

Statement of Response Report

Crown Square Phase 2
Strategic Housing
Development





DOCUMENT DETAILS

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1. INTRODUCTION

Following consultations with Galway City Council, a request to enter into pre-planning consultations with An Bord Pleanála (ABP) was submitted on the 15th March 2019 and a pre-planning consultation meeting was held on 18th April 2019. ABP issued a Notice of Pre-Application Consultation Opinion on 9th May 2019, which states that the Board ‘*having regard to the consultation meeting and the submission of the planning authority, is of the opinion that the documents submitted with the request to enter into consultations constitute a reasonable basis for an application for a strategic housing development.*’ The Board requested, pursuant to article 285(5) (b), 297 and 298 of the *Planning and Development (Strategic Housing Development) Regulations 2017* and section 8(1) (b) of the *Planning and Development (Housing) and Residential Tenancies Act 2016*, the provision of the following specific information be included in the prospective planning application:

- i. Notwithstanding that the proposal constitutes a reasonable basis for an application, the prospective applicant should satisfy themselves that the development as proposed in any application can be developed independently of any proposal for which permission has not yet been granted.*
- ii. A report that specifically addresses the proposed materials and finishes of the proposed structures including specific detailing of finishes, balconies and frontages including maintenance of same, the treatment of landscaped areas, pathways, entrances and boundary treatments/s. The treatment/screening of exposed areas of basement ramps and any podiums should also be addressed. Particular regard should be had to the requirement to provide high quality and sustainable finishes which seek to create a distinctive character for the overall development.*
- iii. A detailed car parking strategy which outlines in particular the rationale for the allocation and reservation of car parking spaces to the residential element proposed within the development.*
- iv. A schedule of private, communal and public open spaces.*
- v. A report which provides a justification for the proposed unit mix in the context of the proposed new neighbourhood and the existing neighbourhood within which the site is located.*
- vi. Operational management plan for the proposed development which shall address matters including the management and maintenance of public spaces and access to the development.*
- vii. A public realm and permeability strategy which addresses in particular the accessibility of public open spaces. This should include details in respect of any security measures proposed for the development. Details should also be provided of any potential impact on the open spaces/public realm from the requirement to provide ventilation for car park areas below ground level.*
- viii. A microclimate study of the overall development site (to address matters including down draft and wind tunnelling effects).*
- ix. A detailed phasing plan.*

Further to the above, the Board’s Notice of Pre-Application Consultation Opinion set out the statutory bodies to be notified of the making an application, pursuant to section 8(1)(b) of the Planning and Development (Housing) and Residential Tenancies Act 2016. They are as follows:

- 1. National Transport Authority*
- 2. Transport Infrastructure Ireland*
- 3. Minister for Culture, Heritage and the Gaeltacht*
- 4. Heritage Council*
- 5. An Taisce – the National Trust for Ireland*
- 6. Irish Water*
- 7. Galway City Childcare Committee*

2. RESPONSE TO SPECIFIC INFORMATION REQUIRED

The following section sets out how the applicant has addressed the Board's request for additional specific information in respect of the proposed development.

2.1 Standalone Development

ABP required the following consideration of the proposed development:

'Notwithstanding that the proposal constitutes a reasonable basis for an application, the prospective applicant should satisfy themselves that the development as proposed in any application can be developed independently of any proposal for which permission has not yet been granted.'

2.1.1 Applicant's Response

The masterplan vision for the application site comprises residential, leisure, local service and ancillary accommodation on an integrated campus with commercial office and hotel use. It is proposed as a phased development with Phase I comprising commercial and basement/ infrastructural works and with Phase II comprising residential, leisure and local service elements.

The Phase I planning application for a mixed-use development comprising 5 no. blocks of offices, a hotel and ancillary uses, in addition to a double basement and site infrastructural works was granted permission by Galway City Council on the 10th May 2019 subject to 27 no. conditions (Pl. Ref. 18/363 refers). A copy of the Final Grant of Permission is included in **Appendix 1**.

This current proposal for Phase II constitutes a Strategic Housing Development under Section 3 of the *Planning and Development (Housing) and Residential Tenancies Act, 2016*, as detailed in Section 5 of the enclosed **Planning Report and Statement of Consistency**.

The applicant envisages that both Phase I and the proposed Phase II Strategic Housing Development scheme will be fully built out within a three-year construction programme. Please see Appendix 5 of the **Planning Report and Statement of Consistency** for an overview of the proposed Outline Construction Programme.

2.2 Proposed Materials and Finishes

ABP required the following consideration of the proposed development:

'A report that specifically addresses the proposed materials and finishes of the proposed structures including specific detailing of finishes, balconies and frontages including maintenance of same, the treatment of landscaped areas, pathways, entrances and boundary treatments/s. The treatment/screening of exposed areas of basement ramps and any podiums should also be addressed. Particular regard should be had to the requirement to provide high quality and sustainable finishes which seek to create a distinctive character for the overall development.'

2.2.1

Applicant’s Response

Full details of the proposed materials and finishes of the proposed development can be found in the **Architectural Design Statement** which has been prepared by Henry J Lyons Architects with input from Cunnane Stratton Reynolds on landscape matters.

The design and material selection of the overall site development is intended to break down the impact or apparent appearance of the large scale of development. The permitted design of commercial development of hotel, office and ancillary amenity has a range of materials reflecting function and scale. Offices are substantially glazed with some stone façade elements. The hotel presents as a more solid identifiable block with (different) stone cladding and a very open glazed ground floor – similar to the ground level public amenity facilities in the office buildings. The layout facilitates permeability and pedestrian circulation between the commercial and residential elements of the overall site.

Aside from the functionally driven difference in appearance of residential as compared with office buildings, a conscious decision has been made to make the appearance of the residential element different. This works at two levels, one relates to scale and appearance and the other to durability and simplicity of finish for maintenance over time.

In early design development, ground and public/neighbourhood centre interface level was proposed as stone finish, matching that of the stone finish to the opposing elevation of the permitted commercial offices and car park. Brick was considered for use with the residential as being appropriate in terms of scale and ‘robustness’. The most significant element in terms of appearance of higher density residential development in Ireland is that of the apartment balcony/ private open space. In early design these were primarily projecting or cantilevered structures.

In developed design of the public open space and its landscape, brick has been proposed as more appropriate in scale and more flexible in terms of adaptation of straight and curved walls and for incorporation with landscape elements. Its colour differentiates this more residential element of the overall site, presenting a material of more human scale and warmth of finish.

Full brick facades for residential blocks of this scale were considered as potentially too large for a single material and potentially overbearing if the brick colour were to be strong. On this basis light coloured render and metal (zinc) cladding are also proposed to provide variety and to break down the scale of the facades as well as to provide light reflectance / brightness to the residential courtyards. Material selection is proposed as set out in **Table 1**.

Table 1: Proposed Materials

Proposed Material	Location
Brick:	<ul style="list-style-type: none"> ➤ Lower ground level public open space, ➤ Neighbourhood Centre facades ➤ Monivea Road ➤ Public facing element of residential blocks.
Render:	<ul style="list-style-type: none"> ➤ Residential blocks, primarily courtyard elevations.
Metal Cladding/Zinc:	<ul style="list-style-type: none"> ➤ Residential blocks – upper floor roof levels.
Metal Cladding / Painted Steel Frame:	<ul style="list-style-type: none"> ➤ Some balcony structures
Metal Frame Glazing:	<ul style="list-style-type: none"> ➤ Ground and Lower Ground Floor Shop ➤ Fronts and Neighbourhood Centre facades.

In relation to landscape design, **Dwg 18375-3-103 Landscape Character Areas** demarcates five main character areas within the scheme, three of which offer public access and two being semi-private

communal residential spaces.

The three main public access areas are defined as; ‘Public Streetscape’ presented to the Monivea Road, connecting to the ‘Public Plaza’ at the lower ground level which offers public access through the heart of the development, and finally a ground level ‘Public Linear Park & Fitness Trail’ which offers public access around the scheme’s eastern and northern perimeter ultimately linking with Phase I development and accessing the northwest corner of the scheme.

The semi-private communal residential areas are defined as ‘Private Communal Open Space’ which is accessed at the upper level and ‘Private Sunken Courtyard Gardens’ which are accessed at the lower ground level.

Please refer to the **Architectural Design Statement** (pages 44-47 inclusive) for further details.

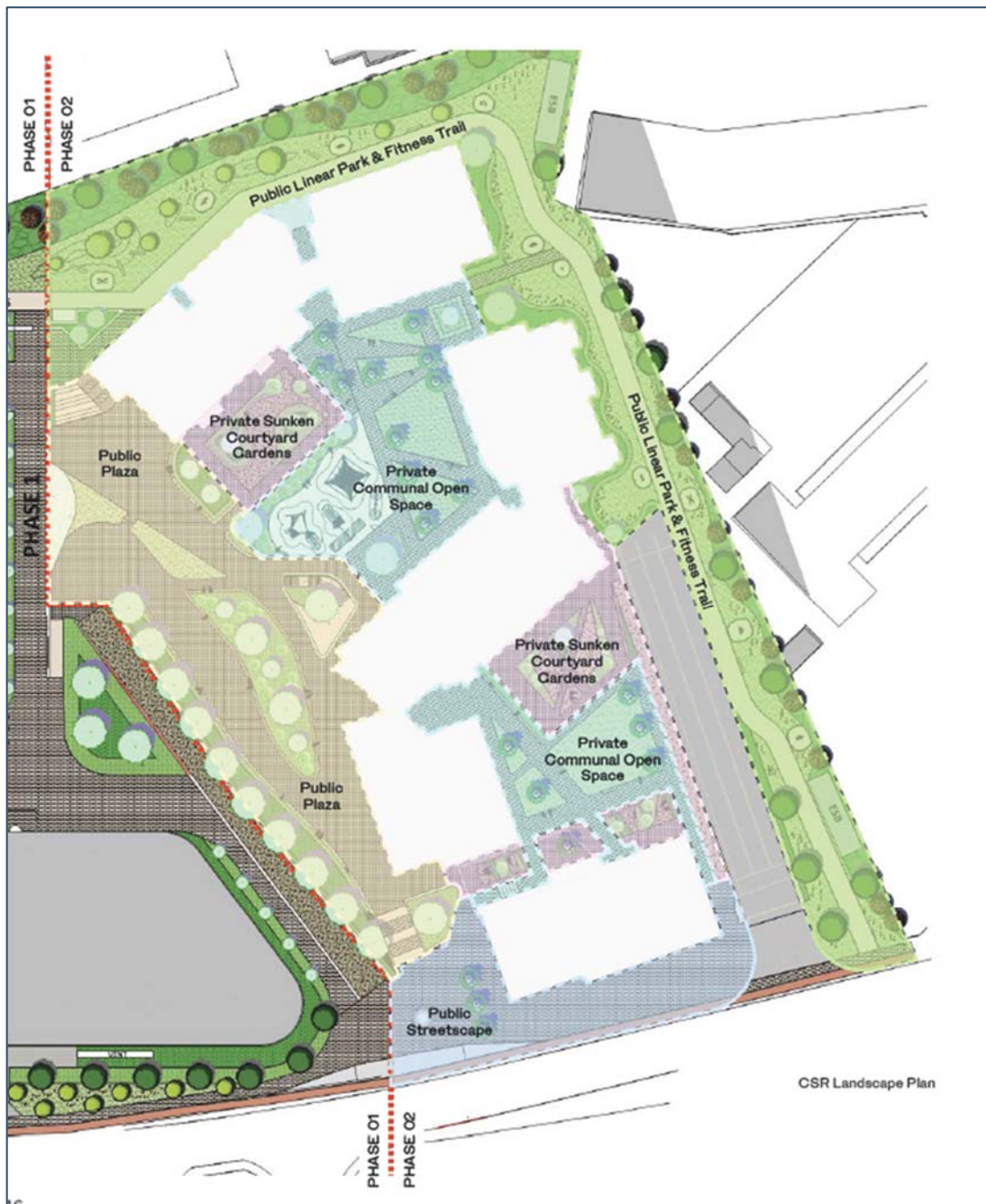


Figure 1: Landscape Character Areas. Extracted from Dwg18375-3-103 Landscape Character Areas

2.3 Car Parking Strategy

ABP required the following consideration of the proposed development:

‘A detailed car parking strategy which outlines in particular the rationale for the allocation and reservation of car parking spaces to the residential element proposed within the development.’

2.3.1 Applicant’s Response

Car parking will be provided in the basement levels permitted under Pl Ref 18/363 for occupants and residents of the development. Please note that whilst a total of 1,395 no. car parking spaces were permitted under Pl Ref 18/363, the project architects have now commenced detailed design of the Phase I scheme and the number of car parking spaces have reduced to 1,377 which represents a minor reduction of 18 no. spaces (-1.2%) compared to the permitted scheme. The applicants have commenced the conditions compliance on Pl Ref 18/363 and an updated Mobility Management Plan reflecting the revised parking proposals will be submitted to Galway City Council to discharge Condition No. 18.

The car park is accessed from both the Monivea and Joyce Road entrances. The car park will be managed by the estate director who is responsible for mobility management of the development. The Estate Director (or Mobility Manager) will regulate the allocation of the 1,377 parking spaces and will ensure any on-site illegal or inconsiderate parking is appropriately dealt with. Please see the enclosed **Mobility Management Plan** and **Operational Management Plan** for further details.

In accordance with GCDP requirements provision will be made for disabled parking, an area within the car-park visitor spaces may be reserved for ‘GoCar’ type (rental) facilities and Electrical Vehicle (EV) charging Points will be provided in accordance with the *EU Directive - Energy Performance in Building Directive 2018* and the GCDP.

The car park split per user is envisaged to be broken down as follows:

Upper Basement Level

The upper basement level is open to the public open space to the east. It is proposed that this car park level will provide for site visitors and public as well as hotel guest/public and office users. A set-down area is planned immediately adjacent to the public open space beside the visitor/public parking and Management and Security Office. This is to facilitate set-down including taxi pick-up, particularly for the adjacent residential and associated neighbourhood centre uses.

This set-down and visitor vehicular circulation is from Joyce Road and is designed as a ‘loop’ or short circuit around the block of visitor parking routing back out and up the exit ramp to Joyce Road, please refer to at **Dwg CSG-HJL-ZZ -B2-DR-A-0209 Site Layout Plan- Upper Basement Phase 2**.

It is proposed that the upper basement level car spaces will be allocated by the overall site management company in line with the site Mobility Management planning and for diverse and efficient use e.g. hotel demand will be higher in evening/over-night while office demand will peak during the day. Equally for evening/week-end public events or other amenity access, office spaces can be allocated for visitor/public use. These allocations are indicatively shown on the car park plan on page 7 of the **Operational Management Plan**.

Lower Basement Level

It is proposed that the lower basement level will primarily be used by residential and office occupant users. Hotel staff parking is also provided immediately below the hotel. The residential parking is allocated on a 1 space per apartment basis resulting in 288 no. car-spaces provided exclusively for residential use. This allocation is in accordance with Section 11.3.2 (c) Car Parking Standards of the GCDP which states 1 no. space per dwelling is required for residential schemes located in the ‘Established Suburbs’.

The balance of the spaces will be allocated by the site management company in line with Mobility Management planning and for diverse and efficient use with those at upper basement level.

The proposed allocation of car spaces is as per **Table 2** below.

Table 2: Car Parking Space Allocation

Car Parking Space Allocation				
Use	Upper Basement	Lower Basement	Total	Proposed Allocation
Hotel	142	27	169	Managed
Office	237	604	922	
Visitor	79	0	79	
Residential	0	288		Permanently Allocated
Total	458	919	1,377	

2.4 Private, Communal and Public Open Space Schedule

ABP required the following consideration of the proposed development:

‘A schedule of private, communal and public open spaces.’

2.4.1 Applicant’s Response

A detailed schedule of private, communal and public open spaces has been prepared to clarify the extent of the proposed private, communal and public open spaces. The schedule is supported by a layout plan detailing the proposed location of the open spaces prepared by Henry J Lyons Architects. See page 76 of the **Architectural Design Statement** and its associated Appendix 5 for further details.

2.5 Proposed Unit Mix

ABP required the following consideration of the proposed development:

‘A report which provides a justification for the proposed unit mix in the context of the proposed new neighbourhood and the existing neighbourhood within which the site is located.’

2.5.1

Applicant’s Response

The proposed scheme comprises 288 no. residential units within 3 no. blocks, in addition to complimentary commercial uses. The breakdown of the mix of unit sizes is as follows:

Table 3: Breakdown of Residential Unit Mix

Type	Number	% of Total
1- Bed	75	26.0%
2-Bed	185	64.2%
3-Bed	28	9.7%

This report contends that the proposed unit mix is appropriate in the context of the proposed new neighbourhood and the existing neighbourhood within which the site is located. Our rationale is based on the following considerations:

- Compliance with the *Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities*, ‘Specific Planning Policy Requirement 1’:

‘Apartment developments may include up to 50% one-bedroom or studio type units (with no more than 20-25% of the total proposed development as studios) and there shall be no minimum requirement for apartments with three or more bedrooms. Statutory development plans may specify a mix for apartment and other housing developments, but only further to an evidence-based Housing Need and Demand Assessment (HNDA), that has been agreed on an area, county, city or metropolitan area basis and incorporated into the relevant development plan(s).
[Our emphasis]

- Market research published by Daft in June 2019 entitled ‘House Price Report Q2 2019’ which provides empirical evidence that the majority of homes built in Ireland in recent years comprise estate houses or one-offs. The report identifies an under supply of medium-to-high rise city centre living and downsizer apartments in suburban areas:

“The vast majority of new homes built in Ireland over the last couple of years – when supply has improved – have been either estate houses or one-offs. The problem is: the country doesn’t need any more of these types of homes. Under no reasonable projection of demographics will the country ever have more than 1.5 million families. And yet, Ireland already more than this in its housing stock and is building lots more.

This mismatch between the type of supply and the type of demand should dominate housing policy over the next five years, much as the mismatch between the scale of supply and demand should have dominated it over the last five [...]

All told, there are 270 market segments covered in the snapshot. 54 of those are three-bedroom homes – which have been the focus of almost all construction – and more than three quarters of those market segments show prices lower now than a year ago. Indeed, in the Greater Dublin Area, prices of three bed homes are falling almost everywhere – in 27 of the 29 segments covered in the report. In the rest of the markets around the country, prices are – more or less – still rising. In just 12% of the other 226 market segments are prices falling.

Ireland really needs to learn how to build the full life-cycle of housing. This includes student accommodation and co-living, which – despite all the fuss – remain markets starved of supply. But it also includes medium-to-high rise city centre living and downsizer apartments in suburban areas. And it also includes independent living and

assisted living that will take the pressure not only off our housing system but also our health system.

The country has restarted building the only type of home it has ever really known how to build: the three-bed house. We don't need any more of those, though. So housing policy needs a new focus – to reflect the diversity of ways we live today.
[Our emphasis]

This Report contends that the proposed housing mix is appropriate in the context of the *Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities*, national house building trends and in the context of the existing housing stock which primarily comprises detached and semi-detached housing located in the established suburbs of Mervue.

2.6 Operational Management Plan

ABP required the following consideration of the proposed development:

'Operational management plan for the proposed development which shall address matters including the management and maintenance of public spaces and access to the development.'

2.6.1 Applicant's Response

Crown Square Development Ltd have prepared a comprehensive **Operational Management Plan** for the proposed development which is submitted as a standalone document.

The development will be managed by a suitably qualified professional property management company who will implement best practice policies and procedures to oversee the management of the entire development. The operation of a highly visible management regime is one of the key objectives of the development and is in line with good estate management practices. The Estate Director will be responsible for the overall management of the development and their key responsibilities will be; team management, health and safety, risk management, implementation of estate policies and procedures, tenant management, security, cleaning and maintenance.

2.7 Public Realm and Permeability Strategy

ABP required the following consideration of the proposed development:

'A public realm and permeability strategy which addresses in particular the accessibility of public open spaces. This should include details in respect of any security measures proposed for the development. Details should also be provided of any potential impact on the open spaces/public realm from the requirement to provide ventilation for car park areas below ground level.'

2.7.1 Applicant's Response

2.7.1.1 Public Realm

The overall masterplan for the site includes two principal public open spaces. One space is that surrounded by the Phase I office, hotel and commercial uses. The second space is between Phases I and II, between the office and residential use and around which the leisure and local service elements

are located. The residential access is one level above this creating a semi-private level of garden courts overlooked by and for the exclusive use of the residents.

These two areas of public open space are open to visitors and the general public and integrated with the car-park and other ancillary service spaces at basement levels. The intention is to limit vehicular traffic at ground level, where the greatest opportunity for high quality accessible public space exists.

The area to the north and east of the residential development is an important landscape buffer with the potential for large scale natural landscape. It is proposed as accessible and as a ‘linear park’.

2.7.1.2 Permeability Strategy

There are two principal public pedestrian entrances on Monivea Road. The principal entrance is between proposed Phases I and II, with a secondary entrance to Phase I between Office C and Office D. There are two principal public pedestrian entrances on Joyce Road, the principal one between the hotel and Office B with a secondary pedestrian entrance to the north of the hotel beside the vehicular entrance to the basement. There are additional pedestrian and cycle entrances between Offices B/C and D/E as well as pedestrian and cycle entrances to the residential element of Phase II off Monivea Road at either side of the ground floor retail use. See **Figure 2** below.

There are two principal public open spaces for the integrated Phase I/II development. The Phase II public open space is linked to Phase I via a terraced area (now proposed with café/retail use). The Phase I space is central to hotel and Offices A-D. Both are available to site users, residents, visitors and the public. The Phase I space is designated as having ‘event’ use given its size and layout.

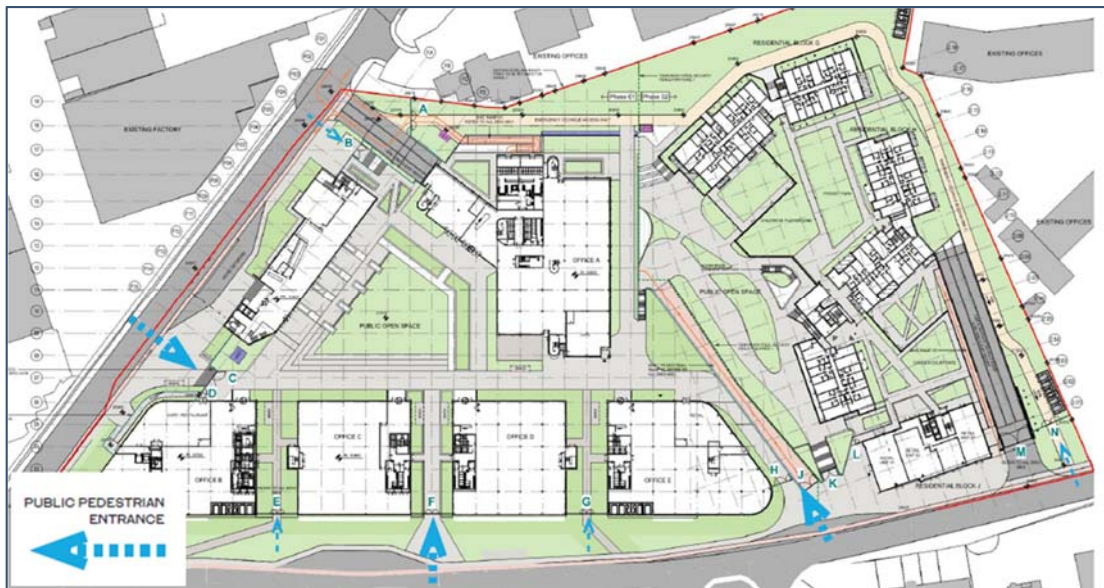


Figure 2: Site Permeability

2.7.1.3 Security Measures

The development of the overall site as mixed use over substantial car-park and service structures is a significant undertaking which will require integrated management of landscape, user and public access and security. Gates have been indicated across the entire Phase I and II development in the attached drawings. The site layout is clearly, with the extent of access proposed, not a ‘gated community’. There is no overt security presence at any entrance and passive security is prioritized over active measures. All public space is overlooked by its adjoining uses for both public amenity and passive security.

The gates are proposed to manage access when and if required and to prevent the establishment of public rights of way over what is necessarily a privately owned and managed development. Access to

the basement levels is access controlled for safety and security reasons. Access to all residential elements of Phase II is controlled for the same reasons and restricted to residents and visitors.

2.7.1.4 Potential Impact on Public Realm from Requirement to Provide Ventilation to Car Park below Phase II

The proposed car-park ventilation strategy is to mechanically ventilate both levels, using the ventilation openings indicated in permitted Phase I drawings and the car park access ramps.

The ventilation points/shafts for the overall development are located as follows:

Upper Level Car-Park (-1):

- On Monivea Road, utilizing the previously permitted and partially constructed, air duct/grilles within the landscaped planted area;
- On Joyce Road, within the landscaped planted area between hotel and Office B;
- To the north of Office A via the proposed cycle access ramp; and
- To the east of Phase 1, via the open-sided car park to the public open space between Phases 1 and 2.

Lower Level Car-Park (-2):

Air supply is provided to the lower basement level car-park via the modification of existing (now redundant) stair shafts. Air enters these shafts via the air duct/grilles within the landscaped planted area on Monivea Road. These are indicated on the attached drawings. Air will be extracted via vertical ducts through the buildings.

The impact of the proposed ventilation strategy will be minimal on the open spaces and public realm.

Please refer to the following drawings:

- CSG-HJL-ZZ-00-DR-A-0003 | Proposed Site Layout Plan – Ground Floor Level
- CSG-HJL-ZZ-B1-DR-A-0004 | Proposed B1 Upper Basement – Site Layout Plan
- CSG-HJL-ZZ-B2-DR-A-0005 | Proposed B2 Lower Basement – Site Layout Plan

2.8 Microclimate Study

ABP required the following consideration of the proposed development:

‘A microclimate study of the overall development site (to address matters including down draft and wind tunnelling effects).’

2.8.1 Applicant’s Response

IES Consulting were commissioned to investigate the potential impact of wind movement on pedestrian comfort around the proposed Crown Square development, Galway. The analysis was performed to study:

- The effect of building layout on acceleration and/or deceleration of wind as it passes through the site.
- Determine the effect from air movement on amenity spaces within the development including walkways, breakout spaces, restaurant/café outdoor seating and building entrances.

The Lawson Criteria was used as a reference to assess the wind effects. It is the most widely used reference for assessment of pedestrian comfort. It considers the air speed at the location as well as the frequency of the occurrence of this air speed. It consists of two assessment criteria:

1. The first criteria assesses whether the air movement will be comfortable for the pedestrian for different types of activities.
2. The second criteria assess the feeling of safety or distress by the pedestrian at higher air speeds.

The Lawson's pedestrian comfort assessment criteria has been complete for following activities:

- > Category Pedestrian Activ/s)
- > Business Walking
- > Leisurely Walking
- > Standing
- > Sitting

The design showed excellent compliance with the Lawson's Pedestrian Comfort and Safety criterion as is detailed in the report. Appendix 06 of the **Architectural Design Statement** for a full copy of the report.

2.9 Phasing Plan

ABP required the following consideration of the proposed development:

'A detailed phasing plan'

2.9.1 Applicant's Response

The applicant envisages that both Phase I and the proposed Phase II Strategic Housing Development scheme will be fully built out within a three-year construction programme. Please see Appendix 5 of the **Planning Report & Statement of Consistency** for an overview of the proposed Outline Construction Programme.

3. **CONCLUSION**

This document sets out how the items outlined in the pre-application consultation opinion from An Bord Pleanála in relation to the proposed Crown Square Development at Monivea Road and Joyce's Road, Mervue, Galway City have been addressed in full by the applicant and design team prior to lodgement of the application.

The response to the specific information required are considered to result in the clarification of the details of the overall scheme and ensure that a high-quality development will be provided.

It is therefore submitted that the proposed development is consistent with the proper planning and sustainable development of the area, and is consistent with all relevant national, regional and local planning policies and guidelines.



APPENDIX 1

***PI Ref 18/363 Final Grant of
Permission***

FSC e-DAC

McCarthy, KO
Received on
14 MAY 2019

GALWAY CITY COUNCIL

PLANNING AND DEVELOPMENT ACTS, 2000 (as amended)

180745
Pamela Harty

NOTIFICATION OF GRANT UNDER SECTION 34 OF THE 2000 ACT

To: Crown Square Developments Ltd,
c/o McCarthy Keville O'Sullivan Limited,
Tuam Road,
Galway.
H91 VW84

Ref. No. in Planning Register: 18/363

Date of Receipt of Application: 12 November, 18

In pursuance of the powers conferred upon them by the above mentioned Acts, Galway City Council, being the Planning Authority for the City of Galway have by order dated 10/5/19 granted PERMISSION to the above named for development of land, namely:-

Permission for a ten year planning permission for a mixed-use development located at the former Crown Equipment site, at the junction of Monivea Road and Joyces Road, Mervue, Galway. The proposed development comprises Phase 1 of a mixed-use scheme and forms part of a larger landholding which extends to 51,148sqm in total. The development consists of: (1) 5 no. blocks of commercial offices which range in height from 3-6 stories over ground floor level (40,405 sqm). (2) A hotel development with 5 floors over ground floor level, comprising 175 no. bedrooms, conferencing facilities and restaurant/bar areas (8,675 sqm). (3) A double basement which includes a 'high bay' area for service, delivery and waste management vehicles; in addition to the provision of plant, car and bicycle parking, changing/shower areas and locker/amenity facilities (62,175 sqm) incorporating alterations to the existing structures on site permitted under Pl. Ref. 06/223/ ABP Ref, PL, 61.220893. (4) Public realm and landscaping works, including pedestrian and cyclist linkages. (5) The provision of vehicular access/egress via Monivea Road and Joyces Road, public transport set-down areas and cycle lanes. (6) The provision of substations and associated ancillary works. (7) All other associated site development and servicing works. An Environmental Impact Assessment Report (EIAR) and a Natura Impact Statement (NIS) have been prepared in respect of the proposed development

at Former Crown Equipment Site, Junction of Monivea Road and Joyces Road, Mervue, Galway

in accordance with all documentation lodged in respect of this application, including those submitted on 12 November, 18, and subject to the conditions set out in the schedule attached hereto.

Signed on behalf of Galway City Council:

M. Wain

Pr.

Senior Staff Officer.

Date:

10/5/19

It should be noted that a grant of Outline Permission is subject to permission consequent on the grant of outline permission.

Pursuant to Section 40 of the above Act, a permission will expire five years from the date on which it is granted.

Pursuant to Section 36 of the above Act, permission consequent on the grant of outline permission must be submitted within 3 years from the date of outline permission unless otherwise stated by condition on the decision.

1. The development shall be carried out and completed in accordance with the application made on the 12/11/18, as amended by the revised details and drawings received on the 18/2/19, but subject, however to the requirements of the further conditions hereinafter incorporated.

REASON:

To ensure that the development is carried out in accordance with the permission and that effective control is maintained.

2. The period during which the development hereby permitted may be carried out shall be seven years from the date of the issuing of the final grant of permission.

REASON:

Having regard to the nature of the development, it is appropriate to specify a period of validity of this permission in excess of five years.

3. The proposed uses for the offices shall be limited to the following:-

- i. Data Processing.
- ii. Software Development.
- iii. Information Technology.
- iv. Commercial Laboratories.
- v. Research and Development.
- vi. Creative Media.
- vii. Telemarketing and Publishing.
- viii. Or other technology/IT related use.
- ix. Details of the use of each floor or entire buildings shall be submitted to and agreed in writing with the Planning Authority prior to the occupation of each unit. Any use not generally provided for other than the uses listed above, shall require a prior grant of planning permission.

REASON:

To ensure that the development is carried out in accordance with the permission and that effective control is maintained.

4. The units indicated as café/restaurants/retail shall comply with the following:-

- i. Details of the use and signage of each unit shall be agreed in writing with the Planning Authority prior to their occupation.
- ii. The units dedicated as service retail and retail convenience providers shall be maintained as commercial retail, servicing the facility/development, they shall not be incorporated or their use shall not be changed for office use.

REASON:

In the interest of clarity and to ensure the development caters for local retailing requirements in accordance with the proper planning and sustainable development of the area.

5. Details, including samples, of the materials, colours and textures of all the external finishes to the building shall be submitted to, and agreed in writing with, the Planning Authority prior to commencement of development.

REASON:

In the interest of visual amenity.

6. No signage, advertising structures/advertisements, security shutters or other projecting elements, including flagpoles, shall be erected within the site unless authorised by a further grant of planning permission.

REASON:

To protect the visual amenities of the area.

7. The developer shall submit all signage relating to the entire development on the offices and hotel buildings for written agreement with the Planning Authority.

REASON:

In the interest of residential amenity and the proper planning and sustainable development.

8. Public access shall be provided to all areas outside of the buildings, the gates indicated on the drawings and plans submitted at access points into the development shall by default remain open. Closure of these gates shall only occur 2/3 times a year for a limited period of 24 hours, short extended periods may be provided but only where this has been agreed with the Planning Authority in writing.

REASON:

To ensure access permeability and to ensure the satisfactory development of the public realms and public open space areas and their continued use for this purpose.

9. Prior to the commencement of development the developer shall submit the exact details of the fence and gates to be erected, all details shall be agreed in writing with the Planning Authority.

REASON:

In the interest of proper planning and sustainable development of the area.

10. With regards to the central square area the following shall apply:-

- i. It shall be made available for use as a public/local events/occasional market place.
- ii. Prior to the occupation of any part of the development, the developer shall submit to Galway City Council a statement of how it is proposed to promote the use of the central square for such uses.
- iii. The central square 'green area' shall not be overly formally landscaped and shall be so designed to be made available to be primarily used as an incidental recreational area.

REASON:

To ensure that the development is carried out in accordance with the permission and that effective control is maintained, and in the interest of residential amenity and proper planning and sustainable development.

11. Comprehensive details of the proposed public lighting system to serve the development shall be submitted to, and agreed in writing with, the Planning Authority prior to commencement of development. The agreed lighting system shall be fully implemented and operational before the development is made available for occupation.

REASON:

In the interests of public safety and visual amenity.

12. There shall be no plant, ducting, water tanks, television aerials, satellite dishes or telephone receiving/transmission equipment erected above roof level or on external walls, other than indicated on the details submitted, without a further grant of planning permission, notwithstanding exempted planning and regulations.

REASON:

In the interest of orderly development and the protection of visual amenities.

13. The developer shall ensure that all construction activity impacting upon the public realm shall comply with the following:-

- i. The applicant shall apply for and be issued with a road opening licence from Galway City Council prior to the commencement of any works, as required.
- ii. The buildings shall not be occupied until a certified report prepared by a suitably qualified person is submitted to the Planning Authority for written agreement, this will certify that the public footpath and roadway, impacted by the development, are maintained/repared to an acceptable standard after construction of the buildings has been completed.

REASON:

In the interest of proper planning and sustainable development of the area and traffic safety.

14. Prior to the commencement of development a final, fully detailed, construction management plan shall be submitted to the Planning Authority for written agreement. The submitted plan shall specifically include the following:-
- i. Details of intended construction practice for the development, including noise management measures, traffic management measures and off-site disposal of construction and demolition waste.
 - ii. Prior to the commencement of development the developer shall agree in writing with the Planning Authority the times of deliveries of all construction materials to the site, haul routes, off peak unless specifically requested and agreed in writing with the Planning Authority. This is in order to ensure the free flow of traffic along the public roadway and nearby junctions, particularly during peak travel times.
 - iii. Parking facilities/proposals for employees/contractors during construction phase, parking along adjacent roadways and in existing residential areas shall be prohibited.
 - iv. The plan shall include measures to ensure employees arriving to commence work and finishing work do not conflict with peak traffic flows around the site.
 - v. Specify measures to minimise construction traffic/HGV impacts on the adjacent residents along the Monivea Road, Galway.
 - vi. Outline specific measures and plans to control safe access and egress to the site at each proposed point of access.

REASON:

In the interest the proper planning and sustainable development of the area.

15. The developer shall ensure that all construction activity within this site shall comply with the following:-
- i. All construction activity shall be restricted to the following:-
 1. between 0800 hours and 1800 hours Monday to Friday; between 0900 hours and 1300 hours Saturday, unless otherwise agreed in writing with the Planning Authority.
 2. No works shall take place on Sundays, Bank Holidays or Public Holidays.
 3. Deviation from these times will only be allowed in exceptional circumstances where prior written approval has been issued by the Planning Authority.
 - ii. All workers and visitors to the site shall not park on the adjacent public footpaths or roadways.

- iii. In the event that rock breaking is required on the site, a schedule of works including mitigating measures and the hours and days of operations shall be submitted for the agreement of the Planning Authority in writing.

REASON:

In the interest of residential amenity and the proper planning and sustainable development.

16. The development shall be managed in accordance with a management scheme which shall be submitted to, and agreed in writing with the Planning Authority, prior to the occupation of the development. This scheme shall provide adequate measures relating to the future maintenance of the development; including landscaping, open space, roads, paths, lighting, waste storage facilities and sanitary services together with management responsibilities and maintenance schedules.

REASON:

In the interests of residential amenity and orderly development.

17. The internal road network serving the development, the pedestrian and cycleway fronting the development, the access to the car park and provision for drop off/pick up shall be in accordance with the detailed standards of the Planning Authority for such works.

REASON:

In the interests of amenity and of traffic and pedestrian safety.

18. The submitted mobility management strategy shall be implemented, with specific regards to the following points;-
- i. This shall provide for incentives to encourage the use of public transport, cycling, walking and car-pooling by staff employed in the development and to reduce and regulate the extent of staff parking.
 - ii. The mobility strategy shall be prepared and implemented by the management company within the development. Details shall be agreed with the Planning Authority and the facilities within the development for bicycle parking, shower and changing facilities shall be fully operational prior to the occupation of the office buildings.
 - iii. The appointment of a Mobility Manager, as indicated in the submitted Mobility Management Plan, shall be implemented prior to the occupancy of the development. The appointed person shall co-ordinate the implementation of the mobility strategy for this development with all occupiers of the development.

REASON:

In the interest of encouraging the use of sustainable modes of transport.

19. Water supply and drainage arrangements, including the disposal of surface water, shall comply with the requirements of the Planning Authority for such works and services.

REASON:
In the interest of public health.

20. A plan containing details for the management of waste (and, in particular, recyclable materials) within the development, including the provision of facilities for the storage, separation and collection of the waste and, in particular, recyclable materials and for the ongoing operation of these facilities shall be submitted to, and agreed in writing with, the Planning Authority prior to commencement of development. Thereafter, the waste shall be managed in accordance with the agreed plan.

REASON:
To provide for the appropriate management of waste and, in particular recyclable materials, in the interest of protecting the environment.

21. The development shall include a minimum of two professional pieces of civic artwork/features and shall be sponsored by the developer. The location, details and timeframe for its erection shall be agreed in writing with the Planning Authority prior to the commencement of development.

REASON:
In the interest of orderly development and the protection of visual amenities.

22. With regards to the landscaping of the development the following shall be applicable:-

- i. The developer shall appoint a qualified landscape architect.
- ii. Prior to commencement of development, the developer shall submit to, and agree in writing with, the Planning Authority a final detailed landscaping and amenity scheme.
- iii. The final scheme shall include exact details of the materials/planting for all hard and soft areas.
- iv. The approved scheme shall be completed prior to occupation of the development.

- v. On completion of the landscaping/amenity scheme for the development, the developer shall submit to the Planning Authority a certificate of completion from a suitably qualified landscape designer confirming that the landscaping works have been satisfactorily carried out in accordance with the approved landscaping/amenity scheme. The developer shall be responsible for full maintenance of the landscaping and for the replacement of all failed stock. A copy of the maintenance agreement with a suitably qualified person shall be submitted with the required certification.

REASON:

In the interest of visual amenity.

- 23. Details of the bilingual naming of the development along with a wayfinding and road marking strategy, for the internal site layout and a co-ordinated signage strategy shall be submitted to, and agreed in writing with, the Planning Authority prior to occupation of the development.

REASON:

To provide for the future maintenance of this development in the interests of amenity and orderly development.

- 24. The development shall be carried out on a phased or sub-phased basis, in accordance with a phasing scheme, this shall be submitted to, and agreed in writing with, the Planning Authority prior to commencement of any development. The delivery of the main element of the public realm, the Central Square, shall occur in Phase 1.

REASON:

In the interest of proper planning and sustainable development of the area.

- 25. The Developer shall pay a contribution of €30,000 (Thirty Thousand Euro) towards the provision of a pedestrian crossing to the southeast (Monivea Road). This contribution shall be paid to the Planning Authority prior to the commencement of development.

REASON:

It is considered reasonable that the developer should contribute towards the cost of provision of public services facilitating the proposed development. The use or return of this contribution shall be carried out as provided for in Section 49 of the Planning & Development Act 2000 (as amended).

26. The Developer shall pay a contribution of €150,000 (One hundred and fifty thousand Euro) towards the provision of an upgraded junction from Joyces Road onto the Tuam Road. This contribution shall be paid to the Planning Authority prior to the commencement of development.

REASON:

It is considered reasonable that the developer should contribute towards the cost of provision of public services facilitating the proposed development. The use or return of this contribution shall be carried out as provided for in Section 49 of the Planning & Development Act 2000 (as amended).

27. Prior to the commencement of development a financial contribution of €1,291,128 (*One million, two hundred and ninety one thousand one hundred and twenty eight Euro*) shall be paid by the developer to the City Council towards the cost of provision of public services in the area which facilitate the development.

REASON:

It is considered reasonable that the developer should contribute towards the cost of provision of public services facilitating the proposed development. The use or return of this contribution shall be carried out as provided for in Section 48 of the Planning & Development Act 2000 (as amended).

XX



Comhairle Cathrach na Gaillimhe
Galway City Council

Halla na Cathrach
Bóthar an Choláiste
Gaillimh
H91 X4K8

City Hall
College Road
Galway
H91 X4K8

13th May, 2019

To Whom It May Concern:

*I attach herewith the final grant of permission on Pl. Reg. Ref. No. 18/363.
It is important at this stage to draw to your attention the requirements of the
Building Control Regulations 1997 – 2013.*

*In accordance with the Building Control Regulations you are obliged to submit a
Commencement Notice prior to commencement of the development and it must be
received by the BCA not less than 14 days and not more than 28 days before you
wish to commence (see attached information).*

*Please find enclosed an application form for a Fire Safety Certificate, which you
are required to submit in order to show compliance with the requirements of Part B
of the second schedule to the Building Regulations 1997-2013. A Fire Safety
Certificate must be obtained before any works are commenced on site.*

*Please note that all construction and demolition waste must be removed by a person
holding a waste collection permit pursuant to the provisions of the waste
Management Acts 1996 – 2011 and the Waste Management (Collection Permit)
(Amendment) Regulations 2008.*

Yours faithfully,

**Director of Services,
Transportation, Planning & Physical Development.**

Enc.

