

Planning Report

Kingston Park and Millers
Lane – Public Park and
Urban Realm Project





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1. INTRODUCTION

1.1 Preamble

This Planning Report has been prepared by MKO, on behalf of Galway City Council (the applicant) (GCC), in respect of the proposed development of the following:

- The northern half of a new master planned public park at Kingston Park (3.43Ha), located on the local road known as the Altan Road, accessed from the Western Distributor Road, in the townlands of Clybaun and Ragoon, Galway City; and
- The refurbishment and expansion of the existing park at Millers Lane (2.44Ha), located on the L-5000 Road and Millers Lane in the townland of Ragoon, Galway City.

The planning application will be submitted to An Coimisiún Pleanála under Section 177AE of the Planning and Development Act 2000, as amended, in November 2025.

The full description of the proposed development can be found in **Section 1.3** of this report, as well as the public notices. The newspaper and site notices were published in Irish and in English.

1.2 The Project Team

The applicant, Galway City Council, has retained a multi-disciplinary team to assist with the preparation of a comprehensive Section 177AE (Part X) planning application to An Coimisiún Pleanála (ACP) for the aforementioned proposed development. The Design Team comprises:

- MKO – Project Management, Planning and Environmental Consultants
- Dave Ryan Landscape Architects (DRLA) - Landscape Architects
- Quinn Architects – Architects
- PUNCH Consulting Engineers – Civil and Structural Engineers
- Moloney & Fox Consultants – Lighting Consultant Engineers
- Hayden Turfcare – Pitch Specialist
- Sherlock Archaeology – Archaeology Consultant
- Arbor-Care – Arboricultural Consultant
- TC Estimating – Quantity Surveying

In addition to this Planning Report, a complete schedule of the documents, technical reports and drawings is summarised in the Cover Letter submitted with this application.

1.3 Project Description

Pursuant to the requirements of Section 177AE(4) of the Planning and Development Act 2000 (as amended) notice is hereby given that Galway City Council is seeking planning permission from An Coimisiún Pleanála for works to:

1. Millers Lane (located on the L-5000 Road and Millers Lane) in the townland of Ragoon, Galway City; and
2. The proposed Kingston Park (located on the local road known as the Altan Road, accessed from the Western Distributor Road) in the townlands of Clybaun and Ragoon, Galway City.

The proposed development consists of:

The refurbishment and expansion of the existing park (site area 2.44Ha) located on **Millers Lane**, including:

- I. Relocation and replacement of the 2 no. existing football pitches with: 1 no. new 4G synthetic turf multi-sport pitch (designed to soccer pitch dimensions) with associated fencing and 6 no. floodlights; and 1 no. new 2G sand-filled synthetic multi-sport pitch (designed to hockey pitch dimensions) with associated fencing and 6 no. floodlights.
- II. New two-storey, multi-functional building which includes public and sports team changing rooms, showers and toilets; multi-purpose sports hall; multi-purpose activity rooms; kitchenette; 2 no. viewing terraces; first-aid room; store rooms; plant rooms; reception area; and roof-mounted solar panels.
- III. New public spaces and amenities including fenced children's play areas; internal paths; multi-use games area; climbing wall; calisthenics area; public plaza; pitch spectator areas; equipment storage shed; green space for passive recreation; public lighting; and public seating.
- IV. Extensive landscape planting (including native genus and species) and nature-based drainage measures including pollinator-friendly raingarden/ bioretention areas and reinforced grass paving, as well as planting areas with typologies including native and naturalised wooded areas, avenue tree planting, clipped hedges, short-flowering meadow, and pollinator-friendly perennials.
- V. Relocated vehicular access on the L-5000 Road; 2 no. new active travel accesses from the L-5000 Road; and enhanced pedestrian / cyclist access from Millers Lane.
- VI. 27 no. car parking spaces (2 no. standard EV charging spaces, 1 no. accessible space, 1 no. combined EV and accessible space, 1 no. family space, and 1 no. age-friendly space), 2 no. coach drop-off spaces with automated access control, 3 no. motorcycle spaces, and 64 no. cycle spaces (40 no. standard short-term spaces, 2 no. short term cargo-bike spaces, and a secure bike shed with 20 no. standard and 2 no. cargo-bike spaces).

The development of the northern half of the proposed **Kingston Park** (site area 3.43Ha), including:

- I. The development of 1 no. 4G synthetic turf multi-sport pitch (designed to rugby pitch dimensions) with associated fencing and 6 no. floodlights.
- II. New two-storey, multi-functional building which includes public and sports team changing rooms, toilets, and showers (standard and accessible); double-height general purpose community hall including retractable bleacher seating; multi-purpose activity rooms (including 3 no. rooms offering direct views onto the playing pitch); commentary booth; café and servery; sensory room; first-aid room; store room; plant room; reception area; and roof-mounted solar panels.
- III. New public spaces and amenities including all-ages play area, outdoor classroom / amphitheatre; internal paths; multi-functional gaming area; informal games lawn; boules pitch; calisthenics area; performance space; pedestrian gateway plaza; parks department staff kiosk; refuse store; sports equipment sheds; public lighting; and public seating.
- IV. Extensive landscape planting (including native genus and species) and nature-based drainage measures including pollinator-friendly raingarden/ bioretention areas; reinforced grass paving; native hedgerows; short- and long-flowering meadows; wildflower gardens; native and naturalised wooded areas; and pollinator-friendly perennials and shrubs.
- V. Replacement of the existing vehicular site access / junction on the Altan Road, and modification of the new access road approved under permitted Aquatic Centre Development (Pln. Ref. 24/60370) to account for the layout of this proposed development.
- VI. Improvement of existing active travel entrance from Doire Gheal, improved links to the St. John the Apostle, Knocknacarra National School (via a Safe Routes to School), new active travel accesses from the Altan Road, and provision for 2 no. potential future accesses to lands to the east (northeast of Kingston Gardens).
- VII. 50 no. car parking spaces (including 4 no. standard EV charging spaces, 3 no. accessible spaces, 1 no. combined EV and accessible space, and 1 no. age-friendly space), 1 no. coach parking space, 1 no. set-down area, 82 no. bicycle spaces (60 no. standard short-term spaces,

and a secure bike shed with 20 no. standard and 2 no. cargo-bike spaces) and 2 no. motorcycle spaces.

All other associated and ancillary works.

A Natura Impact Statement (NIS) has been prepared in respect of this Proposed Development.

1.4

Rationale for the Proposed Development

Galway City is experiencing significant population growth, resulting in increased demand for accessible, inclusive, and multifunctional green spaces. The proposed development responds to this need by delivering modern sports amenities, community facilities, and landscaped areas designed to cater to all age groups and abilities. The proposed development aligns with the objectives of the National Planning Framework, the Regional Spatial and Economic Strategy and the Galway City Development Plan 2023-2029, ensuring consistency with local, regional, and national policy. Most notable of these is Policy 5.1(2) of the Galway City Development Plan which explicitly supports the delivery of the proposed development:

*“Support the actions of the Galway Recreation and Amenity Needs Study and the upcoming Green Space Strategy with **particular emphasis on the progression and completion of both the existing South Park and Kingston Land Masterplan.**”*

There is a clear need for accessible, multifunctional, and high-quality public open spaces and sports facilities to support a growing urban population in Knocknacarra. It is anticipated that the forthcoming Green Space Strategy will highlight the currently low proportion of land in Galway City dedicated to public green space. An analysis undertaken by the Design Team indicates that approximately 8.8% of land use in West Galway is allocated to public green space. Furthermore, the spatial distribution of this green space is notably limited within the core of Knocknacarra, creating a ‘green space desert’ in this area.

The development of a newly master-planned park at Kingston Park will provide a substantial new public amenity in the western suburbs of Galway City. This park will offer a mix of active and passive recreation opportunities, including multi-sport pitches, a multi-functional building, play areas, walking and cycling routes, and community spaces. In parallel, the refurbishment and expansion of Millers Lane will deliver upgraded multi-sport pitches, a multi-functional building, and enhanced public spaces, significantly improving the recreational infrastructure in Knocknacarra.

1.5

Public Engagement

The accompanying **Public Engagement Report** details the process undertaken to engage with the local community and key stakeholders as part of the development and planning for the Kingston Park and Millers Lane Public Urban Realm Project.

The Design Team undertook extensive engagement with the local community, with the core aim of resolving any issues at the non-statutory process stage and to secure community support for the proposed parks. The approach to public engagement was to empower the local community to enable them to interact and engage with Galway City Council and the Design Team in a two-way participatory process.

In advance of the submission of a planning application to An Coimisiún Pleanála, the Design Team undertook three stages of non-statutory public engagement from September 2024 to September 2025. These stages were designed to ensure that the community could actively engage with the project as it evolves—from initial concepts to preferred designs for both parks. At each stage, the community was given the opportunity to review proposals and provide feedback that directly informed the design of the

parks. A range of communication tools were employed to ensure clear, accessible, and consistent information sharing throughout the engagement process.

Feedback gathered at each consultation stage shaped the subsequent design proposals presented to the public. In September 2025, the preferred designs for both Kingston Park and Millers Lane were presented to the public at the third stage of the non-statutory public consultation process. The local community were asked in the third survey to comment on the anticipated impact of the proposed parks on their area. The purpose of this question in the survey was to validate the preferred design options and to assess community sentiment prior to finalising the planning submission. **The response was overwhelmingly positive, with over 90% of respondents indicating that they believed the proposed parks would have a positive impact on their community.**

This outcome confirms that the Engagement Strategy adopted by the Design Team was successful in fostering collaboration, encouraging meaningful participation, resolving issues at the non-statutory stage, securing community support, and ensuring that local voices shaped the creation of the preferred designs for Kingston Park and Millers Lane.

1.6

Structure of the Report

Following this Introductions section, the report is set out as follows:

- **Section 2** – Provides an overview of the Kingston Park and Millers Lane Masterplan.
- **Section 3** – Provides a description of the sites' context within the surrounding areas.
- **Section 4** – Itemises the relevant planning history of the application sites and other relevant sites in the surrounding area.
- **Section 5** – Provides an overview of the relevant national, regional and local planning policy frameworks.
- **Section 6** – Provides a planning assessment of the proposed development.
- **Section 7** – Summarises the key features of the proposed development, in addition to providing a concluding statement on the proposed scheme's contribution to the proper planning and development of the area.

Then main body of the report is supported by **Appendix 1** which details the Statement of Consistency with relevant planning policy.

2.

KINGSTON PARK AND MILLERS LANE MASTERPLAN AND PROPOSED DEVELOPMENT

2.1

History of the Masterplan

The lands at Millers Lane and Kingston Park have been zoned for the purposes of ‘Recreation and Amenity’ since the Galway City Development Plan 1994-2004. Successive statutory plans have reaffirmed the designation of these lands for development as recreation and amenity spaces, including the Galway City Parks Strategy (2002), the Recreation & Amenity Needs Strategy (2008), and the forthcoming Galway City Green Space Strategy. The Galway City Development Plan 2023–2029, in line with previous development plans, continues to support the provision of recreation and amenity facilities at both locations.

In 2017, Cunnane Stratton Reynolds (CSR) was commissioned by GCC to prepare the ‘*Kingston Recreation and Amenity Zoned Lands Framework Plan*’. Approximately four hectares of land are zoned ‘Recreation and Amenity’ for the proposed Kingston Park in the extant Galway City Development Plan. The Framework Plan identified significant physical and contextual constraints for the lands at Kingston Park. The narrow, linear configuration of the site combined with its undulating topography was considered likely to limit the scope for accommodating new sports facilities. Furthermore, achieving appropriate permeability posed a challenge, as the lands are largely enclosed by existing residential development or lands zoned for housing, restricting opportunities for multiple access points.

As part of Framework Plan, the upgrade of Millers Lane was incorporated to enable a holistic approach to the distribution of recreation and amenity spaces and facilities within the Knocknacarra area. Millers Lane Public Park currently functions as an established local amenity space. Under the Framework Plan, the park was identified for enhancement to address the expanded needs of the surrounding community. The site comprises approximately three hectares of GCC-owned lands zoned for ‘Recreation and Amenity’ in the extant Galway City Development Plan, incorporating two natural grass soccer pitches and a car park. It benefits from strategic connectivity via Millers Lane, a designated greenway, linking the park to Ragoon Road and the Western Distributor Road. Therefore, a key driver of the design process from the outset was the integration of the two sites and their interdependence in delivering complementary facilities—particularly in light of the spatial constraints associated with the Kingston Park lands.

During the preparation of the Framework Plan, several design options for both Kingston Park and Millers Lane were developed, with the final preferred masterplan options selected by the Elected Members. The final masterplans from the Framework Plan for Kingston Park and Millers Lane are illustrated in **Figure 2-1** and **Figure 2-2**, respectively.

Since the adoption of the Framework Plan over seven years ago, significant changes have occurred in societal priorities and environmental requirements within Galway City. Therefore, to address these changes, GCC commissioned the preparation of a new comprehensive Masterplan for Kingston Park and Millers Lane, using the Framework Plan as a foundation for the proposed design.



- TREE & SHRUB PLANTING
- STREET TREES
- CAR PARKING
- BUS LAYBY / DROP OFF
- PEDESTRIAN PATH
- PARKLAND TREE PLANTING
- EXISTING SOCCER PITCH UPGRADED
- SPECIALIST ARTIFICIAL SURFACE HOCKEY PITCH (FENCED) 91.4M X55M
- POTENTIAL FUTURE LINKAGE
- CAR PARKING
- COMMUNITY CENTRE CHANGING ROOMS / CLUBHOUSE
- TREE & SHRUB SCREEN PLANTING
- VEHICULAR TURNAROUND
- POTENTIAL FUTURE LINKAGE
- MILLARS LANE
- Gort Na Bró
- 38kV

REV	DATE	AMENDMENT

CUNNANE STRATTON REYNOLDS
LAND PLANNING & DESIGN

GALWAY OFFICE
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EMAIL: galwayinfo@carlandplan.ie

PROJECT: KINGSTON RECREATION & AMENITY ZONED LANDS - MILLARS LANE	DATE: FEBRUARY 2018
DRAWING: MILLARS LANE - CONCEPTUAL LANDSCAPE MASTERPLAN	SCALE: 1:500 @ A1
	DRAWN:
	CHECKED:
	DRAWING NO: 16308-3-101

2.2

Masterplan and Proposed Development

In 2024, GCC appointed a multi-disciplinary Design Team to prepare a comprehensive masterplan for Kingston Park and Millers Lane, guided and informed by extensive public engagement and detailed site surveys. It was identified early in the design process that, while both sites are zoned as ‘Recreation and Amenity’ in the extant Galway City Development Plan, the northern portion of Kingston Park is in the ownership of GCC, while the southern portion is owned by a private landowner. As a result, negotiations with the landowner commenced at the outset of the design process to identify the most appropriate mechanism for facilitating the inclusion of the southern lands. In parallel, design development for the entire Kingston Park and Millers Lane sites, together with the associated public engagement process, was initiated to ensure the timely progression and delivery of the project.

As the design and public engagement process progressed, it became evident that landowner negotiations would not be finalised in time to deliver a single, planning-ready design for the entirety of Kingston Park within the anticipated timeframe. This delay stemmed from the inability to undertake detailed topographical, ecological, arboriculture, and other essential surveys of the southern portion of Kingston Park, required to advance the design beyond the concept stage for submission to the Commission. As a result, the decision was made to split Kingston Park into two independent, but cohesively master planned, northern and southern sections.

This Section 177AE (Part X) application seeks approval from An Coimisiún Pleanála for Millers Lane and for the northern section of the lands, which is owned by GCC. The design for this portion of the proposed park has been developed to function independently should landowner negotiations for the remaining lands fail or be delayed. This means that crucial facilities which are necessary for the functioning of the whole site such as parking, the multi-functional building and the utility connections are to be delivered under this application. Due to the existing layout and constraints of the site (such as the existing sole vehicular access via the Altan Road), the northern portion of the site is fortunately well positioned to be delivered and operate independently.

It is anticipated that, once landowner negotiations for the southern portion of Kingston Park are concluded, a second Section 177AE (Part X) application will be submitted to An Coimisiún Pleanála for approval. The masterplanned design for the southern section of the park is illustrated in the overall Proposed Site Layout Plan (Dwg. P612-KIN-LD-GA-101.pdf) included in this planning application. While the southern section of the park will be subject to further detailed design, it has already undergone the same public engagement process as the remainder of the Kingston Park and Millers Lane lands and reflects a clear, comprehensive vision for the future development of these lands.

3. SITE LOCATION, CONTEXT, AND DESCRIPTION

3.1 Millers Lane

The subject site at Millers Lane is located in the townland of Ragoon, Galway City approximately 400-metres northeast of the Gateway Shopping Park Knocknacarra. To the west of the site is the L-5000 (Gort na Bró) Road. Both the north and south of the site are bordered by existing residential developments (Gort na Gréine and Gort na Bró). Millers Lane (the greenway) borders the site to the east, with the Grangemore and Cruachan Park on the other side of the lane. To the west of the site, opposite the L-5000 Road is the Gaelscoil Mhic Amhlaigh Primary School. Access to the site is proposed from the L-5000 Gort na Bró Road (current speed limits of 60km/h), with proposed relocation of the existing vehicular access on the L-5000 Road and the creation of 2 no. new active travel accesses from the L-5000 Road.

Currently, the subject site at Millers Lane comprises 2 no. existing grass soccer pitches and extends to an approximate area of 2.4 hectares (ha). Both pitches are served by flood lights. There is also existing unmarked parking and a temporary storage box used for sports equipment on the site, bordering the L-5000 road. An active travel connection between the L-5000 and greenway forms the southern border of the amenity space. Across the park, the land slopes up in an easterly direction with an approximately 8 metre gain between the L-5000 Road and the greenway. Currently, the majority of the elevation gain (approximately 5m) occurs to the east of the pitches.

Plate 3-1 through Plate 3-4, below, show the existing layout and status of Millers Lane.



Plate 3-1: View of the site looking west towards the Gaelscoil from the top of the hill.



Plate 3-2: View of the pitches looking north-west from the Active Travel Path.



Plate 3-3: View of the neighbouring Gort Gréine housing estate from the existing parking area, looking north-east



Plate 3-4: View of the existing active travel entrance and zebra crossing on the L-5000 road to the south of the site.

3.2

Kingston Park

The subject site at Kingston Park is located on the local road known as the Altan Road in the townlands of Clybaun and Rahoon, Galway City. The site is bordered to north, west and south by existing residential developments (Gort Siar, Doire Gheal, Clybaun Court, and Kingston Gardens) and land to the east which is zoned 'Residential' in the Galway City Development Plan. It is in close proximity to the recently proposed Kingston Stables Large Scale Residential Development (LRD) (Pln. Ref. 25/60320) to the east. St. John the Apostle, Knocknacarra National School is located to the west of the subject site. Access to the site is proposed from the replacement of the existing vehicular site access / junction on the Altan Road. Improved active travel routes are proposed from both Doire Gheal and the Altan Road, in addition to the provision of 2 no. potential future accesses to residential zoned lands to the east.

The subject site at Kingston Park comprises greenfield lands and extends to an approximate area of 3.43 hectares (ha). The topography of the site is undulating in nature, with a difference of approximately 5m between various points in the site.

Plate 3-5 through Plate 3-8, below, show the existing layout and status of Kingston Park.

Figure 3-1 highlights the location of both sites, both in relation to each other and their surrounding context.

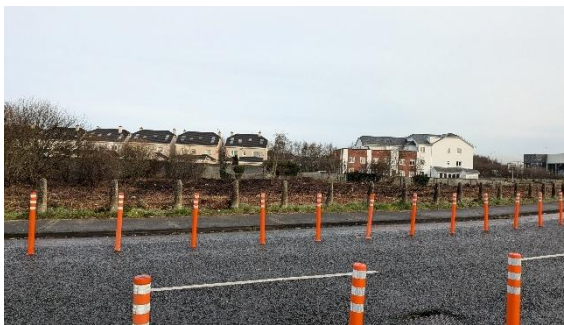


Plate 3-5: View of Gort Siar from the Altan Road looking north-west, including current quick-build Safe Route to School. Post site-clearance works.



Plate 3-6: View of the National School and subject site from the Altan Road looking south-west. Clybaun Court (right) and 3 Kingston Gardens (left) visible in the background. Post site-clearance works.



Plate 3-7: View from the eastern site border near the Altan apartments looking south towards Kingston Gardens. Post site-clearance works.



Plate 3-8: View from the south of the site looking north-west towards the National School (left) and 47 Clybaun Court (right). Pre site-clearance works.

4.

PLANNING HISTORY

4.1

Millers Lane

A planning history search was carried out for the area within the redline boundary at Millers Lane, as well as for notable surrounding applications. There are several previous planning applications on the subject site according to the GCC Online Planning Register, and the An Coimisiún Pleanála Online Planning Register. The planning history of the site at Millers Lane, along with notable surrounding applications, are summarised in **Table 4-1** and **Table 4-2**.

The applications noted in the tables overleaf illustrate the fast-growing nature of the Knocknacarra area, and the focus on developing the area as a mixed-use hub which can support a wide range of local needs and reduce the necessity for residents to travel across the city.

There is an identified overlap with the N6 Galway City Ring Road (N6 GCRR) application along the L-5000 Road as illustrated in **Figure 4-1**. Section 2.9 of the [DoECLG Spatial Planning and National Roads Guidelines for Planning Authorities \(January 2012\)](#) seeks to protect the alignment of future road projects from inappropriate zoning which could compromise the route selection process or: *“are contrary to the broader public interest concerning the achievement of value for money for the taxpayer and can significantly increase the cost of land to be acquired for national road schemes.”*

These guidelines are intended to prevent development that could introduce undue complexity to a road project, potentially rendering it uneconomical to construct. They **do not** sterilise land through which a national road scheme is proposed to pass; rather, they aim to restrict inappropriate or prohibitively costly development that would ultimately need to be removed.

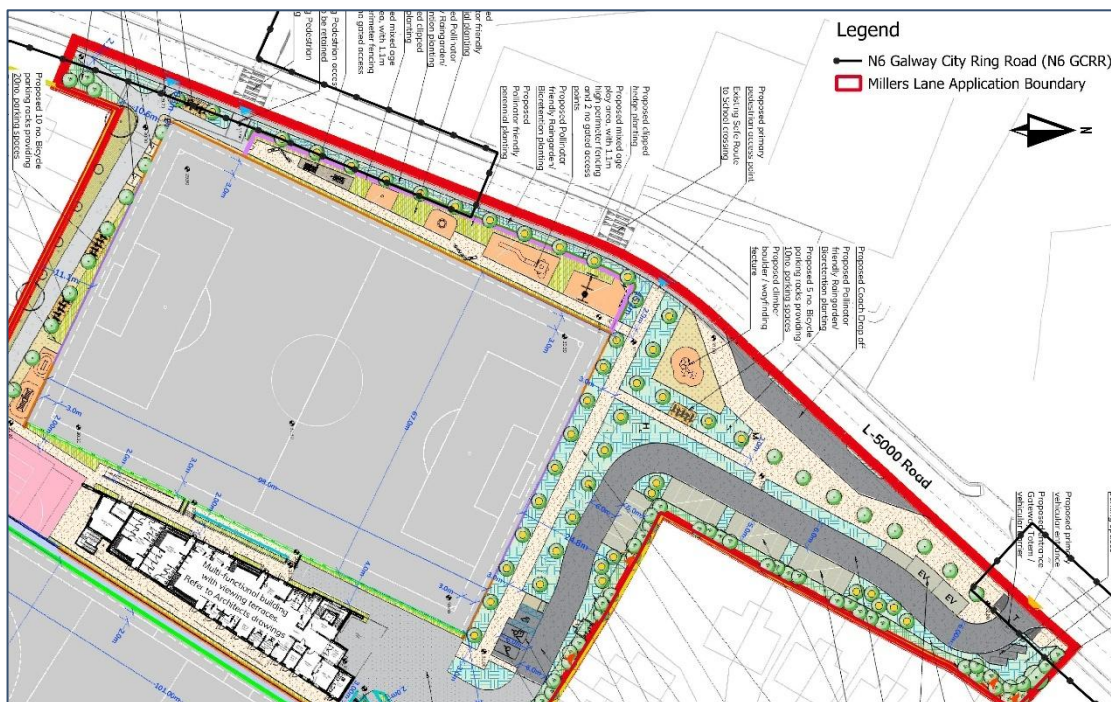


Figure 4-1: Extract of the Site Layout Plan of the proposed development, with the N6GCRR application boundary superimposed by MKO.

In the case of this proposed development, the main overlap occurs along the eastern edge L-5000 road. In this area the N6 GCRR seeks general improvements to the footpaths and inclusion of a cycleway where the current footpath is located. This project will retain and improve the existing footpath with enhanced landscaping, enabling the N6 GCRR to utilise it as required. This is displayed in **Figure 4-2**. In this regard, **the proposed development will have no meaningful impact on the national road scheme.**

Furthermore, the proposed footpaths exceed the minimum width requirements, and sufficient space has been reserved to accommodate any additional works that may be required for the N6 GCRR.

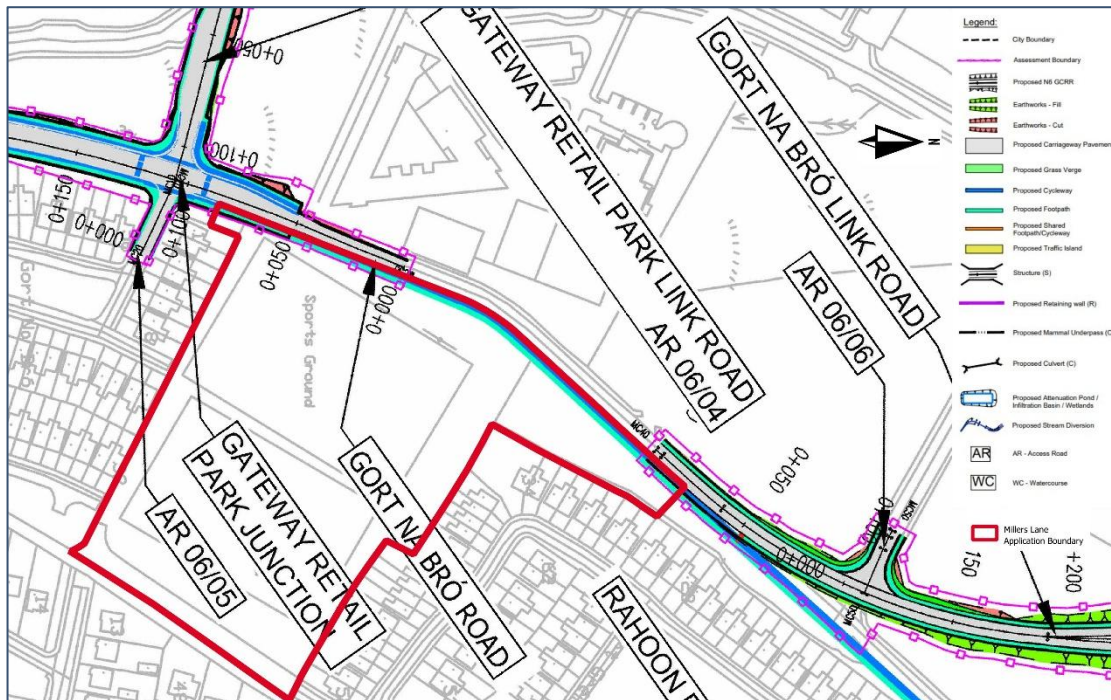




Figure 4-3: Details of the proposed works under this application relating to the new site access, overlaid on and extract of the Project Layout Plan (Drawing No: Figure 5.1.13) from the N6 GCRR application response to further information (2025)

Given the timelines for both the N6 GCRR (subject to approval) and the proposed development, and the fact that both projects are being advanced by GCC, it is anticipated that the respective project teams will coordinate delivery to ensure works proceed in a logical and cohesive manner. Consultation with the GCC Planning Department has already taken place during the design development stage of this application and will continue throughout the process to maintain alignment with all Local Authority projects in the area.

Finally, the DoECLG Guidelines also note that a Traffic and Transportation Assessment (TTA) should be undertaken for developments which could impact on national roads. A TTA which accounts for both scenarios where the development of the N6 GCRR proceeds, and where it does not proceed, has been prepared by PUNCH Consulting Engineers to support the planning application. The assessment concludes that the proposed development will have no significant impact on traffic flows in either scenario.

Table 4-1: Noted planning history of the subject site at Millers Lane.

Ref.	Applicant	Description	Decision
93/112	Salthill Devon Football Club	Permission for revised location of car parking at proposed football pitches	Conditional Grant: 11/05/1993
96/238	Salthill Devon Football Club	Permission to erect a club house / dressing rooms	Conditional Grant: 10/07/1996
00/216	Wippell Ltd.	Permission to construct 72 no. residential units and associated site works/services	Refused: 13/06/2000
00/536	Salthill Devon Football Club	Permission to retain 40' container	Refused: 26/07/2000
ACP: HA07.318220	Galway City and County Councils	N6 Galway City Ring Road	Case under consideration

Table 4-2: Notable planning history surrounding the site at Millers Lane.

Ref.	Applicant	Description	Decision
04/141	Rumbold Builders Limited	Permission for development on lands (4.573ha) at Galway West Business Park, Western Distributor Road, Rahoon, Galway. The proposed development is Phase 1 of a District Centre mixed-use development and comprises the following: ➤ Main Anchor Store (7124sq.m gross floor area) incorporating supermarket (2224sq.m net retail selling space and non-food goods totalling 2273 sq.m net retail selling space); ➤ 4 no. retail/ retail services units (1813sq.m gross floor area); ➤ DIY/Hardware Retail Warehouse (4819.5sq.m gross floor area) and associated Garden Centre (1180.5sq.m); ➤ Health and fitness unit (1953.5sq.m gross floor area); ➤ Restaurant (256sq.m gross floor area); ➤ 650 car parking spaces at surface and basement levels and incorporating 162 cycle spaces. Permission is also sought for associated service and access roads, service yards, hard and soft landscaping, ESB substation, and other ancillary uses and site development works.	Conditional Grant; 21/01/2005

Ref.	Applicant	Description	Decision
15/11	The Minister for Education and Skills	Permission for development which will consist of the construction of a new 2 storey Primary School building with a section of the building rising to 3 storey and comprising of 24 no. general classrooms, General Purpose Hall with servery area, staff room, Library and Resource Room, Special Educate Tuition Rooms, offices, staff areas, sanitary and ancillary accommodation with a total floor area of C. 3982m.sq. Proposed site works to include provision for 36 no. surface car parking spaces including accessible parking via new internal vehicular and pedestrian access from Distributor Road, new internal access road to include bus turning circle, drop-off and pick-up facilities. A new pedestrian access route to the south of the site. External works to include bicycle parking, formation of 3 no. basketball courts, junior play areas, external bin store, ESB sub-station and associated site engineering works. The overall site area will be landscaped with grass/planted areas with new boundary treatment to the perimeter of the site.	Conditional Grant 07/07/2015
GCC: 23/3 ACP: 318687	Glenveagh Living Limited	Permission for LRD which consists of ➤ Provision of 227 no. residential apartments in 7 no. blocks. ➤ Provision of 1,009.5 sq.m of ground floor commercial units. ➤ Provision of a Community Facility (117.8 sq.m); ➤ Provision of Tenant Amenity Facilities (99.4 sq.m); ➤ Provision of a Childcare Facility (335.5 sq.m) as well as an external secure play area (225.8 sq.m); ➤ Provision of 49 no. surface car parking spaces including EV charging spaces; ➤ Provision of bicycle parking comprising 114 no. short stay and 436 no. long stay spaces; ➤ Provision of realigned road between Gort na Bró and Gateway Retail Park Road; ➤ Change of use of existing underground void to 181 bay underground car park; ➤ Provision of shared communal and private open spaces, bin storage, public lighting, site landscaping, services, signage, substation, and all associated site development works required to accommodate the proposed development.	Conditional Grant; 10/04/2024
23/60113	Health Service Executive (HSE) West	Change of use of Block A, Galway West Business Park, Knocknacarra , Galway, from specialist office use to use as an Enhanced Community Care Hub (ECC) and Primary Care Centre (PCC) (Knocknacarra & Salthill). The EEC and PCC Hub will be comprised of:	Conditional Grant; 01/05/2024

Ref.	Applicant	Description	Decision
		➤ Ground Floor: Clinical assessment, examination and treatment for ECC on ground floor to include an Integrated Care Programme along with diagnostic facilities, entrance/ reception/waiting areas and ancillary functions. - First Floor: Primary Care assessment, examination and treatment on first floor to include clinical facilities for two primary care teams along with education rooms and ancillary functions. ➤ Second Floor: Combined clinical admin supporting ECC and Primary Care functions along with staff change/ rest areas, multi-disciplinary meeting rooms and ancillary functions. The proposed development includes for the modification of the existing site access roads and parking areas to provide: ➤ Reconfiguration of existing car parking area, to comprise 80 no. public car parking spaces, including 3 no. accessible spaces, and 62 no. staff spaces, including 4 no. accessible spaces. - A new vehicle drop-off zone, paved forecourt area and one way road system. ➤ Provision of 20 no. public bicycle parking stands and a bike shed comprising 60 no. staff bicycle parking spaces. The proposed development also includes for a new mechanical plant, relocation of the main entrance to include a new single storey entrance lobby (GFA 16 sqm), all external hard and soft landscaping, alterations to the external fenestration of the building, the provision of roof mounted solar PV panels.	
24/60021	McDonogh Capital Investments Ltd.	Permission for development which consists of 3 no. offices blocks (GFA: 14,650 sqm) and all associated site development works as follows: ➤ Block 1: 8 storey office building providing offices, stair and lift cores and plant rooms (GFA: 7,330 sqm). ➤ Block 2: 6 storey office building providing offices, stair and lift cores and plant rooms (GFA: 4,445 sqm). ➤ Block 3: 4 storey office building providing offices, stair and lift cores and plant rooms (GFA: 2,875 sqm). ➤ The development includes a surface car park which comprises of 167 no. car parking spaces (including 9 no. accessible spaces and 33 no. EV charging spaces), and 216 no. bicycle parking spaces (including 22 no. electric bicycle charging spaces) and 9 no. motorbike spaces. • Provision of new vehicular access to site. ➤ Provision of bin stores, ESB substation, roof mounted solar PV, landscaping, boundary treatments, staff changing facilities, public lighting and all other site development works and services ancillary to the proposed development.	Conditional Grant; 20/03/2024

4.2

Kingston Park

A planning history search was conducted for the area enclosed within the redline boundary at Kingston Park, as well as for notable surrounding applications. There are several previous planning applications on the subject site recorded on the GCC Online Planning Register (including ‘Part 8’ applications), and the An Coimisiún Pleanála Online Planning Register. The planning history of the site at Kingston Park, along with notable surrounding applications, are summarised in **Table 4-3** and **Table 4-4**. Similar to the planning history search around Millers Lane, the applications surrounding Kingston Park reflect the rapid growth of Knocknacarra and its pressing need for enhanced public open space. This application has been carefully coordinated with approved, proposed, and indicative developments in the area to ensure an integrated and cohesive design approach (as detailed below).

While there are several historic applications on the subject site, only one relates to a development that has been approved but not yet constructed. This permission (Pln. Ref. 24/60370) is for a swimming pool and sports facility located to the east of the site. It includes an upgrade and extension of Altan Road, incorporating enhanced cycle and pedestrian facilities and providing new access to the approved facility. Under this permission, a new junction would be created where Altan Road would split, facilitating access to Knocknacarra National School and the Aquatic Centre. **Figure 4-4** displays the approved layout under Pln. Ref. 24/60370.

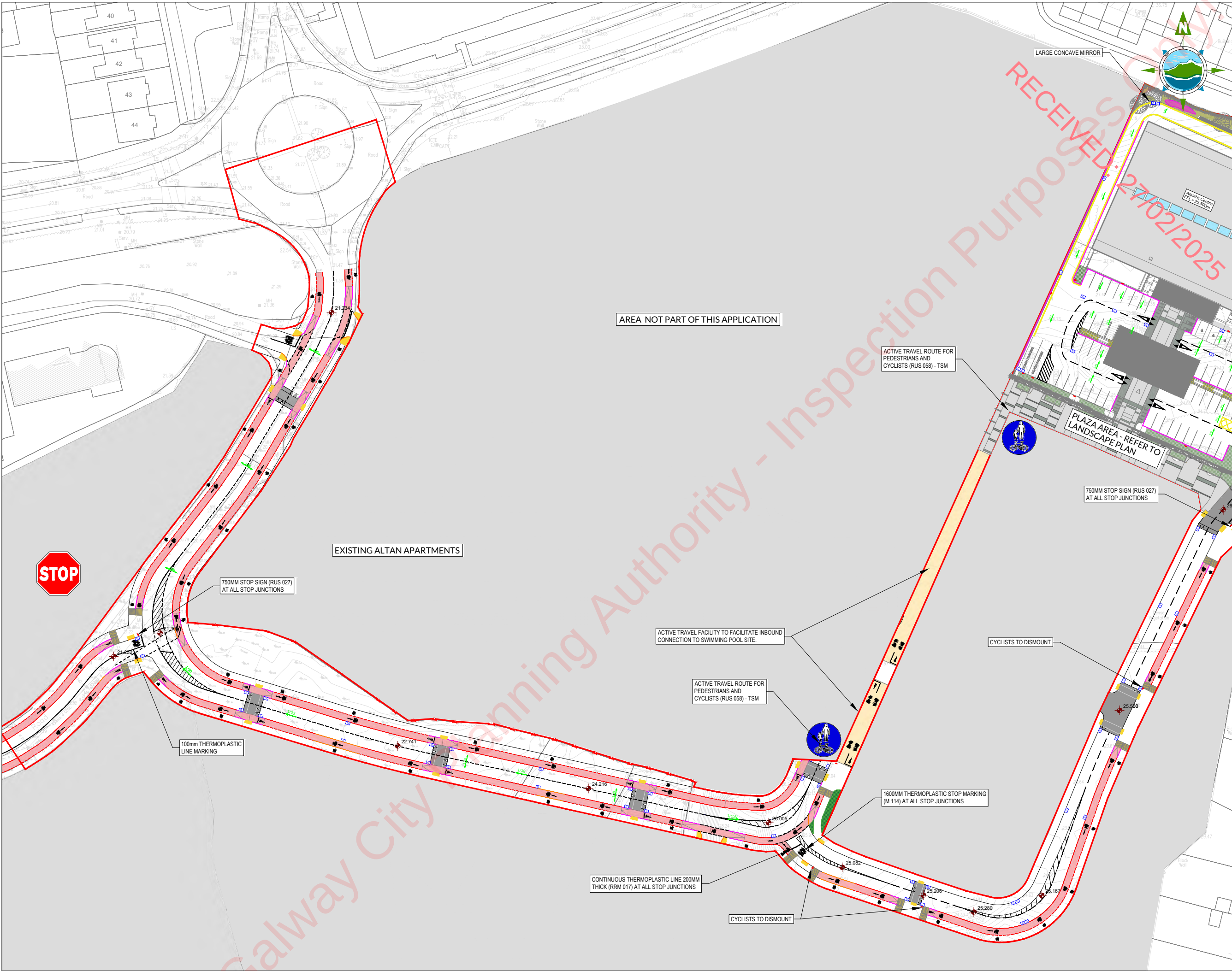
Under this planning application, it is sought to modify the approved layout to take account of the relocated vehicular entrance and access road to the school. The proposed junction with, and access road to the Knocknacarra National School under Pln. Ref. 24/60370 would be removed. The access road proposed under this application would replace it, ensuring continued access to the school. All proposed works in relation to the modification of this junction are on GCC-owned lands and will be coordinated with the applicant of Pln. Ref. 24/60370 to ensure efficient and coherent delivery.

In addition, GCC has had regard to the approved facilities and amenities under this application when developing the design for Kingston Park. For example, a common request at the public consultation was for more basketball courts and for a gym in the community building. However, the approved swimming and sports facility (Pln. Ref. 24/60370) includes a large multifunctional sports court on its mezzanine level and a gym at ground level, which will meet these requirements. Providing these facilities in Kingston Park would result in a duplication of facilities beyond the community’s needs, and therefore an inefficient usage of space. Accordingly, it is proposed that Kingston Park be utilised to deliver a broader range of facilities to serve the needs of the area.

There are a number of applications of importance to this proposed development which do not directly overlap with the site boundary. These include the Part 8 (Section 179) applications for active travel improvements to the Western Distributor Road and to Bóthar Stiofáin which will, together with the approved swimming facility (Pln Ref. 24/60370) and this proposed development, deliver a cohesive and interlinked active travel network within Knocknacarra.

The Kingston Stables LRD (Pln. Ref. 25/60320), located to the east of Kingston Park, and the intervening lands zoned ‘R – Residential’ have been noted. The proposed development has been designed to maintain the potential for an active travel connection between any future development on these lands and Kingston Park, adjacent to the multi-sport pitch. These indicative connections are clearly identified on the Proposed Site Layout Plan for Kingston Park (Dwg. P612-KIN-LD-GA-101.pdf).

The granted Section 179A application by GCC for new housing on Clybaun Road has also been noted. While the redline boundary of that application does not adjoin the portion of Kingston Park included in this planning application, it interfaces with the master-planned southern section of the park. The master-planned southern section incorporates provision for an active travel connection to the approved development in line with the policies set out in the Galway City Development Plan and the Cycle Connects: Galway City. Further details regarding these connections are provided in **Section 6.5.1** of this report.



THE INFORMATION ON THIS DRAWING IS TO THE TAILTE ÉIREANN - SURVEYING ITM COORDINATE SYSTEM

- LEGEND:
- Red Line Boundary
 - 125mm Kerb
 - Dropped Kerb
 - Drainage Kerb
 - 60mm Bevelled Kerb
 - 60mm Kerb
 - Drainage Gully
 - Blister tactile Paving
 - Proposed Road Level

NOTE: REFER TO LANDSCAPE DRAWINGS FOR LANDSCAPE DETAILS

- NOTES:
- FIGURED DIMENSIONS ONLY TO BE TAKEN FROM THIS DRAWING.
 - ALL DRAWINGS TO BE CHECKED BY THE CONTRACTOR ON SITE.
 - ENGINEER/EMPLOYERS REPRESENTATIVE, AS APPROPRIATE, TO BE INFORMED BY THE CONTRACTOR OF ANY DISCREPANCIES BEFORE ANY WORK COMMENCES.
 - THE CONTRACTOR SHALL UNDERTAKE A THOROUGH CHECK FOR THE ACTUAL LOCATION OF ALL SERVICES/UTILITIES, ABOVE AND BELOW GROUND, BEFORE ANY WORK COMMENCES.
 - ALL LEVELS SHOWN RELATE TO ORDANCE SURVEY DATUM AT MALIN HEAD.

Rev	Date	Description	By	Chkd.
P03	21.02.2025	Further Information Request	MN	RB
P02	30.10.2024	Minor Site Plan Revisions	ROS	RB
P01	22.10.2024	Issued For Planning	ROS	RB

Client: Forbairt Snamh Thiar
Cuideachta Faoi Theorainn Rathaiochta

Project: Galway Regional Aquatic Centre,
Kingston,
Knocknacarra,
Galway.

Title: External Roads Layout

Scale @ A1: 1:500 / @A3 1:1000

Prepared by: ROS Checked by: RB Date: Oct 2024

Drawing Status: Issued For Planning

TOBIN

Tel: +353 (0)91 565 211
Email: info@tobin.ie
www.tobin.ie

Drawing No.: 11915-2006 Revision: P03

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Table 4-3: Planning history of the subject site at Kingston Park.

Ref.	Applicant	Description	Decision
06/454	The Board of Management of Knocknacarra Primary School	Permission for the construction of a new two storey primary school, consisting of 16 classrooms, support teaching spaces, ancillary accommodation and associated site works. The site works consist of the development of a vehicular set-down bays, footpaths, Cycle paths, new Pedestrian entrance only from Doire Gheal Housing Estate, new boundary treatments, on-site car parking for 24 car spaces, hard play spaces and landscaping. The New Revised Vehicular access to the school will be located on the East facing Boundary. The proposed site is off “The Doire Gheal Housing Estate”, Clybaun Road, Clybaun, Galway	Conditional Grant; 09/11/2006
13/369	The Board of Mgt St. John the Apostle Knocknacarra N.S.	Permission for alterations to existing school to include conversion of existing staff room to 2no learning support classrooms and construction of extension to existing school to provide new teachers staff room and 3 no. learning support classrooms together with all associated services and site works	Conditional Grant; 12/03/2014
19/162	The Board of Mgt St. John the Apostle Knocknacarra N.S.	Planning permission for (a) two-storey extension to include 4No SET rooms at ground floor level and (83m2) multipurpose room at first floor level (83m2), (b) internal alterations to ground floor (rearrangement SET rooms and admin spaces), (c) internal alterations to first floor to provide staff WCS, (d) alterations to South & East elevations to provide external doors from ground floor classrooms, and (e) associated siteworks	Conditional Grant; 10/09/2019
24/60370	Forbairt Snámh Thiar Cuideachta Faoi Theorainn Ráthaíochta	Forbairt Snámh Thiar Cuideachta Faoi Theorainn Ráthaíochta, intend to apply to Permission for development which consists of; Galway City Council for permission for the development of a swimming pool and sports facility at a 0.87ha site accessed from Altán Road and Millers Lane, in the townlands of Ragoon, Knocknacarra, Galway. The proposed development will consist of the construction of a prefabricated aluminium frame and fabric tensile envelope with independently constructed facilities building within the envelope and will include the following: 1. Provision of a 35 x 25m competition standard swimming pool with adjustable floor (max depth 2m);	Conditional Grant; 23/07/2025

Ref.	Applicant	Description	Decision
		2. Ground floor changing rooms ‘wet village’ including steam room, sauna and first aid (425 sq.m.), pool deck and spectator area (476 sq.m), reception and staff offices (57 sq.m.), gymnasium (576 sq.m), storage areas and plant spaces (52 sq.m.); 3. Provision of ancillary spaces on the mezzanine floor including multifunctional sports court (760sq. m), gymnasium (92 sq.m), staff offices (54 sq.m.); bathroom facilities and plant spaces (389 sq.m.); 4. Provision of plant area at basement level (495 sq.m.); 5. Provision of a coffee dock at ground floor level (85 sq. m.); 6. The provision of new vehicular and pedestrian access from Altán Road along with the provision of upgraded cycle and pedestrian infrastructure along Altán Road; 7. The provision of new active travel cycle and pedestrian access from Millers Lane; 8. Provision of site landscaping, wall mounted signage, public lighting, bike parking (89 no. Spaces), car parking (75 no. Spaces), bus parking (2 no. Spaces), 1 no. ESB Substation, 1 no. LV Switch room, ground mounted solar PV (250 sq. m) and all associated site development and site enabling works.	

Table 4-4: Notable planning history surrounding the site at Kingston Park.

Ref.	Applicant	Description	Decision
ACP: PL61.310976	Kingston Land Limited	Phase 1 of two-phased masterplan. mixed-use development comprising: 1 supermarket with undercroft parking (258 parking spaces);a retail warehouse unit with a surface area car park (137 parking spaces);9 shop/retail service units; 2. flexible medical/community units; a café/restaurant unit and all ancillary works	Refused; 27/04/2022
LA/3/2025 and PT8GY253	Galway City Council (Section 179 Application)	Upgrade of the Western Distributor Road. Construction of cycle & pedestrian facilities, construction of 6 no. Additional zebra crossing, upgrade of 2 no. Existing crossing, installation of new bus stops, upgrade of existing bus stops, upgraded public lighting, landscaping & drainage amendments.	Under Consideration

Ref.	Applicant	Description	Decision
LA/02/2024 and PT8GY84	Galway City Council (Section 179 Application)	850m of road upgrade to Bóthar Stiofáin from the junction with Rahoon Road to the north to the junction with the Western Distributor Road to the south, segregated cycle tracks to both sides of the carriageway and to add a footpath to the eastern side of the carriageway, provision of 4 no. Raised zebra crossing points, upgraded public lighting, landscaping and drainage amendments.	Approved
N/A	Galway City Council (Section 179A Application)	Clybaun Road Affordable & Social Housing Scheme: A development of 61 residential units comprising of a mix of 1–3 bed typologies and are broken up into 30 houses across 6 terraced blocks and 31 apartments within 3 blocks	Approved
21/128	1 Kingston Land Limited	Permission for development which will consist of Phase 1 of two-phased masterplan for a new urban village 'Kingston Cross' on lands zoned CI on the south side of the Western Distributor Road at the Knocknacarra District Centre. Phase 1 the subject of this application is for a mixed-use development comprising a licensed supermarket with undercroft parking (258 parking spaces); a retail warehouse unit with a surface area car park (137 parking spaces); 9 no. flexible shop/retail service units; 2 no. flexible medical/community units; a café/restaurant unit, together with ancillary office use, entrance lobbies, lifts, travellers, trolley bays, a substation, a new pedestrian/cycle route, boundary treatments, landscaping, a central civic space including play and exercise areas and together with a covered sports court; a new access road off the Western Distributor Road, service access and signage as well as ancillary development and all associated site development works	Refused; 02/07/2021
25/60320	Kingston Stables Ltd	Notice for a Large-Scale Residential Development Application to Galway City Council. Permission for development which consists of: We, Kingston Stables Limited, intend to apply for permission for development of a Large-Scale Residential Development (LRD) for a 10-year planning permission, on a site which extends to 5.37 ha on lands located at Rahoon, Knocknacarra, Galway. The proposed development will consist of: - Provision of 362 no. residential units in 4 no. development areas with a mix of apartment and house types on a site area of 5.37 ha. The buildings range between 2 no. and 6 no. storeys in height. The development will comprise the following: 4 no. 2-bed townhouses; 40 no. 3-bed townhouses; 21 no. 4-bed townhouses;	New Application; Decision Due 10-Dec-2025

Ref.	Applicant	Description	Decision
		15 no. 1-bedroom duplex apartments; 46 no. 2-bedroom duplex apartments; 15 no. 2-bedroom duplex houses; 46 no. 3-bedroom duplex houses; 114 no. 1-bedroom apartments; 56 no. 2-bedroom apartments; 5 no. 3-bedroom apartments. 2. Demolition of existing structures (333.8 sqm); 3. Vehicular access to the proposed development from a permitted road (Planning Reference 24/60370 refers); 4. The provision of new active travel cycle and pedestrian access from Millers Lane; 5. Upgrades to the existing access at Kingston Road 6. The provision of a childcare facility (440 sq.m.); 7. The provision of public open space; 8. The provision of 665 no. bicycle parking spaces; 9. The provision of 313 no. car parking spaces; 10. Public lighting, bin stores, signage, services, ESB substation, site landscaping and all ancillary site development and enabling works. An Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) have been prepared in respect of the proposed development.	

5. PLANNING POLICY FRAMEWORK

5.1 National Policy

5.1.1 Project Ireland 2040: National Planning Framework (First Revision)

[The National Planning Framework: First Revision](#) (NPF), approved by the Government on 8th April 2025, focuses on the need to update the Framework to appropriately reflect changes to government policy that have taken place since the NPF's initial publication in 2018.

The NPF is a high-level document which provides a framework for future development and investment in Ireland, providing a long-term and place-based aspect to public policy and investment, and aiming to coordinate sectoral areas such as housing, jobs, transport, education, health, environment, energy and communications, into an overall coherent strategy.

The NPF consists of a range of National Strategic Outcomes (NSOs) which aim to set a shared vision for the country. The development of the Kingston Park and Millers Lane project is directly supported by 'NSO 7: Enhanced Amenity and Heritage' which seeks to *“ensure that our cities, towns and villages are attractive and can offer a good quality of life. This will require investment in **well-designed public realm, which includes public spaces, parks and streets, as well as recreational infrastructure**”*.

In addition to NSO 7, several other NSOs are directly relevant to the proposed development, including:

- NSO 1: Compact Growth
- NSO 2: Enhanced Regional Accessibility
- NSO 5: Sustainable Mobility
- NSO 9: Sustainable Management of Environmental Resources

In addition, the NPF has a number of directly relevant National Policy Objectives (NPOs) that apply to the proposed development, including:

- NPO 12 High Quality Urban Places
- NPO 13 Developing Towns and Cities of Sufficient Scale and Quality
- NPO 14 Sustainable Regeneration of Cities, Towns and Villages
- NPO 36 Promoting Active and Healthy Living
- NPO 37 Active Travel
- NPO 38 Inclusive and Accessible Communities and Services.

These are detailed further in the Statement of Consistency contained in **Appendix 1** of this report.

5.1.2 Climate Action Plan 2025

[Climate Action Plan 2025](#) (CAP 25) is the third statutory annual update to Ireland's Climate Action Plan under the Climate Action and Low Carbon Development (Amendment) Act 2021. CAP25 sets out a roadmap of actions which are devised to help the transition to a climate resilient, biodiversity rich, environmentally sustainable and climate neutral economy by no later than 2050.

CAP25 highlights the critical role that local government has in implementing climate policy and contributing to national climate objectives. CAP25 emphasises the importance of the Local Authority Climate Action Plans (LACAP) to drive climate action both within local authorities and at the local

level in general. Action no. LG/25/4 of CAP25 seeks to “*Implement the Local Authority Climate Action Plans.*” Compliance with the LACAP is assessed in **Section 5.3.4** of this Planning Report.

Appendix 1 of CAP25 also contains the ‘*Public Sector Climate Action Mandate*’. The mandate emphasises the national emissions targets, as well as a number of specific goals and targets for the public sector. This includes the adoption of low-carbon construction methods and materials, the provision of public water refill points where feasible, measures to support waste segregation, initiatives to promote and enable alternatives to private car use, and the requirement for energy-efficient heating systems. All such measures will be implemented and/or supported as part of the proposed development.

CAP25 also highlights that the built environment sector accounted for 11.1 per cent of Ireland’s greenhouse gases in 2023 according to the EPA’s Provisional GHG Emissions Report. Notably, operational emissions in the built environment sector have decreased by 6.2% since 2022 and by 21% since 2018. The two proposed multi-functional buildings at Kingston Park and Millers Lane have been designed with a strong emphasis on energy efficiency and long-term sustainability. The buildings incorporate passive solar design, passive ventilation and cooling, high performance thermal insulation and building fabric, on-site renewable energy generation, and sustainable lighting systems.

Extensive provisions have been incorporated into the design of the proposed development to support sustainable travel, including active travel infrastructure, electric vehicle facilities, and integration with public transport. In addition, SuDS measures and robust, eco-friendly landscaping have been embedded within the design to enhance the long-term environmental performance and resilience of the proposed development.

5.1.3 Ireland’s 4th National Biodiversity Action Plan 2023-2030

[Ireland’s 4th National Biodiversity Action Plan](#) (NBAP) sets the national biodiversity agenda for the period 2023-2030, aiming to deliver the changes needed to protect, conserve and appropriately govern biodiversity through a “whole of government, whole of society” approach. The NBAP is structured around 5 no. overarching objectives, each addressing a different theme and supported by a series of specific, measurable actions.

The NBAP recognises the essential role that healthy ecosystems play in supporting biodiversity, with Ireland supporting globally important population of birds, fish, mammals, invertebrates, plants and fungi, which are in decline due to unfavourable habitats. It notes that Ireland’s natural environment is not in good health and is in most cases getting worse. It identifies key threats such as air pollution, urban wastewater, recreation, development, and problematic species. Compliance with actions of relevance to the proposed development is assessed in the Statement of Consistency in **Appendix 1** of this Planning Report.

5.1.4 All-Ireland Pollinator Plan 2021-2025

The [All-Ireland Pollinator Plan 2021–2025](#) is a five-year strategy developed and implemented by the National Biodiversity Data Centre to support bees and other pollinating insects. Wild pollinators play a vital role in maintaining ecosystem health and contribute significantly to addressing the climate and biodiversity crises. The Plan outlines 186 science-based actions aimed at reversing pollinator decline, encouraging participation across all sectors of society. It also establishes six objectives to guide implementation over its lifetime, the most relevant being ‘Objective 2: Make public land pollinator friendly’. This objective includes a series of specific targets that directly relate to and will be achieved within the proposed development:

- **Target 2.1:** Increase the area of Council land that is managed in a pollinator-friendly way.

- **Target 2.2:** Make transport corridors more pollinator friendly.
- **Target 2.5:** Make local communities more pollinator friendly.

5.1.5

Design Manual for Urban Roads and Streets

The [Design Manual for Urban Roads and Streets](#) (DMURS) was first published by the Department of Transport, Tourism and Sport and the Department of Environment, Community and Local Government in April 2013, with a revised version published in July 2023. DMURS provides guidance relating to the design of urban roads and streets. The document encourages designers to give due consideration to creating a ‘sense of place’ which is of core significance to the creation of safe and more integrated street designs. It notes that four interlinked characteristics influence the sense of place within a street, including:

- **Connectivity:** The creation of vibrant and active places requires pedestrian activity. This in turn requires walkable street networks that can be easily navigated and are well connected.
- **Enclosure:** A sense of enclosure spatially defines streets and creates a more intimate and supervised environment. A sense of enclosure is achieved by orientating buildings toward the street and placing them along its edge and can be enhanced with street trees.
- **Active Edge:** An active frontage enlivens the edge of the street creating a more interesting and engaging environment. An active frontage is achieved with frequent entrances and openings that ensure the street is overlooked and generate pedestrian.
- **Pedestrian Activity/Facilities:** The sense of intimacy, interest and overlooking that is created by a street that is enclosed and lined with active frontages enhances a pedestrian’s feeling of security and well-being. Good pedestrian facilities also make walking a more convenient and pleasurable experience.

The proposed development has sought to comply with the technical and policy requirements of DMURS. Good permeability throughout both sites is provided, incorporating both new and improved active travel connections to existing and future residential areas. Enhanced links to the adjacent national school are also proposed via a ‘Safe Route to School’. Furthermore, both developments propose a public plaza that strengthens the sense of arrival, along with public lighting and seating along the internal pathways to enhance the overall pedestrian experience. The internal pathways meander around the public amenities, creating opportunities for casual spectating and social interaction. Their alignment enhances visual interest and ensures natural surveillance throughout the site, contributing to a greater sense of security and comfort for pedestrians.

5.1.6

The Cycle Design Manual

The [Cycle Design Manual](#) (CDM) seeks to provide guidance on the delivery of high-quality cycling and active travel infrastructure, necessary to create a modal shift away from cars in cities, towns, and rural areas. The CDM seeks to complement the standards contained in DMURS. The CDM states that:

“Where new developments are being delivered in greenfield sites, which are generally less constrained environments, the expectation should be that high-quality cycle facilities are provided as standard”.

The CDM sets out five main requirements for cycle-friendly infrastructure:

- **Safety:** Facilities should be designed to enable actual safety for ages and abilities, as well as creating perceived safety for everyone from the most to least confident users.
- **Coherence:** The cycle network should be connected and easy to navigate. Gaps and interruptions should be eliminated to strengthen the overall level of service.

- **Directness:** Cycle routes should connect origins and destinations using the shortest route with as little delay as possible, including facilities at junctions that minimise delay and the need to stop.
- **Comfort:** Anything that causes unnecessary discomfort or delay is likely to reduce the attractiveness of the facility. Factors to consider include width, gradients, stoppages and delay, surfacing, shelter, and maintenance.
- **Attractiveness:** As cycling is a sensory experience, with people directly exposed to their environment, the cycling environment along a route should ideally be as pleasant and interesting as possible.

The proposed development has sought to comply with the technical and policy requirements of the CDM. Pedestrians and cyclists are given priority over vehicles and measures to ensure the safety of road users include traffic calming measures and low speed limits.

5.1.7 Safe Routes to School Initiative

‘Safe Routes to School’ is the national programme to support schools in increasing walking and cycling to school. It was developed in partnership by the NTA and Green-Schools, An Taisce, in 2020. Since then, three rounds of funding have been allocated with over 412 schools across all 31 local authorities being engaged in the programme as of 2024. The St. John The Apostle Knocknacarra National School (NS) was allocated funding under the third round and has subsequently had a ‘quick build’ active travel route delivered on the Atlan Road to provide safer access to the school. As part of the proposed development, it is proposed to replace and upgrade this route with a permanent, high quality ‘Safe Route to School’.

The NTA’s [Safe Routes To School Design Guide \(2022\)](#) sets out key considerations when designing these routes which differ or are in addition to the requirements of DMURS and the Cycle Design Manual. These include:

- **Space:** School children will often be accompanied by an adult, perhaps siblings, and often holding hands or cycling side-by-side on the journey to school. Wider footpaths and cycle tracks can allow children to develop their abilities and independence by giving them the space to be at a safe distance from their parents.
- **Visibility:** Children can be less visible to drivers than adults, particularly in urban areas where street furniture and barriers can obscure intervisibility. Designers should take account of the heights of children.
- **A Healthy Environment:** Children are more susceptible than adults to the adverse effects of air pollution as their lungs are not fully developed and they are generally closer than adults to vehicle exhaust due to their height. Children often have to pass queuing traffic on the route to school or idling cars at the school gate.
- **Social Interaction and Play:** Streets that are inviting to people walking and cycling, encourage interactions and social connections with children, adults, and their environments, fostering a sense of community. Places to pause and stay provide children and caregivers, who may walk slower and tire easier, with necessary space to rest. Streets also provide opportunities to bring learning and unstructured play into children’s everyday lives.

The programme also places an emphasis on providing safe places to cross, reduced traffic speeds, permeability shortcuts, tightening corner radii, landscaping and public realm improvements.

The proposed development will directly support the Safe Routes to School initiative by delivering a permanent, high-quality active travel corridor that prioritises the safety, comfort and independence of school children accessing the adjacent St. John The Apostle Knocknacarra National School.

5.1.8 Healthy Ireland Framework

[The Healthy Ireland Framework 2019 – 2025](#) is the national strategy aimed at improving the health and wellbeing of people living in Ireland. It outlines key goals to promote healthier diets, increase physical activity, and enhance mental health across the population.

The proposed development supports the goals of the strategy by integrating design measures that promote health and wellbeing including: safe, accessible walking and cycling routes to encourage physical activity; landscaped areas that support outdoor exercise and social interaction; and green spaces for relaxation to enhance mental wellbeing.

5.1.9 National Physical Activity Plan

The [National Physical Activity Plan](#), launched on 14 January 2016, introduced Ireland's first cross-sectoral approach to promoting physical activity. Its core objective is to increase opportunities for people to be active and to remove barriers that limit participation. The Plan emphasises the importance of both the natural and built environments in encouraging physical activity. It also highlights how a high-quality built environment can create greater opportunities for movement and recreation, ultimately supporting better physical and mental health.

The most recent implementation review of the National Physical Activity Plan took place in May 2022 and called for ongoing investment in target groups such as women, children and young people, notably through investment to *'improve or tailor facilities to increase and maintain levels of physical activity particularly among young people'*.

The proposed development aims to support and enhance the sport and recreation offering in the westside of Galway City, creating high quality and accessible amenities which promote physical activity for all ages and abilities. A range of facilities and amenities are proposed to cater for traditional sports, as well as other amenity and activity usages.

5.2 Regional Policy

5.2.1 Regional Spatial and Economic Strategy for the Northern and Western Region

The Northern & Western Regional Assembly (NWRA) adopted the [Regional Spatial and Economic Strategy](#) (RSES) on 24th January 2020. This RSES provides a high-level development framework for the Northern and Western Region that supports the implementation of the NPF and the relevant economic policies and objectives of Government.

Galway City plays a pivotal role in regional development as the only designated Metropolitan Area within the northern and western region. The RSES outlines ambitious growth targets for the Galway Metropolitan Area Strategic Plan (MASP) area, projecting an increase of 27,500 people by 2026 and a further 14,500 by 2031. Within this, the city and suburbs are expected to accommodate population growth of 23,000 by 2026 and an additional 12,000 by 2031. The neighbourhoods of Knocknacarra and Ragoon are identified as strategic locations for delivering much of the housing required to meet this projected growth.

In the MASP, the key provision envisaged for the Galway MASP area that is supported by the proposed developments relates to transport:

4. Walking: *Improvements to permeability within suburban residential areas, improving the pedestrian networks and increasing connectivity and permeability within and to places of*

employment, in particular, the business and technology parks on the east side of the city at Parkmore and Ballybrit.

The following Regional Policy Objectives (RPOs) are also supported by the proposed development:

- **RPO 3.5** Developing Quality Green Infrastructure Within Cities.
- **RPO 6.31** Increasing Permeability for Walking and Cycling, Particularly Around Schools.
- **RPO 7.9** Providing High-Quality, Accessible and Suitably Proportioned Areas of Public Open Spaces and Enabling Links Between These and Local Heritage.

5.3 Local Policy

5.3.1 Galway City Development Plan 2023-2029

The current statutory planning document for the subject site is the [Galway County Development Plan 2023-2029](#) (GCDP), which was adopted on the 24th November 2022. The plan guides the physical, social, and economic development of the City over its 6-year lifespan in line with national and regional policy. The Strategic Vision for the plan sets out a place that is ‘a successful, sustainable, competitive, regional city’ with high quality housing and employment, resilient infrastructure, and that is environmentally responsible.

The GCDP sets out several key policies and objectives of direct relevance to the proposed development (see **Table 5-1**). These have been carefully considered by the Design Team, and the proposed development has been prepared in full alignment with these requirements.

Further detail on compliance with other relevant policies, objectives and development management standards is documented in the Statement of Consistency contained in **Appendix 1** of this Planning Report.

Table 5-1: Key policies and objectives extracted from the GCDP (emphasis added by MKO).

Policy 5.1 Green Network and Biodiversity	
2.	Support the actions of the Galway Recreation and Amenity Needs Study and the upcoming Green Space Strategy with particular emphasis on the progression and completion of both the existing South Park and Kingston Land Masterplans .
Chapter 5: Specific Objectives	
10.	Implement masterplan for South Park and for the Kingston RA lands .
37.	Support the development of large-scale sports facilities in the city funded under the Large Scale Sports Facilities Fund.
39.	The Council will support the provision of changing facilities at playing pitches in the city based on an assessment of need for such facilities. A minimum one dressing room per Local Electoral area will be considered and priority will be given to Doughiska, Hazel/Laurel Park and Millers Lane , in consultation with local residents and sports clubs.
40.	Work with all stakeholders and explore the development of a multi-use community complex to include but not be restricted to floodlit grass and Astro turf playing facilities, community training and performance space, multi-purpose meeting rooms, changing facilities and outdoor training areas with enhanced walkways.

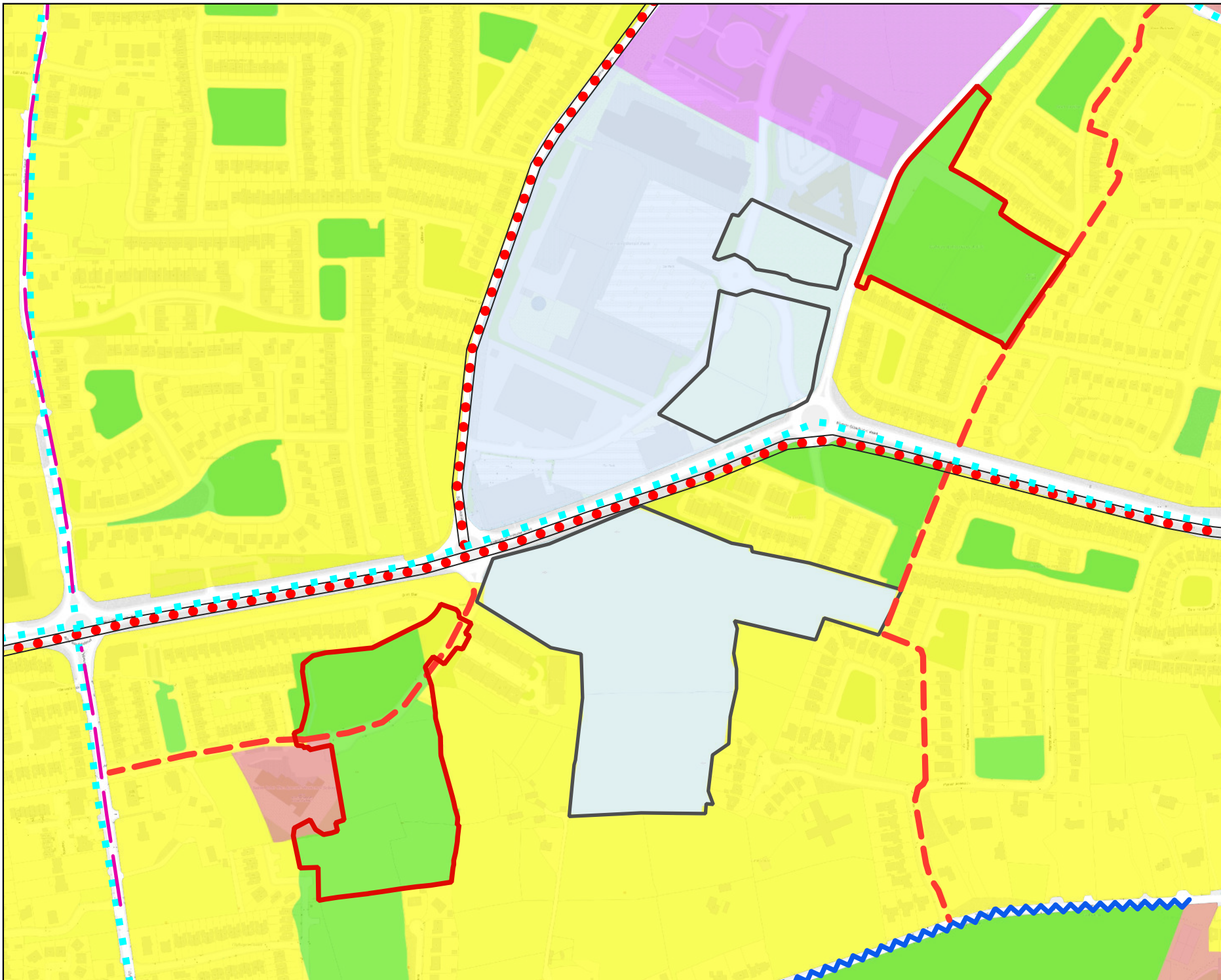
5.3.1.1 Land Use Zoning

The majority of the subject lands at Millers Lane and Kingston Park are zoned ‘*RA - Recreation and Amenity*’ in the GCDP, as illustrated in **Figure 5-1**. The overlap with the ‘*R - Residential*’ zoning at the Altan Road for Kingston Park, and adjacent to Gort na Bró for Millers Lane solely relates to the provision of upgraded roads, including provision for active travel into both parks. Additionally, the overlap with ‘*CF – Institutional and Community*’ zoning to the east of the subject site at the current entrance at St. John the Apostle, Knocknacarra NS relates to the provision of an enhanced gateway into the school which ties into the proposed active travel routes.

Table 5-2 shows the land use objectives for each of the zonings under the GCDP. There are no specific zoning objectives for the site.

Table 5-2: Excerpt of the zoning objectives extracted from Section 11.2.2 of the GCDP 2023-2029 (emphasis added by MKO).

Zoning	Objective	Uses which are compatible	Uses which may contribute to the zoning objectives.
RA - Recreation and Amenity	To provide for and protect recreational uses, open space, amenity uses, natural heritage and biodiversity.	Outdoor recreation	Public utilities
R - Residential	To provide for residential development and for associated support development, which will ensure the protection of existing residential amenity and will contribute to sustainable residential neighbourhoods.	- Residential - Outdoor recreational use - Buildings for education - Buildings for community, cultural or recreational use	Public utilities
CF- Institutional and Community	To provide for and facilitate the sustainable development of community, cultural and institutional uses and development of infrastructure for the benefit of the citizens of the city.	- Buildings for the care of the health, safety or welfare of the public - Education establishments - Community and cultural buildings - Outdoor recreational use - Childcare facilities - Public Utilities	Residential uses on surplus institutional lands where some of the original open character of institutional lands is retained and a minimum 20% of the total site area is reserved for communal open space.



Map Legend

-  Redline Boundary
- Land Use Zoning Objective
 -  CF - Community Culture & Institutional
 -  CI - Enterprise, Light Industry and Commercial
 -  I - Enterprise, Industry and Related Uses
 -  R - Residential
 -  RA - Recreation and Amenity
- Specific Objectives
 -  Regeneration and Opportunity Sites
 -  Road Improvements
 -  Bus Routes
 -  Primary Cycle Network
 -  Greenways
 -  Views and Prospects



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Drawing Title

Land Use Zoning

Project Title
Kingston Park and Millers Lane -
Public Park and Urban Realm Project

Drawn By IR	Checked By MMG
Project No. 240298	Drawing No. 5-1
Scale 1:5,000	Date 13/11/2025



5.3.2 Galway City Urban Density and Building Height Study

The [Galway City Urban Density and Building Height Study](#) sets out the density and building height spatial strategy for Galway City from the city centre to the outer suburbs, with an aim to inform a strategy for the sustainable intensification of Galway City. The study takes into account relevant policy objectives relating to sustainability, transport, heritage, public realm, climate adaptation and the green network.

The proposed Kingston Park is located within the Outer Suburbs as per the Strategy, where there is a prevailing height of between 2 and 3 storeys. It is stated that heights for new development should respect the prevailing heights of the area. There is potential to provide more urban enclosure and a sense of clustering of activities with 3 and 4 storeys at key junctions and nodes of activities.

Millers Lane is located within the Western Established Suburbs, where there are prevailing heights of around 2 storeys. The Strategy states that heights for development should generally be between 2 and 3 stories in this area, rising to between 2 and 4 storeys at key community centres and nodes.

The proposed multi-functional buildings in both parks are within the ranges prescribed and have been designed to respect the prevailing heights and character of the surrounding area.

5.3.3 Galway Transport Strategy

The [Galway Transport Strategy](#) (GTS) sets out a comprehensive framework of actions and measures to be implemented across Galway over the next 20 years, published by Galway City and County Council in collaboration with the National Transport Authority (NTA). The Strategy acknowledges the city's ongoing transport challenges, which include severe traffic congestion arising from a heavy reliance on private car use, inadequate public transport provision, limited cycling infrastructure, and a large rural hinterland. Within this context, the GTS identifies the Western Distributor Road (WDR) as a key strategic corridor to be upgraded into a high-frequency bus route connecting the outer suburbs to the city centre. In addition, the WDR is designated as a Primary Cycle Route in the GTS, with active travel improvements proposed under a Part 8 (Section 179) application which is currently under consideration by the Elected Members of GCC (Pln. Ref. LA/3/2025). The WDR is an access road to Kingston Park and Millers Lane.

5.3.4 Galway City Council Local Authority Climate Action Plan 2024-2029

The [Galway City Local Authority Climate Action Plan 2024-2029](#) (LACAP) sets out the core priorities and actions GCC will take in adapting and mitigating to climate change. None of the actions of the LACAP set specific standards or targets for green/amenity spaces, however, several require the creation of strategies which will impact these spaces. These include Actions 34, 35, 36, 37, and 41 which relate to the city's forthcoming Green Spaces Strategy, Biodiversity Action Plan, Invasive Alien Species Strategy, Tree Strategy, and Blueway Strategy.

In addition, Action 27 requires that GCC work in partnership with local communities and stakeholders to deliver the transition to net zero. This includes for projects related to climate mitigation and adaption, active travel, local food production, water conservation, nature-based solutions, and biodiversity net gain. Finally, Action 42 stipulates that GCC will need to explore the potential to implement nature-based solutions on all GCC permitted projects. This includes the use of SuDS and increasing leaf cover via trees and vertical shading solutions.

A comprehensive assessment of compliance with the actions in the LACAP is included in the Statement of Consistency included in **Appendix 1** of this Planning Report.

5.3.5 Galway Public Realm Strategy

The [Galway Public Realm Strategy](#) seeks to build on Galway’s distinctive and well-established character, enhancing and capitalising on its globally recognised urban environment. It also highlights the importance of prioritising pedestrian and cycling infrastructure within the public realm.

A number of Policy Objectives in the Galway City Development Plan 2023–2029 reference the Strategy, requiring alignment with its goals and actions. **While the Strategy primarily focuses on the inner city, the design principles outlined within it have been adopted in the design of the proposed development to guide and improve Galway City’s overall public realm**, ensuring a cohesive and high-quality urban experience. These are:

- Protect and enhance Galway’s unique character.
- Promote accessibility and age-friendly infrastructure throughout the city.
- Transform Galway into a pedestrian- and cyclist-centric city, while making public transport a more attractive option.
- Enhance Galway’s biodiversity and strengthen its resilience to climate change.
- Ensure a high-quality, inclusive, and vibrant public realm.

5.3.6 Galway City Biodiversity Action Plan

The current Galway City Biodiversity Action Plan is the 2014-2024 Plan. A new plan is expected to be published in the near future, subject to public consultation and adoption by the Elected Members. The Local Authority Biodiversity Action Plan (LABAP) is designed to provide a structured approach to biodiversity conservation at the local authority level. It outlines the objectives, strategies, and actions needed to protect and enhance biodiversity within respective local authority areas. The 2014-2024 Plan has three core objectives:

- To raise awareness and appreciation of biodiversity.
- To maintain and enhance biodiversity within the city.
- To increase our knowledge and understanding of biodiversity.

The Statement of Consistency included in **Appendix 1** of this Planning Report has assessed compliance with the relevant objectives of this plan.

5.3.7 Galway City Recreation and Amenity Needs Study

The Galway City *Recreation and Amenity Needs Study (2008)* ([Part 1](#) & [Part 2](#)) provided a comprehensive assessment of the city’s amenity open spaces, ecological sites, water-based amenities, and sports facilities. The study outlined seven guiding principles for the future development of recreation and amenity spaces in Galway: Strategic Provision, Environmental Guardianship, Utilisation, Accessibility, Delivery Mechanism, Coordination and Partnership, and Promotion.

While the City Council had made notable progress in establishing a parks hierarchy, the study concluded that Galway still lagged behind other Irish cities. It also highlighted the need to further develop and enhance existing spaces to meet the demands of the coming years.

The Strategy identified Kingston Park as a ‘Key Amenity Open Space’, for delivery in the “Medium Term”. The lands for the park were also identified as “Ongoing” in terms of acquisition by the City Council. Millers Lane is identified as being extensively used, particularly for soccer. An assessment of future recreational requirements within the Knocknacarra area identified the need for a multi-purpose pitch capable of accommodating both Gaelic games and rugby. Furthermore, the provision of enhanced or additional soccer facilities has also been highlighted as a priority.

While the needs of the city have evolved since the 2008 Strategy, it has provided a useful starting point for the identification of needs in the Knocknacarra area and progress made on achieving them. The proposed development will deliver a multi-sport pitch at Kingston Park which will support GAA and rugby. In addition, the existing pitches at Millers Lane will be replaced with pitches suitable for multiple sports, including soccer and hockey.

5.3.8 Galway City Green Spaces Strategy

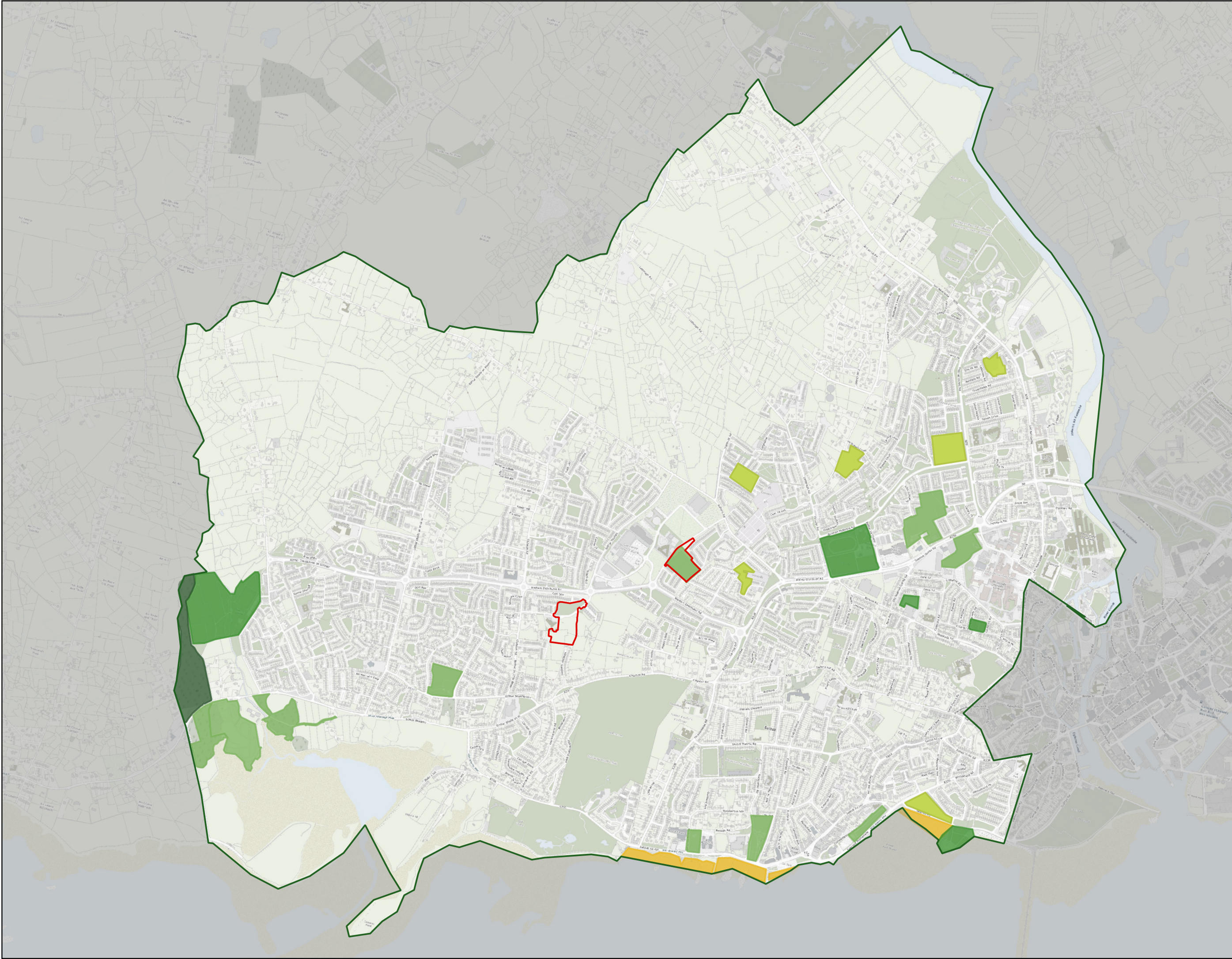
The Draft Galway City Green Spaces Strategy 2025-2029 (GCGSS) is expected to be launched by GCC in the coming months. The GCGSS is expected to build on the *Recreation and Amenity Needs Study (2008)*. It is anticipated to set out a coordinated approach to the enhancement, and future provision of green spaces across the city. The Galway City Development Plan 2023-2029 notes that the Strategy “*will identify how green spaces are managed and enhanced and a balanced sought between providing for recreation and access and maintain the integrity of the ecosystem.*”

In line with the Regional Spatial and Economic Strategy (RSES), which projects Galway City’s population to reach approximately 114,900 by 2031, the forthcoming Strategy is expected to address the need for accessible, multifunctional, and high quality public open spaces and sports facilities to support a growing urban population. It is expected that the strategy will highlight the currently low proportion of overall land use in Galway City dedicated to public green space. An analysis by the Design Team indicates that **approximately 8.8% of West Galway’s land use is dedicated to public green space.** Further, the **spatial distribution of this green area is notably away from the centre of Knocknacarra, creating a ‘green space desert’ in that area,** as shown in **Figure 5-2.**

A similar analysis found that the North Dublin City (inside the canal cordon), which has historically suffered from a lack of public greenspace and other green infrastructure, had approximately 10.3% of its land use dedicate to public parks and green areas. **Therefore, it is crucial that new public green spaces are delivered to support the development of Western Galway City as of healthy, pleasant, and liveable place for its residents.**

The proposed development has sought to have cognisance of the currently unpublished strategy. Consultations were undertaken during the design process of the proposed development with the relevant departments within GCC to ensure that the proposed facilities are in line with the expected goals, assessed needs, and identified challenges which will be detailed under the GCGSS.

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Map Legend

Application Boundary

West Galway City Parks

City Park

Neighbourhood Park

Local Park

Amenity Open Space

Beach

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Drawing Title

Public Green Spaces in Western Galway

Project Title

Kingston Park and Millers Lane - Public Park and Urban Realm Project

Drawn By	IR	Checked By	MMG
Project No.	240298	Drawing No.	5-2
Scale	1:20,000	Date	2025-11-13

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6. PLANNING ASSESSMENT

6.1 Principle of Development

The proposed development aims to deliver high-quality, accessible, and inclusive public parks, together with public realm enhancements, across two key green spaces within Knocknacarra. The principle of development of the subject lands for public parks is consistent with the zoning objectives set out in the [Galway City Development Plan 2023-2029](#) (GCDP).

The proposed development at Kingston Park and Millers Lane is primarily zoned ‘*RA – Recreation and Amenity*’. The subject site at Kingston Park also has a small area overlapping with ‘*R – Residential*’ zoning along Atlan Road. Similarly, at Millers Lane, the site contains some lands zoned ‘*R – Residential*’ near Gort na Bró. A small portion of the lands at the east of Kingston Park also overlap with ‘*CF – Institutional and Community*’ zoning. Works on these lands relate to the proposed school entrance upgrades, and connection to public utilities. Further detail on compliance with land use zoning is provided in the subsequent sections.

The proposed development aligns with the objectives of several national and regional policies and objectives, including but not limited to the following National Policy Objectives in the National Planning Framework:

- NPO 12 High Quality Urban Places
- NPO 13 Developing Towns and Cities of Sufficient Scale and Quality
- NPO 14 Sustainable Regeneration of Cities, Towns and Villages
- NPO 36 Promoting Active and Healthy Living
- NPO 37 Active Travel
- NPO 38 Inclusive and Accessible Communities and Services.
- NPO 70 Renewable Energy
- NPO 79 Nature-Based Solutions and Sustainable Drainage Systems
- NPO 83 Strengthen Green and Blue Spaces

Local policy explicitly supports the delivery of the proposed development. The GCDP outlines a range of policies and objectives relevant to the proposed development, most notably **Policy 5.1(2)**:

*“Support the actions of the Galway Recreation and Amenity Needs Study and the upcoming Green Space Strategy with particular emphasis on the progression and completion of both the existing South Park and **Kingston Land Masterplan**”.*

In 2024, GCC appointed a multi-disciplinary Design Team to prepare a comprehensive masterplan for Kingston Park and Millers Lane, guided and informed by extensive public engagement and detailed site surveys. This Section 177AE (Part X) application seeks approval from An Coimisiún Pleanála for Millers Lane and for the northern section of Kingston Park, which is owned by GCC. It is therefore submitted that the proposed development fulfils national and local policy objectives, most notably **Policy 5.1(2)** of the GCDP, and is consistent with the land use zoning objectives for the subject lands.

6.2 Land Use Zoning

6.2.1 Millers Lane

It is submitted that the proposed development and upgrade at Millers Lane is in line with the ‘*RA – Recreation and Amenity*’ zoning objective as it seeks the development of new public spaces and amenities, including 1 no. new 2G sand filled synthetic multi-sport pitch (designed to hockey

dimensions) and 1 no. new 4G synthetic turf multi-sport pitch (designed to soccer dimensions) and a new multi-functional building that can cater for sports and other activities.

Additionally, it is submitted that the use of ‘*R – Residential zoned lands*’ for the purposes of providing and enhancing access to a key greenspace and amenity is in line with the objective of protecting residential amenity. It is also in line with the objective for the creation of sustainable residential neighbourhoods by ensuring that residents surrounding the park will have safe, accessible, and direct access to the park. Finally, it is noted that ‘*Outdoor Recreational Use*’ is listed as a compatible use, which is what the proposed development will consist of, and the use of these lands are necessary to enable operational access to Millers Lane.

6.2.2 Kingston Park

It is submitted that the proposed development at Kingston Park is in line with the ‘*RA – Recreation and Amenity*’ zoning objective as it seeks the development of new public spaces and amenities, including 1 no. new 4G synthetic multi-sport turf pitch (designed to rugby pitch dimensions) and a new multi-functional building that can cater for sports and other activities. The development of outdoor recreation on ‘*RA – Recreation and Amenity*’ zoned land are compatible with, and contribute to, the zoning objective.

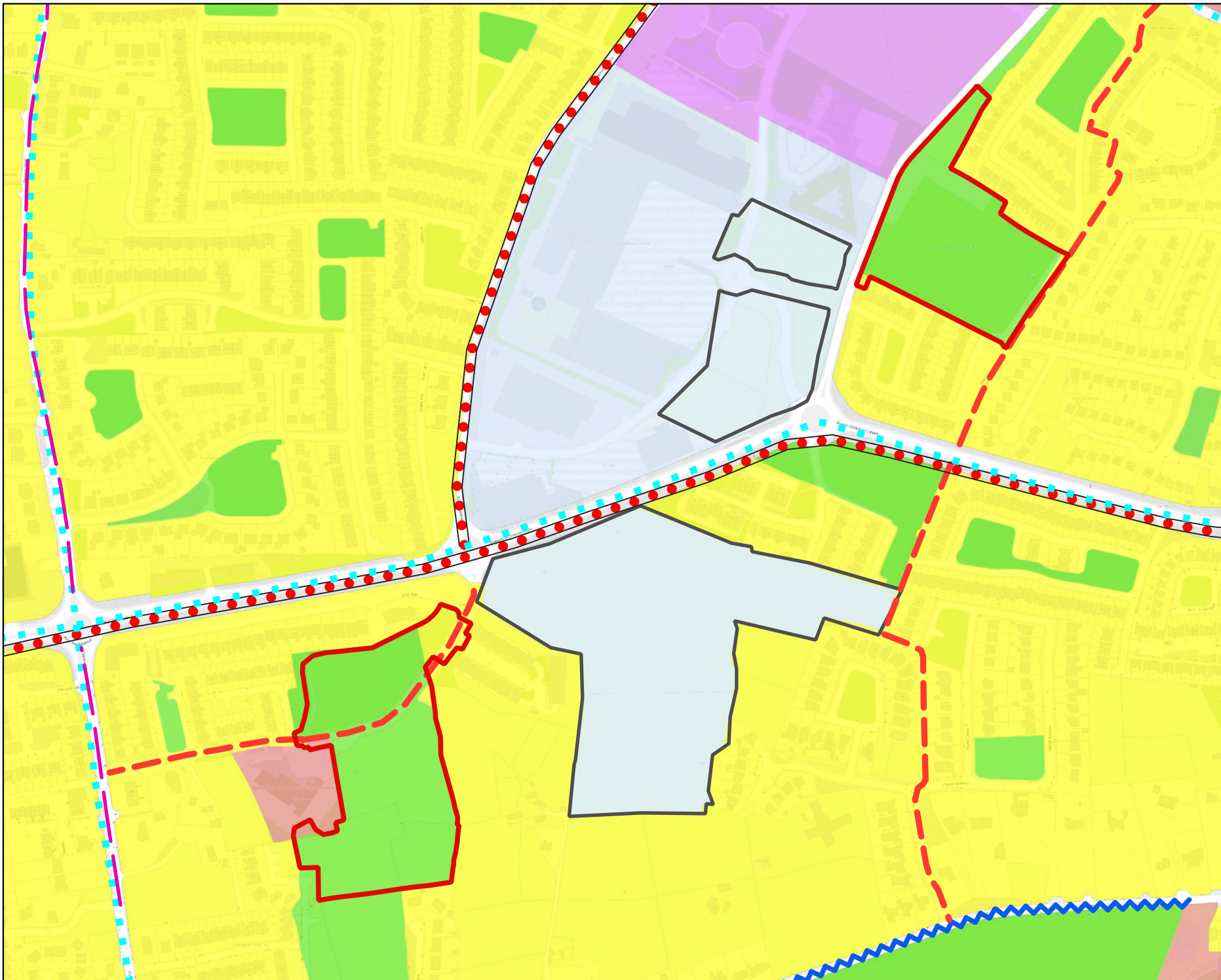
The development of a multi-functional building that can cater for sport and other activities on ‘*RA – Recreation and Amenity*’ zoned land is listed as ‘*Uses which may contribute to the zoning objectives, dependent on the RA location and scale of development*’ in Section 11.2.2 of the GCDP. ‘*Uses which may contribute.*’ are defined as follows:

“Example of uses shown as “Uses which may contribute to the zoning objectives, dependent on the location and scale and the proposed development”, are uses which may not be considered acceptable in principle in all parts of the relevant land use zoning objective and will only be accepted where the Council is satisfied that the use would not have an undesirable consequence for prevailing use or amenity”

The multi-functional building is essential to the operation of Kingston Park and includes facilities such as changing rooms and equipment storage for the proposed multi-sport pitch. In addition, the building is designed to act as a hub for the community which takes advantage of its location within the park to support a wide array of community and recreational uses. As such, the proposed building is in line with the ‘*RA – Recreation and Amenity*’ zoning.

It is submitted that the use of ‘*R – Residential*’ zoned lands for the purposes of relocating the existing site access to the site of the proposed park, providing new active travel facilities to access that park and the surrounding area, and providing landscaped spaces, is in line with the objective of the zoning. The new access route will protect residential amenity by helping to resolve the existing traffic impacts of the National School on the Gort Siar estate, as well as contributing to the creation of sustainable residential neighbourhoods by ensuring that residents surrounding the park will have safe, accessible, and direct access to the park across all modes of transport.

Further, it is noted that ‘*Outdoor Recreational Use*’ is listed as a compatible use, which is what the proposed development will consist of, and that the area which overlaps with the ‘*R – Residential*’ will contain landscaping and paths which will enhance recreational use of the green space. Additionally, it is submitted that use of ‘*CF – Institutional and Community*’ zoned lands for the purposes of providing an enhanced gateway entrance to the adjacent National School, which provides a Safe Route to School across the proposed development and engineering works relating to the site, is in line with the objective of the zoning. The enhanced gateway to the school will provide a safe, accessible and attractive linkage to the proposed development.



Map Legend

-  Redline Boundary
- Land Use Zoning Objective**
 -  CF - Community Culture & Institutional
 -  CI - Enterprise, Light Industry and Commercial
 -  I - Enterprise, Industry and Related Uses
 -  R - Residential
 -  RA - Recreation and Amenity
- Specific Objectives**
 -  Regeneration and Opportunity Sites
 -  Road Improvements
 -  Bus Routes
 -  Primary Cycle Network
 -  Greenways
 -  Views and Prospects



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Drawing Title

Land Use Zoning

Project Title
Kingston Park and Millers Lane - Public Park and Urban Realm Project

Drawn By IR	Checked By MMG
Project No. 240298	Drawing No. 6-1
Scale 1:5,000	Date 12/11/2025



6.3 Community Benefits

The proposed development aims to provide a range of community spaces, sports facilities, and amenities for Knocknacarra. The parks at Kingston Park and Millers Lane will deliver new public amenities across hectares of open green space and will include active travel routes and paths, synthetic pitches, new social spaces, areas for relaxation, multi-use games and sports area (MUGA), playgrounds, and 2 no. multi-functional buildings capable of accommodating a variety of sports and other activities.

The proposed development represents a vital amenity for both current and future residents of Knocknacarra, offering much needed green spaces in a growing urban area that are well connected to key active travel routes and public transport services. The creation of open green spaces in an urban context promotes physical, mental, and social well-being, facilitating outdoor recreational and social activities, areas for rest and relaxation, and essential facilities for local sports clubs that serve a wide range of age groups.

While provision for organised sports was a key request from the community, and priority during the design process, there was an equally strong request to see other recreation and amenity spaces delivered within the parks. In Millers Lane, the existing emphasis on sports and strong public feedback regarding the location of the building resulted in reduced space for other uses. As such, while it was determined that the focus of this space would be organised sports, there has been a conscious effort to fit other uses in by utilising the constraints generated from the pitches.

In Kingston Park, due to the spatial constraints owing to its irregular shape, it was determined early on that a pitch would have to be located in the northern portion of the site. As a result, the balance of non-sports usages is much higher in the southern, master planned portion of the park. This balance also supports residential amenity, as there is less separation between existing residential areas and the proposed amenities will generate less noise, lighting, and disturbance than the pitch. The community benefits from the proposed design are further identified and detailed below.

6.3.1 Multi-Functional Buildings

Kingston Park

The multi-functional building proposed at Kingston Park is the larger of the 2 no. buildings proposed and is designed as a core facility to accommodate a wide range of activities. It is located strategically to the north of the site between the parking, open park space, and the sports pitches. This allows ease of access to the building, the creation of a new social and community hub at the entrance to the park, and maximises separation distances between adjacent neighbourhoods to minimise impacts to residential amenity. It will include a double-height, multi-activity hall adaptable for various indoor sports such as basketball, padel, badminton, 5-a-side soccer, indoor cricket, volleyball, 25m archery, indoor bowls and demonstration sports like indoor rowing and table tennis. The hall will also be capable of hosting community events such as school plays or discos and will include retractable bleacher to support these community activities. Other sports facilities within the building include changing rooms, showers and universally accessible toilets. These facilities are accessible both externally (to serve early morning/late evening park users and runners) and internally (to support the sports hall and other activities).

The creation of new social and meeting spaces within the Kingston Park building has also been a core priority of the design process. To this end it will include a ground floor café with indoor and outdoor seating areas overlooking the pitch and pedestrian gateway of the park. This area is designed to be a key meeting point at the meeting point of key desire lines, and to facilitate spontaneous community interactions.

In addition, the first floor of the building will accommodate 7 no. multi-purpose rooms of varying sizes, ranging from small meeting spaces to a large multi-activity room. These spaces will be fully accessible

via both stairs and lift, with universally accessible toilets provided on the same level. The flexible design of these rooms will allow for a wide range of uses such as after school, community workshops and business meetings. The availability of these spaces to the community can foster entrepreneurship, support small businesses, and enable a diverse range of community activities to thrive. In addition, 3 no. of these rooms overlook the multi-sport pitch and will benefit from folding/sliding doors and a balustrade to double as a viewing platform which overlooks pitch. These spaces create opportunities for events and spectating, positioning Kingston Park not only as a venue for physical activity but also as a space that fosters social interaction and community events.

The multi-functional building at Kingston Park has also been designed to be an inclusive space that supports a wide range of users and abilities. The building will include a dedicated sensory room on the first floor to provide a positive and accessible environment within the park for those with additional sensory processing needs. Alongside a wheelchair accessible lift, carefully designed circulation spaces, and wheelchair accessible changing places, showers, and bathrooms, the building is designed to ensure accessibility by all community members without the need for additional adaptations or assistance.

Millers Lane

The multi-functional building proposed at Millers Lane is the smaller of the 2 no. buildings proposed and has been designed primarily to support sports-focused activities for the park and serve the 2G synthetic multi-sport pitch and 4G synthetic multi-sport pitch. Centrally located between the pitches, the building provides equal access and convenience from the 2 no. pitches, while the first floor viewing areas offer sheltered spectating over both pitches.

The ground floor will incorporate high-quality sports changing facilities, including dedicated home and away changing rooms for each pitch. This arrangement will enable match days for both sports to take place concurrently without operational conflict. The first floor will comprise 4 no. multi-functional activity spaces, the largest of which is designed as a compact gym area suitable for age-appropriate indoor activities as well as high-performance training. These spaces will also facilitate non-sporting uses, consistent with the flexible approach adopted in the Kingston building. To the west, a viewing terrace and adjacent kitchenette provide an informal gathering area for match supporters or other community events overlooking the 4G multi-sport pitch. To the east, a viewing deck offers spectating over the 2G multi-sport pitch.

The Millers Lane building meets the same standards for accessibility as in Kingston Park, ensuring that all community members can make use of the facilities. Additionally, there is still a strong emphasis on non-sports uses for and around the building. Three of the multi-use rooms will be divided with folding partition walls which can be retracted to merge these rooms into a single, larger space, enabling a greater and more flexible range of uses. Finally, the entrance plaza will support casual traders such as a coffee truck, with seating built into the space.

6.3.2 Supporting Buildings

A number of smaller structures are present in both parks which are crucial to the operation and day-to-day use of the spaces. This includes a bin store, secured bike shed, equipment storage shed, and smoking shelter in both Kingston Park and Millers Lane. The equipment storage sheds will be utilised for park maintenance and sports equipment (as indicated on the site layout plans). Smoking shelters have been provided to enable a smoke free environment in both parks.

The supporting buildings have been carefully located to be practical to access, but visually unobtrusive. In Millers Lane, the change in ground level from the adjacent housing estate to the north, and the park has been utilised to reduce the visual impact of these structures by placing them against what would have otherwise been a retaining wall and setting them into the boundary landscaping. In Kingston Park, the bin store and storage sheds are similarly located along the site edge and nestled into the proposed native woodland planting. The secure bike shed is located in the middle of the parking lot loop,

allowing it to be screened by planting or parked vehicles. Finally, the smoking shelter is located in an unobtrusive spot along the access road and screened by planting.

Kingston Park will also benefit from a park kiosk located along the western boundary of the park near the pedestrian plaza. This space will provide a maintenance office and associated sanitary facilities for parks staff, and additional equipment storage. This space will help to enable a more active staff present in the park, enabling maintenance and other issues to be resolved easily and promptly. This is in line with Objective 34 in Section 5.10 Specific Objectives of the GCDP 2023-2029.

6.3.3 The Pitches

Given the importance of Millers Lane to local sports clubs and the extraordinary local need for further organised sporting space, the non-statutory public consultation process focused on engaging early and often with relevant sports groups to ensure that future pitches would meet the needs of the most people, in the best manner possible. It should also be noted that while each the three pitches are designed to dimensions and technical specifications of a specific sport (rugby, soccer, and hockey), their use for other sports is not precluded and the pitches will be open to be booked by the community as a whole.

Kingston Park

The multi-sport pitch in Kingston Park will utilise 4G synthetic turf and will be designed to rugby pitch dimensions. It will also be able to accommodate GAA rounder practice. Storage for a mobile cricket batting practice cage is also provided, which can be used on the pitch. The pitch will be surrounded by a welded mesh fence and spectator rail. 12m high ball stop fences are provided behind the goals on either side of the pitch. The pitch will be permeable and will enable a thorough treatment process for surface water as well as attenuation area under the pitch, as detailed in Section 3.3.2 of the Engineering Planning Report.

Millers Lane

The two existing pitches in Millers Lane are to be replaced and upgraded as part of the proposed development, with slight changes to their current locations inside the park also proposed. The western pitch will utilise 4G synthetic turf and will be designed to soccer pitch dimensions. The eastern pitch will utilise 2G sand filled synthetic turf designed to hockey pitch dimensions. As in Kingston, both pitches will be able to be utilised for other sports and the community, including practices and informal games. Both pitches will be fenced with welded mesh panel fencing, with ball/puck stop nets provided behind both goals on both pitches. The boundaries of the pitches facing the multi-functional building will incorporate a spectator rail for parents and supporters. The 2G pitch will also be bounded the north and east by the retaining walls which are necessary due to the level changes present on site. As in Kingston Park, the pitches will be permeable and will enable a thorough treatment process for surface water as well as attenuation area under the pitch, as detailed in Section 3.3.2 of the Engineering Planning Report.

6.3.4 Play and Social Spaces

While there are numerous opportunities for play and socialisation in both parks there several key locations in both which are integral to the proposed development.

Kingston Park

A mixed-ability playground is provided to the south of the proposed pitch in Kingston Park. It is intended to provide a graduated range of challenges and inclusive opportunities, which will cater to a wide range of ages. Clear sightlines in and around the playground with seating for parents have been

prioritised to enable oversight of the area and kids playing. Details on the proposed equipment are illustrated in drawing no. **P612-KIN-LD-BD-402** prepared by DRLA.

The main plaza at the building entrance has been designed to be a flexible and engaging social space capable of hosting small events such as performances and markets. It also seeks to positively interact with the café and seating area located in the multi-functional building. The plaza is located at the intersection of numerous desire lines including from the building, the parking lot, the school and link to Doire Gheal and the main avenue of the park. It is positively overlooked by the multifunctional building, surrounding estates, and national school.

Finally, an outdoor amphitheatre mound is provided in the northwest corner of the site. This space is designed to serve multiple functions, including as an outdoor classroom. Around the amphitheatre it is proposed to locate instruments and educational information to create a biodiversity and climate lab for the primary school. Students will be able to receive instruction in the amphitheatre, and measure weather conditions, learn about the types of plants on site, and identify insects in a bug hotel using the instruments around it. In addition, the mound of the amphitheatre will serve as its own kind of play space for informal place. Finally, both the amphitheatre mound and plaza edges employ ‘sociopetal seating’ and open sightlines to encourage confident use by girls and by teens. Programming and site communications will explicitly welcome these users and reinforce a culture of inclusive participation.

Millers Lane Specific

A linear playground will be provided along the western boundary of the site. The space will be enclosed by a boundary wall to the west, and a 1.1m high timber post, pale-and-rail fence with two self-closing timber gates on all other sides. These boundaries will help to both define the character of the area, while also ensuring safety for kids and families. A range of play equipment which caters for a variety of ages and abilities will enable the space is inclusive and fun for all. As in Kingston Park, seating within this area will give parents and caretakers a place to rest, while allowing clear sightlines of the play space.

The other key social space within Millers Lane will be the pedestrian plaza located to the north of the multi-functional building. The space is bounded on the east by the ramp with integrated seating up to the hockey pitch, to the south by the overhung/sheltered entrance to the multi-functional building, and to the west by the 4G synthetic pitch’s viewing area. This intersection of seating, viewing, and active spaces will make the plaza the main hub of activity in the park. In addition, the space can be utilised for pop-up uses such as food trucks or market stalls to further drive activity and opportunities to socialise.

6.3.5 Active and Passive Amenity Space

Kingston Park

Kingston Park will offer numerous options for active amenity throughout the park. A multi-use games area (MUGA) with markings for a half-basketball court, badminton and pickle-ball is proposed to the south of the application site. It will be enclosed by bench seating, creating a social space for both those participating in a game, and those just watching. This layout is particularly intended to benefit students at the National School, as well as children and teenagers using the park in general. To the south of this is a mown grassed area for informal kick about. This space can also accommodate an informal volleyball short-court or as a picnic space. A boules pitch is also located between the multi-sport pitch and the main pedestrian avenue. Finally, a calisthenics area is provided to along the active travel route to the west of the site.

Passive recreation is provided for with looped walking and cycling routes throughout the park. Seating is provided at least every 50 metres, with a range of seating heights and formats also included to enable a more inclusive space. Seating is also clustered in sociopetal configurations where appropriate to

facilitate social interaction. A formal picnic area between the MUGA and playground with universally accessible picnic tables affords views of the playground, MUGA, and multi-sport pitch.

Millers Lane

Opportunities for passive and active recreation are scattered throughout Millers Lane, with an emphasis on providing facilities for all ages. Along the southern pedestrian route, calisthenics equipment and a traversing rock climbing wall (on the face of the retaining wall) will provide opportunities for both ‘play on the way’ and more dedicated active usage for all ages. To the south of the multi-functional building, a MUGA with rebound wall will cater for several sports at a casual level. A climbing boulder/wayfinding feature to the north-west of the 4G synthetic turf pitch will also accommodate ‘play on the way’ still activities for kids and teens.

Passive recreation is also catered for throughout the park. Paths have been designed to offer a number of looped routes, and seating is provided at least every 50 metres. The existing green space along the Millers Lane greenway to the east of the site, which includes a wildflower meadow and trees, is to be retained and enhanced with new benches.

6.4 Biodiversity Enhancements

6.4.1 Sustainable Drainage Systems (SuDS) and Surface Water Management

The SuDS strategy for Kingston Park and Millers Lane is fully integrated with the landscape design, ensuring water management, amenity value, and biodiversity benefits are delivered concurrently. For example, the public realm in both parks integrates SuDS features such as rain gardens, providing stormwater management while enhancing visual interest and ecological value. Further detail on the specific measures proposed for both parks can be found in the following two sections.

The proposed measures have been developed in accordance with **Policy 9.4** of the GCDP 2023–2029, and **National Policy Objectives 79 and 80** of the NPF. These policies relate to the sustainable management of surface water via SuDS and Nature Based Drainage Solutions. A SuDS Strategy is provided in Appendix F of the Engineering Report, prepared by PUNCH.

Millers Lane

The site at Millers Lane is brownfield in nature comprising 2 no. grass pitches, with no existing drainage or SuDS measures in place. To ensure that surface water runoff from the site remains consistent with existing conditions, the surface water drainage system for the proposed development will be designed in accordance with Sustainable Drainage Systems (SuDS) principles. These systems replicate the natural landscape and allow water to infiltrate the vegetation, substrates and engineered drainage layers and are a mechanism by which interception storage can be delivered. A new surface water sewer network is proposed for the development, and all surface run-off is planned to be collected by a combination of traditional and SuDS devices, and discharged to a surface water sewer to the southwest of the proposed site.

SuDS measures proposed at Millers Lane comprise a combination of bioretention rain gardens, permeable grass paving surfaces within the car park, 2 no. permeable artificial pitches, and rainwater harvesting to manage surface water runoff.

Kingston Park

The site at Kingston Park is greenfield in nature with no existing drainage or SuDS measures in place. In order to maintain surface water runoff from the site to those of the current state, the surface water drainage for the proposed development will be designed in accordance with the principles of SuDS. These systems replicate the natural landscape allow water to infiltrate the vegetation, substrates and engineered drainage layers and are a mechanism by which interception storage can be delivered. It was found that a stream previously existed to the northwest of the subject site at Kingston Park, which has been diverted into a piped surface water system. The proposed surface network water will connect to an existing manhole to the west of the subject site.

SuDS measures proposed for Kingston Park comprise a combination of permeable grass paving (within the car park and bus set-down area), bioretention rain gardens and a green roof designed to convey collected water to the rainwater harvesting system, which will capture and store runoff for reuse. Roof runoff will be directed to dedicated rainwater harvesting tanks to maintain water quality and cleanliness. The harvested rainwater is proposed to be reused within the multi-functional building for uses such as toilets and showers, thereby reducing reliance on mains water and supporting the sustainable management of water.

6.4.2 Biodiversity and Landscaping

Balancing the provision of amenity space for the rapidly growing Knocknacarra area with the protection and enhancement of biodiversity - consistent with National Policy Objectives (NPOs) 85 and 86 - represented a core challenge for the project. To achieve an optimal balance between these priorities, early engagement was undertaken with the Ecology Team to identify the most effective features and configurations. A similar approach was adopted to determine the requirements of sports and amenity groups, as outlined in **Section 6.3** of this report and detailed further in the Public Engagement Report accompanying this application. From this, it was determined that the creation of contiguous, high quality wildlife corridors through the site, alongside increasing quality habitat extents where possible would be most beneficial. As a result, in Kingston Park, large sections of the west, north, and east edges of the park have been set aside for habitat corridors. The Landscape Design Statement for Kingston Park describes how:

“This habitat corridor is formed by native hedgerow planting, with a band of woodland edge planting where space allows, followed by long-flowering meadow and short flowering verges to provide a layered gradient, or ecotone, of habitats that transition gradually into each other. These are supplemented with semi-mature tree planting to provide a more diverse age profile in the newly planted areas.”

A similar approach was taken for Millers Lane where a habitat corridor extends around the boundary of the site, seeking to provide a connection for wildlife into existing green spaces and infrastructure (such as in the neighbouring residential areas and the tree-lined school grounds of Gaelscoil Mhic Amhlaigh). In the case of both sites, the wildlife corridors have been designed to create crucial new links between existing and planned green infrastructure, acting as a kind of missing biodiversity puzzle piece for the area.

6.4.2.1 Planting

In order to support biodiversity across both parks, a planting plan has been developed by DRLA in their **Landscape Design Reports** and their **Series-200 drawings**. The range of planting proposed across both parks includes native trees (discussed in the section below), native hedgerow, native woodland edge planting, and finally perennial and shrub planting. The planting has sought to support biodiversity through the careful selection of species which are native, will provide a diverse range of habitats, and will contribute to the overall amenity of the parks with minimal maintenance. The proposal has had regard to a number of guidance documents, including the *All-Ireland Pollinator Plan*. In all locations

and types of planting, the emphasis is on enhancing biodiversity and creating viable and vibrant habitats across both parks.

6.4.2.2 Trees

To inform the design of the proposed development, an Arboricultural Impact Assessment (AIA) was undertaken for the Kingston Park and Millers Lane sites by Arbor-Care, Professional Consulting Tree Service. Each tree on site was categorised based on its quality and condition based on the BS 5837: 2012 guidance. **Table 6-1** identifies these categories, and the recommendations for each one in terms of their retention, management, and value.

Table 6-1: Recommendations for the management of trees by quality category, extracted from the AIA and in accordance with 'BS 5837: 2012 Trees in relation to design, demolition and construction.' (Emphasis by MKO)

Category	Recommendation
Category A	Signifies those trees of high value and in such a condition as to be able to make a substantial contribution.
Category B	Signifies those trees of a “moderate value and in such a condition as to be able to make a substantial contribution
Category C	Signifies those trees/hedgerows of “a low quality and value that are currently in an adequate condition to remain until new planting could be established
Category U	This category signifies those trees that are in such a condition that any existing value would be lost within 10 years and which should, in the current context, be removed for reasons of sound arboricultural management.

The results of the survey for Kingston Park and Millers Lane are set out in **Table 6-2**. **In both parks, all of the existing trees were found to be in Category C, which is defined as being “a low quality and value”.**

In Kingston Park, it was determined that trees along the boundary of the park would be retained to help enhance the character of the park, and make it feel more established, as well as to complement the new planting along the boundaries which will create the proposed biodiversity corridors. For those trees in the interior of the park, it was determined that due to their Category C status, it was more beneficial to replace them as part of a comprehensive planting scheme which would be designed to have the greatest benefit to biodiversity, and amenity within the park. In total, it is proposed to retain 9 no. existing trees and remove 33 no. existing trees. All trees which are being removed are in Class C (of low quality and value).

In Millers Lane, the proposed layout will seek to retain a number of trees along the path between the L-5000 Road and the Millers Lane Greenway, in particular towards the west of the site. 1 no. tree will be removed in this area as it is overcrowded, and risks compromising other trees. In addition, it is noted that there are a number of recently planted trees along the greenway itself. There is a strong desire to retain these, and as such they have been incorporated into the final design. Trees along the connecting path, but more near the greenway itself will have to be removed to facilitate the proposed pitches and associated retain wall. These will be replaced by a comprehensive planting scheme on the site. In total, 20 no. existing trees will be retained, and 5 no. existing trees will be removed. All trees which are being removed are in Class C (of low quality and value).

Table 6-2: Extract of Table 1 of the Millers Lane and Kingston Park AIAs listing the trees on site by quality category (In accordance with BS 5837: 2012).

Category	Quantity: Kingston Park	Quantity: Millers Lane	Category %	Total
A-Tree of high quality	0	0	0%	0
B-trees of good quality	0	0	0%	0
C (Low quality or trees less than 75mm diameter)	33	10	100%	43
U (remove due to poor condition)	0	0	0%	0
Total Trees	33	10	100%	43

The proposal seeks to plant approximately 199 trees across Kingston Park, and 138 trees in Millers Lane including more than 15 species across 5 main types, distributed across both parks. The types, species, and quantity of planting are detailed in the Table 6-3. The tree planting for Kingston Park is illustrated in Drawing Nos. P612-KIN-LD-PL-201 and P612-KIN-LD-PL-202, and the tree planting for Millers Lane is contained in Drawing Nos P612-MIL-LD-PL-201 and P612-MIL-LD-PL-202. The layout of the trees in both parks has been carefully designed to create new biodiversity corridors; coordinated with pedestrian and anticipated vehicular movements to protect turning radii and visibility at entrances and junctions; and selected to prioritise robust, low-maintenance performance in urban coastal conditions. The Landscape Design Report clearly defines the benefits of this proposed mix of trees, stating that:

“Selective semi-mature tree planting within open zones provides canopy diversity and vertical structure, accelerating the development of age variety in the new habitats. Together, these measures reinforce the park’s ecological function, enhance connectivity, and deliver a resilient urban green space within Galway’s western suburbs.”

Table 6-3: Proposed tree planting species types, species, and quantity to be planted in both Kingston Park and Millers Lane.

Type	Species	Quantity: Kingston Park	Quantity: Millers Lane	Total
Semi-Mature, Clear Stem Trees	Acer campestre ‘Elsrijk’	8	8	16
	Prunus avium ‘Plena’	11	18	29
	Quercus robur	19	1	20
	Sorbus aucuparia ‘Autumn Spire’	0	13	13
	Sorbus aucuparia ‘Sheerwater Seedling’	5	0	5
	Subtotal	43	40	83
Multistem Trees	Amelanchier lamarckii	6	2	8
	Betula pendula	32	26	58

Type	Species	Quality: Kingston Park	Quantity: Millers Lane	Total
	Betula jacquemontii	24	2	26
	Malus 'Rudolph'	5	2	7
	Sorbus aucuparia	32	20	52
	Subtotal	99	52	151
Pleached Trees (Clearstem)	Carpinus betulus	14	0	14
	Subtotal	14	0	14
Bioretention Tree Planting (Multistem)	Alnus gultinosa	10	4	14
	Betula pubescens	11	6	17
	Subtotal	21	10	31
Bioretention Tree Planting (Semi-mature, clearstem)	Liquidambar 'Worpleston'	12	33	45
	Ulmus 'Columellar'	10	3	13
	Subtotal	22	36	58
Total:		199	138	337

6.4.3 Ecological Assessments

A Natura Impact Statement with Appropriate Assessment Screening, as well as an Ecological Impact Assessment and Appropriate Assessment Screening Report, prepared by MKO, are included with the planning application. The assessments quantify any potential effects relating to biodiversity and identifies the measures required to avoid, reduce and mitigate likely significant effects.

The Natura Impact Assessment concludes:

“Where the potential for any adverse effect on any European Site has been identified, the pathway by which any such effect may occur has been robustly blocked through the use of avoidance, appropriate design and mitigation measures as set out within this report and its appendices. The measures ensure that the construction and operation of the Proposed Development does not adversely affect the integrity of European sites.

Therefore, it can be objectively concluded that the Proposed Development, individually or in combination with other plans or projects, will not adversely affect the integrity of any European Site.”

The Ecological Impact Assessment concludes:

“The potential residual impacts on ecological receptors will not be significant and no potential for the Proposed Development to contribute to any cumulative impacts on biodiversity when considered in combination with other plans and projects was identified.

In conclusion, provided that the Proposed Development is constructed and operated in accordance with the design described within this application, there will be no significant effects on biodiversity, protected sites or other natural heritage interests at any geographic scale.”

Therefore, it is submitted that the proposed development is not likely to have a significant adverse effect on biodiversity and is in compliance with national and local biodiversity protection and enhancement policies.

6.5

Connectivity, Access, Traffic & Transport

6.5.1

Connectivity and Permeability

The development at Millers Lane proposes vehicular and pedestrian access to the site via the L-5000 road at the north of the site. In addition, two new active travel access points are proposed along the L-5000 road at the central and southern sections of the site boundary. The existing pedestrian and cyclist access from Millers Lane to the east of the site will be retained and enhanced.

The development at Kingston Park proposes vehicular and pedestrian access to the site via the L-1011 Altán Road, and improvements to the existing active travel entrance from Doire Gheal. Further discussion on the changes to the layout of the Altán Road are outlined in **Section 4.2**, above.

An upgraded Safe Route to School is proposed to link the St. John the Apostle, Knocknacarra National School from the Altan Road. Access control arrangements on both sides of the route are universally accessible, and in line with the NTA guidance note [Access Control of Active Travel Facilities \(July 2022\)](#). This includes a walled access control near the Knocknacarra NS which will utilise granite walls to create a sense of enclosure around the path and encourage reduced speeds. A Speed Control Barrier System will be provided on the Altan Road to manage vehicular movement and enhance safety. These barriers will also utilise staggered granite walls with a 5-meter separation to encourage reduced speeds on approach to the Altán Road. Where located on the path, the walls will be 0.6 meters tall. This ensures small children will be easily visible, a key consideration as they are intended to be a key user of this route. There will be no kissing gates or other mobility barriers on the site.

The beginning of a masterplan greenway (accessible 24/7) is also proposed near the south of the site, which will enable the delivery of the designated active travel routes in the GCDP 2023-2029. This route also enables access to the calisthenics area. In addition, provisions have been incorporated to allow for future connections to the proposed Large-Scale Residential Development (LRD) to the east of Kingston Park, ensuring integration should that site be brought forward for development.

6.5.2

Mobility Management Plan

A Mobility Management Plan (MMP) has been developed by PUNCH Consulting Engineers for the proposed development and has been submitted as part of this application. The MMP sets out how the proposed development will be managed to encourage sustainable transport to the sites once operational during both everyday type conditions, and exceptional high-attendance events. The MMP places an emphasis on liaison and coordination with key groups including sports clubs, schools, event holders, transport operators, and within GCC itself. Overflow parking and traffic reduction measures are identified for high-attendance events, and measures for how these sites and transportation between them and the proposed development will be managed are identified. An Access Management Plan is also to be developed before occupation of the site to support the MMP. Finally, the MMP identifies measures to encourage traveling to the site via active or public transport such as improved wayfinding, information of public transport routes and times, and other information about the available routes and services and how to access them.

6.5.3 Parking

Vehicular Parking

There is provision for 27 no. car parking spaces within the proposed development at Millers Lane, and provision for 50 no. car parking spaces within the proposed development at Kingston Park. Further details on the parking proposed can be found in the **Engineering Planning Report**, and in the **Series-300 drawings prepared by DRLA**.

Table 6-4: Millers Lane and Kingston Park proposed car parking provision.

	Standard Parking	EV Parking	Accessible Parking	EV & Accessible Parking	Family Parking	Age Friendly Parking	Total Car Parking
Millers Lane	21	2	1	1	1	1	27
Kingston Park	41	4	3	1	0	1	50

In addition to the car parking spaces listed above, 2 no. coach drop off spaces with automated access control, and 3 no. motorcycle spaces are proposed to be provided at Millers Lane. At Kingston Park, 1 no. coach parking bay, 1 no. set-down area and 2 no. motorcycle spaces are proposed to be provided.

Car parking is provided at 1 space per 50m² and provides a variety of inclusive and accessible parking spaces. This provision is in line with the **Development Management Standards in Chapter 15 of the GCDP for Parking** (Table 15.5) of the [Galway City Development Plan 2023 – 2029](#). The provision of spaces at both Millers Lane and Kingston Park meets this requirement. Further details are outlined in the Mobility Management Plan prepared by PUNCH Consulting Engineers.

Bike Parking

Bicycle parking is provided at 1 cycle stand per 20 car parking spaces in the form of both sheltered and opened stands with provision to lock bikes to stand. This provision is in line with the Development Management Standards in **Chapter 15 of the GCDP for Parking** (Table 15.5). The GCDP states that in developments with more than 20 bicycle parking spaces, a minimum of 10% of spaces should be family and disability friendly and spaces available to accommodate cargo-bikes. **Table 6-5** outlines adherence to these standards.

Table 6-5: Millers Lane and Kingston Park proposed bicycle parking provision

	Standard Short Term	Short Term Cargo Spaces	Secure Bike Shed Standard Spaces	Secure Bike Shed Cargo Spaces	TOTAL
Millers Lane	40	2	40	2	64
Kingston Park	60	0	20	2	80

6.5.4 Road Safety

The safety of the proposed road network has been thoroughly assessed as part of this Part X application. The pedestrian and road network has been developed in line with the design principles set out in the Design Manual for Urban Roads and Streets (DMURS). The hierarchy of the streets on the site are all local in nature with a design speed for the site being 25kph, and speed restrictions set out at the vehicular site entrance. A Statement of Compliance with DMURS, prepared by PUNCH, also accompanies this planning application. Furthermore, two Stage 1 Road Safety Audits (RSA) have been completed by RyCo Engineering & Planning Ltd: one for Kingston Park, and one for Millers Lane.

The RSA for Kingston Park identified five issues, largely relating to pedestrian and cycle desire lines around the parking area not being catered for. The RSA for Millers Lane identified six issues relating to pedestrian conflicts with vehicles, potential for future trip hazards, missing pedestrian desire lines, informal access points, and potential issues with the access junction enabling higher speeds. **All items in both Road Safety Audits have been addressed in the final design, and the proposed solutions either accepted by the Design Team or new solutions proposed and accepted by the auditor.** Further details are contained in the RSA's which accompany this application.

A Stage 2 RSA will be undertaken at detailed design (post planning consent) and a Stage 3 RSA will be undertaken prior to the opening of the proposed development.

6.5.5 Design of Roads and Streets

The proposed development has sought compliance with the principles and standards of the Design Manual for Roads and Streets (2019) (DMURS). The streets on the site are all designed to be 'local' in nature which reflects the end destination of the site and intended use of these streets. The design speed for the site is 25 kph, and appropriate speed restriction signs will be set out at the site entrance.

The site layout has been developed to provide adequate turning provision and fire tender access. Forward visibility and visibility splays have been provided on the basis of the requirements of Sections 4.4.4 and 4.4.5 of the DMURS manual. Further details are contained in the Traffic and Transportation Assessment, Engineering Planning Report, and drawings prepared by PUNCH Consulting Engineers, and submitted with this application.

6.5.6 Traffic and Transport Assessment

A Traffic and Transport Assessment (TTA) was undertaken by PUNCH Consulting Engineers to inform the design of the proposed development, assess the potential impact of the proposed development on the existing local transport network, and to ensure that the proposed site access will have adequate capacity to carry the development traffic and the future growth in existing road traffic to the design year and beyond. In addition, an assessment of the accessibility of the site for cyclists, pedestrians, and public transport users has also been made.

As part of the TTA, a capacity analysis was undertaken at the four junctions nearest the site accesses: those at the Clybaun Road / the Western Distributor Road (WDR), at Bóthar Stiofán / the WDR, at Gort na Bró / the WDR, and at Gort na Bró / the Ragoon Road. Junction capacity modelling was undertaken for all four junctions, despite two being under the threshold which requires it, as a result of the longstanding congestion issues on the WDR. The analysis shows that the proposed development will not contribute to any capacity issues at these junctions under a number of scenarios, up to the year 2043.

In addition, an assessment of car and cycle parking provision was undertaken in the context of the Galway City Development Plan. This concludes that parking is sufficient to serve the development in a sustainable and efficient manner. Additionally, an assessment of the provision of footpaths and cycle

infrastructure both on the site and in the surrounding area. This concludes that the existing pedestrian and cycle infrastructure in the area are acceptable and are due to be significantly strengthened by a number of schemes which are either proposed, approved, or under construction. Access for people with disability has also been determined to be in line with Part M of the Building Regulations, and that disability friendly access to the proposed development has been provided.

6.6 Public Realm

6.6.1 Universal Access

In both parks, primary routes provide step-free access to all destinations. All paths are a minimum of 1.8 metres wide, and 2 metres where possible. Gradients, crossfalls, and camber support independent movement for wheelchair users, people pushing prams, and those with limited mobility. Surfaces are even and slip-resistant with clear tonal contrast at edges and at any change in level. Tactile paving defines crossings and decision points.

A consistent family of maps, fingerposts and noticeboards uses plain language and high-contrast lettering. Seating is provided throughout the parks (refer to Section 6.6.3) in order to provide adequate places to rest at frequent intervals and around key activity areas.

These measures accord with National Disability Authority universal design guidance and accepted external-environment standards.

6.6.2 Materials

The materials utilised in both parks have been coordinated together and in line with the Galway City Public Realm Strategy to promote a sense of cohesion between public spaces in the area, and the city at large. A ‘Pave Less’ approach has been taken to reduce soil coverage and stormwater runoff. Future maintenance regimes and the longevity of materials have also been considered to ensure both the sustainable and resource efficient use of paved materials, as well as the efficient running of the parks.

In the parking bays, the ‘Pave Less’ approach has resulted in the use of reinforced grass systems which allow surface water infiltration while minimising the visual impact of parking. The main plaza is to use an in-situ exposed aggregate concrete with locally sourced granite and limestone to help subtly identify these main thoroughfares, while complimenting the standard, buff asphalt paths. A self-binding gravel will be used for informal paths and seating courts. This is robust alternative to sealed surfaces which is low carbon. Specialised paving is used throughout the rest of the site for areas such as the MUGA (seamless proprietary surface), the play areas (soft pour rubber surfacing and play sand), and cycleways (terracotta-toned Stone Mastic Asphalt).

6.6.3 Seating and Furniture

The role of site furniture in creating an accessible and pleasant public realm is strongly recognised by the Design Team. A number of elements are proposed to be included across both Kingston Park and Millers Lane. Features such as concrete seating and planter walls will take advantage of level changes, the need for planting, or other linear edges to create rest and social spaces throughout the park. For example, the wall of the ramp to the 2G synthetic turf multi-sport pitch in Millers Lane doubles as seating and planting, which faces onto the main plaza.

In addition, bench seating and outdoor picnic tables, and planters with integrated seating are to be utilised throughout both parks to help create places for relaxation or rest. This can be crucial for the accessibility of the site to those with mobility impairments, or those who might tire easily such as small children. The use of a bespoke planter with integrated seating is notable at the entrance to the Knocknacarra National School, where an oval seating arrangement will create a place for parents to

wait for their kids, as well as creating a natural slow down area at the end of the safe route to school. Further detail on these features is illustrated in drawings **P612-KIN-LD-HL-303** and **P612-KIN-LD-HL-303** prepared by DRLA.

6.6.4 Lighting

Three types of public lighting are included within the proposed development. The first two, lighting columns and bollard head lights, will be used to illuminate the public realm within both Millers Lane and Kingston Park. The proposed luminaire models are dark sky compliant LEDs which cast light in a directed area to reduce light spill and energy consumption. The colour temperature of both will be between 2700K and 3000K. Additionally, dark zones will be maintained to the south, east and west of Kingston Park (as seen within Landscape plan in Drawing P612-KIN-LD-GA-101) with full cut-off, baffles & tight spill controls, no column lighting and $\leq 0.5-1$ lux at the edge with 0 lux in core dark areas. The lighting layout has also been designed to avoid direct illumination of key ecological features and faces inward to the development. Finally, low fore-edge planting has been included around paths to compliment the lighting plan to maintain long sightlines and natural surveillance.

These measures will improve the proposed development as a habitat for bats, minimise impact on the residential amenity of surrounding housing estates, while still providing a functional and safe public realm for people during nighttime hours.

The third type of lighting proposed is floodlights for the 3 no. multi-sport pitches. Each pitch will have 6 no. floodlights (3 no. on each side). It should be noted that floodlighting is already present in Millers Lane for the existing pitches. It will be necessary to replace the existing lights due to the proposed works and level changes.

The floodlights will be used to illuminate the multi-sport pitches only during matches and training sessions and must be turned off within one hour after matches or training sessions. The floodlights will only be used between September and April (i.e. outside the main bat activity period). They will be controlled either by a timer or under strict caretaker management. Additionally, the colour temperature will be no more than 3000K. As with the public realm lighting, these measures will reduce impacts on residential amenity, protect the biodiversity of the parks, while also ensuring that the new pitches can be safely utilised throughout the year.

Further details on the public lighting in the proposed development are outlined in the **Lighting Simulation Reports** and accompanying drawings prepared by Moloney Fox and submitted with this application.

6.7 Environment

6.7.1 Sustainability

The proposed development has sought to meet the highest standards for energy efficiency and sustainability in its buildings and operations, including by seeking to meet the requirements of the LEED Certification Programme, which is the most widely recognized green building rating system in the world. Both multi-functional buildings have been designed to achieve LEED certification. The design for both incorporates passive solar design, passive ventilation and cooling, high performance thermal insulation and building fabric, on-site renewable energy generation, sustainable lighting systems, zonal heating, and extensive provisions for sustainable travel methods including active travel, electric vehicles, and busses/public transport. This is in addition to measures which benefit biodiversity and the use of SuDS discussed in Section 6.4. The sections below detail the additional proposed measures which will enhance the sustainability of the proposed development.

Passive Solar Design

The orientation of the multi-functional buildings at Kingston Park and Millers Lane have been optimised to maximise solar gain and natural daylighting. South-facing elevations and roof spaces support passive heating and reduce reliance on artificial lighting and mechanical heating systems. High-performance glazing further enhances thermal comfort, while minimising heat loss.

Passive Ventilation and Cooling

Natural ventilation in both buildings is facilitated through operable windows and strategically placed vents, promoting air circulation and reducing the need for mechanical cooling. Moisture-prone areas, such as changing rooms and showers, are equipped with enhanced mechanical ventilation to maintain indoor air quality and prevent humidity build-up.

Thermal Insulation and Building Fabric

High-performance insulation materials will be used in walls, roofs, and floors of both buildings. The building envelopes are designed to exceed Nearly Zero Energy Building (NZEB) standards, comply with Part L of the Building Regulations, and gain LEED accreditation. The proposed measures will reduce heating demand and lower the operational energy use of the buildings from day one.

On-Site Renewable Energy Generation

Both multi-functional buildings, and the Park Kiosk in Kingston incorporate solar PV arrays positioned to face south, ensuring optimal renewable energy generation and efficiency. The solar PV in both parks will feed the on-site energy needs of the parks, including public lighting. Additionally, a battery array in both multi-functional buildings will support energy usage from the solar generated on site, during off-peak production hours.

Lighting

External and internal lighting will utilise energy efficient LED technology. External light has also been designed to be compliant with biodiversity and light pollution minimisation requirements. The lighting in both parks will be supplied by the solar PV and associated battery arrays in order to reduce reliance on the grid and increase the usage of renewable energy.

Zoning Heating Strategy

A zoned heating approach will be adopted in both buildings to improve energy efficiency. Individual heating zones will serve specific spaces such as changing rooms and multi-activity areas. This zoning enables unoccupied or low-use areas to be isolated or maintained at reduced temperatures, thereby minimising unnecessary energy consumption. Each zone will be independently controlled, ensuring that heating is delivered only where and when it is needed. This approach supports both user comfort and sustainable energy use.

Sustainable Travel

Dedicated EV charging spaces will be provided at both Kingston Park and Millers Lane, supporting low-carbon transport options for users. Both standard and accessible EV charging spaces are provided. The proposal also makes extensive provision for Active Travel as discussed in **Section 5**. Further, the use of public transport, which both parks will benefit from being within close proximity of, will be encouraged as set out in the **Mobility Management Plan** submitted with the application. Finally, the provision of coach/bus parking spaces in both parks will assist in both the management of traffic during

peak events such as sports matches, as well as being a more sustainable mode of transportation for visitors to the park.

6.7.2 Climate Resiliency

The proposed development has also sought to minimise and adapt to the risks from climate change across both parks. The use of SuDS, as discussed in **Section 6.4.1**, will help to store and slowly release rainfall during heavy precipitation events, minimising the impact on the storm sewer network. In addition, a Site-Specific Flood Risk Assessment was undertaken for both parks to inform the design and layout of surface water management measures. That assessment, and flood risk in general, is discussed in **Section 6.7.2.1**. The landscaping of both parks has also focused on utilising drought resistant planting types and methods being employed. This is essential to both ensuring the durability of the landscaping regime, while also reducing pressure on public water supplies during periods of low rainfall. Additionally, rainwater harvesting will enable non-potable uses to be fed by on-site water, instead of adding additional pressure to the public water network.

These measures will also support both day-to-day sustainability and resiliency, as well as during extreme weather events, which will become more common as the effects of climate change continue to compound. Alongside the solar PV and battery arrays, the measures listed above will allow the buildings to partially function through outages in the electricity or water network, and better cope with flood events. Both multi-functional buildings will be capable of serving as community resource hubs during extreme weather events due to their flexible internal spaces, and focus on utilising on-site resources for energy, water, and storm water management – instead of relying solely on public infrastructure.

6.7.2.1 Flood Risk

Both Kingston Park and Millers Lane are entirely located within Flood Zone C under the GCDP 2023-2029, and as shown in **Figure 6-2**. In line with the Section 9.2 of the GCDP, Site Specific Flood Risk Assessments (SSFRA) were undertaken for both Kingston Park and for Millers Lane. These assessments identified and examined the potential flood risks from coastal, groundwater fluvial, and pluvial sources based on the latest CFRAM mapping and the SSFRA undertaken for the GCDP 2023-2029. Additionally, data relating to historic flood events, historic mapping, the arterial drainage scheme, and topographical surveys on the site and around it was consulted to inform the assessment. Finally, the sequential approach to flood risk management identified in *The Planning System and Flood Risk Management Guidelines* (2009) was used to inform the conclusion for both sites. The SSFRA for both sites concludes the following:

“The proposed development is at a low risk of flooding and is deemed appropriate provided the residual risk of pluvial flooding is addressed by a sufficiently sized surface water network.”

As a result, it is submitted that the proposed development is in line with the 2009 Guidelines, as well as the Galway City Development Plan, and is therefore acceptable in principle with respect to flood risk.



Map Legend

 Redline Boundary

Past Flood Events

-  Flood Recurring
-  Flood Event
-  Flood Recurring
-  Flood Event
-  Flood Recurring
-  Flood Event

Flood Extents: Present Day

-  Pluvial 1:1000 or 0.1% AEP
-  Pluvial 1:200 or 0.5% AEP
-  Pluvial 1:100 or 1% AEP
-  Pluvial 1:10 or 10% AEP
-  Fluvial 1:1000 or 0.1% AEP
-  Fluvial 1:100 or 1% AEP
-  Fluvial 1:10 or 10% AEP
-  Coastal 1:1000 or 0.1% AEP
-  Coastal 1:200 or 0.5% AEP
-  Coastal 1:10 or 10% AEP



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Drawing Title

Flood Zone Designations

Project Title
Kingston Park and Millers Lane -
Public Park and Urban Realm Project

Drawn By IR	Checked By MMG
Project No. 240298	Drawing No. 6-2
Scale 1:15,000	Date 13/11/2025



6.7.3 Environmental Impact Assessment Screening Report

As required by The Environmental Impact Assessment (EIA) Directive (Directive 2011/92/EU) as amended by Directive 2014/52/EU, an Environmental Impact Assessment Screening has been conducted for the proposed development. As identified by Schedule 5 of the Planning and Development Regulations 2001–2024 the proposal has been assessed under a Stage 1 - Pre-Screening and, subsequently, a Stage 2 – Preliminary Examination. The examination had regard to the 'Source - Pathway - Receptor' model, where appropriate. The summary findings of the preliminary examination are that:

“The preliminary examination as required by Article(s) 103 and 120 of the Planning and Development Regulations 2001 (as amended) has concluded that formal EIA Screening is not required therefore it is not necessary to proceed to Step 3.”

6.7.4 Construction and Environmental Management Plan

A Construction and Environmental Management Plan (CEMP) has been prepared by MKO for the proposed development to ensure that the relevant standards for environmental control are met across all stages of the construction process. Measures to control dust, noise, traffic, invasive species, and vibration are included. In addition, a detailed waste management plan is included to ensure the efficient, safe, and environmentally conservative management of all waste on site. Finally, an implementation and emergency response plan have been developed to ensure the measures identified are carried out.

6.8 Heritage

The archaeological and built heritage features of the area indicated by the Historic Environment Viewer are displayed in **Figure 6-3**. Due to the presence of a recorded archaeological site in Millers Lane, as well as the overall area of the development, Archaeological Impact Assessments were prepared and are submitted with this application. Further details can be found in the following section.

There are no tree protection orders, NIAH buildings, or Registered Protected Structures under the GCDP 2023-2029 within or near the subject site. Furthermore, the subject sites also do not fall within an Architectural Conservation Area.

6.8.1 Archaeological Impact Assessment

Archaeological Impact Assessments (AIA) have been prepared by Sherlock Archaeology for both Millers Lane and Kingston Park and are included with the planning application. There is one archaeological site recorded as being within the development boundary (SMR No. GA094-056—). This feature is located at Millers Lane and is noted as a ‘designed landscape feature’ by the Archaeological Survey of Ireland (ASI) which is ‘non-antiquity’ and as a ‘modern man-made feature’. The records of the ASI indicate that it was removed during the development of Millers Lane into soccer pitches during the 1990s. The AIAs note there are no recorded archaeological sites within the development boundary of Kingston Park.

The assessments utilised a desktop assessment, GIS based assessment, inspection of online Historic Environment Viewer and NMS Archive Service, and site inspection to determine the potential for impacts on archaeological heritage resources within and adjacent to the proposed development site. The conclusion of the assessment for Millers Lane is as follows:

“This report concludes that the archaeological potential of the proposed development site is low. Ground levels across the centre of the site were reduced during the creation of the soccer

pitches in the 1990s and further significant ground disturbance occurred during the creation of the L5000 link road between the Rahoon Road and the Western Distributor Road..

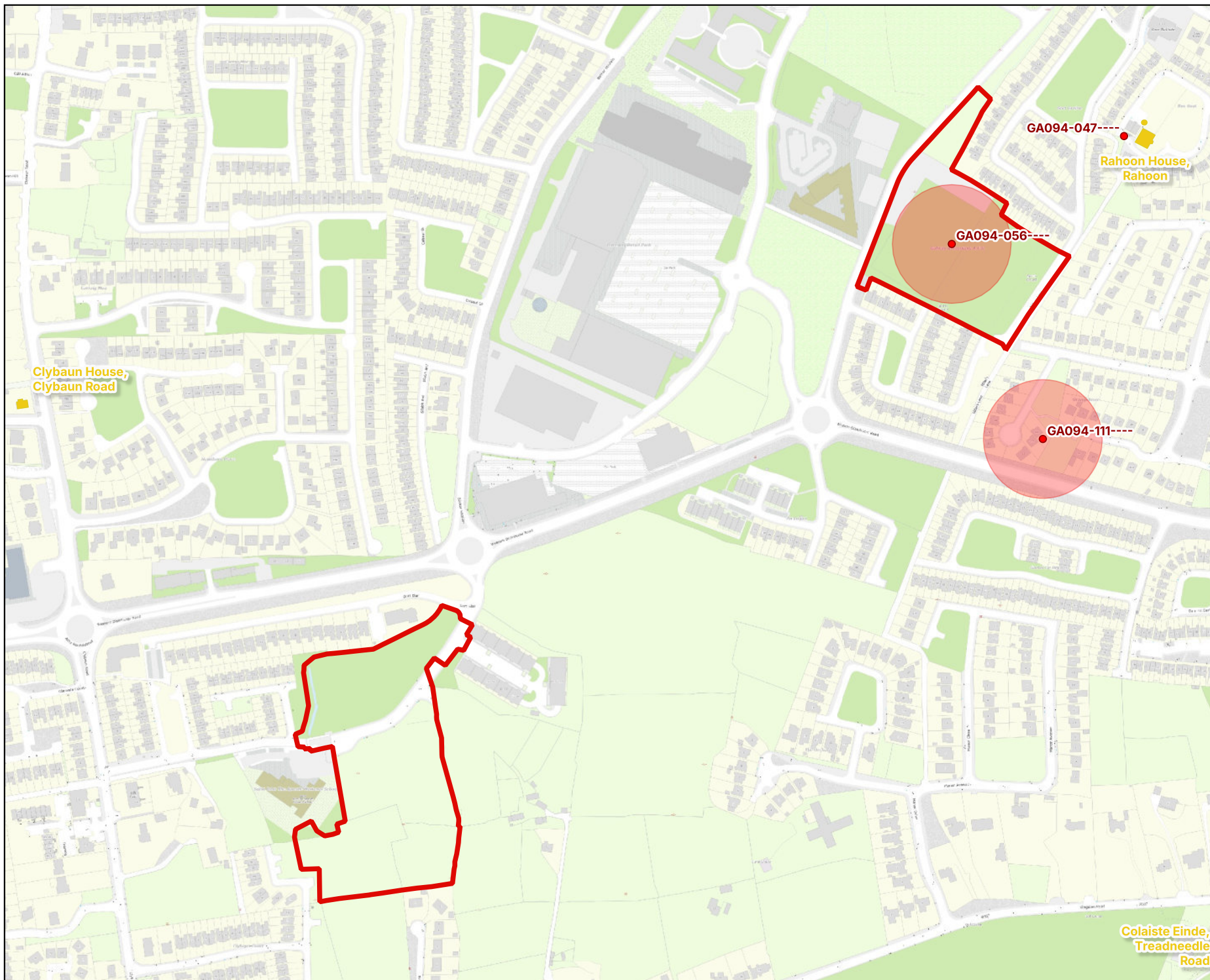
This report concludes that the proposed development site should be considered very suitable, in archaeological terms, for development, though further mitigatory works may be required due to the size of the site.”

The conclusion of the assessment for Kingston Park is as follows:

“This report concludes that the archaeological potential of the proposed development site is low, since a programme of cartographic and documentary research, and the site visit undertaken for this report, uncovered nothing of archaeological significance on the site.

This report concludes that the proposed development site should be considered very suitable, in archaeological terms, for development, though further mitigatory works may be required due to the size of the site.”

Therefore, it is submitted that the proposed development is not likely to have a significant adverse effect on the historic environment and is in compliance with national and local historic environment protection policies.



Map Legend

 Redline Boundary

Heritage Features

 ACAs

 Sites and Monuments Record

 NIAH Buildings

 Registered Protected Structures

 SMR Notification Zone



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Drawing Title

Heritage Designations

Project Title
Kingston Park and Millers Lane -
Public Park and Urban Realm Project

Drawn By IR	Checked By MMG
Project No. 240298	Drawing No. 7-3
Scale 1:5,000	Date 13/11/2025



7.

CONCLUSION

GCC is seeking approval from An Coimisiún Pleanála for the development of two parks in the west of Galway City: Kingston Park and Millers Lane. The need for Kingston Park, and the upgrade of Millers Lane is long established due to the overall lack of public green spaces and amenity facilities within the Knocknacarra area and is supported by a range of local policies as assessed throughout this Planning Report.

Both parks have undergone an extensive design and public engagement process, aimed at ensuring that the community played a central role in shaping the final designs to the greatest extent possible. The proposed amenities and facilities are a direct outcome of the extensive engagement process, incorporating the feedback and input provided by the community throughout design development. A comprehensive suite of technical reports also informed the proposed design and accompany this application, including ecological and environmental assessments.

In conclusion, the proposed development represents the outcome of a comprehensive and collaborative design process, incorporating specialist input, community engagement, and alignment with relevant policy objectives from the outset. The resulting scheme reflects what the local community, the Design Team and Galway City Council consider to be the most effective and sustainable design solution for these essential amenity spaces, serving both the local community and the wider city. Accordingly, it is submitted that the proposed development accords with the principles of proper planning and sustainable development for Galway City.



APPENDIX 1

STATEMENT OF CONSISTENCY

Statement of Consistency

Kingston Park and Millers Lane -
Public Park and Urban Realm
Project

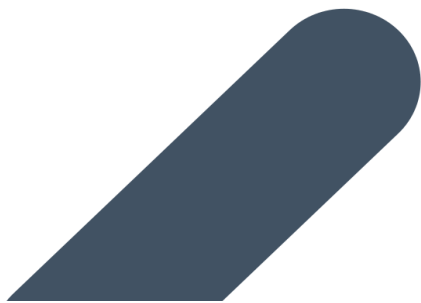




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1. NATIONAL PLANNING FRAMEWORK: FIRST REVISION

Chapter	Policy Objective	Guidance / Requirement	Statement of Consistency
4: Making Stronger Urban Places	NPO 12	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.	The proposed development is a crucial amenity for residents of existing and future developments in Knocknacara. Kingston Park and Millers Lane will be the two largest public green spaces in their local area, and will provide a range of activities, amenities, and green spaces which are otherwise not available locally. High quality green spaces are crucial to creating high-quality urban spaces, as well as for public health and well-being.
	NPO 13	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 make a material addition to the overall quality, desirability, and competitiveness of Galway City by providing much needed green space and public realm enhancements, better allowing it to compete on an international scale, and attract both national and foreign investment.
	NPO 14	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, enhanced levels of amenity and design and placemaking quality, in order to sustainably influence and support their surrounding area to ensure progress toward national achievement of the UN Sustainable Development Goals.	Knocknacara is one of the fastest growing areas of Galway but currently suffers from a lack of public green spaces, in particular large-scale spaces. In addition, there is a well-documented need for greater sports and recreation facilities. In order to support the growth of the area, and Galway City as a whole, it is necessary to develop and improve green spaces in the west of the city to meet existing and future demand.
	NPO 22	In urban areas, planning and related standards, including in particular 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.	Parking has been determined in line with the requirements of the Galway City Development Plan and the Traffic and Transport Assessment submitted with this application, with a focus on encouraging sustainable travel patterns.
	NPO 36	Support the objectives of public health policy including the Healthy Ireland Framework and the National Physical Activity	The proposed development provides for numerous active and passive recreation activities for the local community in both parks.

Chapter	Policy Objective	Guidance / Requirement	Statement of Consistency
6: People, Homes, and Communities		Plan, though integrating such policies, where appropriate and at the applicable scale, with planning policy	The parks will also promote access to green space and nature, alongside a healthier lifestyle. This is in line with the National Physical Activity Plan and Healthy Ireland Framework.
	NPO 37	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.	Extensive provision has been made for Active Travel throughout the proposed development, including the replacement of the current quick build Safe Route to School, and the enhancement the existing path linking to Doire Gheal. Further, the proposal has had cognisance of the proposed Western Distributor Road (WDR) Active Travel scheme and the future WDR BusConnects scheme. As every public transport user is also a pedestrian, there was a focus on ensuring that access from the public transport corridor on the WDR is catered for in a safe, comfortable, and direct manner.
	NPO 38	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.	The proposed development will deliver a number of community spaces and amenities, with Universal Accessibility a core priority of the design. Both multi-functional buildings will be universally accessible to Part M standards and provide a range of community spaces and services for the community. The proposed amenity spaces in the park, have also ensured a wider array of activities will be possible, and sought create dual use facilities where possible such as enabling multiple sports on one pitch, or the amphitheatre which will serve as an outdoor classroom, social space for teens, bolster biodiversity, and protect residential amenity.
	NPO 40	Local planning, housing, health facilities and services, transport/ accessibility and leisure policies will be developed with a focus on meeting the needs and opportunities of an ageing population along with the inclusion of specific projections, supported by clear proposals in respect of ageing communities as part of the core strategy of city and county development plans.	The proposed development has sought to be entirely universally accessible, with a focus on independence for those with mobility aids such as wheelchairs. In addition, seating and rest areas are provided no more than every 50m in the park and will include a range of heights and typologies.

Chapter	Policy Objective	Guidance / Requirement	Statement of Consistency
9: Climate Transition and Our Environment	NPO 66	The planning system will be responsive to our national environmental challenges and ensure that development occurs within environmental limits, having regard to the medium and longer-term requirements of all relevant environmental and climate legislation and the sustainable management of our natural capital.	The proposed development has sustainability and the climate change at the forefront of the design process. The proposed multi-functional buildings will be LEED accredited, there is extensive use of SuDS throughout the parks, biodiversity is strong supported with measures like biodiversity corridors and extensive planting, and low carbon materials have been utilised as much as possible.
	NPO 70	Promote renewable energy use and generation at appropriate locations within the built and natural environment to meet national objectives towards achieving a climate neutral economy by 2050.	Both multi-functional buildings will include provision for rooftop solar PV, and internal battery storage to support on site energy storage for during off-peak generation hours. The solar PV will feed public lighting, including in car park and the building itself.
	NPO 79	Support the management of stormwater, rainwater and surface water flood and pollution risk through the use of nature-based solutions and sustainable drainage systems, including the retrofitting of existing environments to support nature based solutions.	SuDS have been incorporated into the design of both parks, with the proposed development seeking to manage surface water on-site in the first instance. Measures include permeable paving, reinforced grass paving, bioretention raingardens, a green roof on the Kingston Park multi-functional building, permeable synthetic turf, and under-pitch attenuation tanks.
	NPO 80	Support the retrofitting of existing environments to cater for surface water run-off through the use of nature based solutions.	
	NPO 83	Identify and strengthen the value of greenbelts and green and blue spaces at a regional, city and local scales, to enable enhanced connectivity to wider strategic networks and prevent coalescence of settlements and to allow for the long-term strategic expansion of urban areas. Promote and support an increase in the provision of green and blue spaces and tree canopy cover in settlements	The proposed development seeks to create biodiversity rich parks, creating extensive new areas of native planting for biodiversity corridors. The parks are intended to infill what is currently the missing puzzle piece for ecological connectivity in the Knocknacarra areas.

Chapter	Policy Objective	Guidance / Requirement	Statement of Consistency
	NPO 89	Protect, conserve and enhance the rich qualities of natural, cultural and built heritage of Ireland in a manner appropriate to their cultural and environmental significance.	Arboricultural and Archaeological Impact Assessments were undertaken to inform the design of the proposed development. In addition, consultation with ecologists was frequently undertaken to ensure preservation of key natural features.
	NPO 93	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 and blue infrastructure planning and innovative design solutions.	The proposed development makes extensive provision for active travel within both parks including by linking together key active travel routes, providing a Safe Route to School, plentiful cycle parking, and high-quality pedestrian paths. In addition, the proposed multi-functional buildings will be built to LEED accreditation standards.

2. ALL IRELAND POLLINATOR PLAN 2021-2025

Objective	Target	Action No	Action	Statement of Consistency
2: Making public land pollinator friendly	2.1: Increase the area of Council land that is managed in a pollinator-friendly way	33	Encourage the development of 'Pollinator-friendly Parks' on public land, i.e. parks that demonstrate a wide range of pollinator-friendly actions.	The proposed development makes extensive use of pollinator friendly species throughout both parks, including along the key active travel routes and greenways in the parks.
	2.2: Make transport corridors more pollinator friendly	41	Promote pollinator-friendly management of future transport routes, e.g. future greenway cycle routes.	

3. IRELAND'S 4TH NATIONAL BIODIVERSITY ACTION PLAN 2023–2030

Objective	Target	Action No	Action	Statement of Consistency
2: Meet Urgent Conservation and Restoration Needs	Continued support for native tree planting	2B11	2B11 DAFM will continue to promote and/or support native tree planting by Local Authorities and other State/semi-state bodies	15 species and 337 trees are proposed to be planted across both parks, with a focus on native species in both.
	By 2027, a diversified national and local native plant stock is available for tree and landscape planting schemes	2B12	Local Authorities, Transport Infrastructure Ireland (TII), NPWS and OPW will encourage a more reliable supply and use native species, varieties, and landraces from appropriate native sources in their landscaping works, where possible	Galway City Council will support the work of this action through the proposed development, which will require hundreds of native trees.
3: Secure Nature's Contribution to People	By the end of 2027, the biocultural value of green and blue urban environments (GBUE) in all local authority areas is enhanced	3A3	Local Authorities will work to identify and respond to opportunities for enhancing the biocultural value of GBUE through appropriate design strategies, the use of visual and performing arts, and enhancing equity of access and promoting use of GBUE by community groups, and integrating cultural services in local biodiversity action plans	The proposed development has sought to merge the natural and cultural value of the parks spaces with native planting incorporated across sites, including around and throughout the pedestrian plazas in both Kingston Park and Millers Lane. The goal has been to ensure the ubiquitous integration of green infrastructure throughout the environments of both parks.
5: Strengthen Ireland's Contribution to International Biodiversity Initiatives	By 2025, the All-Ireland Pollinator Plan (AIPP) is supported.	5A5	Relevant bodies will continue to support and utilise the All-Ireland Pollinator Plan	Compliance with the All-Ireland Pollinator Plan has been identified in the section above.

4. NORTHERN & WESTERN REGIONAL ASSEMBLY REGIONAL SPATIAL AND ECONOMIC STRATEGY 2020-2032

Chapter	Policy Objective or Key Policy	Guidance / Requirement	Statement of Consistency
Section 3: People and Places	RPO 3.5	Identify and develop quality green infrastructure, within and adjacent to City, Regional Growth Centres and Key Towns.	The proposed development seeks the development of two parks in Galway City, with the proposed design emphasising green infrastructure.
	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).	Site specific Flood Risk Assessments have been undertaken for both parks. In addition, SuDS measures have been incorporated throughout both parks with a focus on managing surface-water on site in the first instance.
Section 3: People and Places – Galway MASP	Key Transport Component 4. Walking:	Improvements to permeability within suburban residential areas, improving the pedestrian networks and increasing connectivity and permeability within and to places of employment, in particular, the business and technology parks on the east side of the city at Parkmore and Ballybrit.	The proposed development seeks to retain existing strong permeability at Millers Lane, with a new pedestrian crossing and access to be added at the north of the site. In Kingston Park the existing link between Doire Gheal and the Knocknacarra National School will be upgrade, and a new Safe Route to School will be delivered between the school and the Altán Road. Future active travel connections between residential zoned lands to the east of the site have also been considered and can be easily delivered should these lands ever be developed.
Section 5: Growth Ambition 2: Environment –	RPO 5.11	Support the provision and/or upgrade of cultural facilities (e.g. multi-purpose arts centres, theatres, galleries, libraries, museums etc) where the public, and visitors to the region, may enjoy and participate	Two multi-functional buildings are proposed in this application. Both buildings will provide ample space for community groups, meetings, and classes. In addition, the multi-functional hall in the Kingston Park building will be

Chapter	Policy Objective or Key Policy	Guidance / Requirement	Statement of Consistency
Natural Region		in cultural activities, with particular priority given to the City of Galway, Regional Growth Centres, Key Towns and to Gaeltacht Towns.	capable of holding events such as school plays, discos, and other local cultural events.
Section 6: Growth Ambition 3: Connectivity – Connected Region	RPO 6.19	Reduce dependency on fossil-fuel powered vehicles.	Extensive provision has been made for Active Travel throughout the proposed development, including the replacement of the current quick build Safe Route to School, and the enhancement the existing path linking to Dhoire Gheal. Further, the proposal has had cognisance of the proposed Western Distributor Road (WDR) Active Travel Scheme.
	RPO 6.31	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.	
	RPO 6.34	Promote deployment of targeted, convenient and safe recharging infrastructure across the region to meet the changing needs of the electric vehicle with particular emphasis in public parking areas and employment locations.	The proposed development includes 6 no. EV charging spaces, in line with the development management standards of the GCDP 2023-2029.
Section 7: Growth Ambition 4: Quality of Life – Inclusive Region	RPO 7.9	Promote the provision of high-quality, accessible and suitably proportioned areas of public open spaces and promote linkage with social, cultural and heritage sites and buildings. In this process prioritise access for walking and cycling.	The proposed development seeks the development of two parks in Galway City, with the proposed design allowing for extensive active travel connections within the site, and to surrounding lands.
	RPO 7.13	Aim to make this region an Age-Friendly one by working with constituent Planning Authorities and recognising the demographic challenges that face the region and ensure the provision of suitable facilities and services at appropriate locations.	The proposed development has sought to be entirely universally accessible, with a focus on independence for those with mobility aids such as wheelchairs. In addition, seating and rest areas are provided no more than every 50m in the park and will include a range of heights and typologies. A range of passive and active amenities that cater for all ages and abilities is also provide. As such, it is submitted that the proposed development will deliver Age-Friendly spaces.

5. GALWAY CITY DEVELOPMENT PLAN 2023-2029

Chapter	Policy	Development Plan Criteria	Statement of Compliance
Introduction, Strategic Context, & Core Strategy	Policy 1.1 United Nations Sustainability Goals		
	1.	Through implementation of the Core Strategy and the policies and objectives of the Development Plan, advance the aims of the UN 2030 Agenda for Sustainable Development and contribute to the achievement of the 17 Sustainable Development Goals.	The proposed development would support the realisation of UN Sustainable Development Goals 7: Affordable and Clean Energy; 10: Reduced Inequalities; 11: Sustainable cities and Communities; 13: Climate Action, and 15: Life on Land
	Policy 1.4 Core Strategy		
	2.	Support a just transition to a greener, low carbon and climate resilient city and integrate climate mitigation and adaptation measures in all plans and projects.	The proposed development has sought to be entirely universally accessible, with a focus on independence for those with mobility aids such as wheelchairs. In addition, seating and rest areas are provided no more than every 50m in the park and will include a range of heights and typologies.
	3.	Support the compact growth of Galway City through appropriate policies that promote co-ordination between land use and locations that can be served by public transport and the walking and cycling networks and enables the delivery of 50% of all new homes within the existing built footprint on lands as set out in the Core Strategy.	The proposed development will support the delivery of home in the Knocknacarra areas, including on the residential zoned infilled lands to the east of the site. There is an established lack of public green space and amenity facilities in the area, which the proposed development will help to resolve, supporting the creation of sustainable and liveable neighbourhoods.
	6.	Encourage new neighbourhoods and the consolidation of existing neighbourhoods to develop as sustainable, attractive, well- connected neighbourhoods at appropriate densities, with a high quality of design of buildings and spaces, supported by services, amenities and local enterprises.	
	9.	Collaborate with government departments, agencies and key stakeholders to assist in the delivery of enabling infrastructure,	A detailed consultation process was undertaken with the general public, key stakeholder groups, departments within

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		amenities and community facilities to facilitate compact growth, sustainable neighbourhoods and place making.	Galway City Council, and state agencies to deliver a design which meets the needs of all actors and delivers infrastructure in an integrated and efficient manner. Further detail can be found in the Public Engagement Report lodged with this application.
	11.	Adopt an active land management approach through enhanced co-ordination with relevant stakeholders and infrastructure providers in the delivery of enabling infrastructure to support implementation of the Core Strategy.	
	14.	Support the implementation of the SEA Directive, the Habitats Directive, Birds Directive, EIA Directive and Water Framework Directive and appropriate supporting legislation and guidelines.	An Environmental Impact Assessment Screening Report (EIASR) and Appropriate Assessment with Natura Impact Statement (NIS) have been submitted with this application.
Chapter 2: Climate Action	Policy 2.2 Climate Action		
	8.	Support the implementation of water management measures through mechanisms such as SuDS, rain water harvesting, use of grey water, water storage and nature-based solutions to adapt to the impacts of climate change.	SuDS have been incorporated into the design of both parks, with the proposed development seeking to manage surface water on-site in the first instance. Measures include permeable paving, reinforced grass paving, bioretention raingardens, a green roof on the Kingston Park multi-functional building, permeable synthetic turf, and under-pitch attenuation tanks.
	Policy 2.3 - Renewable Energy		
	1.	Promote and facilitate the development of renewable sources of energy within the city, and support national initiatives, which offer sustainable alternatives to dependency on fossil fuels and a means of reducing greenhouse gas emissions, subject to the avoidance of unduly negative visual and environmental impacts, or impacts on residential amenity	Both multi-functional buildings, and the Park Kiosk in Kingston incorporate solar PV arrays positioned to face south, ensuring optimal renewable energy generation and efficiency. The solar PV in both parks will feed the on-site energy needs of the parks, including public lighting. Additionally, a battery array in both multi-functional buildings will support energy usage from the solar generated on site, during off-peak production hours.
	Policy 2.4 Sustainable Building Design and Construction		

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	1.	Increase the energy performance of new buildings in the city by encouraging energy efficiency and energy conservation in the siting, layout, design, and construction of development.	Sustainability and the climate change were at the forefront of the design process. The proposed multi-functional buildings will be LEED accredited, which exceeds the requirements of the EU Energy Performance in Buildings Directive and the Building Energy Rating Certification (BER). Additionally, there is extensive use of SuDS throughout the parks, biodiversity is strong supported with measures like biodiversity corridors and extensive planting, and low carbon materials have been utilised as much as possible.
	6.	Promote energy efficiency and sustainability in both existing and new buildings and support the implementation of the EU Energy Performance in Buildings Directive and the Building Energy Rating Certification (BER).	
Chapter 3: Housing and Sustainable Neighbourhoods	Policy 3.3 Sustainable Neighbourhood Concept		
	1.	Promote the development of compact, well designed, safe and attractive neighbourhoods that deliver efficient use of land and have effective integration with social and physical infrastructure, including public transport, that will enable the development of successful communities and facilitate the growth strategy for Galway City as envisioned in the NPF and RSES.	There is an established lack of public green space and amenity facilities in the area, which the proposed development will help to resolve, supporting the creation of sustainable and liveable neighbourhoods.
	3.	Support neighbourhoods that can meet the needs of an aging and increasingly diverse society and that can accommodate social and physical inclusiveness and contribute to a good quality of life and general wellbeing.	The proposed development has sought to be entirely universally accessible, with a focus on independence for those with mobility aids such as wheelchairs. In addition, seating and rest areas are provided no more than every 50m in the park and will include a range of heights and typologies. A range of passive and active amenities that cater for all ages and abilities is also provide. As such, it is submitted that the proposed development will deliver Age-Friendly spaces.
	8.	Support through policy and design standards the concept of a ‘15 minute city’ where the daily needs of communities can be accessed within a 15 minute walk, cycle or by public transport.	The proposed development seeks to deliver a key amenity for the Knocknacarra areas, improving access (within 15 minutes) to green spaces for numerous residential estates, and

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			enhancing pedestrian and cyclist permeability through the parks.
	Policy 3.4 Sustainable Neighbourhoods: Outer Suburbs		
	2.	Ensure that sustainable neighbourhoods are places where housing, streets, open spaces and local facilities come together in a coherent, integrated and attractive form with appropriate community infrastructure delivered in tandem with new growth.	The proposed development is crucial to the sustainable delivery of new residential development in Knocknacarra, given the current shortfall in public green spaces and amenity facilities in the area.
	Policy 3.5 Sustainable Neighbourhoods: Established Suburbs		
	2.	Encourage additional community and local services and residential infill development in the established suburbs at appropriate locations	The proposed development seeks to improve community services and facilities at infill locations in Knocknacarra, including via delivery of two new multi-functional buildings with community and sports spaces.
Chapter 4: Sustainable Mobility and Transport	Policy 4.1 General		
	1.	Develop a compact city, where sustainable land use and transportation are integrated and where there is choice and accessibility to a range of transport modes, with increasing support for a shift to more sustainable modes in line with national aims on climate action and where safety and ease of movement is provided to and within the City and onward to the wider area of the MASP, County Galway and the Northern and Western Region.	Extensive provision has been made for Active and Sustainable Travel throughout the proposed development, including the replacement of the current quick build Safe Route to School, and the enhancement the existing path linking to Dhoire Gheal. These measures, alongside the existing enhanced connections to the Millers Lane Greenway will enable more people to reach their daily needs within a 15-minute walk or bike.
	Policy 4.2 Land Use and Transportation		
	4.2	Support and facilitate the integration of land use and transportation in order to facilitate compact city growth, supported by sustainable modes of transport that will encourage economic well-being and ensure the movement of people and goods in a manner that is	Further, the proposal has had cognisance of the proposed Western Distributor Road (WDR) Active Travel scheme and the future WDR BusConnects scheme. As every public transport user is also a pedestrian, there was a focus on ensuring that

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		sustainable, safe and provides ease of access for all, enhances quality of life and supports a reduction in transport related greenhouse gas emissions.	access from the public transport corridor on the WDR is catered for in a safe, comfortable, and direct manner.
	6.	Aim to achieve the concept of a ‘15 minute city’ where land use policies facilitate residents to access their daily needs within a 15 minute walk or bike ride and thereby reduce the dependence on car transport.	
	Policy 4.4 Sustainable Mobility - Walk and Cycle		
	1.	Support the Galway Transport Strategy proposals for a primary cycle network to facilitate safe and convenient medium distance journeys.	The proposed development will deliver a greenway, as designated in the GCDP 2023-2029 land use zoning alongside other improvements to the primary cycle network for the area.
	4.	Implement a structured programme of improvements across the whole city pedestrian network and at street crossings.	A high-quality public realm with accessible footpaths and pedestrian priority is proposed to be delivered under this application.
	6.	Support and promote initiatives such as Park and Stride, Green Schools Travel and Safe Routes to School Programmes, School Streets and the concept of having safe routes to school.	A Safe Routes to School/School Street will be delivered to replace the existing quick build facilities on the Altán Road, linking to the Knocknacarra NS.
	7.	Improve bicycle parking at key destinations and near bus stops /interchanges.	Over 144 bicycle parking spaces are to be provided across the two parks, which are expected to become key destinations for the community.
	8.	Promote, facilitate and maintain maximum connectivity and permeability for pedestrians and cyclists in the design and management of new public and private projects and in upgrading and retrofitting existing developments in accordance with the Design	Permeability through both Kingston Park and Millers Lane will be maintained and enhanced. This includes links to Doire Gheal, the Millers Lane Greenway, and the potential for future links to residential zoned lands to the east of Kingston Park.

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		Manual for Urban Roads and Streets (2019) and Permeability a Best Practice Guide, NTA (2015).	
	9.	Ensure facilities for pedestrians and cyclists are designed in accordance with national standards.	All pedestrian and cycle facilities have been designed in line with DMURS and the Cycle Design Manual, as detailed in the Engineering Planning Report and Traffic and Transport assessment prepared by PUNCH.
	Policy 4.6 Road and Street Network and Accessibility		
	1.	Support the N6 Galway City Ring Road project in conjunction with Galway County Council and Transport Infrastructure Ireland (TII) in order to develop a transportation solution to address the existing congestion on the national and regional road network.	Section 4 of the Planning Report which accompanies this application details the proposed developments overlap with the N6 GCRR and how the proposed development will not prejudice or otherwise prevent the delivery of that road.
	2.	Enhance the delivery of an overall integrated transport solution for the city and environs by supporting the reservation of the designated strategic road corridor to accommodate the N6 GCRR project.	
	5.	Implement best practice in road and street design according to the hierarchy of road users as set out in the Design Manual for Urban Roads and Streets (2013) as updated (2019) and 2020, where road design is subject to DMURS.	All streets in the proposed development have been designed in line with DMURS and the Cycle Design Manual, as detailed in the Engineering Planning Report and Traffic and Transport assessment prepared by PUNCH.
	7.	Promote accessibility for people with disabilities and people with reduced mobility and have regard to best practice guidance from the National Disability Authority (NDA).	The proposed development has sought to meet the highest standards of Universal Accessibility. Both multi-functional buildings will be universally accessible to Part M standards and provide a range of community spaces and services for the community. The proposed amenity spaces in the park will cater for age ages and abilities. Paths will be step-free. Seating and rest areas are provided no more than every 50m in the park and will include a range of heights and typologies.

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	8.	Promote a permeable urban and suburban environment in accordance with best practice guidance as provided for in Permeability a Best Practice Guide (NTA 2015) and implement permeability schemes in existing areas where appropriate, permeability proof proposed developments and endeavour to retain existing local links with enhancements where needed.	Permeability through both Kingston Park and Millers Lane will be maintained and enhanced. This includes links to Doire Gheal, the Millers Lane Greenway, and the potential for future links to residential zoned lands to the east of Kingston Park. Both parks will serve as crucial links between residential areas and nearby services and amenities.
	10.	Evaluations of permeability in areas around district centres, neighbourhood centres and schools shall be carried out in the context of the 15-minute city concept policy. Where obstacles are identified which impair direct and convenient access to services and amenities at these centres by walking or cycling, measures to improve permeability will be planned and prioritised.	
	4.8 Specific Objectives		
	11.	Provide cycle parking facilities at appropriate locations including the City Centre, District Centres, Neighbourhood Centres, close to public transport interchanges, schools, beaches, cemeteries and parks and where appropriate in residential areas.	Over 144 bicycle parking spaces are to be provided across the two parks. This includes secure bike sheds and cargo bike spaces. Short term parking is spread through both parks.
	24.	Give priority to the reservation the N6 GCRR designed strategic road corridor and any associated land requirements over other land uses and objectives in the City Development Plan and prohibit developments within the designed strategic road corridor which could potentially prejudice the development of this strategic road and river crossing.	Section 4 of the Planning Report which accompanies this application details the proposed developments overlap with the N6 GCRR and how the proposed development will not prejudice or otherwise prevent the delivery of that road.
Chapter 5: Natural Heritage,	Policy 5.1 Green Network and Biodiversity		
	2.	Support the actions of the Galway Recreation and Amenity Needs Study and the upcoming Green Space Strategy with particular	As discussed in Section 2 of the Planning Report, this application represents the results of a refreshed Kingston Masterplan and the results of a more detailed design process

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Recreation, and Amenity		emphasis on the progression and completion of both the existing South Park and Kingston Land Masterplans.	to prepare this Sec 177AE application to the Commission. The delivery of the proposed development is strongly supported by, and crucial for the realisation of this policy.
	4.	Support the implementation of the National Biodiversity Action Plan (NBAP) 2017-2021 (and any subsequent NBAP) and the All-Ireland Pollinator Plan (2021-2025) and support the actions of the City Council's Heritage Plan 2016-2021 and Biodiversity Action Plan 2014-2024 relating to the promotion of ecological awareness, biodiversity and best practices.	Compliance with Ireland's 4 th National Biodiversity Action Plan, the All-Ireland Pollinator plan, and the GCC Biodiversity Action Plan 2014-2024 are detailed in this Statement of Consistency
	5.	Support climate action through implementation of nature based solutions that enhance biodiversity in the green network, including measures such as tree planting, SuDS, and the use of green infrastructure. Such measures will be informed by the Green Space Strategy	Nature based solutions, SuDS, and a green infrastructure approach have informed and been incorporated into the design of both parks, with the proposed development seeking to manage surface water on-site in the first instance. Measures include permeable paving, reinforced grass paving, bioretention raingardens, a green roof on the Kingston Park multi-functional building, permeable synthetic turf, and under-pitch attenuation tanks. Extensive biodiversity enhancement planting and landscaping is also proposed.
	7.	Ensure sufficient recreation and amenity open space for the future development of the city.	There is an established lack of public green space and amenity facilities in the area, which the proposed development will help to resolve, supporting the creation of sustainable and liveable neighbourhoods.
	8.	Achieve a sustainable balance between meeting future recreational needs (both passive and active) and the preservation of the city's biodiversity and ecological and cultural heritage.	The design process of the proposed development was driven by the community engagement process, technical constraints identified by the design team, and policies and objectives which apply to the site. The result of this process has been a proposed design which balances the recreation and amenity needs of the

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			community, with biodiversity protection and enhancement (also sought by the community).
	9.	Continue to acquire and develop lands zoned for recreation and amenity use. These lands will be used predominately for public use, but opportunities for public/private partnerships will also be investigated where a high standard of recreation facility will be developed and where opportunities for public access is provided.	As discussed in Section 2 of the Planning Report, landowner negotiations are ongoing to acquire southern part of Kingston Park Lands. This application is first part of a cohesive, master planned Kingston Park, but is also capable of being delivered independently it become necessary.
	10.	Support the outcomes of the Green Space Strategy and any objectives to progress delivery of new urban parks including an additional urban park close to the city centre.	While the Green Spaces Strategy has not been published yet, it is expected that the proposed development will be in compliance with its goals and objectives, including for increasing public green and amenity space in the Knocknacarra area.
	12.	Improve accessibility to the City Parks, recreation and amenity areas and facilities and include for sustainable modes of transport, where appropriate.	The proposed development includes enhancements to Active Travel facilities which will compliment the robust Active Travel network that is currently being delivered in Knocknacarra. Additionally, these upgrades will benefit public transport users. Realignment of the Altan Road and access to the Knocknacarra NS will also improve access to the school and safety for students and parents.
	13.	Retain, extend and enhance opportunities for recreation within the green network for all members of the community including people with disabilities.	The proposed development has sought to meet the highest standards of Universal Accessibility. Both multi-functional buildings will be universally accessible to Part M standards and provide a range of community spaces and services for the community. The proposed amenity spaces in the park will cater for age ages and abilities. Paths will be step-free. Seating and rest areas are provided no more than every 50m in the park and will include a range of heights and typologies.
	16.	Promote the multi-use of indoor and outdoor (both private and public) recreation and leisure facilities and amenities to accommodate a diverse range of recreational needs.	

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	18.	Promote public art, cultural events and exhibitions as an important part in the design of facilities, open space and amenities	The proposed development provides for ‘pop-up’ cultural events such as markets in the pedestrian plazas proposed in both parks. In addition, the Kingston Park’s multi-functional building provides a numerous large multi-use spaces which will be capable of hosting sports and other cultural events.
	19.	Ensure that all passive and active recreational proposals are considered in the context of potential impact on the environment, sites of ecological and biodiversity importance and general amenity.	The proposed development includes robust protections and enhancements for biodiversity and the environment. These are assessed in the Ecological Impact Assessment (EclA), Natura Impact Statement (NIS), and Environmental Impact Assessment Screening Report (EIASR) which accompany this application.
	22.	Support the actions of the National Physical Activity Plan (DH, 2021) and National Sports Policy 2018-2027 (DTTS, 2018).	The proposed development provides for numerous active and passive recreation activities for the local community in both parks. The parks will also promote access to green space and nature, alongside a healthier lifestyle. This is in line with the National Physical Activity Plan and National Sports Policy.
	Policy 5.5 Community Spaces: Greenways, Boreens and Public Rights of Way		
	1.	Continue to develop and improve the greenway network in the city, providing alternative accessible circulation routes for pedestrians and cyclists, for the enjoyment of the entire community.	The proposed development will include enhancements to the Millers Lane Greenway, the Greenway along the Altán Road, and the beginning of the greenway through the Kingston Park Lands designated in Cycle Connects: Galway.
	6.	Ensure biodiversity and greening is incorporated into all greenways, segregated cycleways and pathways where appropriate and ensure	Extensive provision has been made for Active Travel throughout the proposed development, with all paths being design in compliance with DMURS and the Cycle Design Manual. The planting and landscaping regime for the parks has been

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		that paths and structures are constructed from suitable materials that contribute to aesthetics, sustainability and safety.	carefully incorporated with the proposed paths to ensure the creation of a verdant and pleasant environment.
	Policy 5.6 Community Spaces: Child Friendly City		
	1.	Enhance and promote Galway as a 'Child Friendly City' which will help children understand and feel secure in their environment and will encourage them to experience and respect the natural heritage of the city.	The proposed development includes numerous spaces for children including two inclusive playgrounds (one in each park) which provide a range of play opportunities for all ages and abilities, and a dedicated climate change lab in Kingston Park. It is also intended that the outdoor amphitheatre in Kingston Park will be used as an outdoor classroom. Sports and recreation facilities throughout both parks will also be available and accessible to children.
	2.	Support the right of the child to play by ensuring the creation and maintenance of inclusive natural and built play areas within every community.	
	3.	Maintain and enhance existing play areas and provide new, accessible and safe play areas for all in accordance with the Council's commitment to the Barcelona Declaration, policies in relation to Social Inclusion, the Recreation and Amenity Needs Study, and any subsequent strategies including the future Green Space Strategy.	These spaces have been designed in line with the anticipated conclusions of the Green Spaces Strategy, the Recreation and Amenity Needs Strategy, and the feedback of the local community.
	4.	Continue the improvement and development of playground facilities as outlined in the Council's Recreation and Amenity Needs Study.	
	5.	Enhance the provision of facilities for older children and teenagers within the city, including skateboarding areas, teenage shelters, ball walls and Multi Use Games Areas (MUGAs).	A MUGA is provided in both parks, along with a rebound wall in Millers Lane. Calisthenics equipment offers opportunities for active recreation which meets the needs of a range of ages. In addition, consideration has been given to the creation of pro-social spaces for teens throughout both parks, including seating areas located at key activity centres. Further detail on the proposed amenities and community benefits for teens and older children can be found in Section 6.3 of the Planning Report.

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	Policy 5.9 Open Spaces: Public Realm		
	1.	Implement the Public Realm Strategy for the public domain which contributes to the creation and maintenance of high quality and successful open spaces.	The proposed development has had cognisance of the Public Realm Strategy and its goals, and has sought to align its material palette with the identified materials in the strategy.
	Specific Objectives		
	10.	Implement masterplan for South Park and for the Kingston RA lands.	As discussed in Section 2 of the Planning Report, this application represents the results of a refreshed Kingston Masterplan and the results of a more detailed design process to prepare this Section 177AE application to the Commission. The delivery of the proposed development is strongly supported by, and crucial for the realisation of this policy.
	34.	Investigate the potential of providing services, for example kiosks, public toilets and food trucks, in or in close proximity to public parks and open spaces and along the coast and waterways.	The proposed development includes public toilets in both Kingston Park and Millers Lane. Food trucks will be able to utilise the pedestrian plazas in both parks as well. Finally, a kiosk is included in Kingston Park to assist with the provision of maintenance and accessibility of parks staff to the community.
	35.	Seek to provide permanent public toilets, in or in close proximity to public parks and open spaces and along the coast and waterways.	
	37.	Support the development of large scale sports facilities in the city funded under the Large Scale Sports Facilities Fund.	The proposed development includes for the replacement and upgrade of the 2 existing pitches in Millers Lane, as well as the delivery of a new 4G synthetic turf multi-sport pitch in Kingston Park.
	38.	Support the provision of a hockey facility with an all-weather pitch with a suitable playing surface for hockey in the west of the city and to support the provision of a further facility suitable for hockey elsewhere in the city.	The proposed development includes for a 2G sand filled synthetic-turf pitch designed to hockey dimension in Kingston Park.

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	39.	The Council will support the provision of changing facilities at playing pitches in the city based on an assessment of need for such facilities. A minimum one dressing room per Local Electoral area will be considered and priority will be given to Doughiska, Hazel/Laurel Park and Millers Lane, in consultation with local residents and sports clubs.	Dedicated home and away team changing facilities have been provided for all three pitches in the proposed development. Accessible changing facilities have also been provided in both parks.
	40.	Work with all stakeholders and explore the development of a multi-use community complex to include but not be restricted to floodlit grass and Astro turf playing facilities, community training and performance space, multi-purpose meeting rooms, changing facilities and outdoor training areas with enhanced walkways.	The proposed development will include the provision of a multi-functional community building, three synthetic turf pitches with floodlighting, new pedestrian plazas (with space for performances), a multi-use community hall in the Kingston Park building, a number of multi-use rooms in both proposed multi-functional buildings, and extensive active and passive amenities including enhanced paths with looped routes for walking and running.
	42.	Acquire and develop predominately for public use, lands zoned for recreation and amenity use in conjunction with new housing at Castlegar, Doughiska, Terryland Valley, Ballymoneen, Knocknacarra, Roscam and Ardaun.	As discussed in Section 2 of the Planning Report, landowner negotiations are ongoing to acquire the southern part of Kingston Park Lands. This application is the first part of a cohesive, master planned Kingston Park, but is also capable of being delivered independently should it become necessary.
Chapter 7: Community and Culture	Policy 7.1 General Policies		
	1.	Support and facilitate the sustainable development of community, social and cultural infrastructure in collaboration with all stakeholders that affords inclusive opportunities for everyone to shape their own lives, enables communities to realise their full potential and that contributes to a high quality of life and wellbeing for all who live work and visit the city.	The design process of the proposed development was heavily driven by the community engagement process, and will deliver a range of new community and social infrastructure for the Knocknacarra area. In addition, the proposed development has sought to be entirely universally accessible, with a focus on independence for those with mobility aids such as wheelchairs. Key community spaces such as the proposed multi-functional buildings are Part M compliant, and have focused on ensuring universal accessibility.

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	7.	Improve bicycle parking at key destinations and near bus stops /interchanges.	Over 144 bicycle parking spaces are to be provided across the two parks. This includes secure bike sheds and cargo bike spaces. Short term parking is spread through both parks.
	8.	Promote, facilitate and maintain maximum connectivity and permeability for pedestrians and cyclists in the design and management of new public and private projects and in upgrading and retrofitting existing developments in accordance with the Design Manual for Urban Roads and Streets (2019) and Permeability a Best Practice Guide, NTA (2015).	Permeability through both Kingston Park and Millers Lane will be maintained and enhanced. This includes links to Doire Gheal, the Millers Lane Greenway, and the potential for future links to residential zoned lands to the east of Kingston Park.
	Policy 7.3 Inclusive City		
	1.	Proactively promote all forms of social inclusion, where feasible in land use planning particularly in the built environment and public realm, housing, community facilities, employment opportunities, transport and accessibility.	Social inclusion and universal accessibility have been core considerations of the proposed design. Spaces and facilities for all ages and abilities have been provided in both parks, with an emphasis on catering for children and teenagers, as well as for an aging society and those with mobility challenges. The proposed development has been subject to an extensive community engagement process which ran in parallel with the design process. The achieved goal of this was to allow the community the greatest possible ability to contribute to the development of the final design.
	4.	Ensure meaningful public participation, engagement and knowledge sharing in the planning process and in relation to other strategic policy and projects within the city.	
	Policy 7.5 Community Facilities		
	1.	Facilitate a balanced and equitable provision of diverse community services and facilities in collaboration with key stakeholders in alignment with the core/settlement strategy through policies, zoning objectives and specific designations	Kingston Park and Millers Lane will deliver a high density of community spaces and facilities, while enhancing access and permeability to surrounding areas. This includes spaces for
	2.	Support the location and concentration of local community facilities and services in accordance with the aim to build sustainable, compact neighbourhoods in line with the ‘15-minute city’ concept so that these can be easily accessible by walking and cycling. Where larger scaled	

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		facilities and services are provided these should be aligned with existing /proposed public transport links.	sports and active recreation, passive recreation, community gatherings, educational opportunities, and cultural events.
	3.	Ensure that all facilities designed for community use are suitable for use by people of all ages and abilities in accordance with the Building for Everyone – Universal Design Guidance.	The proposed development will deliver a number of community spaces and amenities, with Universal Accessibility a core priority of the design. Both multi-functional buildings will be universally accessible to Part M standards and provide a range of community spaces and services for the community. The proposed amenity spaces in the park, have also ensured a wider array of activities will be possible, and sought create dual use facilities where possible such as enabling multiple sports on one pitch, or the amphitheatre which will serve as an outdoor classroom, social space for teens, bolster biodiversity, and protect residential amenity.
	4.	Encourage and facilitate the provision of community facilities and local services of a nature and scale appropriate to serve the needs of the local community in tandem with the development of residential areas.	There is an established lack of public green space and amenity facilities in the area, which the proposed development will help to resolve, supporting the creation of sustainable and liveable neighbourhoods.
Chapter 8: Built Heritage, Placemaking and Urban Design	Policy 8.4 Archaeology		
	1.	Protect, preserve and promote the archaeological heritage of the city including underwater archaeology in rivers, lakes, intertidal and subtidal environments.	An Archaeological Impact Assessment was undertaken for both Kingston Park and Millers Lane by Sherlock Archaeology to inform the proposed development, and has been submitted with this application. Both reports conclude that <i>“the proposed development site should be considered very suitable, in archaeological terms, for development, though further mitigatory works may be required due to the size of the site.”</i>

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	Policy 8.7 Urban Design and Placemaking		
	1.	Encourage high quality urban design in all developments.	Section 6.6 of the Planning Report covers the public realm design of the proposed development which has sought to deliver high quality, durable, and biodiversity enhancing public spaces.
	2.	Improve qualitative design standards through the application of design guidelines and standards of the Development Plan, the Galway Public Realm Strategy (2019) and accompanying design, activity and delivery manuals, Galway Shopfront and Signage Design Guidelines (2012) and Design Guidelines Canopies (2011).	The proposed development has had cognisance of the Public Realm Strategy and its goals and has sought to align its material palette with the identified materials in the strategy.
	3.	Ensure that development delivers high quality urban design, place making and public realm that contributes to urban regeneration in the city and that is resilient to potential impacts of climate change.	Section 6.6 of the Planning Report covers the public realm design of the proposed development which has sought to deliver high quality, durable, and biodiversity enhancing public spaces.
	4.	Encourage innovation in architecture and promote energy efficiency and green design.	The proposed development had sustainability and the climate change at the forefront of the design process. The proposed multi-functional buildings will be LEED accredited, which exceeds the requirements of the EU Energy Performance in Buildings Directive and the Building Energy Rating Certification (BER). Additionally, both multi-functional buildings, and the Park Kiosk in Kingston incorporate solar PV arrays positioned to face south, ensuring optimal renewable energy generation and efficiency.
	7.	Promote sustainable and inclusive urban design, urban form and architecture that positively contributes to the city's existing character and distinctiveness.	Section 6.6 of the Planning Report covers the public realm design of the proposed development which has sought to deliver high quality, durable, and biodiversity enhancing public spaces. Universal Accessibility has been considered in the

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			design of public realm, with all spaces being able to be accessed step-free.
	8.	8. Adhere to the Galway City Urban Density and Building Height Study (2021) and promote development which incorporates high quality sustainable and inclusive urban design, urban form and architecture that positively contributes to the city's character, heritage and neighbourhood areas.	The proposed Kingston Park is located within the Outer Suburbs as per the UDBHS, where there is a prevailing height of between 2 and 3 storeys. It is stated that heights for new development should respect the prevailing heights of the area. The proposed multi-functional building is 2 storeys. Millers Lane is located within the Western Established Suburbs, where there are prevailing heights of around 2 storeys. The UDBHS states that heights for development should generally be between 2 and 3 stories in this area. The proposed multi-functional building for Millers Lane is 2 storeys with a pitched roof.
	Policy 8.8 Public Realm		
	2.	Build upon Galway's distinctive materiality and character to inform the design of the public realm.	The proposed development has had cognisance of the Public Realm Strategy and its goals and has sought to align its material palette with the identified materials in the strategy. Section 6.6 of the Planning Report covers the public realm design of the proposed development which has sought to deliver high quality, durable, and biodiversity enhancing public spaces.
	5.	Promote nature based SUDS solutions in the public realm where possible to enhance biodiversity and resilience to climate change.	SuDS have been incorporated into the public realm design of both parks, with the proposed development seeking to manage surface water on-site in the first instance. Measures include permeable paving, reinforced grass paving, bioretention raingardens, a green roof on the Kingston Park multi-functional building, permeable synthetic turf, and under-pitch attenuation tanks.

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	6.	Promote the important role that public space plays in providing for informal social interaction and maximise opportunities for outdoor gathering places, play areas, outdoor dining and living and outdoor public seating, where appropriate and in accordance with the Public Realm Strategy and accompanying manuals.	Consideration has been given to the creation of social spaces, in particular for teens throughout both parks, including seating areas located at key activity centres. Further detail on the proposed social spaces included in the parks can be found in Section 6.3.4 of the Planning Report.
	10.	Promote high standards of design, materials and workmanship in the public realm. Ensure that such works adhere to the principles and guidance of the Public Realm Strategy and has regard to the distinctive character of an area.	The proposed development has had cognisance of the Public Realm Strategy and its goals and has sought to align its material palette with the identified materials in the strategy. Section 6.6 of the Planning Report covers the public realm design of the proposed development which has sought to deliver high quality, durable, and biodiversity enhancing public spaces.
	Specific Objectives: Public Realm		
	6.	Require the use of design statements and Masterplans/spatial frameworks for development where appropriate.	Design Statements prepared by DRLA for both parks have been included in this application.
Chapter 9: Environmental and Infrastructure	Policy 9.1 Flood Risk		
	1.	Support, in co-operation with the OPW, the implementation of EU Flood Risk Directive (2007/60/EC), the Flood Risk Regulations (SI No, 122 of 2010) and the DECLG and OPW Guidelines for Planning Authorities, the Planning System and Flood Risk Assessment Management (2009), updated/superseding legislation or departmental guidelines and have regard to the findings and relevant identified actions of the Corrib Catchment Flood Risk Management (CFRAM) Study.	Site Specific Flood Risk Assessments for both Kingston Park and Millers Lane have been undertaken by PUNCH and submitted with this application. The subject site is entirely in Flood Zone C.
	Policy 9.3 Water Services		

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	4.	Encourage all significant water users to use best practices in water conservation and continue to promote water conservation measures in the design of all new development in the city, such as rainwater harvesting and re-use of grey water, in liaison with Irish Water	Both proposed multi-functional buildings will make use of rain water harvesting systems to reduce consumption from the public distribution network, and manage surface water sustainability. Harvested rain water will be used in showers, toilet, sluice and urinals. Further details can be found in the Engineering Planning Report prepared by PUNCH Consulting Engineers.
	Policy 9.4 Sustainable Urban Drainage Systems (SuDS)		
	1.	Ensure the use of Sustainable Urban Drainage Systems (SuDS) and sustainable surface water drainage management, wherever practical in the design of development to enable surface water run-off to be managed as near to its source as possible and achieve wider benefits such as sustainable development, water quality, biodiversity local amenity and climate adaptation.	SuDS have been incorporated into the design of both parks, with the proposed development seeking to manage surface water on-site in the first instance. Measures include permeable paving, reinforced grass paving, bioretention raingardens, a green roof on the Kingston Park multi-functional building, permeable synthetic turf, and under-pitch attenuation tanks.
	2.	Promote the use of green infrastructure e.g. green roofs, green walls, bioswales, planting and green spaces for surface water retention purposes as an integrated part of SUDS and to deliver all the ancillary benefits.	
	Policy 9.7 Light Pollution		
	1.	Ensure the design of external lighting minimises the incidence of light pollution, glare and spillage into the surrounding environment and had due regard to the visual and residential amenities of surrounding areas.	All lighting for the public realm is to be Dark Sky compliant and will face in to the parks (away from the boundaries) to protect residential amenity. Lighting bollards have been used where appropriate to further reduce light spillage.
	2.	Require all new developments to be designed with the inclusion of energy efficient lighting schemes.	All public lighting in the proposed development will utilise LEDs, as well as timers and motion sensors to reduce the amount of

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	4.	Ensure the design of external lighting does not have an adverse impact on wildlife and ecosystems and encourage the use of dark zones and sensor lighting where feasible.	time lighting spends turned on, where possible. Dark zones have been incorporated into the proposed design to protect residential amenity and enhance the proposed biodiversity corridors.
Chapter 11: Land Use Zoning Objectives and Development Standards and Guidelines	11.2 Land Use Zoning General		
	N/A	The Development Plan sets out the land use zoning objectives for different areas within the city and indicates examples of uses that may or may not be acceptable within each use zone. Zoning seeks to promote the development of uses that achieve the objectives for the area concerned and to prevent the development of incompatible uses. Eleven land use zonings are utilised in the Plan to indicate the various objectives for these areas.	There are three Land Use Zonings present on the application Site: RA - Recreation and Amenity; R – Residential; and CF- Institutional and Community. Section 6.2 of the Planning Report details the compliance with these zonings.
	11.11 Transportation		
	11.11.1 Parking Space Require- ment	Car parking standards will be applied using performance-based criteria appropriate to general location, in line with the National Planning Framework (NPF) requirements. These standards will be subject to a range of tolerance that enables alternative solutions to be proposed to achieve stated outcomes.... Notwithstanding the above, parking spaces for people with disabilities shall be provided in accordance with Part M of the Building Regulations and best practice as promoted by the National Disability Authority (www.nda.ie), and in particular their publication Building for Everybody: A Universal Design Approach 2012.... In the case of developments with significant car trip generation potential, a Traffic and Transport Assessment (TTA) shall be carried out in accordance with the Traffic and Transport Assessment Guidelines (TII 2014). The requirements for a TTA should be	There is provision for 27 no. Car parking spaces within the proposed development at Millers Lane, and provision for 50 no. car parking spaces within the proposed development at Kingston Park. Further details on the parking proposed can be found in the Engineering Planning Report, and in the Series-300 drawings prepared by DRLA. Car parking is provided at 1 space per 50m ² of the multi-functional buildings, with inclusive and accessible parking spaces provided at a rate of 10%. A Traffic and Transport Assessment has been prepared as part of the proposed development and submitted with this application. In addition to vehicular parking, extensive provision has been made for active travel including with 144 cycle parking spaces,

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		ascertained at the pre-planning stage. TTA’s shall project forward 5 years and 15 years after the opening date... Consideration will also be given to grouped and dual use parking provision where peak demands do not coincide and cognisance will be given to the potential for multi-purpose trips, subject to assessment. A reduction in car-parking requirements may be acceptable when an application for development includes a Travel Plan, details on options for sustainable modes and/or demonstrates options for alternative methods of dealing with traffic generation associated with the proposed development. Table 5-1: Extract of Table11.6 of GCDP. <table><tr><th>Development Type</th><th>Maximum Parking Requirement</th></tr><tr><td>Leisure Centres</td><td>1 space per 50m2</td></tr></table>	Development Type	Maximum Parking Requirement	Leisure Centres	1 space per 50m2	and extensive new connections to high-quality active travel paths.
	Development Type	Maximum Parking Requirement					
	Leisure Centres	1 space per 50m2					
	11.11.2 Electric Vehicle (EV) Parking	1) New buildings or buildings undergoing major renovations (other than a dwelling) shall install at least one recharging point and ducting infrastructure for at least one in every 5 car parking spaces to enable the subsequent installation of recharging points for electric vehicles. 5) Publicly accessible EV parking spaces should be clearly marked and be capable of communicating usage data with the National Charge Point Management System. EV parking spaces for disabled spaces should also be included developments	EV Parking is provided at a rate of 10% of the total spaces (6 standard spaces, 2 accessible spaces). Ducting will be provided to a further 10% of spaces to enable future connections.				
	11.11.3 Travel Plans	...The requirement for the submission of a Travel Plan will be assessed on a case by case basis by the Council and cognisance will be taken of the location, scale of development, the nature of uses proposed and the anticipated impact on the existing and proposed transport network. Preparation of a Travel Plan should be considered at the	A Mobility Management Plan has been prepared by PUNCH Consulting Engineers and submitted with this application.				

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		earliest possible stage of the planning process (pre-planning) with the Travel Plan demonstrating that it is an integral part of the development.	
	11.11.4 Cycle Parking	In developments, where appropriate, a minimum of one cycle stand per 20 car spaces or over shall be provided. For every additional 50 car parking spaces, an additional cycle stand should be provided. Each cycle stand should accommodate a minimum of five bicycles. Cycle parking must be sheltered where appropriate.... Provisions for cycle parking shall also be made at community centres, sports grounds and other recreational facilities and business centres. Inclusivity and accessibility should be considered in the design and location of all cycle-parking. In developments with more than 20 cycle-parking spaces, a minimum of 10% of spaces should be provided, until superseded by the update of the National Cycle Manual, which are family and disability friendly, with spaces configured to accommodate cargo-bikes, tricycles, bikes with trailers, recumbent bikes and other non-standard cycles	Over 144 bicycle parking spaces are to be provided across the two parks, well in excess of the minimum required. This includes secure, sheltered bike sheds and cargo bike spaces. Short term parking is spread through both parks. Cargo/accessable bike parking is provided at a rate of approximately 10% of the total bike parking, or 6 total spaces.
	11.15 Community / Educational Facilities		
	N/A	Buildings should be designed to high architectural standards and reflect their civic function. Adequate provision within the curtilage of the site should be made for safe and convenient access for different transport modes and people with disabilities.	The proposed multi-functional buildings have been designed to reflect their intended key role in the community, and to serve as architectural landmarks both within the parks and the wider area. The details to both buildings' façade have the fenestrations and other elements like cappings, flashings, and external frame work are highlighted with a punch of colour picking up a bold contrast. However, both structures have sought to be respectful of the built character of their respective areas, using local materials and keeping to the prevailing heights.

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	N/A	Where possible, proposals should include measures to support the inclusion of Car Free School Zones and the An Taisce Green Schools programme.	A Safe Routes to School style path is included in Kingston Park, linking the Altán Road to the Knocknacarra National School. Links between the Millers Lane Greenway and Gaelscoil Mhic Amhlaigh are also facilitated.
	11.20 Green Design & Surface Water/SuDS		
	N/A	New development shall consider the use of innovative design features in buildings including Green roofs, walls and roof gardens. These are important measures in the control of surface water runoff, providing thermal insulation, enhancing biodiversity and promoting a varied cityscape. Development proposals which include any of the above elements shall be accompanied by details of construction techniques, long-term viability, maintenance and management, prepared by a suitably qualified landscape designer.	Nature based solutions, SuDS, and a green infrastructure approach have informed and been incorporated into the design of both parks, with the proposed development seeking to manage surface water on-site in the first instance. Measures include permeable paving, reinforced grass paving, bioretention raingardens, a green roof on the Kingston Park multi-functional building, permeable synthetic turf, and under-pitch attenuation tanks. Extensive biodiversity enhancement planting and landscaping is also proposed.
	N/A	Development proposals will be required to be accompanied by a comprehensive SuDS assessment that addresses run-off quantity, run-off quality and its impact on the existing habitat and water quality and will have regard to guidance set out in Planning for Watercourses in the Urban Environment (IFI 2020) and Nature Based Solutions to the Management of Rainwater and Surface Water Runoff in Urban Areas, Water Sensitive Urban Design Best Practice Interim Guidance Document' (DHLG) (November 2021).	A SuDS assessment is included in the Appendix of the Engineering Planning Report, prepared by PUNCH Consulting Engineers and submitted with this application.
	11.25 Access for All		
	N/A	Part M of the Building Regulations 2010, and Building for Everybody: A Universal Design Approach (National Disability Authority, 2012) sets out standards and best practice to ensure that buildings and the built environment are accessible and usable by everyone, including the elderly, people with disabilities and people with children. Further	The proposed development will deliver a number of community spaces and amenities, with Universal Accessibility a core priority of the design. Both multi-functional buildings will be universally

Chapter	Policy	Development Plan Criteria	Statement of Compliance
		information available on the website of the National Disability Authority at www.nda.ie .	accessible to Part M standards and provide a range of community spaces and services for the community.
	11.26 Recreation and Sports Facilities		
	N/A	Recreation and sport facilities should be designed to high architectural standards and have regard to safety and accessibility considerations.	The proposed development is designed to a very high design standard, which has been driven by the community's input and engagement with the design process. Landscape design Statements and Architectural Design Statements have been prepared and submitted with this application to further detail to the design process and justification.
	N/A	Developments of a passive and active recreational and sports nature will be assessed against the strategy adopted in the Council's Recreation and Amenity Needs Study (2008) and the imminent Green Space Strategy as set out in Chapter 5.	Alignment with the Recreation and Amenity Needs Study (2008) and the Green Space Strategy is set out in section 5.3 of the Planning Report.
	N/A	Developments of a passive and active recreational and sports nature will be considered/ assessed in the context of potential impact on the environment, sites of ecological and biodiversity importance and general amenity, where appropriate.	The proposed development had sustainability and the climate change at the forefront of the design process. The proposed multi-functional buildings will be LEED accredited, there is extensive use of SuDS throughout the parks, biodiversity is strong supported with measures like biodiversity corridors and extensive planting, and low carbon materials have been utilised as much as possible. As detailed below, an EcIA, AA/NIS, CEMP, and EIASR have been provided with this application.
	11.28 Flood Risk Management & Assessment		

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	N/A	Dependant on the type and nature of development proposed within identified flood risk areas, Flood Zone A or B, it will be necessary to carry out a Site Specific Flood Risk Assessment (FRA), appropriate to the scale and nature of the development and the risks arising. Proposals shall demonstrate appropriate mitigation and management measures in the layout and design of development.	Site Specific Flood Risk Assessments for both Kingston Park and Millers Lane have been undertaken by PUNCH and submitted with this application. The subject site is entirely in Flood Zone C.
	11.33 Appropriate Assessment / Natura Impact Statement		
	N/A	Under Article 6 of the Habitats Directive there is a requirement to establish whether, in relation to plans and projects, appropriate assessment (AA) is required. If, following screening, it is considered that AA is required then the proponent of the plan or project must prepare a Natura Impact Report/Natura Impact Statement...	An Appropriate Assessment and Natura Impact Assessment has been prepared by MKO Planning and Environmental Consultants and submitted with this application.
	11.35 Ecological Impact Assessment (EcIA)		
	N/A	An Ecological Impact Assessment (EcIA) will be required to be undertaken for developments proposed in areas that support, or have the potential to support, protected species or features of biodiversity importance, and that appropriate avoidance and mitigation measures are incorporated into all development proposals where the requirements of section 11.32 do not apply.	An Ecological Impact Assessment has been prepared by MKO Planning and Environmental Consultants and submitted with this application.

6. GALWAY CITY LOCAL AUTHORITY CLIMATE ACTION PLAN 2024-2029 (LACAP)

Thematic Focus	No	Action	KPI	Statement of Consistency
Communities Resiliency and Transition	27	Work in partnership with local community, business, and education groups to support initiatives that promote climate action and just transition on the following: - Climate challenges and solutions, mitigation and adaptation - Active travel - Energy saving - Low carbon energy - Waste management and circular economy - Local food production, food waste management and reduction - Water conservation and harvesting - Local level carbon offsetting - Nature based solutions, net biodiversity gain. - Supplier engagement and green procurement aimed at SMEs.	Number of engagements per annum across sectors (workshops, co-design, information events, wider engagement events, community onestop shops) delivered in partnership with local groups annually.	The design process of the proposed development was driven by the community engagement process, technical constraints identified by the design team, and policies and objectives which apply to the site. 3 non-statutory consultations were held through the design process, with numerous stakeholder meetings also occurring. The result of this process has been a proposed design which balances the recreation and amenity needs of the community, with biodiversity protection and enhancement (also sought by the community). Full details of the Engagement Process can be found in the Community Engagement Report submitted with this application.
Environment and Biodiversity	34	Develop and implement green space strategy (GSS) for Galway City Council owned green spaces that supports space for nature.	Strategy developed by 31.12.2024 and actions implemented annually.	While the Green Spaces Strategy has not been published yet, it is expected that the proposed development will be in compliance with its goals and objectives, including for increasing public green and amenity space in the Knocknacarra area.

Thematic Focus	No	Action	KPI	Statement of Consistency
Environment and Biodiversity	35	Implement actions set out in the Galway City Biodiversity Action Plan 2014-2024.	- Implementation of actions set out in biodiversity plan annually. - Development of new strategy 2025-2030 by 31.12.2024	Alignment with the actions in the Galway City Biodiversity Action Plan 2014-2024 are set out in the Section below. A new strategy has yet to be delivered, however, in the interim, the proposed development has also shown alignment with Ireland's 4 th National Biodiversity Plan in this Statement of Consistency.
Environment and Biodiversity	37	Develop tree strategy for the Galway City area, including detail to increase tree canopy cover throughout the city through management of existing stock and new planting in appropriate places with appropriate planting mixes.	- Tree strategy developed by 30.06.2025 to include leaf cover baseline for the city. - Number of trees planted annually.	The proposal seeks to plant approximately 199 trees across Kingston Park, and 137 trees in Millers Lane. These will include more than 15 species across 5 main types, distributed across both parks.
Environment and Biodiversity	42	Explore the potential for integrating Nature Based Solutions (NBS) on all internal and GCC permitted projects, with the aim of enhancing climate resilience and fostering biodiversity net gain. Further to include sustainable urban drainage systems, with appropriate regard to environmental protection requirements, including designated European sites. Increase in leaf cover in Galway City area, considering trees and vertical shading solutions.	- All GCC projects to implement nature based solutions including sustainable urban drainage and shading system elements from 2024 onwards where possible. Reference Department of Housing Local Government and Heritage (DHLGH) guidelines on nature based solutions to the Management of Rainwater and Surface Water Runoff in Urban Areas. - GCC guidelines encompassing nature based solutions and sustainable urban drainage solutions developed by 31.12.2025 with all projects assessed per guidelines by 2026 onwards. - Annual % increase in leaf cover in Galway City.	Nature based solutions, SuDS, and a green infrastructure approach have informed and been incorporated into the design of both parks, with the proposed development seeking to manage surface water on-site in the first instance. Measures include permeable paving, reinforced grass paving, bioretention raingardens, a green roof on the Kingston Park multi-functional building, permeable synthetic turf, and under-pitch attenuation tanks. Extensive biodiversity enhancement planting and landscaping is also proposed. Extensive tree planting will also occur throughout both parks.

Thematic Focus	No	Action	KPI	Statement of Consistency
Transport and Mobility	47	Support the development of greater accessibility, modal shift and active travel throughout Galway City through implementation of work programmes and Galway Transport Strategy (GTS).	➤ Number of projects completed annually to include count and brief summary of projects delivered, for example number of cycling and pedestrian interventions delivered, coupled with annual reporting on delivery progress of the Galway Transport Strategy and compare intercensal data in relation to walking or wheeling, cycling, and use of public transport.	The proposed development includes enhancements to Active Travel facilities which will compliment the robust Active Travel network which is currently being delivered in Knocknacarra. Additionally, these upgrades will benefit public transport users. Realignment of the Alta n Road and access to the Knocknacarra NS will also improve access to the school and safety for students and parents.

7. GALWAY CITY BIODIVERSITY ACTION PLAN 2014-2024

No	Action	Statement of Consistency
9	Promote creation of new wildlife habitats in developments including housing estates, industrial sites and golf courses ➤ Examine the feasibility of developing a reward system for developers who make an effort to protect and/ or enhance biodiversity in developments. ➤ Raise awareness of the economic, social, and environmental benefits of having local biodiversity areas within new developments; provide examples from other jurisdictions.	The proposed development incorporates numerous facilities to support and enhance biodiversity across both parks. This includes biodiversity corridors, extensive native planting with a wide array of species, and bat and bird boxes. In addition, Kingston Park proposes to create a 'climate lab' as part of its outdoor classroom/amphitheatre to enable children from the Knocknacarra NS to learn about their planet through experience and scientific practice.
17	Key species group: Bats Ensure foraging grounds of bats are protected e.g. urban woodlands, wetlands and hedgerows. ➤ Ensure a bat survey is carried out before old structures are developed or restored in order to consider possible mitigation measures. ➤ Ensure public buildings have one aspect unlit to allow bats to roost. ➤ Bat box schemes including workshops.	A bat survey has been carried out, and the report is including the Ecological Impact Assessment submitted with this application. Bat boxes are included in both parks.