Statement of Consistency

For Development at Kilnahue, Gorey, Co. Wexford.

on behalf of Glenveagh Homes Ltd

December 2025



McCutcheon Halley

CHARTERED PLANNING CONSULTANTS

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1. Introduction

1.1 Context

This Statement of Consistency has been prepared by McCutcheon Halley Chartered Planning Consultants on behalf of Glenveagh Homes Ltd for a Large-Scale Residential Development (LRD) at Kilnahue, Gorey, Co. Wexford.

The proposal includes the construction of 413 no. units, in a mix of detached, semi-detached, townhouses and apartments/duplexes, a 102 child creche, and all associated site development works, including drainage, footpaths, cycling lanes, pedestrian links, open space, car and bicycle parking, drainage, public lighting, bin storage, boundary treatments and landscaping/ amenity areas.

This report provides a Statement of Consistency with the relevant planning policy documents at national, regional, and local levels. The Statement addresses the relevant policy documents individually, assessing consistency with the principles and relevant objectives in a matrix form.

Sections 2 and 3 of this report reviews the proposed development against the following national, regional and local planning policy:

- Project Ireland 2040: National Planning Framework, First Revision, 2025
- Housing for All – A New Housing Plan for Ireland 2021
- Sustainable Residential Development and Compact Settlements, 2024
- Planning Design Standards for Apartments 2025
- Design Manual for Urban Roads and Streets 2019
- Childcare Facilities Guidelines 2001
- The Planning System and Flood Risk Management 2009
- Regional Spatial and Economic Strategy for the Southern Region
- Wexford County Development Plan 2022-2028
- Gorey Local Area Plan 2017-2023 (extended to 2026)

1.2 Summary Statement of Consistency

The report provides a statement of consistency for the proposed development at Kilnahue / Gorey Hill (Townlands), Gorey, Co. Wexford with reference to the relevant National and Local planning policy as detailed in Section 1.1.

The layout has been informed by a detailed assessment of the requirements of national, regional and local planning policy to ensure that it is in compliance with policy objectives. Furthermore, the layout has had full regard to the outcomes of the S.247 and S.32B meeting held with Wexford County Council.

This section summaries the proposed development's compliance with the planning policy on the following themes:

- Context
- Density & Housing Mix
- Layout
- Landscape & Amenity
- Sustainability

1.1.1. Context

The subject site is located within the townland of Kilnahue / Gorey Hill to the west of and within the defined development boundary of the town of Gorey. The site is located c.1.65km to the west of the town centre. The site is currently a greenfield site bounded by L10112 (Kilnahue Lane) to the northeast and the R725 (Carnew Road) to the south. The gross site area comprises 19.4 ha. The net developable area of the site is 11.5 ha. The site slopes from west to east, towards the town and from north to south. The site is currently accessible via Kilnahue Lane located to the northeast of the site.

The area surrounding the site is characterised by agricultural, residential, and educations uses. Kilnahue Lane, northeast of the site, is a local access road serving several detached houses, a secondary school, 'Creagh College', two primary schools, 'Gorey Educate Together National School' and 'Gaelscoil Moshíológ', and a preschool 'Naíonra na Síolta Óga'. The lands to the north are under agricultural use. P&H Doyle Renault Car dealership and O'Doherty's Veterinary Surgery are located to the south-east of the site.

Gorey town Centre is accessible via the site providing a number of commercial, recreational and community facilities including local shops, and health/ medical services.

1.1.2. Density & Housing Mix

In terms of residential density, the *Wexford County Development Plan 2022-2028* states that in relation to Gorey Town, the County Development Plan assumes a density of 35.9 units per hectare. The proposal has a density of 35.9uph which will provide an efficient use of zoned land and is in line with national and local planning policy. The density will support the compact growth of Gorey, as required by the *National Planning Framework* and the *Regional Spatial and Economic Strategy*.

The density is within the density range for the subject site set out in 2024 *Sustainable Residential Development and Compact Settlement Guidelines* which notes that densities of 30uph to 50uph are suitable for suburban extension areas in Key Towns.

The density is also in line with the density targets set out in *Gorey LAP 2017-2023 (Extended to 2026)* which notes that the council will have regard to the Guidelines for Planning Authorities - Sustainable Residential Development in Urban Areas (Cities, Towns and Villages) and accompanying Design Manual (DEHLG, 2009) when considering appropriate density for residential schemes. For Outer Suburban / 'Greenfield' sites the Sustainable Residential Development in Urban Areas guidelines state that the greatest efficiency un land usage on such lands will be achieved by providing 35-50 dwellings per hectare.

The 413 no. units will also support the housing targets set out in the *Wexford County Development Plan 2022-2028.*

With regard to housing mix, household sizes both nationally and in Wexford are getting smaller and it is therefore imperative that the market ensures the development of a greater mix of units, and an increase in the delivery of smaller units in tandem with larger family units. Therefore, the *Wexford County Development Plan 2022-202*8 notes that a 'need for one- and two-bedroom properties is particularly evident'. This is reflective of the Housing Strategy which notes that 23.7% of households in Wexford are 1 person households and another 29% are two person households. In Gorey, there are 21% 1 person households and 28% 2 person households.

The *Wexford County Development Plan 2022-2028* requires 25% two bed houses, 30% three bed houses, 30% four/five bed houses, and 15% to be allocated to any of the previous based on evidence of demand.

This suggests that 25% to 40% is acceptable for 2 bed houses, 30% to 45% is acceptable for 3 bed houses, and 30% to 45% for 4+bed houses.

While acknowledging the small household sizes and the need for one- and two-bedroom homes, the CDP does not include any requirement for 1 bed houses and has allocated the smallest proportion to two bed houses.

The CDP notes that a deviation from this housing mix will be considered where local requirement and/or market evidence suggest that a different housing mix is required.

In terms of apartment unit mix, the CDP notes that the mix must be in line with the apartment guidelines.

The 2022 Census shows that there are only 6.9% one-bedroom homes and just 23.6% two-bedroom homes in the Gorey Urban Electoral Division. In contrast, there are 35.8% three-bedroom homes and 26.4% 4+ bedroom homes in the area. Based on this local demand, the proposed development will provide 36 no. 1 bed housing units (8.6%) and 134 no. of 2 bed housing units (32.5%). The development proposes a significant number of 3 bed housing units constituting 204 no. of 3 bed housing units (49.5%) and lastly, 39 no. of 4 bed housing units (9.4%).

Of these 413 no. residential units, 64 no. are apartments, duplex or maisonette units including 36 no. 1 beds, all of which are accessible units, and 28 no. 3 beds, which are also accessible units.

The remaining 349 no. residential are provided as standard houses including 134 no. 2 beds, 176 no. 3 beds, 39 no. 4 beds.

The proposed quantum of two bed houses is within the identified range and will provide the required smaller housing units that are required in the area. The quantum of three bed houses reflects the general demand for these homes and therefore, is slightly higher than the identified range outlined in the CDP and LAP.

Overall, the proposed housing mix remains generally in line with the CDP requirements while also providing an appropriate mix of housing to cater for the local population and improving the variety of housing supply in the area.

1.1.3. Layout

Connectivity

The proposed development is set around a network of streets, interlinked pedestrian and cyclist pathways and open spaces. The layout has been designed to work with the site's steep topography, the existing boundaries, the hedgerows, the laneway through the site, and the ruins on site. The general layout provides a suburban structure largely in line with the Creagh Neighbourhood Framework Plan with frontage on both Carnew Road to the south and Kilnahue Lane to the north with clear connections through the scheme.

It is proposed the site will be accessed via a new vehicular access point at Carnew Road (R725) to the south and two vehicular access points at Kilnahue Lane to the northeast. The internal street network will connect these three access points, ensuring a permeable and well-connected layout. The internal street layout will be designed in line with DMURS and will provide a permeable and well-connected layout which will encourage walking as the main form of transport within the scheme.

Inclusivity

In line with the feedback received during the S.247 consultation with Wexford County Council, the proposed layout includes key measures to enhance accessibility and cater to a broad spectrum of users, particularly people with disabilities. The council recommended that a minimum of 20% of the units must be adaptable for people with disabilities, accessible parking to be provided as a level of 5% of the total number of spaces with a minimum provision of at least one such space, and if possible, fully accessible units should be considered and may form part of the Part V agreement with the Council's housing section.

The proposal includes 20% accessible and adaptable units throughout the scheme and 20% Part V units, as required, and are dispersed throughout the site. This strategy supports an inclusive community and avoids the segregation of affordable or accessible housing.

In response to the S.247 feedback from Wexford County Council, the 20 % Part V proposal includes one and two-bedroom own door units which are adaptable for people with a disability l. The proposed development will provide 82 no. Part V units including the 28 no. adaptable units (c. 34%).

The proposed site layout focuses on the creation of distinctive streetscapes with different widths and parking formations that helps generate a highly efficient scheme and assists our vision of placemaking, as well as enhanced mobility for all users.

The comprehensive network of pedestrian/cycle routes running through the scheme emphasises pedestrian and cyclist access throughout the site. The

permeability of the development has been carefully considered by providing a network of internal footpaths and pedestrian links within the scheme that also connect with the adjoining streets.

The proposed housing mix of one-, two-, three-, and four-bedroom units will cater for a wide variety of households including individuals, couples, families and elderly, supporting diverse household types and enabling residents to remain in the community through various stages of life.

Additionally, the layout includes significant open space provision including a parkland area which is within the area zoned for open space to the north of the residential lands. These communal areas promote wellbeing, social interaction and accessibility, further reinforcing the inclusivity of the overall layout.

Distinctiveness

The proposed development aims to create a sense of place through distinct character areas, varied streetscapes, clear pedestrian links, and useable open spaces creating separate neighbourhood clusters throughout the scheme. The scheme has been carefully designed to take the steep topography of the site into account while also providing an appropriate response to the surrounding existing houses and agricultural fields.

The proposal includes the area zoned open space under the Gorey LAP as a 'primary parkland' area for both the residents in the residential development and the public'. Throughout the scheme, pocket parks have been provided facilitating 15% of the required open space. The 'Primary Parkland' area zoned open space is not included within the 15% open space provision for the site. This area has been designed with a looped pathway.

The ruined buildings in the northeast corner of the site will be integrated into the landscaping scheme to provide a focal point within the development, close to the creche and the laneway through the site.

Through this design approach the proposed development achieves an attractive scheme and creates distinct neighbourhood clusters which will complement each other while allowing their own sense of place to exist within the overall development.

Parking

Car parking will be provided in line with the CDP requirements and is provided as in curtilage parking as much as possible. Parking for residents will be located in front of the building units with in-curtilage parking and with off-curtilage assigned parking, as well as communal parking spaces and EV parking hubs. The development includes a total of 667 no. Car Parking Spaces broken down into 564 no. standard residential units parking and 103 no. communal parking spaces (7.8% of which are accessible spaces). Three EV charging hubs with a total of 6 no. EV charging spaces are provided.

Cycle parking will be provided throughout the site constituting 586 no. of bike spaces. While communal bike stores will be provided for the own door access

apartments and duplexes constituting 154 no. of bike spaces. An additional 24 no. of bike spaces are provided to facilitate the creche.

The CDP Bicycle parking standards require a minimum of 1 no. of private secure bicycle space per bed space, 1 no. of visitor bicycle space per two housing units for apartments/ duplexes. There is no specific requirement for creches. However, 'other developments' requires 1 cycle space per car parking space or 20% of employee numbers for staff cycle parking spaces.

1.1.4. Landscape & Amenity

Public Realm

The proposed development is set around a network of pedestrian links, cycle paths and open spaces that are of a high quality, that provide an attractive public realm for both future residents and visitors to the site. The neighbourhood clusters are located near the open spaces which will increase the likelihood of them being used and provides an invaluable extension to their private open space. These streets and spaces are overlooked by the surrounding residences which will foster a sense of ownership amongst the community.

The 'primary parkland' to the northern boundary of the site is an attractive recreational open space adaptive to the topography of the site and provides an attractive feature to the scheme. This area has been designed with a looped pathway to ensure that the adjacent agricultural fields are not negatively impacted by visitors to the park area.

The derelict/ruined buildings in the eastern corner of the site will be incorporated into the open space scheme and will provide a multi-functional space while respecting the local heritage of the site. The historical laneway through the site will also be incorporated into the landscaping and amenity scheme and will provide a pedestrian walkway for residents – both existing and future. This will facilitate the retention of existing trees and hedgerows on site.

Privacy & Amenity

The CDP provides minimise floor spaces and private open space areas for dwellings under Table 3-4. Different types of units require their own standards of Private Open Space. These standards set out in the CDP include 48sqm of private open space per One bed unit, 55sqm of private open space per Two bed unit, 60sqm of private open space per Three bed unit, and 70sqm of private open space per Four bed or more unit.

1.1.5. Sustainability

Efficiency

The design approach seeks to strike an appropriate balance between achieving the required densities alongside open space requirements to ensure that the zoned land is used efficiently, whilst quality of environment and place is retained.

Landscaped areas consist of the open spaces including a looped pathway through the 'primary parkland', pocket parks throughout the scheme, pedestrian and cycle paths, retention of the vernacular buildings and historic laneway which are integrated into the scheme, and a significant retention of existing trees, hedgerows and vegetation. These will provide both passive and active amenity opportunities for the residents of the proposed development while also enhancing the biodiversity of the site.

SuDS (Sustainable Urban Drainage Systems) based drainage have also been proposed to manage storm drainage, which will maximise nature-based water management with a tiered approach to run-off management. Initial treatment ad interception storage will be provided through a combination of permeable pacing in private driveways and swales with drainage cells underneath

With regard to waste provision and collection, External communal bin stores will be provided for apartments, and a bin store will also be provided for the creche. However, the houses and maisonettes either have direct access to their private amenity space for bin storage or they have small private bin areas to the front of the unit.

Accessibility and Adaptability

The proposed development provides 86 no. accessible and adaptable units , ensuring the development is inclusive and supportive of diverse needs, providing lifetime homes for both people with disabilities and elderly throughout the scheme.

The accessible homes comprise 8 one-bedroom maisonettes, 28 one-bedroom apartments, and 28 three-bedroom duplex apartments. In addition, the scheme incorporates adaptable units, homes that can be modified with minimal interventions to meet the Universal Design Guidelines. These offer the flexibility to meet residents' evolving needs and include 16 four-bedroom semi-detached houses and 6 three-bedroom townhouses.

Following feedback received during the S.247 consultation with Wexford County Council, the council recommended accessible units should be considered and may form part of the Part V agreement with the Council's housing section, if possible. Therefore 28 no. of the 82 no. Part V units are also accessible.

2. National Planning Policy

This section looks at consistency with the following National and Regional Policy Documents:

- Project Ireland 2040: National Planning Framework, First Revision (2025);
- Housing for All – A New Housing Plan for Ireland (2001);
- Sustainable and Compact Settlements Guidelines for Planning Authorities (2024)
- Planning Design Standards for Apartments (2025);
- Design Manual for Urban Roads and Streets (2019), Department of Transport, Tourism and Sport;
- Childcare Facilities Guidelines, June (2001);
- The Planning System and Flood Risk Management, (2009);
- Southern Regional Assembly: Regional Spatial and Economic Strategy for the Southern Region, (2019)

2.1 Project Ireland 2040: National Planning Framework, First Revision (2025)

The National Planning Framework (NPF) was published in 2018 and is the Government's strategic plan for "*shaping the future growth and development of our country out to the year 2040".* The National Planning Framework 2040 (NPF) was recently revised and updated to take account of changes that have occurred since it was published in 2018, and a First Revision was launched in April 2025. This has established strong growth targets for Ireland and builds on the policy framework that is in place since 2018, to deliver compact urban development and more balanced growth, with 50% of future population and employment growth between the existing five cities and their suburbs, with large and smaller towns, villages and rural areas, accommodating the other 50% of growth. This framework also sets targets for at least 40% of all new housing to be delivered within the existing footprint of cities, towns and villages on infill/ or brownfield sites.

Reference	Relevant Policy/ Principle/ Guideline	Statement of Consistency
NPO 7	Deliver at least 40% of all new homes nationally, within the built-up footprint of existing settlements and ensure compact and sequential patterns of growth	✓ The proposed development is located on a greenfield site within the urban settlement of Gorey and is therefore in accordance with Objective 7.
NPO 9	Deliver at least 30% of all new homes that are targeted in settlements other than the five Cities and their suburbs, within their existing built-up footprints and ensure compact and sequential patterns of growth.	✓ The proposed development provides new homes in Gorey, an urban settlement other than the five cities and their suburbs. The development site is also within the existing footprint, guided by principles of compact growth and is therefore in accordance with Objective 9.
NPO 12	Ensure the creation of attractive, liveable, well designed, high quality urban places that are home to diverse and integrated communities that enjoy a high quality of life and well-being.	✓ The proposed development will create a high-quality residential development which integrates with the existing established residential communities of the surrounding areas. ✓ The proposed development will provide a hierarchy of open spaces and landscaped areas. ✓ The proposed development will meet the needs of local population people in Gorey to meet appropriate accommodation needs. ✓ Please refer to the cover letter by McCutcheon Halley Planning which lists the additional reports which accompany this LRD planning application all of which are aimed at demonstrating

		the quality of the buildings and residential environment being created.
NPO 14	Regenerate and rejuvenate cities, towns and villages of all types and scale as environmental assets that can accommodate changing roles and functions, increased residential population and employment activity, enhanced levels of amenity and design and placemaking quality, in order to sustainably influence and support their surrounding area to ensure progress toward national achievement of the UN Sustainable Development Goals	✓ The existing site is currently underutilised and zoned for Residential. The development of a 35.9uph density residential scheme will make a positive contribution to the area and bring a level of activity that is currently absent.
NPO 15	Apply a tailored approach to urban development, linked to the Rural and Urban Regeneration and Development Funds, with a particular focus on inter alia: – Encouraging population growth in strong employment and service centres of all sizes, supported by employment growth; – Reversing the stagnation or decline of many smaller urban centres, by identifying and establishing new roles and functions and enhancement of local infrastructure and amenities; – Addressing the legacy of rapid unplanned growth, by facilitating amenities and services catch-up, jobs and/or improved sustainable transport links to the cities, together with a slower rate of population growth in recently expanded commuter settlements of all sizes; – In more self-contained settlements of all sizes, supporting a continuation of balanced population and employment growth	✓ The proposed development is located on a greenfield site zoned as residential under the Gorey LAP, to the west of the Town Centre. ✓ The site is located within Creagh 'Neighbourhood Framework Plan' which includes both developed and undeveloped land, including existing residential developments. ✓ The site's zoning and surrounding environment facilitates and is appropriate for residential housing development. ✓ The proposed development provides amenities in the form of varying open spaces. Furthermore, the proposal caters for pedestrians and cyclists alike throughout the development to provide sustainable modes of transport

NPO 20	In meeting urban development requirements, there will be a presumption in favour of development that can encourage more people and generate more jobs and activity within existing cities, towns and villages, subject to development meeting appropriate planning standards and achieving targeted growth.	✓ The proposed development seeks permission for a residential density of 35.9 units/ha on a greenfield site which is located within the settlement boundary of Gorey and zoned residential.
NPO 22	In urban areas, planning and related standards, including in particular building height and car parking will be based on performance criteria that seek to achieve well-designed high-quality outcomes in order to achieve targeted growth.	✓ The scale of the development is appropriate to the site and location. The open spaces and pedestrian/ cycle links will create a sustainable and compact development that encourages movement of pedestrians and promotes greater use of alternative modes of travel. ✓ Please refer to the cover letter by McCutcheon Halley Planning which provides a list of the supporting assessments submitted.
NPO 24	Support the sustainable development of rural areas by encouraging growth and arresting decline in areas that have experienced low population growth or decline in recent decades and by managing the growth of areas that are under strong urban influence to avoid over-development, while sustaining vibrant rural communities.	✓ The proposed development has been appropriately designed, to encourage growth within the settlement boundary of Gorey while contributing to a vibrant rural community within the Creagh 'Neighbourhood Framework Plan' on land zoned for residential development.
NPO 23	Protect and promote the sense of place and culture and the quality, character and distinctiveness of the Irish rural landscape including island communities that make Ireland's rural areas authentic and attractive as places to live, work and visit. Any successor policy documents relating to national policy for rural areas and the islands will ensure continued alignment and consistency with the National Policy Objectives of this Framework.	✓ The proposed development has been appropriately designed to protect and promote the sense of place and character of the surrounding area. By creating a looped pathway through the 'primary parkland' on the northern boundary of the site bounded by agricultural land and integrating the existing vernacular buildings and historic laneway in the eastern corner into the development, the scheme utilises existing rural landscape features and character to create an authentic and attractive development.

NPO 26	Continue to support the proportionate growth of and appropriately designed development in rural towns that will contribute to their regeneration and renewal, including interventions in the public realm, the provision of amenities, the acquisition of sites and the provision of services.	✓ The proposed development has been appropriately designed, including the provision of public open space amenity, whilst also providing pedestrian and cycle links to the surrounding area.
NPO 36	Support the objectives of public health policy including the Healthy Ireland Framework and the National Physical Activity Plan, though integrating such policies, where appropriate and at the applicable scale, with planning policy.	✓ The site is located within the Gorey town development boundary in close proximity to the local services. ✓ The proposed development includes various pocket parks throughout the scheme as useable public open space area. The development also includes a large parkland to the north which will provide an important amenity for both future and existing residents of the area.
NPO 37	Ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritising walking and cycling accessibility to both existing and proposed developments and integrating physical activity facilities for all ages.	✓ The development provides pedestrian links and cycle routes throughout the scheme in appropriate locations in order to prioritise pedestrian access within the development. These pedestrian paths running through the scheme will put an emphasis on pedestrian access around the site. ✓ Important to the schemes success is varying the public realm by incorporating open spaces, landscaped spaces with amenity walks and a recreational parkland, which along with the mix of housing typologies and different architectural treatments help define the different character areas and create small communities/neighbourhoods within the overall development. ✓ In terms of cycle parking, the majority of the proposed units have access to their rear gardens for bike storage. The remaining units have been provided with bike stores to ensure safe secure bike parking is available. In addition, visitor bike parking is provided throughout the scheme with additional bike parking provided for the crèche. .

NPO 38	Plan for a more diverse and socially inclusive society that targets equality of opportunity and a better quality of life for all citizens, through improved integration and greater accessibility in the delivery of sustainable communities and the provision of associated services	✓ The proposed development has been designed to provide high quality residential units that will contribute positively to Gorey and deliver much needed housing to Wexford. ✓ Density and scale, open space landscaping and building material choice all contribute to creating distinct character areas. ✓ The variety in the mix of housing units had to reflect the densities envisaged, as well as market demand to ensure the economic viability of the scheme. Well-designed buildings are more likely to find the acceptance of local residents and planning authorities.
NPO 42	To target the delivery of housing to accommodate approximately 50,000 additional homes per annum to 2040.	✓ The proposed development includes the provision of 413 no. residential units at a density of 35.9 units/ha. The delivery of these units will provide additional homes as required by Objective 42.
NPO 43	Prioritise the provision of new homes at locations that can support sustainable development and at an appropriate scale of provision relative to location.	✓ The proposed development is located within the settlement boundary of Gorey. The site is c. 1.65km from the town centre and is accessible via various transport modes offering a diverse range of services. ✓ The proposed development is location within close proximity to a secondary school; two primary schools and a preschool located on Kilnahue Lane. ✓ The proposed 413 no. residential units is therefore considered to be of an appropriate scale, in the context of the site's location.
NPO 44	Support the provision of lifetime adaptable homes that can accommodate the changing needs of a household over time.	✓ The proposed residential units have been designed to cater for diverse housing mixes, ranging from one bed to four bed units and can accommodate changing needs overtime through downsizing or upsizing.

		✓ 64 no. of units have also been designed to support residents with disabilities providing adaptable living arrangements within the development scheme.
NPO 45	Increase residential density in settlements, through a range of measures including reductions in vacancy, re-use of existing buildings, infill development schemes, area or site-based regeneration, increased building height and more compact forms of development	✓ The proposed development includes the provision of 413 no. residential units at a density of 35.9 units/ha.
NPO 67	Support the circular and bio economy including in particular through greater efficiency in land and materials management, promoting the sustainable re-use and refurbishment of existing buildings and structures, while conserving cultural and natural heritage, the greater use of renewable resources and by reducing the rate of land use change from urban sprawl and new development	✓ The proposed development supports efficient management of land achieving a density of 35.9uph within the existing footprint of Gorey town on land zoned for residential use ✓ The proposed development integrates the existing vernacular buildings and historic laneway on the site into the scheme conserving the cultural heritage.
NPO 76	Sustainably manage waste generation including construction and demolition waste, invest in different types of waste treatment and support circular economy principles, prioritising prevention, reuse, recycling and recovery, to support a healthy environment, economy and society	✓ Bin stores are provided as external communal stores for the apartments. ✓ For the houses and maisonettes, these units either have direct access to their private amenity spaces for bin storage, or they have private bin areas to the front of the units.
NPO 77	Enhance water quality and resource management by: – Integrating sustainable water management solutions, such as Sustainable Urban Drainage (SUDS), non-porous surfacing and green roofs, and nature-based solutions, to create safe places	✓ Sustainable water management solutions such as Sustainable Urban Drainage (SUDS) and nature-based solutions are incorporated into the proposed development. ✓ Further details are provided in the Engineering Report prepared by AKM which are submitted with this LRD Planning application.

NPO 79	Support the management of stormwater, rainwater and surface water flood and pollution risk through the use of nature-based solutions and sustainable drainage systems, including the retrofitting of existing environments to support nature-based solutions.	✓ Sustainable water management solutions such as Sustainable Urban Drainage (SUDS) and nature-based solutions are incorporated into the proposed development.
NPO 80	Support the retrofitting of existing environments to cater for surface water run-off through the use of nature-based solutions.	✓ Sustainable water management solutions such as Sustainable Urban Drainage (SUDS) and nature-based solutions are incorporated into the proposed development.
NPO 85	In line with the National Biodiversity Action Plan; the conservation, enhancement, mitigation and restoration of biodiversity is to be supported by: – Integrating policies and objectives for the protection and restoration of biodiversity, including the principles of the mitigation hierarchy of - avoid, minimise, restore and offset - of potential biodiversity impacts, in statutory land use plan. – Retention of existing habitats which are currently important for maintaining biodiversity (at local/regional/national/international levels), in the first instance, is preferable to replacement/restoration of habitats, in the interests of ensuring continuity of habitat provision and reduction of associated risks and costs	✓ The proposed development prioritises the retention of existing trees, hedgerows and vegetation throughout the scheme.
NPO 89	Protect, conserve and enhance the rich qualities of natural, cultural and built heritage of Ireland in a manner appropriate to their cultural and environmental significance.	✓ Great care has been taken in order to retain as much of the existing natural site features (e.g. hedgerows) as possible in order to preserve the natural heritage of the site. ✓ The historic laneway one site has been integrated into the scheme and will provide an amenity pathway connecting Kilnahue Lane with Carnew Road. In addition, the ruined vernacular buildings will be integrated into the landscaping

		scheme to provide a focal point within the site that reflects the history of the site.
NPO 90	Enhance, integrate and protect the special physical, environmental, economic and cultural value of built heritage assets, including streetscapes, vernacular dwellings and other historic buildings and monuments, through appropriate and sensitive investment and conservation	✓ The proposed development enhances, integrates and protects existing environmental and built heritage assets on the site through the retention of existing trees, hedgerows and vegetation and the integration of the vernacular buildings and historic laneway into the scheme.
NPO 92	Ensure the alignment of planned growth with the efficient and sustainable use and development of water resources and water services infrastructure, in order to manage and conserve water resources in a manner that supports a healthy society, economic development requirements and a cleaner environment	✓ Sustainable urban drainage system (SuDS) measures are incorporated as appropriate into the proposed design.
NPO 93	Improve air quality and help prevent people being exposed to unacceptable levels of pollution in our urban and rural areas through integrated land use and spatial planning that supports public transport, walking and cycling as more favourable modes of transport to the private car, the promotion of energy efficient buildings and homes, heating systems with zero local emissions, green and blue infrastructure planning and innovative design solutions	✓ The proposed development is designed in a way which promotes pedestrian permeability and encourages cycling. ✓ Mitigation measures will be introduced during the construction phase that will reduce any impact regarding air quality during construction.

2.2 Housing for All – A New Housing plan for Ireland

Housing for All – A New Housing Plan for Ireland, provides four pathways to achieving four overarching objectives with the aim of combating the current housing crisis. These four pathways consist of; Supporting Homeownership and Increasing Affordability; Eradicating Homelessness, Increasing Social Housing Delivery and Supporting Social Inclusion; Increasing New Housing Supply; and Addressing Vacancy and Efficient Use of Existing Stock.

The overall aim of the housing plan for Ireland is that *"everyone in the State should have access to a home to purchase or rent at an affordable price, built to a high standard and in the right place, offering a high quality of life."* To meet this objective, the Government have identified that Ireland needs an average of 33,000 homes constructed per annum until 2030 to meet targets set out for additional households. An average of 9,500 new-build social homes to 2026 have been targeted, while an average of 6,000 affordable homes are to be made available every year to 2030 for purchase or rent by Local Authorities, AHBs (Approved Housing Body), the LDA and via a strategic partnership between the State and retail banks.

A statement of consistency with the relevant objectives is outlined below:

Aspect	Key Objective	Relevant Policy / Principle / Guideline	Statement of Consistency
Pathway 2: Eradicating Homelessness, Increasing Social Housing Delivery and Supporting Social Inclusion	Increase the level and speed of delivery of social housing and other State supported housing	Key actions: Provide more than 10,000 social homes each year, with an average 9,500 newbuild Social Housing Homes to 2026.	✓ The Part V obligation of 20% associated with the proposed development will be provided.
Pathway 1: **Supporting Home Ownership and Increasing Affordability**	Increase the output of private housing to meet demand at affordable prices	Key actions: Increased supply of new housing, up to an average of at least 33,000 per year to 2030	✓ The proposed development will provide 413 no. residential units and contribute to the Government's national housing targets.

2.3 Sustainable and Compact Settlements Guidelines for Planning Authorities, 2024

The *Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities, 2024* provide policy and guidance on the key planning principles for local authorities to support sustainable residential development and compact urban growth in both urban and rural settlements. The guidelines provide best practice criteria to address evolving national priorities aligned with key government strategies such as the National Planning Framework (NPF), Housing for All, Climate Action Plan 2023, and the Sustainable Mobility Policy.

The guidelines set out principles with the aim to achieve compact, connected and climate resilient communities that provide both inclusive and high-quality living environments. These principles focus on compact growth, sustainable settlement patterns, placemaking and design, efficient land use

and sustainable transport options, with the aims of increasing housing density in appropriate areas, revitalising existing settlements, infill and brownfield development, and walkable, well-serviced neighbourhoods to reduce car dependency (i.e. 15-minute city concept). In relation to individual housing units, the guidelines provide principles to ensure a quality living environment, including consideration of levels of daylight and sunlight, private and public open space, and storage space.

Appendix D provides a design checklist for planning applications.

Reference	Relevant Policy/ Principle/ Guideline	Statement of Consistency
Chapter 3	The key priorities for the growth of Key Town and Large Towns in order of priority are to: ▪ Plan for an integrated and connected settlement overall, avoiding the displacement of development generated by economic drivers in the Key Town or Large Town to smaller towns and villages and rural areas in the hinterland; ▪ Strengthen town centres; ▪ Protect, restore and enhance historic fabric, character, amenity, natural heritage, biodiversity and environmental quality; ▪ realise opportunities for adaptation and reuse of existing buildings and for incremental back land, brownfield and infill development; and ▪ Deliver sequential and sustainable urban extension at locations that are closest to the urban core and are integrated into, or can be integrated into, the existing built-up area of the settlement.	✓ The proposed LRD is located on a greenfield site within the existing footprint of Gorey Town, which is zoned for residential development. ✓ The proposed development will deliver sequential and sustainable urban extension in Gorey and is well integrated and connected to the surrounding area. ✓ The proposed layout has been designed to protect the character, historic fabric and biodiversity of the area by designing a primary parkland on the northern boundary, integrating the existing buildings and historic laneway into the design and conserving the existing trees, hedgerows and vegetation into the development scheme.

	Key Town / Large Town - Suburban/Urban Extension Suburban areas are the low-density car-orientated residential areas constructed at the edge of the town, while urban extension refers to greenfield lands at the edge of the existing built-up footprint area that are zoned for residential or mixed-use (including residential) development. It is a policy and objective of these Guidelines that residential densities in the range 30 dph to 50 dph (net) shall generally be applied at suburban and urban extension locations of Key Towns and Large Towns, and that densities of up to 80 dph (net) shall be open for consideration at 'accessible' suburban / urban extension locations (as defined in Table 3.8)	✓ The proposed density of 35.9uph is in line with this objective for suburban extensions at the edge of key towns.
	Policy and Objective 3.1 It is a policy and objective of these Guidelines that the recommended residential density ranges set out in Section 3.3 are applied within statutory development plans and in the consideration of individual planning applications, and that these density ranges are refined further at a local level using the criteria set out in Section 3.4 where appropriate.	✓ The proposed development includes a density of 35.9uph which is line with the density range for suburban areas in key towns.
	The evaluation of impact on local character should focus on the defining characterises of an area, including for example, the prevailing scale and mass of buildings, urban grain and architectural language, any particular sensitivities and the capacity of the area for change. While it is not necessary to replicate the scale and mass of existing buildings, as most urban areas have significant capacity to accommodate change, it will be necessary to	✓ Great care has been taken to respect the local character of the area while presenting it in a contemporary manner, unique to the proposed scheme.

	respond in a positive and proportionate to the receiving context through high quality and site responsive design.	
	It will be necessary to consider the impact of a proposed development on the amenities of residential properties that are in close proximity to a development site. The key considerations should include privacy, daylight and sunlight, and microclimate. These considerations are addressed in more detail in Chapter 5 Development Standards.	✓ The proposed development consists of two storey and three storey buildings and therefore will not have a significant adverse impact on the residential amenity of adjacent properties.
	In all settlements, it will be important to ensure that water supply and wastewater networks (including treatment works) can service new development.	✓ Please refer to the engineering reports and documents by AKM which confirms that water supply and wastewater networks can service new development.
	Specialist technical assessments and computer-generated visual aids can assist in the evaluation of more complex development proposals and in particular, where a proposal deviates from the established scale, mass or character or is situated in a sensitive context. In order to consider larger proposals in an integrated and informed way, an Urban Design Statement that addresses the proposal from an architectural and urban design perspective should form part of the required documentation.	✓ Modelworks have completed a set of CGI and photomontages which are included with this application.
Chapter 4	The process should start with analysis and appraisal to establish the characterises of the area and its surrounds, including information on the function, form and qualities of an area. The nature and extent of information collected will depend on the scale and complexity of the plan area or the site. It will generally include information	✓ Detailed assessments of the site have been carried out which have informed the design and layout. ✓ An AA Screening has been prepared by Altemar and has been submitted with the application documentation.

	on natural heritage features and ecology and on the physical and socio-economic characterises of the area. In the case of a planning application, the statutory development plan and associated studies, strategies and environmental reports (including SEA and Appropriate Assessment) will provide a high-level context. However, it will usually be necessary to undertake more detailed surveys and assessments to get a full understanding of the site. This information will support an analysis of options and inform decisions in relation to how the features of the area should shape future development and how new development will integrate within its context.	
	A masterplan that is derived from a process of analysis and a vision and strategy for an area will add greater certainty to the development process and serve to reassure both communities and developers of the future physical form of development as part of a plan led process. The masterplan should address the design of development, including block layout and the street network, the provision of services, conservation and enhancement of natural heritage features and biodiversity within the area and where there is residential development the provision and location of amenities and services for the community (e.g. schools, crèches and other community services). It can also be useful to publish supporting design strategies such as public realm, landscape, street design, architectural and/or materials and finishes strategies alongside the	✓ The proposed layout integrates with the surrounding context and the submitted plans and particulars demonstrate how it is consistent with the Local Area Plan which outlines specific guidelines for the Creagh Neighbourhood Framework Plan which has been prepared for this area. ✓ The proposed development is consistent with the Creagh Neighbourhood Framework Plan. ✓ The proposed development is designed to conserve natural heritage features and biodiversity existing within the site. ✓ The site is adjacent existing services including a secondary school, 2 primary schools and a preschool on Kilnahue Lane. The proposed development includes the provision of a new crèche to support the demand generated by the proposed residential development. ✓ The proposed development is accessible to Gorey Town by various modes of transport which provides a wide range of services.

	masterplan to give additional detail. When part of a statutory development plan, the masterplan will be binding for decision making and more robust from a legal perspective (including SEA/AA). If it is not part of a statutory development plan, it is not binding for decision making and is indicative only. In the case of a planning application, the site layout will need to show how the proposal integrates with the surrounding context and demonstrate how it is consistent with any statutory masterplan that has been prepared for the area. The design and placemaking process and decisions made at each stage should be detailed in a statutory plan or in the urban design statement submitted in support of a planning application to detail the thought process behind a plan or scheme.	
	New developments should, as appropriate, include a street network (including links through open spaces) that creates a permeable and legible urban environment, optimises movement for sustainable modes (walking, cycling and public transport) and is easy to navigate.	✓ The proposal provides a good network of footpaths, pedestrian links and cycleways. The layout of the proposed development provides a good pedestrian and cycle environment internal to the development and good links to various transport modes and footpaths in the environs.
	Active travel should be prioritised through design measures that seek to calm traffic and create street networks that feel safe and comfortable for pedestrians and cyclists.	✓ The layout of the proposed development encourages active travel through the provision of a good pedestrian and cycle environment internal to the development with good links to public transport and footpaths in the environs.
	The quantum of car parking in new developments should be minimised in order to manage travel demand and to ensure that vehicular movement does not	✓ The quantum of car parking has been minimised to manage travel demand.

	impede active modes of travel or have undue prominence within the public realm.	
	In city and town centres and at high-capacity public transport nodes and interchanges development should consist of high intensity mix-use development (residential, commercial, retail, cultural and community uses) that responds in scale and intensity to the level of accessibility. At major transport interchanges uses should be planned in accordance with the principles of Transport Orientated Development.	✓ The proposed development consists of 413 no. residential units on the lands zoned for Residential, adjacent to existing schools on Kilnahue Lane. There is an appropriate mix of existing and permitted uses in the area.
	The creation of sustainable communities also requires a diverse mix of housing and variety in residential densities across settlements. This will require a focus on the delivery of innovative housing types that can facilitate compact growth and provide greater housing choice that respond to the needs of single people, families, older people and people with disabilities, informed by a Housing Needs Demand Assessment (HNDA) where possible. Development plans may specify a mix for apartment and other housing developments, but this should be further to an evidence-based Housing Needs and Demand Assessment.	✓ The layout provides for a mix of unit types and sizes, as detailed in the Design Statement and Housing Quality Assessment by Deady Gahan Architects.
	Plan for the protection and enhancement of natural features, biodiversity and landscapes and ensure that urban development maintains an appropriate separation and setback from important natural assets.	✓ Great care has been taken in order to retain as much existing natural features as possible in order to preserve the natural biodiversity and landscape features of the site.
	Plan for an integrated network of multifunctional and interlinked urban green spaces.	✓ The layout ensures an appropriate balance between private and public open space. Public open space is easy to maintain and is well overlooked to ensure passive surveillance, avoiding

		anti-social behaviour, littering or vandalism. The choice of materials chosen ensures minimal maintenance.
	Promote urban greening and Nature-Based Solutions (including Sustainable Drainage Systems and slow-the-flow initiatives) for the management of urban drainage in all new developments and retrofitting in existing areas to ensure that the benefits of ecosystem services are realised.	✓ The layout incorporates urban greening and Nature-Based Solutions. Please refer to Engineering Design Report by AKM.
	Local parks, squares or plazas (referred to as Class 2 Open Space) generally provided as part of individual development proposals and offered for taking in charge by the local authority following the completion of the development. The form, size and distribution of such spaces should be plan-led, and distribution of such spaces should be plan-led.	✓ 15% public open space with additional open space through the design of 'pocket parks' are provided throughout the scheme. Please refer to the landscape plan by Simon Ronan Landscape Architects and the Design Statement prepared by Deady Gahan Architects for further detail.
	Public open spaces should be designed to cater for a range of active and passive recreational needs (including play, physical activity, active travel, cultural uses and community gardens and allotments, as appropriate to the context) and to conserve and restore nature and biodiversity. It will be necessary to balance improved access to natural assets with the need to protect the environment as increased levels of tourism, sports and leisure can impact negatively on nature and biodiversity. In addition, the provision of public open spaces should not result in any direct or indirect adverse effects on the integrity of European Sites.	✓ Public open spaces have been designed to cater for a range of active and passive recreational needs and to conserve and restore nature and biodiversity.

	New development should support the formation of a legible and coherent urban structure with landmark buildings and features at key nodes and focal points.	✓ The residential units, including split-level apartments, are arranged in distinct character clusters, reinforcing neighbourhood identity. ✓ The historic laneway and the ruinous buildings have been integrated into the landscape scheme to provide a key focal point within the site, adjacent to the creche. ✓ The parkland to the north-west which provide a key amenity for the proposed development and the wider area. ✓ The landscaping scheme includes pockets of open space, landscaped green areas, and an extensive pedestrian and cycle network
	New development should respond in a positive way to the established pattern and form of development and to the wider scale of development in the surrounding area. The height, scale and massing of development in particular should respond positively to and enhance the established pattern of development (including streets and spaces).	✓ The proposed development responds in a positive way to the established pattern and form of development in the Gorey area.
	Buildings should generally present well-defined edges to streets and public spaces to ensure that the public realm is well-overlooked with active frontages	✓ All public realm areas are well overlooked by the surrounding units.
	New development should embrace good modern architecture and urban design that is innovative and varied and respects and enhances local distinctiveness and heritage.	✓ The proposed development is of good modern architecture and urban design that is innovative and varied and respects and enhances local distinctiveness and heritage.
	Materials and finishes should be of high quality, respond to the local palette of materials and finishes and be highly durable.	✓ The proposed materials and finishes respect the local area and of a high quality and durable finish. Please refer to the Design Statement and elevation drawings by Deady Gahan

		Architects which provides details on the materials and finishes proposed.
Chapter 5	SPPR 1 - Separation Distances It is a specific planning policy requirement of these Guidelines that statutory development plans shall not include objective(s) in respect of minimum separation distances that exceed 16 metres between opposing windows serving habitable rooms at the rear or side of houses, duplex units or apartment units above ground floor level. When considering a planning application for residential development, a separation distance of at least 16 metres between opposing windows serving habitable rooms at the rear or side of houses, duplex units and apartment units, above ground floor level shall be maintained. Separation distances below 16 metres may be considered acceptable in circumstances where there are no opposing windows serving habitable rooms and where suitable privacy measures have been designed into the scheme to prevent undue overlooking of habitable rooms and private amenity spaces. There shall be no specified minimum separation distance at ground level or to the front of houses, duplex units and apartment units in statutory development plans and planning applications shall be determined on a case-by-case basis to prevent undue loss of privacy. In all cases, the obligation will be on the project proposer to demonstrate to the satisfaction of the planning authority or An Bord Pleanála that residents will enjoy a high standard of amenity and that the proposed development will not have a significant negative impact	✓ Separation distances of at least 16m are proposed between between opposing windows serving habitable rooms to the rear or side of all units.

	on the amenity of occupiers of existing residential properties.	
	SPPR 2 - Minimum Private Open Space Standards for Houses It is a specific planning policy requirement of these Guidelines that proposals for new houses meet the following minimum private open space standards: 1 bed house 20 sq. metre min 2 bed house 30 sq. metre min 3 bed house 40 sq. metre min 4 bed + house 50 sq. metre min A further reduction below the minimum standard may be considered acceptable where an equivalent amount of high quality semi-private open space is provided in lieu of the private open space, subject to at least 50 percent of the area being provided as private open space. The planning authority should be satisfied that the compensatory semi-private open space will provide a high standard of amenity for all users and that it is well integrated and accessible to the housing units it serves. Apartments and duplex units shall be required to meet the private and semiprivate open space requirements set out in the Sustainable Urban Housing: Design Standards for New Apartments, Guidelines for Planning Authorities 2022 (and any subsequent updates). For building refurbishment schemes on sites of any size or urban infill schemes on smaller sites (e.g. sites of up to 0.25ha) the private open space standard may be	✓ The units meet the minimum private open space standards outlined in SPPR 2. Additional public open space is provided to throughout the development in the form of 'pocket parks' contributing to the neighbourhood clusters and providing additional amenity space. -Please refer to the Housing Quality Assessment by Deady Gahan Architects which outlines the developments compliance.

	relaxed in part or whole, on a case-by-case basis, subject to overall design quality and proximity to public open space. In all cases, the obligation will be on the project proposer to demonstrate to the satisfaction of the planning authority or An Bord Pleanála that residents will enjoy a high standard of amenity.	
	Private open space must form part of the curtilage of the house and be designed to provide a high standard of external amenity space in one or more usable areas. Open spaces may take the form of traditional gardens or patio areas at ground level, and / or well designed and integrated terraces and/or balconies at upper level. The open space must be directly accessible from the unit it serves, and the principal area of open space should be directly accessible from a living space.	✓ Each unit has access to private amenity spaces, with all units featuring individual gardens/balconies.
	Semi-private open space is distinct from public open space. While there is no requirement to provide semi-private open space for a house, these Guidelines provide an option under SPPR 2 to provide semi-private open space in lieu of private open space as part of a more flexible design approach. Semi-private spaces shall be for the exclusive use of the residents of a housing development and be directly accessible and integrated into the development. They should be secure and usable spaces with a range of suitable landscape features to meet the needs of intended residents.	✓ Semi-private open space areas are provided within the scheme as communal open space to facilitate the residents of the apartments.

	SPPR 3 - Public Open Space It is a specific planning policy requirement of these Guidelines that proposals for new residential development include areas of functional public open space that collectively equate to not less than 10% (minimum) of the net site area. Statutory development plans shall not include objective(s) in respect of minimum public open space requirements that exceed 10% save in the case of a historic setting as detailed in subsection (ii) below. (ii) In the case of a historic setting, a greater proportion of open space may need to be retained in order to protect the historic and / or landscape character of the site or area, including features of built or natural heritage importance. The open space requirement for historic sites should be determined on a case by-case basis in response to the characteristics of each individual site (i.e. as informed by a site analysis process). Blanket requirements within statutory plans that exceed 10% of the net site area shall be avoided. (iii) In some instances, it may be appropriate to off set (in part or whole) the public open space requirement arising under subsections (i) and (ii) and to seek a financial contribution towards the provision of new public open space or enhancement of existing public open space or amenities in the area, in lieu of provision within an application site. This would include cases where it is not feasible, due to site constraints or other factors, to locate the open space on site, or where it is considered that, having regard to existing provision in the area, the needs	✓ A total of 15% public open space is provided for on-site throughout the scheme through 'pocket parks' and a large open space to the south of the site. ✓ Additional public open space has been provided in the northern area of the site as a 'primary parkland' recreational area which is in line with the Gorey LAP zoning and is additional to the 15% provision.

	of the population would be better served by the provision of a new park in the area or the upgrade or enhancement of an existing public. open space or amenity. In these cases, financial contributions, or upgrade works to an equivalent value, may be considered acceptable in fulfilment of the public open space requirement. (iv) In all cases, the planning authority must be satisfied that the public open space will provide a high standard of amenity for all users.	
	SPPR 4 - Car Parking It is a specific planning policy requirement of these Guidelines that: (i) In city centres and urban neighbourhoods of the five cities, defined in Chapter 3 Table 3.1 and Table 3.2, car-parking provision should be minimised, substantially reduced or wholly eliminated. The maximum rate of car parking provision for residential development at these locations, where such provision is justified to the satisfaction of the planning authority, should be 1 no. space per dwelling. (ii) In accessible urban locations, defined in Chapter 3 Table 3.7, car-parking provision should be substantially reduced. The maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, should be 1.5 no. spaces per dwelling.	✓ The proposed development provides 667 no. car parking spaces, including 8 no. accessible spaces and 6 no. EV spaces (located in three charging hubs). This car parking provision is considered an appropriate quantum for the proposed development.

	(iii) In intermediate and peripheral locations, defined in Chapter 3 Table 3.7, the maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, should be 2 no. spaces per dwelling. Applicants should be required to provide a rationale and justification for the number of car parking spaces proposed and to satisfy the planning authority that the parking levels are necessary and appropriate, particularly when they are close to the maximum provision.	
	SPPR 5 - Cycle Parking and Storage It is a specific planning policy requirement of these Guidelines that all new housing schemes (including mixed-use schemes that include housing) include safe and secure cycle storage facilities to meet the needs of residents and visitors. The following requirements for cycle parking and storage are recommended: (i) Quantity – in the case of residential units that do not have ground level open space or have smaller terraces, a general minimum standard of 1 cycle storage space per bedroom should be applied. Visitor cycle parking shall also be provided. 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, flexibility for future enhancement/enlargement, etc. It will be important also	✓ All dwelling units have adequate bicycle storage either within communal or individual bike stores.

	to make provision for cargo and electric bikes and for individual lockers. (ii) Design – cycle storage facilities should be provided in a dedicated facility of permanent construction, within the building footprint or, where not feasible, within an adjacent or adjoining purpose-built structure of permanent construction. Cycle parking areas shall be designed so that cyclists feel personally safe; and in this regard secure cage or compound facilities, with electronic access for cyclists and CCTV, afford an increased level of security for residents. Effective security for cycle storage is also maximised by the provision of individual cycle lockers and it is best practice that planning authorities ensure that either secure cycle cage/compound or preferably locker facilities are provided.	
	Planning authorities should ensure that development proposals incorporate details on the provision of and access to cycle storage facilities at planning application stage. The cycle storage facilities should be easily accessible. Unnecessarily long access routes with poor passive security or slopes that can become hazardous in winter weather should be avoided. An acceptable quality of cycle storage requires a management plan that ensures the effective operation and maintenance of cycle parking. It should be low maintenance and as far as possible easy and attractive to use by residents. Appropriate conditions in relation to the operation and maintenance of the cycle storage facilities should be	✓ All dwelling units have adequate bicycle storage either within communal or individual bike stores.

	attached to any grant of permission that includes communal cycle provision.	
	For developments that include multi-unit and compact housing blocks, communal facilities such as refuse storage areas should be provided in open spaces that will not be taken in charge. Planning applications should include an operational management plan that sets out details of the long-term management and maintenance of the scheme. The plan should address provisions made for the storage and collection of waste materials in residential schemes, particularly where there are reduced areas of private outdoor space. Communal refuse facilities shall be accessible to each housing unit and designed with regard to the projected level of waste generation and types and quantities of receptacles required.	✓ All dwelling units have adequate bin storage either within the external bin storage or direct access to private amenity space for bin storage or small private bin areas to the front of the unit. A Waste Management Plan have been prepared by AWN and is included in the EIAR.
Appendix D Sustainable and Efficient Movement	Will the plan or development proposal establish a highly permeable and legible network of streets and spaces within the site that optimises movement for sustainable modes of transport (walking, cycling and public transport)?	✓ The proposed development establishes a highly permeable and legible network of streets and spaces within the site that optimises movement for sustainable modes of transport (walking, cycling and public transport).
	Have opportunities to improve connections with and between established communities been identified and responded to and in particular strategic connections between homes, shops, employment opportunities, public transport, local services and amenities?	✓ The proposed development establishes a highly permeable and legible network of streets and spaces both within and adjacent to the site that optimises connections with and between established communities
	Are streets designed (including the retrofitting of existing streets adjacent to or on-route to the site, where appropriate) in accordance with DMURS to calm traffic	✓ The road layout is compliant with DMURS requirements.

	and enable the safe and comfortable movement of vulnerable users?	
	Has the quantum of parking been minimised (in accordance with SPPR4) and designed and located in a way that seeks to reduce the demand for private car use, promote sustainable mode of transport and ensure that the public realm is not dominated by parked vehicles?	✓ While the quantum of parking in line with guidelines has been provided. The scheme has been designed and located in a way that seeks to reduce the demand for private car use, promote sustainable mode of transport and ensure that the public realm is not dominated by parked vehicles.
	Is the mix and intensity of land uses appropriate to the site and its location and have different uses been distributed in a complementary manner to ensure that there is a range of local services and amenities and access to public transport all within a short walk or cycle of homes?	✓ A mix of unit types and sizes and a number of open space areas have been provided all within a short walk or cycle of homes.
	Have a diverse and innovative range of housing types been provided to meet local and projected needs (having regard to the Housing Need Demand Assessment), supplemented by innovative range of housing typologies that support greater housing choice?	✓ The layout provides for a mix of unit types and sizes, as detailed in the Design Statement and Housing Quality Assessment by Deady Gahan Architects. The proposed unit mix has been designed in response to feedback from the Wexford County Council during S247 consultation
	Will the plan or development proposal supplement and/or support the regeneration and revitalisation of an existing centre or neighbourhood, including the adaption and re-use of the existing building stock in order to reduce vacancy and dereliction (where applicable) and promote town centre living (where applicable)?	✓ Not applicable to the subject site or proposed development.
	Is the regeneration and revitalisation of an existing centre or neighbourhood supported by the enhancement of the public realm so as to create a more	✓ The primary parkland within the site provides public realm which will contribute to a more liveable environment and encourage visitors.

	liveable environment, attract investment and encourage a greater number of visitors (where applicable)?	
Appendix D Green and Blue Infrastructure	Has the plan or development proposal positively responded to natural features and landscape character, with particular regard to biodiversity, vistas and landmarks and the screening of protected structures, conservation areas and historic landscapes?	✓ The proposed development has responded to the natural features and landscape character of the site. Trees, hedgerows and vegetation have been retained where possible. While the historic laneway and existing buildings have been integrated into the design layout as landmarks.
	Have a complementary and interconnected range of open spaces and corridors been provided, that create and conserve ecological links and promotes active travel and healthier lifestyles?	✓ The proposed development establishes a highly permeable and interconnected range of open spaces and corridors which create and conserve ecological links and promotes active travel and healthier lifestyles.
	Are public open spaces universally accessible and designed to cater for a range of active and passive recreational uses (taking account of the function of other spaces within the network)?	✓ The proposed open space areas cater for and are majority accessible to all ages and abilities while addressing the steep topography of the site.
	Does the plan or development proposal include integrate nature-based solutions for the management of urban drainage to promote biodiversity, urban greening, improved water quality and flood mitigation?	✓ Please refer to the engineering details by AKM.
Appendix D Responsive Built Form	Does the layout, orientation and scale of development support the formation of a coherent and legible urban structure with particular regard to land uses, the location of gateways and landmarks, the hierarchy of streets and spaces and access to daylight and sunlight?	✓ The proposed development establishes a highly permeable and legible urban structure within the site that optimises daylight/sunlight and connections with and between established communities.
	Do buildings address streets and spaces in a manner that will ensure they clearly define public and private	✓ The buildings address all streets and open spaces to ensure passive surveillance. Public and private spaces are clearly defined by boundary and landscaping treatments. Please refer

	spaces, generate activity, maximise passive surveillance and provide an attractive and animated interface?	to the landscaping details by Simon Ronan Landscape Architects.
	Does the layout, scale and design features of new development respond to prevailing development patterns (where relevant), integrate well within its context, and provide appropriate transitions with adjacent buildings and established communities?	✓ The proposed development responds to the local vernacular while representing it in a more contemporary manner.
	Has a coherent architectural and urban design strategy been presented that will ensure the development is distinctive, complements the urban structure and promotes a strong sense of identity?	✓ Please refer to the Architects Design Statement by Deady Gahan Architects.

2.4 Planning Design Standards for New Apartments 2025

The Guidelines set out guidance, standards and policy requirements in relation to the design of apartment developments to take account of current Government policy and economic, social and environmental considerations. These Guidelines reflect the revised legislative framework that is set out in the Planning and Development Act 2024. The continued importance of the plan-led system that is informed by national policy is maintained and further clarified.

Where SPPRs are stated in this document, they take precedence over any conflicting policies and objectives of statutory plans. The table below provides an assessment of the proposed development against SSPRs 1 to 6. SPPRS 7 and 8 are related to co-living and student accommodation and are not relevant to the proposed development.

	Policy	Statement of Consistency
SPPR 1	(A) With the exception of social housing developments, social/affordable housing provided for under Part V the Act or schemes to provide housing for older persons where a specific mix of unit sizes may be required, such as in accordance with a Housing Need and Demand Assessment (HNDA), there shall	✓ The proposed Pat V units comply with the requested mix and type as requested by Wexford County Council

	be no restrictions within statutory plans in relation to the mix of unit sizes or types to be provided within apartment developments. There shall be no minimum or maximum requirements for apartments with a certain number of bedrooms. (B) Where any such restriction or requirement is set out within a statutory plan, this Specific Planning Policy Requirement shall apply to any single apartment scheme and there shall be no restriction in relation to the mix of unit sizes or types and there shall be no minimum requirements for apartments with a certain number of bedrooms within the development, except in the circumstances set out above.	
SPPR 2	The following minimum apartment floor areas shall apply and statutory plans shall not specify minimum floor areas that exceed the minimum floor areas set out below: • Studio apartment (1 person) 32sq.m • 1-bedroom apartment (2 persons) 45 sq.m • 2 bedroom apartment (3 persons) 63 sq.m • 2-bedroom apartment (4 persons) 73 sq.m • 3-bedroom apartment (4 persons) 76 sq. m • 3-bedroom apartment (5 persons) 90 sq.m The floor area parameters set out above shall generally apply to apartment schemes and do not apply to purpose-built and managed student housing.	✓ The proposed apartment and duplex units exceed these minimum standards. ✓ The Housing Quality Assessment prepared by Deady Gahan Architects outlines how the proposed units exceed the 2023 Apartment Guidelines Standards (which are higher than these 2025 standards)
SPPR 3	In relation to the minimum number of dual aspect apartments that may be provided in any single apartment scheme, the following shall apply: (i) A minimum of 25% of units within a development shall be required to be dual aspect. Statutory plans shall not specify minimum requirements that exceed the requirements of this Specific Planning Policy Requirement.	✓ All of the proposed apartments are dual or triple aspect

	(ii) For building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha, planning authorities may exercise further discretion to consider dual aspect unit provision at a level lower than the 25% minimum outlined above on a case-by-case basis, but subject to the achievement of overall high design quality in other aspects.	
SPPR 4	Ground level apartment floor to ceiling heights shall be a minimum of 2.7m. For building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha, planning authorities may exercise discretion on a case-bycase basis, subject to overall design quality.	✓ Floor to ceiling heights in the ground floor apartment units meet or exceed 2.7m.
SPPR 5	There shall be no requirement within statutory plans or within an individual scheme in respect of a minimum number of units per floor per core	✓ The proposed apartment units are all own-door access.
SPPR 6	The provision of new Communal, Community and Cultural facilities within apartment schemes shall only be required in specific locations identified within the development plan and shall not be required on a blanket threshold-based approach in individual apartment schemes.	✓ The proposed scheme includes communal bin and bike stores for the apartments, a creche, and large areas of public open spaces.

2.5 Design Manual for Urban Roads and Streets, 2019

The Design Manual or Urban Roads and Streets (DMURS) was initially published by the Department of Transport, Tourism and Sport, together with the Department of the Environment, Community and Local Government in 2013, and updated in 2019. DMURS seeks to put well-designed streets at the heart of sustainable communities and supports boarder government policies on the environment, planning and transportation. DMURS provides the practical measures to achieve:

1. Highly connected street which allow people to walk and cycle to key destinations in a direct and easy-to find manner.
2. A safe and comfortable street environment for pedestrians and cyclists of all ages.
3. Streets that contribute to the creation of attractive and lively communities.
4. Streets that calm traffic via a range of design measures that make drivers more aware of their environment.

DMURS replaced previous national design standards for urban roads and streets, and the use of DMURS is mandatory for all road authorities.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
Integrated Street Networks	✓ Does the development create connected centres that prioritise pedestrian movement and access to public transport?	✓ The proposed layout includes interconnected streets with pedestrian access throughout to provide a pleasant and safe environment.
Movement and Place	✓ Does the development create a legible street hierarchy that is appropriate to its context? ✓ Are the proposed streets connected, maximising the number of walkable / cyclable routes between streets as well as specific destinations (i.e. community centre, shops, creche, schools etc.)?	✓ The proposed layout creates a scheme that is easy to navigate for both drivers and pedestrians, as well as providing connectivity for pedestrians and cyclists. ✓ A network of footpaths is also provided, both along the main streets and independent to them (i.e. through open space areas) to prioritise sustainable methods of transport within the site
Permeability and Legibility	• Has the street layout been well considered to maximise permeability for pedestrians and cyclists? • Are the streets legible with maximum connection opportunities? • Are blocks of a reasonable size and permeability, with consideration to the site constraints?	✓ As above, the layout has been developed to maximise permeability for pedestrians and cyclists. independent paths have been provided away from the vehicular routes to follow desire lines between destinations (i.e. between open spaces) in order to improve circulation through the site. ✓ Careful consideration has been given to allowing the free flow of movement and not creating unnecessary blockages / delays.
Management	• Is the layout designed to self-regulate vehicle speeds and traffic congestion? • Does the proposed layout minimise noise / air pollution wherever possible?	✓ Where possible, passive methods are incorporated to regulate traffic and speed including landscaping, pedestrian priority zones and shorter street lengths. Design details such as gentle curvature of the streets are utilised to reduce driver's perception of acceptable speeds. ✓ In terms of minimising noise and air pollution, the design has incorporated design details and landscaping throughout the site to help reduce such pollution within the shared surface areas.

Movement, Place and Speed	• Does the proposed development balance speed management with the values of place and reasonable expectations of appropriate speed? • Does the design promote a reasonable balance of both physical and psychological measures to regulate speed?	✓ Given the primarily residential nature of the proposed development, the need to balance speed management with the values of place is imperative and the layout has been designed to limit vehicular speeds through the scheme. ✓ Passive measures have been used to create this balance. More active measures including shared surfaces are used in areas to prioritise pedestrian movements and regulate vehicular speed.
Streetscape	• Does the scheme create an appropriate sense of enclosure in addition to a strong urban / suburban structure? • Have street trees and areas of planting been provided where appropriate? • Have active street edges been provided where appropriate? • Is a palette of high-quality surface materials and finishes provided?	✓ The residential areas are arranged in a manner which creates a defined structure and is easily legible. Planting and design details are used to create an appropriate sense of enclosure within each area. ✓ Street trees and areas of planting have been provided through the site which proposed and integrated network of open spaces.Active street edges have been provides with units turning the corner where appropriate. ✓ A high quality of materials have been provided throughout the scheme which incorporates 4 characters areas that vary these materials in a cohesive manner through out the site. ✓
Pedestrian and Cyclist Environment	• Are footways of appropriate width provided so as to ensure pedestrian safety? • Have pedestrian crossings, whether controlled or uncontrolled, been provided at appropriate locations? • Are shared surfaces located appropriately in areas where an extension of the pedestrian domain is required? • Have cycle facilities been factored into the design?	✓ The design prioritises the provision of footpaths of appropriate widths to ensure pedestrian safety. ✓ Shared Surface Streets have been introduced in locations in order to prioritise pedestrian access within the development. These and the pedestrian paths running through the scheme will put an emphasis on pedestrian access around the site. ✓ Cycling facilities, including parking, have been factored into the design.
Carriageway Conditions	• Are vehicular carriageways sized appropriately for their function / location?	✓ Vehicular carriageways have been sized appropriately designed commensurate with their function / location and in accordance with DMURS principles. Surface materials are

	• Are surface materials appropriate to their application in order to inform drivers of the expected driving conditions? • Are junctions designed to balance traffic concerns with the needs of pedestrians / cyclists? • Have adequate parking / loading areas been provided?	appropriate to their application in order to inform drivers of the expected driving conditions and junctions have been designed to balance traffic concerns with the needs of pedestrians / cyclists. ✓ Adequate levels of parking are provided in appropriate areas to serve the respective dwelling units.

2.6 Childcare Facilities Guidelines, 2001

The Childcare Facilities, Guidelines for Planning Authorities 2001 published by the Department of Environment require the provision of a creche be assessed where in excess of 75 dwellings are being proposed.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
Chapter 3 Development Control & Related Standards	In new housing areas, a standard of one childcare facility providing for a minimum 20 childcare places per approximately 75 dwellings may be appropriate. This is a guideline standard and will depend on the particular circumstances of each individual site.	✓ The proposed development is expected to result in an increased demand for childcare spaces. As such, a crèche facilitating 102 no. childcare places is proposed.
Appendix 1 General Standards	Standards related to minimum floor space, facilities and design of childcare facilities should follow the guidelines set out in appendix 1 of the Childcare Facilities Guidelines.	

2.7 The Planning System and Flood Risk Management, 2009

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
Chapter 5 Flooding & Development Management	Sequential approach should be applied to avoid development in areas at risk of flooding.	✓ Please refer to the Infrastructure Report prepared by AKM which includes a Flood Risk Assessment.
	Where appropriate a detailed flood risk assessment is to accompany planning applications.	
	Development in flood risk areas should be subject to the Justification test.	

2.8 Southern Regional Assembly: Regional Spatial and Economic Strategy, 2020

The Regional Spatial and Economic Strategy (RSES) for the Southern Region came into effect on 31st January 2020. The RSES provides *"long-term regional level strategic planning and economic framework, in support of the implementation of the National Planning Framework, for the future physical, economic and social developments for the Southern Region"*. The Regional Spatial and Economic Strategy for the Southern Region 2020 (RSES) translates the NPF objectives to the regional level.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
RPO 5	Increased population growth should be planned having regard to environmental criteria including: – The assimilative capacity of the receiving environment. – Proximity of Natura 2000 sites and potential for adverse effects on these sites and their conservation objectives. – Areas that have potential to flood.	✓ The proposed development is situated within close proximity to the existing population centre of Gorey and the proposed increase in population are in accordance with the objectives of the National Planning Framework as reflected in the RSES. ✓ An AA Screening has been prepared by Altemar which has been submitted with the application. ✓ The site does not form part of a flood plain. AKM have completed a flood risk assessment – please see their Infrastructure Report for further details.

RPO 11	Key Towns: • Local Authorities are supported in targeting growth of more than 30% for each Key Town subject to capacity analysis and sustainable criteria under Section 3.3 A Tailored Approach, RPO 2 Local Authority Core Strategies and the sustainable requirements under the following sub sections of RPO 9 Key Towns. The appropriate level of growth is to be determined by the Core Strategy of Development Plans; • It is an objective to seek investment in holistic infrastructure inclusive of utilities, transportation, social and community, digital infrastructure and smart technologies environmental (including facilitation of climate change mitigation and of biodiversity promotion), climate change adaptation and future proofing infrastructure including flood risk management measures and flood defence schemes, recreational, arts and cultural that will deliver sustainable growth in Key Towns subject to the outcome of the planning process and environmental assessments; • It is an objective that a Local Transport Plan will be prepared for all the Key Towns, on the basis provided for in RPO Local Transport Plans in Chapter 6; • To support and promote vibrant, culturally rich and revitalised Key Towns with enhanced social inclusion, engaged and active voluntary, non-profit and social enterprise sectors, sustainable neighbourhoods and a high level of environmental quality to ensure an excellent quality of life for all;	✓ The proposed development provides for increased population growth in key town within the existing boundary and will promote non-car modes of transport and recreational activity through the proposed pedestrian links, cycle routes and open space amenities incorporated in the scheme.

	• To support and promote placemaking in all Key Towns to include public realm regeneration and urban renewal initiatives and public private partnership approaches for town centre regeneration; • To seek the sustainable development of tourism facilities that enhance diverse tourism roles for Key Towns and seek investment in services to cater for increased population numbers arising from tourism; • To support learning, education and training initiatives, economic regeneration initiatives and enterprise facilities to address unemployment blackspots; • To support initiatives which seek to strengthen and develop niche retail and mixed-use services in town centres; • That any reference to support for all plans, projects, activities and development in the Key Towns should be considered to refer to 'environmentally sustainable development' that shall be subject to appropriate feasibility studies, best practice site/route selection (to consider environmental constraints), environmental assessment including EcIA to support development management and where required, the completion of statutory SEA, EIA and AA processes as appropriate; • That local authorities consider the carrying capacity of SACs/SPAs, as appropriate, to inform the appropriate growth rates for Key Towns; • To plan increasing population growth in all Key Towns on a phased basis in collaboration with Irish Water, the local authority and other stakeholders to ensure that the assimilative capacity of the receiving	

	environment is not exceeded and that increased wastewater discharges from population growth does not contribute to degradation of water quality and avoids adverse impacts on the integrity of water dependent habitats and species within the Natura 2000 network; • To give due consideration to the suitability of new and/or existing drinking water sources (e.g. hydromorphological pressures) to meet the increased demands on the water supply and prevent adverse impacts on the integrity of water dependent habitats and species within the Natura 2000 network. The National Water Resources Plan (NWRP) will outline how we move towards a sustainable, secure and reliable public drinking water supply over the next 25 years, whilst safeguarding our environment.	
RPO 25	Gorey: • To strengthen the role of Gorey as an economic driver, leveraging its strategic location and accessibility to Rosslare Europort / proposed connection to the Dublin -Belfast Eastern Economic Corridor (port, rail and road), build upon its inherent strengths including digital connectivity, skills, innovation and enterprise, tourism, culture and retail services; • To encourage and facilitate strategic employment development to allow Gorey Town to become more self-sufficient in terms of employment including development of opportunity sites and property solutions;	✓ The proposed development supports the strategic growth of Gorey. The development is located on an underutilised site in an existing residential area, in close proximity to Gorey Town Centre. ✓ The proposed development promotes sustainable transport by incorporating pedestrian links and cycle routes throughout the scheme.

	• To strengthen 'steady state' investment in existing rail infrastructure and seek investment for improved infrastructure and services to ensure its continued renewal and maintenance to high level in order to provide quality levels of safety, service, accessibility and connectivity; • To seek investment in sustainable transport measures through a Local Transport Plan to include a public transport hub/inter-change, new road bridges over the railway line (at Ballytegan and at Ramstown/ Knockmullen) and improved pedestrian and cycling infrastructure; • To improve the public realm and attractiveness of the Town Centre as a place to live, work and visit through key urban regeneration projects / environmental improvement schemes; • To support the delivery of the infrastructural (including education, amenity, social and cultural) requirements identified for Gorey to keep pace with population growth; • To support the delivery of the infrastructural requirements identified for Gorey subject to the outcome of the planning process and environmental assessments.	
RPO 32	Rebuilding Ireland: To support Government policy and targets of the Housing Agency under *"Rebuilding Ireland: Action Plan for Housing and Homelessness"* and local authority actions that contribute to progress under the key pillars of addressing homelessness, accelerating social housing, building more	✓ The proposed development contributes to progressing under the key pillars for housing and homelessness by building contributing to the much-needed housing stock targets and incorporating 82 no. Part V units into the development scheme.

	homes, improving the rental sector and utilizing the existing building stock within our Region	
RPO 122	It is an objective to: • Promote the integration of sustainable water management solutions such as the use of SuDS. Future Development and Local Area Plans in the Region should include objectives and actions to encourage the integration of sustainable water management solutions such as the use of SuDS; • Promote the diversion of surface water from combined sewers where possible	✓ The proposed development integrates nature-based SuDS into the development.
RPO 200	Green Infrastructure and Recreation: It is an objective to support investment in the on-going maintenance and enhanced facilities in existing green infrastructure and support the provision of new public, parks, green space corridors and other public open spaces in tandem with projected population growth to create green, healthy settlements throughout our Region. Local authorities shall identify the potential locations of new public parks and opens spaces jointly (with neighbouring local authorities) and individually to develop both regional scale recreational open space and local parks and open space. Local authorities should ensure that decision-making in relation to the development of new or enhanced Green Infrastructure and new public parks and facilities is informed by an appropriate level of environmental assessment.	✓ The proposed development supports the provision of green infrastructure and recreational amenities through the development of the 'primary parkland' in the northern area of the site. Other open spaces such as 'pocket parks and pedestrian linkages are also proposed which will support the provision of green infrastructure and recreation throughout the scheme.

3. Local Planning Policy

This section looks at consistency with the following Local Planning Policy Documents:

- Wexford County Development Plan 2022-2028
- Gorey Local Area Plan 2017-2023 (extended to 2026)

3.1 Wexford County Development Plan, 2022

Reference	Policy Objective	Policy Provision	Statement of Consistency
Chapter 3	Table 3-4	296 units to be delivered within the built-up area of Gorey	✓ The proposal aligns with the Core Strategy's direction for compact growth and sustainable settlement development by providing 413 no. residential units within the built-up area of Gorey, reinforcing its role as a key settlement in the hierarchy.
	Obj. CS04	To achieve more compact growth by promoting the development of infill and brownfield/ regeneration sites and the redevelopment of underutilised land within the existing built-up footprint of existing settlements in preference to greenfield lands and to identify infill, brownfield and regeneration sites when preparing Local Area Plans, Settlement Plans and settlement boundaries.	✓ The development contributes to compact growth by developing on underutilised lands within Gorey's existing built footprint, on land suitably zoned for Residential development.
	Obj. CS 05	To ensure that at least 30% of all new homes that are targeted in settlements are delivered within the existing built-up footprint of the settlement.	✓ The delivery of 413 no. of units within Gorey's built-up area supports the minimum 30% compact growth target and prioritises development opportunities within the existing built-up footprint.

Chapter 4	Obj. SH01	To ensure that new residential developments contribute to and represent sustainable neighbourhoods which are inclusive and responsive to the physical or cultural needs of those who use them, are well-located relative to the social, community, commercial and administrative services and are integrated with the community within which they will be located	✓ The proposed development supports inclusive and sustainable neighbourhoods and is well-located relative to services within the Creagh Neighbourhood. The site is also accessible from Gorey Town Centre providing a diverse range of services.
	Obj. SH02	To ensure that all new residential developments provide a high-quality living environment with attractive and efficient buildings which are located in a high-quality public realm, are serviced and linked with pedestrian and cycle lanes to well-designed and located open spaces and nature and to the town or village centre and existing and planned services	✓ The proposed development provides high quality public realm throughout the scheme, serviced with both pedestrian links and cycle routes, well designed open space including a looped pathway parkland' and accessible to services.
	Obj. SH03	To seek to facilitate all households to access good quality housing appropriate to the household circumstances and in their particular community of choice. The Council's priority will be on meeting the most acute needs- those unable to provide for their accommodation from their own resources or are otherwise in need of housing or housing supports	✓ The proposed development facilitates access to good quality housing, including units accessible to acute needs providing 64 no. accessible units to provide lifetime homes within the scheme which will cater to the needs of people with disabilities or elderly.

	Obj. SH04	To ensure that new residential development minimises the use of natural resources and impacts on natural assets. The locations selected for residential developments should maximise the potential to use sustainable modes of transport such as walking, cycling and public transport to reduce dependence on fossil fuels. The design of residential units and associated services should maximise the use of renewable energy and minimise the use of water.	✓ The proposed development minimises the impact on natural assets and integrates these into the scheme. The scheme also encourages sustainable transport through pedestrian links and cycle routes throughout the site.
	Obj. SH10	To require the application of Universal Design and Lifetime Housing in accordance with best practice and the policies and principles contained in Buildings for Everyone: A Universal Design Approach (National Disability Authority, 2012) and Sustainable Residential Development in Urban Areas: Guidelines for Planning Authorities and its companion document Urban Design Manual (DEHLG, 2009).	✓ The proposed development incorporates Universal Design and Lifetime Housing principles into the scheme
	Obj. SH11	To ensure that the zoning of lands for residential use is in accordance with the Core Strategy and Settlement Strategy and is carried out in accordance with the methodology for a Tiered Approach to Land Zoning as set out in the National Planning Framework and in accordance with relevant criteria in the Development Plan Guidelines	✓ The proposed development aligns with Core & Settlement Strategy on lands zoned for residential use.

		for Planning Authorities (2007) and the Local Area Plan-Guidelines for Planning Authorities (2012) and any updated version of these guidelines during the lifetime of the Plan.	
	Obj. SH12	To ensure the development of land is carried out on a phased basis and to identify the priority of land for development in the relevant local area plan and in accordance with the methodology for the Prioritisation of Development Lands in the National Planning Framework and in accordance with the relevant criteria in the Development Plan Guidelines for Planning Authorities (2007) and the Local Area Plan-Guidelines for Planning Authorities (2012) and any updated version of these documents during the lifetime of the Plan.	✓ The development will be completed on a phased basis, in line with the Phasing Plan prepared by Deady Gahan Architects.
	Obj. SH15	To ensure the density of residential development is appropriate to the location of the proposed development having regard to the benefits of ensuring that land is efficiently used and in accordance with the Sustainable Residential Development in Urban Areas and the accompanying Urban Design Manual-A Best Practice Guide (DEHLG, 2009) and subject to compliance with normal planning and environmental criteria and the development management standards in Volume 2.	✓ The proposed density is appropriate to the location and surrounding context, while supporting an efficient use of land.

	Obj. SH17	To require new residential schemes to comply with the Urban Development and Building Height Guidelines for Planning Authorities (Department of Housing, Planning and Local Government) 2018 and the Specific Planning Policy Requirements set out therein where relevant and the considerations set out in Chapter 5 Design and Placemaking in Towns and Villages	✓ The proposed development is compliant with Building Height Guidelines.
	Obj. SH19	To apply a 10% (or a greater percentage if provided for in future legislation) social housing requirement pursuant to Part V of the Planning and Development Act 2000 (as amended) to land zoned for residential use, or for a mixture of residential or other uses, except where the development would be exempted from this requirement. The application of the 10% requirement to particular lands, will be determined both by the provisions of the Act and the requirements of the Housing Strategy.	✓ The proposed development proposes 20% Part V units.
	Obj. SH21	To require new build house and apartment schemes and building refurbishment schemes to provide a mix of unit types in accordance with Section 4.7.5 House Types to ensure that there is a range of house types available to suit the needs of the various households in the county.	✓ The proposed development supports a mix of unit types ranging from 1-bed to 4-bed mix of units.

	Obj. SH23	To ensure that new housing developments contribute to the social or recreation infrastructure of the community in which they will be located, either through the provision of amenities or through financial contribution.	✓ The proposed development contributes to social/recreation infrastructure, by integrating a 2.8ha parkland into the layout providing recreational amenity to the community.
	Obj. SH31	To ensure that groups with specific housing needs such as older people, people with disabilities, the homeless and members of the Travelling Community are accommodated in a manner that is suitable to their specific needs. The Council will provide access for these groups to an appropriate range of housing and related support services, delivered in an integrated, sustainable manner which promotes equality of opportunities, individual choice and independent living where possible.	✓ The proposed development supports the specific housing needs of people with disabilities or elderly, providing 64 no. of units suitable to their specific needs.
	Obj. SH35	To facilitate access for people with disabilities and older people to an appropriate range of housing and related support services delivered in an integrated and sustainable manner that promotes equality of opportunity, individual choice and independent living.	✓ As above, the proposed development supports equal opportunity to a high-quality living environment, supporting independent living.
Chapter 5	Obj. TV02	To promote a healthy County by improving physical and social environments to create vibrant, accessible, healthy and sustainable places to live, work and relax.	✓ The proposed development improves physical and social environments by providing well designed recreational open space and 'pocket parks' throughout the design supporting social cohesion encouraging physical activity. This design

			creates a vibrant, accessible, healthy and sustainable place to live, work and relax.
	Obj. TV05	To promote compact urban form, which is appropriate to context, in the interests of the efficient use of resources and optimising the opportunities to walk and cycle and the feasibility of public transport	✓ The proposed development promotes compact urban form prioritising pedestrian and cycle routes throughout the scheme.
	Obj. TV08	To ensure, through the development management process and in local authority own development that new development adds to the sense of place, quality, distinctiveness and character of our towns and villages.	✓ The proposed development adds to the sense of place and character of the area through the features incorporated into the layout such as the parkland and integrating the vernacular buildings and historic laneway into the design.
	Obj. TV16	To require a Design Statement to accompany all development over 2ha, commercial or mixed-use schemes in central areas, residential schemes above 50 houses in towns and on a case-by-case basis in villages where the sensitivity to change is higher due to considerations of scale and context. Details of what shall be addressed in a Design Statement are included in Section 2.3 of the Development Management Manual.	✓ A design statement has been prepared by Deady Gahan and submitted with this LRD Planning Application.
	Obj. TV19	To require that new developments, streets, public spaces and other areas of public realm including parks are designed to reflect the design principles of Connectivity, Enclosure, Active Edge and Pedestrian	✓ The layout and design of the proposed development reflects principles of connectivity, and pedestrian activity by integrating pedestrian links, cycle routes and 'pocket parks' throughout the scheme. As well as principles of active edge, enclosure and

		Facilities/Activity4 and enhance the biodiversity of the town/village in which they are situated.	enhancing biodiversity by conserving and integrating the existing hedgerows, trees and vegetation into the scheme.
	Obj. TV22	To ensure that new development has regard to the scale of the settlement and the ability of the settlement to absorb further development. In deciding whether any given development exceeds the absorption capacity of the settlement, as well as the absolute quantum of development, the Planning Authority will also have regard to scale, bulk and massing of the individual buildings and groups of buildings.	✓ The proposed development has regard to the scale of the existing settlement.
	Obj. TV23	To ensure that new development responds to the natural features of the site and wider settlement. To ensure that features are identified in planning applications and preserved. The Design Statement required for the site (or site layout where a Design Statement is not required) should identify the features to be retained and design measures to enhance the biodiversity of the settlement such as linking green or blue features within and outside the site	✓ The proposed development integrates the existing natural features of the site into the development scheme. The design statement, prepared by Deady Gahan, identifies the features that will be maintained and the additional biodiversity enhancements that will be provided through the design.
	Obj. TV25	All applications for new developments shall demonstrate (and graphically illustrate in the design brief where appropriate) how permeability considerations have been integrated into the development. In the	✓ The proposed development prioritises walkability and permeability throughout the scheme.

		first instance the needs of pedestrians must be considered, and the scheme and its various routes should be designed to ensure walkability.	
	Obj. TV26	All new development must be laid out in connected streets. While network design does not have to result in complete permeability for all modes of transport, open networks are generally considered as the most permeable, but it is also desirable to encourage filtered permeability to provide routes specifically for pedestrians or for pedestrians and cyclists and/or public transport but not the private car. All development must make provision and graphically show pedestrian and vehicular connections to adjoining lands notwithstanding whether that land is already developed but particularly adjoining greenfield and under-utilised land	✓ The layout encourages connected networks throughout the development, particularly supporting pedestrians and cyclists.
	Obj. TV34	To require that all new development represents an efficient use of land and supports national policy objectives to achieve compact growth in towns and villages. The location of new development should be based on the sequential approach focussing on the development of lands within and closest to the town and village centre and should avoid 'leap-	✓ The development represents an efficient use of land and supports national objectives, prioritising compact growth principles and links to the surrounding services and town centre.

		frogging' where development of new areas is removed from the existing contiguous village. Development of lands with no links to the town or village centre will be refused.	
	Obj. TV55	To support development which will add to the vitality and vibrancy of our towns and villages including development which will increase population, result in additional services and extend opening hours, subject to normal planning criteria including residential amenity	✓ The development supports the vitality of Gorey, increasing population through additional housing.
Chapter 8	Obj. TS02	To minimise the generation of greenhouse gases by the transport sector using the avoid-shift-improve principle and by effectively integrating land use and transport planning through: ✓ The Core and Settlement Strategy of the Plan; ✓ Implementation of the 10 Minute Town concept; ✓ Prioritising the development of lands within or contiguous to the existing urban areas, which are, or will be, most accessible by walking, cycling and public transport; ✓ Directing larger scale trip intensive developments into locations which are highly accessible by sustainable transport modes and direct uses such as office and retail into central locations	✓ The proposed development prioritises accessibility through walking and cycling, within close proximity to Gorey Town Centre.

		ensuring there is integration between various sustainable transport infrastructure, especially in developing connections between active travel, rail and bus; and ✓ Consolidating and intensifying residential and employment development in a manner which renders it serviceable by public transport and ensures that it is highly accessible by walking, cycling and public transport.	
	Obj. TS16	To ensure that all urban roads and streets in our towns and villages, including residential streets and housing estates, are designed in accordance with the principles, approaches and standards set out in the 'Design Manual for Urban Roads and Streets' (2013/2019) and any updated version of the Manual, and the TII document 'Treatment of Transition Zones to Towns and Villages on National Roads' where relevant in order to: – provide safe and convenient infrastructure for walking and cycling. – ensure that all streets and route networks are designed to balance the needs of place and movement. – ensure that roads and streets, including their landscaping, street furniture and lighting, function as	✓ The proposed development ensures the design aligns with the principles, approaches and standards set out in the 'Design Manual for Urban Roads and Streets, to provide a safe and convenient environment that prioritises walking and cycling.

		attractive, fully accessible and safe places. – passively calm traffic through the creation of self-regulating street environments, particularly in sensitive areas and where vulnerable users are present and to impose speed limits which are reflective of the context and function of the road. – create roads and street networks which are easily permeable by active travel modes and to support appropriately designed and safe measures which improve the permeability of existing street layouts. – facilitate accessible, convenient, attractive and user-friendly public transport infrastructure in appropriate locations. – ensure that roads and streets and cycling and walking networks can adapt to climate change and as appropriate can accommodate green infrastructure and biodiversity networks. Where possible retrofitting modifications of existing roads and streets shall be undertaken to achieve the goals of this objective.	

		Where amendments or extensions are being proposed to existing schemes, they shall also be consistent with the Manual	
	Obj. TS42	To provide and maintain a safe, efficient and sustainable roads network in the county, to secure improvements to the road network and to balance the needs of all users placing pedestrians, cyclists and public transport at the top of the hierarchy of users.	✓ As above
Chapter 9	Obj. IS01	To ensure the efficient and sustainable use and development of water resources and water services infrastructure in order to manage and conserve water resources in a manner that supports a healthy society, economic development requirements and a cleaner environment.	✓ The proposed development ensures efficient and sustainable water resource management.
	Obj. WS07	To require new developments to connect to public water supplies for drinking water where services are adequate or where they will be provided in the near future	✓ The proposed development will connect to the public water supplies for drinking water to be provided to each unit.
	Obj. WM01	To sustainably manage waste generation, support the investment in different types of waste treatment and support circular economy principles, prioritising prevention, reuse, recycling and recovery, to support a sustainable and healthy environment, economy and society.	✓ A Resource Waste Management Plan and Operational Waste Management Plan have been prepared by AWN and submitted as part of the EIAR. These will outline measures to ensure waste generation is sustainability managed during the construction and operational phase of development.

	Obj. FRM14	To require the use of sustainable drainage systems (SuDS) and nature-based solutions to minimise and limit the extent of hard surfacing and paving and require the use of sustainable drainage and nature-based techniques where appropriate, for new development or for extensions to existing developments, in order to reduce the potential impact of existing and predicted flooding risks, to improve water quality, enhance biodiversity and green infrastructure and contribute to climate mitigation and adaptation	✓ The proposed development implements SuDS and nature-based solutions to reduce potential impact of risks, improve water quality and enhance biodiversity and green infrastructure.
Chapter 10	Obj. EM02	To ensure that planning permission will only be granted for a development proposal that, either individually or in combination with existing and/or proposed plans or projects, will not have a significant effect on a European site, or where such a development proposal is likely or might have such a significant effect (either alone or in combination), the planning authority will, as required by law, carry out an appropriate assessment as per requirements of Article 6(3) of the Habitats Directive 92/43/EEC of the 21 May 1992 on the conservation of natural habitats and of wild fauna and flora, as transposed into Irish legislation. Only after having ascertained that the development proposal will not adversely affect the integrity of any	✓ The proposed development will not have a significant effect on a European Site. An AA Screening has been completed by Altemar and included as part of the application documentation.

		European site, will the planning authority agree to the development and impose appropriate mitigation measures in the form of planning conditions. A development proposal which could adversely affect the integrity of a European site may only be permitted in exceptional circumstances, as provided for in Article 6(4) of the Habitats Directive as transposed into Irish legislation.	
Chapter 11	Obj. L04	To require all developments to be appropriately sited, designed and landscaped having regard to their setting in the landscape, ensure that any potential adverse visual impacts are minimised and that natural features and characteristics of the site are retained.	✓ The proposed development respects the landscape setting and minimises visual impacts while retaining the natural features and surrounding character.
	Obj. GI01	To ensure the protection, enhancement and maintenance of the natural environment and recognise the economic, social, environmental, biodiversity and physical value of green spaces through the integration of Green Infrastructure planning and development in the planning process. Planning applications for development must demonstrate compliance with the following requirements: • The integration of Sustainable Drainage Systems (SuDS) and nature-	✓ The proposed development integrates nature-based solutions and preserves existing trees, hedgerows and vegetation throughout the development.

		based solutions into the overall site concept and layout; • The retention and enhancement of landscape connections such as trees, hedgerow and water features that provide habitats for species and allow movement between areas as much as possible. This is particularly important for development in rural areas and one-off housing. Such connectivity both within and to features outside the site should be demonstrated in the application. In the event that it is not possible to retain landscape connections, and in order to ensure that there is no net loss of biodiversity, proposals to mitigate and compensate/provide for new connectivity shall be detailed; • To demonstrate, where applicable, the downstream impacts of significant landscape modifications and proposals to mitigate and compensate for same; • To design the footprint of the development to avoid impacts on areas of high biodiversity value; • Avoid building on flood plains. Incorporate these features into the design and use them as flood prevention and water management features;	

		• Ensure that adjacent designated sites are not impacted by the proposed development. This is particularly important for developments adjacent to wetlands; • Landscaping plans shall use species appropriate to the physical and environmental conditions of the site including soil conditions, availability of space and aspect. These plans should use a high diversity of native trees, incorporating a variety of sizes and age classes to improve visual and structural diversity. New hedging and hedge reinforcement in rural areas must comprise native species. Landscaping plans must also incorporate the principles of the 'Pollinator Friendly Planting Code – Professional Planting Recommendations' of the All-Ireland Pollinator Plan 2015 – 2020 and any updated version of this code; • Avoid culverting unless absolutely necessary and unavoidable; • Creation of open drainage ditches instead of underground pipes where appropriate as these provide additional habitats and a water source for wetland species;	

		• Ensure that invasive species are not used in terrestrial or aquatic planting schemes; and • Reduction of hard, impermeable surface to a minimum and to consider the use of green roofs.	
Chapter 13	Obj. NH13	To ensure applications for development include proposals for native planting and leave a suitable ecological buffer zone between the development works and any areas or features of ecological importance. To minimise the removal of hedgerow and natural boundaries, and where hedgerows are required to be removed the applicant/developer will be required to reinstate the hedgerows with a suitable replacement of native species.	✓ The proposed development minimises the removal or hedgerow and natural boundaries.
	Obj. BH09	To protect, maintain and enhance the established character and setting of vernacular buildings which are worthy of protection or have architectural heritage value, farmyards and settlements where they make a positive contribution to the built heritage and encourage the re-use and sensitive refurbishment of vernacular buildings using appropriate design and materials and having regard to best practice conservation guidelines.	✓ The proposed development incorporates the ruinous buildings on the site into the open space.

	Obj. BH14	To ensure that elements of the architectural heritage of the county, such as historic gardens and historic designed landscapes, stone or brick walls, ditches and street furniture that make a positive contribution to the built heritage, are retained.	✓ The proposed development integrates the historic laneway into design as a pedestrian link, positively contributing to the scheme.
Chapter 14	Obj. ROS04	To ensure the integration of safe and convenient alternatives to the car into the design of communities, by prioritising walking and cycling accessibility to both existing and proposed developments and integrating physical activity facilities for all ages.	✓ The proposed development integrates safe and convenient pedestrian links and cycle routes throughout the development to encourage alternatives to the car.
	Obj. ROS05	To ensure that open spaces and recreational facilities are multi-functional spaces incorporating biodiversity, SuDS and flood attenuation, where appropriate.	✓ The proposed open spaces and recreational facilities are designed as multi-functional spaces incorporating biodiversity and SuDS.
	Obj. ROS11	To require the provision of good quality, accessible, well located and functional open spaces in new residential developments in accordance with the guidance in this chapter, the standards in Sustainable Residential Development in Urban Areas Guidelines for Planning Authorities and its companion document Urban Design Manual (Department of the Environment, Heritage and Local Government, 2009), and where applicable, the standards in Sustainable Urban Housing Design Standards for New Apartments Guidelines	✓ The proposal provides high quality, accessible, open spaces through the form of a parkland and additional 'pocket parks'.

		for Planning Authorities (Department of Housing, Planning and Local Government, 2020) and any future version of these guidelines documents and save as otherwise required by the objectives and development management standards in this Plan.	
	Obj. ROS19	To ensure that the design of residential schemes, including open spaces, optimises the existing features and topography of the site such as rivers, streams, rock outcrops, trees and hedgerows, and to ensure that biodiversity and green infrastructure are fully considered and integrated into schemes.	✓ The proposed open spaces design incorporates the topography of the site and the existing trees, hedgerows, ensuring biodiversity and green infrastructure are integrated into the scheme.
Chapter 15	Obj. SC06	To support the entitlement of all members of the community to enjoy a high-quality living environment and to support local communities, the Health Authorities and other bodies involved in the provision of facilities for groups with specific design/ planning needs	✓ The proposal supports a high quality and inclusive living environment.
	Obj. SC16	To require the provision of purpose-built childcare facilities in new residential developments in accordance with Childcare Facilities: Guidelines for Planning Authorities (Department of the Environment and Local Government, 2001) and 'We Like This Place: Guidelines for Best Practice in the Design of Childcare Facilities'	✓ The proposed development includes a crèche including 102 no. of childcare spaces to support the demand generated from the development scheme.

		(National Children's Nurseries Association, 2002) and any future update of these guidelines. The indicative standard is one childcare facility, accommodating 20 children, for approximately 75 dwellings. This standard may be modified in any particular case where there are significant reasons for doing so. Criteria that may be taken into account in such an assessment include the existing geographical distribution of childcare facilities and the emerging demographic profile of the area.	

3.2 Gorey Local Area Plan 2017-2023 (extended until 2026)

The Gorey Local Area Plan (LAP) outlines the strategic vision and development framework for the town of Gorey. It aims to guide sustainable growth and enhance the quality of life for residents. Key components include:

- Establishing a clear vision for Gorey's future, focusing on sustainable development, economic growth, and community well-being.
- Detailed zoning plans to manage land use effectively, ensuring a balanced mix of residential, commercial, and recreational areas.
- Plans for upgrading infrastructure, including transportation, utilities, and public services, to support the town's growth.
- Strategies to protect and enhance the natural environment, promoting green spaces and sustainable practices.
- Initiatives to foster community engagement, social inclusion, and cultural development.

Reference	Policy Objective	Policy Provision	Statement of Consistency
Chapter 2	Obj. H01	To ensure that all new residential developments in the plan area provide a high-quality accessible living environment	✓ The proposed residential development provides high-quality, accessible homes within a well-designed public realm,

		with attractive and efficient dwellings located in a high-quality public realm and served by well-designed and located open spaces.	incorporating open spaces that are both attractive and functional.
	Obj. H04	To require planning applications or residential developments to demonstrate how the scheme complies with the Neighbourhood Framework Plan which the subject and are located in. It must be demonstrated how the development complies with the layout, form, density, linkages and accessibility and open space provision. Where a deviation from the frameworks proposed, the application must demonstrate that this deviation does not compromise the delivery of the Framework and is equally permeable and proposes a positive relationship with adjacent existing and proposed development, including public open spaces and linkages.	✓ This proposal demonstrates alignment with the Creagh Neighbourhood Framework Plan in terms of layout, form, density, connectivity, and open space provision.
	Obj. H05	To require residential schemes to provide an appropriate mix of house types that will cater for the various household compositions in the plan area. In general, the following house type ratio will be required in residential schemes: • 25% two-bedroom dwellings • 30% three-bedroom dwellings • 30% four-bedroom dwellings	✓ The housing mix in the proposed development includes a balance of 1-, 2-, 3-, and 4-bedroom units consisting of 8.6% one-bed units, 32.5% two-bed units, 49.5% three-bed units and 9.4% four-bed units reflecting the densities envisaged, as well as market demand.

		• 15% to be allocated to any of the above based on evidence of demand. The Council will consider a deviation from this mix ratio where it is demonstrated that there is an overprovision of a particular type of house type or there is lack of demand for a particular house type(s) in the area.	
	Obj. H06	To ensure that the phased development of a residential scheme delivers the quantum of public open space commensurate to the number of dwellings in that particular phase. Planning applications for residential schemes of 25 or more dwellings shall be accompanied by a detailed phasing schedule detailing the number of dwellings, amount of public open space and infrastructure which will be developed as part of each phase.	✓ A phasing plan has been prepared by Deady Gahan Architects, ensuring that each phase delivers the appropriate quantity of public open space relative to the number of dwellings.
Chapter 3	Obj. UD01	To require planning applications to demonstrate compliance with the Neighbourhood Framework Plan within which the subject lands are located. It must be demonstrated that the development will deliver the main components and objectives of each Neighbourhood Framework Plan with regard layout, form, density, linkages, infrastructure, open space provision and key infrastructure provision. Where a deviation from the	✓ This development adheres to the key components and objectives of the Creagh Neighbourhood Framework Plan, including density, form, layout, connectivity, infrastructure, and open space.

		framework is proposed, it must be demonstrated that the development does not compromise the delivery of the components or objectives of the Framework.	
	Creagh Key objectives (pg. 55)	• To enhance the current role of the country roads as green routes, by retaining established landscape features and adding new pedestrian and cyclist facilities. • To require more attractive, functional and permeable street and space layouts in new development, with careful attention paid to all aspects of street and space design, in accordance with the Design Manual for Urban Roads and Streets (Department of Environment, Community and Local Government, 2013). • To provide a new, connected green infrastructure of local corridors and hubs, to provide for improved quality and connectivity of biodiversity, amenity (including a neighbourhood park and play areas) and local water management. • To provide for small scale local services and community uses at the local community spaces and to require an element of flexible building typology.	✓ The proposal reflects the Creagh Key Objectives by incorporating green routes, enhancing landscape features, promoting permeable and attractive layouts, including links to Kilnahue Lane.

		• To facilitate the design of new development areas using robust urban block structures, with a presumption in favour of a perimeter block typology. • To encourage a variety of building types and densities which reflect the function and hierarchy of routes and spaces in the area, with the new avenues and focal spaces providing for greater continuity and scale of building form and the secondary streets and spaces providing for lower scale and density. • New green routes at Kilnahue local road, Hollyfort Road and Fort Road local roads including new pedestrian and cycle facilities.	
	Table 8	Cr 5.1: New local open space incorporating SUDS (2.8ha)	✓ The proposed development integrates a new local open space of 2.8ha with multifunctional spaces incorporating biodiversity and sustainable urban drainage systems (SUDS) on the lands zoned open space to the northern boundary of the site.
Chapter 5	Obj. OS02	New green routes at Kilnahue local road, Hollyfort Road and Fort Road local roads including new pedestrian and cycle facilities.	✓ The development includes new green routes and dedicated pedestrian and cycling links.
	Obj. OS06	To require high quality, landscaped areas with play facilities within new residential developments of 50+ residential units as detailed in accordance with the standards contained in Section 5.4.1. Details of	✓ A landscaped 'parkland' area with inclusive play facilities is provided within the proposed scheme.

		proposals shall be submitted with the planning application.	
Chapter 10	Obj. CC02	All planning applications for new residential, commercial and industrial units within the plan area shall be accompanied by an Energy Efficiency Statement showing how energy considerations have been incorporated into the design of the proposed development.	✓ An Energy Efficiency Statement has been prepared by Kerrigan and submitted with this LRD Planning Application.