

Planning Report & Statement of Consistency

Crown Square Phase 2
Strategic Housing
Development





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Table of Content

1. INTRODUCTION	6
1.1 Preamble.....	6
1.2 Brief Description of the Proposed Scheme.....	6
1.3 Structure of the Report.....	7
2. SITE LOCATION AND CONTEXT	8
2.1 Site Location.....	8
2.2 Site Description.....	8
3. PLANNING HISTORY.....	13
3.1 Planning History of the Proposed Site.....	13
3.1.1 Projects Considered in Cumulative Assessment.....	14
4. PRE- APPLICATION CONSULTATION.....	16
5. PROPOSED DEVELOPMENT.....	17
5.1 General Description.....	17
5.2 Phase II – Quantum Built Development.....	19
5.3 Key Planning Statistics for Entire Masterplan Site.....	23
5.4 Proposed Land Uses.....	24
5.5 Site Levels.....	25
5.6 Layout and Design Approach.....	25
5.7 Building Height.....	26
5.8 Public Realm and Communal Open Space.....	26
5.9 Vehicular Access Arrangements.....	29
5.10 Parking Provision.....	29
5.10.1 Car Parking.....	29
5.10.2 Bicycle Parking.....	30
5.11 Operational Management Plan.....	30
5.12 Phasing and Proposed Construction Programme.....	31
5.13 Part V Proposal.....	31
6. STATEMENT OF CONSISTENCY.....	33
6.1 National Planning Policy Context.....	33
6.1.1 National Planning Framework.....	33
6.1.2 Planning Policy Statement 2015.....	33
6.1.3 Design Manual for Urban Roads and Streets (DMURS) (2013).....	34
6.1.4 Summary of Compliance with National Planning Policy.....	34
6.2 Section 28 Ministerial Guidelines.....	35
6.2.1 Urban Development and Building Heights Guidelines for Planning Authorities.....	35
6.2.2 Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities 2018.....	35
6.2.3 Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas.....	36
6.2.4 Childcare Facilities Guidelines for Planning Authorities (2001).....	37
6.2.5 Retail Planning Guidelines for Planning Authorities.....	37
6.2.6 Guidelines for Planning Authorities on The Planning System and Flood Risk Management.....	38
6.2.7 Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment.....	38
6.2.8 Birds and Habitats Directive – Appropriate Assessment.....	39
6.2.9 Summary of Compliance with Section 28 Ministerial Guidelines.....	39
6.3 Regional Planning Policy Context.....	40
6.3.1 Regional Planning Guidelines for the West 2010 – 2022.....	40
6.3.2 Regional Spatial and Economic Strategy (Northern & Western Regional Assembly).....	40
6.3.3 Summary of Compliance with Regional Planning Policy.....	40
6.4 Local Planning Policy Context.....	41
6.4.1 Galway City Development Plan 2017-2023.....	41
6.4.2 Galway Transportation Strategy.....	42
6.4.3 Summary of Compliance with Local Planning Policy.....	43
7. PLANNING ASSESSMENT.....	44
7.1 Compliance with the Definition of Strategic Housing Development.....	44

7.2	Principle of Development.....	46
7.2.1	Compliance with the ‘C1’ Zoning Objective.....	46
7.2.2	Compliance with the Core Strategy.....	47
7.3	Design Standards.....	48
7.3.1	Density and Plot Ratio	48
7.3.2	Housing Mix	49
7.3.3	Open Space.....	50
7.4	Impact on residential amenity.....	51
7.5	Compliance with the Design Manual for Urban Roads and Streets.....	51
7.6	Access and Mobility Management Proposals	52
7.7	Efficiency	52
7.8	Environmental Impact Assessment.....	53
7.9	Appropriate Assessment	53
8.	CONCLUSION	54

APPENDICES

Appendix 1	Meeting Minutes
Appendix 2	Area Schedule and
Appendix 3	Housing Quality Assessment
Appendix 4	Open Space Schedule
Appendix 5	Outline Construction Programme
Appendix 6	Part V Proposals

TABLE OF TABLES

<i>Table 1: Phase II Residential Development and Ancillary Uses.....</i>	19
<i>Table 2: Density.....</i>	19
<i>Table 3: Residential Accommodation Unit Mix.....</i>	19
<i>Table 4: Block Summary.....</i>	20
<i>Table 5: Private Open Space.....</i>	20
<i>Table 6: Residential Ancillary Accommodation.....</i>	20
<i>Table 7: Total Residential Development.....</i>	20
<i>Table 8: Fitness/Leisure.....</i>	21
<i>Table 9: Other/ Ancillary.....</i>	21
<i>Table 10: Medical Centre.....</i>	21
<i>Table 11: Other Ancillary Services.....</i>	21
<i>Table 12: Residential Cycle Parking.....</i>	22
<i>Table 13: Ancillary Cycle Parking.....</i>	22
<i>Table 14: Schedule of Proposed Private, Communal and Public Open Space.....</i>	22
<i>Table 15: Masterplan Planning Statistics (Phase I and II combined).....</i>	23
<i>Table 16: Car Parking Space Allocation.....</i>	30
<i>Table 17: Summary of Compliance with National Planning Policy.....</i>	34
<i>Table 18: Summary of Compliance with Section 28 Ministerial Guidelines.....</i>	39
<i>Table 19: Summary of Compliance with Regional Planning Policy.....</i>	40
<i>Table 20: Zoning Objective.....</i>	41
<i>Table 21: Summary of Compliance with the local planning policy context.....</i>	43
<i>Table 22: Compliance with SHD Qualifying Criteria.....</i>	45
<i>Table 23: New Dwelling Completion (Number) by Local Authority and Quarter.....</i>	47
<i>Table 24: Breakdown of Residential Unit Mix.....</i>	49
<i>Table 25: Schedule of Communal Open Space.....</i>	50

TABLE OF FIGURES

<i>Figure 1: Phase II of Overall Site Masterplan.....</i>	6
<i>Figure 2: Indicative Site Location.....</i>	8
<i>Figure 3: Natura Sites (Source: My Plan.ie).....</i>	9
<i>Figure 4: Cultural Heritage (Source: MyPlan.ie).....</i>	9
<i>Figure 5: Development Strategy - extracted from Henry J Lyons Planning Drawings.....</i>	18
<i>Figure 6: Bird's Eye Aerial View of Masterplan Site. Image extract from Architectural Design Statement.....</i>	18
<i>Figure 7: Phase II Public Open Space. View from Block G. Image extract from Architectural Design Statement..</i>	18
<i>Figure 8: Phase II Proposed Level -1 Services and Amenities.....</i>	24
<i>Figure 9: Site Layout Plan – First Floor – Phase II. Extracted from Dwg CSG - HJL - ZZ - 01 - DR - A - 0211.....</i>	26
<i>Figure 10: Pedestrian Access Points. Image extracted from Architectural Design Statement.....</i>	27
<i>Figure 11: Sketch View South over proposed Phase 2 public open space. Image extracted from Architectural Design Statement.....</i>	28
<i>Figure 12: Proposed Children's Play Area and Linear Park.....</i>	28
<i>Figure 13: Cross Section through Monivea Road and Proposed Site. Extracted from Dwg CSG - HJL - ZZ - XX - DR - A - 3012.....</i>	51

TABLE OF PLATES

<i>Plate 1: Internal view across the site towards the South-West.....</i>	10
<i>Plate 2: Internal view of the site towards the partially constructed double basement car park located along the South-Eastern site boundary.....</i>	10
<i>Plate 3: View to West along Monivea Road towards the Proposed Site.....</i>	11
<i>Plate 4: Internal view of site towards North-East (Eircom Building visible in the background).....</i>	11
<i>Plate 5: View from 1st floor of MKO Building looking South-East over the proposed site.....</i>	12
<i>Plate 6: View from Monivea Road at junction with Clark Avenue looking North- East towards the proposed site. 12</i>	
<i>Plate 7: Photo of Scale Model showing permitted Phase I scheme – Proposed Phase II visible in the background 15</i>	
<i>Plate 8: Photo of Scale Model showing permitted Phase I scheme. Proposed Phase II visible in the background... 15</i>	

1. INTRODUCTION

1.1 Preamble

This Planning Report and Statement of Consistency (Report) has been prepared by MKO (McCarthy Keville O’Sullivan Ltd.) on behalf of Crown Square Developments Ltd. in support of an application to An Bord Pleanála (ABP) for a strategic housing scheme on lands located at the former Crown Equipment site, at the junction of Monivea Road and Joyce’s Road, Mervue, Galway. The application is made under the Strategic Housing Development provisions of the *Planning and Development (Housing) and Residential Tenancies Act, 2016*. This Report includes details in respect of the proposed development in relation to the site location and context, the development description and the relevant planning history. This report also provides an assessment of the proposed development’s consistency with the relevant planning policy documents at national, regional and local level.

1.2 Brief Description of the Proposed Scheme

The masterplan vision for the application site comprises residential, leisure, local service and ancillary accommodation on an integrated campus with commercial office, technology and hotel use. It is proposed as a phased development with the permitted 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 office, hotel and related use was granted permission by Galway City Council on the 10th May 2019 subject to 27 no. conditions (Pl. Ref. 18/363 refers).

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*. The proposed masterplan vision for the subject lands includes a mix of uses that are mutually compatible and supports the viable completion of development on site which commenced in 2008, in addition to complementing existing adjacent land uses. Increased public access to the site facilities and amenities will benefit both the local community and the wider city. A comprehensive development description of Phase II is provided in Section 5 of this Report.

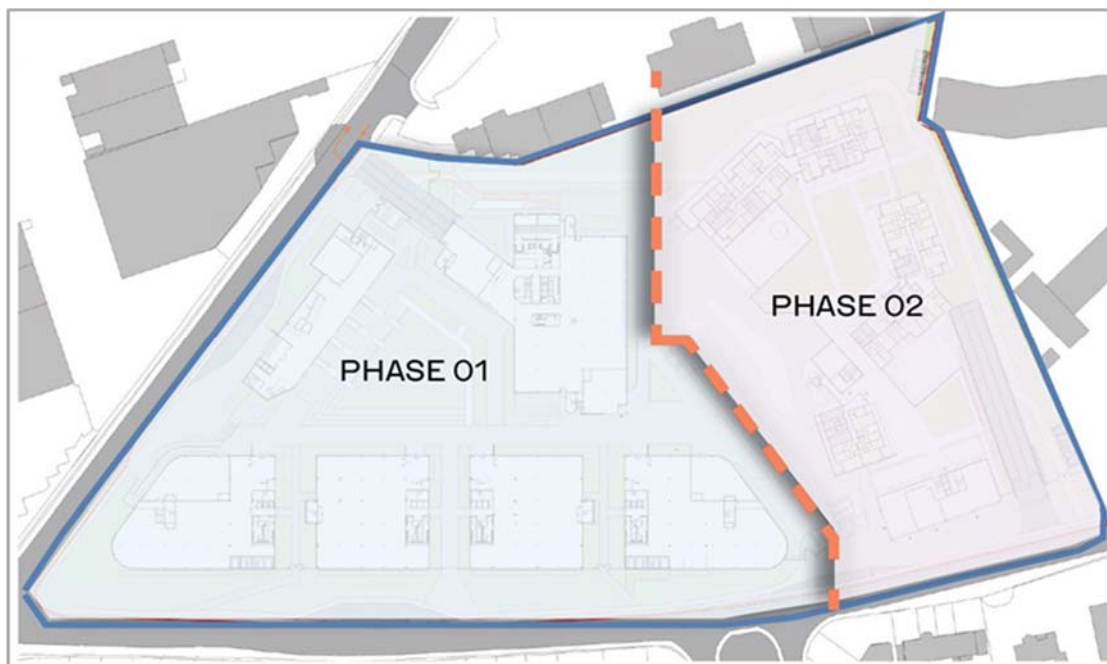


Figure 1: Phase II of Overall Site Masterplan

Structure of the Report

Following this Introduction section, the Report is set out as follows:

- | | |
|-----------|--|
| Section 2 | Provides a description of the site's context within the surrounding area. |
| Section 3 | Itemises the relevant planning history of the application site and other relevant sites in the surrounding area. |
| Section 4 | Summarises pre-application consultation discussions on the proposed scheme. |
| Section 5 | Provides a description of the proposed scheme. |
| Section 6 | Provides a statement of consistency with the relevant national, regional and local planning policy framework. |

Key policy documents assessed include:

- > *National Planning Framework*
- > *Planning Policy Statement 2015*
- > *Design Manual for Urban Roads and Streets*
- > *Urban Development and Building Heights Guidelines for Planning Authorities (December 2018)*
- > *Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas*
- > *Childcare Facilities Guidelines for Planning Authorities (2001)*
- > *Guidelines for Planning Authorities on The Planning System and Flood Risk Management (November 2009)*
- > *Retail Planning Guidelines for Planning Authorities (2012)*
- > *Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment*
- > *Birds and Habitats Directive – Appropriate Assessment*
- > *Regional Planning Guidelines for the West 2010 – 2022*
- > *Draft Regional Spatial and Economic Strategy (Northern & Western Regional Assembly)*
- > *Galway City Development Plan 2017-2023*
- > *Galway Transportation Strategy*

- | | |
|-----------|--|
| Section 7 | Provides a planning assessment of the proposed scheme by setting out the following: <ul style="list-style-type: none"> > Compliance with the Definition of Strategic Housing Development (Section 7.1) > Principle of development (Section 7.2) > Compliance with design Standards (Section 7.3) > Impact on residential amenity (Section 7.4) > Access and mobility management proposals (Section 7.5) > Site Services (Section 7.6) > Operational Management Proposals (Section 7.7) > Phasing and Construction Management Proposals (Section 7.8) > Environmental Impact Assessment (Section 7.9) > Appropriate Assessment (Section 7.10) |
| Section 8 | Draws out and 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. |

2. SITE LOCATION AND CONTEXT

2.1 Site Location

The subject site extends to 5.1 ha and is located in the north-east of Galway City in Mervue, at the junction of the Monivea Road and Joyces' Road (also known as Connelly's Avenue). The IDA Business Park and Mervue Industrial Estate are located to the west/south-west of the site and the Eircom Telecommunications site immediately borders the subject site to the north-east. Medium density residential development is located to the east of the site along the Monivea Road. The site has vehicular access from Joyce's Road and Monivea Road.



Figure 2: Indicative Site Location

2.2 Site Description

Development permitted under Pl. Ref. 06/223; ABP Ref. PL 61.220893 has previously commenced on site and substantial works have been completed. The South-Western/Monivea Road block has been constructed to ground level and the entire site has been excavated to facilitate a general lower basement level of +23.3m Ordnance Datum (OD). The partially constructed upper basement and ground floor levels are at +26.8m and +30.8m OD respectively. Following the onset of the economic recession, the development was put on hold and the site is currently boarded up. Phase I of the overall site masterplan has been permitted under Pl Ref 18/363 and it is anticipated that enabling and construction works will commence in the short term. A summary of the site's planning history is provided below in Section 3 of this Report for reference. The existing site conditions are documented in **Plate 1 to Plate 6** below.

The subject lands are designated 'Commercial/Industrial' (CI) in the *Galway City Development Plan 2017-2023* (GCDP), with a stated objective 'to provide for enterprise, light industry and commercial uses other than those reserved to the City Centre Zone'. The site is also identified as a 'Neighbourhood Centre'. Further information on the planning policy framework pertinent to the proposed site is provided in Section 6.

There are no Protected Structures or Recorded Monuments on the proposed site. The nearest Recorded Monument to the subject lands comprises a 18th/19th Century House (Recorded Number GA082-088), located circa 200 meters south of the site. The building is also designated as a Protected Structure under the extant GCDP (RPS no. 6002).

The Galway Bay Complex Special Area of Conservation (Site Code 000268) and Inner Bay Special Protection Area (Site Code 004031) are located circa 1km south-west of the proposed site.



Figure 3: Natura Sites (Source: My Plan.ie)



Figure 4: Cultural Heritage (Source: MyPlan.ie)



Plate 1: Internal view across the site towards the South-West



Plate 2: Internal view of the site towards the partially constructed double basement car park located along the South-Eastern site boundary



Plate 3: View to West along Monivea Road towards the Proposed Site



Plate 4: Internal view of site towards North-East (Eircom Building visible in the background)



Plate 5: View from 1st floor of MKO Building looking South-East over the proposed site



Plate 6: View from Monivea Road at junction with Clark Avenue looking North-East towards the proposed site

3. PLANNING HISTORY

3.1 Planning History of the Proposed Site

There is an extensive planning history associated with the site as summarised below in chronological order.

PI Ref 18/363: Planning permission sought by Crown Square Developments Ltd. for a ten-year 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 51,148 sqm 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 PI 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.

Galway City Council (GCC) granted planning permission for the proposal on 10th May 2019 subject to 27 no. conditions.

PI Ref. 12/277: Extension of Duration on PI Ref 06/223 was granted unconditionally until 12/09/2017. This permission has now expired

PI Ref. 08/580: Permission for the construction of ESB Substations and associated Meter Switch Rooms at the previously approved Crown Square Development site (Pl. Ref. No. 06/223). A total of 7 no. ESB Substations with associated Meter Switch Rooms are proposed which amount to 253 sqm gross floor area. These are to be positioned in four different locations on site as follows; (a) Substations No.'s 1 & 2 are to be located to the north eastern / northern corner of the site, (b) Substation No. 3 is to be located at the south eastern corner of the site adjacent to the Monivea Road, (c) Substation No.'s 4 & 5 are to be along the Monivea road and (d) Substation No.'s 6 & 7 are to be positioned to the south western corner of the site near the junction of Joyces Road/ Old Monivea Road. Permission granted subject to 3 conditions.

PI Ref. 06/223/ ABP Ref. PL 61.220893: Permission for the redevelopment of the existing Crown Equipment Site (5.12 Hectares). The new development consists of the construction of a mixed-use development (56,751 sqm), consisting primarily of bulky goods retail, offices, 134 no. residential units, Motor sales, Hotel, Leisure Centre, Creche, foodcourt with some small-scale retail uses for local needs along with ancillary parking (1340 no. spaces) and all associated landscaping, site works and services. The height of the proposal will be two storeys overground along Monivea road and rising to four storeys overground towards the north western and north eastern perimeter of the site, with the entire development over two basement levels. All vehicular and pedestrian access is to be taken from Joyces Road only. Permission granted subject to conditions.

An Bord Pleanála subsequently directed the Planning Authority to amend Condition No. 20 and remove Condition No. 23 under first party appeal PL 61.220893.

PI Ref. 93/45: Permission for extension to existing factory granted unconditionally.

3.1.1

Projects Considered in Cumulative Assessment

The comprehensive review of the Galway City Council planning register documented relevant general development planning applications within the vicinity of the proposed works, most of which relate to the provision mixed-use development. The following developments have been included in the context of the cumulative assessment. Please see Chapter 2.0 of the **Environmental Impact Assessment Report (EIAR)** for further details.

Proposed Phase I Development Crown Square – PI Ref 18/383

Crown Square Developments Ltd have applied to Galway City Council for planning permission for a mixed-use development comprising 5 no. blocks of commercial offices which range in height from 3-6 stories, a hotel development comprising 175 no. bedrooms, conferencing facilities and restaurant/bar areas, double basement parking and all other associated site development and servicing works. The application was submitted to Galway City Council on 12th November 2018. Galway City Council (GCC) granted planning permission for the proposal on 10th May 2019 subject to 27 no. conditions.

N6 Galway City Ring Road -ABP Ref PL 07.302848

Galway County Council (“the road authority”) on its own behalf and on behalf of Galway City Council pursuant to an agreement under section 85 of the Local Government Act, 2001(as amended) and as approved by Transport Infrastructure Ireland (the operational name of the National Roads Authority) pursuant to section 14(8) of the Roads Act 1993 (as amended), has applied under section 51(2) of the Roads Act, 1993 (as amended by section 9(1)(e)(i) of the Roads Act 2007) to An Bord Pleanála (“the Board”) for approval in relation to the proposed road development. The proposed road development would consist of a dual carriageway, a single carriageway, new link roads, the realignment of existing roads, diversion of electricity networks, and ancillary and consequential works associated therewith. The application was submitted to An Bord Pleanála on 23rd October 2018. The site is located approximately 1.3km to the north of the site.

Office Development Ballybrit Business Park – PL Ref 18/338

McDonogh Capital Investments Limited are applying to Galway City Council for a 10-year planning permission for 3 no. office blocks and a café. The application was submitted to Galway City Council on 26th October 2018. The proposal was granted permission on the 23rd May 2019 subject to 26 no. conditions. The site is located approximately 500m to the north east of the site.

Office Development Wellpark Road – PI Ref 18/271

Shaun Hennelly applied to Galway City Council for permission for an office development which consists of a four to six storey, Grade A office building over a partial basement car park, new vehicular site access, road and surface car parking with all ancillary site works, landscaping and service connections. Galway City Council granted permission for the development 27th November 2018 subject to 18 no. conditions. The site is located approximately 200m to the south west.

Mixed Use Development Bonham Quay – PI Ref 17/83 / ABP Ref PL 61 .300275

Bonham Dock Limited applied to Galway City Council Permission for a 10-year permission for development of a mixed-use office development provided in 4 no. blocks (7/8storey) over a single basement, public realm improvements and all associated works. An Bord Pleanála granted permission for the development following a third party appeal on the 31st August 2018 subject to 22 no. conditions. The site is located approximately 2.5km to the south west of the proposed development.

Mixed-Use Development Monivea Road – PI Ref 16/332 / ABP Ref PL 61.248815

Green Way Estates (Sligo) Ltd. applied to Galway City Council for planning permission for development of 52 no houses, a commercial building of 2786 sqm gross floor area and associated works. An Bord Pleanála granted permission for the development following a third party appeal on the 6th November 2017 subject to 17 no. conditions. The site is located directly to the east of the proposed development on the eastern side of the Monivea Road.

Also considered as part of the cumulative impact assessment are local small-scale developments such as alterations to single dwellings houses and commercial and industrial premises.



Plate 8: Photo of Scale Model showing permitted Phase I scheme. Proposed Phase II visible in the background



Plate 7: Photo of Scale Model showing permitted Phase I scheme – Proposed Phase II visible in the background

4. PRE- APPLICATION CONSULTATION

Minutes of the statutory consultations undertaken with Galway City Council (GCC) under Section 247 of the Planning and Development Act 2000 (as amended) are provided in **Appendix 1**.

Phase II Meetings were convened as follows:

- Crown Square Phase II Stage 1 SHD meeting with the Local Authority - 7th November 2018; and
- Part V Meeting with the GCC Housing Section - 11th December 2018.
- Tripartite Meeting with GCC and An Bord Pleanála – 18th April 2019

Notes of previous meetings on Phase I which are relevant to the current scheme are also included in **Appendix 1**:

- Crown Square Phase 1 – Pre-Planning Meeting - 4th September 2018;
- Meeting with GCC Parks and Recreation Section - 12th October 2018;
- Meeting with GCC Transportation Department to discuss the Further Information Request issued on PI Ref 18/363 - 23rd January 2019; and
- Meeting with GCC Transportation Department - 14th August 2018.

5. PROPOSED DEVELOPMENT

5.1 General Description

Crown Square Developments Ltd. intend to apply for a ten-year planning permission for development at this site of the former Crown Equipment site, at the junction of Monivea Road and Joyces Road, Mervue, Galway. The proposed development comprises Phase II of a mixed-use scheme previously permitted under Galway City Council Pl Ref 18/363 and forms part of a larger landholding which extends to 51,148 sqm in total.

The Phase II development will consist of:

1. *A residential scheme comprising 288 no. apartments and amenity accommodation with a gross floor area of 32,379 sqm, which will include:*
 - *Block G (104 no. units); Block H (136 no. units) and Block J (48 no. units).*
 - *75 no. one-beds (26%); 185 no. two-beds (64.2%); and 28 no. three-bed units (9.7%)*
 - *Ancillary residential amenity areas (1,275 sqm).*
 - *Block G extends to eight-storeys, Block H extends to seven-storeys and Block J extends to five-storeys.*
 - *External balconies are provided on all elevations.*
2. *A commercial scheme with a cumulative gross floor area of 4,096 sqm, which will include:*
 - *A neighbourhood facility comprising a restaurant (500 sqm), café (50 sqm), local convenience store (225 sqm), a pharmacy (200 sqm), 5 no. retail/commercial units (797 sqm in total), a crèche (310 sqm)*
 - *A fitness/leisure facility (1,140 sqm); and*
 - *A medical centre (655 sqm).*
3. *Public realm and landscaping works, including pedestrian and cyclist linkages.*
4. *Vehicular access to the double basement permitted under Pl Ref 18/363 and the allocation of 288 no. car parking spaces located on the lower basement level to service the residential units. Visitor car parking will be provided on the upper basement level and will be managed in accordance with an Operational Management Plan and a Mobility Management Plan.*
5. *The provision of a dedicated cyclist ramp and 733 no. secure bicycle parking spaces located in the upper basement permitted under Pl Ref 18/36 (comprising 529 no. residential; 144 visitor parking and 60 no. bicycle parking spaces to service the neighbourhood facility).*
6. *All other associated site development, plant and servicing works.*
7. *The application will be supported by an Environmental Impact Assessment Report and a Natura Impact Statement.*

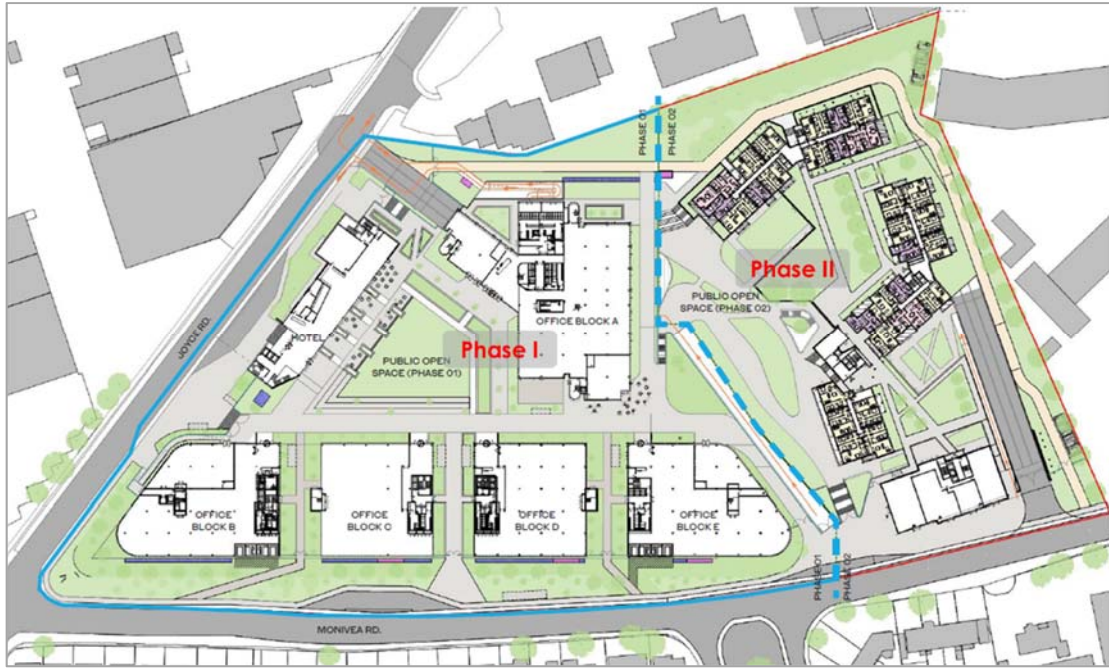


Figure 5: Development Strategy - extracted from Henry J Lyons Planning Drawings



Figure 6: Bird's Eye Aerial View of Masterplan Site. Image extract from Architectural Design Statement



Figure 7: Phase II Public Open Space. View from Block G. Image extract from Architectural Design Statement

5.2

Phase II – Quantum Built Development

A summary overview of the key planning statistics for the proposed development is set out below in tabular format. A detailed Area Schedule and Housing Quality Assessment is provided in **Appendix 2 and 3** respectively.

Table 1: Phase II Residential Development and Ancillary Uses

Phase II- SHD APPLICATION	Area SQM	%
Site Area (includes basement area)	51,148	-
Phase II Site Area (above ground)	20,265	-
Total P2 Development	36,475	100%
Residential	32,379	89%
Other/ Ancillary	4,096	11%

Table 2: Density

Density	Ratio
Phase II Plot Ratio (above-ground)	1.8
Residential Units per Hectare	143

Table 3: Residential Accommodation Unit Mix

	Qty	%	Min Area Required (sqm)*	Floor Area Range (sqm)
1Bed Units	75	26	45	48.9 – 55.5
2Bed Units (4 Person)	185	64.2	73	73.6 – 82.6
3Bed Units	28	9.7	90	99.5 – 104.1
Actual Total	288	100	-	-

(*) New categories as per 2018 Apartment Guidelines. Areas based on minimum standards. Refer to Housing Quality Assessment in **Appendix 3** for detailed breakdown of residential accommodation.

Table 4: Block Summary

	One Bed	Two Bed	Three Bed	Total
Block G	32	56	16	104
Block H	27	97	12	136
Block J	16	32	0	48
Total	75	185	28	288

Table 5: Private Open Space

Unit Size	Private Open Space Required *	Total Private Open Space Provided
One Bed	5 sqm	375
Two Bed	7 sqm	1,295
Three Bed	9 sqm	252
Total		1,922

Table 6: Residential Ancillary Accommodation

Residential Ancillary Accommodation	Area sqm
Concierge, Lounge, WCs, Games & Movie Room, Storage Units)	1,275
Total	1,275

Table 7: Total Residential Development

Total Residential Development	Area sqm
Gross Building Area (Blocks g, H and J)	25,650
Gross Circulation	5,454
Amenities	1,275
Total	32,379

Table 8: Fitness/Leisure

Fitness/Leisure	Area sqm
Gym	1,090
Plant	50
Total	1,140

Table 9: Other/ Ancillary

Other/ Ancillary	Area sqm
Restaurant/Coffee Shop	500
Coffee Shop	50
Convenience Store	225
Pharmacy	200
Other (Plaza Level) (x 2 units)	337
Other (Ground Floor) (x 3 units)	460
Creche	310
Total	2,082

Table 10: Medical Centre

Medical Centre	Area sqm
Primary Care Centre	655
Total	655

Table 11: Other Ancillary Services

Other Ancillary Services	Area sqm
Service Access and Lift Access	197.5
Service Shaft/Vent Shaft	21
Total	219

Table 12: Residential Cycle Parking

Residential Cycle Parking	No. of Spaces
(1 no. space per bedroom)	529
Visitor Car Parking	144
Total Residential Cycle Parking	673

Table 13: Ancillary Cycle Parking

Ancillary Cycle Parking	No. of Spaces
Fitness/Leisure	10
Restaurant (5 per 20 spaces)	10
Coffee Shop (5 per 20 spaces)	5
Convenience Store (5 per 20 spaces)	5
Medical Centre (2 per consulting room)	10
Creche	5
Pharmacy	5
Retail/Pharmacy (1 per 15 sqm)	10
Total	60

Table 14: Schedule of Proposed Private, Communal and Public Open Space

Type	Upper Basement Level	Ground Floor Level	Total
Public Open Space	3,585	5,865	9,450
Communal Amenity Space (Residential)	1,015	3,165	4,180
Private Amenity Space (Residential)	Various Levels	Various Levels	2,631

5.3

Key Planning Statistics for Entire Masterplan Site

A summary overview of the key planning statistics for the entire site (Phase I and II) is set out below in tabular format.

Table 15: Masterplan Planning Statistics (Phase I and II combined)

Use	Development Phase	Area (sqm)
Office	Phase I	40,405
Hotel	Phase I	8,675
Residential	Phase II - SHD	32,379
Ancillary	Phase II - SHD	4,096
Total Development (above ground)	Phase I and II	85,554
Site Area (Red Line Boundary which includes basement)	-	51,148
Development Plot Ratio (above ground)	-	1.67
Upper Basement	Phase I	23,930
Lower Basement	Phase I	38,245
Total Development (below ground)	Phase I	62,175
Total Development (above & below ground)	Phase I and II	147,729

5.4

Proposed Land Uses

The proposed development comprises residential, leisure, local service and ancillary accommodation on an integrated campus with commercial office, technology and hotel use. It is proposed as a phased development with Phase I (previously granted by GCC under PI Ref 18/363) comprising commercial and basement/ infrastructural works and with Phase II comprising residential, leisure, local service elements and basement/ infrastructural works. The proposed mix of uses are mutually compatible, comply with the site’s zoning designation and support the viable completion of development on site, as well as complementing existing adjacent land use. Increased public access to the site facilities and amenities benefit both the local community and city.

The residential development comprises 288 no. apartment units with associated amenity and service accommodation. The site location, mixed-use and integrated nature of the development support the proposed development of a stand-alone leisure / fitness facility. It is anticipated that this facility will be available to all site users, including residents and to the public.

Having due regard to the proposed site’s designated ‘Neighbourhood Centre’ status, other complementary and neighbourhood facilities are proposed as follows:

- > Restaurant
- > Cafe/Coffee shop
- > Convenience store
- > Medical Centre (potential Primary Care Centre)
- > Pharmacy
- > Creche
- > Other small retail/service units (e.g. hairdresser)

The proposed retail units will be located with visibility from the Monivea Road with medical and community amenity facilities fronting the new public space. Service to the non-residential facilities will be provided and managed in the basement areas.

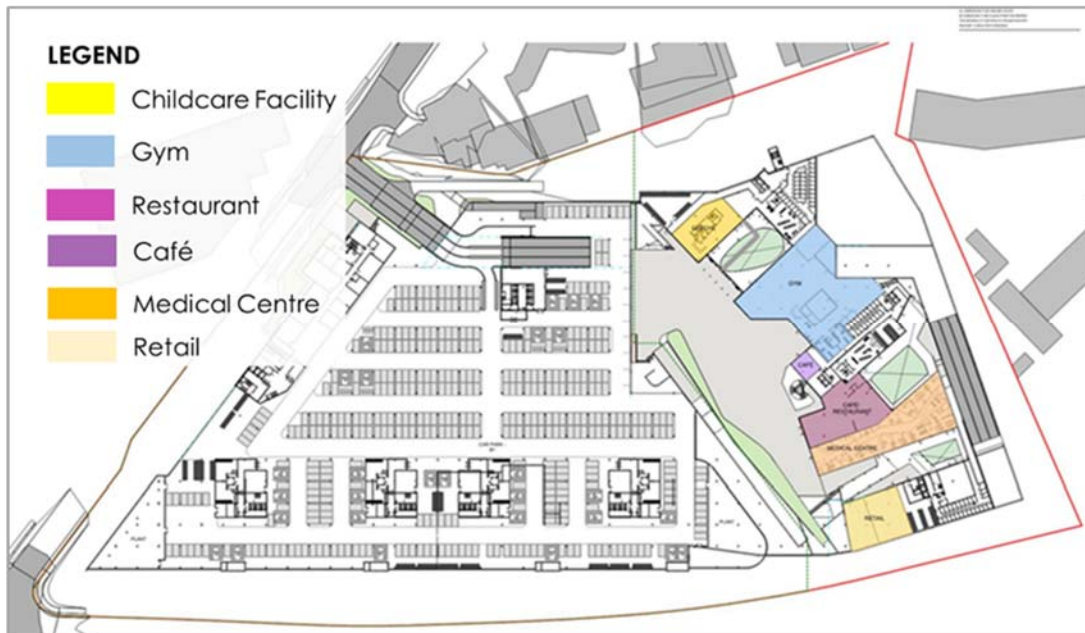


Figure 8: Phase II Proposed Level -1 Services and Amenities

5.5

Site Levels

The proposed site development strategy is different to that previously permitted under Pl Ref. 06/223; ABP Ref. PL 61.220893. The previous and partially constructed development comprised three large blocks with continuous external elevations and car-parking on a podium deck over two levels of car-parking. The south-western/Monivea Road block has been constructed to ground level and the entire site has been excavated to facilitate a general lower basement level of +23.3m Ordnance Datum (OD). The partially constructed upper basement and ground floor levels are at +26.8m and +30.8m OD respectively.

The permitted Phase I development (Pl Ref 18/363) intends to complete these basement levels over the remainder of the western area of site to facilitate the re-use of the structure. The existing road levels vary from approximately 28.5m OD at the north-west (Joyce Road) corner of the site to approximately 30.0m OD the Monivea Road south-east corner. This produces a general ground level of development over approximately 2/3 of the site at +30.8m OD. This is the same as the overall site design level previously permitted and facilitates ramped and gently sloping approach from the public road, vehicular parking, service and storage as well the distribution of environmental services and utilities. The lower basement level of 23.3m OD will be completed across the entire excavated site.

The Phase II development is proposed with split lower and upper ground levels at approximately 27.3m and 31.8m OD respectively over a single basement (lower) level permitted under Pl Ref 18/363. This facilitates the separation of public open space and residential communal open space, as well as basement ramp and infrastructural service design.

5.6

Layout and Design Approach

The proposed residential development (Phase II) will front the eastern end of the Monivea Road frontage and extend to the northern site boundary over the Phase I basement level completion. A significant public open landscaped space separates the residential and associated development from the Phase I office and hotel development. This public space provides access to the lower ground / basement level -1, in addition to an upper ground residential level. Access to this space from Monivea Road is coincidental with access to the Phase I office / hotel public open space, with direct visual connectivity between the two principal public open spaces.

The apartments are proposed in three blocks (designated G, H and J) forming two U-shaped garden courtyards at upper ground level. Their height steps back from Monivea Road. Block J to Monivea Road incorporates street level retail units. Blocks G and J are located at an upper ground level of 31.8m OD, surrounded by their communal open space. There are further smaller garden courtyards 'cut out' of the upper ground level and which provide daylight and ventilation to parts of the lower ground floor residential and other accommodation.

All of the apartment lift and stair cores connect directly to both lower ground and basement level -2 car and cycle parking and service facilities. There is a centrally located public stair and lift connecting the main level -2 carpark with the public open space at level -1. This continues on to upper ground floor residential level where there is an access-controlled entrance for visitors. The primary access for resident and visitors is at upper ground floor level from the communal open space. Residents can additionally enter their stair and lift cores from either basement levels. Residents car parking and waste management areas are at level -2 and cycle and other amenity facilities are at level -1.

Block J has 4 residential levels over ground floor retail with 12 apartments per level, per core. Blocks G and J are 7 and 8 storeys respectively over the upper ground level. These are planned with 9 and 11 apartments per level per core.

The single staircase core access is planned to limit travel distance from apartment entrance to stairs to 15m maximum. There are 8 no. apartment layouts presently proposed in 1, 2 and 3 bed configurations. Some have conventional (protected fire lobby) access and others have direct access to living space ('American' layout with no lobby) requiring sprinkler protection.



Figure 9: Site Layout Plan – First Floor – Phase II. Extracted from Dwg CSG - HJL - ZZ - 01 - DR - A - 0211

5.7

Building Height

The development proposes lower building height along the Monivea Road, stepping up across the site to the north. The Monivea Road range of buildings is broken up into 5 buildings between Phases I and II with large landscaped gaps providing visual and physical permeability as well as reducing apparent density of development. In terms of building height, Block J has 4 residential levels over ground floor retail, Blocks G and J are 7 and 8 storeys respectively over the upper ground level. The site is relatively large with extensive road frontage and these heights across a number of buildings (with significant open space in between) are not regarded as excessive or as contributing negatively to the overall site development scale.

5.8

Public Realm and Communal Open Space

The interface of the proposed development along its two public frontages (Monivea Road and the Joyces Road) has been carefully considered by the design team. A key element of the architectural design is the proposed removal of the hard line of leylandii trees from the public realm along the Monivea Road (permitted under PI Ref 18/363). This provides an opportunity for a wider, shared landscape margin between the public road and the building line including cycle lane, bus and other vehicular off-road set-down.

It is proposed that a double row of semi-mature street tree planting be used to filter views of the new buildings visually softening the high-quality architectural design in a complimentary manner. Species size will be selected to provide a large deciduous tree line adjacent to the buildings that will help contextualise the scale of the built form, with a second parallel line of medium species deciduous trees that will step the canopy height down in height in a tiered manner, effectively filtering views at two levels.

A number of entrances will draw pedestrians into the scheme through a hierarchy of primary and secondary access routes. The main access routes are located close to public transport arrival points and will be announced using feature sculpture which will link on visual axis with strategically located sculptures within the development, helping the user to visually navigate through the scheme.



Figure 10: Pedestrian Access Points. Image extracted from Architectural Design Statement

The overall site masterplan (Phase I and II) provides two large, complementary public open spaces overlooked by the building occupants providing visual amenity and safe passive security. These 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 communal open spaces areas include:

- A public plaza adjoins Phase I offering the capacity for both formal and informal public events, whilst facilitating pedestrian and emergency vehicle movement through the interior of the development. This space has been furnished with large scale raised planters, enabling medium to large tree species to be incorporated, adding human scale and visually softening the schemes.
- It is intended that Phase II will balance the provision of private residential open space requirements with public access to the scheme's commercial and retail elements. This is achieved through the provision of communal private open spaces as well as public open spaces across the schemes various floor levels.

A schedule and map of the proposed Private, Communal and Public Open Space is provided in **Appendix 4**.

Pedestrian permeability and linkage between Phase I and Phase II, through the creation of a variety of public open spaces, is a key consideration within the overall design. A hierarchy of connected spaces have been developed, with various forms of planting proposals assisting in the creation and control of comfortable micro-climates within these spaces.

Set amongst the residential buildings are a series of private residential communal courtyard gardens, each having their own identity in terms of form and planting. These communal outdoor living spaces for residents will offer enclosed or sheltered seating opportunities integrated with raised planters, hosting ornamental tree and shrub species.



Figure 11: Sketch View South over proposed Phase 2 public open space. Image extracted from Architectural Design Statement

A linear public exercise trail, equipped with outdoor gym stations, will loop around the external perimeter of Phase II, linking with both the Monivea Road and the proposed Phase I development. Provision is also made for children’s activity with a dedicated outdoor playground fully equipped with natural high quality Robinia timber play equipment and a sand safety surface.

Planting philosophy will follow a balance between pragmatic concerns and the desire to visually inspire, with species choice being selected to meet a variety of criteria such as suitability to local climate / planting conditions, visual function, biodiversity value, year-round interest, maintenance requirements etc.



Figure 12: Proposed Children’s Play Area and Linear Park

5.9 Vehicular Access Arrangements

Access to the development is made via in/out ramps off both Joyce's Road and Monivea Road. It is proposed to limit internal site vehicular access primarily to basement levels with emergency vehicle access only mixing with pedestrian and cycle access at ground level. Vehicular set-down access is provided on both Monivea and Joyce Roads. Visitor, delivery, service and additional commercial and residential access (for Phase II) will be provided in a centrally managed and secure lower ground/basement car-park facility. All of the delivery and service trips will access the development via the access off Monivea Road.

5.10 Parking Provision

5.10.1 Car Parking

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. 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 the table below.

Table 16: 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	

5.10.2 Bicycle Parking

Cycle parking is located at the upper basement level and is accessed separately from vehicular traffic. From Monivea Road bicycle access is proposed via a gently sloping approach through the eastern public open space between the Phase I and II developments. From Joyce Road this is via the linear park and a ramp. Drying rooms, cycle maintenance and other support facilities will be provided at lower ground/basement level. Surface level cycle parking for visiting cyclists will be provided at various locations throughout the development.

It is intended to provide 1,080 cycle parking spaces to cater for both Phase I and II cumulatively. The area schedule indicates that 733 no. secure bicycle parking spaces located in the upper basement (comprising 529 no. residential; 144 visitor parking and 60 no. bicycle parking spaces to service the neighbourhood facility) will service the proposed Phase II scheme. Furthermore, **Dwg CSG-HJL-ZZ-00-DR-A-003 Proposed Site Layout Plan Ground Floor Level** indicates an area at ground level designated for a 'City Bike' type (rental) facilities.

5.11 Operational Management Plan

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. See the enclosed **Operational Management Plan** for further details.

5.12

Phasing and Proposed Construction Programme

Given the scale and complexity of the proposed development, similar to the live Phase I application (PL Ref 18/363) the applicant intends to seek a ten-year planning permission for the proposed Phase II development. The rationale for seeking an extended period of validity is to maintain a level of flexibility and to have due regard to future market conditions. Given the scale and complexity of the proposed development, the report contends that such an extended timeframe is appropriate. Negative impacts on residential and other amenities of the area will be appropriately mitigated by way of a construction management plan and good construction practices as set out in the EIAR.

Notwithstanding the above rationale for seeking a ten-year permission, 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** for an overview of the proposed **Outline Construction Programme**.

5.13

Part V Proposal

This section of the report details the draft Part V proposal. The relevant legislation regarding Part V Social Housing is contained within the Planning and Development Act 2000 (as amended) and the Planning & Development Regulations, 2001 (as amended).

Under Section 96 of the Act the options for compliance with Part V are as follows:

- I. The transfer, to the Planning Authority of the ownership of part(s) of the land (10%) subject of the application, to be reserved for the provision of social housing.
- II. The building and transfer, on completion, to the ownership of the Planning Authority, or to the ownership of persons nominated by the, of houses on the land which is subject to the application for permission of such number and description as may be specified in the agreement.
- III. The transfer to the ownership of the Planning Authority, or to the ownership of persons nominated by the Authority, of houses on any other land within the functional area of the Planning Authority of such number and description as may be specified in the agreement.
- IV. The grant to the Planning Authority of a lease under the Housing Acts 1966 to 2014 of houses on the land which is subject to the application for permission, or on any other land within the functional area of the Planning Authority, of such number and description as may be specified in the agreement.
- V. A combination of a transfer of land and one or more of the options listed above, or a combination of 2 or more of any of the others.

Article 22(2)(e) of the Regulations outlines the details to be included as part of any residential planning application subject to Section 96 of the Act. It states the following:

“in the case of an application for permission for the development of houses or of houses and other development, to which section 96 of the Act applies, details as to how the applicant proposes to comply with a condition referred to in sub-section (2) of that section to which the permission, if granted, would be subject, including-

- i. details of such part or parts of the land which is subject to the application for permission or is or are specified by the Part V agreement, or houses situated on such aforementioned land or elsewhere in the planning authority’s functional area proposed to be transferred to the planning authority, or details of houses situated on such aforementioned land or elsewhere in the planning authority’s functional area*

proposed to be leased to the planning authority, or details of any combination of the foregoing, and

- ii. *details of the calculations and methodology for calculating values of land, site costs, normal construction and development costs and profit on those costs and other related costs such as an appropriate share of any common development works as required to comply with the provisions in Part V of the Act”*

As evident in the pre-consultation submission the applicant has engaged with the Housing Section of Galway City Council from the outset of the project (see copy of meeting minutes in Appendix A). The proposed scheme includes 288 no. residential units. The applicant proposes providing 10% of the dwelling units to fulfil the scheme’s Part V obligation as detailed below.

Part V Information Required	Part V Proposal										
<p>(i) details of such part or parts of the land for the proposed development or is or are specified by the Part V agreement, or houses situated on such aforementioned land or elsewhere in the planning authority’s functional area proposed to be transferred to the planning authority, or details of houses situated on such aforementioned land or elsewhere in the planning authority’s functional area proposed to be leased to the planning authority, or details of any combination of the foregoing, and</p>	<p>The applicant proposes to transfer 29 no. completed units within the proposed development to Galway City Council.</p> <table border="1" data-bbox="820 882 1129 1048"> <thead> <tr> <th>Unit Type</th> <th>Quantity</th> </tr> </thead> <tbody> <tr> <td>One Bed</td> <td>8</td> </tr> <tr> <td>Two Bed</td> <td>17</td> </tr> <tr> <td>Three Bed</td> <td>4</td> </tr> <tr> <td>Total Part V Units</td> <td>29</td> </tr> </tbody> </table>	Unit Type	Quantity	One Bed	8	Two Bed	17	Three Bed	4	Total Part V Units	29
Unit Type	Quantity										
One Bed	8										
Two Bed	17										
Three Bed	4										
Total Part V Units	29										
<p>(ii) details of the calculations and methodology for calculating values of land, site costs, normal construction and development costs and profit on those costs and other related costs such as an appropriate share of any common development works as required to comply with the provisions in Part V of the Act, and</p>	<p>In accordance with the Planning & Development Regulations, 2001 (as amended), the applicant has provided estimated calculations and the methodology for calculating values for the proposed Part V units in Appendix 6.</p>										
<p>(iii) a layout plan showing the location of proposed Part V units in the development?</p>	<p>See Drawings CSG- HJL-ZZ-DR-A-S0221-S0223 inclusive included in Appendix 6 for a layout plan showing the location of proposed Part V units in the development.</p>										

6. STATEMENT OF CONSISTENCY

This section of the report provides a summary overview of the relevant planning policy documents at national, regional and local level.

6.1 National Planning Policy Context

6.1.1 National Planning Framework

The Department of Housing, Planning, Community and Local Government recently published the National Planning Framework (NPF) entitled *Ireland 2040* to succeed the National Spatial Strategy. The NPF comprises the Government's proposed long-term strategic planning framework to guide national, regional and local planning and investment decisions over the next 25 years. It is intended that the NPF will be a high-level document that will provide the 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 has a number of directly relevant national policy objectives that articulate delivering on a compact urban growth programme. These include:

- National Policy Objectives (NPO) 2(a) relating to growth in our cities;
- NPO 4 relating to attractive, well-designed liveable neighbourhoods;
- NPO 5 relating to sufficient scale and quality of urban development; and
- NPO 6 relating to increased residential population and employment in urban areas.

In particular, NPO 13 (text below) identifies building height as an important measure for urban areas to deliver and achieve compact growth as required:

'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. These standards will be subject to a range of tolerance that enables alternative solutions to be proposed to achieve stated outcomes, provided public safety is not compromised and the environment is suitably protected.'
[Our emphasis added]

In terms of building height, Block J has 4 residential levels over ground floor retail with 12 apartments per level, per core. Blocks G and J are 7 and 8 storeys respectively over the upper ground level. These are planned with 9 and 11 apartments per level, per core.

In terms of car parking, the proposed scheme encourages the use of sustainable travel measures and minimises the provision of car parking where possible, in accordance with the submitted **Mobility Management Plan**.

This proposal is supported by a number of impact assessment reports (**Natura Impact Statement** and an **Environmental Impact Assessment Report**) which demonstrate that the proposed scheme will not have an adverse impact on the surrounding environment. Accordingly, this report contends that the proposed scheme is in accordance with the planning policy objectives set out above.

6.1.2 Planning Policy Statement 2015

The Department of Environment, Community and Local Government's (DECLG) *Planning Policy Statement 2015* encourages Planning Authorities to engage in active land management by leading and managing the development process and ensuring that land zoned for development actually comes into use in accordance with Development Plan policy and in tandem with supporting infrastructure. The

policy statement acknowledges that creating a consolidated urban form fosters the development of compact neighbourhoods and a critical mass which contributes to the viability of economic, social, and transport infrastructure.

The proposed scheme has the potential to create a new distinctive city quarter, by providing a diversity of uses to sustain an animated and vibrant public realm of streets and urban spaces, while also promoting sustainable transportation options. The proposed development recognises the need to ensure appropriate densities and a mix of uses, particularly in areas in need of considerable renewal and rejuvenation such as the subject lands. Important pedestrian and cyclist connections are also incorporated into the design by creating links between Monivea Road and Joyces Road providing an accessible street network for walkers and cyclists. It is considered that the proposed development would bring significant socio-economic benefits to the community and be a catalyst for further investment in the area.

6.1.3 **Design Manual for Urban Roads and Streets (DMURS) (2013)**

The *Design Manual for Urban Roads and Streets* (DMURS), 2013, sets out design guidance and standards for constructing new and reconfiguring existing urban roads and streets in Ireland. DMURS aims to end the practice of designing streets as traffic corridors, and instead focus on the needs of pedestrians, cyclists, and public transport users. DMURS notes that permeable layouts provide more frequent junctions which have a traffic calming effect as drivers slow and show greater levels of caution.

The primary objectives of DMURS are as follows:

- i. Prioritise pedestrians and cyclists in urban settings without unduly compromising vehicular movement.
- ii. Provide good pedestrian permeability and connectivity in urban environments in order to encourage walking.
- iii. Implement speed reduction measures to provide safe interaction between pedestrians, cyclists and motorists.
- iv. Create attractive streetscapes through the design of roads and footpaths with careful consideration given to landscaping and selection of surface finishes.

A **Statement of Compliance with DMURS** prepared by Punch Consulting Engineers is enclosed with this submission.

6.1.4 **Summary of Compliance with National Planning Policy**

Table 17: Summary of Compliance with National Planning Policy

Compliance with National Planning Policy
<p>The <i>National Planning Framework</i> has a number of directly relevant national policy objectives that articulate delivering on a compact urban growth programme. The proposed development is considered to be consistent with the Government's <i>Planning Policy Statement 2015</i> and national housing policy generally.</p> <p>The proposed development has been assessed for compliance with the <i>Design Manual for Urban Roads and Streets</i> published by the Department of Transport, Tourism and Sport & the Department of Environment, Community and Local Government.</p> <p>This proposal is supported by a number of impact assessment reports (NIS and an EIAR) which demonstrate that the proposed scheme will not have an adverse impact on the surrounding environment. Accordingly, this Report contends that the proposed scheme is in accordance with the planning policy objectives set out above.</p>

6.2 Section 28 Ministerial Guidelines

There are various Ministerial Guidelines in respect of residential development, with those most relevant to the proposed development included below.

6.2.1 Urban Development and Building Heights Guidelines for Planning Authorities (December 2018)

The Guidelines states that generic maximum height limits, if inflexibly or unreasonably applied, can undermine wider national policy objectives to provide more compact forms of urban development as outlined in the *National Planning Framework*, and instead continue an unsustainable pattern of development whereby cities and towns continue to grow outwards rather than consolidating and strengthening the existing built up area. Furthermore, the Guidelines provide that blanket limitations can also hinder innovation in urban design and architecture leading to poor planning outcomes.

On this basis the Guidelines set out wider and strategic policy considerations and a more performance criteria driven approach that planning authorities should apply alongside their statutory development plans in securing the strategic outcomes of the *National Planning Framework* and in particular compact growth of urban areas. The Guidelines identify a key objective of the NPF is to '*see that greatly increased levels of residential development in our urban centres and significant increases in the buildings heights and density of development is not only facilitated but actively sought out and brought forward by our planning processes and particularly so at local authority and An Bord Pleanála levels*'.

Section 3.1 of the Guidelines provides that it is Government policy that building heights must be generally increased in appropriate urban locations and therefore there is a presumption in favour of buildings of increased height in our towns/city cores and other urban locations with good public transport accessibility. As a broad principle, the Guidelines provides that proposal for buildings taller than prevailing building heights will be considered where they positively assist in securing National Planning Framework objectives of focusing development in key urban centres and fulfilling targets relating to, inter alia, infill development supporting the National Strategic Objective to delivery compact growth in urban centres.

In terms of building height, Block J (which is closest to the existing residential receptors on Monivea Road) has 4 residential levels over ground floor retail, Blocks G and J are 7 and 8 storeys respectively over the upper ground level.

The proposed development is consistent with the overall objectives of the Guidelines to maximise the opportunity in infill sites at sustainable densities to facilitate the compact growth of the urban areas.

6.2.2 Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities 2018

The *Sustainable Urban Housing: Design Standards for New Apartments (2018)* update previous guidance in the context of greater evidence and knowledge of current and likely future housing demand in Ireland taking account of the Housing Agency National Statement on Housing Demand and Supply, the Government's action programme on housing and homelessness *Rebuilding Ireland* and *Project Ireland 2040* and the *National Planning Framework*, published since the 2015 guidelines.

Section 2.4 of the Guidelines identifies the types of location in cities and towns that may be suitable for apartment development. In relation to 'Intermediate Urban Locations' the Guidelines state:

‘Such locations are generally suitable for smaller-scale (will vary subject to Location), higher density development that may wholly comprise apartments, or alternatively, medium-high density residential development of any scale that includes apartments to some extent (will also vary, but broadly >45 dwellings per hectare net) including:

- Sites within or close to i.e. within reasonable walking distance (i.e. up to 10 minutes or 800-1,000m), of principal town or suburban centres or employment locations, that may include hospitals and third level institutions;
- Sites within walking distance (i.e. between 10-15 minutes or 1,000-1,500m) of high capacity urban public transport stops (such as DART, commuter rail or Luas) or within reasonable walking distance (i.e. between 5-10 minutes or up to 1,000m) of high frequency (i.e. min 10 minute peak hour frequency) urban bus services or where such services can be provided;
- Sites within easy walking distance (i.e. up to 5 minutes or 400-500m) of reasonably frequent (min 15 minute peak hour frequency) urban bus services’.

The proposed residential scheme provides 288 no. residential units on an above-ground site area of 2.0265 ha (20,265 sqm) which equates to a residential density of 142 units per hectare. In terms of density, the proposed scheme is considered to comply with the national policy objectives set out in Section 2.4 of the Guidelines which promotes higher density development on sites within walking distance of principal city centres or significant employment locations. The enclosed **Architectural Design Statement**, Appendix 02 includes a ‘Housing Quality Assessment’ and associated narrative (pages 58-83), which demonstrates that the proposed residential scheme complies with the Guidelines in terms of the following apartment design standards criteria:

- General location consideration
- Apartment mix
- Internal space standards for different types of apartments
- Dual aspect ratios
- Floor to ceiling height
- Apartments to stair/lift core ratios;
- Storage spaces
- Amenity spaces including balconies/patios
- Car parking
- Room dimensions for certain rooms.

6.2.3

Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas

The role of the ‘Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas’ is to ensure the sustainable delivery of new development throughout the country. The Guidelines focus on the provision of sustainable residential development, including the promotion of layouts that:

- Prioritise walking, cycling and public transport, and minimise the need to use cars;
- Are easy to access for all users and to find one’s way around;
- Promote the efficient use of land and of energy, and minimise greenhouse gas emissions;
- Provide a mix of land uses to minimise transport demand.

The Guidelines also provide guidance on the core principles of urban design when creating places of high quality and distinct identity. The Guidelines recommend that planning authorities should promote high quality design in their policy documents and in their development management process. In this regard, the Guidelines are accompanied by a Design Manual discussed below which demonstrates how design principles can be applied in the design and layout of new residential developments, at a variety of scales of development and in various settings.

The **Architectural Design Statement** prepared by Henry J Lyons Architects included as part of this submission, sets out the design rationale and the key criteria considered in the design process for the proposed development.

6.2.4 **Childcare Facilities Guidelines for Planning Authorities (2001)**

In all new housing areas over 75 units, the provision of one childcare facility with a minimum of 20 childcare spaces is required, in line with the *Ministerial Guidelines for Planning Authorities on Childcare Facilities (DECLG 2001)* and to create sustainable residential neighbourhoods. With regard to larger housing developments, Section 2.4 of the guidelines state planning authorities should require the provision of at least one childcare facility for new housing areas unless there are significant reasons to the contrary. Appendix I of the Guidelines sets out general standards and minimum floors areas for proposed childcare facilities.

The proposed scheme includes a childcare facility which extends to 310 sqm and is designed to comply with the relevant Guidelines.

6.2.5 **Retail Planning Guidelines for Planning Authorities**

The Department of the Environment, Community and Local Government published the *Retail Planning Guidelines for Planning Authorities* in April 2012. The aim of the Guidelines is to ensure that the planning system continues to play a key role in supporting competitiveness in the retail sector for the benefit of the consumer in accordance with proper planning and sustainable development. In addition, the planning system must promote and support the vitality and viability of city and town centres thereby contributing to a high standard of urban design and encouraging a greater use of sustainable transport.

Section 4.11.6 'Local Retail Units' states:

'Local retail units such as corner shops or shops located in local or neighbourhood centres serving local residential districts perform an important function in urban areas. Where a planning authority can substantiate the local importance of such units in defined local centres, they should safeguard them in development plans, through appropriate land-use zoning. Development management decisions should support the provision of such units, particularly where they encompass both food-stores and important non-food outlets such as retail pharmacies, and have significant social and economic functions in improving access to local facilities especially for the elderly and persons with mobility impairments, families with small children, and those without access to private transport.'

Having due regard to the proposed site's designated 'Neighbourhood Centre' status, other complementary and neighbourhood facilities are proposed as follows:

- > Restaurant
- > Cafe/Coffee shop
- > Convenience store
- > Medical Centre
- > Pharmacy
- > Creche
- > Other small retail/service units (e.g. hairdresser)

The proposed retail units will be located with visibility from the Monivea Road with medical and community amenity facilities fronting the new public space.

6.2.6

Guidelines for Planning Authorities on The Planning System and Flood Risk Management (November 2009)

The Planning System and Flood Risk Management Guidelines were published by the Minister for the Environment, Heritage & Local Government in November 2009 under Section 28 of the Planning & Development Act 2000 (as amended). The Guidelines require the planning system at all levels to avoid development in areas at risk of flooding, particularly floodplains, unless there are proven wider sustainability grounds that justify appropriate development and where the flood risk can be reduced or managed to an acceptable level without increasing flood risk elsewhere; adopt a sequential approach to flood risk management when assessing the location for new development based on avoidance, reduction and mitigation of flood risk; and incorporate flood risk assessment into the process of making decisions on planning applications and planning appeals.

The purpose of the Guidelines is to introduce “comprehensive mechanisms for the incorporation of flood risk identification, assessment and management into the planning process.” The document goes on to state that:

‘Planning authorities will ensure that only developments consistent with the overall policy and technical approaches of these Guidelines will be approved and permission will be refused where flood issues have not been, or cannot be, addressed successfully and where the presence of unacceptable residual flood risks to the development, its occupants or users and adjoining property remains.’

The Guidelines introduce comprehensive mechanisms for the incorporation of flood risk identification, assessment and management into the planning process. The guidelines require the planning system to:

- Avoid development in areas at risk of flooding unless proven wider sustainable development grounds and risk can be mitigated without increasing risk elsewhere.
- Adopt a sequential approach to flood risk management for new development location based on avoidance, reduction and mitigation of flood risk.
- Incorporate flood risk assessment into decision making on planning applications.

A Site-Specific Flood Risk Assessment (SSFRA) has been undertaken in accordance with the Flood Risk Guidelines. Flood maps produced as part of the CFRAM Study were consulted to establish the Flood Zone. These maps indicated that the site of the proposed development does not lie within Flood Zone A or Flood Zone B. The site is not affected by Fluvial, Pluvial or Coastal flooding.

The main risk of flooding is in the possibility of flooding occurring in the proposed reduced podium area should the pump in the proposed surface water drainage system for the podium fail. Appropriate measures have been taken to minimise the risk to properties or people in the event of a pump failure.

6.2.7

Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment

MKO has been appointed as Environmental Consultants on this project and has been commissioned to prepare an **Environmental Impact Assessment Report (EIAR)** that fulfils the requirements set out by the Environmental Protection Agency (EPA) in the Guidelines on the Information to be contained in Environmental Impact Statements (2002), as well as taking account of the recent Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment (August 2018), and Schedule 6 of the Planning and Development Regulations 2001, as amended, relating to the information to be contained in an EIAR.

The purpose of the EIAR will be to document the current state of the environment in the vicinity of the proposed development site in an effort to quantify the possible effects, if any, of the proposed development on the environment. The assessment process will serve to highlight any areas where mitigation measures may be necessary in order to protect the surrounding environment from any negative impacts of the proposed development. The objective of this process is to facilitate the most efficient and positive design of the proposed development in order to enable the development to be incorporated onto the surrounding landscape and to plan for the identified effects so that measures are in place to ensure the environment is protected before any negative impacts are allowed to occur. The information to be contained in an EIAR is specified in Schedule 6 of the Planning and Development Regulations, 2001 (as amended).

Please see the **EIAR** for further details.

6.2.8 Birds and Habitats Directive – Appropriate Assessment

Under Article 6 (3) of the EU Habitat Directive and Regulation 30 of SI no. 94/1997 European Communities (Natural Habitats) Regulations (1997) any plan or project which has the potential to significantly impact on the integrity of a Natura 2000 site (i.e. Special Area of Conservation or Special Protection Area) must be subject to an Appropriate Assessment. This requirement is also detailed in the Planning and Development Act 2000 (as amended).

An **Appropriate Assessment Screening Report** and **Natura Impact Statement** have been prepared by MKO in support of this proposal. The NIS concludes as follows:

‘The proposed development, by itself or in combination with other plans and projects, in light of best scientific knowledge in the field, will not, in view of the sites’ conservation objectives, adversely affect the integrity of any European Sites.’

6.2.9 Summary of Compliance with Section 28 Ministerial Guidelines

Table 18: Summary of Compliance with Section 28 Ministerial Guidelines

Compliance with Ministerial Guidelines
The proposed development has been informed by the foregoing Guidelines and has incorporated the relevant policies and objectives as contained therein. Accordingly, it is submitted that the propose development is consistent with the overarching purpose and principles of the Ministerial Guidelines outlined above.

6.3 Regional Planning Policy Context

6.3.1 Regional Planning Guidelines for the West 2010 – 2022

The Regional Planning Guidelines (RPGs) for the West Region 2010 – 2022 provide a framework for long-term strategic development in the West Region, which comprises the administrative areas of Galway County Council, Galway City Council, Mayo County Council and Roscommon County Council. The current RPGs were adopted in October 2010 and are set within the context of national planning policy, including the National Spatial Strategy, providing a statutory link between national and local planning policy and objectives. RPGs have become much more influential within the planning policy hierarchy with the enactment of the Planning and Development (Amendment) Act 2010, which requires all relevant Development Plans to comply with the RPGs.

The RPGs set out the aims for the West Region through a number of strategic policies and objectives, including in relation to Economic Development, Population and Housing, Transport and Infrastructure, Environment and Amenities, Social Infrastructure and Community Development.

6.3.2 Regional Spatial and Economic Strategy (Northern & Western Regional Assembly)

The Northern & Western Regional Assembly (NWRA) published the *Draft Regional Spatial and Economic Strategy (RSES)* on the 19th November 2018. The RSES outlines arrangements for a co-ordinated metropolitan area strategic plan (MASP) for the Galway Metropolitan Area. The MASP has been provided with statutory underpinning to act as 12-year strategic planning and investment framework. The MASP is an opportunity for Galway to address recent growth legacy issues and build on key strengths, including a vibrant arts and cultural scene, year-round tourism and an attractive natural setting.

As outlined in the MASP, in Section 3.6(A) of the Draft RSES, the Galway Metropolitan Area has considerable land capacity that can significantly contribute to meeting the housing demands based on population targets set out in the NPF and the RSES. The proposed development provides for 288 no. residential units and provides a significant response to Galway’s housing needs in accordance with the population targets set out in the Draft RSES.

It is anticipated that the Draft RSES will be finalised in August 2019.

6.3.3 Summary of Compliance with Regional Planning Policy

Table 19: Summary of Compliance with Regional Planning Policy

Compliance with Regional Planning Policy
<p>The proposed scheme has the potential to create a new distinctive city quarter, by providing a diversity of uses to sustain an animated and vibrant public realm of streets and urban spaces, while also promoting sustainable transportation options. The proposed development recognises the need to ensure appropriate densities and a mix of uses, particularly in areas in need of considerable renewal and rejuvenation such as the subject lands. It is considered that the proposed development would bring significant socio-economic benefits to the community and be a catalyst for further investment in the area. Accordingly, the proposed development is considered to be consistent with the pertinent regional planning policies.</p>

6.4 Local Planning Policy Context

6.4.1 Galway City Development Plan 2017-2023

The current statutory planning policy document for the subject site is the *Galway City Development Plan 2017-2023* (GCDP), which was adopted by the City Council in December 2016 and came in to effect on the 7th January 2017. The GCDP includes a Core Strategy and Settlement Strategy that notes the need to accommodate continued population growth, in line with the City’s designation as a ‘Gateway’, in a sustainable manner. In this regard, the adopted Settlement Strategy is primarily based on consolidating the urban form of the City. The strategic goals of the GCDP include the following:

- Promote balanced and sustainable economic development that will enable Galway City to fulfil its role as a National Gateway and a Regional Centre, providing sufficient employment opportunities and appropriate services.
- Use the role of the Gateway to harness the strengths and maximise the economic development of the region.
- Provide for a built and natural environment that is of high quality and that contributes to providing a good quality of life for residents and visitors and affords sustainable transportation opportunities.

The subject lands are designated ‘Commercial/Industrial’ (CI) with a stated objective ‘to provide for enterprise, light industry and commercial uses other than those reserved to the City Centre zone’. The extant Development Plan includes a specific development objective pertinent to the proposed site, as set out below:

‘Former Crown Equipment Site Zoned CI. The majority of retail floor space to be dedicated for bulky goods retailing and the balance for local retailing needs. Parking shall be kept back from Monivea Road and separated from the Monivea Roads by buildings. The design of frontage facing Monivea Road shall be of a high architectural standard.’

The proposed site is also designated as a ‘Neighbourhood Centre’ as provided for in the Retail Strategy Ch. 6, Section 6.3 of the Development Plan. Typically, the provision in neighbourhood centres is primarily convenience goods retailing and some local services – e.g. dry cleaners, hairdressers. Neighbourhood centres perform important functions in communities, in that they are very accessible and provide for ‘top up shopping’ for the immediate catchment.

The following land uses are deemed appropriate for ‘CI’ zoned land:

Table 20: Zoning Objective

Zoning Objective CI To provide for enterprise, light industry and commercial uses other than those reserved to the CC zone.	
Uses which are compatible with and contribute to the zoning objective, for example	<ul style="list-style-type: none"> ➤ Warehousing/Storage ➤ Retail of a type and of a scale appropriate to the function and character of the area ➤ Specialist offices ➤ Offices of a type and of a scale appropriate to the function and character of the area ➤ Light Industry ➤ Accommodation for Travellers ➤ Childcare Facilities ➤ Community and cultural facilities
Uses which may contribute to the zoning objectives,	<ul style="list-style-type: none"> ➤ General Industry (small scale) ➤ Service Retailing

Zoning Objective CI To provide for enterprise, light industry and commercial uses other than those reserved to the CC zone.	
dependant on the CI location and scale of development for example:	<ul style="list-style-type: none"> > Residential content of a scale that would not unduly interfere with the primary use of the land for CI purposes and would accord with the principles of sustainable neighbourhoods outlined in Chapter 2 > Offices > Car Parks (including heavy vehicle parks) > Waste management facility > Public transportation facility > Public Utilities > Outdoor recreation > Commercial leisure/indoor recreation > Places of Worship

As detailed above, the uses permitted in principle and open for consideration on 'CI' zoned land include, inter alia:

- > Specialist offices;
- > Offices of a type and of a scale appropriate to the function and character of the area;
- > Residential content of a scale that would not unduly interfere with the primary use of the land for 'CI' purposes and would accord with the principles of sustainable neighbourhoods;
- > Childcare facilities;
- > Commercial leisure/indoor recreation

Therefore, the proposed mix of uses (for both Phase I and II) complies with the zoning objective for the proposed site.

Further detailed discussion on the proposed scheme's compliance with the GCDP is discussed below in Section 7 (Planning Assessment) of this report.

6.4.2 Galway Transportation Strategy

The Galway Transport Strategy (GTS) 2016 represents a partnership approach between Galway City Council, Galway County Council and the National Transport Authority. It includes a series of measures which will address the transport problems experienced across the city particularly during peak hours, over a phased and co-ordinated basis over the next 20 years, based on priority needs. The GTS has established that the reduction in traffic congestion requires both improvements to public transport, cycling and walking networks and the provision of a new orbital route.

The proposed measures were arrived at following transport modelling which included defining the existing transport problems, predicting future travel demands, access mode share and assessing their mutual impacts and interdependencies. The strategy includes traffic management, giving priority to walking cycling and bus movements, modifications to the traffic network, management of parking activities and heavy goods vehicles, improvements to the public realm and use of 'smarter mobility'. These measures are designed to both address the current significant problems and inefficiencies in the movement of people and goods within and around the city and to establish a long-term transport plan that will underpin the future sustainable growth of the city as supported by the Core Strategy.

The proposed scheme is supported by a **Mobility Management Plan (MMP)** which sets out the key infrastructural proposals and modal split targets for the development in general terms and will be further developed when the development is occupied. The MMP should be considered as a dynamic process where a package of measures and campaigns are identified, piloted and monitored on an

ongoing basis. The nature of the plan therefore changes during its implementation in that some measures prove successful and are therefore retained while others are not supported and are discarded. It is important that the plan retains the support of users and receives continuous monitoring. Feedback and active management of the plan is required for it to continue to be successful. The appointment of a Mobility Manager, from the start, as part of the site operations team, to co-ordinate the initial period of occupation by all the site users is necessary. In the fullness of time, a travel co-ordinator as part of a steering group is considered vital for the success of the plan. The steering group may comprise of representatives of the whole development i.e. commercial and residential. The MMP will need to be reviewed on a regular basis within the steering group with updates occurring as improvements to the transport network in the vicinity of the development site are implemented.

The objectives of the MMP for the proposed development are as follows:

- To encourage/increase the use of public transport, walking and cycling for staff and visitors and for work-related travel and to facilitate travel by bicycle, bus and train.
- To reduce the overall number of single occupant vehicles trips for journeys to work and work-related travel.
- To integrate mobility management into the development decisions, policies and practices to work closely with governing bodies on means and use of transport services around the vicinity of the development site
- To provide information and have resources readily available to increase awareness and continue education on sustainable modes of travel for both staff and visitors to the development.
- To increase car-pooling amongst staff.

6.4.3 Summary of Compliance with Local Planning Policy

Table 21: Summary of Compliance with the local planning policy context

Compliance with Local Planning Policy
<p>The proposed development will assist Galway City Council in meeting its commitment 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.</p> <p>The proposed scheme includes a series of measures to encourage/increase the use of public transport, walking and cycling for residents, staff and visitors and for work-related travel and to facilitate travel by bicycle, bus and train.</p> <p>In summary, it is submitted that the proposed development results in a development which accords fully with the proper planning and development of the area while providing an attractive, high quality, contemporary development which enhances the development of the western area of the city.</p>

7.

PLANNING ASSESSMENT

The *Galway City Development Plan* (GCDP) states that the Council's primary aim in relation to residential development is to deliver high quality, sustainable living environments which are attractive, safe and vibrant and meet the needs of the residents and the community. In planning for future development and in assessing future development proposals in areas defined as 'Established Suburbs', Policy 2.6 of the GCDP aims to:

- Ensure a balance between the reasonable protection of the residential amenities and the character of the established suburbs and the need to provide for sustainable residential development.
- Encourage additional community and local services and residential infill development in the established suburbs at appropriate locations.
- Enhance established suburbs, such as the Mervue residential area, through the implementation of environmental improvement schemes and the protection of all open spaces including existing green spaces.

These criteria are detailed in policy terms, through the objectives of the plan as well as through the various other policy/guidance documents at local and national level. Having reviewed these documents in the context of the proposed development, we consider that the key issues relating to the proposed development are:

- Compliance with the definition of 'Strategic Housing Development' (Section 7.1);
- Principle of the development, including compliance with the GCDP 'CF' zoning objective and Core Strategy (Section 7.2);
- Design standards including density and plot ratio, housing mix and open space (Section 7.3);
- Impact on residential amenity (Section 7.4);
- Compliance with the *Design Manual for Urban Roads and Streets* (Section 7.5);
- Access and mobility management proposals (Section 7.6);
- Efficiency and sustainable development (Section 7.7);
- Environmental Impact Assessment (Section 7.8);
- Appropriate Assessment (Section 7.9).

7.1

Compliance with the Definition of Strategic Housing Development

The *Planning and Development (Housing) And Residential Tenancies Act 2016* provides a statutory definition of "strategic housing development" in Section 3 to mean:

- (a) the development of 100 or more houses on land zoned for residential use or for a mixture of residential and other uses,*
- (b) the development of student accommodation units which, when combined, contain 200 or more bed spaces, on land the zoning of which facilitates the provision of student accommodation or a mixture of student accommodation and other uses thereon,*
- (c) development that includes developments of the type referred to in paragraph (a) and of the type referred to in paragraph (b), or*
- (d) the alteration of an existing planning permission granted under section 34 (other than under subsection (3A)) where the proposed alteration relates to development specified in paragraph (a), (b) or (c),*

each of which may include other uses on the land, the zoning of which facilitates such use, but only if—

(i) the cumulative gross floor area of the houses or student accommodation units, or both, as the case may be, comprises not less than 85 per cent, or such other percentage as may be prescribed, of the gross floor space of the proposed development or the number of houses or proposed bed spaces within student accommodation to which the proposed alteration of a planning permission so granted relates, and

(ii) the other uses cumulatively do not exceed—

(I) 15 square metres gross floor space for each house or 7.5 square metres gross floor space for each bed space in student accommodation, or both, as the case may be, in the proposed development or to which the proposed alteration of a planning permission so granted relates, subject to a maximum of 4,500 square metres gross floor space for such other uses in any development, or

(II) such other area as may be prescribed, by reference to the number of houses or bed spaces in student accommodation within the proposed development or to which the proposed alteration of a planning permission so granted relates, which other area shall be subject to such other maximum area in the development as may be prescribed;

The proposed development meets this qualifying criterion as follows:

Table 22: Compliance with SHD Qualifying Criteria

Extract from Section 3 of the <i>Planning and Development (Housing) And Residential Tenancies Act 2016</i>	Compliance with the Qualifying Criteria
(a) the development of 100 or more houses on land zoned for residential use or for a mixture of residential and other uses,	The proposed scheme comprises a mixed-use scheme which includes 288 no. residential units on a site zoned for 'Commercial/Industrial' which permits residential development.
(i) the cumulative gross floor area of the houses or student accommodation units, or both, as the case may be, comprises not less than 85 per cent, or such other percentage as may be prescribed, of the gross floor space of the proposed development or the number of houses or proposed bed spaces within student accommodation to which the proposed alteration of a planning permission so granted relates, and	The proposed scheme comprises 36,475 sqm in total, of which 89% (32,379 sqm) comprises residential development and 11% (4,096 sqm) comprises non-residential development.
(ii) the other uses cumulatively do not exceed— (I) 15 square metres gross floor space for each house or 7.5 square metres gross floor space for each bed space in student accommodation, or both, as the case may be, in the proposed development or to which the proposed alteration of a planning permission so granted relates, subject to a maximum of 4,500 square metres gross floor space for such other uses in any development,	The extent of 'other uses' (i.e. commercial/non-residential) uses equates to 14.22 sqm of commercial space per apartment ($4,096/288 = 14.22$ sqm) and 4,096 sqm in total which is within the maximum limit thresholds.

Therefore, it is submitted that the proposed scheme falls with the definition of ‘Strategic Housing Development’ as specified in Section 3 of the *Planning and Development (Housing) And Residential Tenancies Act 2016*.

7.2 Principle of Development

7.2.1 Compliance with the ‘CI’ Zoning Objective

The subject lands are designated ‘Commercial/Industrial’ (CI) with a stated objective ‘to provide for enterprise, light industry and commercial uses other than those reserved to the City Centre zone’. The extant GCDP includes a specific development objective pertinent to the proposed site, as set out below:

‘Former Crown Equipment Site Zoned CI. The majority of retail floor space to be dedicated for bulky goods retailing and the balance for local retailing needs. Parking shall be kept back from Monivea Road and separated from the Monivea Roads by buildings. The design of frontage facing Monivea Road shall be of a high architectural standard.’

The proposed site is also designated as a ‘Neighbourhood Centre’ as provided for in the Retail Strategy Ch. 6, Section 6.3 of the GCDP. Typically, the provision in neighbourhood centres is primarily convenience goods retailing and some local services – e.g. dry cleaners, hairdressers. Neighbourhood centres perform important functions in communities, in that they are very accessible and provide for ‘top up shopping’ for the immediate catchment.

As detailed above in **Table 20**, the uses permitted in principle and open for consideration on ‘CI’ zoned land include, inter alia:

- Specialist offices;
- Offices of a type and of a scale appropriate to the function and character of the area;
- Residential content of a scale that would not unduly interfere with the primary use of the land for ‘CI’ purposes and would accord with the principles of sustainable neighbourhoods;
- Childcare facilities;
- Commercial leisure/indoor recreation

It is considered in that in the interest of the GCDP and sustainable development of the site, the interpretation of the zoning objective should apply to both Phase I and II cumulatively. In this regard the residential element of Phase II which extends to 32,379sqm gross floor area, compared to 85,554 sqm gross floor area for the entirety of the site, equates to 37.8% of the proposed uses. The proposed quantum of residential development in the context of the overall development mix for the entire site is considered to comply with the ‘CI’ zoning objective.

Having due regard to the proposed site’s designated ‘Neighbourhood Centre’ status, other complementary and neighbourhood facilities are proposed as follows:

- Restaurant
- Cafe/Coffee shop
- Convenience store
- Medical Centre (potential Primary Care Centre)
- Pharmacy
- Creche
- Other small retail/service units (e.g. hairdresser)

This Report submits that the above uses align with the GCDP’s vision for the site’s ‘Neighbourhood Centre’ designation. It is also considered that the overall provision of commercial services in the

permitted Phase I and the proposed Phase II comply with the ‘CI’ zoning designation on the application site.

7.2.2 Compliance with the Core Strategy

The GCDP includes a Core Strategy and Settlement Strategy that notes the need to accommodate continued population growth, in line with the City’s designation as a ‘Gateway’¹, in a sustainable manner. In this regard, the adopted Settlement Strategy is primarily based on consolidating the urban form of the City. The strategic goals of the GCDP include the following:

- Promote balanced and sustainable economic development that will enable Galway City to fulfil its role as a National Gateway and a Regional Centre, providing sufficient employment opportunities and appropriate services.
- Use the role of the Gateway to harness the strengths and maximise the economic development of the region.
- Provide for a built and natural environment that is of high quality and that contributes to providing a good quality of life for residents and visitors and affords sustainable transportation opportunities.

The population target for Galway City as set out in the *Regional Planning Guidelines for the Western Region* is for the city to reach a population target of 98,700 by 2022. It is estimated based on the RPG population targets, that the increase in the number of households in Galway City from 2011 to 2022 will be in the order of 8,510. This is taking the census records of 2011 households as the baseline and adopting the average size of city households then at 2.72 to be constant from 2011 to 2022. In total from January 2012 up to September 2016 there have been 467 house completions in Galway City. Taking account of the 467 housing units completed up to September 2016, the GCDP states there would be an estimated residual demand for 8,043 housing units to meet the needs for housing of the population target.

Census data pertaining to new dwelling completions by Local Authority and Quarter illustrates that only a mere 319 no. new residential units have been completed in Galway City between Quarter 1 2017 and Quarter 1 2019. The proposed development provides for 288 no. residential units and provides a significant response to Galway’s housing needs in accordance with the adopted Housing Strategy 2017-2023, which has been informed by the Core Strategy of the GCDP.

Table 23: New Dwelling Completion (Number) by Local Authority and Quarter

	2017 Q1	2017 Q2	2017 Q3	2017 Q4	2018 Q1	2018 Q2	2018 Q3	2018 Q4	2019 Q1	Total House Completi ons
Galway (City Council)	37	39	42	31	31	41	27	40	31	319

Source: Central Statistics Office ‘NDQ05: New Dwelling Completion by Local Authority and Quarter’
Available at: <https://www.cso.ie/px/pxeirestat/Stature/SelectVarVal/saveselections.asp>

¹ Galway City was designated as a ‘Gateway’ under the National Spatial Strategy. The updated National Planning Framework designates Galway City as a Metropolitan Area and notes its location at a pivotal point on the Atlantic Economic Corridor.

7.3 Design Standards

7.3.1 Density and Plot Ratio

Table 11.3 of the GCDP provides for a maximum plot ratio of 1.25:1 and a site coverage of 0.80 on 'CI' zoned lands. The GCDP does allow for instances where the maximum plot ratio standard can be relaxed. On certain key sites within the city centre it is recognised that a higher plot ratio may contribute to a higher quality of urban design, innovative iconic architectural form or urban regeneration.

Section 11.3.2(a) 'General' states:

'In the interest of sustainability and urban design, higher densities may be appropriate when new residential development or commercial/community development has regards to prevailing pattern, form and density of these areas.'

The current Phase II scheme includes 36,475 sqm of gross floor area (above ground) on a stated above ground site area of 20,265 sqm, which equates to the plot ratio of 1.8:1. The proposed development strategy for the entire site (Phase I & II) includes 85,554 sqm of gross floor area (above ground) on a stated site area of 51,148 sqm, which equates to a plot ratio of 1.67:1.

Whilst the proposed density for the overall masterplan vision for the whole site is above the maximum plot ratio standards for 'CI' zoned site at 1.67:1, it is submitted that the proposed density is in compliance with preceded national planning policy in relation to density, height and the objective to secure compact growth.

- Alignment with national policy in the form of the *Guidelines for Planning Authorities on Sustainable Residential Development* Chapter 5 guidance which relates to appropriate locations for increased densities on brownfield sites within city centres. In accordance with Section 5.3 of the above-mentioned guidelines, the proposed design has given particular consideration to the sensitivity in relation to the existing adjacent residential developments on the Monivea Road which are generally two storeys. The proposed blocks taper down towards the boundaries where necessary and have been specifically designed to minimise the impact on residential amenity.
- Alignment with the *Sustainable Urban Housing: Design Standards for New Apartments, Guidelines for Planning Authorities 2018*, in particular Section 2.4 which promotes higher density development on sites within walking distance of principal city centres or significant employment locations (such as the permitted Phase I development located on site).
- Alignment with recently published *Urban Development and Building Heights Guidelines for Planning Authorities*. Reflecting on the NPF strategic outcomes in relation to compact urban growth, the Guidelines considers that there is significant scope to accommodate anticipated population growth and development needs, whether for housing, employment or other purposes, by building up and consolidating the development of our existing urban areas.
- The site is well served by public transport and is located on a designated GTS priority bus route. The proposed scheme includes cycle lanes and associated infrastructure to promote more sustainable forms of travel.
- Urban Design –the scheme proposes an innovative and creative solution which breaks down the massing of building blocks. The design of the buildings is of a high standard and with consideration to this as well as the provision made in the GCDP for considering

taller buildings at appropriate locations, we consider that the density of the proposed development is appropriate to this specific location.

In summary, it is considered that the proposed development will provide for a development of suitable mass and scale which makes a considerable contribution to the civic amenity of this rejuvenating area.

7.3.2 Housing Mix

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 24: 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 (HNSDA), 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]

7.3.3 Open Space

7.3.3.1 Communal Open Space

Communal open space is provided at upper ground level in two main garden courtyards formed by three apartment block arranged to provide for appropriate solar access to apartments and open space. This is explained in detailed solar modeling and analysis prepared by Integrated Environmental Solutions (IES) is attached at Appendix 04 of the **Architectural Design Statement**. Pedestrian comfort is also assessed in a wind analysis/ micro-climate study also prepared by IES and attached as Appendix 06.

A landscape privacy strip is proposed where ground level apartment abut the communal open space. As the residential ground level is generally higher than the public open space and as sunken garden courts are formed within the communal open space there is generally good privacy separation between apartments and open space (public or communal residential).

Table 25: Schedule of Communal Open Space

Type	Upper Basement Level	Ground Floor Level	Total
Public Open Space	3,585	5,865	9,450
Communal Amenity Space (Residential)	1,015	3,165	4,180

7.3.3.2 Private Amenity Space

The development proposes to provide private amenity space in accordance with Appendix 1 of the *Sustainable Urban Housing: Design Standards for Apartments 2018*. This is tabulated in the 'Housing Quality Assessment' (see Appendix 02 of the **Architectural Design Statement**). Plan diagrams illustrating the extent of public, residential communal and residential private open space at Lower Ground and Ground levels are attached as Appendix 05 of the **Architectural Design Statement**.

7.3.3.3 Children's Play Area

A south facing children's play area associated with the Creche is provided at lower ground level -1. A playground is also provided at upper ground level within the northern communal open space. All of

the communal open space and lower ground level creche garden space is securely enclosed with access restricted to residents or parents/ carers of Creche children.

Both communal open space courtyards are linked and each has vehicular access for maintenance or emergency services. The public open space between Phase 1 and Phase 2 is immediately adjacent to the residential development and also has vehicular access for maintenance/emergency services from Monivea Road.

7.4 Impact on residential amenity

The proposed design has given particular consideration to the sensitivity in relation to the existing adjacent residential developments on the Monivea Road which are generally two storeys. The proposed blocks taper down towards the boundaries where necessary and have been specifically designed to minimise the impact on residential amenity.

The development proposes lower building height along the Monivea Road, stepping up across the site to the north. The Monivea Road range of buildings is broken up into 5 buildings between Phases I and II with large landscaped gaps providing visual and physical permeability as well as reducing apparent density of development. In terms of building height, Block J has 4 residential levels over ground floor retail, Blocks G and J are 7 and 8 storeys respectively over the upper ground level. The site is relatively large with extensive road frontage and these heights across a number of buildings (with significant open space in between) are not regarded as excessive or as contributing negatively to the overall site development scale.

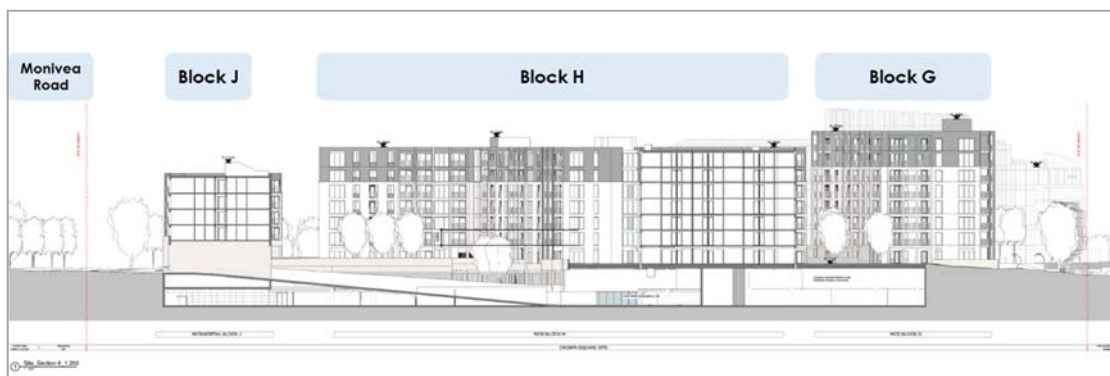


Figure 13: Cross Section through Monivea Road and Proposed Site. Extracted from Dwg CSG - HJL - ZZ - XX - DR - A - 3012

7.5 Compliance with the Design Manual for Urban Roads and Streets

The Design Manual for Urban Roads and Streets (DMURS), 2013, sets out design guidance and standards for constructing new and reconfiguring existing urban roads and streets in Ireland. DMURS aims to end the practice of designing streets as traffic corridors, and instead focus on the needs of pedestrians, cyclists, and public transport users. DMURS notes that permeable layouts provide more frequent junctions which have a traffic calming effect as drivers slow and show greater levels of caution.

The primary objectives of DMURS are as follows:

- i. Prioritise pedestrians and cyclists in urban settings without unduly compromising vehicular movement.
- ii. Provide good pedestrian permeability and connectivity in urban environments in order to encourage walking.
- iii. Implement speed reduction measures to provide safe interaction between pedestrians, cyclists and motorists.

- iv. Create attractive streetscapes through the design of roads and footpaths with careful consideration given to landscaping and selection of surface finishes.

A **Statement of Compliance with DMURS** prepared by Punch Consulting Engineers is enclosed with this submission.

7.6 Access and Mobility Management Proposals

The proposed scheme is supported by a **Mobility Management Plan (MMP)** which sets out the key infrastructural proposals and modal split targets for the development in general terms and will be further developed when the development is occupied. The MMP should be considered as a dynamic process where a package of measures and campaigns are identified, piloted and monitored on an ongoing basis. The nature of the plan therefore changes during its implementation in that some measures prove successful and are therefore retained while others are not supported and are discarded. It is important that the plan retains the support of users and receives continuous monitoring. Feedback and active management of the plan is required for it to continue to be successful.

The appointment of a Mobility Manager, from the start, as part of the site operations team, to co-ordinate the initial period of occupation by all the site users is necessary. In the fullness of time, a travel co-ordinator as part of a steering group is considered vital for the success of the plan. The steering group may comprise of representatives of the whole development i.e. commercial and residential. The MMP will need to be reviewed on a regular basis within the steering group with updates occurring as improvements to the transport network in the vicinity of the development site are implemented.

The objectives of the MMP for the proposed development are as follows:

- To encourage/increase the use of public transport, walking and cycling for staff and visitors and for work-related travel and to facilitate travel by bicycle, bus and train.
- To reduce the overall number of single occupant vehicles trips for journeys to work and work-related travel.
- To integrate mobility management into the development decisions, policies and practices to work closely with governing bodies on means and use of transport services around the vicinity of the development site
- To provide information and have resources readily available to increase awareness and continue education on sustainable modes of travel for both staff and visitors to the development.
- To increase car-pooling amongst staff.

Please see the enclosed MMP prepared by Punch Consulting Engineers for further details.

7.7 Efficiency

The development will implement the GCDP land use zoning objectives, standards and guidelines as well as the Department of Housing, Planning and Local Government guidelines on urban design and density in the provision of an efficient land use. Approximately 26,800m² of existing structure will be incorporated into a total development area of approximately 85,500m² over two phases. This density of development is proposed as compatible with the location in terms of environmental impact. It is also efficient in supporting the development of sustainable work and residential accommodation in parallel with Galway City public transportation policy.

Environmental building and site services incorporate rainwater harvesting for use on site as grey water, surface water attenuation including both storage capacity and extensive areas of green roof.

The whole site development is being designed to meet the requirements of Building Regulations Part L 2017 nZEB (Near Zero Energy Building). This incorporates renewable energy generation (photovoltaic

panel array and heat pump technology). This is set out in the **Environmental Services and Sustainable Design** report by Patrick McCaul Consulting Engineers which is attached as Appendix 03 of the enclosed Architectural Design Statement.

The site layout planning, with lower buildings to the southern boundary, stepping higher to the north around two significant public spaces has been informed by solar orientation and sunlight access to the public landscaped areas. A report relating to **Daylight, Sunlight and Overshadowing** prepared by IES Consulting is attached at Appendix 04 of the enclosed Architectural Design Statement.

The application is also supported by **Building Lifecycle Report** which provides an assessment of the long term running & maintenance costs, the measures to manage and reduce costs and the energy strategy for the proposed development. The report outlines how the development will be designed and constructed so as to ensure that the energy performance of the development is such as to limit the amount of energy required for its overall operation.

7.8 Environmental Impact Assessment

MKO has been appointed as Environmental Consultants on this project and has been commissioned to prepare an **Environmental Impact Assessment Report** (EIAR) that fulfils the requirements set out by the Environmental Protection Agency (EPA) in the *Guidelines on the Information to be contained in Environmental Impact Statements* (2002), as well as taking account of the recent *Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment* (August 2018), and Schedule 6 of the *Planning and Development Regulations 2001*, as amended, relating to the information to be contained in an EIAR.

The purpose of the EIAR will be to document the current state of the environment in the vicinity of the proposed development site in an effort to quantify the possible effects, if any, of the proposed development on the environment. The assessment process will serve to highlight any areas where mitigation measures may be necessary in order to protect the surrounding environment from any negative impacts of the proposed development. The objective of this process is to facilitate the most efficient and positive design of the proposed development in order to enable the development to be incorporated onto the surrounding landscape and to plan for the identified effects so that measures are in place to ensure the environment is protected before any negative impacts are allowed to occur. The information to be contained in an EIAR is specified in Schedule 6 of the *Planning and Development Regulations, 2001 (as amended)*.

Please see the EIAR for further details.

7.9 Appropriate Assessment

Under Article 6 (3) of the EU Habitat Directive and Regulation 30 of SI no. 94/1997 European Communities (Natural Habitats) Regulations (1997) any plan or project which has the potential to significantly impact on the integrity of a Natura 2000 site (i.e. Special Area of Conservation or Special Protection Area) must be subject to an Appropriate Assessment. This requirement is also detailed in the Planning and Development Act 2000 (as amended).

An **Appropriate Assessment Screening Report** and **Natura Impact Statement** have been prepared by MKO in support of this proposal. The NIS concludes as follows:

‘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.’

8.

CONCLUSION

This Report has been prepared by MKO on behalf of Crown Square Developments Ltd in support of an application to An Bord Pleanála (ABP) for a strategic housing scheme on lands located at the former Crown Equipment site, at the junction of Monivea Road and Joyce's Road, Mervue, Galway. The application is made under the Strategic Housing Development provisions of the Planning and Development (Housing) and Residential Tenancies Act, 2016.

This Report includes details in respect of the proposed development in relation to the site location and context, the development description and the relevant planning history. This report also provides an assessment of the proposed development's consistency with the relevant planning policy documents at national, regional and local level. The proposed development will assist Galway City Council in meeting its commitment 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.

In summary, it is submitted that the proposed development results in a development which accords fully with the proper planning and development of the area while providing an attractive, high quality, contemporary development which enhances the development of the western area of the city. It is submitted that the proposed scheme represents significant planning gain for the area for the following reasons:

- 1. The proposed development provides for 288 no. residential units and provides a significant response to Galway's housing needs in accordance with the adopted Housing Strategy 2017-2023, which has been informed by the Core Strategy of the GCDP.*
- 2. The proposed scheme, in addition to the uses permitted under Phase I, have the potential to create a new distinctive city quarter on a vacant brownfield site.*
- 3. The proposed scheme will encourage a diversity of uses to sustain an animated and vibrant public realm of streets and urban spaces promoting sustainable transportation options.*
- 4. The proposed development recognises the need to ensure appropriate densities and a mix of uses, particularly in areas in need of considerable renewal and rejuvenation such as the subject lands*
- 5. Important pedestrian and cyclist connections are also incorporated into the design by creating links between Monivea Road and Joyces Road providing an accessible street network for disabled users, walkers and cyclists.*
- 6. It is considered that the proposed development would bring significant socio-economic benefits to the community and be a catalyst for further investment in the area.*



APPENDIX 1

MEETING MINUTES



MEETING MINUTES

Project/Reference:	180745b – Crown Square Phase 2 – Stage 1 SHD Meeting
Time & Date:	Wednesday 7 th November @ 2.30pm
Meeting Type:	Stage 1 SHD Meeting with Galway City Council
Location:	Galway City Council
Minutes By:	Pamela Harty (Project Planner)
Issue Date:	Thursday 15 th November 2018
Filename:	180745b – Stage 1 SHD Meeting Minute – 2018.11.07

Attendance Details

Individual	Company	Abbreviation
Attendees		
Caroline Phelan, Senior Planner	Galway City Council	CP
Liam Blake, Senior Executive Planner	Galway City Council	LB
John Doody, Executive Planner	Galway City Council	JD
Stephen Walsh - Parks Superintendent	Galway City Council	SW
Uinsinn Finn – Transporation	Galway City Council	UF
Frank Clancy - Acting Senior Engineer, Water Services	Galway City Council	FC
Eileen – Planning Administrator	Galway City Council	
Paul Fitzmaurice, Applicant	JJ Rhatigan	PF
Niamh Conlon, Applicant	JJ Rhatigan	NC
Martin Donnelly, Architect	Henry J Lyons	MD
Ronan Stokes, Engineer	Punch Consulting Engineers	RS
Pamela Harty, Project Planner	McCarthy Keville O'Sullivan	PH
Apologies		
Padraic Rhatigan	JJ Rhatigan	PR

Phrases/Names	Abbreviation
Environmental Impact Assessment	EIA
Galway City Council	GCC
Galway City Development Plan	GCDP
Mobility Management Plan	MMP
Operational Management Plan	OMP
Strategic Housing Development	SHD
Transport Infrastructure Ireland	TII

Item	Description	Action
1.0	<p>Introduction</p> <p>PH recapped the planning strategy for the entire site, which will see the subject lands developed in two distinct stages, with two separate planning applications:</p> <ul style="list-style-type: none"> ▪ Phase 1: Commercial Offices (Blocks A-E), Hotel and Site Infrastructure ▪ Phase 2: Strategic Housing Development – Residential, Leisure and Ancillary Uses <p>PH informed GCC the Phase 1 application would be lodged with the Planning Authority imminently.</p> <p><i>Post meeting: Phase 1 application submitted to GCC on 12th November 2018.</i></p>	N/A
3.0	<p>Phase 2 Scheme Design</p> <p>MD and RS provided an overview of the scheme design, detailing the urban design approach, transport and access proposals and development management design standards achieved. NC outlined the intended operational management proposals.</p>	N/A
GCC Feedback and Discussion		
4.0	<p>Landscaping</p> <ul style="list-style-type: none"> ▪ GCC advised the applicant to liaise with Cllr Terry Flaherty who resides in the area. NC confirmed that there had been engagement with Cllr Flaherty. ▪ SW welcomed the use of larger trees but cautioned that careful consideration will need to be given to the position to ensure they have adequate soil depth to survive. ▪ CP reiterated that a high quality, inclusive landscaping and public realm strategy will be critical. CP stated the proposed public realm strategy was superior to that previously granted on the site (Pl Ref. 06/223) and advised the designers to illustrate the benefits of the current scheme over what was already permitted. CP noted that the Design Statement did show sections of the previous scheme but advised the designers to expand on this matter further. Elaborate on the site's capacity to hold events and be a shared landscape etc. ▪ SW encouraged the use of rainwater harvesting and greywater treatment systems where possible. ▪ CP advised designers to graphically illustrate the proposed movement strategy and detail how the spaces will be perceived and used. 	<ul style="list-style-type: none"> ▪ Keith Mitchell to meet with Stephen Walsh (GCC Parks Officer) to discuss detailed landscape proposals. ▪ Design Team to note GCC's advice re landscaping and open spaces areas.

Item	Description	Action
	<ul style="list-style-type: none"> ▪ LB encouraged the creation of spaces that people will want to linger in and the use of a mix of hard and soft landscaping, suitable for the local climate. ▪ SW advised designers to include active recreation spaces for all ages (e.g. lawn bowls, outdoor exercise areas etc.) and children play areas. He encouraged the creation of spaces that facilitate casual social interaction between residents/visitors. 	
5.0	<p>Traffic</p> <ul style="list-style-type: none"> ▪ RS confirmed that the agreed approach was to describe the traffic impacts for the entire development (i.e. Phase 1 and 2). ▪ GCC have provided relevant traffic data and RS confirmed additional surveys have been commissioned for Monivea Road and Connelly Avenue. Following TII response on Phase 1 EIA Scoping, the design team have also assessed impact on the N6 junction. ▪ RS confirmed that the principal access/egress will be via Joyces Road, with secondary egress via Monivea Road. UF suggested that GCC may want to restrict cars making right hand turns into the development from the Monivea Road. ▪ Service/heavy goods deliveries will be exclusively from Monivea Road. ▪ Emphases on sustainable travel to encourage modal shift. Application will be accompanied by a MMP. Potential to include Coca Cola bike station, Go-Car sharing etc. ▪ Scheme will allow for emergency access at grade, controlled by automatic bollard system. All other vehicle traffic will be directed to the underground car park. ▪ Joyces Road and Tuam Road junctions upgrade will be included in the application. ▪ UF suggested there may be a need for a pedestrian crossing to existing residential community to the south. Reference made to the north/south crossing on the National University of Maynooth campus 	
6.0	<p>Governance/Management</p> <ul style="list-style-type: none"> ▪ Options for property management of the scheme were discussed. NC clarified that whilst the scheme will accommodate multiple tenants, it is envisaged there will be a master management company. ▪ CP advised that the proactive use of the communal open space areas needs to be enshrined in the OMP, for example the use of 	

Item	Description	Action
	spaces for events, outdoor cinemas etc. NC referred to applicant's Ship Street development, where tenants/users actively seek distinctive public spaces.	
7.0	Apartment Types <ul style="list-style-type: none"> ▪ LB expressed concern about the predominance of two-bed apartment types and encouraged the applicant to provide a greater mix in accordance with GCDDP policy. 	<ul style="list-style-type: none"> ▪ MD and applicant to consider mix of units
8.0	Part V <ul style="list-style-type: none"> ▪ Part V will be applicable, - 10% of residential units. ▪ PH to make contact with Dermot Mahon in Housing regarding Part V proposal. 	<ul style="list-style-type: none"> ▪ PH to set up meeting with Housing. ▪ NC/PF to give consideration to Part V costings.
9.0	Drainage <ul style="list-style-type: none"> ▪ RS confirmed that the agreed approach was to describe the drainage proposals for the entire development (i.e. Phase 1 and 2). ▪ Feedback received from Irish Water. 	
10.0	Other Items Meeting with fire officer arranged for coming weeks.	

END



MEETING MINUTES

Project/Reference:	180745b – Crown Square Phase 2 – Stage 1 SHD Meeting
Time & Date:	Tuesday 11 th December @ 3.00pm
Meeting Type:	Part V Meeting
Location:	Galway City Council
Minutes By:	Pamela Harty (Project Planner)
Issue Date:	Friday 14 th December 2018
Filename:	180745b – Part V Meeting Minute – 2018.12.11

Attendance Details

Individual	Company	Abbreviation
Attendees		
Liam Blake, Senior Executive Planner	Galway City Council	LB
Laura Sharkey, A/Administrative Officer, Housing Capital	Galway City Council	LS
Conor Kelly, Housing	Galway City Council	CK
Helena Martyn	Galway City Council	HM
Niamh Conlon, Applicant	JJ Rhatigan	NC
Paul Fitzmaurice, Applicant	JJ Rhatigan	PF
Pamela Harty, Project Planner	McCarthy Keville O'Sullivan	PH

Phrases/Names	Abbreviation
Galway City Council	GCC
Galway City Development Plan	GCDP
Strategic Housing Development	SHD

Item	Description	Action
1.0	<p>Introduction</p> <p>Following roundtable introductions, LB and PH set out the background to the mixed-use development and provided the GCC Housing representatives with a brief overview of the SHD process.</p> <p>CK provided a summary of the Part V of the Planning and Development Act 2000 was amended with effect from 1 September 2015.</p>	N/A
2.0	<p>Part V Discussion</p> <p>Draft Part V proposal discussed (see draft proposal attached), based on the development of 294 no. residential units.</p>	PH issued draft Part V costings to LS in electronic format.

Item	Description	Action
	<p>Part V obligation equates to 10% = 29.4 units.</p> <p>GCC expressed desire for a mix of units dispersed throughout the blocks. GCC's main demand is for two-bed units based on their current housing mix.</p> <p>The options of utilizing a Voluntary Housing Body were discussed. CK clarified that this would need to be agreed at the stage of agreeing the Part V agreement.</p> <p>Updated land valuation reports would be required at the stage of concluding the Part V Agreement. Applicant and GCC would provide separate valuations.</p> <p>PH requested GCC to provide a 'Letter of Understanding' to accompany the formal SHD application (stage 3) to An Bord Pleanála. GCC were agreeable to this.</p>	<p>PH to follow up LS on Part V proposal as the scheme evolves to obtain a Letter of Understanding.</p>

Attached: Draft Part V Costing

Part V Development Cost Summary (Draft - For Discussion)

Project Name/Location:	Crown Square, Mervue, Galway	
------------------------	------------------------------	--

Gross floor area of whole development (Residential Portion (ex basement and public realm areas)):	21590	m2
Number of residential units:	294	Nr

Part V percentage obligation: 10%

Number of obliged Part V units:	29.4	<i>Rounded</i>			
Number of Sq Mtrs in the Part V units:(10% of totak Dev.SqMtr)	2159		QTY	SQ Mtr	Ref No. from Site Plan
Part V Unit type proposed:		1 Bed			
Part V Unit type Area:		2 bed			
		3 bed			
		4 bed			

	€	
Land Cost @ Existing Use Value(without Planning Permission) <i>Agricultural</i>		Per Acre
Land Cost @ Development Use Value(with PP)		Per Acre

	€	€
Construction cost (Residential Build Cost + Resi Portion for basement & public areas)	63500000	
Builders profit @	6350000	10%

Sub Total 1	69850000	
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Land Cost	6375000	Existing Use Value
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The below figures can be estimates at the Pre Planning Part V Stage.

Design & certification (Prof Fee's)	4820000	Builders Profit should not be applied to these
Cost consultant / PM	804000	
Landscape design	15000	
Planning consultant	30000	
Planning application & commencement notice	60000	
Development contribution (€10,370 - 1 Bed, €11,690 - 2 & 3 Beds)	3362940	
Bond (TBC)	212500	
Legal fees (.575%)	400000	
Auctioneers fees (1%)	700000	
Home bond guarantee scheme	242550	
ESB connection	85000	
Financing:	9000000	
Stamp duty (6%)	382500	

Sub Total 2	26489490
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Total	96339490
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Part V Cost(Unit)	327685
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Part V Cost(\$q Metre)	4462
------------------------	------

SITE AREA	SQ M	SQ Ft	Acres	%
Site Area P1	29,418	316,649	7.269	0.575
Site Area P2	21,750	234,113	5.374	0.425
	51,168	550,762	12.644	1.000

DEVELOPMENT AREA		
	GIA - SQM	GIA - SQ Ft
Residential	21,594.00	232,436
Business / Office Park	40,405.00	434,916
Hotel & Leisure	9,875.00	106,294
Retail	1,900.00	20,451
Total	73,774.00	794,097

Part V Development Cost Summary (Draft - For Discussion)

Project Name/Location:	Crown Square, Mervue, Galway	
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Gross floor area of whole development (Residential Portion (ex basement and public realm areas)):	21590	m2
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		3 bed			
		4 bed			

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Land Cost @ Development Use Value(with PP)		Per Acre

	€	€
Construction cost (Residential Build Cost + Resi Portion for basement & public areas)	63500000	
Builders profit @	6350000	10%

Sub Total 1	69850000	
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The below figures can be estimates at the Pre Planning Part V Stage.

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Home bond guarantee scheme	242550	
ESB connection	85000	
Financing:	9000000	
Stamp duty (6%)	382500	

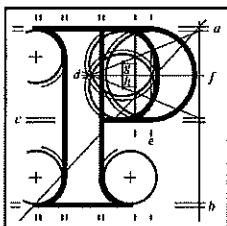
Sub Total 2	26489490
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Total	96339490
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Part V Cost(Unit)	327685
Part V Cost(\$q Metre)	4462

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	51,168	550,762	12.644	1.000

DEVELOPMENT AREA		
	GIA - SQM	GIA - SQ Ft
Residential	21,594.00	232,436
Business / Office Park	40,405.00	434,916
Hotel & Leisure	9,875.00	106,294
Retail	1,900.00	20,451
Total	73,774.00	794,097



An
Bord
Pleanála

Record of Meeting

ABP-303961-19

Description	287 no. apartments Former Crown Equipment Site, Junction of Monivea Rd and Joyces Rd, Mervue, Co. Galway.		
Case Type	Section 5 Pre-Application Consultation Request		
Date:	18 th April 2019	Start Time	11:30 a.m.
Location	Offices of Galway City Council	End Time	12:45 p.m.
Chairperson	Rachel Kenny	E.O.	Ciaran Hand

Representing An Bord Pleanála:

Rachel Kenny, Director of Planning
Una Crosse, Senior Planning Inspector
Ciaran Hand, Executive Officer

Representing Prospective Applicant:

Padraic Rhatigan, Crown Square Developments Ltd (applicant)
Niamh Conlon, Crown Square Developments Ltd (applicant)
Ronan Stokes, Punch Consulting Engineers
Martin Donnelly, Henry J Lyons Architects
David Graham, Henry J Lyons Architects
Pamela Harty, MKO

Representing Planning Authority

Liam Blake, Senior Executive Planner
Caroline Phelan, Senior Planner
Stephen Walsh, Senior Executive Parks Engineer
Frank Clancy, Senior Executive Engineer Water Services
Joan Higgins, Planning Administration
Norann Keane, Senior Staff Officer

Introduction

The representatives of An Bord Pleanála (ABP) welcomed the prospective applicant, Planning Authority (PA) and introductions were made. The procedural matters relating to the meeting were as follows:

- The written record will be placed on the pre-application consultation file and will be made public, along with that file, should an application arise following the conclusion of this consultation process,
- ABP received a submission from the PA on 10th April 2019 providing the records of consultations held pursuant to section 247 and its written opinion of considerations related to proper planning and sustainable development that may have a bearing on ABP's decision,
- The consultation meeting will not involve a merits-based assessment of the proposed development,
- The meeting will focus on key site-specific issues at strategic overview level, and whether the documents submitted require further consideration and/or amendment in order to constitute a reasonable basis for an application,
- Key considerations will be examined in the context of the statutory development plan for the area and section 28 Ministerial Guidelines where relevant,
- A reminder that neither the holding of a consultation or the forming of an opinion shall prejudice ABP or the PA concerned in relation to any other of their respective functions under the Planning Acts or any other enactments and cannot be relied upon in the formal planning process or in legal proceedings.

The ABP representatives acknowledged the letter dated 15th March 2019 formally requesting pre-application consultations with ABP. Prospective applicant advised of the need to comply with definition of SHD as set out in the Act of 2016, in relation to thresholds of development. It was also noted that the Inspector dealing with the pre-application consultation request would be different to who would deal with the application when it was submitted. Recording of the meeting is prohibited.

Agenda

- 1. Compliance with SHD/Environmental Legislation**
- 2. Zoning Provisions**
- 3. Development Strategy for the site to include inter alia:**
 - **Layout and internal interfaces with proposed adjoining development**
 - **Design/distinctiveness including materials and finishes**
 - **Phasing**
 - **Tenure**
- 4. Car parking Rationale**
- 5. Site services**
- 6. Any other matters**

1. Compliance with SHD/Environmental Legislation

ABP sought further elaboration/discussion on:

- While Phase 1 granted current appeal on same which includes car parking and services which are proposed to serve current pre-app proposal.
- SHD proposal must not be dependent on any ancillary elements which do not have the benefit of permission
- Submission of EIAR with documentation

Planning Authority's comments:

- Proposal should comply with development plan and given zoning, proposal considered on the basis of overall development of the site including Phase 1.

Prospective Applicant's response:

- No 3rd party appeals on Phase 1 and envisaged that first party appeal will be withdrawn.
- EIAR was submitted for Phase 1 so in public domain.

Further ABP comments:

- Development could be potentially premature if relying on elements which have not been permitted prior to making of SHD application.
- Need to outline how the car parking area, for example, can be divided
- Car parking and services to facilitate the development need to be standalone/extant
- EIAR documentation will not be addressed at pre-application stage

2. Zoning Provisions

ABP sought further elaboration/discussion on:

- Documentation relating to zoning provisions to be further detailed.
- Use of the crèche and inclusion of crèche within ancillary residential services.

Prospective Applicant's response:

- Documentation regarding the zoning provisions will be augmented.
- Crèche initially proposed for residents and Phase 1 but will be included as commercial space

Planning Authority's comments:

- Proposal considered appropriate given overall development of the site

3. Development Strategy for the site to include inter alia:

- **Layout and internal interfaces with proposed adjoining development**
- **Design/distinctiveness including materials and finishes**
- **Phasing**
- **Tenure**

ABP sought further elaboration/discussion on:

- Consideration of interfaces within the scheme particularly from the public realm towards the basement car park and towards the public road.
- Areas to be taken in charge/management of public open spaces.
- Permeability within the scheme and into the scheme to be outlined in detail.
- Design and distinctiveness of the proposed development particularly treatment of backlines, commercial frontages and detailing of materials.
- Phasing of proposal to be detailed.
- Tenure proposed to be clarified and procedural requirements of BTR to be addressed if proposing same.

Prospective Applicant's response:

- More CGI's will be submitted
- Access to the public realm can be examined and outlined in operational management plan, not proposed that any areas will be taken in charge and proposed phase 2 will be managed as per phase 1
- Providing event space is conditioned in phase 1
- Permeability of the site to be addressed with requirement that gates closed for very limited times and can be addressed in operational management plan.
- Envisage as much permeability and integration as possible alongside necessary security and maintenance
- Examining ways to reduce the visual impact and to eliminate projecting balconies
- Phasing proposed to comprise completion of the basement, hotel (standalone), office and then residential (standalone)

Planning Authority's comments:

- Concern remains as to accessibility of public open space and availability of event space
- Balconies on Mervue road need to be re-examined
- Photomontages should be provided
- Phase 1 and 2 have crossovers with amenities with detailed conditions regarding open space in Phase 1 permission and recommend conditions on phase 1 should be replicated on phase 2 as Phase 1 would not have been considered without phase 2
- Clarification required regarding tenure of proposal given CDP policies on tenure.
- Consideration of unit mix with requirement for greater number of 3-bed units and lesser number of 1-bed units.

Further ABP comments:

- Consideration of both internal and external interfaces particularly from public realm.
- Treatment of street frontage and commercial units addressing public road.
- Consideration of permeability and connections with public permeability to be maximised.
- Consideration of management of public spaces and event space
- Justification of proposed unit mix in respect of proposed new neighbourhood and existing neighbourhood within which the site is located.

- Architects Design Statement to provide detail on materials and finishes including commercial frontages.
- More detail is required with phasing
- Build to rent developments require a covenant
- Operational management Plan should be a standalone document.

4. Car parking rationale

ABP sought further elaboration/discussion on:

- Detail regarding car parking strategy for the residential element.
- Provision of electric charging points

Prospective Applicant's response:

- Documents will provide a clear parking strategy
- Provision can be made for charging points and ducting

Planning Authority's comments:

- The issue of car parking rationale was addressed in phase 1

Further ABP comments:

- Car parking strategy to be outlined in detail.
- Provision of sufficient charging points

5. Site services

ABP sought further elaboration/discussion on:

- Any issues with the site services

Prospective Applicant's response:

- Proposal is part of overall site with strategy outlined for same.

Planning Authority's comments:

- Note works undertaken to date on site and consider proposed strategy acceptable.

Further ABP comments:

- If there are any changes consult with Irish Water

6. Any other matters

ABP comments:

- There is no further information sought at application stage

Planning Authority's comments:

- No comment

Applicants Comments:

- No comment

Conclusions

The representatives of ABP emphasised the following:

- There should be no delay in making the planning application once the public notice has been published
- Sample notices, application form and procedures are available on the ABP website
- Proposed development must be specifically described in public notices as build to rent housing for long-term rental housing
- Irish Water would like prospective applicants to contact Irish Water at cdsdesignqa@water.ie **between the Pre-Application Consultation and Application stages**, to confirm details of their proposed development and their proposed design.
- The email address to which applicants should send their **applications** to Irish Water as a prescribed body is spatialplanning@water.ie



Rachel Kenny,
Director of Planning

15th May 2019

Henry J Lyons

MINUTES

Date:
18.10.2018
Project:
950144 Crown Square

Meeting:
Landscape Design Review
Venue:
Henry J Lyons

Attendance	Company
Keith Mitchell Martin Donnelly, Sinéad McMahon	Cunnane Strattan Reynolds HJL

Distribution	Company
All present, plus; Niamh Conlon Ronan Stokes, Ray Owen, Fergal Timlin, Aidan O'Connell, Donal Gallery, Tim Murnane Gus McCarthy, Pamela Harty, Colm Ryan Pat McCaul, Niall O'Kane, Aidan Campbell Derek Byrne, Roldan Jacoby, Ian Cummins, David Graham	Luxor Investments Ltd Punch Consulting McCarthy Keville O'Sullivan Pat McCaul Consulting Engineers Henry J Lyons Architects

Item	Discussion	Action
1.0	Introduction	
1.1	This meeting reviewed proposed landscape design for Phase O1 along with briefing for Phase O2.	
2.0	GCC Meeting	
2.1	CSR reports Stephen Walsh of GCC is generally satisfied with intended approach and noted the following at meeting on 12.10.2018; <ul style="list-style-type: none">- GCC agree proposal for removal of existing tree.- It was noted Crown Square has the potential to act as an exemplar development for Galway and GCC would be keen to see a sustainable approach which integrates green roof and walls systems and rain water harvesting.	CSR
3.0	Scheme Design	
3.1	CSR landscape design proposals for Phase O1 were discussed. CSR to develop design further and issue design information next week. The following design items were confirmed; <ul style="list-style-type: none">- Cycle path to be alongside bus lane on road side of the verge, as per recent Punch sketches.- CSR confirm two tier tree canopy to Monivea Rd will screen views for existing residential. The inner line of trees will be medium-large tree eg. London Plane/ Norway Maple. The outer row will be small-medium tree type eg. White Beam.	

Henry J Lyons

- 3.2 HJL present current plans for Phase O2 and note the following;
- Functionality of open space discussed eg. residential requirement for playgrounds
 - Large open space at Level -1 can accommodate more organic approach with dense vegetation and can have different character to P1 open space.
 - Open space between blocks at podium/ ground level should be for resident use only.
 - Access and level changes within Phase O2 site reviewed.
 - HJL to issue P2 drawings on 24.10.2018.
- 3.3 HJL note CSR attendance at SHD Stage 1 meeting with GCC on November 7th could be required if GCC Parks are involved.
- 3.4 HJL confirm Landscape Design Report will feature as an appendix to the Architectural Design Statement. HJL to issue to CSR on 19.10.2018 for review. HJL/ CSR
- 3.5 CSR to issue drawing list and cad files to HJL. CSR



MEETING MINUTES

Project/Reference:	180745 – Crown Square Phase 1 – Pre-Planning Meeting
Time & Date:	Tuesday 4 th September 2018, 2pm
Meeting Type:	Section 247 Pre-Planning Meeting
Location:	Galway City Council
Minutes By:	Pamela Harty (Project Planner)
Issue Date:	Tuesday 4 th September 2018
Filename:	180745 – PPM No 1 Meeting Minute – 2018.09.04

Attendance Details

Individual	Company	Abbreviation
Caroline Phelan, Senior Planner	Galway City Council	CP
Liam Blake, Senior Executive Planner	Galway City Council	LB
John Doody, Executive Planner	Galway City Council	JD
Bríd Dawson, Executive Engineer	Galway City Council	BD
Padraic Rhatigan, Applicant	Luxor Investments Ltd/JJ Rhatigan	PR
Niamh Conlon, Applicant	Luxor Investments Ltd/JJ Rhatigan	NC
Martin Donnelly, Architect	Henry J Lyons	MD
Ronan Stokes, Engineer	Punch Consulting Engineers	RS
Colm Ryan, Senior Planner	McCarthy Keville O'Sullivan	CR
Pamela Harty, Project Planner	McCarthy Keville O'Sullivan	PH

Item	Description	Action
1.0	<p>Introduction</p> <p>PR provided an overview of the nature and the purpose of the development proposal, stating discussions with the IDA were ongoing and that they were very well disposed towards the plans at Crown Square. There is pressing need to quickly supply appropriate commercial office space in Galway to facilitate inward investment to the city region.</p>	N/A
2.0	<p>Planning Strategy</p> <p>The proposed development strategy envisages that the subject lands will be developed in two distinct stages, with two separate planning applications:</p> <ul style="list-style-type: none"> ▪ Phase 1: Commercial Offices (Blocks A-E), Hotel and Site Infrastructure ▪ Phase 2: Strategic Housing Development - Residential, Leisure and Ancillary Uses 	<ul style="list-style-type: none"> ▪ Phase 1 application to be lodged by the end of October 2018. ▪ Phase 2 application target lodgment date TBC.
3.0	<p>Scheme Masterplan</p> <p>MD provided an overview of the scheme masterplan, detailing the urban design approach, transport and</p>	

Item	Description	Action
	access proposals, precedent studies and development management design standards achieved.	
4.0	<p>Traffic</p> <ul style="list-style-type: none"> ▪ GCC have provided relevant traffic data and RS confirmed additional surveys have been commissioned for Monivea Road and Connelly Avenue. ▪ Principal access/egress will be via Joyces Road, with secondary egress via Monivea Road. ▪ Service/heavy goods deliveries will be exclusively from Joyces Road. ▪ Emphases on sustainable travel to encourage modal shift. Application will be accompanied by a Mobility Management Framework Plan. Potential to include Coca Cola bike station, Go-Car sharing etc. ▪ Scheme will allow for emergency access at grade, controlled by automatic bollard system. All other vehicle traffic will be directed to the underground car park. ▪ Joyces Road and Tuam Road junctions upgrade will be included in the application. 	
5.0	<p>Governance/Management</p> <p>Options for property management of the scheme were discussed. Whilst the scheme will accommodate multiple tenants, it is envisaged there will be a master management company.</p>	Options to be discussed with CBRE.
6.0	<p>Landscaping</p> <p>Landscaping and public realm strategy will be critical. Discussion regarding the existing leylandii trees along the Monivea Road boundary, which will likely be removed. CP noted they provide a strong buffer/visual screen but that they have no ecological value and result in a hostile environment or pedestrians. CP advised team to engage with Stephen Walsh. (GCC Parks Officer)</p>	<ul style="list-style-type: none"> ▪ Landscape Architect to be appointed. ▪ Request meeting with Stephen Walsh (GCC Parks Officer) ▪ Seek letter of consent for any landscaping works required outside landownership boundary
7.0	<p>Drainage</p> <p>Punches are consulting with Frank Clancy regarding drainage proposals. No major issues identified. Consultation with Irish Water ongoing.</p>	
8.0	<p>Technical Report Required</p> <p>MKO to draft list documents to be submitted to GCC. CP to consider and advise if they feel any additional technical reports may be required. Application will be supplemented by a Sustainability Report.</p>	<ul style="list-style-type: none"> ▪ PH to draft list of draft application documents.
9.0	<p>Other Items</p> <p>PH to look up PL 61.220893 planning report to clarify which conditions were amended/omitted from previous grant of permission</p>	<ul style="list-style-type: none"> ▪ PH to investigate planning history.

END

Meeting Minutes

Project Title	Crown Square, Galway		
Project No	183106	Minutes by	Ray Owen
Held at	City Hall, Galway	On date	14/08/18

Attendance

To	Company	Email
Uinsinn Finn	Galway City Council (GCC)	Uinsinn.Finn@galwaycity.ie
Brid Dawson	Galway City Council (GCC)	Brid.Dawson@galwaycity.ie
Martin Donnelly	Henry J Lyons Architects (HJL)	martin.donnelly@hjljous.com
Colm Ryan	Mc Carthy Keville O'Sullivan Planning Consultants (MCKOS)	cryan@mccarthykos.ie
Ronan Stokes	PUNCH Consulting Engineers (PCE)	rstokes@punchconsulting.com
Ray Owen	PUNCH Consulting Engineers (PCE)	rowen@punchconsulting.com

Circulation

All from above plus the following:

To	Company	Email
Niamh Conlon	J J Rhatigan	nconlon@jrrhatigan.com

Minutes

No.	Item	Action by
1.	PCE gave a brief introduction to the project and confirmed the objective of the meeting was to discuss traffic report (TTA) requirements for planning application to be submitted for Crown Square Development at Galway City	Noted
2.	The Existing Site is currently an excavation that has been partly developed and is bounded by Tuam Road, Joyce's Road and Monivea Road. Preliminary drawings had been sent to GCC prior to the meeting and were tabled in order to indicate the location and details as required for discussion.	Noted
3.	GCC advised that both the Tuam and Monivea Roads were busy roads. Some traffic counts had been undertaken throughout the City and some existing relevant traffic flows were therefore available. GCC would forward on a link to their portal to download this information.	GCC
4.	GCC were endeavouring to lower the dependency on private car and increase the use of public transport, walking and cycling. Future road proposals would need to address these issues.	Noted
5.	GCC advised that the Galway Transport Strategy (GTS) had proposed a dedicated / priority bus lane southbound along the east side of Tuam Road, the north side of	Noted

No.	Item	Action by
	Joyce's Road and again on the east side of Monivea/Well Park Road.	
6.	HJL gave a brief description of the proposed development as currently envisaged. There will be office, residential, hotel, leisure and a retail development with a two level basement. There are two proposed vehicular access points –two lane out/one lane in from Joyces Road and similarly two lane out/one lane in from Monivea Road. There will be pedestrian accesses at various locations.	Noted
7.	HJL advised the internal layout will use what is already constructed and will facilitate the movement of pedestrians at the finished ground level.	Noted
8.	The Galway City Council Parking Standards as set out in the GCC Development Plan would suggest a maximum parking provision of over 2000 spaces could be provided. GCC advised that they would consider parking provision less than the maximum at this location but would not wish to see parking overspill.	Noted
9.	HJL advised that the tabled layout parking provision was 1243 car spaces, and while the maximum permissible GCCDP parking for the proposed use was in excess of 2000, but that the proposed quantum will be somewhere in between This will be an access controlled and centrally managed car-park.	HJL
10.	HJL/PCE pointed out that it was proposed to have two junctions in order to allow vehicles to enter and leave without overloading the capacity. Also it was desirable to have an alternative for safety reasons. GCC noted.	HJL/PCE
11.	HJL advised that proposed drop off points were shown to facilitate the Hotel and the other buildings within the development. These were indicative and may be adjusted.	HJL/PCE
12.	As noted in No. 2 above GCC has undertaken a number of traffic counts and would wish to use these counts and avoid having new traffic counts which may differ. <i>Post Meeting Note – there is a GCC traffic count at the junction of Joyces Road and Tuam Road. It is noted that there is a possible requirement (subject to GCC agreement) to undertake a traffic count at the junction of Joyces Road and Monivea Road and along Monivea Road during school term time.</i>	PCE
13.	GCC advised that it was envisaged that the junction of Joyce's Road and Tuam Road would be signalised with a pedestrian sequence. The junction of Joyce's Road/Wellpark Road/Monivea Road/Connolly Avenue may need upgrading of the existing traffic lights. The traffic lights at both junctions would need to be linked to the Central Control Unit at City Hall.	PCE
14.	Junction Analysis was required at the junctions of: a) Joyce's Road/ Tuam Road (existing); b) Joyce's Road/Wellpark Road/Monivea Road/Connolly Avenue (existing);	PCE

No.	Item	Action by
	c) Joyce's Road/ Development (proposed); d) Monivea Road/ Development (proposed). GCC advised there was no requirement to undertake any other junction analysis.	
15.	HJL advised that service and delivery trips were currently envisaged to be generally underground.	HJL/PCE
16.	Bus Stops and drop off points are shown on the proposed drawings. GCC advised that bus stops can be located within bus lanes.	PCE
17.	Access for people with disabilities will be provided in accordance with Part M	HJL
18.	GCC wish to maximise the use of public transport. There are existing bus stops along Monivea road.	Noted
19.	GCC wish to maximise the provision of facilities for pedestrians.	HJL/PCE
20.	GCC wish to maximise the provision of facilities for cyclists. This would include the promotion of bike share and cycle rent. It would also be desirable to have provision of a cycle lane along Monivea Road. The shared use of bus lane / cycle lane was not favoured as cyclists objected to this arrangement.	PCE/HJL
21.	A Road Safety Audit will be required as part of the TTA.	PCE
22.	MCKOS advised that planning approval for the development may be undertaken as two zones. GCC said that for traffic assessment purposes one TTA should be undertaken for the whole site.	PCE

Signed by	R.Owen	Date	17/08/18
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Meeting Minutes

Project Title Crown Square Development Galway

Project No 183106 **Minutes by** RO

Held at: Galway City Council (GCC), City Hall **On date** 23/01/19

Attendance

To		Company	Email
Uinsinn Finn	UF	GCC Roads	
Brid Dawson	BD	GCC Roads	
Theo McGloughlin	TMCG	GCC Roads	
Pamela Harty	PH	MCKOS	
Ronan Stokes	RS	PUNCH Consulting Engineers	
Ray Owen	RO	PUNCH Consulting Engineers	

Circulation

All from the following:

To	Company	Email
Niamh Conlon	JJR	
Martin Donnelly	HJL	
Sinead McMahon	HJL	
Fergal Timlin	PUNCH	

Minutes

No.	Item	Action by
1.	Object of the meeting was to discuss the RFI issued by GCC on 11/01/19 Planning Ref 18/363 and those items relating to roads and traffic.	Noted
2.	RO confirmed that a Traffic and Transport Assessment Report; a Mobility Management Plan and Road Safety Audit had been issued in support of the planning application as agreed at the meeting in August 2018. PH confirmed that hard copies had been included with the planning application submission. GCC advised their review and input into the RFI was based on the TTA Scoping Report dated August 2018 issued by PUNCH after the meeting mentioned above. UF, BD and TMCG advised they had not seen the Traffic and Transport Assessment Report; Mobility Management Plan and Road Safety Audit. PH confirmed that second copies of the Traffic and Transport Assessment Report; Mobility Management Plan and Road Safety Audit would be issued to the GCC officers, present at the meeting, this evening.	MCKOS
3.	Item 1 of the RFI. PH confirmed the likely levels of occupancy of the development had been included in the planning submission and was approximately 3,500. GCC noted.	Noted

No.	Item	Action by
4.	<p>Item 2 of the RFI.</p> <p>RO advised that the entire car park was to be constructed in Phase 1 and had a total current capacity of 1,420 spaces. The number of residential units in Phase 2 was envisaged to be 285 and the 175 bedroom hotel would generate a total parking demand as 460 spaces. The remaining 960 spaces would be allocated between the office and other facility uses.</p> <p>GCC noted.</p>	Noted
5.	<p>Item 7b of the RFI.</p> <p>RO advised that the planning submission included an operating plan and it was intended to have barriers, CCTV, central monitoring etc. of the site so that unauthorised persons could not enter/leave the basement car/cycle parking area.</p> <p>GCC noted.</p>	Noted
6.	<p>Item 7c of the RFI.</p> <p>RO requested GCC confirm how many electrical charging point spaces were deemed to be adequate as the GCC Development Plan required one charging point per commercial facility. Having a number of unused charging points that could not be used by other car parkers may result in motorists parking non-electrical vehicles in them.</p> <p>GCC responded they wished the developer to propose a greater number plus the commitment to provide e.g. ducting to allow for future increase in the use of electric vehicles. It was envisaged that the use of electric vehicles would increase.</p>	Noted
7.	<p>Item 7k of the RFI.</p> <p>RO advised that a preliminary design drawing could be included to illustrate the safe bicycle access entry into the basement at Joyce's Road.</p> <p>GCC confirmed this would be acceptable.</p>	Noted
8.	<p>Item 7li of the RFI.</p> <p>RO advised that a preliminary design drawing could be included to illustrate the safe bicycle access entry into the basement at Monivea Road.</p> <p>GCC confirmed this would be acceptable.</p>	Noted
9.	<p>Item 10 of the RFI</p> <p>RO advised the developer would be preparing detailed construction management plans.</p> <p>GCC noted.</p>	Noted
10.	<p>Item 11 of the RFI</p> <p>GCC opined that the junctions were comparatively wide and that pedestrians may be at risk where the vehicles are turning.</p> <p>RO advised that a preliminary design drawing could be amended to illustrate the pedestrian crossing in front of the basement ramps. Pedestrians generally tended to take the shortest route and to incorporate a diversion involving a longer walk may not be used and the pedestrians would revert to the overall shortest crossing distance.</p>	Noted
11.	<p>UF advised GCC were keen to see a pedestrian crossing along the Monivea Road to ideally line up with a pedestrian route into the development site. Various locations were discussed in the vicinity of Clarke Avenue/Mc Donagh Avenue. This crossing would be shown on the planning application drawings.</p> <p>RO advised that such crossings were subject to standards and guidelines as to their type and location with respect to side roads. It may be a signal controlled crossing.</p>	JG/RO
12.	<p>UF advised the Monivea site Junction be left in / left out and not as currently proposed with the right turn facility.</p>	

No.	Item	Action by
	<p>RO advised the Monivea junction had been tested for traffic capacity and was found to be adequate. It had also been subject to the Road safety Audit and there were no objections. The Monivea Junction was the main service access in/out of the site which permitted high vehicles and was therefore important to the overall development. RO suggested that the pedestrian crossing (see Item 11) be incorporated to form a traffic signal junction.</p> <p>UF responded that the provision of another traffic signal junction along Monivea Road would not be welcome.</p>	

Signed by	R Owen	Date	24/01/19
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APPENDIX 2

AREA SCHEDULE

PROPOSED SCHEDULE OF ACCOMMODATION | PHASE 01

PHASE 01 PERMITTED DEVELOPMENT (GCC PL. REF. 18/363)

PHASE 01 - PLANNING APPLICATION TO GCC	
Site Area	51148
P1 Site Area	30883
P1 Development	49080
P1 Plot Ratio (above ground)	1.59

SUMMARY

GODP PLOT RATIO ANALYSIS	SQ. M.
Site Area	51148
GCCDP Permitted Plot Ratio	1.25
Max. Permitted Development Area (above ground)	63935

BRIEF DEVELOPMENT AREA		
Use	Development Phase	
Office	Phase 1	40,405
Hotel	Phase 1	8,675
Residential	Phase 2 - SHD	32,379
Ancillary	Phase 2 - SHD	4,096
Total Development (above ground)		85,554
Development Plot Ratio (above ground)		1.67

Upper Basement	Phase 1	23,930
Lower Basement	Phase 1	38,245
Total Development (below ground)		62,175
Total Development (above & below ground)		147,729

PHASE 01 SITE ANALYSIS	
Site Coverage	0.39
Open Space (18,666m ²)	60%

OFFICE (P1)

OFFICE/ COMMERCIAL TARGET AREAS	SQ. M.
BLOCK A	
Office GIA	14320
Ground Floor Café	245
Total GIA	14565
BLOCK B	
Office GIA	5965
Ground Floor Café/ Restaurant	420
Total GIA	6385
BLOCK C	
Office GIA	6535
Total GIA	6535
BLOCK D	
Office GIA	6535
Total GIA	6535
BLOCK E	
Office GIA	6090
Ground Floor Convenience Store	295
Total GIA	6385
TOTAL GIA	40405
Total Ancillary	960
Total Office	39445
Office/ Commercial Total NIA	80% GIA
	31556

HOTEL (P1)

HOTEL	SQ. M.
Total No. of Rooms	175
GIA (estim)	5750
HOTEL AMENITIES	
Front of House including . Bar/Lounge	600
Conference	350
Back of House/ Circulation	1540
GIA (estim)	2490
TOTAL	8675

PHASE 01 | PROPOSED CAR & CYCLE PARKING PROVISION

CAR PARKING PROVISION	
Upper Basement Car Spaces	458
Lower Basement Car Spaces	919
Total Car Parking Provided	1,377
Accessible Parking (min. 5% of total)	72
Motor Cycle Parking	154

PHASE 01 CYCLE PARKING PROVISION SUMMARY	
Office Requirements	316
Hotel Requirements	35
Ancillary Requirements	20
Total Cycle Parking Provided	371

OFFICE CYCLE PARKING REQ ¹	
Cycle Spaces	10% Employee No.
	3,156
<i>(National Cycle Manual Section 5.5.7)</i>	
Total Office Cycle Parking	316

Based on the following design guidelines;

¹National Cycle Manual Section 5.5.7

ANCILLARY CYCLE PARKING REQ ²	
Ancillary	5 per 20 spaces
Total Ancillary Cycle Parking	20

Based on the following design guidelines;

²Galway City Development Plan

HOTEL CYCLE PARKING REQ. ²	
Cycle Spaces	5 per 20 spaces
	5
	5 per e/a 50 spaces
	30
Total Hotel Cycle Parking	35

Based on the following design guidelines;

²Galway City Development Plan

PROPOSED SCHEDULE OF ACCOMMODATION | PHASE 02 DEVELOPMENT

SHD APPLICATION | STAGE 03 SUBMISSION

PHASE 02 - SHD APPLICATION		
Site Area		51148
P2 Site Area		20,265
P2 Development		36,475
P2 Plot Ratio (above ground)		1.80
Residential Density	per hectare	143

PHASE 02 - SHD APPLICATION		
	Area SQM	%
Total P2 Development	36,475	100%
Residential	32,379	89%
Other/ Ancillary	4,096	11%

RESIDENTIAL SUMMARY

RESIDENTIAL ACCOMMODATION					
UNIT MIX					
	Qty	%	Min.	Unit Floor Area Range	Min Area SQM
1B Units	75	26.0%	45	48.9 - 55.5 sq.m	3,375
2B Units (3P)	0				
2B Units (4P)	185	64.2%	73	73.6 - 82.6 sq.m	13,505
3B Units	28	9.7%	90	99.5 - 104.1 sq.m	2,520
Min. Total	288	units	(49% min)		19,400
Actual Total					21,841
(*) New categories as per 2018 Guidelines. Areas based on minimum standards					
Refer Housing Quality Assessment (HQA) for detailed breakdown of residential accommodation					

OPEN SPACE		BLOCK SUMMARY			
Req.d	Total	1B	2B	3B	Total
5 sq m	375	32	56	16	104
6 sq m					
7 sq m	1,295	27	97	12	136
9 sq m	252	16	32	0	48
	1,922	Total			288

RESIDENTIAL ANCILLARY ACCOMMODATION		
Amenities	Concierge, Lounge, WCs, Games, Movie room & Storage units	1,275
TOTAL RESIDENTIAL ANCILLARY		1,275

TOTAL RESIDENTIAL DEVELOPMENT (Gross Internal Area)	
Gross Building Area (Blocks G, H & J)	25,650
Gross Circulation	5,454
Amenities	Concierge, Lounge, WCs, Games, Movie room & Storage units
Total Gross Floor Area	32,379

OPEN SPACE as per 2018 Apartment Guidelines	Required
Min. floor areas for communal space (x sq m per unit type)	1,922
Note as per 2018 Apartment Guidelines:	
Minimum floor area for private amenity space	1,931
Minimum floor area for communal amenity space	1,931

RESIDENTIAL DUAL ASPECT		
Type	%	Qty
A	42.5	123
B	-	-
C	19.5	57
Total Dual Aspect Units		180
Total Dual Aspect Percentage		62%

PART V ACCOMMODATION	
Unit Type	Qty
1B Units	8
2B Units (4P)	17
3B Units	4
Total Part V Units	29
Part V Residential Units Required	29

OTHER (P2)

FITNESS/ LEISURE	
Gym	1090
Plant	50
TOTAL	1140

ANCILLIARY	
Restaurant	500
Coffee Shop	50
Convenience Store	225
Pharmacy	200
Other (Plaza Level)	2 x Units 337
Other (Ground Floor)	3 x Units 460
Crèche	310
TOTAL	2082

MEDICAL CENTRE BRIEF	
Primary Care Facility	655
TOTAL	655

OTHER ANCILLIARY SERVICES	
Service Access & Lift Access	197.5
Service Shaft / Vent Shaft	21
TOTAL	219

PHASE 02 PROPOSED CYCLE PARKING PROVISION

RESIDENTIAL CYCLE PARKING	
Cycle spaces	1 no. Space per bedroom 529
Visitor carparking	1 no. space per 2 units 144
<i>(Design Standards for New Apartments 2018)</i>	
Total Residential Cycle Parking	673

ANCILLIARY CYCLE PARKING			
Fitness/ Leisure	5 per	20 car spaces	10
Restaurant	5 per	20 spaces	10
Coffee Shop	5 per	20 spaces	5
Convenience Store	5 per	20 spaces	5
Medical Centre	2 per consulting room	est.	10
Crèche	5 per	20 spaces	5
Pharmacy	5 per	20 spaces	5
Other	5 per	20 spaces	10
Total			60



APPENDIX 3

HOUSING QUALITY ASSESSMENT

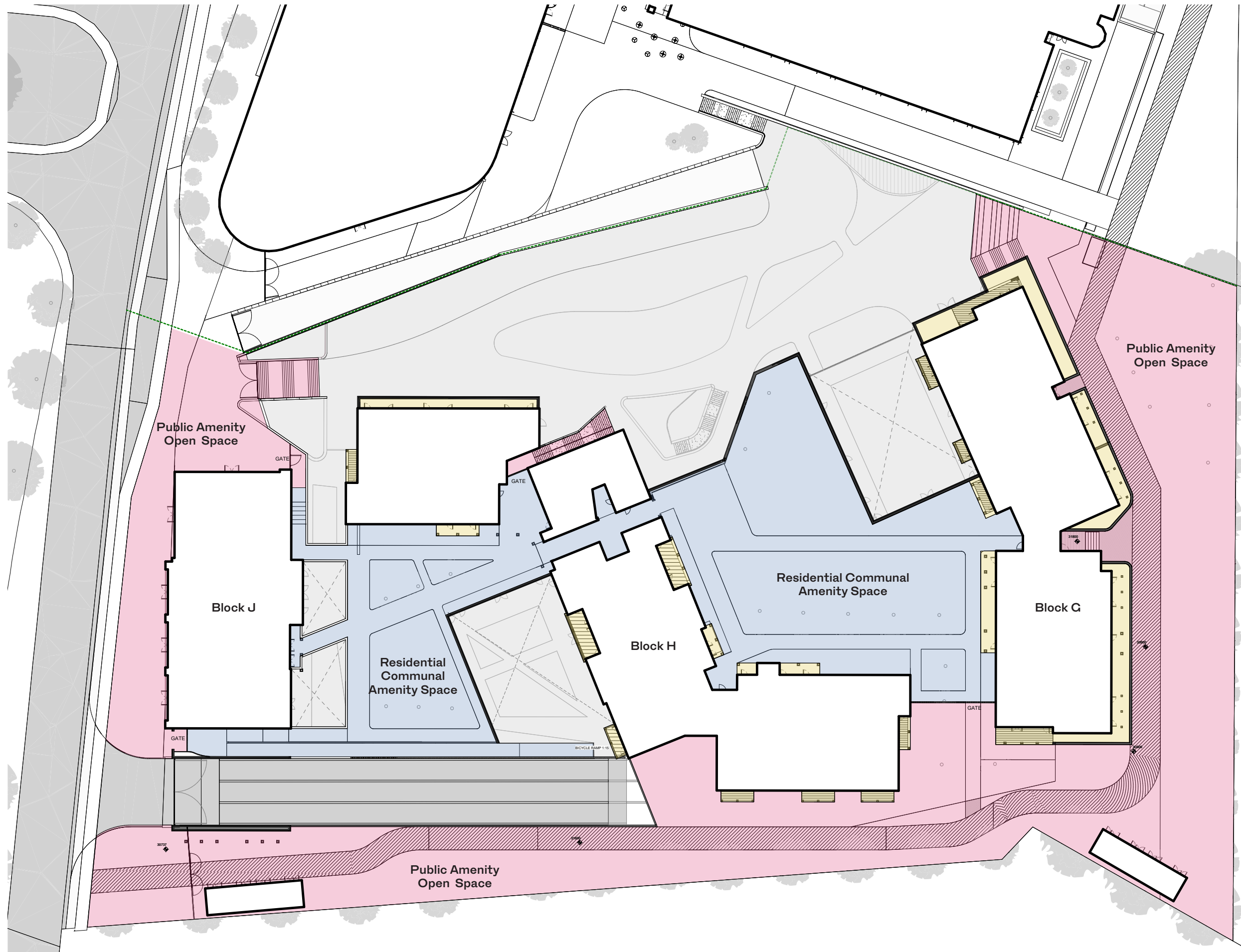
Unit No.	Type	Unit Size m2	Min Unit Size required m2	Min Unit Size including 10% m2	Min Unit Size > 10%	Part V Allocation	Dwelling Aspect	Orientation (*refer footnote below)	Number of bedrooms	Living/ Kitchen room area provided m2	Living / Kitchen room area required m2	Aggregate bedroom area provided m2	Aggregate bedroom area required m2	Storage area provided in apartment m2	Storage area required m2	Private terrace / balconies provided m2	Private terrace / balconies required m2
Seventh Floor																	
BLOCK G																	
G7.01	3 Bed Type C (+10%)	106.2	90	99	YES		Dual - A	S/SW	3	43.3	34	33.7	31.5	10	9	9	9
G7.02	2 Bed Type A	78	73	80.3	NO		Dual - C	W	2	30.7	30	26.2	24.4	6.4	6	7.7	7
G7.03	2 Bed Type A	78	73	80.3	NO		Dual - A	W/NW	2	30.7	30	26.2	24.4	6.4	6	7.7	7
G7.04	2 Bed Type A	78	73	80.3	NO		Dual - C	W/NW	2	30.7	30	26.2	24.4	6.4	6	7.7	7
G7.05	1 Bed Type A (+10%)	51.1	45	49.5	YES		Single	W/NW	1	27.8	23	12	11.4	3.2	3	5.1	5
G7.06	2 Bed Type B (+10%)	82.2	73	80.3	YES		Dual - A	NW/N	2	34	30	26.1	24.4	6.1	6	7.7	7
G7.07	3 Bed Type B (+10%)	103.5	90	99	YES		Dual - A	NE/N	3	35.5	34	39.5	31.5	9.3	9	19.1	9
G7.08	1 Bed Type A (+10%)	51.1	45	49.5	YES		Single	E/SE	1	27.8	23	12	11.4	3.2	3	5.1	5
G7.09	2 Bed Type A	78	73	80.3	NO		Dual - A	E/SE	2	30.7	30	26.2	24.4	6.4	6	7.7	7
G7.10	2 Bed Type A	78	73	80.3	NO		Dual - C	E/SE	2	30.7	30	26.2	24.4	6.4	6	7.7	7
G7.11	1 Bed Type A (+10%)	51.1	45	49.5	YES		Single	E/SE	1	27.8	23	12	11.4	3.2	3	5.1	5
G7.12	2 Bed Type G (+10%)	90.7	73	80.3	YES		Dual - A	SE/S	2	41.5	30	27.6	24.4	6	6	7.7	7
G7.13	1 Bed Type D (+10%)	54.5	45	49.5	YES		Dual - C	S	1	28.6	23	14.8	11.4	3.2	3	15.2	5
Total		980.4														112.5	87
Total		980.4															
Net Residential Floor Area		21840.90															
Number of Bedrooms									529								
Total Dual Aspect Type A Units							123	42.50%									
Total Dual Aspect Type C Units							57	19.50%									
Total Dual Aspect Units							180	62%									
Total Private Amenity Space																2630.9	1922



APPENDIX 4

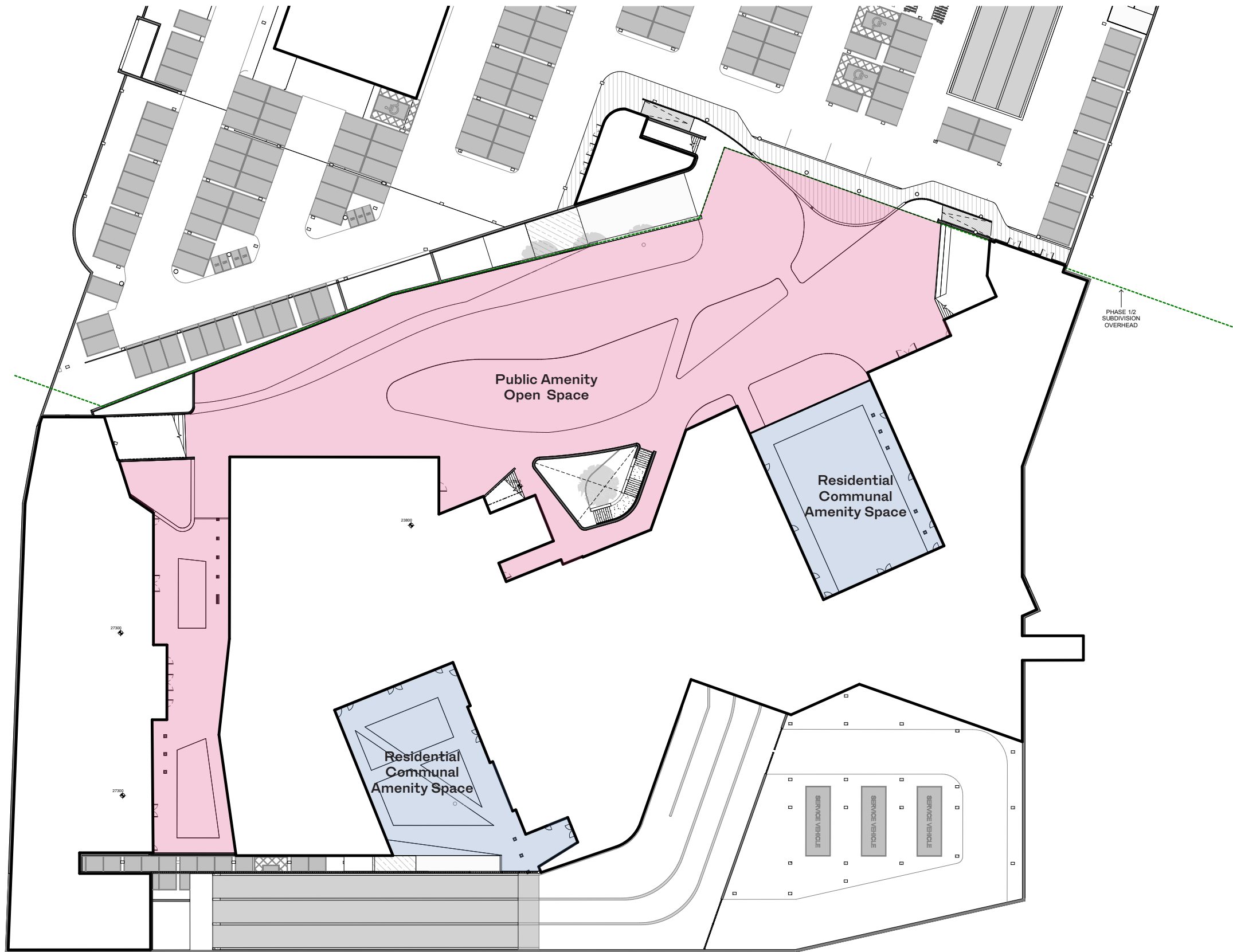
OPEN SPACE SCHEDULE




GROUND LEVEL | OPEN SPACE DIAGRAM



- Public Amenity Open Space**
B01 - 3585 sq.m
C00 - 5865 sq.m
- Residential Communal Amenity Space**
B01 - 1015 sq.m
C00 - 3165 sq.m
- Residential Private Open Space**
B01 - 0 sq.m
C00 - 580 sq.m

UPPER BASEMENT LEVEL | OPEN SPACE DIAGRAM



-  **Public Amenity Open Space**
B01 - 3585 sq.m
G00 - 5865 sq.m
-  **Residential Communal Amenity Space**
B01 - 1015 sq.m
G00 - 3165 sq.m
-  **Residential Private Open Space**
B01 - 0 sq.m
G00 - 580 sq.m



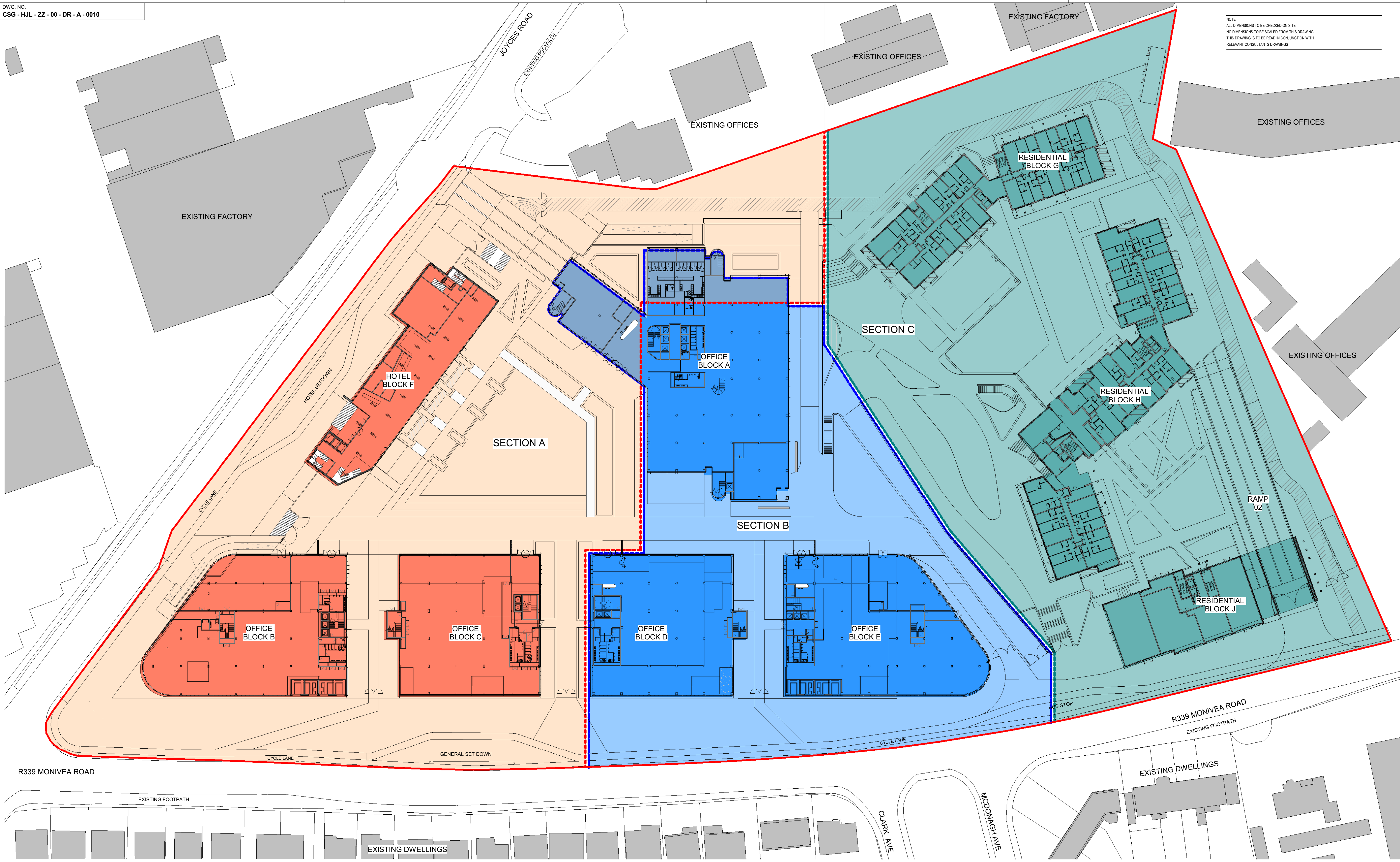
APPENDIX 5

OUT LINE CONSTRUCTION PROGRAMME

Crown Square Development - JJR Master Construction 26th June 2019

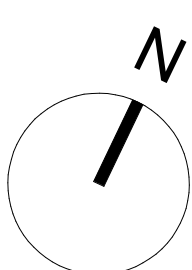
ID	Task Name	Duration	Start	Finish	GIFA	2019		2020				2021				2022				2023		2024	
						Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1		Qtr 2
1																							
2	Section A - Pre-Commencement Activities	18 wks	Mon 08/07/19	Fri 08/11/19																			
3	Discharge Precommencement Planning Conditions	1 wk	Mon 08/07/19	Fri 12/07/19																			
4	Statutory Notices / Lodgements	12 wks	Mon 19/08/19	Fri 08/11/19																			
5	Neighbour Liaison Process	12 wks	Mon 19/08/19	Fri 08/11/19																			
6	BCAR (Develop Inspection Notification Framework & Project Inspection Plan, Commencement Notice Period)	12 wks	Mon 19/08/19	Fri 08/11/19																			
7																							
8	Section A Construction Works	118.2 wks	Mon 12/08/19	Mon 15/11/21																			
9	Site Set Up & Establishment	6 wks	Mon 12/08/19	Fri 20/09/19																			
10	Section A - Double Basement Works (B2 - B1 - GF)	50 wks	Mon 12/08/19	Fri 24/07/20																			
11	Alterations to Existing Structure (Block B & C)	16 wks	Mon 12/08/19	Fri 29/11/19																			
12	Hotel 175 bed	104 wks	Fri 01/11/19	Thu 28/10/21	8,300																		
13	Office Block B	72 wks	Mon 04/11/19	Fri 19/03/21	6,475																		
14	Office Block C	72 wks	Mon 17/02/20	Fri 02/07/21	6,125																		
15	Section A - Public Domain Area Works	25 wks	Mon 24/05/21	Fri 12/11/21																			
16	Section A Completion - Hotel, Block B, Block C, Public & Car Park Areas	1 day	Mon 15/11/21	Mon 15/11/21																			
17																							
18	Section B Construction Works	91.8 wks	Mon 22/03/21	Thu 22/12/22																			
19	Alterations to Existing Structure (Block D & E)	14 wks	Mon 22/03/21	Fri 25/06/21																			
20	Office Block D	72 wks	Mon 07/06/21	Fri 21/10/22	6,125																		
21	Office Block E	72 wks	Mon 05/07/21	Fri 18/11/22	6,475																		
22	Office Block A	90 wks	Thu 01/04/21	Wed 21/12/22	14,110																		
23	Section B - Public Domain Area Works	28 wks	Thu 09/06/22	Wed 21/12/22																			
24	Section B Completion - Block D, Block C, Block A, Public & Car Park Areas	1 day	Thu 22/12/22	Thu 22/12/22																			
25																							
26	Section C (Residential) Planning Application Lodged	1 day	Mon 08/07/19	Mon 08/07/19																			
27																							
28	Section C Construction Works	174.2 wks	Mon 12/08/19	Mon 12/12/22																			
29	Section C - Enabling / Prep Works	11 wks	Mon 12/08/19	Fri 25/10/19																			
30	Section C - Basement Works (B2 - B1 - Ground Floor)	48 wks	Mon 02/09/19	Fri 31/07/20																			
31	Residential Block G (North)	90 wks	Mon 18/05/20	Fri 04/02/22	104 Units																		
32	Residential Block H (Middle)	108 wks	Mon 16/11/20	Fri 09/12/22	137 Units																		
33	Residential Block J (South)	48 wks	Mon 10/01/22	Fri 09/12/22	46 Units																		
34	Section C - Public Domain Area Works	44 wks	Mon 07/02/22	Fri 09/12/22																			
35	Section C Completion - Block G, Block H, Block J, Public & Car Park Areas	1 day	Mon 12/12/22	Mon 12/12/22																			

NOTE
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NO DIMENSIONS TO BE SCALED FROM THIS DRAWING
THIS DRAWING IS TO BE READ IN CONJUNCTION WITH
RELEVANT CONSULTANTS DRAWINGS



1 Site Phazing - Ground Floor Level
1 : 500

- EXTENT OF SLAB / SITE TO BE CONSTRUCTED IN SECTION A
- EXTENT OF SLAB / SITE TO BE CONSTRUCTED IN SECTION B
- EXTENT OF SLAB / SITE TO BE CONSTRUCTED IN SECTION C
- BUILDING TO BE CONSTRUCTED IN SECTION A
- BUILDING TO BE CONSTRUCTED IN SECTION B
- BUILDING TO BE CONSTRUCTED IN SECTION C
- SITE BOUNDARY



Planning

Henry J Lyons

C1 08/07/2019 Phase 2: Stage 3 Submission MD DC Architecture + Interiors
REV | DATE | DESCRIPTION henryjlyons.com +353 1 888 3333 51-54 Pearse Street
CKHD | DRW info@henryjlyons.com Dublin D02 KA66

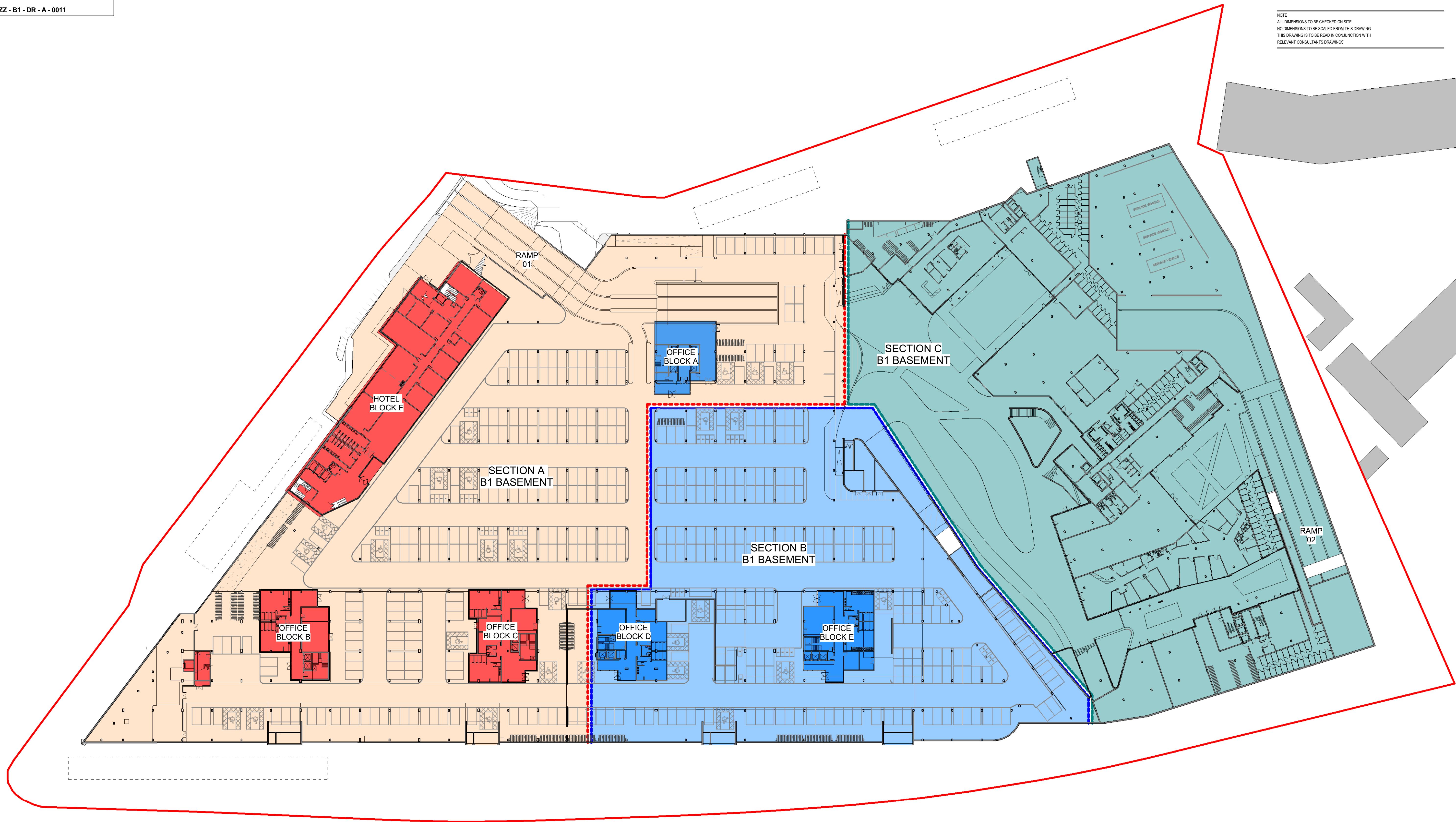
CLIENT
Crown Square Developments Ltd.

PROJECT
**Crown Square Galway
Mixed-Use Development - Phase 2**

DRAWING
Site Phazing - Ground Floor Level








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CHECKED	MD
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HJL JOB No.	DRAWING NUMBER
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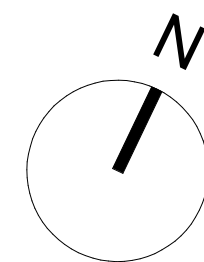
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1 Site Phazing - Upper Basement Level

1 : 500

- | | | | | | |
|--|--|---|--|---|--|
|  | EXTENT OF SLAB / SITE TO BE CONSTRUCTED IN SECTION A |  | EXTENT OF SLAB / SITE TO BE CONSTRUCTED IN SECTION B |  | EXTENT OF SLAB / SITE TO BE CONSTRUCTED IN SECTION C |
|  | BUILDING TO BE CONSTRUCTED IN SECTION A |  | BUILDING TO BE CONSTRUCTED IN SECTION B |  | BUILDING TO BE CONSTRUCTED IN SECTION C |
|  | SITE BOUNDARY | | | | |



Planning

Henry J Lyons

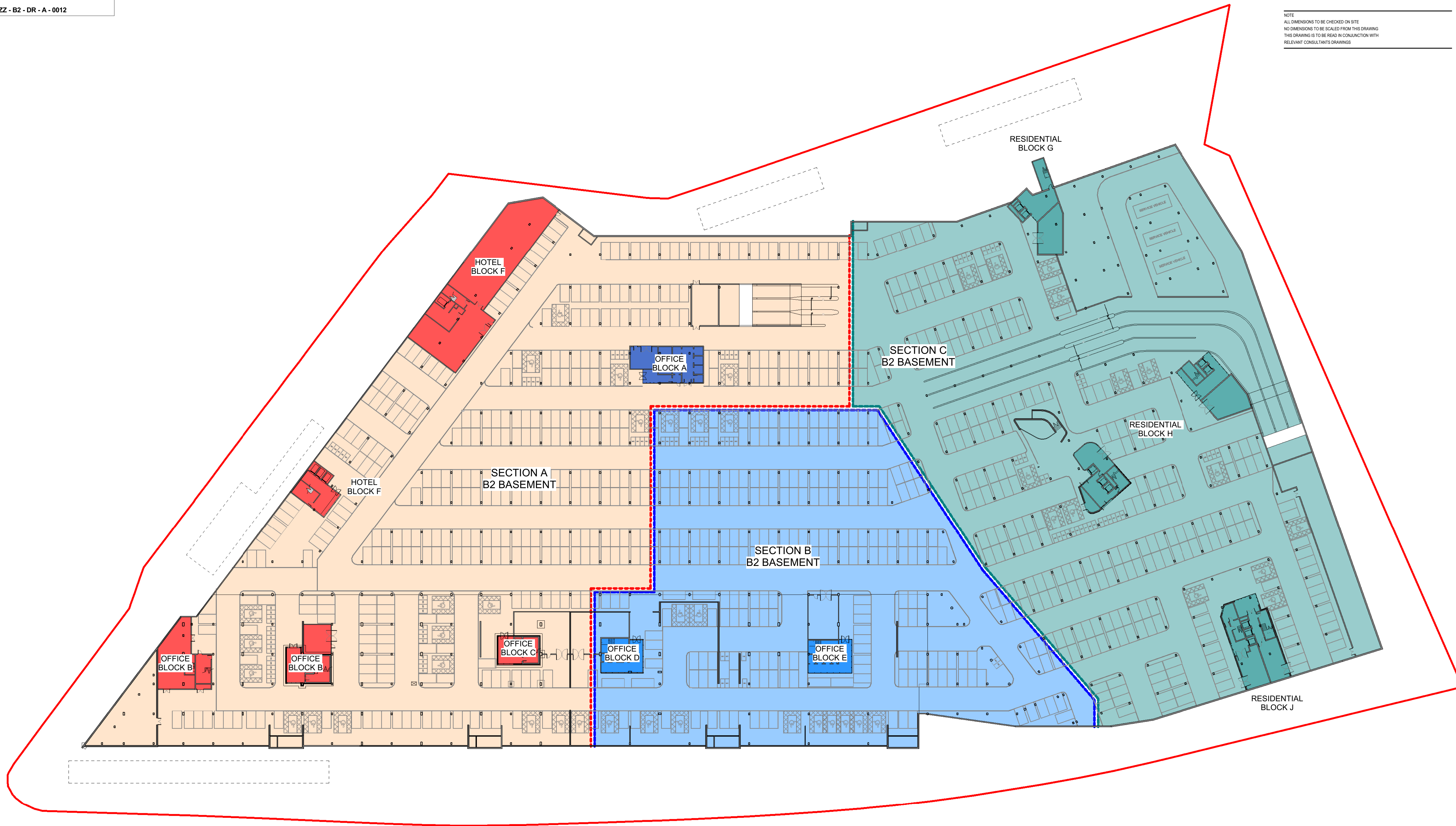
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CLIENT
Crown Square Developments Ltd.
PROJECT
Crown Square Galway
Mixed-Use Development - Phase 2
DRAWING
Site Phazing - Upper Basement
Level

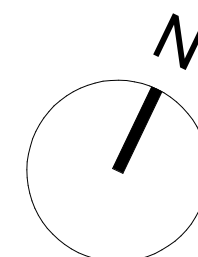
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1 Site Phazing - Lower Basement Level

1 : 500

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- EXTENT OF SLAB / SITE TO BE CONSTRUCTED IN SECTION B
- EXTENT OF SLAB / SITE TO BE CONSTRUCTED IN SECTION C
- BUILDING TO BE CONSTRUCTED IN SECTION A
- BUILDING TO BE CONSTRUCTED IN SECTION B
- BUILDING TO BE CONSTRUCTED IN SECTION C
- SITE BOUNDARY



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CKHD | DRW

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CLIENT
Crown Square Developments Ltd.
PROJECT
Crown Square Galway
Mixed-Use Development - Phase 2
DRAWING
Site Phazing - Lower Basement
Level

DATE 05/14/19
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APPENDIX 6

PART V PROPOSALS

Crown Square - Part V Schedule				
Part V Unit No	Type	Area	Block	Floor
1	1 Bed (B)	53.4	J	First
2	2 Bed (A)	78	J	First
3	2 Bed (A)	78	H	First
4	3 Bed (A)	100	H	First
5	2 Bed (A)	78	H	First
6	1 Bed (A)	51	H	First
7	2 Bed (A)	78	H	First
8	3 Bed (B)	103	G	First
9	2 Bed (B)	82.2	G	First
10	2 Bed (A)	78	G	First
11	1 Bed (A)	51	G	First
12	2 Bed (A)	78	G	First
13	1 Bed (B)	53.4	J	Second
14	2 Bed (A)	78	J	Second
15	2 Bed (A)	78	H	Second
16	3 Bed (A)	100	H	Second
17	2 Bed (A)	78	H	Second
18	1 Bed (A)	51	H	Second
19	2 Bed (A)	78	H	Second
20	3 Bed (B)	103	G	Second
21	1 Bed (A)	51	G	Second
22	2 Bed (A)	78	G	Second
23	1 Bed (B)	53.4	J	Third
24	2 Bed (A)	78	J	Third
25	2 Bed (A)	78	H	Third
26	2 Bed (A)	78	H	Third
27	2 Bed (A)	78	H	Third
28	1 Bed (A)	51	G	Third
29	2 Bed (A)	78	G	Third

Crown Square - Part V Summary				
Unit	Part V Proposal	%	Total Scheme	%
1 Beds	8	27.59%	75	26.04%
2 Beds	17	58.62%	185	64.24%
3 Beds	4	13.79%	28	9.72%
	29		288	

Part V Development Cost Summary (Draft - For Discussion)

Project Name/Location: Crown Square, Mervue, Galway

Gross floor area of whole development (Residential Portion (ex basement and public realm areas)): 32379 m2

Number of residential units: 288 Nr

Part V percentage obligation: 10%

Number of obliged Part V units: 29 *Rounded*

Number of Sq Mtrs in the Part V units:(10% of totak Dev.SqMtr)

		QTY	SQ Mtr	Ref No. from Site Plan
3237.9				

Part V Unit type proposed:

		QTY	SQ Mtr	Ref No. from Site Plan
1 Bed		8		

Part V Unit type Area: (see attached schedule for details)

		QTY	SQ Mtr	Ref No. from Site Plan
2 bed		17		
3 bed		4		
4 bed				

€

Land Cost @ Existing Use Value(without Planning Permission)	Per Acre
Land Cost @ Development Use Value(with PP)	Per Acre

Construction cost (Residential Build Cost + Resi Portion for basement & public areas)	€ 88835000
Builders profit @	8883500 10%

Sub Total 1 97718500

Land Cost	Existing Use Value
	6375000

The below figures can be estimates at the Pre Planning Part V Stage.

Design & certification (Prof Fee's)	4925000
Cost consultant / PM	823000
Landscape design	15000
Planning consultant	30000
Planning application & commencement notice	60000
Development contribution (€10,370 - 1 Bed, €11,690 - 2 & 3 Beds)	328450
Bond (TBC)	
Legal fees (.575%)	496000
Auctioneers fees (1%)	863000
Home bond guarantee scheme	237600
ESB connection	85000
Financing:	9000000
Stamp duty (6%)	382500

Builders Profit should not be applied to these

Sub Total 2 23620550

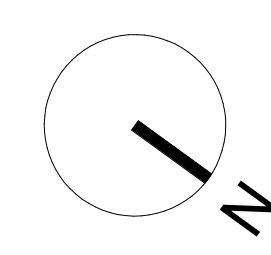
Total 121339050

Part V Cost(Unit)	421316
Part V Cost(Sq Metre)	3747

SITE AREA	SQ M	SQ Ft	Acres	%
Site Area P1	30,883	332,418	7.631	0.604
Site Area P2	20,265	218,128	5.008	0.396
	51,168	550,762	12.644	1.000

DEVELOPMENT AREA		
	GIA - SQM	GIA - SQ Ft
Residential	32,379	348,525
Business / Office Park	40,405	434,916
Hotel & Leisure	8,675	93,377
Retail / Ancillary	4,096	44,089
Total	85,555.00	920,906

NOTE:
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Part V - Apartment Types

- 1 BED APARTMENT x 3
- 2 BED APARTMENT x 7
- 3 BED APARTMENT x 2



REV	DATE	DESCRIPTION	MD	IC
C1	2019.07.08	Phase 2 Stage 3 Submission		

PLANNING

Henry J Lyons

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henryj Lyons.com info@henryj Lyons.com Dublin D02 X466

CLIENT:
Crown Square Developments Ltd.

PROJECT:
Crown Square Galway

DATE: 01/05/19

SCALE: As indicated @A0

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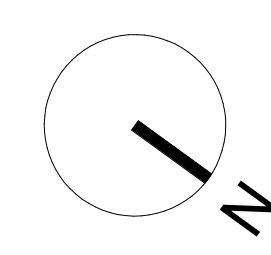
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Phase 2 - First Floor Plan - Part V
Housing

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Part V - Apartment Types

- 1 BED APARTMENT x 3
- 2 BED APARTMENT x 5
- 3 BED APARTMENT x 2



REV	DATE	DESCRIPTION	MD	IC
C1	2019.07.08	Phase 2 Stage 3 Submission		

PLANNING

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CLIENT
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PROJECT
Crown Square Galway

DATE	01/05/19
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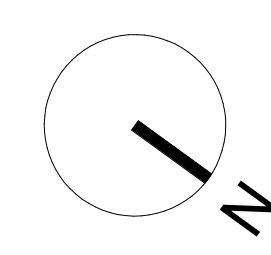
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Phase 2 - Second Floor Plan - Part V Housing

FILE NO: 950144 DRAWING NO: CSG - HJL - ZZ - 02 - DR - A - 0222

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Part V - Apartment Types

- 1 BED APARTMENT x 2
- 2 BED APARTMENT x 5
- 3 BED APARTMENT x 0



REV	DATE	DESCRIPTION	MD	IC
C1	2019.07.08	Phase 2 Stage 3 Submission		

PLANNING

Henry J Lyons

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henryjlyons.com hjl@henryjlyons.com Dublin D02 X466

CLIENT
Crown Square Developments Ltd.

PROJECT
Crown Square Galway

DATE	01/05/19
SCALE	As Indicated @A0
DRAWN	IC
CHECKED	MD
MODEL FILE NAME	CSG-HJL-00-ZZ-M3-G-0000

DRAWING
Phase 2 - Third Floor Plan - Part V Housing

FILE NO: 950144 DRAWING NUMBER: CSG - HJL - ZZ - 03 - DR - A - 0223

DRAWING STATUS	ISSUED FOR PLANNING APPROVAL	A1	C1

ISSUED FOR PLANNING APPROVAL A1 C1