



11

Land Use Zoning Objectives and Development Standards and Guidelines

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11.1 Introduction

The Council is required to manage development to ensure that permissions granted under the Planning and Development Acts 2000 (as amended) are consistent with the policies and objectives of the Development Plan. This part of the Plan is concerned with the standards and guidelines, which will be applied to development proposals. Provision is made for a flexible application of standards and guidelines, in particular circumstances where the proposed development is otherwise consistent with the proper planning and sustainable development of the area and achieves high architectural urban design quality. The achievement of the policies and the objectives of the Plan and the encouragement of good design, rather than the mechanistic application of development standards, will be the aim of development management.

Matters other than the specific provisions of the Development Plan may be considered in dealing with applications for permission to carry out development, or in enforcement against unauthorised development. While the provisions of the Plan are the main basis of assessment of development proposals, compliance with the standards and guidelines of the Plan does not in itself ensure that a development proposal will be considered acceptable in its entirety.

Many legally established uses exist in locations where they do not conform to the designated land use zoning objective set out in the Plan. Extensions to or improvements of premises accommodating these non conforming uses may be granted, where the proposed development would not be injurious to the amenities of the area, and would not prejudice the proper planning and sustainable development of the area.

Many areas of open space within residential areas are not specifically zoned as public open space and may be zoned R for residential use. Irrespective of zoning, there will be a presumption against development on all open space in residential estates unless otherwise specifically referenced in the planning permission for development. Such lands shall be protected for recreation, open space and amenity purposes.

Part A - Land Use Zoning Policies and Objectives

11.2 Land Use Zoning General

The Development Plan sets out the land use zoning objectives for different areas within the city and indicates examples of uses that may or may not be acceptable within each use zone. Zoning seeks to promote the development of uses that achieve the objectives for the area concerned and to prevent the development of incompatible uses. Eleven land use zonings are utilised in the Plan to indicate the various objectives for these areas (Table 11.1).

Table 11.1 - Land Use Zones and Zoning Objectives

CF	To provide for and facilitate the sustainable development of community, cultural and institutional uses and development of infrastructure for the benefit of the citizens of the city.
RA	To provide for and protect recreational uses, open space, amenity uses, natural heritage and biodiversity.
A	To provide for the development of agriculture and to protect the rural character.
G	To provide for the development of agriculture and protect areas of visual importance and/or areas of high amenity.
I	To provide for enterprise, industry and related uses.
CI	To provide for enterprise, light industry and commercial uses other than those reserved to the CC zone.
CC	To provide for city centre activities and particularly those, which preserve the city centre as the dominant commercial area of the city.
R	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.
LDR	To provide for low-density residential development which will ensure the protection of existing residential amenity and environmental sensitivities.
LAP	Local Area Plan for Murrough.
UVC	To provide for a residential led mix of uses particularly those that will support a people and business friendly urban village centre and contribute to establishing a high quality sustainable urban form.

The land use zoning objectives in the chapters of the Development Plan give an indication of the acceptability of new uses in each zone. They are intended as a guideline and are not exhaustive. Under each land use zoning, examples of uses which are compatible with and contribute to the zoning objective are specified. Examples of uses shown as “Uses which may contribute to the zoning objectives, dependent on the location and scale and the proposed development”, are uses which may not be considered acceptable in principle in all parts of the relevant land use zoning objective and will only be accepted where the Council is satisfied that the use would not have an undesirable consequence for prevailing use or amenity. A use that is not compatible or does not contribute to the specific land use zoning objective will not be permitted in that land use zone. Uses not cited as examples of uses but which fulfil the land use objective shall be considered in relation to general policy and to the zoning objectives for the area in question.

Uses, which are temporary in nature, may be considered by the Council as uses that are compatible and contribute to the zoning objective.

In the boundary areas of adjoining zones it is necessary to avoid developments which would be detrimental to the amenities of the more environmentally sensitive zones. For instance, in areas abutting residential zones a particular proposal may not be acceptable which could be acceptable in other parts of the zone. Where a site for a proposed development straddles the boundary of different land use zones the permitted density on the overall site will be an average between the different zones subject to residential amenity.

In advance of the adoption of the Local Area Plan (LAP) for Murrough, minor developments in the LAP zoning which will not prejudice the aims of the LAP will be considered. These uses shall be compatible with and contribute to the G zoning objective.

Priority will be given to the reservation of the N6 GCRR designed strategic road corridor and any associated land requirements over other land use zonings and specific objectives.

For clarity, in conjunction with zoning objectives, additional requirements for development on Regeneration and Opportunity Sites are set out in Chapter 10.

11.2.1 Institutional and Community CF Land Use Zoning Objectives

Zoning Objective CF	
To provide for and facilitate the sustainable development of community, cultural and institutional uses and development of infrastructure for the benefit of the citizens of the city.	
Uses which are compatible with and contribute to the zoning objective, for example:	<ul style="list-style-type: none"> - Buildings for the care of the health, safety or welfare of the public - Residential institutions - Educational establishments - Places of public worship - Community and cultural buildings - Burial grounds and associated services - Outdoor recreational use - Accommodation for Travellers - Childcare facilities - Public utilities
Uses which may contribute to the zoning objectives, dependent on the CF location and scale of proposed development, for example:	<ul style="list-style-type: none"> - Residential uses on surplus institutional lands where some of the original open character of institutional lands is retained and a minimum 20% of the total site area is reserved for communal open space. <p><i>1. Note: This will not apply to similar development granted and built under previous development plan policies where a higher open space standard was required pre-2005.</i></p> <ul style="list-style-type: none"> - Additional uses, which are allied to/or have an established supporting relationship with the primary use on lands in the NUI Galway and GMIT campus such as collaborative activities with industry and student accommodation.

The following are specific development objectives for a number of CF zones throughout the city:

- CF lands at Merlin Park comprising approximately 34 hectares. The Council will consider the development of these lands for institutional or community facilities use either by the Health Services Executive or another institution and will not permit residential, commercial or industrial development.
- CF lands south of the Old Dublin Road opposite the GMIT comprising approximately 3.30 hectares. The Council will consider the development of these lands for institutional or community facilities use either by the GMIT or another institution and will not permit residential, commercial or industrial development.
- CF lands at Ballybane to the south of Castlepark Road comprising approximately 6.27 hectares occupied by the Brothers of Charity Services. The Council will consider the development of these lands for institutional, amenity or community facilities use either by the Brothers of Charity Services or another institution and will not permit residential, commercial or industrial development.
- CF lands south of the railway line at Renmore occupied by the Defence Forces comprising approximately 9 hectares. The Council will consider the development of these lands for institutional, amenity or community facilities use either by the Defence Forces or another institution and will not permit residential, commercial or industrial development.
- CF lands at Fisheries Field (Earls Island). These lands will be considered as part of the overall regeneration of Nuns Island Masterplan area.
- CF land at Presentation College, Presentation Road. The design of development shall contribute to the protection and enhancement of adjacent waterways and protected structures on site.

11.2.2 Natural Heritage, Recreation and Amenity RA Land Use Zoning Objectives

Zoning Objective RA	
To provide for and protect recreational uses, open space, amenity uses, natural heritage and biodiversity.	
Uses which are compatible with and contribute to the zoning objective, for example:	- Outdoor recreation
Uses which may contribute to the zoning objectives, dependent on the RA location and scale of development, for example:	- Development of buildings of a recreational, cultural or educational nature or car parking areas related to and secondary to the primary use of land/water body for outdoor recreation - Public utilities - Burial grounds and associated services

The following are specific development objectives for a number of RA zones throughout the city:

- RA lands in the areas of Ballybaan and Ballinfoile. The Council will consider regeneration plan(s) which will include for the provision of community services and infill residential developments on existing open space, where it is shown that the open space is deemed surplus and where the recreational requirements and residential amenity are not prejudiced.
- RA lands privately owned by NUI Galway, comprising of 36.98 hectares, but not including the strip of land zoned RA located between the River Corrib and University (CF) lands. The Council will consider the development of these lands for university and related uses, which are compatible with and contribute to the CF zoning objective. An exception to this will be for the Council to allow for consideration of the development of a secondary school with associated ancillary development on lands of approximately 1.6 hectares (4 acres) between NUIG Hockey Pitch and the N59 Road. Any development of this site for a secondary school shall include for a School Traffic Control Management Plan and a Mobility Management Plan which will be required to have targets for sustainable mode use, including public transport set targets for modal shift to sustainable modes and public transport for staff and students working at and attending school in accordance with climate action targets.
- RA lands located at Ballybrit Racecourse. The Council will consider the use of existing hospitality facilities and racecourse grounds for suitable commercial purposes including conferences, exhibitions, markets, agricultural or similar shows and park and ride facilities.
- RA lands at Doughiska North of Túr Uisce. The Council will consider the development of part of these lands for a swimming pool/leisure centre with concessionary public use and a childcare facility, where a community facility is proposed as part of the development. This development shall not compromise the provision of a pedestrian and cycleway in this area.
- RA lands at NUI Galway in the vicinity of the Quincentenary Bridge. The Council will consider the strategic requirements to link the northern and southern campus. This will be subject to examination of all potential options, transport, visual and environmental considerations and where it can be demonstrated that the preferred option will have sustainable benefits.
- RA lands between the River Corrib and the Dyke Road and south of Quincentenary Bridge Road in Council ownership. The Council will consider the development of these lands to accommodate municipal and club water based facilities. Development of these lands shall include criteria for a high standard of design and shall be subject to environmental assessments in relation to European sites.
- RA lands at Liam Mellows GAA Club Ballyloughane. The provision of structures (including additional pitches, lighting, flood lighting and ball stop nets) to improve the playing pitches, operations and facilities will be considered by the City Council at this location with due regard to the protected views from Hawthorne Drive and environmental impacts.
- RA lands at Cappagh Park. The Council will consider the development of an Aquatic Sports and Fitness Centre adjoining and linked with the existing community centre.
- RA lands at Cappagh Road north of Cappagh Park. The Council will consider use of a portion of these lands to extend the existing car and cycle park facilities at Cappagh Park, with the capacity to operate as a park and ride facility where peak demands for park use do not coincide.

- RA lands located between Circular Road and Hazel Park. The council will examine suitable options to give vehicular access to these lands to facilitate recreation and amenity use.
- RA lands located between Ballymoneen Road and Clybaun Road. Maximise access to RA zoned lands located between the Ballymoneen Road and Clybaun Road (see Fig11.7) through connections from the existing road network and through future residential developments.



Figure 11. 1 Menlo Park Hotel

- RA lands in front of the Menlo Park Hotel adjacent to the Kirwan Roundabout. The Council will consider the development of a leisure centre and swimming pool, both located underground with minimal effect overground, as part of the overall hotel development.

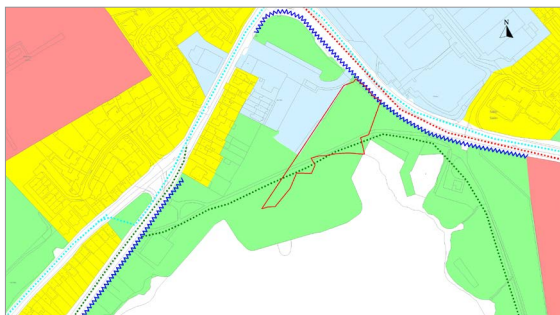


Figure 11. 2 Site at Lough Atalia

- RA zoned lands at Lough Atalia (0.5 hectares). The Council will consider the development of these lands for sports facilities and an amphitheatre.

11.2.3 Agricultural Areas A Land Use Zoning Objectives

Zoning Objective A	
To provide for the development of agriculture and to protect the rural character.	
Uses which are compatible with and contribute to the zoning objective, for example:	<ul style="list-style-type: none"> - Agriculture and related developments - Accommodation for the Traveller Community
Uses which may contribute to the zoning objectives, dependent on the A location and scale of development, for example:	<ul style="list-style-type: none"> - Uses as set out in Section 5.9 Agricultural Lands and Section 11.3.1 (j) Conversion and Subdivision of Dwellings- - Waste management facility - Public utilities - Public transportation facility - Burial grounds and associated services - Outdoor recreation with small scale associated facilities

The following are specific development objectives for a number of A zones throughout the city:

- A zoned lands located to the north of the Martin Roundabout and south of the Galway Clinic, consisting of 0.73 hectares. The Council will consider the use of these lands for commercial residential purposes which can be demonstrated to be directly linked to the services provided at the Galway Clinic, but shall not include services of a medical nature. Use of these lands can include for services of a step-down nature.
- A zoned land located to the north and adjoining the Menlo village envelope consisting of 0.42 hectares. Any residential development shall be limited to one house only for uses as set out in Section 5.9 Agricultural Lands.

11.2.4 Agricultural Areas G Land Use Zoning Objective

Zoning Objective G	
To provide for the development of agriculture and protect areas of visual importance and/or high amenity	
Uses which are compatible with and contribute to the zoning objective, for example:	<ul style="list-style-type: none"> • Agricultural development • Burial grounds and associated services
Uses which may contribute to the zoning objectives, dependent on the G location and scale of development, for example:	<ul style="list-style-type: none"> • Public utilities • Outdoor recreation with small scale associated facilities

11.2.5 Industrial I Land Use Zoning Objective

Zoning Objective I	
To provide for Enterprise, Industrial and related uses.	
Uses which are compatible with and contribute to the zoning objective, for example:	<ul style="list-style-type: none"> - Light industry - General industry - Warehousing, storage and wholesale trade (except where a significant purpose of the development is the provision of on-site servicing) to the public and where such provision is more appropriately located within CI zones/other zonings - Car parking (including heavy vehicle parking) - Specialist office based industries of a business/technology nature - Accommodation for the Traveller Community - Childcare facilities - Specialist industry

<p>Uses which may contribute to the zoning objectives, dependent on the location and scale of development, for example:</p>	<ul style="list-style-type: none"> - Shop, office, restaurant or recreational buildings, all of which are ancillary to the use of land for industrial and related uses - Outdoor recreation - Large-scale indoor recreation - Public utilities - Specialist offices - Waste management facility - Public transportation facility
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The following are specific development objectives for a number of I zones throughout the city:

- Lands zoned I at Ragoon, comprising approximately 29 hectares, the Council will consider the development of these lands for a technology/business park. Development proposals in line with this objective must achieve a parkland setting compatible with the residential amenity of existing and future adjoining housing areas.
- Lands zoned I at Lough Atalia between the railway line and the seashore comprising of approximately 16.2 hectares. Development on this site will be limited to activities relating to Galway Port expansion and industries which must be located adjacent to the harbour for a viable existence, provided however, that the processes involved are environmentally acceptable and do not interfere with the residential amenity of nearby housing developments.
- Lands zoned I at Ballybrit Business Park (north of the N6 dual carriageway, blocks 1-7) and at Ragoon. On these lands within existing constructed office space (completed pre-2004) change of use to general office space that is non-technology or processing based office use, will be open to consideration subject to the following:
 - Where such office space will not be dedicated to grouped professional practices/ services.
 - Where it can be demonstrated that there is adequate car parking spaces provided for such office use that is one space per 50m² of gross floor area.

11.2.6 Commercial/Industrial CI Land Use Zoning Objective

<p>Zoning Objective CI</p> <p>To provide for enterprise, light industry and commercial uses other than those reserved to the CC zone</p>	
<p>Uses which are compatible with and contribute to the zoning objective, for example</p>	<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 the Traveller Community - Childcare facilities - Community and cultural facilities

<p>Uses which may contribute to the zoning objectives, dependent on the CI location and scale of development, for example:</p>	<ul style="list-style-type: none"> - General industry (small scale) - Service retailing - 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 3 - Offices - Car parks (including heavy vehicle parks) - Waste management facility - Public transportation facility - Public utilities - Outdoor recreation - Commercial leisure/indoor recreation - Places of worship
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The following are specific development objectives for a number of CI zones throughout the city:

- Bulky goods retailing and local retailing needs, will be the only retail types considered on CI zoned lands not provided for in the Retail Hierarchy at/adjoining; Briarhill, Doughiska Road (West of), Tuam Road, Dublin Road, Sean Mulvoy Road, Sandy Road, Headford Road/Bóthar na dTreabh (north of the Bodkin junction), and Seamus Quirke Road. An exception for the consideration of food store and restaurant use will apply to a portion of CI lands at Briarhill, namely the site of Western Motors and the adjoining site to the east, bounded by the Monivea Road and Parkmore Road.
- Retail development of a nature appropriate to the city centre will be considered on the Headford Road (south of the Bodkin junction). An arts/cultural facility shall be delivered in conjunction with any major re/development of these lands. It is intended to carry out a Local Area Plan as specified in Chapter 10 for these lands termed the Headford Road LAP.
- CI zoned lands on the Headford Road (south of the Bodkin junction), Sean Mulvoy Road, Tuam Road (south of Bóthar na dTreabh), Moneenageisha Road and lands abutting Seamus Quirke Road. Offices appropriate to the CC zoning will be open for consideration on these lands.
- CI zoned lands on Monivea Road (Radharc na Greine site). Residential development on the full extent of this CI zoned site will be considered. The density of any residential development on this site will have regard to the surrounding context.
- CI lands at Wellpark Road adjacent to the Mervue Business and Technology Park. A residential content of up to 75% will be considered on these lands.
- CI lands at Barna Road (fuel-filling station). The current setback of the building, excluding forecourt, shall be maintained.
- CI lands at ‘Joyce’s Supermarket’, Kingston Road, Knocknacarra. The part of the building complex in use as community rooms shall continue to be reserved for community purposes such as uses to facilitate club meetings / recreational classes / community group activities.

- CI lands at Wellpark. The Council will consider the full range of retail uses identified in the Retail Planning Guidelines within Wellpark Retail and Leisure Park.
- CI lands at Sandy road. Land shall be reserved for a strategic link road from Sean Mulvoy Road to Sandy Road. The location and alignment of this road shall be based on optimum transport and sustainable planning and development considerations.

11.2.7 City Centre Land Use Zoning Objectives

Zoning Objective CC	
To provide for city centre activities and particularly those, which preserve the city, centre as the dominant commercial area of the city	
Uses which are compatible with and contribute to the zoning objective, for example	<ul style="list-style-type: none"> - Retail - Residential - Offices, banks and professional services - Tourist related uses - Cultural and community uses - Buildings for education - Recreation - Childcare facilities - Places of worship
Uses which may contribute to the zoning objectives, dependent on the CC location and scale of development, for example:	<ul style="list-style-type: none"> - Light industry - Public utilities

The following is a specific development objective:

- CC land at 6, 8, 10, 12 and 14 St. Augustine Street. Any required development on these sites to facilitate change of use shall not materially alter the elevation of the existing buildings or interfere with the integrity of the terrace.

11.2.8 Residential R and Low Density Residential LDR Land Use Zoning Objectives

<p>Zoning Objective R</p> <p>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>Zoning Objective LDR</p> <p>To provide for low-density residential development which will ensure the protection of existing residential amenity and environmental sensitivities.</p>

<p>Uses which are compatible with and contribute to the zoning objective, for example</p>	<ul style="list-style-type: none"> - Residential - Residential institution - Outdoor recreational use - Accommodation for the Traveller Community - Local shops, local offices, licensed premises, banks and other local services - Buildings for education - Childcare facilities - Buildings for the care of the health, safety or welfare of the public - Buildings for community, cultural or recreational use
<p>Uses which may contribute to the zoning objectives, dependent on the R and LDR location and scale of development, for example:</p>	<ul style="list-style-type: none"> - Hotel, Guesthouses, Hostels and B&Bs - Part conversion or extension of private residence to home office, childcare facility or small enterprises by the occupier of the dwelling, at a scale as would not unduly interfere with the primary use of the dwelling or prevailing residential amenity - Places of worship - Public utilities

The following are specific development objectives for a number of R zones throughout the city:

- Undeveloped R zoned lands at Doughiska adjoining the dual carriageway shall incorporate the provision of an 18 metres wide strip of landscaped open space abutting this road.
- The development of residential zoned lands in Council ownership adjacent to the school site at Ballyburke will include for the provision of an appropriate level of community facilities which can include for educational use, to serve the area.
- R zoned lands in the areas of Ballybaan and Ballinfolle. The Council will consider regeneration plans for community services and infill residential developments on existing open space, where it is shown that the open space is deemed surplus and where the recreation requirements and residential amenity are not prejudiced.
- Provide for additional local centres to facilitate local convenience shopping and services. These facilities will be accommodated at Clybaun, Ballymoneen and Ballyburke as indicated on Development Plan maps.
- R zoned lands at Nun’s Island Street (St. Joseph’s school site). The design of residential development shall have regard to the streetscape context and shall also contribute to the protection and enhancement of the adjacent waterways.
- R zoned lands south of the Dublin Road, Castlegar Hurling pitch. The strip of land adjoining the road boundary shall be reserved free from development and the existing trees be retained and additional trees planted along the road to ensure that the visual impact of any development is minimised.

- R zoned lands at Knocknacarra Road (Spinnaker House Hotel site). Any development including ancillary requirements will be designed so as not to impact the integrity of adjacent protected views. The Council will consider the adjoining RA zoned lands of approximately 0.086 hectares, associated with the existing use on the site to be used for the purposes of communal open space requirements associated with the redevelopment of the site for residential purposes, where it can be demonstrated that the entirety of this area will be restored to a natural, open environment and landscaped with native and biodiversity enhancing species. This RA land will not be permitted to be used for compliance with plot ratio standards nor used for car parking purposes. Credit will be given for existing floor space in the assessment of any future re-development.
- R zoned lands at Ard Fraoigh (0.13 hectares). Any development on these lands shall be so designed to ensure preservation of the adjoining greenway and protection of the associated amenity therein.

The following lands zoned R have the following specific development objectives, subject to design, environmental requirements and traffic safety. See associated maps:

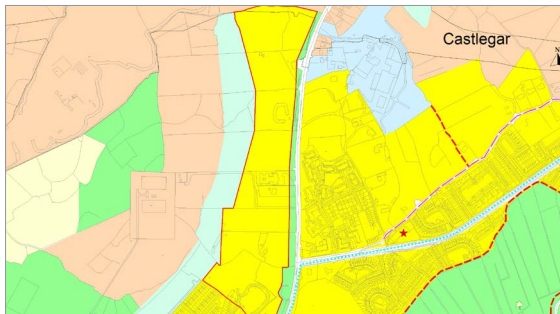


Figure 11.3 West of Headford Road

- Vehicular access points will be limited and residential layouts should demonstrate where connections between developments are feasible, safe and contribute to residential amenity.
- Residential development on these lands shall, by means of density, distribution, layout and design, assimilate into the topography of the site and shall not break the ridgeline.

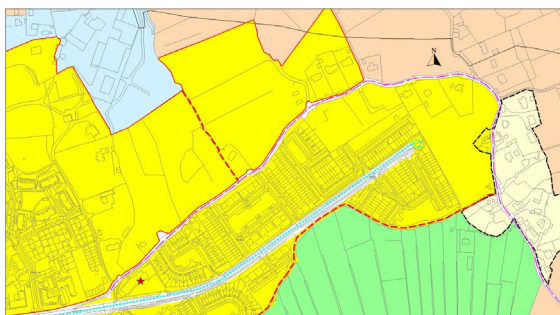


Figure 11.4 North of Bóthar an Cóiste

- Layout of residential development and boundary treatment shall have regard to the protected views from the Headford Road.
- Requirements for road improvements capable of accommodating future developments shall be incorporated into any development proposals.
- Development on these lands shall demonstrate coordination with the overall land bank.
- Development will only be considered where it accords with main drainage proposals.

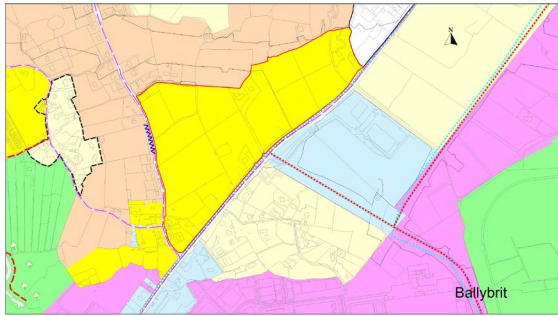


Figure 11.5 North West of Tuam Road: Castlegar

- Development will only be considered where it accords with strategic main drainage proposals.
- Limited access will be allowed onto the Tuam Road and shall be consistent with the N6 GCRR designed strategic road corridor.

- No major access will be allowed onto the Castlegar Road.
- Layout of residential development shall protect the existing cemetery site.
- Development on these lands shall have regard to specific objectives for road and junction improvements at the Tuam Road and Castlegar Road junction.
- Development in the northeast section of these lands shall be subject to a flood risk assessment and shall include for flood mitigation measures if not accommodated otherwise.
- Development shall be take into consideration ecological sensitivities in the area in their design.

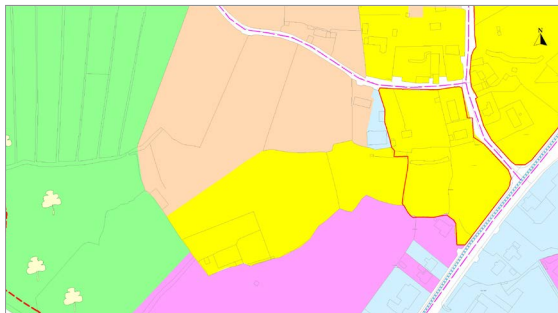


Figure 11.6 Junction of Tuam Road and Castlegar Road: Castlegar

- Any development of these lands will only be considered where appropriate traffic safety measures and compatibility with junction and road upgrade measures are ensured. No vehicular access will be permitted onto Bóthar an Chóiste.

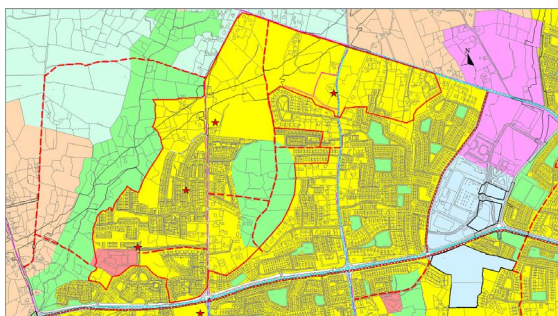


Figure 11.7 Undeveloped residentially zoned land North West of Western Distributor Road

- In this general area, residential development on the higher slopes shall, by means of density distribution, layout and design, assimilate into the topography of the site and protect the ridge view and provide for linkage and address to the adjoining RA zoned lands.

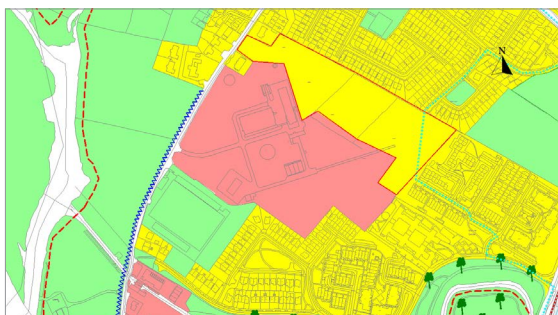


Figure 11.8 Lands at Dyke road, adjacent to the Waterworks

- Development in the south eastern section of this site shall be subject to a detailed flood risk assessment taking into consideration SFRA guidance and shall include for flood mitigation measures if appropriate.

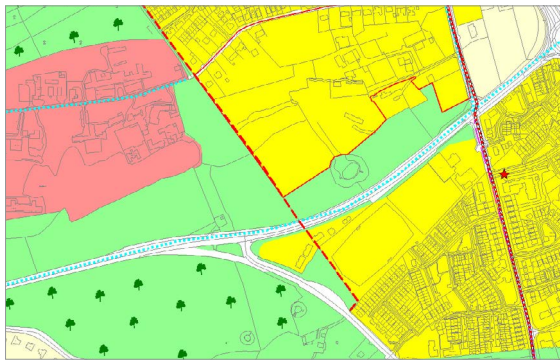


Figure 11.9 Merlin Park Lane, Doughiska Road.

- The retention of trees and hedgerows and additional planting shall form an integral part of an overall layout of the area and shall include for a landscaped buffer to screen development from the Dublin Road.
- Development shall have regard to County Geological Sites (CGI)/pNHA of geological importance.

- Development shall have regard to Quarry House, a protected structure (RPS Reference Number 5903).
- Community facilities in particular for education purposes are open for consideration on these lands.
- Development of these lands will only be considered where there is appropriate access onto the Doughiska Road. Limited vehicular access only will be permitted onto Merlin Lane.
- Notwithstanding the R zoning, the Council will consider, subject to proper planning and development considerations, the expansion of existing businesses, infill development and the redevelopment of existing premises for small scale commercial uses, where it is demonstrated that no adverse impact to existing residential amenities will occur. A maximum plot ratio of up to 0.5:1 will be considered for commercial development in this area. All developments will be required to be suitably landscaped.

The following are specific development objectives for a number of LDR zones throughout the city:

- LDR lands at Coolagh Road, opposite Crestwood. Development shall be limited to one house only.
- LDR lands at the junction of Gentian Hill. Development on these lands shall not exceed a density of 13 houses per hectare and shall be restricted to single storey dwellings.
- LDR lands comprising of approximately 0.47 hectares at Quarry Road, Menlo north of Menlo village end. Development shall be limited to one house only.
- LDR lands comprising of 4.68 hectares at Cappagh Road, Cappagh. Development of these lands shall generally have a maximum density of 2.5 houses to the hectare.

The following lands zoned LDR have the following specific development objectives, subject to design, environmental assessments, water and wastewater services and traffic safety. Communal open space and recreational facilities may be a requirement in certain circumstances:

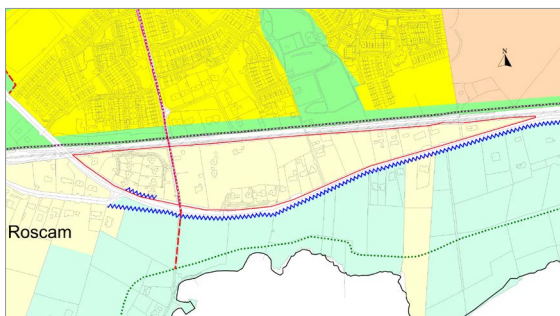


Figure 11.10 Curragreen LDR

- Development shall generally have a maximum density of 5 houses to the hectare.
- Where possible hedgerows and stone walls shall be retained, and supplemented by appropriate landscaping.

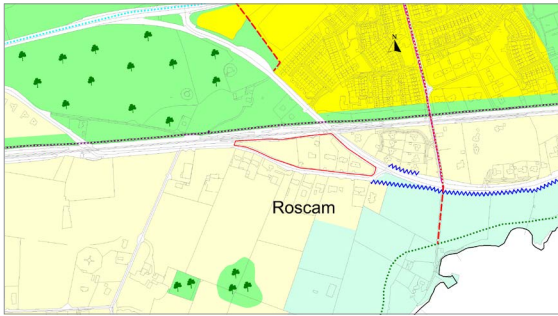


Figure 11.11 LDR Old Dublin Road

- Development shall generally have a maximum density of 5 houses to the hectare.
- House design shall be single storey, dormer or have a low profile ridge line.
- Where possible hedgerows and stone walls shall be retained

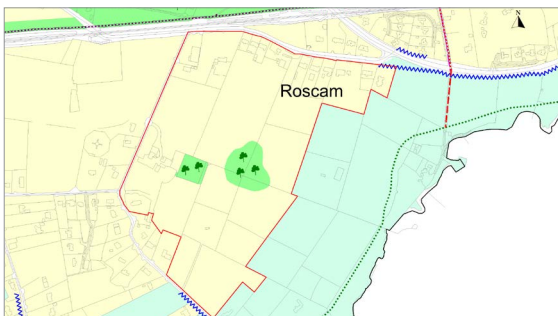


Figure 11.12 LDR Rosshill House and adjacent lands

- The maximum plot ratio density of 0.2:1 shall only be considered following agreement on an overall layout of the area. This layout will have regard to the areas zoned RA, the tree coverage, the existing pillars and stone walls.
- Development will only be considered where it accords with strategic main drainage proposals

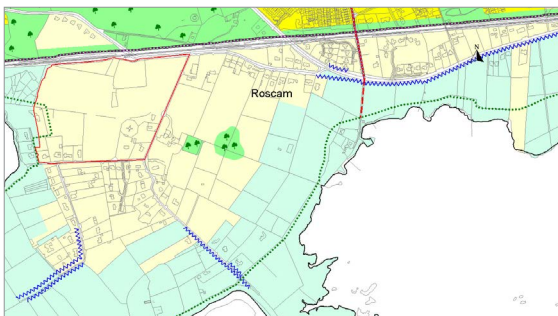


Figure 11.13 LDR Roscam Pitch and Putt and adjacent lands

- The maximum plot ratio density of 0.2:1 shall only be considered following agreement on an overall layout of the area.
- This layout will have regard to the sylvan character of the site and where appropriate the protection of existing trees and the Roscam Folly.
- Development will only be considered where it accords with strategic main drainage proposals.

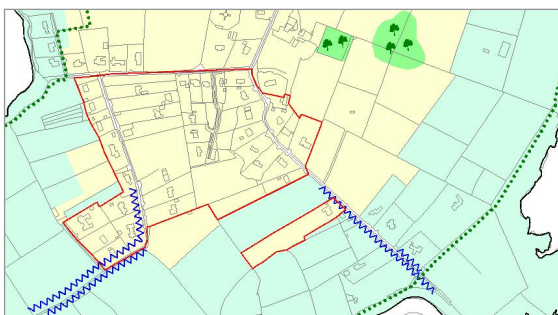


Figure 11.14 LDR Roscam Village

- Development shall generally have a maximum density of 5 houses to the hectare.
- Where possible hedgerows and stonewalls shall be retained.
- Protected views shall be preserved and shall have regard to the protected status of existing archaeological structures.

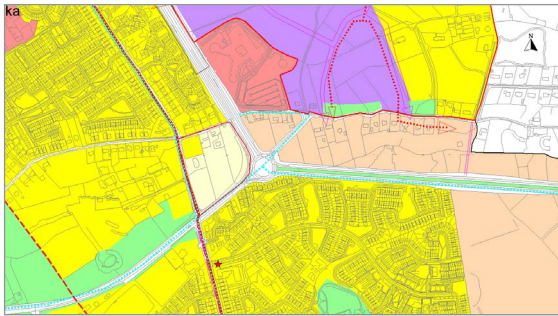


Figure 11.15 LDR Doughiska

- Development shall generally have a maximum density of 5 houses to the hectare.
- Where possible existing hedgerows, trees and stonewalls shall be retained.
- Any development shall accord with all GTS proposals.

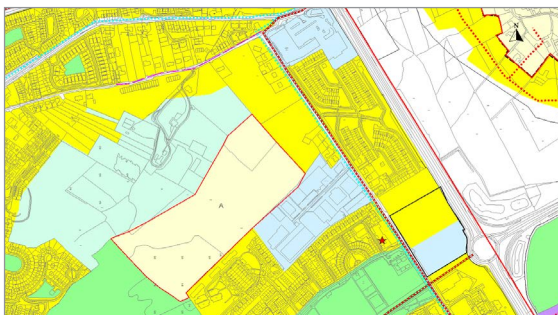


Figure 11.16 LDR Briarhill

- A maximum density of 5 houses to the hectare shall only be considered following agreement on an overall layout of the area.
- Development shall be low profile single storey with a maximum ridge height of 5.5m above existing ground floor level.

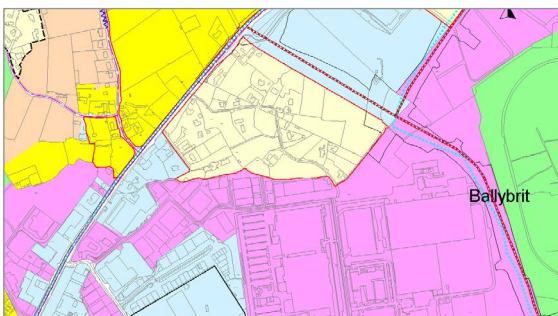


Figure 11.17 LDR Parkmore

- Development shall generally have a maximum density of 5 houses to the hectare.
- Where possible hedgerows and stone walls shall be retained.

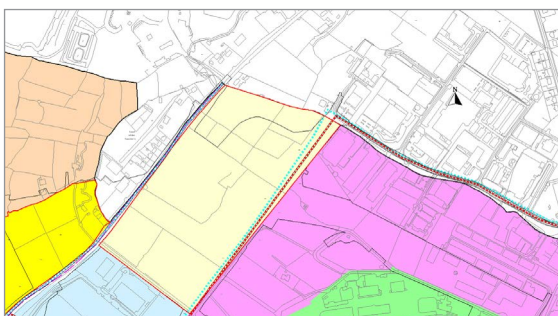


Figure 11.18 LDR Tuam Road

- Development shall have a maximum density of 5 houses to the hectare and shall only be considered following agreement on an overall layout of the area and shall be consistent with the N6 GCRR designed strategic road corridor.
- Residential development on the higher slopes shall, by means of layout and design, assimilate into the topography of the site and protect the ridge view.
- Development will only be considered where it accords with strategic main drainage proposals

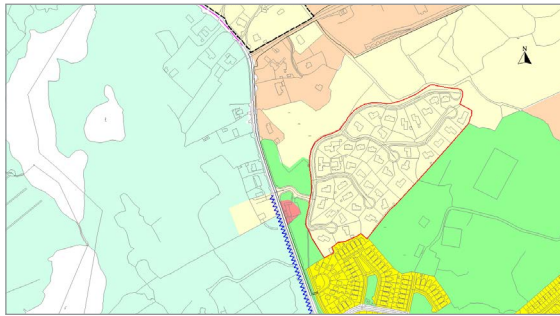


Figure 11.19 LDR Carraig Ban

- Any infill development or extensions shall have regard to the existing pattern of development

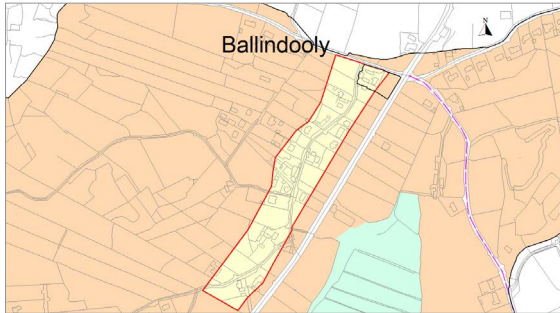


Figure 11.20 LDR Ballindooley

- In order to maintain the established character of the area, development shall generally not exceed a density of 5 houses to the hectare.
- Where possible hedgerows and stone walls shall be retained.
- The site outlined in black (0.29 hectares) shall be reserved for the provision of community, recreational, educational and heritage facilities and car parking relating to these facilities.

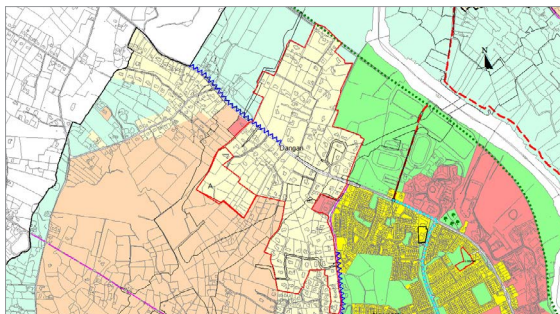


Figure 11.21 LDR Chestnut Lane and Barnacranny

- Development shall generally have a maximum density of 2.5 houses to the hectare.
- Where possible hedgerows and stone walls shall be retained.
- On Site A, an exception shall apply where a maximum density of 5 houses to the hectare shall be considered. Any development on Site A shall assess and take into consideration the ecological importance of these lands.

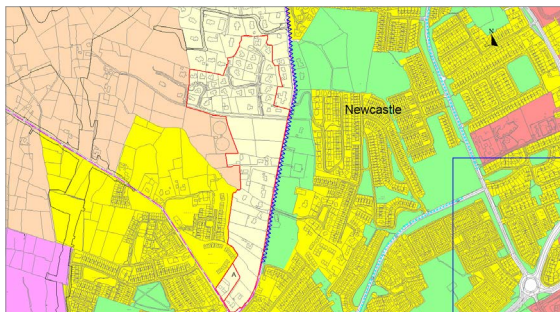


Figure 11.22 LDR at Circular Road

- Development shall generally have a maximum density of 5 houses to the hectare.
- Where possible hedgerows and stone walls shall be retained.
- Development on Site A (0.5 hectares): A maximum of 3 houses shall be open for consideration on this site.

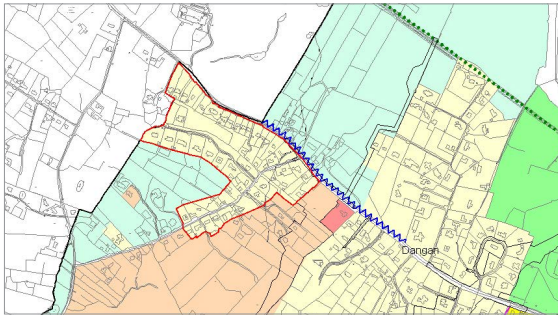


Figure 11.23 LDR Ballagh

- Development shall generally have a maximum density of 5 houses to the hectare.
- Where possible hedgerows and stone walls shall be retained.

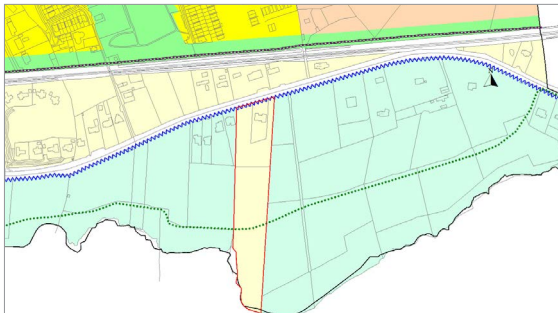


Figure 11.24 LDR Roscam: Coast Road

- Development shall be restricted to two houses only, reserved for the use of immediate family members.
- Development shall have regard to the existing pattern of development and the visual and environmental sensitivity of the site.

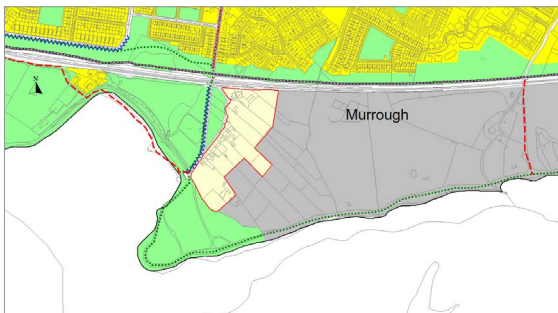


Figure 11.25 LDR Murrough

- Development shall have a maximum density of 5 houses to the hectare.
- Development shall have regard to the existing pattern of development and shall be subject to amenity and environmental considerations.

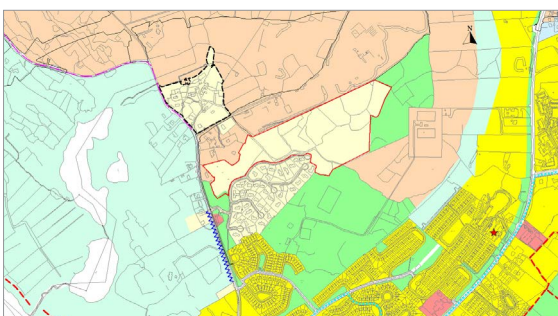


Figure 11.26 LDR Coolagh

- Development shall generally have a maximum density of 2.5 houses to the hectare.

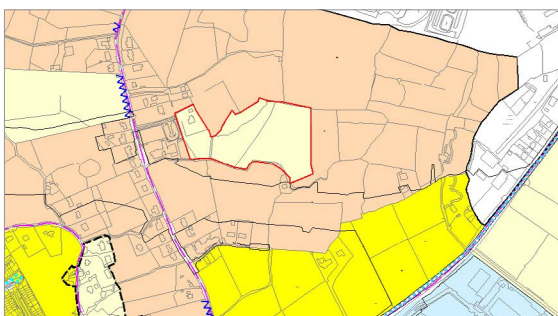


Figure 11.27 LDR East of Castlegar N.S.

- Development shall generally have a maximum density of 2.5 houses to the hectare

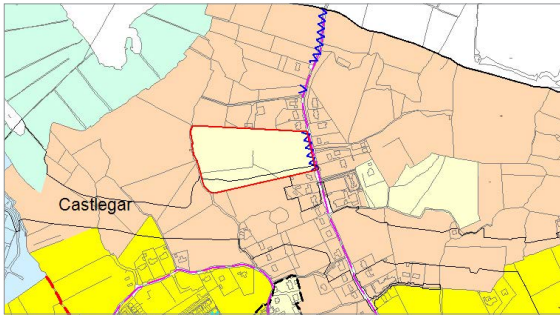


Figure 11.28 LDR Castlegar Road, Castlegar

- Development shall be restricted to three houses only, reserved for the use of immediate family members of the landowner. Any development shall be consistent with the N6 GCRR Strategic Road.

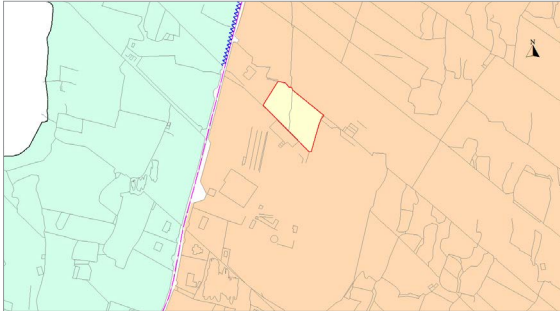


Figure 11.29 LDR Quarry Road, Menlo

- Development shall be restricted to one house only, reserved for the use of immediate family members of the landowner.

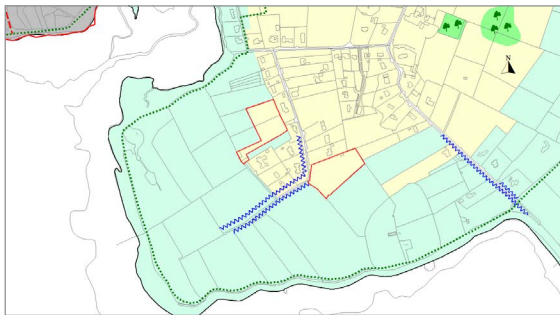


Figure 11.30 LDR Roscam

- Development on each site outlined in red shall be restricted to two houses only, reserved for the use of immediate family members of the landowner.



Figure 11. 31 LDR West of Coolagh Road, Coolagh

- Development shall be restricted to one house only, reserved for the use of immediate family members of the landowner.

Zoning Objective UVC

To provide for a residential led mix of uses particularly those that will support a people and business friendly urban village centre and contribute to establishing a high quality sustainable urban form.

Uses which are compatible with and contribute to the zoning objective:

- Refer to Ardaun Local Area Plan 2018-2024

Part B Development Standards

General Development Standards and Guidelines

- 11.3 Residential Development
- 11.4 City Centre Area
- 11.5 Shop Fronts
- 11.6 Advertisements and Signage
- 11.7 Salthill
- 11.8 Village Envelopes
- 11.9 Commercial and Industry
- 11.10 Transportation
- 11.11 Waste Management
- 11.12 Agriculture

Specific Development Standards

- 11.13 Childcare Facilities
- 11.14 Community / Educational Facilities
- 11.15 Built Heritage
- 11.16 Fuel Filling Stations
- 11.17 Telecommunication Infrastructure and Installations
- 11.18 Renewable Energy Sources
- 11.19 Green Design & Surface Water
- 11.20 Outdoor Events
- 11.21 Street Furniture, Signs and Structures
- 11.22 Water Quality
- 11.23 Development Contribution Scheme
- 11.24 Access for All
- 11.25 Recreation and Sport Facilities
- 11.26 Art/Cultural Amenity
- 11.27 Flood Risk Management & Assessment
- 11.28 Extractive Industries/Quarries
- 11.29 Student Accommodation
- 11.30 Climate - Scheme Sustainability Statements
- 11.31 Environmental Impact Assessment (EIA)
- 11.32 Appropriate Assessment/ Natura Impact Statement
- 11.33 Invasive Alien Species
- 11.34 Ecological Impact Assessment (EclA)

General Development Standards and Guidelines

11.3 Residential Development

In considering residential development proposals the Council shall have regard to a broad range of issues, including the following:

1. Design quality (urban design, architecture, landscape, biodiversity, DMURS, SUDS)
2. Site features and context
3. Residential Density
4. Building height
5. Residential mix (dwelling type, size, tenure, and specialist housing)
6. Existing neighbourhood facilities and the need for additional facilities
7. Integration with the surrounding environment in terms of built form and the provision of walking / cycling permeability
8. Infrastructural requirements with respect to water will require evidence to be provided by the developer of consultation with Irish Water prior to applying for planning permission to ensure that adequate water services will be available to service the development and that existing water services will not be negatively impacted.

The Council will have regard to the recommendations of Sustainable Residential Development in Urban Areas Guidelines for Planning Authorities (DECLG, 2009), Best Practice Urban Design Manual (DECLG, 2009), Urban Development and Building Heights Guidelines (2018), Design Manual for Urban Roads and Streets (DMURS)(2019), NTA Permeability in Existing Urban Areas, Best Practice Guide (2015) and will also have regard to Age Friendly Principles and Guidelines for the Planning Authority (Age Friendly Ireland, March 2021), and Buildings for Everyone: A Universal Design Approach (National Disability Authority 2012).

Specifically, Apartment developments will be reviewed having regard to the above and also the Government guidance, Sustainable Urban Housing: Design Standards for New Apartments (2020), which provides the current quantitative guidance for designing apartments in order to ensure design quality safeguards are in place to avoid the development of poor quality living environments.

For additional information for Residential Developments, refer to Chapter 3: Housing and Neighbourhoods, Chapter 5: Natural Heritage, Recreation and Amenity, Chapter 7 Community and Culture and Chapter 10: Compact Growth and Regeneration.

Planning applications for residential development will have to have regard to the aforementioned government guidelines and the following standards and the policies of the Development Plan. Given the different character of residential neighbourhoods in the city, the standards are divided into:

- Outer Suburbs,
- Established Suburbs,
- Inner Residential Areas,
- City Centre Residential Areas.

Where residential development is permitted on lands other than residentially zoned lands, the neighbourhood policies as defined in Chapter 3, shall generally apply.



Figure 11.32 Neighbourhood Areas

Car Parking - General

The approach to car parking for the purpose of assessment of planning applications is applied to developments based on spatial location, public transport services with flexibility to achieve performance based outcomes, in particular for infill and brownfield developments. This approach will be applied to the varying standards between the four defined neighbourhood areas and are centred on the following:

- Parking is set at a maximum level of provision.
- Flexibility is encouraged where grouped car parking is provided.
- Reduced requirement is encouraged in mixed use areas in particular where peak demands do not coincide and where multi-purpose trips are anticipated and in circumstances where mobility management measures are deemed satisfactory.
- Consideration of reduction in requirements will also apply along existing and planned strategic public transport corridors depending on the prevailing level of service at that time.

In the city centre area where the GTS includes for significant investment in sustainable modes and where the most strategic Regeneration and Opportunity Sites are located the requirements for car parking will be linked to performance based outcomes. All developments will be subject to the standard traffic and transport assessments.

Parking standards for residential developments are set out under each of the four defined neighbourhoods.

Sustainable Urban Housing: Design Standards for New Apartment 2020 should be applied to any new apartment developments. The standards accept that the quantum of car parking or the requirement for any such provision for apartment developments will vary, having regard to the types of location in cities and towns that may be suitable for apartment development, broadly based on proximity and accessibility criteria.

For all types of location, where it is sought to eliminate or reduce car parking provision, it is necessary to ensure, where possible, the provision of an appropriate number of drop off, service, visitor parking spaces and parking for the mobility impaired. Provision is also to be made for alternative mobility solutions including facilities for car sharing, club vehicles and cycle parking and secure storage. It is also a requirement to demonstrate specific measures that enable car parking provisions to be reduced or avoided. Cycle parking for all areas shall be provided as per the requirements in Section 11.3.1(h).

11.3.1 Outer Suburbs

11.3.1 (a) General

- All relevant residential development shall comply with the requirements of the Housing Strategy and Housing Needs Demand Assessment.
- Planning applications for residential developments on sites over one hectare in area shall include a design statement that demonstrates the relationship between the proposed development to the site context, adjoining developments, the achievement of safe and convenient movement within the site, and how existing features are to be integrated into the development. Some sites, in particular those designated Regeneration or Opportunity Sites may require more detailed design frameworks.
- Residential development shall be laid out in such a way to maximise accessibility and permeability to local services, public transport and to encourage walking and cycling.
- Pedestrian, cycle and vehicular movement shall be convenient, safe, attractive and integrated into the overall layout of the development and shall reflect the movement hierarchy in DMURs.
- The layout of all new residential development shall have regard to adjoining developments and undeveloped zoned land. Where appropriate, linkages and complementary open spaces shall be provided between adjoining developments.
- Gated residential developments will be discouraged.
- Innovative layouts, including courtyard developments, shared open spaces and the clustering of dwellings shall be used, where appropriate, to achieve high standards of amenity.
- Existing trees, hedgerows, watercourses and stone walls and other features of high natural value shall be retained and integrated within new developments. A landscaping scheme including hard and soft landscaping, and incorporating SuDS principles where appropriate, shall be designed as an integral part of the development. Such schemes shall include for use of native trees and other plant species, particularly pollinator friendly species.
- Except where the Design Standards for New Apartments - Guidelines for Planning Authorities 2020 apply, generally a plot ratio of 0.46:1 for new residential development shall not normally be exceeded. Consideration for a higher plot ratio will only apply where developments include for exceptional design and demonstrate high sustainability principles and where existing residential amenity is protected.
- Residential developments of 10 units and over shall normally provide a mix in type of residential units.

- Non-residential development shall be considered at appropriate locations on residentially zoned lands where it is of a scale that serves the local need and where all other development management requirements are satisfied. Plot ratio for such commercial, leisure, community and mixed developments on residentially zoned lands shall not normally exceed 1:1. On link roads or other major access roads where commercial development will contribute to the quality of urban design and is otherwise acceptable a higher plot ratio may be considered.
- Where commercial developments are acceptable on residentially zoned land, 10% of the area of a site, shall normally be provided as open space. Where the development includes residential uses, communal and private open space standards in 11.3.1(c) shall apply.
- Childcare facilities shall be provided within residential development as indicated in 11.13 and Chapter 7.
- All construction associated with footpaths, sewers, drains and water supply in residential developments, shall comply with Recommendations for Site Development Works for Housing Areas (DELG 1998) and any subsequent amendments and/or any additional specification required by the City Council, Irish Water and Building Regulations.
- Planning applications for new large-scale residential developments shall be accompanied by assessments of the capacity of local schools to accommodate the proposed development in line with national guidance.
- Developments shall take cognisance of the requirements associated with Traffic Management Guidelines (2019), DMURS (2019) and Design Manual for Roads and Bridges (NRA 2013).

11.3.1 (b) Standards for Roads and Streets in New Residential Development:

A quality street design audit may be required for larger projects or as a stand-alone audit process for smaller projects at planning application stage where the emphasis on placemaking and promoting the multidisciplinary aspects of successful street design.

This is an auditing tool that can be used to ensure that the four major aspects of street design as set out in DMURS: Connectivity, Self-Regulating Street Environment, Pedestrian and Cycling Environment, and Visual Quality are appropriately taken into account. Potential applicants for planning permission should engage in pre-planning discussions to ascertain which audits, if any, should be submitted with the application.

The requirements for roads and footpaths will generally be those set out City Council 'Taking in Charge Policy Document', and DMURS (2019). Where an innovative layout is accepted by the Planning Authority variations to these requirements may be accepted. In allowing any deviation in the general requirements, the primary consideration will be the safety of pedestrians, cyclists and access for emergency vehicles.

Arterial and Link routes are multi-modal routes, facilitating movement by a range of road users. Local streets are required to be designed to reinforce pedestrian and cyclist priority and place-making with design speeds set at 30kph (or lower) in line with best DMURS practice and incorporate filtered permeability techniques.

Arterial Streets (DMURS): These are the major routes within which key locations are connected. They may also include major cross city routes within the city. These roads may have residential and commercial frontage and there may be significant movements of pedestrians and cyclists. The following apply:

- Public transport along Arterial/Link streets can be prioritised by measures such as Quality Bus Corridors and public transport corridors.
- Measures for pedestrians and cyclists will be included for in the design.

- Direct access to individual dwellings and parking spaces will not generally be considered. Buildings that face onto these roads shall be of a scale appropriate to the width of the road and associated open areas.
- Designs should not provide unnecessarily wide roads since these encourage higher speeds.
- The use of landscaping measures in verges will be required.
- Roads shall meet requirements of the Traffic Management Guidelines (2019) with respect to geometric and visibility standards.
- The design of streets and roads shall have regard to the DMURS (2019).
- The design of streets and roads shall have regard to Road Safety Impact Assessment (RSIA) and Road Safety Audit (RSA) standards.

Link Streets (DMURS): These provide the links to Arterial streets, or between Centres, Neighbourhoods, and/or Suburbs. These roads may have direct access and may have some parallel parking. These roads should allow for ease of cycle and pedestrian movement and crossing. For these roads the following apply:

- Measures for pedestrian and cyclists will be included for in the design.
- A 2.5m footpath is generally required on each side of the carriageway. This is the desirable space for two people to pass comfortably for areas of low to moderate pedestrian activity. This increases to 3.0m for areas of moderate to high pedestrian activity and 4.0 m in areas of high pedestrian activity.
- On Arterial and Link streets with no on-street parking a verge of 1.5-2m should generally be provided as a buffer and to facilitate the planting of large street trees and items of street furniture.
- The use of landscaping measures in verges will be required.
- Buildings, which face onto these roads, shall be of a scale appropriate to the width of the road, parking and associated open spaces.
- Road shall meet requirements of the Traffic Management Guidelines (2019) and DMURS (2019) with respect to geometric and visibility standards.
- The design of streets and roads shall have regard to the DMURS (2019).
- The design of streets and roads shall have regard to Road Safety Impact Assessment (RSIA) and Road Safety Audit (RSA) standards.

Local Streets: These are the streets that provide access within communities and to Arterial and Link streets. These generally serve small groups of houses up to fifty dwellings, with direct dwelling access and parking. These can incorporate 'home zones' or have shared surfaces. These surfaces can be shared between pedestrians, cyclists and vehicles. For these streets and roads the following apply:

- Design for slower speeds within local streets (i.e. 10-30 km/h).
- Where a carriageway is provided the width shall be 5.0 - 5.5m.
- There is no minimum requirement for verges on Local Streets, but maybe included where they add to safety /public realm.
- Generally 1.8m footpaths are required. This is the minimum space for two people to pass comfortably and is appropriate in areas of low footfall.

- Where shared surfaces are provided a road/street shall have varying width, with a minimum width of 4.8m and an approximate maximum of 6m.
- Design of a road/street should encourage the use of the shared space for amenity purposes and ensures the safety of other people using the shared space.
- Roads shall meet requirements of the Department of Environment, Heritage and Local Government: Traffic Management Guidelines, 2019 and DMURS (2019) with respect to geometric and visibility standards.
- The design of streets and roads shall have regard to the DMURS (2019).
- The design of streets and roads shall have regard to Road Safety Impact Assessment (RSIA) and Road Safety Audit (RSA) standards.

11.3.1 (c) Amenity Open Space Provision in Residential Developments

All residential developments shall provide for amenity open space areas made up of the following ratios:

Communal Open Space:

Communal recreation and amenity space is required at a rate of 15% of the gross site area. It should be provided as multi-functional open space in new residential developments easily accessible to all, encouraging active and passive use for persons of all abilities regardless of mobility and/or age. In small restricted infill sites, a minimum of 10% may be provided as public open space where a reduction in the standard is balanced with delivery of units. Residential developments of 4 units or less may be exempt from the 15% open space provision on greenfield sites. The Council will determine on a case-by-case basis where it is demonstrated that the function of the space is not viable and can be better used as part of private open space.

Where acceptable 'home zones' are proposed, in accordance with Council Guidelines, the shared spaces shall be regarded as communal open space but shall not exceed one third of the total communal open space requirement. Shared spaces shall be regarded as communal open space where it is designed primarily to meet the needs of pedestrians, cyclists, children and residents and where the traffic speeds and dominance of the cars is reduced through design.

Lands zoned for Recreation and Amenity use (RA) shall not be included as part of the open space requirements or used for density calculation for housing developments.

Communal open space in all types of residential development should:

- Be visually as well as functionally accessible to the maximum number of dwellings within the residential area.
- Be overlooked by residential units.
- Integrate natural features (for example natural contours, outcrops of rock), where appropriate, as part of the open space.
- Be viable spaces, linked together where possible, designed as an integral part of the overall layout and adjoining neighbouring communal open spaces.
- Not include narrow pedestrian walkways, which are not overlooked by house frontages.
- Create safe, convenient and accessible amenity areas for persons of all abilities regardless of mobility or age.

- Generally no rear boundaries should face onto public open space. Blank gables shall not, generally face onto roads or streets. Side boundary walls, which face onto public open space, should be minimised.
- Provide for quality hard and soft landscaping and incorporate urban greening and encourage biodiversity.

In all proposed residential development over ten units, a recreational facility shall be provided as part of the communal open space and funded by the developer. The recreational facility should be provided to serve the needs of the residents and should reflect the profile of future residents, the scale and type of development. Indicative examples of recreational facilities for different sizes of developments are shown in Table 11.2. The Recreation and Amenity Department will give further guidance in relation to any proposed recreation facility and should be consulted in advance regarding suitable facilities.

Table 11. 2 Indicative Examples of Recreational Facilities for Different Sizes of Residential Developments.

Number of Residential Units	Examples of Recreational Facilities
0-10	No recreation facility required but green infrastructure at a minimum
11-20	Seating, Picnic infrastructure, informal play areas
21-50	Play Equipment, Kick About Area, Formal Garden
51-100	Skateboard Facility, Bowling Green, Basketball Court
100+	Play Ground, Playing Pitch, Formal Park

Private Open Space:

Private open space (areas generally not overlooked from a public road) exclusive of car spaces shall be provided at a rate of not less than 50% of the gross floor area of the residential unit.

This open space should where practicable relate directly to the residential unit, which it serves. Some sites will not have the facility to accommodate all of the required provision of the total private amenity space directly and satisfactorily adjoining each individual unit. Therefore, in certain site conditions and development types, provision of private open space may be made up of areas of communal open space, for example, in apartment developments provision of private open space may be made up of areas of communal open space, balconies or terraces.

The scale of proposed extensions shall ensure that an adequate level of private open space is retained on site. Outdoor private space should allow space for ancillary domestic uses such as outside dining, clothes drying, reasonable circulation and landscaping.

Consideration can be given to domestic extensions that result in less than the development plan standard of 50% of the GFA of the residential unit, where adequate level of private open space is retained on site, or on very constrained sites such as those located in the city centre.

Developments which are exclusively apartment developments shall adhere to the private open space standards set out in the Sustainable Urban Housing: Design Standards for New Apartments (2020).

11.3.1 (d) Overlooking

- Residential units shall not directly overlook private open space or land with development potential from above ground floor level by less than 11 metres minimum.
- In the case of developments exceeding 2 storeys in height a greater distance than 11 metres may be required, depending on the specific site characteristics.
- With regard to domestic extensions, architectural resolutions to prevent overlooking may be considered, where the linear 11m standard is marginally less, and the overlooking impact is reduced through design.

11.3.1 (e) Daylight

All buildings should receive adequate daylight and sunlight. All habitable rooms must be naturally ventilated and lit and living rooms and bedrooms shall not be lit solely by roof lights. Daylight sunlight and/or overshadowing assessment, utilising best practice tools, may be required to assess the impact of development on the amenity of adjoining properties. The requirement for such assessments will be agreed with the planning authority prior to planning application. In this regard, development should be guided by the principles of British Standard, BS 8206, Part 2 (1992) and 'Site Planning for Daylight and Sunlight, a Good Practice Guide (Building Research Establishment Report, 1991.

11.3.1 (f) Distance between Dwellings for New Residential Development

- The distance between side gables and side boundaries of dwellings shall normally be a minimum of 1.5 metres.
- Within all other residential developments, including apartment buildings and large dwellings, (greater than 200m²), the distance between buildings shall be greater, to provide a good layout and context for the development.

11.3.1 (g) Car Parking Standards

In order to provide for flexibility in residential layouts the following are the options for car parking requirements:

- 2 on-site spaces per dwelling and 1 grouped visitor space per 3 dwellings or
- 1 on-site space per dwelling and 1 grouped visitor space per dwellings or
- 1.5 grouped spaces per dwelling and 1 grouped visitor space per 3 dwellings
- 3 spaces for dwellings over 200m² and 1 grouped visitor space per 3 dwellings
- 1 space for one bedroom residential dwellings and 1 grouped visitor per 3 dwellings

These standards should not be exceeded unless acceptable additional need can be demonstrated.

Where on site car-parking space is to be provided in the front garden the following standards shall apply:

- The car parking space shall be 2.5m x 5m minimum.
- The vehicular entrance shall not normally exceed 3m in width, or where the local context and pattern of development allows, not wider than 50 per cent of the width of the front boundary.
- Where feasible the maximum extent of boundary wall/hedging shall be retained.

- Where gates are provided they shall not open outwards.
- Front gardens shall not be completely dedicated to car parking. The balance of space shall be suitably landscaped.

To prevent the area to the front of small scale apartment and townhouses developments being completely dedicated to car parking, the parking area shall be visually broken up.

Car parking rows shall be broken up with trees, planters or some other feature which shall soften the visual impact of the car parking areas at a minimum interval of 6 car parking spaces.

Where grouped parking is provided, the parking shall be dispersed throughout a residential development. Group car-parking spaces shall not be allocated to individual residential units.

Where possible the grouped car parking shall be surfaced in a different material treatment or colour to the road surface.

11.3.1 (h) Cycle Parking Standards

All cycling facilities will be assessed in accordance with the NTA's National Cycle Manual and any subsequent national guidance document and shall be in accordance with ratio of provision as included for in Table 11.3

Table 11.3 Cycle Parking Requirements for Residential Developments

Residential Development Type	1 Short Stay (Visitor) Parking Space Per: (Minimum of 2 Spaces)	1 Long Stay Parking Space Per: (Minimum of 2 Spaces)
Apartments, Flats, Sheltered Housing	5 units	1 unit
Houses-2 bed dwelling	5 units	1 unit
Houses- 3 plus bed dwelling	5 units	1 unit
Sheltered Housing	5 units	1 unit
Student Accommodation	5 bedrooms	2 bedrooms

For apartments: the following shall apply:

- A general minimum standard of 1 cycle storage space per bedroom shall be applied.
- For studio units, at least 1 cycle storage space shall be provided.
- Visitor cycle parking shall also be provided at a standard of 1 space per 2 residential units.
- The location of cycle storage facilities should be directly accessible from the public road or from a shared private area that gives direct access to the public road avoiding unnecessarily long access routes with poor passive security or, slopes that can become hazardous in winter weather.

Any deviation from these standards shall be at the discretion of the planning authority and shall be justified with respect to factors such as location, quality of facilities proposed and flexibility for future enhancement.

11.3.1 (i) Refuse Storage Standards

- Each residential unit shall have adequate storage for three wheeled bins to facilitate the recycling policy of the City Council. Residential units with no rear access shall provide adequate storage for the bins to the front of the development, in contained units.
- For residential units without suitable private open space a set of three x 240 litre bins shall be provided for each pair of apartments or a set of three 1100 litre bins shall be provided for a block of ten apartments.
- Refuse storage shall generally be on the ground floor of developments and be screened from public view and adjacent to the block it serves and adequately ventilated.
- For apartment developments refuse facilities shall be accessible to each apartment stair/lift core and designed with regard to the projected level of waste generation and types and quantities of receptacles required.
- The general design considerations in Section 4.9 of the Sustainable Urban Housing: Design Standards for Apartments (2020) should be taken into account in the provision of refuse storage facilities

11.3.1 (j) Conversion and Subdivision of Dwellings

- Small extensions or conversions for use as a home office, childcare facility or small enterprises by the occupier of the dwelling, at a scale as would not unduly interfere with the primary use of the dwelling as a private residence or adversely affect the general residential amenity will be considered. This may also apply with the exception of childcare facilities to existing dwellings in agricultural zoned areas.
- Home offices shall only be for use by the applicant with no additional staff for the carrying out of office type work of a nature that doesn't demand face to face interaction and shall not operate as a conventional commercial office in particular where members of the public/clients/patients/other can or need to attend.
- The home office shall be used as a single residential unit and cannot be rented/leased or sold or otherwise conveyed save as part of the entire residential unit.
- It shall be of an appropriate design and scale for its location and should not detract from the character of the area.
- It shall maintain minimum private open space requirements where an addition or new construction is proposed.
- Conversion or subdivision of exceptionally large residential units on relatively large sites to multiple units, without a dramatic alteration in the prevailing character of the area will be considered. Part conversion will only be considered when the building is adjacent to commercial premises, adjoining major traffic routes or located on particularly large sites, where the character of the area is not adversely affected. The assessment of such proposals would have to take into consideration the established character of the area, residential amenity, recreation and amenity space, urban design, architectural integrity, parking and traffic considerations. Part conversion to commercial units will only be considered where it can be demonstrated that the proposed use serves a local need and/or is located with an established commercial area.

11.3.1 (k) Self Contained Residential Units

Self-contained residential units will be considered when:

- The unit is an integral part of the main dwelling capable of re-assimilation into the dwelling. Specific prior grant of planning permission is required for consequent subdivision of the site. This will generally be discouraged on amenity grounds.

- The unit is an addition to the existing structure or a garage conversion and shall generally be located at the side as opposed to the rear garden of the existing house.
- The floor area of the unit does not normally exceed the equivalent of 25% of the floor area of the existing house.
- Self-contained units will only be considered so long as the owner of the premises lives in the unit or the remainder of the premises as their main residence.

11.3.1 (I) Residential Extensions

The design and layout of extensions to houses should complement the character and form of the existing building, having regard to its context and adjacent residential amenities.

11.3.2 Established Suburbs

As per standards for Outer Suburbs except:

11.3.2 (a) General

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

11.3.2 (b) Amenity Standards

Shall be as per Outer Suburbs except in certain circumstances where the established form and layout would deem a reduction in these standards appropriate, in the interests of sustainability, architectural quality and urban design.

11.3.2 (c) Car Parking Standards

- 1 on-site per dwelling and 1 grouped visitor per 3 dwellings or,
- 1 space per dwelling if grouped.

A reduction in these standards for ACA's may be considered appropriate where the provision of car parking would adversely affect the architectural character of the area.

Generally, these standards should not be exceeded.

11.3.3 Inner Residential Areas

As per standards for Established Suburbs except:

11.3.3 (a) Car Parking Standard

Maximum 1 car parking space per dwelling

For new developments in the inner residential areas at locations that are served by public transport or close to high density employment areas, a reduced overall car parking standard can apply, in particular on grounds of sustainability or urban design.

11.3.4 City Centre Residential Areas

As per standards for Outer Suburbs except:

11.3.4 (a) General

New commercial development will not normally be permitted in residentially zoned land in the city centre.

11.3.4 (b) Open Space

When residential content is proposed in commercial developments in the city centre, an area the equivalent of 30% of the gross floor area of residential content shall be provided as open space or the standards as provided in the Design Standards for New Apartments – Guidelines for Planning Authorities (2020) shall be applied. A reduction may be considered in certain circumstances where the established form and layout would deem compliance with such standards inappropriate.

11.3.4 (c) Refuse Storage

Adequate storage for waste disposal shall be provided on site. Refer to section 11.3.1(i).

11.3.4 (d) Car Parking Standard

- In larger scale and higher density developments, comprising wholly of apartments in more central locations that are well served by public transport, the default policy is for car parking provision to be minimised, substantially reduced or wholly eliminated in certain circumstances.
- On smaller developments, car parking should also be discouraged but regardless, shall not exceed a maximum 1 car parking space per dwelling

11.4 City Centre Area

11.4.1 General

The Council shall take into account the following standards and guidelines when considering the design and layout of development in the CC zone, in so far as they relate to a particular development proposal in the city centre.

- Maximum densities shall only be attainable under optimum site conditions having regard to criteria such as height, impact on built heritage, urban design, open space and protection of amenities. (Refer to Chapter 8: Built Heritage, Placemaking and Urban Design.)
- Adequate space must be available for on-site storage of materials and waste, loading and unloading, on site circulation of vehicles and parking for motor vehicles and bicycles, where appropriate.
- Adequate provision should be made for storage of goods and materials within the building. Where such space is not provided such goods and materials, if they are to be stored outside, shall be stored in a designated storage area.
- Potential noise and air nuisances and lighting arrangements shall be addressed at the design stage and appropriate mitigation measures included for in the proposed development.
- Plant shall be integrated into the overall design of the building and shall be shown on relevant planning drawings.

11.4.2 Plot Ratio

- The plot ratio density standard is designed so as to help prevent the adverse effects of over-development on the amenities of the area.
- In general for new development, the maximum plot ratio permitted will be 2:1.
- In the CC zone on larger Regeneration Sites consideration will be given to development proposals in excess of the normally permissible plot ratio where such proposals would contribute to sustainability, architectural quality, urban design, public realm, delivery of housing and make a significant contribution to urban character. This excess will be interpreted as a proportional increase only and will be assessed on performance based outcomes and general standards.
- In the Dominick Street Upper/William Street West/Sea Road/Raven Terrace CC zone and in the CC zone adjoining Father Burke Park the maximum plot ratio permitted will be 1.60:1.
- In the case of infill development in an existing terrace or street, it may be necessary to have a higher plot ratio in order to maintain a uniform fenestration and parapet alignment or to obtain greater height for important urban design reasons. In such circumstances, an increased plot ratio may be permitted.
- Where a site has an established plot ratio in excess of the general maximum for its zone, re-development may, in exceptional circumstances, be permitted in line with its existing plot ratio if this conforms to the proper planning and sustainable development of the area.
- Minor extensions, which infringe plot ratio, may be permitted where they are necessary to the satisfactory operation of the building.

11.4.3 Residential Content

- Where appropriate, a residential content of at least 20% of the proposed gross floor area will be required for all new development. Change of use of recently constructed purpose built residential accommodation on upper floor level in areas zoned CC will not normally be permitted.
- Where appropriate, on Regeneration Sites, the proportion of residential development will be required to be at a higher level as detailed in Chapter 10.
- Student accommodation, hotels and hostels can be considered as a proportion of the obligation to deliver a residential content.

11.4.4 Open Space Requirement

When residential content is proposed in the city centre, an area the equivalent of 30% of the gross floor area of residential content shall be provided as open space or the standards as provided in the Design Standards for New Apartments - Guidelines for Planning Authorities (2020) shall be applied. In situations where effective open space cannot be provided on site due to the location of existing buildings, inappropriate aspect, small scale or for other reasons, a relaxation in this standard may be considered. Innovative ways of providing open space will be open for consideration including roof gardens, winter gardens and balconies having considered the characteristics of the site and the capacity for the delivery of sustainable open space.

11.4.5 Uses

- The conversion of the ground floors of premises on the principal shopping streets from retail to non-retail uses, including retail services shall not be permitted. For these purposes the principal shopping streets are Williamsgate Street, William Street, Shop Street, Mainguard Street, High Street, Quay Street and Eyre Square (north western side). Consideration will be given to allow for retail services on Eyre Square (north western side) and for exceptionally small existing units of total retail gross floor space of less than 20m².
- Where café / restaurant use is proposed, noise and odour nuisance shall be avoided through mitigation measures and adequate storage provision for recycling of waste and street furniture.
- In High Street, Quay Street and Woodquay the Council will prevent the enlargement of existing licensed premises and night-clubs (except within the confines of the site) and prevent change of use to licensed premises of existing premises.
- Where development for and/or extensions to licensed premises, including off-licences, night-clubs and takeaways (but excluding restaurants) are being considered in the City Centre Area, the Council will take into account the following:
 - The effect of the proposed development on the amenities of the area,
 - The effect of the proposed development on the mix of uses in the area,
 - The potential impacts on buildings on the RPS, NIAH or in ACA,
 - The size, number and location of existing licensed premises in the area.
 - Notwithstanding the exemption provisions for change of use of shops in the Planning Acts/Regulations, there is a presumption against the establishment of specific retail operators in the city centre. These uses may have a negative impact on the image of the city centre and may discourage the establishment of other retail developments. In particular this will relate to Adult Shops, Lap Dancing Clubs.

11.4.6 City Centre/Other Areas

- There is also a presumption against Adult Shops, Lap Dancing Clubs in the area known as 'The West' including Dominick Street and in other areas of the city for similar reasoning, as stated in 11.4.5, and in particular where they could have an adverse impact on residential amenity and/or be located near sensitive land uses such as schools.
- Where development for off-licences, are being considered in areas outside of the city centre, the Council will take into account the following:
 - The effect of the proposed development on the amenities of the area.
 - The effect of the proposed development on the mix of uses in the area.
 - The size, number and location of existing off-licenses premises in the area.

11.5 Shop Fronts

- Design should adhere to the guidance in the City Council's Shop Front and Signage Design Guidelines.
- Original traditional shop fronts and pub fronts shall be protected and conserved.
- Any proposal for shop front design should take account of the heritage of Galway where feasible.

- Contemporary shop/ pub fronts will be considered when;
 - Materials and proportions are appropriate to the scale and fabric of the building and/or street.
 - The design complements the design of the upper floors of the building.
 - The shop front does not extend into the floor above concealing first floor windowsills.
 - Existing elevations are not straddled.
- Generally the use of external roller shutters/security screens shall not be permitted on the front of shops. If required they should be placed behind the shop front display.
- In general canopies shall not be permitted except when they are necessary to protect goods on display or where they are deemed acceptable under the prevailing tables and chairs policy. Canopies of traditional design and retractable materials will be favoured and shall be designed in accordance with the City Council's Design Guidelines: Canopies, 2011.
- Particular consideration will be given to the protection and enhancement of the character of shop fronts in ACAs.
- Shop fronts should have regard to any proposed or adopted standards and guidelines for shop front design as adopted by the Council.

11.6 Advertisements and Signage

- New signage or advertisements shall respect the scale, character and setting of the building to which it is attached and have regard to the extent of existing signage on the site.
- No large scale internally illuminated signs or digital display signs or projecting spotlights shall be permitted.
- Lettering shall only be permitted when it is in proportion to the size of the fascia.
- In general signage or advertisement shall not be permitted on upper floors.
- In general no projecting signs shall be permitted, consideration will only be given to small scale projecting signs that are integral to the shop front.
- Particular consideration will be given to the incorporation of bi-lingual wording in signage and advertising.
- Further detailed design guidance on signage and their siting is given in the City Council's Galway Shop Front and Design Guidelines (2012) and in the Public Realm Strategy (2019).

11.7 Salthill

11.7.1 Plot Ratio

In the Salthill CI zone the maximum plot ratio for new development permitted will be 1.75:1. In the lands zoned 'R' and directly adjoining Toft Park a relaxation of the maximum plot ratio figure of 0.46:1 may be considered only where the other residential amenity standards have been complied with, and where the development is of a scale and height appropriate to its high profile setting.

11.7.2 Uses

Where development for and/or extensions to licensed premises, nightclubs and take-aways are being considered in the Salthill area, the Council will take into account the following;

- The effect of the proposed development on the amenities of the area.
- The effect of the proposed development on the mix of uses in the area.
- The size, number and location of existing licensed premises in the area.

11.7.3 Car Parking

As per the established suburbs except:

- For new developments in Salthill, a reduced overall car parking standard can apply, in particular on grounds of sustainability or urban design.

11.8 Village Envelopes

- Development proposals for housing in village envelopes will be assessed on the design, layout, and impact on European Sites and on compliance with the requirements for wastewater treatments units.
- Commercial development will only be considered in village envelopes when it is of a scale appropriate to the village requirements.

11.9 Commercial and Industry

11.9.1 General

The Council shall take into account the following when considering the design, layout and use mix of development in CI and I zones in so far as they relate to a particular development proposal:

- Maximum densities shall only be attainable under optimum site conditions having regard to criteria such as height, impact on built heritage, urban design, open space and protection of amenities. Refer to Chapter 8 and Chapter 10 for more detail.
- CI zoned sites, with an objective for regeneration, namely Headford Road LAP area (including Dyke Road), Corrib Great Southern Site, Sandy road, Nuns Island and Knocknacarra District Centre, shall accord with the vision as provided for in Chapter 10.

- CI and I zoned lands, that are identified as Opportunity sites, namely at Shantalla Road (0.62ha), former Connaught Laundry site and Royal Tara site shall accord with the vision as provided for in chapter 10, which includes for consideration of residential development on the full extent of these zoned sites.
- Developments shall be required to provide an element of open space which would include a landscaping scheme for the site having regard to screening of boundaries and vehicle parking areas and to the visual appearance of the site, in particular the area between the front building line and the front boundaries.
- Open space shall be provided in a manner in which it can function as an effective amenity area taking into account its location on the site, physical size, aspect to avail of sunlight and accessibility. In this regard open space inappropriately sited or sized or open space incidental to roads, boundaries or pathways, shall not be accepted by the Council, as fulfilling this requirement. Such landscaping schemes shall encourage habitat biodiversity and incorporate SuDS where feasible.
- Adequate space must be available for on-site storage of materials and refuse, loading and unloading, on site circulation of vehicles and parking for motor vehicles and bicycles. In this regard adequate on site waste management/recycling facilities must be provided.
- Adequate provision shall be made for storage of goods and materials within the building. Where such space is not provided such goods and materials, if they are to be stored outside, shall be stored in a designated storage area.
- Surfaces within the curtilage of industrial/commercial sites shall be of hard wearing, dust free and durable material.
- Parking spaces shall be clearly marked out and delineated. Parking spaces for vehicles of people with disabilities shall be provided and clearly marked and located close to main entrances to premises.
- Potential nuisances/polluters sources shall be addressed at the design stage and appropriate mitigation measures incorporated into the development. Where there is potential for environmental noise, it will be necessary to submit a Noise Assessment in accordance with Best Standard Guidelines.
- All plant equipment shall be addressed at design stage and generally shall not be visible from public areas.
- Where security fencing is required it shall not normally be forward of the front building line of the premises. Where in exceptional circumstances, security fencing is permitted forward of the front building line it shall be set behind landscaping. Security fencing shall be of a high visual standard and where palisade or chain-link type fencing is used it shall be plastic coated, coloured or of similar acceptable specification.
- Advertising structures, where required, shall be sized and placed in a manner, which is unobtrusive. Advertising structures and signage shall be minimised, of a high standard, co-ordinated in design and appropriately scaled and located.
- Buildings or structures intended for use by the general public shall be designed to allow access and internal circulation for people with disabilities.

11.9.2 Site Coverage and Plot Ratios for CI and I Land Use Zones

The development intensity standards of site coverage and plot ratio are designed so as to help prevent the adverse effects of over-development. Site coverage and plot ratios are given in Table no.11.4. The figures are the maximum attainable only under optimum site conditions. The site coverage is determined by dividing the total area of ground covered by the building by the total area of the site.

Ratio Table 11.4 Site Coverage and Plot for CI and I Zoned Lands

Zone	CI	I
Maximum Site Coverage	0.80	0.80
Maximum Plot Ratio	1.25	1.00

- In the case of infill development in an existing terrace or street, it may be necessary to have a higher plot ratio in order to maintain a uniform fenestration and parapet alignment or to obtain greater height for important urban design reasons. In such circumstances, the Council may allow an increased plot ratio.
- Where a site has an established plot ratio in excess of the general maximum for its zone, re-development may, in exceptional circumstances, be permitted in line with its existing plot ratio if this conforms to the proper planning and sustainable development of the area.
- Minor extensions, which infringe plot ratio or site coverage limits may be permitted where the Council accept that they are necessary to the satisfactory operation of the buildings.
- On CI zoned lands, where it is proposed to provide, above ground level, an amenity open space area in association with residential accommodation, this space may be accepted as open space for site coverage purposes where it is designed in accordance with best practice guidelines and where the management regime is integrated into design proposals. Micro climate conditions shall be a factor in the design and layout.

11.9.3 Open Space Requirements

The minimum open space requirements, which will apply in CI and I zones, are set out in Table 11.5.

Table 11.5 Minimum Open Space Requirements for CI and I Zoned Lands

Zone	Open Space
CI	5% of the total site area and 50% of the gross floor area of residential content where a residential content is proposed.
I	15% of the total site area in the case of the development of two or more industrial units.

- Lands zoned RA or G shall not be included as part of the open space requirement for development on commercial or industrial lands.
- In situations where effective open space cannot be provided on sites due to the location of existing buildings, inappropriate aspect, small scale or for other reasons, the Council may consider a lesser standard.

11.10 Transportation

11.10.1 Parking Space Requirement

Car parking standards will be applied using performance-based criteria appropriate to general location, in line with the National Planning Framework (NPF) requirements. These standards will be subject to a range of tolerance that enables alternative solutions to be proposed to achieve stated outcomes. The car parking standards adopt this approach and are reflected in Table 11.6. This performance-based approach will enable the level of public transport service to improve as more development occurs and vice-versa. There will be a presumption against a car parking requirement for new development in the city centre unless a justifiable case for minimum requirements is acceptable to the City Council. In this regard maximum standards will apply in accordance with Table 11.6.

Notwithstanding the above, parking spaces for people with disabilities shall be provided in accordance with Part M of the Building Regulations and best practice as promoted by the National Disability Authority (www.nda.ie), and in particular their publication *Building for Everybody: A Universal Design Approach 2012*.

In the case of any use not specified, the Council will determine the parking requirement, having regard to the traffic levels likely to be generated as a result of the development. In the case of developments with significant car trip generation potential, a Traffic and Transport Assessment (TTA) shall be carried out in accordance with the Traffic and Transport Assessment Guidelines (TII 2014). The requirements for a TTA should be ascertained at the pre-planning stage. TTA's shall project forward 5 years and 15 years after the opening date in accordance with TII Traffic and Transport Assessment Guidelines and the UK's Institution of Highways and Transportation Guidelines, and shall, in their analysis, consider all major road and traffic schemes and existing and proposed developments in an area.

Consideration will also be given to grouped and dual use parking provision where peak demands do not coincide and cognisance will be given to the potential for multi-purpose trips, subject to assessment.

A reduction in car-parking requirements may be acceptable when an application for development includes a Travel Plan, details on options for sustainable modes and/or demonstrates options for alternative methods of dealing with traffic generation associated with the proposed development.

In the Inner Residential Area and Salthill Area, where parking is not being provided for in a development, it shall be demonstrated that alternative provisions are sufficient to ensure no adverse traffic impact of the development. This may include, the provision of cycling infrastructure, public transport access within a 10 or 15 minute walk from the development or access to other active travel modes.

Table 11.6 Parking Space Requirement for Different Types of Development: Maximum Standards

Development Type	Parking Requirement	City Centre Area Parking Requirements as shown in fig. 10.1.
Residential Dwellings	See Section 11.3	See Section 11.3
Visitor Parking for Residential Dwellings	See Section 11.3	See Section 11.3
Supermarkets and Shops	1 space per 15m ² gross floor area	1 space per 30m ² gross floor area
Offices and Banks	1 space per 25m ² gross floor area	1 space per 50m ² gross floor area
Restaurants	1 space per 15m ² gross floor area	1 space per 30m ² gross floor area
Bars and Lounges (including Hotel Bars)	1 space per 8m ² gross floor area	1 space per 15m ² gross floor area
Function Rooms (including Hotel function rooms)	1 space per 10 m ²	1 space per 20 m ²
Hotels (in addition to the above)	1 space per bedroom	1 space per 2 bedrooms
Guesthouses/B&B	1 space per bedroom	1 space per 2 bedrooms
Cinemas, Theatres, Places of Worship	1 space per 10 seats	1 space per 20 seats
Conference Centres, Places of Worship, Halls, Community Centres	1 space per 30m ² gross floor area	1 space per 60m ² gross floor area
Dance Halls, Night Clubs	1 space per 10m ² gross floor area	1 space per 20m ² gross floor area
Hospitals/Nursing Homes	1 space per bed	1 space per 2 beds
Surgeries, Clinics, Group Medical Practices	2 spaces per consulting room	1 spaces per consulting room
Schools	1 space per classroom plus 4 additional spaces	1 space per classroom plus 2 additional spaces
Third Level Institutions	1 space per classroom plus 1 space per 10 students	1 space per classroom plus 1 space per 20 students
Leisure Centres	1 space per 50m ²	1 space per 100m ²
Childcare Facilities	1 space per 20m ² of operational space	1 space per 40m ² of operational space
Industry, Warehousing (general)	1 space per 100m ²	
Warehousing (retail/bulky goods)	1 space per 70 m ²	
Specialist Offices	1 space per 75m ²	

11.10.2 Electric Vehicle (EV) Parking

EV recharging infrastructure is required under the EU Energy Performance Regulations, 2021. These regulations require the following minimum standards for EV charging points and infrastructure:

- 1) Installation of recharging points for EV for both, new buildings and existing buildings undergoing major renovations for more than ten car parking spaces and ducting infrastructure (consisting of conduits for electric cables) for at least one in every 5 car parking spaces to enable the subsequent installation of recharging points for electric vehicles.
- 2) For an existing building (other than a dwelling) with more than 20 car parking spaces, one, or more, recharging points will be required to be installed, before 1 January 2025.
- 3) New dwellings with on-site car parking should be developed with appropriate infrastructure (ducting) that enables future installation of a charging point for EVs.
- 4) Publicly accessible EV parking spaces should be clearly marked and be capable of communicating usage data with the National Charge Point Management System. EV parking spaces for disabled spaces should also be included developments.
- 5) Electric car charging points - 10% of communal and private spaces shall be adapted and suitable for Electric car (EV) chargers.

The city will also install additional EV charging points for public spaces throughout the city having regard to the sensitivity of the locations. The Council will work in conjunction with ESB networks and other service providers in the provision of charging points in public areas in the city, to ensure there are appropriate levels of electric charging infrastructure in place, including at public transport interchanges.

11.10.3 Travel Plans

Travel Plans, also known as Mobility Management Plans, comprise of a package of transport measures specific to a certain type, scale and location of development such as workplaces, schools/colleges, hospitals and mixed use developments. Travel Plans include sustainable and cost effective transport measures, initiatives and incentives to support and encourage sustainable travel for all commuting and travel to that development and to encourage a shift from single occupancy private car use. Measures may include the provision of infrastructure and incentives to facilitate walking, cycling and public transport, shuttle bus or car share schemes, parking restraints, video conferencing and flexible working arrangements.

The requirement for the submission of a Travel Plan will be assessed on a case by case basis by the Council and cognisance will be taken of the location, scale of development, the nature of uses proposed and the anticipated impact on the existing and proposed transport network. Preparation of a Travel Plan should be considered at the earliest possible stage of the planning process (pre-planning) with the Travel Plan demonstrating that it is an integral part of the development.

In line with the threshold indicated in the Department of Transport's Smarter Travel A Sustainable Transport Future 2009-2020 and NTA guidance Achieving Effective Workplace Travel Plans - Guidance for Local Authorities, the Council may request a Travel Plan if an existing or proposed development has the potential to employ over 100 people. Travel Plans are also required for all schools and for residential developments of 100 dwellings or more. The National Transport Authority (NTA) have produced a 'Toolkit for School Travel' which provides guidance on school Travel Plans. Developments may include office and commercial buildings, industrial, warehousing and wholesaling, retail, leisure, medical or educational facilities and schools. The Travel Plan shall include the appointment of a Travel Plan Co-ordinator to implement the plan and liaise with the City Council. The Travel Plan shall require regular monitoring and review of the achievement of actions, targets

and associated timelines to deliver defined transport modal splits as the plan progresses. The National Transport Authority (NTA) document 'Achieving Effective Workplace Travel Plans Guidance for Local Authorities' (2012), should also be utilized as it contains valuable information on the recommended contents, targets, and indicators of a Travel Plan.

11.10.4 Cycle Parking

In developments, where appropriate, a minimum of one cycle stand per 20 car spaces or over shall be provided. For every additional 50 car parking spaces, an additional cycle stand should be provided. Each cycle stand should accommodate a minimum of five bicycles. Cycle parking must be sheltered where appropriate.

For commercial developments, the number of cycle stands shall be equivalent to 25% of the number of car parking spaces unless otherwise agreed in writing with the Planning Authority and shall be located close to entrance points.

11.10.5 Hackney Offices

Hackney offices will only be acceptable when they can demonstrate adequate waiting areas for on-duty cars and where there will not be undue disruption to traffic flow.

11.10.6 Taxi Services and Bus Shelters

Accessible taxi services are an important element of public transport. All planning applications for significant commercial, retail (including supermarket and neighbourhood development), high tech/manufacturing, enterprise and employment, health and other development will demonstrate the provision of adequate drop-off and pick-up areas for taxi services. Taxi ranks and bus shelters should be designed in accordance with best accessibility practice and in a manner that will not represent a traffic hazard, obstruct or distract, or create a conflict with pedestrians, cyclists, public transport or private vehicles.

11.11 Waste Management

11.11.1 Commercial Developments

Recycling facilities shall be provided at all retail development which exceed a gross floor area of 1,500m² either as one unit or as a development of a number of units and at other retail developments, where the Council consider it appropriate.

11.11.2 Residential Developments

Recycling facilities, for example bring banks, may be required in residential developments depending on scale, location and general access.

Recycling facilities shall be of high specification and screened from public view. In addition where provided within residential areas, they shall be so located and controlled to ensure traffic safety and avoid nuisance.

11.11.3 Industrial Developments

Recycling facilities shall be provided in industrial estates and technology parks, where appropriate. The option for communal facilities in individual estates can satisfy this requirement.

11.11.4 Waste Management Facilities

Waste management facilities shall comply in general with the policy considerations outlined under Policy no. 9.8 Waste Management Policy.

11.11.5 Construction and Demolition (C & D)

Proposed medium and large-scale developments shall be accompanied by a satisfactory Construction and Demolition Waste Management Plan in accordance with prevailing standards and legislation.

11.12 Agricultural Areas

11.12.1 Agricultural Development in Agricultural Areas zoned A and G

- Waste management and storage associated with agricultural buildings shall comply with the Department of Agriculture, Food and the Marine best practice guidelines on good farming practice, protection of water from nitrate pollution and farm pollution control.
- Where possible new buildings shall be located within or adjoining the existing farmyard complex.
- Buildings shall be of minimum scale and external finishes shall be dark green, dark brown or grey in colour.
- Screening and landscaping proposals shall be required where buildings will be exposed to public view.

11.12.2 Residential Development in Agricultural Areas zoned A

- Dwellings shall normally be required to be sited as unobtrusively as possible from a landscape point of view and located close to existing farm dwellings and buildings on sites of not less than 0.2 hectares.
- Access shall be so designed to avoid traffic hazard and shall not be located directly onto national or regional routes.
- Site suitability shall have regard to proximity to the family home, prominence in the landscape, impact on waterline, safety and adequacy of access, water supply and suitability for a wastewater treatment system.
- Where wastewater treatment systems are required, they shall comply with the requirements of the Environmental Protection Agency: Code of Practice Wastewater Treatment and Disposal Systems Serving Single House (EPA 2009) and its replacement the EPA Code of Practice for Domestic Wastewater Treatment Systems (Population Equivalent ≤ 10) (2021), and any subsequent revisions and any new legislative requirements.
- On high grounds, dwellings shall generally be single storey and set into the landscape so as not to be visually prominent. In particular, these developments shall not interfere with views or break skylines.
- Original stone boundary walls shall be retained where possible or if necessary set back to a new line. Hedgerows and trees shall be retained where possible and appropriate landscaping provided.
- Conversion of dwellings shall be permitted subject to the criteria outlined, under Section 11.3.1 (j) Conversion and Subdivision of Dwellings.

Specific Development Standards

11.13 Childcare Facilities

The provision of childcare facilities is subject to the DEHLG 'Childcare Facilities Guidelines for Planning Authorities' (2001) and the Child Care (Pre-School Services) (No.2) Regulations (2006) (Department of Health and Children). Purpose built childcare facilities will generally be required as part of proposals for new residential development of more than 75 dwelling units, with the provision of a minimum of 20 childcare spaces required. However, where it can be clearly established that existing facilities are sufficient, alternative arrangements will be considered. The onus will be on the developer to substantiate such exceptional cases.

In order to safeguard residential amenities, the Council may limit the scale of development. In major industrial estates, business and technology parks and any other developments that generate major employment opportunities, the Council will encourage the provision of on-site childcare facilities as part of these developments. In large-scale retail, leisure or tourism developments, in particular, shopping centres, the provision of a drop-in childcare facility for shoppers will be encouraged.

In general childcare facilities will be assessed on the following:

- The suitability of the site/premises for the type and size of facility proposed, taking into consideration the effects on the existing amenities of the area.
- Contribution to placemaking and to the '15-minute city' and walkable neighbourhood concepts.
- Adequacy of vehicular/pedestrian access and parking provisions, which may be required to include satisfactory and safe collection/drop-off areas where appropriate, for both customers and staff where it is merited by the scale of the development and the resultant intensity of vehicular movements.
- Availability of public transport facilities within the area.
- Provision of an adequate outdoor play area within the curtilage of all full day care facilities. This outdoor play area shall be so located to have minimum impact on the amenity of surrounding properties, particularly in residential areas and should also be separate from car parking and service areas.
- The design of the structure and capability of it being assimilated satisfactorily into the built environment/site. In this regard appropriate purpose built facilities are encouraged.
- Where new facilities are proposed, these should comply with all relevant legislation and regulations, in particular the Child Care (Preschool Services) Regulations 2006.
- Applicants are also advised to consult with the TUSLA, Health Services Executive Environmental Health Officers, Galway City and County Childcare Committee and the Chief Fire Officer.

The following car parking and outdoor play area standards shall apply to new childcare facilities in all land use zones:

- For parking space requirements refer to Table 11.6.
- The provision of an outdoor play area for full day services at a rate of 55% of the gross floor area of the childcare facility will normally be required. However in residential zones a higher than minimum standard may be required where appropriate in order to protect residential amenity.

- Consideration will be given to development proposals less than this rate of outdoor play area provision, where such proposals would represent sustainable development, (or adhere to sustainable development principles), contribute significantly to the amenities of the area or where satisfactory alternatives can be provided.
- For sessional services, after school care/facilities and drop-in facilities the provision of open space is desirable but not an essential requirement.

11.13.1 Children's Play areas

The recreational needs of children must be considered in the design of communal amenity space within apartment schemes and shall accord with Section 4.13 Design Standards for Apartments (2020) of the safety needs shall be considered and safe access to large communal play spaces.

11.14 Community / Educational Facilities

- Buildings should be designed to high architectural standards and reflect their civic function. Adequate provision within the curtilage of the site should be made for safe and convenient access for different transport modes and people with disabilities.
- The Council will have regard to recommendations and site development standards specified in The Provision of Schools and the Planning System, A Code of Practice for Planning Authorities (DES 2008) and relevant technical guidance documents in assessing applications for schools.
- Planning applications for new large-scale residential developments shall be accompanied by assessments of the capacity of local schools to accommodate the proposed development.
- A School Travel Plan/Mobility Management Plan shall be submitted as part of an application for new schools or large scale extensions.
- All applications for new schools or large scale extensions shall include for Traffic and Transport-impact assessment.
- Where possible, proposals should include measures to support the inclusion of Car Free School Zones and the An Taisce Green Schools programme.

11.15 Built Heritage

Notwithstanding the zoning of the area, the Council will encourage the return to use of protected structures for community, cultural or any other purpose compatible with the restoration of the building to best conservation practice and proper planning where the original or current use is no longer viable. The Planning Authority will consider proposals for development or alterations to a protected structure and proposals for development within an ACA based on the conservation principles set out in the Architectural Heritage

Protection Guidelines for Planning Authorities (DAHG, 2011) and advice from the Architectural Heritage Advisory Unit of the DHLGH. Works proposed to a protected structure or which have an impact on the character of an ACA should include for an Architectural Built Heritage Impact Assessment.

In accordance with Section 57 of the Planning and Development Act 2000 (as amended), Works which materially affect the character of a protected structure will require planning permission. Therefore, works to a protected structure which might constitute exempted development in other structures may require planning permission. This could include proposals for replacement windows/fenestration, plastering, painting, removal of architectural detailing, doors, railings, brickwork, stonework, downpipes, roofing slates or other alterations. It should be noted that in general replacing original windows with those of a different material, e.g. aluminium or PVC, is not normally acceptable in protected structures.

Planning permission will be required for the erection of a satellite dish, mobile phone, telecommunications equipment and other equipment on a protected structure.

11.16 Fuel Filling Stations

Proposals for fuel filling stations will be considered with reference to amenity and traffic safety. An undue concentration of filling stations shall not be permitted along any route.

- Where shops are being provided they shall be ancillary to the principal use of the premises as a petrol filling station. In this regard the shopping element will be assessed with reference to the impact that it may have on the existing retail structure of the city including established neighbourhood and local shops in the vicinity. Where such shops are permitted the total floor area devoted to retail sales shall not generally exceed 100m². Where retail space exceeds this net retail sales threshold, the sequential approach to retail development as specified in the Retail Planning Guidelines for Planning Authorities (DECLG, 2012), will apply.
- Access to filling stations will not be permitted within 35m of a road junction.
- Frontage onto primary, secondary and regional roads shall be at least 20m in length.
- All pumps and installations set back minimum 5m from the road edge and a wall (minimum 0.5m in height) shall separate the forecourt from the public road.
- All external lighting should be directed away from the public road and a proliferation of illuminated signs will not be permitted. In this regard lighting and signs in the canopy will also be taken into consideration.
- Signs shall relate only to the business being carried out on the site and shall not be used for general advertising purposes and no advertising or other structures whether permanent or temporary shall interfere with sightlines on motorists entering or egressing the site.
- New fuel filling stations and refurbished stations shall ensure provision of Low Emission Vehicle Refuelling/Recharging Infrastructure.
- A landscape masterplan will form part of any planning application.
- Pedestrian routes to and from retail areas shall be clearly defined.

11.17 Telecommunication Infrastructure and Installations

In considering applications for proposed telecommunication infrastructure and installations, the Council will have regard to the Planning Guidelines for Telecommunications Antennae and Support Structures, Guidelines for Planning Authorities, DECLG 1996 and Circular Letter PL07/12 2012 updating sections of these guidelines. Proposed installations shall have cognisance of any existing aircraft flight paths, where appropriate.

11.18 Renewable Energy Sources

Both a technical and an environmental statement must support any proposal for the development of a renewable energy scheme. Consultation is advisable with the appropriate bodies, such as, Department of the Environment, Climate and Communications, SEAI, ESB / Eirgrid and all other stakeholders.

In the event of any application for a wind turbine, the proposal shall comply with the Wind Energy Guidelines - Guidelines for Planning Authorities (DECLG 2006) published by the DoEHLG, and the Draft Revised Wind Energy Development Guidelines (2019), or any further update to these guidelines.

With regard to micro renewable energy source the Planning and Development legislation 2000-2021 includes some exemptions from planning requirements for micro renewable energy sources in domestic dwellings, business premises and industrial buildings, for example, solar panels, heat pumps, biomass and wind turbines subject to certain conditions.

11.19 Green Design & Surface Water/SuDS

New development shall consider the use of innovative design features in buildings including Green roofs, walls and roof gardens. These are important measures in the control of surface water runoff, providing thermal insulation, enhancing biodiversity and promoting a varied cityscape. Development proposals which include any of the above elements shall be accompanied by details of construction techniques, long-term viability, maintenance and management, prepared by a suitably qualified landscape designer.

Development proposals will be required to be accompanied by a comprehensive SuDS assessment that addresses run-off quantity, run-off quality and its impact on the existing habitat and water quality and will have regard to guidance set out in *Planning for Watercourses in the Urban Environment (IFI 2020)*.

11.20 Outdoor Events

Applications for licenses of outdoor events shall be considered under the Planning and Development Regulations, 2001-2021 and shall include for statutory pre-consultation.

11.21 Street Furniture, Signs and Structures

Application for licenses for street furniture, signs and structures shall be considered under Section 254 of the Planning and Development Act, 2000 (as amended) and Part 17, of the Planning and Development Regulations 2001-21. Further guidance is available in the Councils Licensing of Street Furniture, Signs & Structures Policy Document 2011 and Galway Shop Front and Signage Design Guidelines 2012. It is important to ensure that certain uses in the public realm, including elements of street furniture do not obstruct public footpaths for pedestrians, in particular for people with disabilities and mobility issues.

11.22 Water Quality

- Proposed developments, which include the storage and/or run-off of potential polluting substances, such as oil and chemicals shall be accompanied with details and specifications, which indicate how risk of pollution will be minimised by using best available practices. This shall also apply to the construction stage.
- All new developments will be required to provide a separate foul and surface water drainage system and to incorporate sustainable urban drainage systems where appropriate in new development and the public realm.
- The discharge of additional surface water to combined (foul and surface water) sewers is prohibited in order to maximise the capacity of existing collection systems for foul water.
- All new developments shall connect to the public wastewater infrastructure, where available, and existing developments that are in close proximity to a public sewer are encouraged to connect to that sewer. These are subject to a connection agreement with Irish Water.

11.23 Development Contribution Scheme

Developments are required to pay a development contribution in respect of public infrastructure and facilities benefiting development in the area of Galway City that is provided or intended to be provided by or on behalf of the Council. The current Scheme took effect on 1st May 2021 and will be in place until 31st December 2026 unless a new scheme is adopted beforehand.

11.24 Access for All

Part M of the Building Regulations 2010, and Building for Everybody: A Universal Design Approach (National Disability Authority, 2012) sets out standards and best practice to ensure that buildings and the built environment are accessible and usable by everyone, including the elderly, people with disabilities and people with children. Further information available on the website of the National Disability Authority at www.nda.ie.

11.25 Recreation and Sports Facilities

Recreation and sport facilities should be designed to high architectural standards and have regard to safety and accessibility considerations.

- Developments of a passive and active recreational and sports nature will be assessed against the strategy adopted in the Council's Recreation and Amenity Needs Study (2008) and the imminent Green Space Strategy as set out in Chapter 5.
- Developments of a passive and active recreational and sports nature will be considered/assessed in the context of potential impact on the environment, sites of ecological and biodiversity importance and general amenity, where appropriate.

11.26 Art/Cultural Amenity

Large-scale development shall include provision for a professional piece of artwork, agreed in conjunction with the Council, which shall be located within an agreed area, accessible to the public and sponsored by the developer and of value in accordance with that set out in the Per Cent for Art Scheme 2020.

11.27 Flood Risk Management & Assessment

- Where development is proposed in identified flood risk areas, the type or nature of the development needs to be carefully considered and the potential risks mitigated and managed through on-site location, layout and design of the development to reduce flood risk to an acceptable level.
- Development shall have regard to the flood resilient design guidance and flood mitigation measures in the City Council's Strategic Flood Risk Assessment for Galway City Development Plan 2023-2029, the recommendations and best practice guidelines of Appendix B - addressing flood risk management in design of development of The Planning System and Flood Risk Management Guidelines for Planning Authorities (2009) (or any superseding document) and the Strategic Flood Risk Assessment for Three Local Area Plan Areas 2012.
- Dependant on the type and nature of development proposed within identified flood risk areas, Flood Zone A or B, it will be necessary to carry out a Site Specific Flood Risk Assessment (FRA), appropriate to the scale and nature of the development and the risks arising. Proposals shall demonstrate appropriate mitigation and management measures in the layout and design of development.
- All proposed development must consider the impact of surface water flood risk in drainage design. Consideration should be given in the design of new development to the incorporation of SuDS. The drainage design should ensure no increase flood risk to the site or downstream catchment.
- Development proposals in identified flood risk areas shall consider and incorporate the potential impacts of climate change and residual risk into development layout and design.
- In areas of identified flood risk all developments including minor works and changes of use should include an appropriate level of FRA. This assessment must demonstrate that the development would not increase flood risk in the context of use, emergency access and infrastructure. Development should demonstrate principles of flood resilient design.
- Proposed developments shall have regard to the the Coirib go Cósta Galway City Flood Relief Scheme.

11.28 Extractive Industries/Quarries

The operation of quarries can give rise to land use and environmental issues which require to be mitigated and controlled in the planning process. The protection of residential dwellings, residential amenities, natural amenities, the prevention of pollution, noise/vibration, traffic and the safeguarding of groundwater will be given serious consideration. The Council will have regard to the DEHLG's Quarries and Ancillary Activities, Guidelines for Planning Authorities, 2004 when assessing all quarry related proposals, in order to achieve more sustainable aggregates development and to avoid and minimise adverse impacts on the environment. Particular constraint will be exercised for sites in the vicinity of/in areas of residential settlements, areas of archaeological importance, recorded monuments, European Sites and other environmentally sensitive (designated) areas, unless it can clearly be demonstrated that such quarries would not have significant adverse impacts on residential dwellings, amenities or the environment. All developments should have regard to and comply with the EPA publication Environmental Management in the Extractive Industry (Non-Scheduled Minerals), (2006) and Compliance with Section 261 and Section 261 A of the Planning and Development Act 2000 (as amended) and any subsequent national guidance and changes to legislation.

Environmental Impact Assessment Reports (EIARs) will be required with a planning application, where the defined thresholds outlined in the Planning and Development Regulations 2001 (as amended) are exceeded for certain types of development. In cases where thresholds are not exceeded, the Planning Authority may still exercise its powers under Article 103(1) of the Regulation (2001) and require an EIAR for sub-threshold development, where it considers the effect of the proposed development on the environment is likely to be significant.

11.29 Student Accommodation

The City Council supports the provision of high quality, professionally managed, purpose built student accommodation on/off campus at appropriate locations in terms of access to sustainable and public transport modes and third level institutes, in a manner that respects the residential amenities of the surrounding area.

Student accommodation should be designed to be attractive, accessible, safe, and minimise adverse impacts on the surrounding area while creating mixed, healthy and inclusive communities. The nature, layout and design of the development should be appropriate to its location and context and should not result in an unacceptable impact on local character, environmental quality or residential amenity. Proposals should be designed to be safe and secure for their occupants whilst respecting the character and permeability of the surrounding area. An appropriate management plan should be part of student accommodation applications to minimise potential negative impacts from occupants and the development on surrounding properties and neighbourhoods and to create a positive and safe living environment for students. Adequate open space of suitable orientation should be provided within developments.

Proposals for student accommodation should comply in general with the design standards promoted in the *Guidelines on Residential Development for Third Level Students (DES 1999)*, the subsequent supplementary document (2005) and the Student Accommodation Scheme, (ORC 2007) and National Student Accommodation Strategy (2017) and Circular P18/2016 unless superseded by new standards. Alternative design standards will be required to show that they are adapted from other international standards and prevailing best practice.

When assessing planning applications for student accommodation consideration will be given to the following:

- The location and accessibility to educational facilities and the proximity to existing or planned public transport corridors and cycle routes;
- The potential impact on local residential amenities;
- Adequate amenity areas and open space;
- The level and quality of on-site facilities, including storage facilities, waste management, bicycle facilities, leisure facilities, car parking and amenity;
- The architectural quality of the design and also the external layout, with respect to materials, scale, height and relationship to adjacent structures. Internal layouts should take cognisance of the need for flexibility for future possible changes of uses;
- The number of existing similar facilities in the area. In assessing a proposal for student accommodation the Council will take cognisance of the amount of student accommodation which exists in the locality and will resist the over-concentration of such schemes in any one area, in the interests of sustainable development and residential amenity.
- Details of the full nature and extent of use of the proposed use of the facilities outside of term time.

- Consideration regarding compliance with Part V arrangements for social housing will not be required where the accommodation is for student accommodation of a recognised third level institution.
- The proposed development includes ancillary facilities adequate to meet the needs of the development, including refuse/recycling facilities and cycle parking.
- There will be a presumption against the requirement for car parking, however each proposal will be assessed on its merits and the intensity of use outside of the academic year.
- At least 10% of bed spaces shall be designed for students with disabilities.

All permissions for student accommodation shall have a condition attached requiring planning permission for a change of use from student accommodation to other types of accommodation. Future applications for change of use will be resisted except where it is demonstrated that continuing over-provision of student accommodation exists in the city.

11.30 Climate - Scheme Sustainability Statements

The built environment will play a key role in addressing climate change mitigation and adaptation and all development proposals will be encouraged to explore and incorporate climate action measures. Large scale development proposals will be expected to demonstrate how this has been taken forward through the evolution of the scheme by submitting a Scheme Sustainability Statement in support of the planning application(s) to outline the proposal's context and addresses how it responds to plan objectives and surroundings, should be submitted for:

All planning applications involving developments of 25 or more homes or over 500sqm of gross retail, commercial/office development in urban areas; or enterprise and employment developments over 1,000m² gross should be accompanied by a Scheme Sustainability Statement.

The Scheme Sustainability Statement should, as a minimum, demonstrate how the following climate change mitigation and adaptation considerations inform the proposal:

1. How the location, siting, layout, design and drainage proposals maximise climate adaptation opportunities.
2. How the SuDS strategy integrates the four pillars of SuDS Design - water quantity, water quality, amenity and biodiversity.
3. The use of green roofs other green infrastructure as a means of contributing towards sustainable urban drainage, improving biodiversity and influencing heat loss/gain from the building.
4. Energy efficiency through thermal insulation, passive ventilation and cooling, passive solar design and any technologies used to help occupants better manage energy usage.
5. The use of district, renewable and/or low-carbon energy supply opportunities.
6. How the proposals at all stages embrace the Circular Economy approach in relation to waste management from construction through to the operation of the building(s).
7. How noise and air pollution will be managed across all stages of development from construction through to operation of the building(s).

As part of the Scheme Sustainability Statement, applicants will be required to demonstrate how these considerations were explored and taken forward through the evolution of the development proposal and where they have not been taken forward, reasons are given as to why the measures were not technically feasible or viable. The level of information and commitments within the Statement should be proportionate to the scale and complexity of the development proposal. A design statement may be requested for other types of development at the discretion of the Planning Authority considering the sensitivity of the site (e.g. protected structures, ACAs or areas with a protected view).

11.31 Environmental Impact Assessment

The Planning and Development Regulations specify mandatory thresholds above which Environmental Impact Statements (EIS) are required, setting out the types and scale of Development proposals that require EIS. Where it appears to the Planning Authority that a development proposal that falls below the thresholds set out in the Planning and Development Regulations 2001-2015 would be likely to have a significant environmental effect, a 'sub-threshold/discretionary EIS' can be requested by the Council. Galway City Council (or An Bord Pleanála) may require EIA to be carried out on below-threshold development if it is considered that, or uncertain if, the development proposal would be likely to have significant effects on the environment.

11.32 Appropriate Assessment / Natura Impact Statement

Under Article 6 of the Habitats Directive there is a requirement to establish whether, in relation to plans and projects, appropriate assessment (AA) is required. If, following screening, it is considered that AA is required then the proponent of the plan or project must prepare a Natura Impact Report/Natura Impact Statement. A plan or project will only be authorised after the competent authority has ascertained, based on scientific evidence, screening for Appropriate Assessment, and a Stage 2 Appropriate Assessment where necessary, that:

- The plan or project will not give rise to significant adverse direct, indirect or secondary effects on the integrity of any European site (either individually or in combination with other plans or projects); or
- The plan or project will have significant adverse effects on the integrity of any European Site (that does not host a priority natural habitat type and/or a priority species) but there are no alternative solutions and the plan or project must nevertheless be carried out for imperative reasons of overriding public interest -including those of a social or economic nature. In this case, it will be a requirement to follow procedures set out in legislation and agree and undertake all compensatory measures necessary to ensure the protection of the overall coherence of Natura 2000; or
- The plan or project will have a significant adverse effect on the integrity of any European Site (that hosts a natural habitat type and/or a priority species) but there are no alternative solutions and the plan or project must nevertheless be carried out for imperative reasons of overriding public interest- restricted to reasons of human health or public safety, to beneficial consequences of primary importance for the environment or, further to an opinion from the Commission, to other imperative reasons of overriding public interest. In this case, it will be a requirement to follow procedures set out in legislation and agree and undertake all compensatory measures necessary to ensure the protection of the overall coherence of Natura 2000.

11.33 Invasive Alien Species

On development sites, where invasive species are present, a control and management program for the protection against the particular invasive species, will be required as part of the planning process.

11.34 Ecological Impact Assessment (EcIA)

An Ecological Impact Assessment (EcIA) will be required to be undertaken for developments proposed in areas that support, or have the potential to support, protected species or features of biodiversity importance, and that appropriate avoidance and mitigation measures are incorporated into all development proposals where the requirements of section 11.32 do not apply.