



An
Bord
Pleanála

Board Order ABP-321107-24

Planning and Development Acts 2000 to 2022

Planning Authority: Galway County Council

Planning Register Reference Number: 2460979

Appeal by Heanue Construction Limited care of OMC Group of Unit 1, Bridge Street, Clifden, County Galway against the decision made on the 25th day of September, 2024 by Galway County Council to refuse permission for the proposed development.

Proposed Development: Permission to construct four number apartments, consisting of two number two-bed apartments and two number one-bed apartments, with four number car spaces including one number accessible car space and all ancillary site services. Gross floor space of proposed works: 285.23 square metres at Killrainey, Moycullen, County Galway.

Decision

REFUSE permission for the above proposed development in accordance with the reasons and considerations set out below.

Reasons and Considerations

The development, by reason of the proposed design, represents an inappropriate overdevelopment of a confined infill site and is considered out of keeping with the existing pattern of local development, while the scale, height, massing, urban grain and definition as proposed would represent an incongruous form of development which if approved would be contrary to the proper planning and sustainable development of the area and is considered contrary to Policy Objectives SGT 12 (High Quality Contextually Sensitive Design), PM8 (Character and Identity), PM10 (Design Quality) and UL2 (layout and design) as well as DM Standard 2 in relation to multiple housing schemes, of the Galway County Development Plan 2022-2028, and if permitted as proposed, would have an adverse impact on the residential amenity of nearby properties, particularly to the immediate east and north of the site.

Furthermore, the proposed density significantly exceeds that as set out in the Core Strategy and DM Standard 2 (Table 15.1 Residential Density – Small Growth Towns) of the development plan and would, if permitted, contravene policy objectives and development management standards contained in the development plan and would therefore, be contrary to the proper planning and sustainable development of the area.

In deciding not to accept the Inspector's recommendation to grant permission, notwithstanding the detailed assessment that was undertaken, the Board did not agree with the Inspector's finding that the 'overall design intervention is deemed acceptable, contributing positively to the streetscape and urban fabric of Moycullen.'

Policy Objective SGT 12 of the development plan seeks to 'ensure that new developments are responsive to their site context and in keeping with the character, amenity, heritage, environment and landscape of the area. New development proposals will be required to complement the existing character of the area in terms of scale, height, massing, building line, urban grain and definition and through high quality design proposals for buildings/structures/shop fronts, the use of high quality,

appropriate materials and the provision of appropriate signage, lighting, landscaping proposals and other such details.'

The development cited as a precedent by the applicant and referenced by the Inspector is on a larger site with twice the road frontage, adjacent a local shopping centre comprising a number of two storey buildings, with a heavily wooded area to the rear.

The prevailing building heights to the east of the subject site are two-storey (upper storeys being dormer style), a vacant overgrown site to the west and bungalows across the road to the south, the communal open space is a metre lower than the ground floor at the rear of the three-storey development, adjacent the bike and bin stores on the boundary retaining wall, and the entire front of the site (save a small strip or two of plantings) is hardstand for the four (original) car parks.

On the matter of car parking, the Design Manual calls for 1.5 spaces per unit, and although there is flexibility e.g. for developments adjacent to good high frequency public transport, the presence of a bus stop within 250 metres of the subject site with services to adjacent larger towns would not satisfy the Board to remove all parking provisions as recommended by the Inspector

The Board found that the proposed development would represent an overdevelopment of a constrained infill site, and while the structure maintained the adjacent building line, it does not respect/complement the scale, height, massing, urban grain of the locality or present a high-quality design.



Declan Moore

Member of An Bord Pleanála

**duly authorised to authenticate
the seal of the Board.**

Dated this 8th day of APRIL 2025.