces for the houses will be provided in the curtilage. Then a further 24 no. on-street car parking spaces will be provided for the 1-bedroom maisonette and 2-bedroom duplex apartment units. The 24 no. on-street parking spaces will be in 6 no. communal parking areas located along the northern boundary of the site. The crèche facility will have a dedicated 7 no. car parking spaces and the general visitor parking will be 7 no. car parking spaces. These figures add up to a grand total of 269 car parking spaces for the proposed development.

In terms of cycle parking, a total of 880 bicycle parking spaces are provided. These bicycle parking spaces will consist of 616 no. rear garden access bicycle parking and 166 front garden access bicycle parking. Then there are 11 communal visitor bicycle parking areas that total 86 no bicycle parking spaces. One of the 11 communal bicycle parking areas is dedicated to the crèche and contains 12 bicycle parking space. Further, the private storage facilities such the secure bike stores for mid terraced unit will also be provided.



### Detailed Design

The proposed dwellings are designed to set the tone for future developments in Garraun while also including some vernacular details. This is achieved by reflecting the form, detailing and material palette of existing buildings, often in a more contemporary manner, that will respect and enhance the local setting. Each dwelling type has different variations for external finishes.

The materials that were chosen to sit harmoniously within the grey palette and reflect the maritime character of seascapes of Oranmore and Galway County. The proposed scheme will comprise primarily of high-quality light grey brick and white fibre cement boards. This ensures that there is a sense of texture across the facade. All selected materials were required to be durable, easily cleaned and maintained and of high quality.

Regarding form, the selected use of vernacular architecture in terms of the grey tones and materials makes further reference to the local architectural language while integrating them into a high-quality design. The simple pattern of development is reinforced by clear building frontages and edges that serve to create a clear urban edge along Coast Road.

The proposed landscape design has also informed the design of the built environment, identifying landscape features in need of enhancing, utilisation, and protection. For example, the existing hedgerows frame the form of the design, identifying pockets of open space suitable for development. The landscaping of the development will frame the units, creating a user-friendly environment with a strong and attractive landscape setting.

#### **Statement of Consistency: LAYOUT**

**The layout and design of the proposed development is based on the principles and 12 design criteria of the Urban Design Manual, and a detailed Design Statement is submitted with the LRD application. Overall, a high-quality layout and design has been achieved, based on the provision of a mix of high-quality dwellings in a quality neighbourhood area and through the creation of a sustainable development to the new settlement of Garraun which prioritises pedestrians and cyclists.**

### 1.1.5 Landscape & Amenity

#### Public Realm

The proposed development is set around a network of streets, pathways and open spaces that are of a high quality, that provide an attractive public realm for both future residents and visitors to the site. The residential clusters are located near the open spaces which will increase the likelihood of being used and provides an invaluable extension to their private open space. These streets and spaces are overlooked by the surrounding residences which will foster a sense of ownership amongst the community. The play areas are sited where they will benefit from passive surveillance while also minimising the likelihood of noise transmission to adjacent dwellings. Regarding these spaces acting as a continuation of the private residences, there is still a clear definition between public, semi-private and private space. This is facilitated by the incorporation of landscaping to define the various spaces, including car parking, low planting/walls, and semi-transparent boundary treatments such as railings.

#### Privacy & Amenity

The proposed layout has been designed to ensure that each residential unit within the development will have a high standard of residential amenity and privacy. This has been achieved by carefully locating, orientating, and positioning each dwelling and by providing generous separation distances between residential units. Where possible, all dwellings benefit from a separation distance of 16 m. Where this separation distance is reduced, special design measures are incorporated to ensure that the amenity of future residents is not negatively impacted. Windows are not facing, sited to prevent direct overlooking into adjacent dwellings and private gardens.

Generous rear gardens are also provided throughout the development, which meet the guidelines set out for minimum rear garden sizes and have been orientated to maximise solar exposure. Front gardens with ample parking and landscaping will also prevent direct views into the dwellings from the street. All homes will have adequate storage areas and areas for sorting of recyclables.

#### Statement of Consistency: LANDSCAPE AND AMENITY

**The landscape and amenity provisions of the proposed development are based on the principles and criteria of the Urban Design Manual and a detailed Design Statement is submitted with the LRD application. Overall high-quality landscaping and amenity areas have been provided which will help create an attractive development for residents to reside.**

### 1.1.6 Sustainability

#### Efficiency

The layout design seeks to strike an appropriate balance between achieving the required densities alongside open space requirements to ensure that the zoned land is used efficiently, whilst quality of environment and place is retained. Higher densities have been achieved in the form of maisonette, duplex apartment, and townhouse units which are appropriately sited to complement the existing topography of the site and provide an urban edge to the scheme.

Landscaped areas consist of the open spaces containing play areas. Kickabout areas, pedestrian and cycle paths and several informal biodiversity planting areas/grassed areas. These will provide both passive and active amenity opportunities for the residents of the proposed development while also enhancing the biodiversity of the site. Sustainable Urban Drainage Systems (SUDS) principles have also been incorporated wherever possible.

All units are designed to maximise passive solar gain through prioritising a southern facing orientation. This is balanced with the requirements of good urban form and the provision of ample open space. All units are dual aspect (at a minimum) which ensures adequate daylight and passive warmth, as well as access to direct sunlight at various parts of the day.

Regarding waste provision and collection, storage areas for bins are provided within the blocks of units while bin storage areas may also be provided within the front garden spaces of each dwelling unit.

#### Adaptability

The varying house types will be designed to be adaptable should the future occupants of the dwellings require additional habitable space in the future. Most dwellings will be designed to provide optional conversion of the attic space, which will increase the size of dwellings to provide flexibility for families change where necessary. Homes on larger plots will also be designed to facilitate extension if required as the provision of surplus rear garden space would also allow for same should the owner require this in the future.

#### Statement of Consistency: SUSTAINABILITY

**The sustainability of the proposed development is based on the principal criteria of the Urban Design Manual and a detailed Design Statement is submitted with the LRD application. Overall, a high-quality design has been achieved which makes efficient use of land and provides dwellings which can be adapted to meet the future needs of residents.**

## 2. National and Regional Planning Policy

This section looks at consistency with the following National and Regional Policy Documents:

- Project Ireland 2040: National Planning Framework (2018);
- Housing for All – A New Housing Plan for Ireland
- Sustainable and Compact Settlements Guidelines for Planning Authorities, 2024;
- Urban Design Manual – A Best Practice Guide (UDM) 2009, Department of Environment, Heritage and Local Government;
- Design Manual for Urban Roads and Streets (DMURS) 2013, Department of Transport, Tourism and Sport;
- Sustainable Urban Housing Design Standards for New Apartments, 2022;
- Urban Development and Building Heights: Guidelines for Planning Authorities, 2018
- Childcare Facilities Guidelines, June 2001;
- The Planning System and Flood Risk Management, 2009
- Northern and Western Regional Assembly: Regional Spatial and Economic Strategy (2019)

## 2.1 Project Ireland 2040: National Planning Framework, 2018

The National Planning Framework (NPF) was launched in 2018 and is the Government's strategic plan for "*shaping the future growth and development of our country out to the year 2040*". The NPF 2040 established strong growth targets for Ireland and sets a new policy framework to deliver compact urban development, with at least 50% of all future population and employment growth to be focused on the existing five cities and their suburbs.

Reference	Relevant Policy/ Principle / Guideline	Statement of Consistency
3a	Deliver at least 40% of all new homes nationally, within the built-up envelope of existing urban settlements.	✓ The proposed development is located on a greenfield site within the urban settlement of Garraun and is therefore in accordance with Objective 3a.
4	Ensure the creation of attractive, liveable, well designed, high quality urban places that are home to diverse and integrated communities that enjoy a high quality of life and well-being.	<ul style="list-style-type: none"> <li>✓ The proposed development will create a high-quality residential development which integrates with the existing established residential communities of the surrounding areas.</li> <li>✓ The proposed development will provide a hierarchy of open spaces and landscaped areas.</li> <li>✓ The proposed development will meet the needs of workers in the Galway MASP where currently there is an undersupply of accommodation.</li> <li>✓ Please refer to the cover letter by McCutcheon Halley Planning which lists the additional reports which accompany this LRD application all of which are aimed at demonstrating the quality of the buildings and residential environment being created.</li> </ul>
5	Develop cities and towns of sufficient scale and quality to compete internationally and to be drivers of national and regional growth, investment, and prosperity.	✓ The proposed development will add to the densification of the Galway MASP and increase the use of public transport. It will create a new neighbourhood where currently there is under-utilised land.
6	Regenerate and rejuvenate cities, towns and villages of all types and scale as environmental assets, that can accommodate changing roles and functions, increased residential population and employment activity and enhanced levels of amenity and design quality, to sustainably influence and support their surrounding area.	✓ The existing site is currently underutilised and zoned for residential use. A residential development with a density of 39 dwellings/ha will rejuvenate the area bringing a level of activity that is currently absent.

7	<p>Apply a tailored approach to urban development, that will be linked to the Rural and Urban Regeneration and Development Fund, with a particular focus on inter alia:</p> <ul style="list-style-type: none"> <li>- Encouraging population growth in strong employment and service centres of all sizes, supported by employment growth;</li> <li>- Addressing the legacy of rapid unplanned growth, by facilitating amenities and services catch-up, jobs and/or improved sustainable transport links to the cities, together with a slower rate of population growth in recently expanded commuter settlements of all sizes;</li> <li>• In more self-contained settlements of all sizes, supporting a continuation of balanced population and employment growth</li> </ul>	<ul style="list-style-type: none"> <li>✓ The proposed development is located on a greenfield site near to the employment hub of Galway City and an area of strategic potential such as Athenry.</li> <li>✓ The residential zoning of the site facilitates and is appropriate for residential development.</li> <li>✓ The proposed development provides amenities in the form of varying open spaces and a childcare facility. The proposal also provides temporary and permanent jobs through the construction phase and the provision of the crèche. Furthermore, the proposal encourages the use of sustainable modes of transport by prioritising for pedestrians and cyclists alike throughout the development.</li> </ul>
8	<p>To ensure that the targeted pattern of population growth of Ireland's cities to 2040 is in accordance with the targets set out for Galway City and Suburbs of an increase in population of 40,000 - 45,000 people by 2040</p>	<ul style="list-style-type: none"> <li>✓ The proposed development will provide an above required density for a residential development with a suburb or urban extension within the Galway MASP. This will contribute to achieving population target as set for Garraun.</li> </ul>
11	<p>In meeting urban development requirements, there will be a presumption in favour of development that can encourage more people and generate more jobs and activity within existing cities, towns, and villages, subject to development meeting appropriate planning standards and achieving targeted growth.</p>	<ul style="list-style-type: none"> <li>✓ The proposed development seeks permission for a residential density of 39 dwellings/ha on a greenfield site.</li> <li>✓ The additional population will lead to strengthening of jobs and activity within the area through the knock-on effect on services and facilities within the existing urban area and therefore satisfies objective 11.</li> </ul>
13	<p>In urban areas, planning and related standards, including building height and car parking will be based on performance criteria that seek to achieve well-designed high-quality outcomes in order to achieve targeted growth. These standards will be subject to a range of tolerance that enables alternative solutions to be proposed to achieve</p>	<ul style="list-style-type: none"> <li>✓ The scale of the development is appropriate to the site and location. The open spaces and enhanced pedestrian links will create a sustainable and compact development that encourages movement of pedestrians and promotes greater use of alternative modes of travel.</li> <li>✓ The submitted application is supported by a comprehensive suite of assessments assessing the development against performance-based</li> </ul>



	stated outcomes, provided public safety is not compromised and the environment is suitably protected.	criteria. Please refer to the cover letter by McCutcheon Halley Planning which provides a list of the supporting assessments which accompany this LRD application.
<b>18a</b>	Support the proportionate growth of an appropriately designed development in rural towns that will contribute to their regeneration and renewal, including interventions in the public realm, the provision of amenities, the acquisition of sites and the provision of services.	✓ The proposed development has been appropriately designed, including the provision of public open space amenity, whilst also providing pedestrian and cycle links to the surrounding area.
<b>18b</b>	Develop a programme for “new homes in small towns and villages” with local authorities, public infrastructure agencies such as Irish Water and local communities to provide serviced sites with appropriate infrastructure to attract people to build their own homes and live in small towns and villages.	✓ As part of the consultation process in the evolution of this proposed development both Irish Water and Galway County Council have been consulted. Feedback provided from both authorities has helped to inform how this site will be developed and phased.
<b>26</b>	Support the objectives of public health policy including Healthy Ireland and the National Physical Activity Plan, though integrating such policies, where appropriate and at the applicable scale, with planning policy.	<ul style="list-style-type: none"> <li>✓ The site is located within the Garraun development boundary and is close to existing local facilities and services in Roscam and Oranmore.</li> <li>✓ The proposed development includes 14.3% of the site area as useable active open space areas. The development also has a decentralised distribution of open space areas which will provide an important amenity for both future and existing residents of the area.</li> </ul>
<b>27</b>	Ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritising walking and cycling accessibility to both existing and proposed developments and integrating physical activity facilities for all ages.	<ul style="list-style-type: none"> <li>✓ Shared surface streets have been introduced in appropriate locations to prioritise pedestrian access within the development. These and the pedestrian paths running through the scheme will put an emphasis on pedestrian access around the site.</li> <li>✓ Important to the success of the scheme is varying the public realm by incorporating play areas, green open spaces, landscaped spaces with amenity walks and shared surfaces, which along with the mix of housing typologies and different architectural treatments help define the different character areas and create small communities/neighbourhoods within the overall development.</li> <li>✓ In terms of bicycle parking, a total of 616 no. rear garden access and 166 no. front garden access parking spaces will be provided. Whilst</li> </ul>

		an additional 86 no. visitor parking spaces and 12 no. dedicated crèche bicycle parking spaces will also be provided.
<b>28</b>	Plan for a more diverse and socially inclusive society that targets equality of opportunity and a better quality of life for all citizens, through improved integration and greater accessibility in the delivery of sustainable communities and the provision of associated services	<ul style="list-style-type: none"> <li>✓ The proposed development has been designed to provide high quality residential units that will contribute positively to the development of Garraun and deliver much needed housing to County Galway. The proposed site layout focuses on the creation of distinctive streetscapes with different widths and parking formations that helps generate a highly efficient scheme and assists our vision of placemaking.</li> <li>✓ Careful consideration has been given to the materiality of the buildings to create an unmistakable identity for distinctive character areas and good quality open spaces encouraging social interaction. Density and scale, open space landscaping and building material choice all contribute to creating distinct character areas.</li> <li>✓ The variety in the mix of dwelling units had to reflect the densities envisaged, as well as market demand to ensure the economic viability of the scheme. Well-designed buildings are more likely to find the acceptance of existing residents and planning authorities.</li> </ul>
<b>31</b>	<p>Prioritise the alignment of targeted and planned population and employment growth with investment in:</p> <p>The provision of early childhood care and education (ECCE) facilities and new and refurbished schools on well-located sites within or close to existing built-up areas, that meet the diverse needs of local populations</p>	<ul style="list-style-type: none"> <li>✓ The site is located within the Garraun town development boundary and is located near local services available in the settlements of Roscam and Oranmore.</li> <li>✓ The proposed development includes the provision of a 48 no. place capacity crèche which will serve the needs of the projected population aged 0-4 years in Garraun as well as existing population aged 0-4 years in Roscam and Oranmore.</li> <li>✓ As part of this application a School Demand Report is submitted. Please refer to this report for further information regarding the existing availability of school places in the area within which the subject site is located.</li> </ul>
<b>32</b>	Target the delivery of 550,000 additional households up to 2040	<ul style="list-style-type: none"> <li>✓ The proposed development includes the provision of 171 no. residential units at a density of 39 dwellings/ha. The delivery of these</li> </ul>

		units will contribute to housing targets established in national and local objectives
<b>33</b>	Prioritise the provision of new homes at locations that can support sustainable development and at an appropriate scale of provision relative to location	✓ The proposed development includes the provision of 171 no. residential units at a density of 39 dwellings/ha. The delivery of these units will contribute to housing targets established in national and local objectives. This is of an appropriate scale in the context of the location of the development.
<b>34</b>	Support the provision of lifetime adaptable homes that can accommodate the changing needs of a household over time	<ul style="list-style-type: none"> <li>✓ All units are designed in accordance with the 2007 Housing Guidelines (Quality Housing for Sustainable Communities).</li> <li>✓ The proposed dwellings are adaptable to respond to potential changing needs over their lifetime. Provision has been made to extend in the attic or in the back garden of properties. The selection and distribution of a range of dwelling types reflects how future market challenges can be used to the advantage of the community. The enhanced distinctiveness of the units will benefit the overall scheme.</li> </ul>
<b>35</b>	Increase residential density in settlements, through a range of measures including reductions in vacancy, re-use of existing buildings, infill development schemes, area or site-based regeneration and increased building heights	✓ The proposed development includes the provision of 171 no. residential units at a density of 39 dwellings/ha.
<b>54</b>	Reduce our carbon footprint by integrating climate action into the planning system in support of national targets for climate policy mitigation and adaptation objectives, as well as targets for greenhouse gas emissions reductions.	✓ The proposed development is designed to the nearly zero energy building (NZEB) requirements meaning that the buildings have a very high energy performance.
<b>56</b>	Sustainably manage waste generation, invest in different types of waste treatment and support circular economy principles, prioritising prevention, reuse, recycling and recovery, to support a healthy environment, economy and society.	<ul style="list-style-type: none"> <li>✓ The use of refuse bin stores will be minimised where possible.</li> <li>✓ Access to a rear-garden via a side-gate will allow for no specific refuse bin storage needed in most cases. Regarding the mid-terrace units, they will have small private bins storage areas that are discreetly located beside the entrance door and screened by a low wall.</li> <li>✓ The maisonette units will all have access communal areas for refuse bin storage.</li> </ul>

57	<p>Enhance water quality and resource management by:</p> <p>Ensuring flood risk management informs place-making by avoiding inappropriate development in areas at risk of flooding in accordance with The Planning System and Flood Risk Management Guidelines for Planning Authorities.</p> <p>Integrating sustainable water management solutions, such as SUDS, non-porous surfacing and green roofs, to create safe places.</p>	<ul style="list-style-type: none"> <li>✓ Sustainable water management solutions such as SUDS and non-porous surfacing will be incorporated into the proposed development.</li> <li>✓ Further details are provided in the Civil Design Statement and Flood Risk Assessment prepared by AKM Design which is submitted with the LRD application documents.</li> </ul>
60	<p>Conserve and enhance the rich qualities of natural and cultural heritage of Ireland in a manner appropriate to their significance.</p>	<ul style="list-style-type: none"> <li>✓ In terms of open space provision, the open space area (including formal recreational facilities, and informal passive &amp; active open space) comprises 14.3% of the developable area. Great care has been taken to retain as much of the existing natural features as possible to preserve the natural heritage of the site.</li> <li>✓ As part of this application an Archaeological Impact Assessment prepared by John Cronin &amp; Associates is submitted with this LRD application.</li> </ul>
63	<p>Ensure the efficient and sustainable use and development of water resources and water services infrastructure to manage and conserve water resources in a manner that supports a healthy society, economic development requirements and a cleaner environment.</p>	<ul style="list-style-type: none"> <li>✓ SUDS measures are incorporated as appropriate into the proposed design. Please refer to the Civil Design Statement and Flood Risk Assessment prepared by AKM Design which is submitted with the LRD application documents.</li> </ul>
64	<p>Improve air quality and help prevent people being exposed to unacceptable levels of pollution in our urban and rural areas through integrated land use and spatial planning that supports public transport, walking and cycling as more favourable modes of transport to the private car, the promotion of energy efficient buildings and homes, heating systems with zero local emissions, green infrastructure planning and innovative design solutions.</p>	<ul style="list-style-type: none"> <li>✓ The proposed development is designed in a way which promotes pedestrian permeability and encourages modes of active transport.</li> <li>✓ A non-motorised transport route linking the site to Oranmore train station and Oranmore town, along Coast Road is proposed. Further details regarding the design of the route can be found the reports prepared by AKM Design and NRB Consulting Engineers.</li> </ul>

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		✓ Mitigation measures will be introduced during the construction phase that will reduce any impact regarding air quality during construction.
75	Ensure that all plans, projects and activities requiring consent arising from the NPF are subject to the relevant environmental assessment requirements including SEA (Strategic Environmental Assessment), EIA (Environmental Impact Assessment) and AA (Appropriate Assessment) as appropriate	✓ An Appropriate Assessment (AA) and Natura Impact Statement (NIS) prepared by Enviroguide is submitted with the LRD application.

## 2.2 Housing for All – A New Housing plan for Ireland

*Housing for All – A New Housing Plan for Ireland*, provides four pathways to achieving four overarching objectives with the aim of combating the current housing crisis. These four pathways consist of; supporting homeownership and increasing affordability; eradicating homelessness, increasing social housing delivery and supporting social inclusion; increasing new housing supply; and addressing vacancy and efficient use of existing stock.

The overall aim of the housing plan for Ireland is that “*everyone in the State should have access to a home to purchase or rent at an affordable price, built to a high standard and in the right place, offering a high quality of life.*” To meet this objective, the government have identified that Ireland needs an average of 33,000 homes constructed per annum until 2030 to meet targets set out for additional households. An average of 9,500 new-build social homes to 2026 have been targeted, while an average of 6,000 affordable homes are to be made available every year to 2030 for purchase or rent by Local Authorities, Approved Housing Bodies, the Land Development Agency and via a strategic partnership between the state and retail banks. A statement of consistency with the relevant objectives is outlined below:

Aspect	Key Objective	Relevant Policy / Principle / Guideline	Statement of Consistency
<b>Pathway 2: Eradicating Homelessness, Increasing Social Housing Delivery and Supporting Social Inclusion</b>	Increase the level and speed of delivery of social housing and other State supported housing	Key actions: Provide more than 10,000 social homes each year, with an average 9,500 newbuild Social Housing Homes to 2026.	✓ The Part V obligation of 34 no. units associated with the proposed development will be provided in the form of 4 no. 1-bedroom units, 21 no. 2-bedroom units, 3 no. 3-bedroom units, and 1 no. 4-bedroom unit.
<b>Pathway 1: Supporting Home Ownership and Increasing Affordability</b>	Increase the output of private housing to meet demand at affordable prices	Key actions: Increased supply of new housing, up to an average of at least 33,000 per year to 2030	✓ The proposed development will provide 171 no. residential units and contribute to the government's national housing targets.



## 2.3 Sustainable and Compact Settlements Guidelines for Planning Authorities, 2024

These guidelines set out key planning principles for the local planning policy framework and for the assessment of residential development. The draft guidelines provide best practice criteria related to several criteria including settlement, place and density, design and placemaking and development standards for housing.

The guidelines set out principles to ensure that developments are sustainable and compact in terms of their density, design and placemaking. In terms of individual housing units, the guidelines provide principles to ensure a quality living environment, including consideration of levels of daylight and sunlight, privacy, and storage space.

Appendix D provides a design checklist for planning applications.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
<b>Chapter 3</b>	<p>The key priorities for the growth of Key Town and Large Towns in order of priority are to:</p> <p>Plan for an integrated and connected settlement overall, avoiding the displacement of development generated by economic drivers in the Key Town or Large Town to smaller towns and villages and rural areas in the hinterland;</p> <p>Strengthen town centres;</p> <p>Protect, restore and enhance historic fabric, character, amenity, natural heritage, biodiversity and environmental quality;</p> <p>realise opportunities for adaptation and reuse of existing buildings and for incremental back land, brownfield and infill development; and</p> <p>Deliver sequential and sustainable urban extension at locations that are closest to the urban core and are integrated into, or can be integrated</p>	<ul style="list-style-type: none"> <li>✓ The proposed LRD is located to the west of Oranmore, within the Galway MASP.</li> <li>✓ The proposed development will deliver sequential and sustainable urban development in the new settlement of Garraun and serve as a link between Roscam and Oranmore.</li> <li>✓ The proposed development has been designed to connect well with the Garraun (UFP) and the permitted residential developments to the east.</li> <li>✓ The proposed layout has been designed to protect the existing ecosystem services within and adjacent to the site boundary.</li> </ul>

	into, the existing built-up area of the settlement.	
	<p>City - Suburban/Urban Extension</p> <p>Suburban areas are the low density car orientated residential areas constructed at the edge of cities in the latter half of the 20th and early 21st century, while urban extension refers to greenfield lands at the edge of the existing built-up footprint that are zoned for residential or mixed-use (including residential) development<sup>9</sup>. It is a policy and objective of these Guidelines that residential densities in the range 35 dph to 50 dph (net) shall generally be applied at suburban and urban extension locations in Limerick, Galway and Waterford, and that densities of up to 100 dph (net) shall be open for consideration at 'accessible' suburban / urban extension locations (as defined in Table 3.8).</p>	<p>✓ The proposed density of 39 dwellings/ha is in line with this objective for suburban extensions at the edge of key towns.</p>
	<p>Policy and Objective 3.1</p> <p>It is a policy and objective of these Guidelines that the recommended residential density ranges set out in Section 3.3 are applied within statutory development plans and in the consideration of individual planning applications, and that these density ranges are refined further at a local level using the criteria set out in Section 3.4 where appropriate.</p>	<p>✓ The proposed development includes a density of 39 dwellings/ha which is line with the density range of 35-50 dwellings/ha for suburban/urban extension areas in metropolitan areas if Limerick, Galway, and Waterford City.</p>
	<p>The evaluation of impact on local character should focus on the defining characterises of an area, including for example, the prevailing scale and mass of buildings, urban grain and architectural language, any particular sensitivities</p>	<p>✓ Great care has been taken to respect the local maritime character of the area while presenting it in a contemporary manner, which ensures a distinctiveness to the proposed scheme.</p>

	and the capacity of the area for change. While it is not necessary to replicate the scale and mass of existing buildings, as most urban areas have significant capacity to accommodate change, it will be necessary to respond in a positive and proportionate to the receiving context through high quality and site responsive design.	
	<p>It will be necessary to consider the impact of a proposed development on the amenities of residential properties that are in close proximity to a development site.</p> <p>The key considerations should include privacy, daylight and sunlight, and microclimate. These considerations are addressed in more detail in Chapter 5 Development Standards.</p>	<p>✓ The proposed development consists of single storey, two storey and three storey buildings and therefore it will not have a significant adverse impact on the residential amenity of adjacent properties. Three storey buildings are positioned in the lowest elevations of the site to ensure minimal difference in height when compared to one storey and two storey buildings.</p>
	In all settlements, it will be important to ensure that water supply and wastewater networks (including treatment works) can service new development.	<p>✓ Please refer to the engineering reports and documents by AKM Design which confirms that water supply and wastewater networks can service new development. Please refer to the cover letter by McCutcheon Halley for a full list of submitted documents.</p>
	<p>Specialist technical assessments and computer-generated visual aids can assist in the evaluation of more complex development proposals and in particular, where a proposal deviates from the established scale, mass or character or is situated in a sensitive context.</p> <p>In order to consider larger proposals in an integrated and informed way, an Urban Design Statement that addresses the proposal from an architectural and urban design perspective should form part of the required documentation.</p>	<p>✓ Several specialist technical assessments and computer-generated visual aids; as produced by JFA, SRLA, AKM Design, and Modelworks; have been submitted with this application. Please refer to the cover letter by McCutcheon Halley for a full list of submitted documents.</p>

<b>Chapter 4</b>	<p>The process should start with analysis and appraisal to establish the characterises of the area and its surrounds, including information on the function, form and qualities of an area. The nature and extent of information collected will depend on the scale and complexity of the plan area or the site. It will generally include information on natural heritage features and ecology and on the physical and socio-economic characterises of the area. In the case of a planning application, the statutory development plan and associated studies, strategies and environmental reports (including SEA and Appropriate Assessment) will provide a high-level context. However, it will usually be necessary to undertake more detailed surveys and assessments to get a full understanding of the site.</p> <p>This information will support an analysis of options and inform decisions in relation to how the features of the area should shape future development and how new development will integrate within its context.</p>	<ul style="list-style-type: none"> <li>✓ Detailed site investigation works, and a site appraisal have been carried out.</li> <li>✓ An AA Screening and NIS have been prepared by Enviroguide for the application. Please refer to the cover letter by McCutcheon Halley for a full list of submitted documents</li> </ul>
	<p>A masterplan that is derived from a process of analysis and a vision and strategy for an area will add greater certainty to the development process and serve to reassure both communities and developers of the future physical form of development as part of a plan led process.</p> <p>The masterplan should address the design of development, including block layout and the street network, the provision of services, conservation and enhancement of natural heritage features and biodiversity within the area</p>	<ul style="list-style-type: none"> <li>✓ The proposed layout integrates with the surrounding context and the submitted plans and particulars demonstrate how it is consistent with the Garraun UFP which sets out the urban vision for the area.</li> <li>✓ Both the childcare report, the school report, and the social infrastructure audit indicate that there are several existing facilities in the surrounding area. Then, in the event where surplus demand is generated, the Garraun UFP has set aside space for the placement of education and retail facilities. The proposed development includes a childcare facility which will add an estimated 31 childcare spaces to the child capacity of Galway County.</li> </ul>

	<p>and where there is residential development the provision and location of amenities and services for the community (e.g. schools, crèches and other community services). It can also be useful to publish supporting design strategies such as public realm, landscape, street design, architectural and/or materials and finishes strategies alongside the masterplan to give additional detail. When part of a statutory development plan, the masterplan will be binding for decision making and more robust from a legal perspective (including SEA/AA). If it is not part of a statutory development plan, it is not binding for decision making and is indicative only.</p> <p>In the case of a planning application, the site layout will need to show how the proposal integrates with the surrounding context and demonstrate how it is consistent with any statutory masterplan that has been prepared for the area. The design and placemaking process and decisions made at each stage should be detailed in a statutory plan or in the urban design statement submitted in support of a planning application to detail the thought process behind a plan or scheme.</p>	
	<p>New developments should, as appropriate, include a street network (including links through open spaces) that creates a permeable and legible urban environment, optimises movement for sustainable modes (walking, cycling and public transport) and is easy to navigate.</p>	<p>✓ Yes – The proposal provides a good network of footpaths, and cycleways. The layout of the proposed development provides a good pedestrian and cycle environment internal to the development. Externally the proposed development includes the addition of a non-motorised transport link between the proposed development, Oranmore train station and Oranmore town.</p>
	<p>New developments should connect to the wider urban street and transport networks and improve</p>	<p>✓ Yes –The proposed development links to the existing road infrastructure, public transport network, and local amenities or services. The proposed</p>

	connections between communities and to public transport, local services and local amenities such as shops, parks and schools, where possible.	development is located along a regional road (Coast Road) which serves as vital vehicular transport link between Galway City and Oranmore. There are numerous bus stops/routes and a train station within the immediate vicinity of the proposed development. The social infrastructure audit provides evidence of the community, cultural and retail services surrounding the proposed development.
	Active travel should be prioritised through design measures that seek to calm traffic and create street networks that feel safe and comfortable for pedestrians and cyclists.	✓ Yes –The layout of the proposed development encourages active travel through the provision of a good pedestrian and cycle environment internal to the development with good links to public transport and footpaths in the environs.
	The quantum of car parking in new developments should be minimised in order to manage travel demand and to ensure that vehicular movement does not impede active modes of travel or have undue prominence within the public realm.	✓ The quantum of car parking has been minimised to manage travel demand. A total of 269 no. car parking spaces have been provided which is the minimum number of spaces as per the parking standards set by Galway County. This will ensure that vehicular movement does not impede active modes of travel or have undue prominence within the public realm.
	In city and town centres and at high-capacity public transport nodes and interchanges development should consist of high intensity mix-use development (residential, commercial, retail, cultural and community uses) that responds in scale and intensity to the level of accessibility. At major transport interchanges uses should be planned in accordance with the principles of Transport Orientated Development.	✓ The proposed development consists of 171 no. house and duplex/apartment units within the Garraun UFP lands. The aim of the Garraun UFP is to intensify land uses around the existing Oranmore train station which is at the centre of the Garraun UFP. However, the proposed development is located along the periphery of the Garraun UFP and, therefore, the proposed land use of the site is largely dedicated to residential with a density of 39 dwellings/ha which will complement the non-residential land uses at the centre of the Garraun UFP.
	The creation of sustainable communities also requires a diverse mix of housing and variety in residential densities across settlements. This will require a focus on the delivery of innovative housing types that can facilitate compact growth and provide greater housing choice that respond to the needs of single people, families, older people and people with disabilities, informed by a	✓ Yes – The layout provides for a mix of unit types and sizes, as detailed in the Design Statement and Housing Quality Assessment by JFA.



	Housing Needs Demand Assessment (HNDA) where possible. Development plans may specify a mix for apartment and other housing developments, but this should be further to an evidence-based Housing Needs and Demand Assessment.	
	Plan for the protection and enhancement of natural features, biodiversity and landscapes and ensure that urban development maintains an appropriate separation and setback from important natural assets.	✓ Yes – Great care has been taken to retain as much existing natural features as possible in order to preserve the natural biodiversity and landscape features of the site.
	Plan for an integrated network of multifunctional and interlinked urban green spaces.	✓ Yes – The layout ensures an appropriate balance between private and public open space. Public open space is easy to maintain and is well overlooked to ensure passive surveillance, avoiding anti-social behaviour, littering or vandalism. The choice of materials chosen ensures minimal maintenance.
	Promote urban greening and Nature-Based Solutions (including Sustainable Drainage Systems and slow-the-flow initiatives) for the management of urban drainage in all new developments and retrofitting in existing areas to ensure that the benefits of ecosystem services are realised.	✓ Yes – the layout incorporates urban greening and Nature-Based Solutions. Please refer to Engineering Design Report by AKM Design.
	Local parks, squares or plazas (referred to as Class 2 Open Space) generally provided as part of individual development proposals and offered for taking in charge by the local authority following the completion of the development. The form, size and distribution of such spaces should be plan-led and distribution of such spaces should be plan-led.	✓ Of the proposed 14.3% is dedicated to public open space with additional space provided to offset smaller private open spaces has been provided. Please refer to the landscape plan by SRLA and the Design Statement prepared by JFA for further detail.

	Public open spaces should be designed to cater for a range of active and passive recreational needs (including play, physical activity, active travel, cultural uses and community gardens and allotments, as appropriate to the context) and to conserve and restore nature and biodiversity. It will be necessary to balance improved access to natural assets with the need to protect the environment as increased levels of tourism, sports and leisure can impact negatively on nature and biodiversity. In addition, the provision of public open spaces should not result in any direct or indirect adverse effects on the integrity of European Sites.	✓ Yes – Public open spaces have been designed to cater for a range of active and passive recreational needs and to conserve and restore nature and biodiversity.
	New development should support the formation of a legible and coherent urban structure with landmark buildings and features at key nodes and focal points.	✓ Yes – the layout of the proposed houses fronts onto different open spaces with a large linear open space provided along the southern boundary.
	New development should respond in a positive way to the established pattern and form of development and to the wider scale of development in the surrounding area. The height, scale and massing of development in particular should respond positively to and enhance the established pattern of development (including streets and spaces).	✓ The proposed development responds in a positive way to the established pattern and form of development in the areas of Roscam and Oranmore.
	The urban structure of new development should strengthen the overall urban structure and create opportunities for new linkages where possible.	✓ The proposed development is based on the principles of development as per the Garraun UFP. Therefore, the proposed development will fit into the overarching urban structure envisioned for Garraun which in turn ensures that linkages will be fostered between the proposed development and other future developments within the Garraun UFP.

	Buildings should generally present well-defined edges to streets and public spaces to ensure that the public realm is well-overlooked with active frontages	✓ All public realm areas are well overlooked by the surrounding units.
	New development should embrace good modern architecture and urban design that is innovative and varied, and respects and enhances local distinctiveness and heritage.	✓ The proposed development is of good modern architecture and urban design that is innovative and varied, and respects and enhances local distinctiveness and heritage.
	Materials and finishes should be of high quality, respond to the local palette of materials and finishes and be highly durable.	✓ The proposed materials and finishes respect the local area and of a high quality and durable finish. Please refer to the Design Statement and elevation drawings by JFA which provides details on the materials and finishes proposed.
<b>Chapter 5</b>	<p>SPPR 1 - Separation Distances</p> <p>It is a specific planning policy requirement of these Guidelines that statutory development plans shall not include objective(s) in respect of minimum separation distances that exceed 16 metres between opposing windows serving habitable rooms at the rear or side of houses, duplex units or apartment units above ground floor level. When considering a planning application for residential development, a separation distance of at least 16 metres between opposing windows serving habitable rooms at the rear or side of houses, duplex units and apartment units, above ground floor level shall be maintained. Separation distances below 16 metres may be considered acceptable in circumstances where there are no opposing windows serving habitable rooms and where suitable privacy measures have been designed</p>	✓ Separation distances of at least 16m are proposed between units.

	<p>into the scheme to prevent undue overlooking of habitable rooms and private amenity spaces.</p> <p>There shall be no specified minimum separation distance at ground level or to the front of houses, duplex units and apartment units in statutory development plans and planning applications shall be determined on a case-by-case basis to prevent undue loss of privacy. In all cases, the obligation will be on the project proposer to demonstrate to the satisfaction of the planning authority or An Bord Pleanála that residents will enjoy a high standard of amenity and that the proposed development will not have a significant negative impact on the amenity of occupiers of existing residential properties.</p>	
	<p>SPPR 2 - Minimum Private Open Space Standards for Houses</p> <p>It is a specific planning policy requirement of these Guidelines that proposals for new houses meet the following minimum private open space standards:</p> <p>1 bed house 20 sq. metre min  2 bed house 30 sq. metre min  3 bed house 40 sq. metre min  4 bed + house 50 sq. metre min</p> <p>A further reduction below the minimum standard may be considered acceptable where an equivalent amount of high quality semi-private open space is provided in lieu of the private open space, subject to at least 50 percent of the area being provided as private open space. The</p>	<p>✓ The proposed houses meet the minimum private open space standards outlined in SPPR 2. Please refer to the Housing Quality Assessment by JFA which outlines the developments compliance.</p>

	<p>planning authority should be satisfied that the compensatory semi-private open space will provide a high standard of amenity for all users and that it is well integrated and accessible to the housing units it serves.</p> <p>Apartments and duplex units shall be required to meet the private and semiprivate open space requirements set out in the Sustainable Urban Housing: Design Standards for New Apartments, Guidelines for Planning Authorities 2022 (and any subsequent updates).</p> <p>For building refurbishment schemes on sites of any size or urban infill schemes on smaller sites (e.g. sites of up to 0.25ha) the private open space standard may be relaxed in part or whole, on a case-by-case basis, subject to overall design quality and proximity to public open space.</p> <p>In all cases, the obligation will be on the project proposer to demonstrate to the satisfaction of the planning authority or An Bord Pleanála that residents will enjoy a high standard of amenity.</p>	
	<p>Private open space must form part of the curtilage of the house and be designed to provide a high standard of external amenity space in one or more usable areas. Open spaces may take the form of traditional gardens or patio areas at ground level, and / or well designed and integrated terraces and/or balconies at upper level. The open space must be directly accessible from the unit it serves and the principal area of open space should be directly accessible from a living space.</p>	<p>✓ Each unit is provided with a private open space in the form of a private garden or patio.</p>

	<p>Semi-private open space is distinct from public open space. While there is no requirement to provide semi-private open space for a house, these Guidelines provide an option under SPPR 2 to provide semi-private open space in lieu of private open space as part of a more flexible design approach. Semi-private spaces shall be for the exclusive use of the residents of a housing development and be directly accessible and integrated into the development. They should be secure and usable spaces with a range of suitable landscape features to meet the needs of intended residents.</p>	<p>✓ Semi-private courtyard areas are provided within the scheme.</p>
	<p><b>SPPR 3 - Public Open Space</b></p> <p>It is a specific planning policy requirement of these Guidelines that proposals for new residential development include areas of functional public open space that collectively equate to not less than 10% (minimum) of the net site area. Statutory development plans shall not include objective(s) in respect of minimum public open space requirements that exceed 10% save in the case of a historic setting as detailed in subsection (ii) below.</p> <p>(ii) In the case of a historic setting, a greater proportion of open space may need to be retained in order to protect the historic and / or landscape character of the site or area, including features of built or natural heritage importance. The open space requirement for historic sites should be determined on a case by-case basis in response to the characteristics of each individual site (i.e. as informed by a site analysis process).</p>	<p>✓ A total of 14.3% public open space is provided for on-site which is in line with the Galway County Development Plan 2022-2028.</p>



	<p>Blanket requirements within statutory plans that exceed 10% of the net site area shall be avoided.</p> <p>(iii) In some instances, it may be appropriate to off set (in part or whole) the public open space requirement arising under subsections (i) and (ii) and to seek a financial contribution towards the provision of new public open space or enhancement of existing public open space or amenities in the area, in lieu of provision within an application site. This would include cases where it is not feasible, due to site constraints or other factors, to locate the open space on site, or where it is considered that, having regard to existing provision in the area, the needs of the population would be better served by the provision of a new park in the area or the upgrade or enhancement of an existing public.</p> <p>open space or amenity. In these cases, financial contributions, or upgrade works to an equivalent value, may be considered acceptable in fulfilment of the public open space requirement.</p> <p>(iv) In all cases, the planning authority must be satisfied that the public open space will provide a high standard of amenity for all users.</p>	
	<p>SPPR 4 - Car Parking</p> <p>It is a specific planning policy requirement of these Guidelines that:</p> <p>(i) In city centres and urban neighbourhoods of the five cities, defined in Chapter 3 Table 3.1 and Table 3.2, car-parking provision should be minimised, substantially reduced or wholly</p>	<p>The proposed development provides 269 no. car parking spaces which are EV-enabled spaces. This car parking provision is considered an appropriate quantum for the proposed development which comprises 1 to 4-bedrooms units.</p>

	<p>eliminated. The maximum rate of car parking provision for residential development at these locations, where such provision is justified to the satisfaction of the planning authority, should be 1 no. space per dwelling.</p> <p>(ii) In accessible urban locations, defined in Chapter 3 Table 3.7, car-parking provision should be substantially reduced. The maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, should be 1.5 no. spaces per dwelling.</p> <p>(iii) In intermediate and peripheral locations, defined in Chapter 3 Table 3.7, the maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, should be 2 no. spaces per dwelling.</p> <p>Applicants should be required to provide a rationale and justification for the number of car parking spaces proposed and to satisfy the planning authority that the parking levels are necessary and appropriate, particularly when they are close to the maximum provision.</p>	
	<p><b>SPPR 5 - Cycle Parking and Storage</b></p> <p>It is a specific planning policy requirement of these Guidelines that all new housing schemes (including mixed-use schemes that include housing) include safe and secure cycle storage</p>	<p>✓ All dwelling units have adequate bicycle storage either within the garden space or within a dedicated cycle storage to the front of the dwellings. There is also a generous allowance for visitor bicycle parking which encourages the use of non-motorised transport to and from the proposed development.</p>

	<p>facilities to meet the needs of residents and visitors.</p> <p>The following requirements for cycle parking and storage are recommended:</p> <p>(i) Quantity – in the case of residential units that do not have ground level open space or have smaller terraces, a general minimum standard of 1 cycle storage space per bedroom should be applied. Visitor cycle parking shall also be provided. Any deviation from these standards shall be at the discretion of the planning authority and shall be justified with respect to factors such as location, quality of facilities proposed, flexibility for future enhancement/enlargement, etc. It will be important also to make provision for cargo and electric bikes and for individual lockers.</p> <p>(ii) Design – cycle storage facilities should be provided in a dedicated facility of permanent construction, within the building footprint or, where not feasible, within an adjacent or adjoining purpose-built structure of permanent construction. Cycle parking areas shall be designed so that cyclists feel personally safe; and in this regard secure cage or compound facilities, with electronic access for cyclists and CCTV, afford an increased level of security for residents. Effective security for cycle storage is also maximised by the provision of individual cycle lockers and it is best practice that planning authorities ensure that either secure cycle cage/compound or preferably locker facilities are provided.</p>	
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	<p>Planning authorities should ensure that development proposals incorporate details on the provision of and access to cycle storage facilities at planning application stage. The cycle storage facilities should be easily accessible. Unnecessarily long access routes with poor passive security or slopes that can become hazardous in winter weather should be avoided. An acceptable quality of cycle storage requires a management plan that ensures the effective operation and maintenance of cycle parking. It should be low maintenance and as far as possible easy and attractive to use by residents. Appropriate conditions in relation to the operation and maintenance of the cycle storage facilities should be attached to any grant of permission that includes communal cycle provision.</p>	<p>✓ As above - All dwelling units have adequate bicycle storage either within the garden space or within a dedicated cycle storage to the front of the dwellings. There is also a generous allowance for visitor bicycle parking which encourages the use of non-motorised transport to and from the proposed development.</p>
	<p>For developments that include multi-unit and compact housing blocks, communal facilities such as refuse storage areas should be provided in open spaces that will not be taken in charge. Planning applications should include an operational management plan that sets out details of the long-term management and maintenance of the scheme. The plan should address provisions made for the storage and collection of waste materials in residential schemes, particularly where there are reduced areas of private outdoor space. Communal refuse facilities shall be accessible to each housing unit and designed with regard to the projected level of</p>	<p>✓ All dwelling units have adequate bin storage either within the garden space or within a dedicated bin storage to the front of the dwellings. A Waste Management Plan by AKM Design is submitted with this application.</p>

	waste generation and types and quantities of receptacles required.	
<b>Appendix D Sustainable and Efficient Movement</b>	Will the plan or development proposal establish a highly permeable and legible network of streets and spaces within the site that optimises movement for sustainable modes of transport (walking, cycling and public transport)?	✓ Yes – The proposed development establishes a highly permeable and legible network of streets and spaces within the site that optimises movement for sustainable modes of transport (walking, cycling and public transport).
	Have opportunities to improve connections with and between established communities been identified and responded to and in particular strategic connections between homes, shops, employment opportunities, public transport, local services and amenities?	✓ Yes – The proposed development establishes a highly permeable and legible network of streets and spaces both within and adjacent to the site that optimises connections with and between established communities
	Are streets designed (including the retrofitting of existing streets adjacent to or on-route to the site, where appropriate) in accordance with DMURS to calm traffic and enable the safe and comfortable movement of vulnerable users?	✓ Yes – The road layout is compliant with DMURS requirements as per the reports by AKM Design Consulting Engineers and NRB Consulting Engineers
	Has the quantum of parking been minimised (in accordance with SPPR4) and designed and located in a way that seeks to reduce the demand for private car use, promote sustainable mode of transport and ensure that the public realm is not dominated by parked vehicles?	✓ Yes – a reduced quantum of parking has been provided. All parking areas have been designed and located in a way that seeks to reduce the demand for private car use, promote sustainable modes of transport and ensure that the public realm is not dominated by parked vehicles.
<b>Appendix D Mix of Land Uses</b>	Is the mix and intensity of land uses appropriate to the site and its location and have different uses been distributed in a complementary manner to ensure that there is a range of local services and amenities and access to public transport all within a short walk or cycle of homes?	✓ Yes – a mix of unit types and sizes and several open space areas have been provided all within a short walk or cycle of homes. Please view diagrams prepared by JFA and SRLA which illustrate that all public open spaces are within 1 minute walk from any unit.

	Have a diverse and innovative range of housing types been provided to meet local and projected needs (having regard to the Housing Need Demand Assessment), supplemented by innovative range of housing typologies that support greater housing choice?	✓ Yes – The layout provides for a mix of unit types and sizes, as detailed in the Design Statement and Housing Quality Assessment by JFA.
	Will the plan or development proposal supplement and/or support the regeneration and revitalisation of an existing centre or neighbourhood, including the adaption and re-use of the existing building stock in order to reduce vacancy and dereliction (where applicable) and promote town centre living (where applicable)?	✓ Not applicable to the subject site or proposed development.
	Is the regeneration and revitalisation of an existing centre or neighbourhood supported by the enhancement of the public realm so as to create a more liveable environment, attract investment and encourage a greater number of visitors (where applicable)?	✓ Not applicable to the subject site or proposed development.
<b>Appendix D Green and Blue Infrastructure</b>	Has the plan or development proposal positively responded to natural features and landscape character, with particular regard to biodiversity, vistas and landmarks and the screening of protected structures, conservation areas and historic landscapes?	✓ Yes – the proposed development has responded to the natural features and landscape character of the site. Trees and hedgerows have been retained where possible.
	Have a complementary and interconnected range of open spaces and corridors been provided, that create and conserve ecological links and promotes active travel and healthier lifestyles?	✓ Yes – The proposed development establishes a highly permeable and interconnected range of open spaces and corridors which create and conserve ecological links and promotes active travel and healthier lifestyles.

	Are public open spaces universally accessible and designed to cater for a range of active and passive recreational uses (taking account of the function of other spaces within the network)?	✓ Yes – the proposed open space areas cater for and are universally accessible to all ages and abilities.
	Does the plan or development proposal include integrate nature-based solutions for the management of urban drainage to promote biodiversity, urban greening, improved water quality and flood mitigation?	✓ Yes – please refer to the engineering details by AKM Design which demonstrates the use of nature-based solutions to manage urban drainage.
<b>Appendix D Responsive Built Form</b>	Does the layout, orientation and scale of development support the formation of a coherent and legible urban structure with particular regard to land uses, the location of gateways and landmarks, the hierarchy of streets and spaces and access to daylight and sunlight?	✓ Yes – The proposed development establishes a highly permeable and legible urban structure both within and adjacent to the site that optimises daylight/sunlight and connections with and between established communities.
	Do buildings address streets and spaces in a manner that will ensure they clearly define public and private spaces, generate activity, maximise passive surveillance and provide an attractive and animated interface?	✓ Yes – the buildings address all streets and open spaces to ensure passive surveillance. Public and private spaces are clearly defined by boundary and landscaping treatments. Please refer to the landscaping details by SRLA.
	Does the layout, scale and design features of new development respond to prevailing development patterns (where relevant), integrate well within its context, and provide appropriate transitions with adjacent buildings and established communities?	✓ Yes – the proposed development responds to the local vernacular while representing it in a more contemporary manner.
	Has a coherent architectural and urban design strategy been presented that will ensure the development is distinctive, complements the urban structure and promotes a strong sense of identity?	✓ Yes – please refer to the Architects Design Statement by JFA which presents architectural and urban design strategy for the site and how the site will function within the Garraun UFP.

## 2.4 Urban Design Manual – A Best Practice Guide, 2009

The Urban Design Manual is a guide to best practice in urban design and illustrates how the planning guidelines can be implemented effectively and consistently across the different scales of urban development around the country. It should be read in conjunction with the Department's guidelines '*Sustainable Residential Development in Urban Areas 2009*'. The Guide focuses on the issues presented in housing schemes in the 30-50 units per hectare density range and also addresses some of the specific issues generated by higher and lower density schemes in urban areas.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
<b>1. Context:</b> How does the development respond to its surroundings?	<ul style="list-style-type: none"> <li>The development seems to have evolved naturally as part of its surroundings.</li> <li>Appropriate increases in density respect the form of buildings and landscape around the site's edges and the amenity enjoyed by neighbouring users.</li> <li>Form, architecture, and landscaping have been informed by the development's place and time.</li> <li>The development positively contributes to the character and identity of the neighbourhood.               <ul style="list-style-type: none"> <li>Appropriate responses are made to the nature of specific boundary conditions.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>✓ The proposed development is in the settlement boundary of Garraun, which is designated as a 'Metropolitan Settlement' by the Galway CDP 2022-2028. The proposed layout responds to the need to integrate with its surroundings while also considering the sites constraints, potentials, and topographical context.</li> <li>✓ The density of the proposed development, 39 dwellings/ha, is in accordance with the Guidelines on Sustainable Residential Development and Compact Settlements.</li> <li>✓ The form and design of the buildings have been developed to reflect market demand while also incorporating elements of contemporary detailing which signifies the specific time and place.</li> <li>✓ Careful consideration has been given to the materiality of the buildings to create an unmistakable identity for distinctive character areas and good quality open spaces encouraging social interaction.</li> <li>✓ Regarding boundary conditions which include residential uses, considerable effort has been made to respond positively to this wherever possible.</li> </ul>
<b>2. Connections:</b> How well connected is the new neighbourhood?	<ul style="list-style-type: none"> <li>There are attractive routes in and out for pedestrians and cyclists.</li> <li>The development is located in or close to a mixed-use centre</li> <li>The development's layout makes it easy for a bus to serve the scheme</li> </ul>	<ul style="list-style-type: none"> <li>✓ Permeability and connections between the variety of public spaces will be incorporated throughout the site.</li> <li>✓ The proposed development is located 2 km to the northwest of Oranmore town centre.</li> <li>✓ The subject site is adjacent to Coast Road and a commuter railway line. A non-motorised transport route connecting the</li> </ul>



	<ul style="list-style-type: none"> <li>• The layout links to existing movement routes and the places people will want to get to.</li> <li>▪ Appropriate density, dependent on location, helps support efficient public transport.</li> </ul>	<p>site to Oranmore train station is included as part of the proposed development.</p> <ul style="list-style-type: none"> <li>✓ Connectivity is one of the central design principles of the proposed scheme. The current layout is therefore crossed by several connections and links which connect to the adjacent areas.</li> <li>✓ The density is 39 dwellings/ha which is an appropriate density for the site.</li> </ul>
<p><b>3. Inclusivity:</b></p> <p>How easily can people use and access the development?</p>	<ul style="list-style-type: none"> <li>• New homes meet the aspirations of a range of people and households.</li> <li>• Design and layout enable easy access by all.</li> <li>• There is a range of public, communal and/or private amenity spaces and facilities for children of different ages, parents and the elderly.</li> <li>• Areas defined as public open space that have either been taken in charge or privately managed will be clearly defined, accessible and open to all.</li> <li>▪ New buildings present a positive aspect to passers-by, avoiding unnecessary physical and visual barriers.</li> </ul>	<ul style="list-style-type: none"> <li>✓ The proposed dwellings offer a broad range of accommodation choice, in terms of both unit size and configuration. This variety will be attractive to a range of people and household types. The design complies with Part M of the Building Regulations and principles of Universal Design Public, private and communal amenity spaces have been developed to suit children of varying ages, adults, and seniors where relevant. These spaces are well defined and accessible to all. This will encourage the utilisation of the public realm by the community. All buildings are designed to provide passive surveillance of the public realm, including streets, paths, and open spaces.</li> <li>✓ New buildings will present a positive aspect to passers-by, avoiding unnecessary physical and visual barriers.</li> </ul>
<p><b>4. Variety:</b></p> <p>How does the development promote a good mix of activities?</p>	<ul style="list-style-type: none"> <li>• Activities generated by the development contribute to the quality of life in its locality.</li> <li>• Uses that attract the most people are in the most accessible places.</li> <li>• Neighbouring uses and activities are compatible with each other.</li> <li>• Housing types and tenure add to the choice available in the area.</li> </ul>	<ul style="list-style-type: none"> <li>✓ The development is primarily residential, in accordance with the zoning objective of the site. However, a crèche has been provided as part of the proposed development to cater for the childcare needs of the future residents.</li> <li>✓ The lands immediately adjoining the site to the west, east and south are all under agricultural use. The Oranmore rail station is situated to the northeast of the site. Coast Road bounds the site to the south with a maritime landscape beyond.</li> </ul>

	<ul style="list-style-type: none"> <li>• Opportunities have been taken to provide shops, facilities and services that complement those already available in the neighbourhood</li> </ul>	<ul style="list-style-type: none"> <li>✓ A wide variety of dwelling types have also been provided with a choice of 1-bed maisonette units, 2-bed mid terrace, 2-bed duplex apartments, 3-bed end of terrace/semi-detached and 4-bed semi-detached dwellings. This will add to the choice available in the area and directly address the current shortage and resultant demand for high quality, residential units within the Galway MASP.</li> </ul>
<p><b>5. Efficiency:</b></p> <p>How does the development make appropriate use of resources, including land?</p>	<ul style="list-style-type: none"> <li>• The proposal looks at the potential of higher density, taking into account appropriate accessibility by public transport and the objectives of good design.</li> <li>• Landscaped areas are designed to provide amenity and biodiversity, protect buildings and spaces from the elements and incorporate sustainable urban drainage systems.</li> <li>• The scheme brings a redundant building or derelict site back into productive use</li> </ul>	<ul style="list-style-type: none"> <li>✓ An appropriate balance has been struck in terms of achieving required densities alongside open space requirements to ensure that the land is used efficiently, whilst quality of environment and place is retained.</li> <li>✓ The proposed development provides generous open spaces, and a street and footpath hierarchy which ensures passive supervision of the spaces and ease of movement through the site.</li> <li>✓ The biodiversity potential of the site will be enhanced by the following measures: <ul style="list-style-type: none"> <li>• Significant specimen tree planting across the site</li> <li>• Native hedge planting to fill any gaps along site boundaries.</li> <li>• Pollinator-friendly planting through the site with emphasis on the use of native species.</li> </ul> </li> <li>✓ The promotion of wildflower meadow areas with open spaces by means of differential mowing regimes.</li> <li>✓ The scheme will help to deliver an important number of residential units to the market.</li> </ul>
<p><b>6. Distinctiveness:</b></p> <p>How does the proposal create a sense of place?</p>	<ul style="list-style-type: none"> <li>• The place has recognisable features so that people can describe where they live and form an emotional attachment to the place.</li> <li>• The scheme is a positive addition to the identity of the locality.</li> </ul>	<ul style="list-style-type: none"> <li>✓ The settlement of Garraun will be formed through incremental expansion. The closest established settlement to Garraun is the Oranmore settlement which was subject to significant residential growth in the later twentieth century. The most recent expansion occurred in the 21<sup>st</sup> century. The building typology of Oranmore is a mix of mainly semi-</li> </ul>

	<ul style="list-style-type: none"> <li>• The layout makes the most of the opportunities presented by existing buildings, landform and ecological features to create a memorable layout.</li> <li>▪ There is a discernible focal point to the scheme, or the proposals reinforce the role of an existing centre.</li> <li>▪ The proposal successfully exploits views into and out of the site</li> </ul>	<p>detached and detached houses, with some terraced units and apartment developments.</p> <ul style="list-style-type: none"> <li>✓ The proposed design and layout of the development will complement the existing residential developments surrounding Oranmore whilst promoting its own sense of place.</li> <li>✓ The buildings will use materials, proportions, and features that respect and enhance the existing local setting but express it in a more contemporary way. Careful consideration will be given to the individual zones, balancing a palette of materials that will offer a cohesive and mixed layout, whilst respecting the existing buildings within the locality.</li> <li>✓ Where appropriate, dwellings will benefit from the attractive internal views to the site as well as longer range southern views over the adjacent seascape.</li> <li>✓ Consideration will be given to the use of place names that are synonymous with the area surrounding Oranmore and Roscam.</li> <li>✓ The proposed design and layout of the development creates a residential development which complements the history of the area but is sufficiently distinctive to promote its own sense of place.</li> <li>✓ The buildings use materials, proportions, and features that respect and enhance the existing local setting but express it in a more contemporary way. Careful consideration is given to the individual blocks, balancing a palette of materials that will offer a cohesive and mixed layout, whilst respecting the existing buildings within the locality.</li> <li>✓ The proposed layout provides for and ensures connectivity. A connection is also facilitated to the existing footpath network. All routes are scaled appropriately to enhance legibility. In general speed will be controlled on the vehicular routes through passive measures including landscaping, pedestrian priority zones and raised tables.</li> </ul>
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<p><b>7. Layout:</b></p> <p>How does the proposal create people-friendly streets and spaces?</p>	<ul style="list-style-type: none"> <li>• Layout aligns routes with desire lines to create a permeable interconnected series of routes that are easy and logical to navigate around.</li> <li>• The layout focuses activity on the streets by creating active frontages with front doors directly serving the street.</li> <li>• The streets are designed as places instead of roads for cars, helping to create a hierarchy of space with less busy routes having surfaces shared by pedestrians, cyclists and drivers.</li> <li>• Traffic speeds are controlled by design and layout rather than by speed humps.</li> <li>▪ Block layout places some public spaces in front of building lines as squares or greens, and some semiprivate space to the back as communal courts.</li> </ul>	<ul style="list-style-type: none"> <li>✓ The proposed layout responds to the site by exploiting existing features, orientations, views, and topography where possible to maximise the potential of the site.</li> <li>✓ The proposed layout provides for and ensures connectivity. In general speed is controlled on the vehicular routes through passive measures</li> <li>✓ The streets and pathways benefit from passive surveillance from the units that front onto them. Pedestrians are prioritised through the avoidance of long, linear internal roads.</li> <li>✓ Shared Surface Streets have been included to prioritise pedestrian access within the development. These and the pedestrian paths running through the scheme will put an emphasis on pedestrian permeability throughout the site.</li> <li>✓ The layout also preserves a sense of privacy by minimising overlooking and by setting setback distances from transport routes. An example of this is the setback distance from the railway line to the north of the site which was informed by consulting guideline documents from Irish Rail.</li> </ul>
<p><b>8. Public Realm:</b></p> <p>How safe, secure and enjoyable are the public areas?</p>	<ul style="list-style-type: none"> <li>• All public open space is overlooked by surrounding homes so that this amenity is owned by the residents and safe to use.</li> <li>• The public realm is considered as a usable integrated element in the design of the development.</li> <li>• Children's play areas are sited where they will be overlooked, safe and</li> </ul>	<ul style="list-style-type: none"> <li>✓ The scheme is designed to balance the private and public open amenity needs of the community.</li> <li>✓ The open spaces and play areas have been designed to be overlooked where possible. Specific house types have been developed to provide passive surveillance of all areas. This will increase the perceived sense of safety of those using the amenity area as well as their usability.</li> <li>✓ A clear definition is provided between public and private areas. Changes in material and the use of landscaping within the street and private areas will mark the transition between the two zones.</li> </ul>

	<p>contribute to the amenities of the neighbourhood.</p> <ul style="list-style-type: none"> <li>• There is a clear definition between public, semi-private, and private space.</li> <li>▪ Roads and parking areas are considered as an integral landscaped element in the design of the public realm.</li> </ul>	<p>✓ The proposed dwellings are orientated to overlook the open spaces and provide passive surveillance for these areas. The open spaces vary with a mix of soft and hard landscaping to further enhance the variety of spaces and the inclusivity for all residents throughout the year</p>
<p><b>9. Adaptability:</b></p> <p>How will the buildings cope with change?</p>	<ul style="list-style-type: none"> <li>• Designs exploit good practice lessons, such as the knowledge that certain house types are proven to be ideal for adaptation.</li> <li>• The homes are energy-efficient and equipped for challenges anticipated from a changing climate</li> <li>• Homes can be extended without ruining the character of the types, layout and outdoor space.</li> <li>• The structure of the home and its loose fit design allows for adaptation and subdivision, such as the creation of an annexe or small office.</li> <li>▪ Space in the roof or garage can be easily converted into living accommodation.</li> </ul>	<p>✓ The varying house types are designed to be adaptable should the future occupants of the dwellings require additional habitable space in the future.</p> <p>✓ Most dwellings are designed to provide optional conversion of the attic space, which will increase the size of dwellings to provide flexibility for families to change where necessary.</p> <p>✓ The proposed development is designed to the NZEB standard at a high level of energy efficiency minimising the use of natural resources (energy and water). NZEB compliant buildings generally achieve a BER of A2.</p>
<p><b>10. Privacy and Amenity:</b></p> <p>How does the scheme provide a decent standard of amenity?</p>	<ul style="list-style-type: none"> <li>• Each home has access to an area of useable private outdoor space.</li> <li>• The design maximises the number of homes enjoying dual aspect.</li> <li>• Homes are designed to prevent sound transmission by appropriate acoustic insulation or layout.</li> <li>• Windows are sited to avoid views into the home from other houses or the street and adequate privacy is affordable to ground floor units.</li> </ul>	<p>✓ The proposed layout has been designed to ensure that each residential unit within the development will have a high standard of residential amenity and privacy. This has been achieved by carefully locating, orientating, and positioning each dwelling.</p> <p>✓ All homes will be constructed to prevent acoustic transfer and have been sited to prevent overlooking into adjacent private gardens.</p> <p>✓ Each unit will also have access to a private amenity space in the form of gardens for the houses and patios for apartments. The houses have a private back garden, and the majority are</p>

	<ul style="list-style-type: none"> <li>The homes are designed to provide adequate storage including space within the home for the sorting and storage of recyclables.</li> </ul>	<p>placed back-to-back with a distance greater than 8 m (16 m overall) to guarantee privacy.</p> <p>✓ All units are provided with adequate storage facilities.</p>
<p><b>11. Parking:</b></p> <p>How will parking be secure and attractive?</p>	<ul style="list-style-type: none"> <li>Appropriate car parking is on-street or within easy reach of the home's front door.</li> <li>Parked cars are overlooked by houses, pedestrians and traffic, or stored securely, with a choice of parking appropriate to the situation.</li> <li>Parking is provided communally to maximise efficiency and accommodate visitors without the need to provide additional dedicated spaces.</li> <li>Materials used for parking areas are of similar quality to the rest of the development.</li> <li>Adequate secure facilities are provided for bicycle storage.</li> </ul>	<p>✓ The parking facilities will include disabled parking spaces.</p> <p>✓ Proposed development will also ensure that future home charging infrastructure can be accommodated.</p> <p>✓ Adequate cycle parking will also be provided in the non-residential areas of the site, in line with the requirements of Galway CDP.</p>
<p><b>12. Detailed Design:</b></p> <p>How well thought through is the building and landscape design?</p>	<ul style="list-style-type: none"> <li>The materials and external design make a positive contribution to the locality.</li> <li>The landscape design facilitates the use of the public spaces from the outset.</li> <li>Design of the buildings and public space will facilitate easy and regular maintenance.</li> <li>Open car parking areas are considered as an integral element within the public realm design and are treated accordingly.</li> <li>Care has been taken over the siting of flues, vents and bin stores.</li> </ul>	<p>✓ The proposed house design will respond to the local vernacular. As noted above, the Oranmore and its surrounds have been subject to some residential development in previous years and development such as the subject scheme presents significant challenges to create a complimentary identity to that of existing development while relating to the immediate surroundings and promoting a high-quality design. The proposed design will do this by reflecting the form, detailing and material palette of existing buildings in a more contemporary manner, that will respect and enhance the local setting and the existing dwellings within the surrounding area.</p>

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		✓ The proposed landscape design will frame the open spaces, creating a strong, attractive design. This is continued through to the hard landscaping, including pathways and parking areas, which are treated as an integral part of the public realm. The selection of materials and planting is durable and facilitate easy maintenance.
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## 2.5 Design Manual for Urban Roads and Streets, 2013

The DMURS 2013 was initially published by the Department of Transport, Tourism and Sport, together with the Department of the Environment, Community and Local Government in 2013, and updated in 2019. DMURS seeks to put well-designed streets at the heart of sustainable communities and supports boarder government policies on the environment, planning and transportation. DMURS provides the practical measures to achieve:

1. Highly connected street which allow people to walk and cycle to key destinations in a direct and easy-to find manner.
2. A safe and comfortable street environment for pedestrians and cyclists of all ages.
3. Streets that contribute to the creation of attractive and lively communities.
4. Streets that calm traffic via a range of design measures that make drivers more aware of their environment.

DMURS replaced previous national design standards for urban roads and streets, and the use of DMURS is mandatory for all road authorities.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
<b>Integrated Street Networks</b>	<ul style="list-style-type: none"> <li>▪ Does the development create connected centres that prioritise pedestrian movement and access to public transport?</li> </ul>	<ul style="list-style-type: none"> <li>✓ The 'centres of activity' within the proposed development are the childcare facility, the open space areas, and several informal grassed areas. These centres are located to provide the maximum accessibility for all residents, both for the proposed development and the surrounding area. This accessibility includes vehicular accessibility as well as pedestrian. All centres are also linked to the comprehensive network of footpaths to prioritise pedestrian movement.</li> </ul>
<b>Movement and Place</b>	<ul style="list-style-type: none"> <li>• Does the development create a legible street hierarchy that is appropriate to its context?</li> <li>✓ Are the proposed streets connected, maximising the number of walkable / cyclable routes between streets as well as specific destinations (i.e. community centre, shops, crèche, schools etc.)?</li> </ul>	<ul style="list-style-type: none"> <li>✓ The proposed layout creates a scheme that is easy to navigate for both drivers and pedestrians, as well as providing connectivity for pedestrians and cyclists. The major destinations within the site are located close to the main entrances. To highlight the hierarchy, the scale of the routes varies, as well as their material finishes to clearly define the transition between areas.</li> <li>✓ A wide network of footpaths and cycle routes are also provided, both along the main streets and independent to them (i.e., through open space areas) to prioritise sustainable methods of transport within the site.</li> </ul>



<b>Permeability and Legibility</b>	<ul style="list-style-type: none"> <li>• Has the street layout been well considered to maximise permeability for pedestrians and cyclists?</li> <li>• Are the streets legible with maximum connection opportunities? <ul style="list-style-type: none"> <li>▪ Are blocks of a reasonable size and permeability, with consideration to the site constraints?</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>✓ As above, the layout has been developed to maximise permeability for pedestrians and cyclists. independent paths have been provided away from the vehicular routes to follow desire lines between destinations (i.e., between play areas / open spaces) to improve circulation through the site.</li> <li>✓ Communal/neighbourhood spaces have been sized to allow permeability and maximise comfortable walking / cycling distances between destinations. Careful consideration has been given to allowing the free flow of movement and not creating unnecessary blockages/delays.</li> </ul>
<b>Management</b>	<ul style="list-style-type: none"> <li>• Is the layout designed to self-regulate vehicle speeds and traffic congestion?</li> <li>▪ Does the proposed layout minimise noise / air pollution wherever possible?</li> </ul>	<ul style="list-style-type: none"> <li>✓ Where possible, passive methods are incorporated to regulate traffic and speed including landscaping, pedestrian priority zones and shorter street lengths. Design details such as gentle curvature of the streets are utilised to reduce driver's perception of acceptable speeds.</li> <li>✓ In terms of minimising noise and air pollution, the design has incorporated design details and landscaping throughout the site to help reduce such pollution within the shared surface areas. Please refer to the Noise Impact Assessment prepared by Enfonc for further details regarding the mitigation of noise pollution.</li> </ul>
<b>Movement, Place and Speed</b>	<ul style="list-style-type: none"> <li>• Does the proposed development balance speed management with the values of place and reasonable expectations of appropriate speed?</li> <li>▪ Does the design promote a reasonable balance of both physical and psychological measures to regulate speed?</li> </ul>	<ul style="list-style-type: none"> <li>✓ Given the primarily residential nature of the proposed development, the need to balance speed management with the values of place is imperative.</li> <li>✓ Passive measures have been used to create this balance. More active measures including shared surfaces are used in areas to prioritise pedestrian movements and regulate vehicular speed.</li> </ul>
<b>Streetscape</b>	<ul style="list-style-type: none"> <li>• Does the scheme create an appropriate sense of enclosure in addition to a strong urban / suburban structure?</li> <li>• Have street trees and areas of planting been provided where appropriate?</li> <li>• Have active street edges been provided where appropriate?</li> </ul>	<ul style="list-style-type: none"> <li>✓ The residential areas are arranged in a manner which creates a defined structure and is easily legible. Street widths, planting and design details are used to create an appropriate sense of enclosure within each area. A Landscape Report by SRLA has been prepared and submitted as part of this LRD application which creates a strong landscape structure within the future streets.</li> </ul>

	<ul style="list-style-type: none"> <li>▪ Is a palette of high-quality surface materials and finishes provided?</li> </ul>	<ul style="list-style-type: none"> <li>✓ Material finishes include a palette of high quality, easily maintainable and durable materials.</li> </ul>
<b>Pedestrian and Cyclist Environment</b>	<ul style="list-style-type: none"> <li>• Are footways of appropriate width provided so as to ensure pedestrian safety?</li> <li>• Have pedestrian crossings, whether controlled or uncontrolled, been provided at appropriate locations?</li> <li>• Are shared surfaces located appropriately in areas where an extension of the pedestrian domain is required?</li> <li>▪ Have cycle facilities been factored into the design?</li> </ul>	<ul style="list-style-type: none"> <li>✓ The design prioritises the provision of footpaths of appropriate widths to ensure pedestrian safety.</li> <li>✓ Cycling facilities, including parking, have been factored into the design.</li> <li>✓ Shared surface streets have been introduced in locations to prioritise pedestrian access within the development. These and the pedestrian paths running through the scheme will put an emphasis on pedestrian access around the site.</li> </ul>
<b>Carriageway Conditions</b>	<ul style="list-style-type: none"> <li>• Are vehicular carriageways sized appropriately for their function / location?</li> <li>• Are surface materials appropriate to their application in order to inform drivers of the expected driving conditions?</li> <li>• Are junctions designed to balance traffic concerns with the needs of pedestrians / cyclists?</li> <li>▪ Have adequate parking / loading areas been provided?</li> </ul>	<ul style="list-style-type: none"> <li>✓ Vehicular carriageways have been sized appropriately designed commensurate with their function / location and in accordance with DMURS principles. Surface materials are appropriate to their application to inform drivers of the expected driving conditions and junctions have been designed to balance traffic concerns with the needs of pedestrians/cyclists.</li> <li>✓ Adequate levels of parking are provided in appropriate areas to serve the respective dwelling units and crèche.</li> </ul>

## 2.6 Sustainable Urban Housing Design Standards for New Apartments, 2022

Sustainable Urban Housing: Design Standards for New Apartments 2022 (2022 Apartment Guidelines) updates previous guidelines issued by the Government in 2015, 2018 and 2020. The 2022 Apartment Guidelines are centred on the NPF's focus for compact growth and the recognition that to sustainably meet the number of new homes required in Ireland up to 2040 will necessitate a significant and sustained increase in housing output and apartment type development in particular.

The relevant provision of the 2022 Guidelines is outlined below:

Reference	Relevant Policy	Statement of Consistency
<b>Apartment Floor Area</b>	SPPR 3 provides the following minimum floor areas for apartments: Studio: 37 sqm 1 bed: 45 sqm 2 bed: 73 sqm 3 bed: 90 sqm Appendix 1 sets out minimum floor areas for the living/kitchen/dining areas, bedrooms, private amenity spaces, and storage spaces.	✓ The proposed duplex apartment units have all been designed in line with these standards.
<b>Unit Mix</b>	SPPR 1 notes that housing developments may include up to 50% one bedroom or studio type units and there shall be no minimum requirement for apartments with three or more bedrooms.	✓ The proposal includes 9.4% one bed units, 43.9% two bed units, 40.9% three bed units and 5.8% 4 bed units. ✓ The unit mix is in line with SPPR 1.
<b>Dual Aspect Ratio</b>	Section 3.17 requires a minimum of 50% dual aspect apartments on greenfield sites and a minimum of 33% dual aspect in central and accessible locations. SPPR 4 requires a minimum of 50% dual aspect apartments in suburban or intermediate locations.	✓ A minimum of 50% of the proposed duplex apartments units are dual aspect. ✓ This meets the minimum of 50% dual aspect required under SPPR 4.
<b>Floor to Ceiling Height</b>	Section 3.21 requires that minimum ceiling heights accord with the Building Regulations (i.e. 2.4m). Section 3.22 suggests increasing the minimum floor height to 2.7m and requires that the ground floor ceiling heights shall be a minimum of 2.7m.	✓ All apartments have a floor to ceiling height of 2.7m. Due to the location, it is not envisioned that the ground floor units would be changed to a commercial use in the future.

	SPPR 5 requires that ground level apartment floor to ceiling heights shall be a minimum of 2.7m and shall be increased in certain circumstances to facilities a future change of use to commercial use.	
<b>Lift &amp; Stair Cores</b>	SPPR 6 requires a maximum of 12 apartments per floor per core. This maximum provision may be increased for building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha, subject to overall design quality and compliance with building regulations.	✓ Each floor has 2 no. apartments per core.
<b>Internal Storage</b>	<p>Section 3.31 states that provision should be made for storage and utility (additional to kitchen/bedroom furniture), specifically for household utility functions such as clothes washing and the storage of bulky personal or household items.</p> <p>However, as a rule, no individual storage rooms within an apartment should exceed 3.5sqm.</p> <p>Appendix 1 provides the following minimum standards for storage space.</p> <p>Studio: 3 sqm  1 bed: 3 sqm  2 bed (3 person): 5 sqm  2 bed (4 person): 6 sqm  3 bed: 9 sqm</p>	✓ Duplex apartment units are provided with adequate levels of storage internally and the exceedance of minimum floor levels will allow for the provision of additional storage should this be required by the occupant.
<b>Private Amenity Space</b>	<p>Section 3.35 requires that private amenity space shall be provided in the form of gardens or patios/terraces for ground floor apartments.</p> <p>Appendix 1 provides the following minimum standards for private amenity space.</p> <p>Studio: 4 sqm  1 bed: 5 sqm  2 bed (3 person): 6 sqm  2 bed (4 person): 7 sqm  3 bed: 9 sqm</p>	✓ The private amenity space of the proposed duplex apartments has been provided in line with these standards.

<b>Security Considerations</b>	Section 3.40 states that apartment developments should provide residents and visitors with a sense of safety, by maximising natural surveillance of streets, open spaces, play areas and any surface bicycle or car parking. Accordingly, blocks and buildings should overlook the public realm. Entrance points should be clearly indicated, well lit, and overlooked by adjoining dwellings.	<ul style="list-style-type: none"> <li>✓ The layout and orientation of the proposed blocks and streets will ensure that the public realm and open spaces are overlooked by the surrounding dwellings, ensuring passive surveillance and a strong sense of safety is provided.</li> </ul>
<b>Access and Services</b>	Section 4.1 requires apartment schemes to be capable of meeting the changing needs of occupants through compliance with Part M of the building regulations:	<ul style="list-style-type: none"> <li>✓ Each of the unit types are compliant with the Building Regulations, in particular TGD Part M Access and Use and TGD Part D Materials and Workmanship.</li> <li>✓ All apartment and duplex units are designed with Part M ambulant compliant stairs to minimise sustained physical effort while accessing the units.</li> <li>✓ Each duplex apartment with own door access has defined entrances to provide clearly established ingress points.</li> </ul>
<b>Refuse Storage</b>	<p>Section 4.8 requires that provision shall be made for the appropriate storage and collection of waste materials in apartment schemes. Within apartments, there should be adequate provision for the temporary storage of segregated materials prior to deposition in communal waste storage.</p> <p>Section 4.9 outlines the following general design considerations:</p> <p>Sufficient communal storage area to satisfy the three-bin system for the collection of mixed dry recyclables, organic waste and residual waste;</p> <p>In larger apartment schemes, consideration should also be given to the provision of separate collection facilities for other recyclables such as glass and plastics;</p> <p>Waste storage areas must be adequately ventilated so as to minimise odours and potential nuisance from vermin/flies;</p>	<ul style="list-style-type: none"> <li>✓ Appropriate facilities have been provided for each duplex apartment unit to facilitate the storage and collection of waste materials.</li> </ul>

	<p>Provision in the layout for sufficient access for waste collectors, proximity of, or ease of access to, waste storage areas from individual apartments, including access by disabled people;</p> <p>Waste storage areas should not present any safety risks to users and should be well-lit;</p> <p>Waste storage areas should not be on the public street and should not be visible to or accessible by the general public.</p> <p>Waste storage areas in basement car parks should be avoided where possible, but where provided, must ensure adequate manoeuvring space for collection vehicles;</p> <p>The capacity for washing down waste storage areas, with wastewater discharging to the sewer.</p>	
<b>Communal Amenity Facilities</b>	<p>Section 4.10 states that the provision and proper future maintenance of well-designed communal amenity spaces will contribute to meeting the amenity needs of residents. Section 4.11 requires that the heights and orientation of blocks adjoining a communal open space must permit adequate levels of sunlight to reach the communal amenity space throughout the year.</p> <p>Appendix 1 provides the following minimum standards for communal amenity space:</p> <p>Studio: 4 sqm  1 bed: 5 sqm  2 bed (3 person): 6 sqm  2 bed (4 person): 7 sqm  3 bed: 9 sqm</p>	<p>✓ As stated previously the proposed scheme is adequately served by open space areas and amenity facilities. This will ensure that the needs of future residents are met. The design, orientation and location of these facilities will also ensure that the spaces benefit from adequate levels of sunlight.</p>
<b>Children's Play</b>	<p>Section 4.13 requires that the recreational needs of children must be considered as part of communal amenity space within apartment schemes.</p>	<p>✓ Play areas have been provided throughout the scheme and incorporated into the open space areas with many located close to the proposed duplex apartment units. These play areas benefit from the passive surveillance from surrounding residential areas.</p>

<b>Childcare</b>	Section 4.7 states that one bedroom and studio apartment units should not generally be considered for calculating childcare provision requirements.	✓ 1 no. childcare facility is provided on site. The proposed crèche provides for `48 childcare spaces and is more than sufficient to cater for the proposed development.
<b>Bicycle Parking</b>	<p>Section 4.16 requires cycling to be fully integrated into the design and operation of all new apartment development schemes.</p> <p>Section 4.17 provides the following requirements for bicycle provision:</p> <p>Location – bicycle parking should be conveniently accessible to residents, both in terms of proximity to access points to apartments and routes to the external road/street network</p> <p>Quantity – a general minimum standard of 1 cycle storage space per bedroom shall be applied. Visitor cycle parking shall be provided at a standard of 1 space per 2 residential units. Any deviation from these standards shall be at the discretion of the planning authority</p> <p>Design – cycle parking shall be provided in a dedicated facility of permanent construction.</p> <p>Management – cycle parking shall be the subject of a funded maintenance regime that ensures that facilities are kept clean.</p>	✓ Adequate cycle parking will also be provided in the non-residential areas of the site, in line with the requirements of the Galway CDP.
<b>Car Parking</b>	<p>Section 4.20 notes that the quantum of car parking will vary having regard to the types of locations.</p> <p>Section 4.24 notes that for apartments in less accessible urban location one car parking space per unit and one visitor space for every 3-4 apartments should be required.</p>	<p>✓ The parking provision on site is in accordance with the parking requirements outlined in the Galway CDP.</p> <p>✓ These parking facilities include disabled parking spaces. Provision is also made for EV enabled parking spaces.</p> <p>✓ Adequate cycle parking will also be provided in the non-residential areas of the site, in line with the requirements of Galway CDP.</p>

## 2.7 Urban Development and Building Heights Guidelines for Planning Authorities, 2018

The Urban Development and Building Heights Guidelines were released in 2018 in response to the publication of the NPF. Section 1.4 notes that local authorities often set generic maximum building height limits which can undermine wider national policy objectives to provide more compact forms of urban development in line with the NPF. The Guidelines therefore outline wider and strategic policy considerations and a more performance criteria driven approach for the assessment of building heights. The Guidelines outline Specific Planning Policy Requirements (SPPRs) and development management criteria to guide development of increased building heights. The proposed development is assessed against these policies and criteria in the table below.

Reference	Relevant Policy	Statement of Consistency
<b>SPPR 1</b>	In accordance with Government policy to support increased building height and density in locations with good public transport accessibility, particularly town/ city cores, planning authorities shall explicitly identify, through their statutory plans, areas where increased building height will be actively pursued for both redevelopment, regeneration and infill development to secure the objectives of the NPF and Regional Spatial and Economic Strategies and shall not provide for blanket numerical limitations on building height.	✓ The subject site is in a suburban location, west of Oranmore town centre and train station. Whilst located adjacent to the Coast Road to the south of the site.
<b>SPPR 2</b>	In driving general increases in building heights, planning authorities shall also ensure appropriate mixtures of uses, such as housing and commercial or employment development, are provided for in statutory plan policy. Mechanisms such as block delivery sequencing in statutory plans <sup>2</sup> could be utilised to link the provision of new office, commercial, appropriate retail provision and residential accommodation, thereby enabling urban redevelopment to proceed in a way that comprehensively meets contemporary economic and social needs, such as for housing, offices, social and community infrastructure, including leisure facilities.	<ul style="list-style-type: none"> <li>✓ The proposed scheme comprises a mix of uses including a crèche and residential units.</li> <li>✓ The proposal also includes public and communal open space to serve the social and recreational needs of the area.</li> </ul>
<b>Development Management Criteria</b>	<ul style="list-style-type: none"> <li>▪ The site is well served by public transport with high capacity, frequent service and good links to other modes of public transport.</li> <li>▪ Development proposals incorporating increased building height, including proposals within architecturally sensitive areas, should successfully integrate into/ enhance the</li> </ul>	<ul style="list-style-type: none"> <li>✓ The subject site is a c. 30-minute walk from Oranmore town centre and a c. 5 - 10-minute walk from Oranmore train station.</li> <li>✓ The proposal includes a crèche which will have a positive contribution to the character of the area.</li> </ul>



<b>At the Scale of the Relevant City/Town</b>	<p>character and public realm of the area, having regard to topography, its cultural context, setting of key landmarks, protection of key views. Such development proposals shall undertake a landscape and visual assessment, by a suitably qualified practitioner such as a chartered landscape architect.</p> <ul style="list-style-type: none"> <li>On larger urban redevelopment sites, proposed developments should make a positive contribution to place-making, incorporating new streets and public spaces, using massing and height to achieve the required densities but with sufficient variety in scale and form to respond to the scale of adjoining developments and create visual interest in the streetscape.</li> </ul>	<ul style="list-style-type: none"> <li>✓ The proposal will have an overall positive contribution to place making with the creation of new streets, open spaces, and a dense urban residential development.</li> </ul>
<b>Development Management Criteria</b>  <b>At the Scale of the District/ Neighbourhood / Street</b>	<ul style="list-style-type: none"> <li>The proposal responds to its overall natural and built environment and makes a positive contribution to the urban neighbourhood and streetscape.</li> <li>The proposal is not monolithic and avoids long, uninterrupted walls of building in the form of slab blocks with materials / building fabric well considered.</li> <li>The proposal enhances the urban design context for public spaces and key thoroughfares and inland waterway/ marine frontage, thereby enabling additional height in development form to be favourably considered in terms of enhancing a sense of scale and enclosure while being in line with the requirements of "The Planning System and Flood Risk Management – Guidelines for Planning Authorities" (2009).</li> <li>The proposal makes a positive contribution to the improvement of legibility through the site or wider urban area within which the development is situated and integrates in a cohesive manner.</li> </ul>	<ul style="list-style-type: none"> <li>✓ The proposal responds to its overall environment and makes a positive contribution to the area.</li> <li>✓ The proposal avoids long uninterrupted walls of buildings.</li> <li>✓ The proposal includes public open spaces including an urban plaza space.</li> <li>✓ The proposal has been assessed for flooding risk by AKM Design within the Flood Risk Assessment and has been found to be at low risk of flooding.</li> <li>✓ The proposal provides a mix of uses and typologies which will make a positive contribution to the area.</li> </ul>

	<ul style="list-style-type: none"> <li>▪ The proposal positively contributes to the mix of uses and/or building/ dwelling typologies available in the neighbourhood</li> </ul>	
<b>Development Management Criteria</b>  <b>At the Scale of the Site / Building</b>	<ul style="list-style-type: none"> <li>▪ The form, massing and height of proposed developments should be carefully modulated so as to maximise access to natural daylight, ventilation and views and minimise overshadowing and loss of light.</li> <li>▪ Appropriate and reasonable regard should be taken of quantitative performance approaches to daylight provision outlined in guides like the Building Research Establishment's 'Site Layout Planning for Daylight and Sunlight' (2nd edition) or BS 8206-2: 2008 – 'Lighting for Buildings – Part 2: Code of Practice for Daylighting'.</li> <li>▪ Where a proposal may not be able to fully meet all the requirements of the daylight provisions above, this must be clearly identified and a rationale for any alternative, compensatory design solutions must be set out, in respect of which the planning authority or An Bord Pleanála should apply their discretion, having regard to local factors including specific site constraints and the balancing of that assessment against the desirability of achieving wider planning objectives. Such objectives might include securing comprehensive urban regeneration and or an effective urban design and streetscape solution.</li> </ul>	<ul style="list-style-type: none"> <li>✓ The proposed layout has been designed to ensure that the proposed units and open spaces have sufficient daylight and sunlight and that the existing adjacent dwellings are not adversely affected.</li> <li>✓ A daylight/sunlight report was prepared by Molloy Consulting which assessed all the proposed rooms, amenity spaces, and existing dwellings.</li> </ul>
<b>Development Management Criteria</b>  <b>Specific Assessments</b>	<p>Support proposals at some or all of these scales, specific assessments may be required, and these may include:</p> <ul style="list-style-type: none"> <li>▪ Specific impact assessment of the micro-climatic effects such as down-draft. Such assessments shall include measures to avoid/ mitigate such micro-climatic effects and, where appropriate, shall include an assessment of the cumulative micro-climatic effects where taller buildings are clustered.</li> </ul>	<ul style="list-style-type: none"> <li>✓ The proposal is not located close to an airport or aerodrome and therefore an assessment of the impact on air navigation was not required.</li> <li>✓ A Design Statement has been prepared by JFA.</li> <li>✓ An EIAR screening report was prepared by Enviroguide with input from the engineers,</li> </ul>

	<ul style="list-style-type: none"> <li>▪ In development locations in proximity to sensitive bird and / or bat areas, proposed developments need to consider the potential interaction of the building location, building materials and artificial lighting to impact flight lines and / or collision.</li> <li>▪ An assessment that the proposal allows for the retention of important telecommunication channels, such as microwave links.</li> <li>▪ An assessment that the proposal maintains safe air navigation.</li> <li>▪ An urban design statement including, as appropriate, impact on the historic built environment.</li> <li>▪ Relevant environmental assessment requirements, including SEA, EIA, AA and Ecological Impact Assessment, as appropriate.</li> </ul>	architects, and any other required consultant.
<b>SPPR 3</b>	<p>It is a specific planning policy requirement that where;</p> <p>(A) 1. an applicant for planning permission sets out how a development proposal complies with the criteria above; and 2. the assessment of the planning authority concurs, taking account of the wider strategic and national policy parameters set out in the NPF and these guidelines;</p> <p>then the planning authority may approve such development, even where specific objectives of the relevant development plan or local area plan may indicate otherwise.</p> <p>(B) In the case of an adopted planning scheme the Development Agency in conjunction with the relevant planning authority (where different) shall, upon the coming into force of these guidelines, undertake a review of the planning scheme, utilising the relevant mechanisms as set out in the Planning and Development Act 2000 (as amended) to ensure that the criteria above are fully reflected in the planning scheme. In particular the Government policy that building heights, be</p>	<ul style="list-style-type: none"> <li>✓ The proposal complies with the development management criteria.</li> <li>✓ The proposal is not located close to an airport or aerodrome and therefore an assessment of the impact on air navigation was not required.</li> <li>✓ A Design Statement has been prepared by JFA.</li> <li>✓ An EIAR screening report was prepared by Enviroguide with input from the engineers, and architects.</li> </ul>

	<p>generally increased in appropriate urban locations shall be articulated in any amendment(s) to the planning scheme.</p> <p>(C) In respect of planning schemes approved after the coming into force of these guidelines these are not required to be reviewed.</p>	
<b>SPPR 4</b>	<p>It is a specific planning policy requirement that in planning the future development of greenfield or edge of city/town locations for housing purposes, planning authorities must secure: 1. the minimum densities for such locations set out in the Guidelines issued by the Minister under Section 28 of the Planning and Development Act 2000 (as amended), titled "Sustainable Residential Development in Urban Areas (2007)" or any amending or replacement Guidelines; 2. a greater mix of building heights and typologies in planning for the future development of suburban locations; and 3. avoid mono-type building typologies (e.g. two storey or own-door houses only), particularly, but not exclusively so in any one development of 100 units or more.</p>	<p>✓ The proposed development includes heights of 1 to 3 storeys. The 3 storey buildings are located strategically at lower elevations within the development to provide an urban edge to the scheme.</p>

## 2.8 Childcare Facilities Guidelines, 2001

The Childcare Facilities, Guidelines for Planning Authorities 2001 published by the Department of Environment require the provision of a crèche be assessed where in excess of 75 dwellings are being proposed.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
<b>Chapter 3 Development Control &amp; Related Standards</b>	In new housing areas, a standard of one childcare facility providing for a minimum 20 childcare places per approximately 75 dwellings may be appropriate. This is a guideline standard and will depend on the particular circumstances of each individual site.	✓ 1 no. 232.9 m <sup>2</sup> childcare facility is provided on site. the crèche proposed is greater than the anticipated requirement with a capacity of 48 no. places.
<b>Appendix 1 General Standards</b>	Standards related to minimum floor space, facilities and design of childcare facilities should follow the guidelines set out in appendix 1 of the Childcare Facilities Guidelines.	✓ 1 no. 232.9 m <sup>2</sup> childcare facilities is provided on site and will consist of no. 4 classrooms which will adhere to the 1.8 m <sup>2</sup> minimum per child space requirement.

## 2.9 The Planning System and Flood Risk Management, 2009

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
<b>Chapter 5</b> Flooding & Development Management	Sequential approach should be applied to avoid development in areas at risk of flooding.	✓ This is dealt with in the Flood Risk Assessment prepared by AKM Design.
	Where appropriate a detailed flood risk assessment is to accompany planning applications.	✓ A detailed Flood Risk Assessment Report by AKM Design is submitted with the LRD application.
	Development in flood risk areas should be subject to the Justification test.	✓ A detailed Flood Risk Assessment Report by AKM Design is submitted with the LRD application.

## 2.10 Regional Spatial and Economic Strategy – Northern and Western Regional Assembly

The Regional Spatial and Economic Strategy (RSES) for the Northern and Western Regional Assembly (NWRA) is a strategic document that aims to guide the development of the region until 2032. The RSES for the NWRA is based on the vision of creating a “region of regions” that is resilient, connected, natural and inclusive. Some of the main objectives of the RSES with regards to urban development revolved around supporting the growth and regeneration of Galway as the regional metropolitan area and a driver of national and regional development. Whilst also promoting compact growth and sustainable urban development that optimises the use of existing infrastructure, enhances the quality of the urban environment, and supports the transition to a low-carbon economy.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
Regional Policy Objective (RPO) 3.1	Develop urban places of regional scale through: Delivering on the population targets for the Metropolitan and Regional Growth Centres through compact growth; delivering significant compact growth in Key Towns; and developing derelict and underutilised sites, with an initial focus within town cores.	✓ The development will contribute to achieving the unit and population targets for the Galway MASP. The development will deliver 171 no. units which accounts for almost a third of the targeted units for the Garraun settlement. It is estimated that the 171 no. units will house 415 no. people which is more than a third of the total target population for the Garraun settlement.
RPO 3.2	a) Deliver at least 50% of all new city homes targeted in the Galway Metropolitan Area Strategic Plan (MASP), within the existing built-up footprint of Galway City and suburbs. b) Deliver at least 40% of all new housing targeted in the Regional Growth Centres, within the existing built-up footprint. c) Deliver at least 30% of all new homes that are targeted in settlements with a population of at least 1,500 (other than the Galway MASP and the Regional Growth Centres), within the existing built-up footprints.	✓ The development is located on a ‘greenfield’ site but is within the settlement boundary of Garraun which is designated as a metropolitan settlement. Therefore, the proposed development complies with sub-section a and c.

RPO 3.8	Support the design of new/replacement/refurbished dwellings to high energy efficiency standards that fully avail of renewable technologies, maximise solar gain, utilising modern materials and design practices.	✓ The development will deliver dwellings which meet the updated minimum BER standard for building completed after 1 November 2019 of A2.
RPO 3.10	Ensure flood risk management informs development by avoiding inappropriate development in areas at risk of flooding and integrate sustainable water management solutions (such as SUDS, non-porous surfacing and green roofs) to create safe places. Development plans should assess flood risk by implementing the recommendations of the Planning System and Flood Risk Assessment Guidelines for Planning Authorities (2009) and Circular PL02/2014 (August 2014).	✓ The development has been reviewed against a detailed flood risk assessment which was done by AKM Design. The details of the flood risk assessment can be viewed in documents submitted as part of this LRD application.
RPO 3.6.5	Support the delivery of lands for employment uses at Knocknacurra/Rahoon, Mervue, Dangan, Parkmore, Briarhill, Airport and Oranmore.	✓ This development will support the viability of employment uses at Oranmore, as it will provide a diverse mix of affordable accommodation options to the prospective employees of employment opportunities generated through the development of employment lands surrounding Garraun and Oranmore.
RPO 3.6.10	Support the provision of Childcare, Education and Health Services within the same timeframes as the residential and employment uses outlined above.	✓ The development supports the provision of childcare services, as a 48 no. place crèche is included as part of the development. The development is estimated to generate a demand for 17 no. childcare spaces; therefore, the development will add 31 no. childcare spaces to the childcare service capacity of Galway County.



RPO 6.26	<p>The walking and cycling offer within the region shall be improved to encourage more people to walk and cycle, through:</p> <p>(a) Preparation and implementation of Local Transport Plans for Galway Metropolitan Area, Regional Growth Centres and Key Towns, which shall encourage a travel mode shift from private vehicular use towards sustainable travel modes of walking, cycling and use of public transport.</p> <p>(b) Safe walking and cycle infrastructure shall be provided in urban and rural areas, the design shall be informed by published design manuals, included the Design Manual for Urban Roads and Streets (DMURS) and the NTA Cycle Manual.</p> <p>(c) Development of a network of Greenways.</p>	<p>✓ The development complies with sub-section (b), as it prioritises non-motorised modes of transport through placing the DMURS at the centre of the design thinking behind the rationale for the layout of streets and roads in the proposed development.</p>
RPO 6.31	<p>New development areas should be permeable for walking and cycling and the retrospective implementation of walking and cycling facilities should be undertaken where practicable in existing neighbourhoods, to give a competitive advantage to these modes. Prioritisation should be given to schools and areas of high employment density.</p>	<p>✓ The development prioritises the movement of pedestrians and cyclists through its layout. This is achieved through awarding adequate space to non-motorised infrastructure, and using different materials for transport infrastructure that denotes a prioritisation of modes of non-motorised transport. Therefore, the permeability for walking and cycling is maximised.</p>
RPO 6.33	<p>Reduce dependency on the fossil-fuel powered vehicles and have regard to the National Policy Framework for Alternative Fuels Infrastructure for Transport.</p>	<p>✓ The development will contribute the reduction in the dependency on fossil-fuel powered vehicles as it will make provision for the installation of home charging infrastructure for electric vehicles.</p>

### 3. Local Planning Policy

The Galway CDP 2022-2028 sets out the vision, objectives, and policies for the development of Galway County up to 2028. The plan aims to achieve a balanced and sustainable growth that enhances the quality of life, environment, and economy of Galway County. It covers a range of topics, such as housing, transport, environment, heritage, community, culture, tourism, enterprise, and infrastructure. Key objectives of the plan are to promote urban development that is compact, connected, resilient and inclusive. The plan supports the implementation of the MASP for Galway, which is part of the NPF and the RSES of the NWRA. The MASP identifies the strategic growth areas and priorities for the metropolitan area, which includes the city and the towns of Baile Chláir, Bearna, Oranmore, Briarhill and Garraun. The plan also provides a settlement strategy and a detailed plan for each of the small growth towns and villages in the county, which are expected to accommodate a significant share of the population and employment growth.

This section looks at consistency with the following county and local policy documents:

- Galway CDP 2022-2028
- Garraun Urban Framework Plan 2021

#### 3.1 Galway County Development Plan 2022-2028

Reference	Policy Objective	Policy Provision	Statement of Consistency
<b>Vol. 1 Chapter 2</b>	CS 1	Implementation To secure the implementation of the Core Strategy and the Settlement Hierarchy in so far as practicable, by directing sustainable growth towards the designated settlement.	✓ The development supports CS 1 objective, as the development is in the Garraun settlement which is designated as a metropolitan settlement earmarked for significant growth.
	CS 2	Compact Growth To achieve compact growth through the delivery of new homes in urban areas within the existing built up footprint of settlements, by developing infill, brownfield and regeneration sites and prioritising underutilised land in preference to greenfield sites	✓ The proposed development falls outside the scope of CS 2 objective. However, the proposed development is designed to function as a sustainable urban environment which will ensure that it supports the compact growth of Garraun.
	CS 3	Population Growth	✓ The development supports CS 3 objective, as it will contribute almost a third to the population growth target for Garraun settlement as well as adding an estimated 31

		To support and manage the self-sufficient sustainable development of all settlements in a planned manner, with population growth and the development of economic, physical and social infrastructure.	no. childcare spaces to existing childcare services in Galway County.
	CS 5	<p>Population within Tiers</p> <p>It is a policy objective of the Planning Authority to support the delivery of the population projections within the different settlement tiers of the Core Strategy. Where individual settlements are not progressing to reach their population allocation at the half way point in the lifetime of the plan the population allocation maybe redistributed within the individual tier subject to servicing and the proper planning and sustainable development of the area.</p>	✓ The development supports CS 5 objective, as it will contribute almost a third to the population target and 30% of the total number of residential units target for the metropolitan settlement of Garraun.
	CS 6	<p>Strategic Roads</p> <p>To maintain the strategic function, capacity and safety of the national road network and to ensure that the existing extensive transport networks are maintained to a high level to ensure quality levels of service, safety, accessibility and connectivity to transport users.</p>	✓ The proposed development falls outside the scope of CS 6 objective. However, the economic activity generated by the proposed development will serve the national and local tax base which provides the funding to construct and maintain national, regional, and local roads
	CS 7	<p>Active Land Management</p> <p>To promote, support, and facilitate the re-use of under-utilised or vacant lands, or lands identified for regeneration, through a co-ordinated approach to active land management between the Council and stakeholders.</p>	✓ The development supports CS 7, as it is activating under-utilised/vacant lands at an optimal location that is aligned to the designated land-use zoning of residential.
	SS 1	<p>MASP (Level 1)</p> <p>Galway County Council shall support the important role of the Metropolitan Area Strategic Plan (MASP) which is inextricably linked to Galway City, as a key</p>	✓ The development is aligned with the SS 1 objective, as it is a residential development within the Metropolitan Area Strategic Plan settlement of Garraun that is grounded in the principles of sustainable urban development.

		driver of social and economic growth in the County and in the wider Western Region and will support the sustainable growth of the strategic settlements, including the future development of the Urban Framework Plans identified for Briarhill and Garraun and the settlements of Baile Chláir, Bearna and Oranmore, within the Galway Metropolitan Area.	
	HS 1	<p>Housing Requirements</p> <p>It is the policy objective of the Planning Authority to facilitate the housing needs of the existing and future population of County Galway through the management of housing development in the county in accordance with the Housing Need Demand Assessment, Core Strategy and Settlement Hierarchy.</p>	✓ The development is aligned with HS 1 objective, as it will aid Galway County in facilitating housing needs through providing a diverse mix of housing typologies catering to the needs of various segments of the population.
	SH 1	<p>Affordable Housing</p> <p>a) Promote the delivery of affordable housing primarily in sustainable locations in towns and villages across County Galway in the first instance in accordance with proper planning and sustainable development.</p> <p>b) Promote the provision of an affordable housing scheme on the outskirts of An Spidéal.</p>	✓ The proposed development addresses SH 1 objective. Given that the proposed development dedicates 20% of its unit to Part V housing it supports the council by lessening the pressure on the council to deliver affordable housing.
	SH 4	<p>Adaptable Housing</p> <p>Promote and support the development of sustainable housing for older people and those with disabilities or learning disabilities, the concept of independent living will also be promoted.</p>	✓ The proposed development is in support of the SH 4 objective, as it offers a mix of unit types and sizes. The proposed development consists of 1-, 2-, 3-, and 4-bedroom units which is composed of apartments, maisonettes, and houses.
	PV 1	<p>Part V Provision</p> <p>It is a policy objective of the Planning Authority to secure implementation of the Part V provision of the</p>	✓ The development is in support of the PV 1 objective, as it will add 32 no. Part V dwellings to the existing social

		<p>Planning and Development Act 2000 (as amended), through the reservation of 20% of all lands zoned for residential uses, or for a mixture of residential and other uses, shall be made available for the provision of social and/or affordable housing in order to address the requirement for social and affordable housing under Part V, thus promoting tenure diversity and socially inclusive communities within the County. Outlined in the Housing Circular 28/2021, the Part V contribution applicable to a grant of planning permission remains at 10% (to be applied to social housing only) where land already has planning permission or until 31 July 2026 for all land purchased in the period between 1 September 2015 and 31 July 2021. The applicable percentage will be 20% in all other cases.</p>	<p>housing stock of the county, which meets the required threshold of 20% of proposed total dwellings.</p>
<b>Chapter 3</b>	PM 1	<p>Placemaking</p> <p>To promote and facilitate the sustainable development of a high-quality built environment where there is a distinctive sense of place in attractive streets, spaces, and neighbourhoods that are accessible and safe places for all members of the community to meet and socialise.</p>	<p>✓ The development will support the PM 1 objective, as design of the development will aim to create an interconnected network of communal spaces which include streets and open spaces that encourage residents to socialise which will forge a cohesive sense of place.</p>
	PM 4	<p>Sustainable Movement within Towns</p> <p>It is a policy objective of the Planning Authority to encourage modal shift in our towns to more sustainable transport alternatives through mixed use development that enables local living and working which is well connected to sustainable transport infrastructure such as walking, cycling, public bus and rail transport.</p>	<p>✓ The development will contribute to achieving the PM 4 objective, as non-motorised modes of transport is prioritised within the development layout whilst a non-motorised transport infrastructure link between the development and Oranmore train station along Coast Road will be provided.</p>

	PM 5	<p>Sustainable Transport</p> <p>Promote sustainable transport options as an alternative to the private car for people to access local services which will facilitate the transition to a low carbon climate resilient society.</p>	<p>✓ The development will support PM 5 objective, as it is located within a 5 – 10 min walk to the Oranmore train station and within 15 – 20 min walk from the Oranmore town centre.</p>
	PM 6	<p>Health and Wellbeing</p> <p>Promote the development of healthy and attractive places by ensuring:</p> <p>(a) Good urban design principles are integrated into the layout and design of new development;</p> <p>(b) Future development prioritises the need for people to be physically active in their daily lives and promote walking and cycling in the design of streets and public spaces</p> <p>(c) New schools and workplaces are linked to walking and cycling networks</p> <p>(d) The provision of open space considers different types of recreation and amenity uses with connectivity by way of safe, secure walking and cycling routes.</p> <p>(e) Developments are planned for on a multi-functional basis incorporating ecosystem services, climate change measures, Green Infrastructure and key landscape features in their design.</p>	<p>✓ The development will contribute to achieving the PM 6 objective, as the layout and design establishes a network of easy to navigate interconnected footpaths and open spaces throughout the development which will improve connectivity and encourage physical activity through active transport. These footpaths are overlooked by the dwellings, providing for an improved perception of safety throughout the development. Open spaces within the development play a pivotal role in the drainage strategy for development, as open spaces located in strategic locations to accommodate the run-off of water as determined by the slope of the site.</p>
	PM 7	<p>Inclusivity</p> <p>To ensure our urban settlements are inclusive and welcoming to all people of all ages regardless of their physical ability ensuring that they have access to the</p>	<p>✓ The development will support the PM 7 objective by providing a mix of dwellings by type and size. This mix has been discussed and agreed in principle with Galway County Council, including the provision of Maisonette, duplex apartments, semi-detached and detached houses.</p>

		services available in the towns and villages across the County.	
	PM 8	<p>Character and Identity</p> <p>Ensure the best quality of design is achieved for all new development and that design respects and enhances the specific characteristics unique features of the towns and villages throughout the County.</p>	<p>✓ The development will contribute to meeting objectives PM 8, 10 and 11 by adhering to all the associated design guidelines for new developments as provided at a national level. At a county level the development will seek to infuse the maritime character of the surrounding built environment within the development through making use of shades of grey tones for buildings and supporting infrastructure.</p>
	PM 9	<p>Vitality in Towns and Villages</p> <p>(a) To provide an appropriate mix of uses and densities in settlements that are responsive to the needs of people and market demand to support delivery of sustainable, viable and thriving walking neighbourhoods;</p> <p>(b) To encourage a greater usage of backland areas and to promote the redevelopment of sites in the town or village centre where development will positively contribute to the commercial and residential vitality of the town or village settlement.</p>	<p>✓ The development will support the PM 9 objective, as it will transform currently underutilised land to residential land use which in turn is complimentary to the vitality of towns and villages as it creates demand for non-residential land uses located at the centre of the Garraun UFP.</p>
	PM 10	<p>Design Quality</p> <p>To require that new buildings are of exceptional architectural quality, and are fit for their intended use or function, durable in terms of design and construction, respectful of setting and the environment and to require that the overall development is of high quality, with a well-considered public realm.</p>	<p>✓ Refer to PM 8.</p>
	PM 11	Details of Materials	<p>✓ Refer to PM 8.</p>

		To ensure that the appearance of buildings, in terms of details and materials (texture, colour, patterns and durability), is of a high standard with enduring quality and has a positive impact on the visual quality of the area.	
	PM 12	<p>PM 12 Permeability</p> <p>Encourage improved permeability in town centres including the connection of blueways and greenways to adjacent towns. Ensure appropriate signage strategies are in place to direct visitors and residents to key public spaces and attractions.</p>	✓ The development will contribute to achieving the PM 12 objective, as the layout and design establishes a network of easy to navigate interconnected footpaths and open spaces throughout the development. This network aims to maximise pedestrian and cyclist permeability through incorporating the transport design principles of legibility and hierarchy.
	PM 13	<p>Public Realm Opportunities</p> <p>Promote enhanced and increased public realm opportunities including the shared use of spaces, for outdoor experiences, with a priority on pedestrian uses</p>	✓ The development will contribute to achieving the PM 13 objective, as the layout and design distributes open spaces throughout the development which will aim to maximise public realm opportunities. See Landscape Report by SRLA for further detail.
	CGR 6	<p>Density</p> <p>Promote the provision of higher density development in close proximity to sustainable transport corridors such as train stations.</p>	✓ The development is aligned to the CGR 6 objective, as it is close to Oranmore train station and has a density of 39 dwellings/ha which is higher than the prescribed required density of 35 dwellings/ha for the Garraun settlement.
	CGR 9	<p>Delivering Improved Public Realm</p> <p>Provide for a high-quality public realm and public spaces in towns and villages by promoting quality design that accommodates creative patterns of use having regard to the physical, cultural, and social identities of individual settlements.</p>	✓ The development will contribute to achieving the CGR 9 objective, as the layout and design distributes open spaces throughout the development which will aim to maximise public realm opportunities. See Landscape Report by SRLA for further detail.
	CGR 10	Public Realm Strategy	✓ See Landscape Report by SRLA for further detail.



		Consider the preparation of a Public Realm Strategy for County Galway within the lifetime of the Development Plan as resources permit.	
	UL 2	<p>Layout and Design</p> <p>To comply with the principles of good placemaking in delivering residential developments within the towns and villages of the county.</p>	✓ The development will contribute to meeting objective UL 1 by adhering to all the associated design guidelines for new developments as provided at a national level.
	UL 3	<p>Housing Mix</p> <p>To promote a mix of house types and sizes that appeal to all sectors of the community and contribute to a healthy neighbourhood.</p>	✓ The development is aligned with UL 3 objective, as it will provide a diverse mix of housing typologies catering to the needs of various segments of the population.
	UL 5	<p>Open Spaces</p> <p>To provide well planned and considered open space that is of sufficient size and in locations that respond to the identified needs of people in accordance with best practice and the scale and function of the surrounding area.</p>	✓ The development will contribute to achieving the UL 5 objective, as the layout and design distributes open spaces throughout the development which will aim to encourage a diverse use of the open spaces.
<b>Chapter 5</b>	EL 1	<p>Key Employment Locations</p> <p>It is an objective of the plan to continue to deliver and enhance key employment locations and supporting infrastructure within the county. Economic development will be promoted within locations listed in Table 5.4 in order to secure the county's continued economic development.</p> <p>The objectives for these main employment locations include:</p> <ul style="list-style-type: none"> <li>• To upgrade, improve and maximise the infrastructural facilities available within the MASP</li> </ul>	✓ The development will support the EL 1 objective, as it will provide complimentary land uses that will enable the key employment locations of Oranmore and Garraun to activate lands zoned for employment purposes.

		<p>area, key towns and the strategic economic corridor;</p> <ul style="list-style-type: none"> <li>• To seek to reserve lands to support nationally and regionally significant activities and to attract specialist enterprise development that is large scale or high value;</li> <li>• To facilitate opportunities for science and technology-based employment;</li> <li>• To ensure development is compatible with the enhancement, preservation and protection of the environment and recognised cultural resources;</li> <li>• To identify sites of adequate size and location to accommodate necessary infrastructure or support activities which would not be appropriate in proximity to centres of population or sensitive environments or environmentally sensitive economic activities.</li> </ul>	
<b>Chapter 6</b>	GCTPS 3	<p>Sustainable Transport</p> <p>The County will seek to support a variety of measures which will reduce car dependency for residents, and will specifically seek to improve access to sustainable transport choices (including responsive and “flexible” modes) for those residents in rural areas of the County.</p>	<p>✓ The development is aligned to the GCTPS 3 and 4 objectives, as it focussed on prioritising the movement of pedestrians and cyclists within development and providing non-motorised transport linkages to public transport nodes such as then Oranmore train station.</p>
	GCTPS 4	<p>Walking and Cycling</p> <p>Support for, and enhancement of, existing and new walking and cycling networks as the “first choice” for shorter local journeys and to link settlements within the County and to Galway City.</p>	<p>✓ Refer to GCTPS 3.</p>
	GCTPS 5	<p>Upgrade to Public Transport Networks</p> <p>Support any proposed major upgrades to the public transport networks, including the Western Rail</p>	<p>✓ The development will contribute to achieving the GCTPS 5 objective, as it will generate an estimated 415 people and thereby increase the demand for rail services at Oranmore</p>

		Corridor and the dual tracking between Galway City and Athlone.	train station. This increase in the demand for public transport could contribute to the argument for the planned expansion of railway services capacity of the Galway City and Athlone railway line noted in the regional and county development plans.
	ILUTP 1	<p>Sustainable Transportation</p> <p>Encourage transition towards sustainable and low carbon transport modes, through the promotion of alternative modes of transport, and 'walkable communities' and Active Travel, together with promotion of compact urban forms close to public transport corridors to encourage more sustainable patterns of movement.</p>	✓ The development is aligned to the ILUTP 1 objective, as it aims to create a compact urban form through prioritising the movement of pedestrians and cyclists within development and providing non-motorised transport linkages to public transport nodes such as then Oranmore train station.
	WC 1	<p>Pedestrian and Cycling Infrastructure</p> <p>To require the design of pedestrian and cycling infrastructure to be in accordance with the principles, approaches and standards set out in the National Cycle Manual and the Design Manual for Urban Roads and Streets, TII Publications, 'The Treatment of Transition Zones to Towns and Villages on National Roads', and the NTA document Permeability: Best Practice Guide.</p>	✓ The development contributes to achieving the WC 1 objective, as the layout of the development was informed by the National Cycle Manual and the DMURS, Transport Infrastructure Ireland (TII) Publications, 'The Treatment of Transition Zones to Towns and Villages on National Roads', and the National Transport Authority (NTA) document Permeability: Best Practice Guide.
	WC 2	<p>Bicycle Parking</p> <p>To encourage the provision of secure bicycle parking facilities and associated facilities within the public realm of towns and villages throughout the County.</p>	✓ The development is aligned to the WC 2 objective, as it provides a total of 782 no. private and 98 communal bicycle parking spaces. Communal bicycle parking spaces are optimally located at strategic locations to ensure easy access to prospective residents and visitors.
	WC 3	Sustainable Transport Movement	✓ The development will contribute to achieving the WC 3 objective, as the layout and design establishes a network

		To require sustainable transport movement and good permeability to be given priority at the earliest design stage of development proposals.	of easy to navigate interconnected footpaths and cycleways throughout the development.
<b>Chapter 7</b>	WS 4	Requirement to Liaise with Irish Water – Water Supply Ensure that new developments are adequately serviced with a suitable quantity and quality of drinking water supply and require that all new developments intending to connect to a public water supply liaise with Irish Water with regard to the water (and wastewater) infrastructure required.	✓ The development is aligned to the WS 4 objective, as the design team responsible for this development have engaged with Irish Water at various stages in preparation of the documentation accompanying the Section 247 application, Section 32B application, and the LRD application.
	WS 7	Water Quality Require that new development proposals would ensure that there would not be an unacceptable impact on water quality and quantity including surface water, ground water, designated source protection areas, river corridors and associated wetlands.	✓ The development is in step with the WS 7 objective, as the Civil Design Statement prepared AKM Design for the site indicates that the development will not adversely affect the quality or quantity of the water within various types of waterbodies.
	CWS 1	Water Conservation with all Developments To ensure all developments incorporate water conservation measures such as rainwater harvesting to minimise wastage of water supply.	✓ The development will comply with the CWS 1 objective, as the principles of water conservation was employed within nature-based solutions to drainage and landscape design.
	WW 4	Requirement to Liaise with Irish Water – Wastewater Ensure that new developments will only be permitted which are adequately serviced with sufficient capacity for appropriate collection, treatment and disposal (in compliance with the Water Framework Directive and River Basin Management Plan) to the public sewer unless provided for otherwise by the plan. Developers shall liaise with Irish Water with regard to the wastewater (and water) infrastructure to ensure	✓ The development is in step with the WS 4 objective, as the design team responsible for this development have engaged with Irish Water to establish the capacity of wastewater treatments facilities are in the area at various stages in preparation of the documentation accompanying the Section 247 application, Section 32B application, and LRD application.

		sufficient capacity is available prior to the submission of a planning application.	
	WW 7	<p>Sustainable Drainage Systems</p> <p>To require the use of Sustainable Drainage Systems to minimise and limit the extent of hard surfacing and paving and require the use of SuDS measures be incorporated in all new development (including extensions to existing developments). All development proposals shall be accompanied by a comprehensive SuDS assessment including run-off quantity, run off quality and impacts on habitat and water quality.</p>	<p>✓ The development is aligned with the WW 7 and 10 objectives, as a detail SUDS assessment was conducted by AKM Design and is included in the Civil Design Statement accompanying this application.</p>
	WW 10	<p>Surface Water Drainage</p> <p>To require all new developments to provide a separate foul and surface water drainage system and to incorporate sustainable urban drainage systems where appropriate in new development and the public realm.</p>	<p>✓ Refer to WW 7.</p>
	WM 2	<p>Requirements for Waste Management</p> <p>Support and promote the circular economy principles, prioritising prevention, reuse, recycling and recovery, and to sustainably manage residual waste. New developments will be expected to take account of the provisions of the Waste Management Plan for the Region and observe those elements of it that relate to waste prevention and minimisation, waste recycling facilities, and the capacity for source segregation.</p>	<p>✓ The development is in step with the WM 2 objective, as it makes provision for the management of waste by allocating space for the placement of multiple types of waste bins and ensuring that street and road widths are sufficient to accommodate for the manoeuvring of waste collection vehicles. Please refer to the waste management strategy prepared by AKM Design which accompanies this LRD application.</p>
	NP 2	<p>Developments within Noise Maps (Noise Action Plan 2019-2023)</p> <p>To require that where new developments are proposed within the noise limits of the noise maps for</p>	<p>✓ The development will be in compliance with the NP 2 and 3 objectives, as a detailed noise impact assessment was completed by Enfonic as part of this LRD planning application.</p>

		the designated sections of roads in the County, appropriate mitigation measures are undertaken so as to prevent harmful effects from environmental noise.	
	NP 3	<p>Noise Impact Assessments</p> <p>To require an assessment of impact of the development on noise levels, having regard to the provisions of the Environmental Protection Agency Acts 1992 and 2003 and the EPA Noise Regulations 1994 when assessing planning application.</p>	✓ Refer to NP 2.
	LP 1	<p>Lighting Schemes</p> <p>To require that all developments shall ensure lighting schemes are designed so that excessive light spillage is minimised to ensure light pollution in the surrounding environment including residential amenity, wildlife and near public roads is limited. Such lighting schemes shall be submitted and agreed with the Planning Authority.</p>	✓ The development will be in compliance with the LP 1 objectives, as a detailed light impact assessment was prepared by Molloy Consulting Engineers as part of this LRD planning application.
	SQ 1	<p>Soil Impact Assessments</p> <p>Ensure good soil quality throughout the county by requiring developments of a certain nature (as specified in the relevant environmental legislation) to carry out assessments of the impact of the development on soil quality.</p>	✓ The development will be in compliance with the SQ 1 objective, as a detailed soil impact assessment was completed by AKM Design as part of this LRD planning application.
<b>Chapter 8</b>	LCM 2	<p>Landscape Sensitivity Classification</p> <p>The Planning Authority shall have regard to the landscape sensitivity classification of sites in the consideration of any significant development proposals and, where necessary, require a Landscape/Visual Impact Assessment to accompany such proposals. This shall be balanced against the</p>	✓ The development will be in compliance with the LCM 2 objective, as a landscape visual impact assessment was prepared by Modelworks as part of this LRD application..

		need to develop key strategic infrastructure to meet the strategic aims of the plan.	
	PVSR 1	<p>Protected Views and Scenic Routes</p> <p>Preserve the protected views and scenic routes as detailed in Maps 8.3 and 8.4 from development that in the view of the Planning Authority would negatively impact on said protected views and scenic routes. This shall be balanced against the need to develop key infrastructure to meet the strategic aims of the plan.</p>	<p>✓ The development is aligned with the PVSR 1 objective, as it will minimise its visual impact through incorporating vernacular architectural elements in the design of the buildings. Thereby, minimising any adverse effects the development could have on the view from Coast Road which is a designated scenic route. A landscape visual impact assessment was prepared by Modelworks as part of this LRD application.</p>
<b>Chapter 9</b>	MCD 2	<p>Pattern of Development along the Coast</p> <p>To strictly control the nature and pattern of development within coastal areas and ensure that it is designed and landscaped to the highest standards and sited appropriately so as not to detract from the visual amenity of the area.</p>	<p>✓ The development is in step with the MCD 2 objective, as it is not located on the seaward side of Coast Road. Further, the development will aim to retain as much of the original flora on the site and landscape the open spaces in line with local natural character of the area.</p>
<b>Chapter 10</b>	NHB 1	<p>Natural Heritage and Biodiversity of Designated Sites, Habitats and Species</p> <p>Protect and where possible enhance the natural heritage sites designated under EU Legislation and National Legislation (Habitats Directive, Birds Directive, European Communities (Birds and Natural Habitats) Regulations 2011 and Wildlife Acts) and extend to any additions or alterations to sites that may occur during the lifetime of this plan.</p> <p>Protect and, where possible, enhance the plant and animal species and their habitats that have been identified under European legislation (Habitats and Birds Directive) and protected under national Legislation (European Communities (Birds and Natural Habitats) Regulations 2011 (SI 477 of 2011),</p>	<p>✓ The proposed development has taken every precaution to ensure that the any unavoidable environmental impact of the proposed development is minimised. Evidence of these efforts are the three environmental reports that were prepared by Enviroguide. All of which found that the proposed development would have a negligible impact on the environment.</p>

		<p>Wildlife Acts 1976-2010 and the Flora Protection Order (SI 94 of 1999).</p> <p>Support the protection, conservation and enhancement of natural heritage and biodiversity, including the protection of the integrity of European sites, that form part of the Natura 2000 network, the protection of Natural Heritage Areas, proposed Natural Heritage Areas, Ramsar Sites, Nature Reserves, Wild Fowl Sanctuaries (and other designated sites including any future designations) and the promotion of the development of a green/ecological network.</p>	
	NHB 2	<p>European Sites and Appropriate Assessment</p> <p>To implement Article 6 of the Habitats Directive and to ensure that Appropriate Assessment is carried out in relation to works, plans and projects likely to impact on European sites (SACs and SPAs), whether directly or indirectly or in combination with any other plan(s) or project(s). All assessments must be in compliance with the European Communities (Birds and Natural Habitats) Regulations 2011. All such projects and plans will also be required to comply with statutory Environmental Impact Assessment requirements where relevant.</p>	<p>✓ The development will be in compliance with the NHB 2 and 3 objectives, as a detailed AA and NIS was completed by Enviroguide. See AA and NIS for further information.</p>
	NHB 3	<p>Protection of European Sites</p> <p>No plans, programmes, or projects etc. giving rise to significant cumulative, direct, indirect or secondary impacts on European sites arising from their size or scale, land take, proximity, resource requirements, emissions (disposal to land, water or air), transportation requirements, duration of construction, operation, decommissioning or from any</p>	<p>✓ Refer to NHB 2.</p>



		other effects shall be permitted on the basis of this Plan (either individually or in combination with other plans, programmes, etc. or projects.*	
	NHB 4	<p>Ecological Appraisal of Biodiversity</p> <p>Ensure, where appropriate, the protection and conservation of areas, sites, species and ecological/networks of biodiversity value outside designated sites. Where appropriate require an ecological appraisal, for development not directly connected with or necessary to the management of European Sites, or a proposed European Site and which are likely to have significant effects on that site either individually or cumulatively.</p>	<p>✓ The development will be in compliance with the NHB 4 objective, as a detailed ecological assessments (see AA and NIS) were completed prior to the submission of the formal planning application. See reports prepared by Enviroguide.</p>
	NHB 9	<p>Protection of Bats and Bats Habitats</p> <p>Seek to protect bats and their roosts, their feeding areas, flight paths and commuting routes. Ensure that development proposals in areas which are potentially important for bats, including areas of woodland, linear features such as hedgerows, stone walls, watercourses and associated riparian vegetation which may provide migratory/foraging uses shall be subject to suitable assessment for potential impacts on bats. This will include an assessment of the cumulative loss of habitat or the impact on bat populations and activity in the area and may include a specific bat survey. Assessments shall be carried out by a suitably qualified professional and where development is likely to result in significant adverse effects on bat populations or activity in the area, development will be prohibited or require mitigation and/or compensatory measures, as appropriate. The impact of lighting on bats and their roosts and the lighting up of objects of cultural</p>	<p>✓ The development will be in compliance with the NHB 9 objective, as a detailed bat survey has been completed the limits and findings of which can be found in the Ecological Impact Assessment prepared by Enviroguide.</p>

		heritage must be adequately assessed in relation to new developments and the upgrading of existing lighting systems.	
	IS 1	<p>Control of Invasive and Alien Invasive Species</p> <p>It is a policy objective of the Planning Authority to support measures for the prevention and eradication of invasive species.</p>	✓ See reports from Enviroguide for further detail.
	IS 2	<p>Invasive Species Management Plan</p> <p>Ensure that proposals for development do not lead to the spread or introduction of invasive species. If developments are proposed on sites where invasive species are currently or were previously present, an invasive species management plan will be required. A landscaping plan will be required for developments near water bodies and such plans must not include alien invasive species.</p>	✓ See reports from Enviroguide for further detail.
	PO 1	<p>Delivery of All Ireland Pollinator Plan</p> <p>To facilitate the delivery of the All Ireland Pollinator Plan where possible. In the interest of preserving and enhancing biodiversity and working in conjunction with the All Ireland Pollinator Plan - It shall be the policy objective of the Planning Authority to ensure that at least 20% of the green space on all housing estates being built will have to be dedicated, developed and maintained as a pollinator zone. The area dedicated can be confined to one single lot or various lots around the site providing that the total area of the lots meets the minimum requirement of 20%. The pollinator zones should be planted with a mix of pollinator friendly-bulbs, self seeding annuals and biennials, perennials, shrubs, trees, fruit trees and fruit bushes</p>	✓ The development is aligned to the PO 1 objective, as the proposed landscape plan for the development will ensure that at least 20% of the green spaces across the layout in the development are dedicated as pollinator zones. See Landscape Report by SRLA for further detail.

		and the majority of this planting should consist of native plants.	
	TWHS 1	<p>Trees, Hedgerows, Natural Boundaries and Stone Walls</p> <p>Protect and seek to retain important trees, tree clusters and tree boundaries, ancient woodland, natural boundaries including stonewalls, existing hedgerows particularly species rich roadside and townland boundary hedgerows, where possible and replace with a boundary type similar to the existing boundary. Ensure that new development proposals take cognisance of significant trees/tree stands and that all planting schemes developed are suitable for the specific site and use suitable native variety of trees of Irish provenance and hedgerows of native species. Seek Tree Management Plans to ensure that trees are adequately protected during development and incorporated into the design of new developments.</p>	<p>✓ The development is in step with TWHS 1 objective, as a tree survey has already been completed for the site, which identified the trees and hedgerows to retain. Most of the hedgerows running along the border of the site will be retained and where necessary replaced. See Landscape Report by SRLA for further detail.</p>
	TWHS 2	<p>Planting of Trees and Woodlands</p> <p>Encourage and promote in co-operation with Coillte and the Department of Agriculture, Food and the Marine and other organisations, the planting of trees and woodlands, as an important means of contributing to its objective of sustaining, protecting and enhancing the County's biodiversity, natural resources, amenity, landscape and developing tourism product. Encourage community woodlands in urban/urban fringe areas utilising funding available through schemes such as the NeighbourWood and Native Woodland Schemes.</p>	<p>✓ See Landscape Report by SRLA for further detail.</p>

	TWHS 3	<p>Protection of Forestry</p> <p>Protect all substantial area of deciduous forest, other than areas of commercial forestry. Proposals for development in these areas should seek to interact with the landscape character of the forested areas and its limits while also enhancing the forested areas so as to increase biodiversity.</p>	<p>✓ See Arboricultural Report by Charles McCorkell Arboricultural Consultancy.</p>
	GBI 1	<p>New Developments</p> <p>Require all proposals for large scale development to contribute to the protection, management and enhancement of the existing green/blue infrastructure of the County and the delivery of new green/blue infrastructure, where appropriate by including a green/ blue infrastructure plan as an integral part of any planning application. This plan should identify environmental and ecological assets, constraints and opportunities and shall include proposals which protect, manage, and enhance the development of green infrastructure resources in a sustainable manner.</p>	<p>✓ The development will be in compliance with the GBI 1 objective, as a detailed green/blue infrastructure plan by SLRA has been prepared. See Landscape Report by SRLA for further detail.</p>
	GBI 2	<p>Green/Blue Infrastructure Network</p> <p>Facilitate the ongoing development and improvement of a green/blue infrastructure network for urban and rural areas, connecting both natural and semi-natural corridors such as including green spaces, open spaces, green amenities, residual land, rivers and canals. Enhancements along natural features may include the provision of riparian buffers, community food programmes (allotments) and wild areas for pollination thus ensuring the provision of natural</p>	<p>✓ Same as above – see Landscape Report by SRLA for further detail.</p>

		areas for the benefit of biodiversity, wildlife and climate adaptation.	
		<p>Development of Strategic Greenway Network</p> <p>Support the development of an integrated Strategic Greenway Network of national and regional routes and maximise connectivity to existing greenways through linkages of cycling and walking infrastructure in a manner that is compatible with nature conservation and other environmental policies. This will include the following;</p> <ul style="list-style-type: none"> <li>• National Galway to Dublin Cycleway/ Greenway;</li> <li>• Connemara Greenway i.e., (Clifden to Oughterard, Galway to Oughterard);</li> <li>• Oranmore to Bearna Coastal Greenway;</li> <li>• Athenry to Tuam;</li> <li>• Clifden to Derrygimlagh;</li> <li>• Clifden to Letterfrack.</li> </ul>	<p>✓ The proposed non-motorised transport link connecting the proposed development to Oranmore train station and Oranmore town will serve the policy initiatives as bulleted within BGP 2. See Landscape Report by SRLA for further detail.</p>
<b>Chapter 11</b>	SC 1	<p>Social and Community Infrastructure</p> <p>Support the provision of social and community facilities and services within the County which meet the current and future needs of the entire population.</p>	<p>✓ The development is aligned with the SC 1 objective, as 18% of the development is dedicated to open space. As part of the development a crèche with 48 no. spaces will be provided adding an additional 31 no. available childcare spaces to the county supply.</p>
	CF 1	<p>Childcare Facilities</p> <p>Encourage and support the sustainable provision of childcare facilities in appropriate locations and seek their provision concurrent with development, having regard to the distribution of the residential populations and population targets for the area and in accordance with the Guidelines on Childcare Facilities: Guidelines for Planning Authorities (DoEHLG, 2001), the Childcare (PreSchool Services) Regulations 2006</p>	<p>✓ The development will contribute to achieving the CF 1, 2 and 3 objectives, as the development makes provision for a crèche with 48 no. space. It is estimated that the development will generate a demand of 11 no. childcare spaces. Therefore, the development will add an additional 31 no. childcare spaces to the available childcare spaces in the county.</p>

		and any other relevant statutory guidelines which may issue during the period of this Plan.	
	CF 2	<p>Consultation Childcare Facilities</p> <p>Promote and encourage the provision of a network of good quality affordable childcare facilities in consultation with the Galway County Childcare Committee, the Department of Children and Youth Affairs and Tusla Child and Family Agency throughout the County.</p>	✓ Refer to CF 1.
	CF 3	<p>Crèche Facilities</p> <p>Require where appropriate the provision of crèche facilities in mixed use/residential developments in accordance with the ministerial guidelines for Planning Authorities on Childcare Facilities published in 2001. In general, childcare facilities outside of established settlements shall only be permitted adjacent to or in close proximity to existing educational or social facilities.</p>	✓ Refer to CF 1.
	YP 1	<p>Play Facilities</p> <p>Facilitate the development of children's play areas and playgrounds in proximity to existing and proposed neighbourhoods, where appropriate.</p>	✓ The development is aligned with the YP 1 and 2 objectives, as 14.3% of the development is dedicated to open space of which there are three prominent open spaces which could serve as play areas and recreational spaces for young people.
	YP 2	<p>Provision of Recreational areas in public playgrounds</p> <p>Endeavour to improve the provision of public playgrounds to allow for recreational areas for the elderly and the youth in appropriate locations across the county with particular emphasis on those areas with greatest need.</p>	✓ Refer to YP 1.

	PDU 1	<p>Universal Design Approach</p> <p>It is a policy objective of the Planning Authority Council to promote Universal Design and ensure that all public buildings, public open spaces, recreational and amenity areas are accessible for people with disabilities.</p>	<p>✓ The development is in step with the PDU 1 and 3 objectives, as the site layout, configuration of buildings and open spaces adhere to the principles of universal design thinking. A characteristic of this universal design is the use of ramps instead on steps along pathways.</p>
	PDU 3	<p>Social Infrastructure Developments and Housing</p> <p>It is a policy objective of the Planning Authority to ensure that new social infrastructure developments and housing are accessible and inclusive for a range of users by promoting a universal design approach and provide for an age friendly society in which people of all ages can live full active, valued and healthy lives.</p>	<p>✓ Refer to PDU 1.</p>
	CP 3	<p>Crime Prevention through Surveillance and Design</p> <p>All new development must consider the principles of designing out crime such as surveillance, access and movement, physical protection, management and maintenance as outlined in Chapter 15 Development Management Standards.</p>	<p>✓ The development is aligned to the CP 3 objective, as the orientation of buildings facilitate active surveillance of streets and public spaces. In turn streets and public spaces are designed to be places and corridors of activity which deters criminality.</p>
<b>Chapter 12</b>	AH 10	<p>Designed Landscapes</p> <p>Protect the surviving historic designed landscapes in the County and promote the conservation of their essential character, both built and natural. Consider protection of the designed landscape by inclusion in an Architectural Conservation Area.</p> <p>Development proposals in designed landscape shall be accompanied by an appraisal of the contributing elements and an impact assessment.</p>	<p>✓ The development will be in compliance with the AH 10 objective, as a detailed landscape/visual impact assessment was completed by Modelworks as part of this of the formal LRD planning application.</p>

	ARC 5	<p>Development Management</p> <p>All planning applications for new development, redevelopment, any ground works, refurbishment, and restoration, etc. within areas of archaeological potential or within close proximity to Recorded Monuments or within the historic towns of County Galway will take account of the archaeological heritage of the area and the need for archaeological mitigation.</p>	<p>✓ The development is aligned to the ACR 5, 9 and 10 objectives, as an archaeological impact assessment was prepared by John Cronin which accompanies this LRD application.</p>
	ARC 9	<p>Recorded Monuments</p> <p>Ensure that any development in the immediate vicinity of a Recorded Monument is sensitively designed and sited and does not detract from the monument or its visual amenity.</p>	<p>✓ See ARC 5.</p>
	ARC 10	<p>Zones of Archaeological Potential</p> <p>To protect the Zones of Archaeological Potential located within both urban and rural areas and around archaeological monuments generally as identified in the Record of Monuments and Places. Any development within the ZAPs will need to take cognisance of the potential for subsurface archaeology and if archaeology is demonstrated to be present appropriate mitigation (such as preservation in situ/buffer zones) will be required.</p>	<p>✓ See ARC 5.</p>
	CUH 3	<p>Placenames/Naming of New Developments</p> <p>Promote and preserve local place names, local heritage and the Irish language by ensuring the use of local place names or geographical or cultural names which reflect the history and landscape of their settings in the naming of new residential and other developments. All names will be in the Irish language</p>	<p>✓ The development will be in step with the CUH 3 objective, as the name of the development, the street names in the development and the public spaces in the development will reflect the local history and heritage of the local area.</p>



		only. The naming and numbering schemes including associated signage must be submitted to the Planning Authority prior to the commencement of a new development.	
<b>Chapter 14</b>	FL 8	<p>Flood Risk Assessment for Planning Applications and CFRAMS</p> <p>Protect Flood Zone A and Flood Zone B from inappropriate development and direct developments/land uses into the appropriate Flood Zone in accordance with The Planning System and Flood Risk Management Guidelines for Planning Authorities 2009 (or any superseding document) and the guidance contained in Development Management Standard 68.</p> <p>Site-specific Flood Risk Assessment (FRA) is required for all planning applications in areas at elevated risk of flooding, even for developments appropriate to the particular flood zone.</p> <p>The detail of these site-specific FRAs will depend on the level of risk and scale of development. A detailed site-specific FRA should quantify the risks, the effects of selected mitigation and the management of any residual risks. The Planning Authority shall have regard to the results of any CFRAM Studies in the assessment of planning applications.</p> <p>Development proposals will need to be accompanied by a Development Management Justification Test in addition to the site-specific Flood Risk Assessment.</p> <p>Where only a small proportion of a site is at risk of flooding, the sequential approach shall be applied in site planning, in order to seek to ensure that no</p>	<ul style="list-style-type: none"> <li>✓ The development is aligned to the FL 8 objective, as a detailed flood risk assessment of the site was completed by AKM Design and is submitted as an accompanying document to this LRD application.</li> <li>✓ The input provided by Galway County Council at the Section 247 and the Section 32 phases regarding the inclusion of an additional flood risk layer was heeded and incorporated into the final FRA.</li> </ul>

		<p>encroachment onto or loss of the flood plain occurs and/or that only water compatible development such as Open Space would be permitted for the lands which are identified as being at risk of flooding within that site.</p> <p>In Flood Zone C, where the probability of flooding is low (less than 0.1%, Flood Zone C), site-specific Flood Risk Assessment may be required and the developer should satisfy themselves that the probability of flooding is appropriate to the development being proposed.</p> <p>In addition to the County Plan SFRA datasets (including the Flood Zones, CFRAMS mapping, historical and predictive groundwater mapping, predictive pluvial mapping and historical flood risk indicator mapping, such as the Benefitting Lands mapping), new and emerging datasets (such as the OPW's National Fluvial Mapping that will supersede existing PFRA fluvial mapping for catchments greater than 5km<sup>2</sup>) must be consulted by prospective applicants for developments and will be made available to lower-tier Development Management processed in the Council. Applications for developments in coastal areas and associated assessments shall also consider wave overtopping and coastal erosion.</p>	
<b>Vol. 2 Chapter 1</b>	GCMA 1	<p>Residential Development</p> <p>Support the development of lands designated as Residential (Phase 1) within the lifetime of the County Development Plan, subject to normal planning, access and servicing requirements, and reserve the lands designated as Residential (Phase 2) for the longer term growth needs of the area. Residential (Phase2) lands</p>	<p>✓ The development is aligned to the GCMA 1 objective, as it is located on land designated as residential (Phase 1) with a medium density of 39 dwellings/ha which is above the required density of 35 dwellings/ha.</p>

		<p>are generally not developable within the lifetime of this Plan, with the exception of the following developments, which may be considered by the Planning Authority within the lifetime of this County Development Plan subject to a suitable case being made for the proposal:</p> <ol style="list-style-type: none"> <li>1. Single house developments for family members on family owned lands.</li> <li>2. Non-residential developments that are appropriate to the site context, any existing residential amenity and the existing pattern of development in the area.</li> <li>3. Where it is apparent that Residential (Phase 1) lands cannot or will not be developed within the plan period, residential development may be considered in a phased manner on some Residential (Phase 2) lands.</li> </ol> <p>The above exceptions will be subject to compliance with the Core Strategy in the County Development Plan, the Policy Objectives in this Metropolitan Plan, the principles of proper planning and sustainable development and to meeting normal planning, access and servicing requirements.</p> <p>Developments will only be permitted where a substantiated case has been made to the satisfaction of the Planning Authority and the development will not prejudice the future use of the lands for the longer-term growth needs of this metropolitan area.</p>	
	GCMA 2	<p>The Town Centres (TC) in the MASP area will remain the primary focus for the location of new retail and commercial development where the re-use of existing buildings on the existing commercial streets will be encouraged in the first instance. The Planning</p>	<p>✓ The development will support the GCMA 2 objective, as it will transform currently underutilised land to residential land use which in turn is complimentary to the vitality of towns and villages as it creates demand for the planned</p>

		Authority will ensure that the location of future retail development is consistent with the key policy principles and order of priority, as set out under Section 4.4 to 4.6 of the Guidelines for Planning Authorities Retail Planning 2012 (and any updated/superseding document) and will require Retail Impact Assessments, including details of the sequential approach and Design Statements for retail developments in accordance with the Retail Planning Guidelines.	commercial and retail developments located at the centre of the Garraun.
	GCMA 11	<p>Community Facilities</p> <p>Promote the provision and improvement of a diverse range of community facilities within existing and new communities within the MASP.</p>	✓ The development is in step with the GCMA 11 objective, as it is classed as an LRD due to the number of the proposed units being larger than 100 no. units. In addition to this, the development will also include a 48 no. space crèche facility which is estimated to add an additional 31 no. spaces to the childcare facility capacity of Galway County.
	GCMA 12	<p>Transport Infrastructure</p> <p>Facilitate the provision and maintenance of essential transportation infrastructure, including public roads, footpaths, cycle ways, bus stops and landscaping, together with any necessary associated works, as appropriate. New roads shall be subject to needs assessment and detailed corridor and route selection processes taking into account, inter alia, environmental constraints and opportunities</p>	✓ The development is aligned with the GCMA 12 objective, as it will provide adequate transport infrastructure for pedestrians, cyclist, regular vehicles, and large vehicles. Outside of the development boundary, the development will also provide for a non-motorised link along Coast Road between the proposed development and the Oranmore train station.
	GCMA 13	<p>Open Space, Recreation and Amenity</p> <p>Promote the sustainable management, use and/or development, as appropriate, of the Open Space lands within the MASP area.</p> <p>This will include:</p>	✓ The development is aligned with the GCMA 13 objective, as 14.3% of the total site area is dedicated to the provision of open space. The open space areas in the development are multi-functional, as the primary function is as recreational space whilst the secondary function is to assist with the drainage of the site. Therefore, the open space in the

		<p>a) Development of open spaces and recreational activities, in accordance with best practice and on suitable lands with adequate access to the local community and retain existing open space and recreational facilities, unless it can be clearly demonstrated to the satisfaction of Galway County Council that these uses are no longer required by the community;</p> <p>b) Appropriate management and use of any flood risk areas within the OS zone to avoid, reduce and/or mitigate, as appropriate, the risk and potential impact of flooding;</p> <p>c) Appropriate management and use of any areas of high biodiversity value.</p>	development addresses sub-section (a) and (c) of the GCMA 13 objective.
	GCMA 18	<p>Flood Zones and Appropriate Land Uses (Refer to Flood maps for Baile Chláir, Bearna and Oranmore and the Urban Framework Plans for Briarhill and Garraun)</p> <p>(a). Protect Flood Zone A and Flood Zone B from inappropriate development and direct developments/land uses into the appropriate Flood Zone in accordance with The Planning System and Flood Risk Management Guidelines for Planning Authorities 2009 (or any superseding document) and the guidance contained in DM Standard 70 Flooding. Where a development/land use is proposed that is inappropriate within the Flood Zone, then the development proposal will need to be accompanied by a Development Management Justification Test and Site-Specific Flood Risk Assessment in accordance with the criteria set out under with The Planning System and Flood</p>	<p>✓ The development is aligned to the GCMA 18, 19, and 20 objectives, as a detailed flood risk assessment of the site was completed by AKM Design and is submitted as an accompanying document to this LRD application.</p>

		<p>Risk Management Guidelines for Planning Authorities 2009 and Circular PL2/2014 (as updated/superseded).</p> <p>(b). Ensure that development proposals in areas identified in Bearna, Baile Chláir and Oranmore and the Urban Framework Plans for Briarhill and Garraun plan areas within Flood Zone C that may be subject to potential flood risk from other sources (e.g. areas of indicative pluvial/groundwater flooding and identified alluvium soil areas) are required to be accompanied by a Site Specific Risk Assessment in accordance with the criteria set out under The Planning System and Flood Risk Management Guidelines for Planning Authorities (2009) and Circular PL02/2014 (as updated/superseded).</p> <p>For development proposals in all other areas of Flood Zone C, the developer should satisfy him or herself that the level of flood risk is appropriate to the development being proposed. Where, in the opinion of the Planning Authority, the development proposal is of such a scale that flood risk must be considered (e.g. creation of significant areas of new hard standing which could significantly increase run-off), the Planning Authority may request that a site-specific flood risk assessment be carried out in accordance with the criteria set out under The Planning System and Flood Risk Management Guidelines for Planning Authorities (2009) and Circular PL 2/2014 (as updated/superseded).</p>	
	GCMA 19	Constrained Land Use Objective	✓ Refer to GCMA 18

		<p>To facilitate the appropriate management and sustainable use of flood risk within previously developed areas.</p> <p>This zoning applies to previously developed areas only and limits new development, while recognising that existing development uses within these zones may require small scale development, as outlined below, over the life of the County Development Plan, which would contribute towards the compact and sustainable urban development in the MASP.</p> <p>The underlying zoning or the existing permitted uses are deemed to be acceptable in principle for minor developments to existing buildings (such as small extensions to houses, most changes of use of existing buildings), which are unlikely to raise significant flooding issues, provided they do not obstruct important flow paths, introduce a significant additional number of people into flood risk areas or entail the storage of hazardous substances.</p>	
	GCMA 20	<p>Specific- Specific Flood Risk Locations (Refer to (Refer to Flood maps for Baile Chláir, Bearna and Oranmore and the Urban Framework Plans for Briarhill and Garraun)</p> <p>Planning applications on lands in Baile Chláir, Bearna and Oranmore and the Urban Framework Plans for Briarhill and Garraun identified within pluvial PFRA areas outside of Indicative Flood Zone A on Flood Maps for , shall be accompanied by a Site Specific Flood Risk Assessment that corresponds with that outlined under Chapter 5 'Flooding and Development Management' of The Planning System and Flood Risk Management Guidelines for Planning Authorities 2009). Such</p>	<p>✓ Refer to GCMA 18.</p>

		assessments shall be prepared by suitably qualified experts with hydrological experience and shall quantify the risks and effects of any necessary mitigation, together with the measures needed or proposed to manage residual risks.	
	GCMA 22	<p>Specialist Housing</p> <p>Require that a minimum of 10% of all new eligible residential sites are set aside for the development of new social and specialist housing units, unless addressed through suitable alternative arrangements by agreement with the Planning Authority, in accordance with County Galway Housing Strategy and Part V of the Planning and Development Act 2000 (as amended) and any subsequent amendments to the Part V provision to reflect Government policy.</p>	<p>✓ The development is in step with the GCMA 22 objective, as 34 no. units of the total 171 no. unit are dedicated as Part V units. Further, the mix of units in the development range from 1- to 4-bedroom units which serve to cater for multiple segments of the housing market as well as providing housing options to households progressing through the family life cycle stages.</p>



### 3.2 Garraun Urban Framework Plan 2021

Reference	Policy Provision	Statement of Consistency
<b>GUFP 1</b>	<p>Residential Development</p> <p>Support the development of lands designated as Residential (Phase 1) within the lifetime of the County Development Plan, subject to normal planning, access and servicing requirements, and reserve the lands designated as Residential (Phase 2) for the longer term growth needs of the Garraun Urban Framework Plan. Residential (Phase2) lands are generally not developable within the lifetime of this Plan, with the exception of the following developments, which may be considered by the Planning Authority within the lifetime of this County Development Plan subject to a suitable case being made for the proposal:</p> <ol style="list-style-type: none"> <li>1. Single house developments for family members on family owned lands.</li> <li>2. Non-residential developments that are appropriate to the site context, any existing residential amenity and the existing pattern of development in the area.</li> <li>3. Where it is apparent that Residential (Phase 1) lands cannot or will not be developed within the plan period, residential development may be considered in a phased manner on some Residential (Phase 2) lands.</li> </ol> <p>The above exceptions will be subject to compliance with the Core Strategy in the County Development Plan, the Policy Objectives in the Urban Framework Plan, the principles of proper planning and sustainable development and to meeting normal planning, access and servicing requirements. Developments will only be permitted where a substantiated case has been made to the satisfaction of the Planning Authority and the development will not prejudice the</p>	<p>✓ The development is aligned to the GUFP 1 objective, as it is located on land designated as 'Residential (Phase 1)' with a density of 39 dwellings/ha which is above the required density of 35 dwellings/ha.</p>

	future use of the lands for the longer-term growth needs of this metropolitan town.	
<b>GUFP 4</b> <b>(GUFP 3 in text)</b>	<p>Community Facilities</p> <p>Promote the provision of and improvement of a diverse range of community facilities within the Garraun Urban Framework Plan. For Large scale development community facilities shall be in situ prior to the completion or occupation of the development unless otherwise agreed by the Planning Authority.</p>	✓ The development is in step with the GUFP 4 objective, as it is classed as an LRD due to the number of the proposed units being larger than 100 no. units. In addition to this, the development will also include a 48 no. space crèche facility which is estimated to add an additional 31 no. spaces to the childcare facility capacity of Galway County.
<b>GUFP 5</b> <b>(GUFP 4 in text)</b>	<p>Open Space, Recreation and Amenity</p> <p>Promote the sustainable management, use and/or development, as appropriate, of the Open Space lands within the Urban Framework Plan area, including:</p> <ul style="list-style-type: none"> <li>a) Development of open spaces and recreational activities, in accordance with best practice and on suitable lands with adequate access to the local community and retain existing open space and recreational facilities, unless it can be clearly demonstrated to the satisfaction of Galway County Council that these uses are no longer required by the community;</li> <li>b) Establishment of the EcoPark on the southern lands as a major public amenity and to enhance the biodiversity of the Urban Framework Plan area</li> <li>c) Appropriate management and use of flood risk areas within the OS zone to avoid, reduce and/or mitigate, as appropriate, the risk and potential impact of flooding;</li> <li>d) Appropriate management and use of any areas of high biodiversity value.</li> </ul>	✓ The development is aligned with the GUFP 5 objective, as 14.3% of the total site area is dedicated to the provision of open space. The open space areas in the development are multi-functional, as the primary function is as recreational space whilst the secondary function is to assist with the drainage of the site. Therefore, the open space in the development addresses sub-section (a) and (c) of the GUFP 5 objective.
<b>GUFP 6</b> <b>(GUFP 5 in text)</b>	<p>Transport Infrastructure</p> <p>Facilitate the provision and maintenance of essential transportation infrastructure. This shall include the reservation of</p>	✓ The development is in step with the GUFP 6 objective, as it will provide adequate transport infrastructure for pedestrians, cyclist, regular vehicles, and large vehicles. Outside of the development boundary, the development

	lands to facilitate public roads, footpaths, cycle ways, bus stops and landscaping, together with any necessary associated works, as appropriate.	will also provide for a non-motorised link along Coast Road between the proposed development and the Oranmore train station.
<b>GUFP 9 (GUFP 7 in text)</b>	<p>Constrained Land Use</p> <p>To facilitate the appropriate management and sustainable use of flood risk areas within the Garraun Urban Framework Plan. This zoning limits new development, while recognising that existing development uses within this area may require small scale development, as outlined below, over the life of the Urban Framework Plan which would contribute towards the compact and sustainable urban development of the town.</p> <p>The underlying zoning or the existing permitted uses are deemed to be acceptable in principle for minor developments to existing buildings (such as small extensions to houses, most changes of use of existing buildings), which are unlikely to raise significant flooding issues, provided they don't obstruct important flow paths, introduce significant additional people into flood risk areas or entail the storage of hazardous substances.</p> <p>Since such applications concern existing buildings or developed areas, the sequential approach cannot be used to locate them in lower-risk areas and the Justification Test will not apply.</p> <p>Development proposals within this zone shall be accompanied by a detailed Flood Risk Assessment, carried out in accordance with The Planning System and Flood Risk Assessment Guidelines and Circular PL 2/2014 (or as updated), which shall assess the risks of flooding associated with the proposed development.</p> <p>Proposals shall only be considered where it is demonstrated to the satisfaction of the Planning Authority that they would not have adverse impacts or impede access to a watercourse, floodplain or flood protection and management facilities, or increase the risk of flooding to other locations. The nature and design of structural</p>	<p>✓ The development is aligned to the GUFP 7 objective, as a detailed flood risk assessment of the site was completed by AKM Design and is submitted as an accompanying document to this LRD application.</p>

	<p>and non-structural flood risk management measures required for development in such areas will also be required to be demonstrated, so as to ensure that flood hazard and risk will not be increased. Measures proposed shall follow best practice in the management of health and safety for users and residents of the development.</p> <p>Specifications for developments in flood vulnerable areas set out in this plan shall be complied with as appropriate. (Please also refer to Policy Objective DO6 and DM Guideline CSB 3)</p>	
<b>GUFP 11 (GUFP 9 in text)</b>	<p>Specialist Housing</p> <p>Require that a minimum of 10% of all new eligible residential sites are set aside for the development of new social and specialist housing units, unless addressed through suitable alternative arrangements by agreement with the Planning Authority, in accordance with County Galway Housing Strategy and Part V of the Planning and Development Act 2000 (as amended) and any subsequent amendments to the Part V provision to reflect Government policy.</p>	<p>✓ The development is in step with the GUFP 9 objective, as 34 no. units of the total 171 no. units are dedicated as Part V units. Further, the mix of units in the development range from 1- to 4-bedroom units which serve to cater for multiple segments of the housing market as well as providing housing options to households progressing through the family life cycle stages.</p>
<b>GUFP 12 (GUFP 10 in text)</b>	<p>Urban Framework Plan Integration</p> <p>All planning applications for development will be required to include a clear and concise design rationale report demonstrating how the proposed development will:</p> <ul style="list-style-type: none"> <li>a) Contribute to the overall establishment of Garraun as anticipated in this Urban Framework Plan.</li> <li>b) Contribute to the establishment of the EcoPark as set out in the Urban Framework Plan.</li> <li>c) Integrate with any other developments at Garraun that are completed, permitted or planned and in a manner that is fully informed by the vision and strategy set out in the Garraun Urban Framework Plan.</li> </ul>	<p>✓ The development is aligned to the GUFP 11 objective, as a detailed design statement of the site was completed by JFA and is submitted as an accompanying document to this LRD application.</p>

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	<p>d) Integrate appropriately with adjoining properties.</p> <p>e) Clearly demonstrate the architectural and landscape design and quality of proposed development and how such development will support the establishment of appropriate character areas.</p>	
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