

Ch15 Proposed by Cllr P. De Khe.  
Seconded Seamus Walsh

#### DM Standard 4 – House Extensions (Urban and Rural)

Proposed extensions shall:

- **In general, compliment the existing dwelling in its design and massing;**
- **reflect the window proportions, detailing and finishes, texture, materials and colour unless a high quality contemporary and innovatively designed extension is proposed;**
- **not have an adverse impact on the amenities of adjoining properties through undue overlooking, undue overshadowing and/or an over dominant visual impact; and**
- **carefully consider site coverage to avoid unacceptable loss of private open space.**



Proposed by Cllr Peter Roche  
Seconded Seamus Walsh

## **DM Standard 5 - Dependent Relative Accommodation/Granny Flats (Urban and Rural)**

Proposals for this accommodation should demonstrate:

- A bona-fide need for such a unit;

- **Take cognisance of the current Housing Crisis;**

- **For a new structure, a physical connection to the main house with direct access to the main dwelling is desirable but not a requirement. The conversion of an existing Detached Garage to create accommodation for a family member in need of accommodation can be considered;**

- That the proposal does not impact adversely on either the residential amenities of the existing property or the residential amenities of the area;

**Where the proposal is attached to the main house, that the accommodation can revert back to being part of the original house when no longer occupied by a member of the family.**

All applications for family flat development shall comply with the following criteria:

- **The flat shall be modest in size and shall not have more than 2 bedrooms, except in exceptional circumstances. The unit shall not exceed a gross floor area of 80 square metres;**

- **The flat shall not have a separate access provided to the front elevation of the existing dwelling;**



- There shall be no permanent subdivision of the garden/private amenity space;
- **The flat shall remain in the same ownership as that of the existing dwelling on site. In this regard, the flat shall not be sold or otherwise legally transferred, other than as part of the overall property;**
- **Where attached to the original dwelling is being proposed the design proposed shall enable the flat to easily fully revert to being part of the original house when no longer occupied by the family member(s);**
- If the site is not connected to public mains, the existing wastewater treatment system on site must be capable for any additional loading from the flat, and if not proposals should be submitted to accommodate the additional loading.

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Proposed by Cllr Pto Kaho  
Seconded Seamus Walsh

### **DM Standard 6 – Domestic Garages (Urban and Rural)**

- The design, form and materials should be ancillary to, and consistent with the main dwelling on site;
- Structures may be detached or connected to the dwelling but should generally be visually subservient in terms of size, scale and bulk;
- In general of size up to 60m<sup>2</sup> but may be larger if a case for same is substantiated subject to other requirements of the CDP;
- Storage facilities should be used solely for purposes incidental to the enjoyment of the dwelling and not for any commercial, manufacturing, industrial use or habitable space in the absence of prior planning consent for such use.



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Proposed by Cllr Mr. K. K. K.  
Seconded Seamus Walsh

## DM Standard 8 – Site Selection and Design

Apply the following guidance in assessing planning applications for rural housing:

### Site Selection and Design

- The scale, form, design and siting of the development should be sensitive to its surroundings and visually integrate **in so far as possible** with the receiving landscape.
- **Design forms and materials reflective of traditional vernacular should be used.**
- Have regard to the scale of surrounding buildings. A large house requires a large site to ensure effective integration into its surroundings (either immediately or in the future, through planned screening).
- A visual impact assessment **or photomontage** may be required where the proposal is located in an area identified as “Protected Views/Scenic Routes” in the Landscape Character Assessment of the County or in Class 3 and 4 designated landscape sensitivity areas.
- The design, siting and orientation of a new dwelling should be site specific responding to the natural features and topography of the site to best integrate development with the landscape and to optimise solar gain to maximise energy efficiency.
- **The siting of new development shall, in so far as possible, visually integrate with the landscape, utilise natural features including existing contours and established field boundaries and shall not visually dominate the landscape. (Cutting and filling of sites is not desirable, but may be necessary.)**



- New buildings should respect the landscape context and not impinge scenic views or skylines **as seen from major vantage points or public roads seen as important for tourism.**

*Revised by Cllr Alex Roche,  
Seconded Seamus Walsh*

### **DM Standard 9 – Site Sizes for Single Houses Using Individual On-Site Wastewater Treatment Systems**

**A minimum site size of 2000m<sup>2</sup> is generally required for a single house so as to provide for adequate effluent treatment, parking, landscaping, open space and maintenance of rural amenity.**

**For house sizes, with a Floor Footprint greater than 200m<sup>2</sup>. The site size shall be increased by 10m<sup>2</sup> for each 1m<sup>2</sup> of house footprint area above 200m<sup>2</sup>.**

**Special consideration will be given to existing houses and to proposed developments who can demonstrate Rural Housing Need and comply with EPA guidelines where the minimum size is not totally achievable. ie. For house sizes, with a site size less than 2000m<sup>2</sup>. The house footprint shall be decreased by 1m<sup>2</sup> of house area for each 10m<sup>2</sup> below 2000m<sup>2</sup>.**



*Proposed by Cllr Mr. Roche  
Seconded Seamus Wahl*

## **DM Standard 10 – Linear Development**

Linear development is a prevalent issue in the County that is having a detrimental impact on the character of the rural landscape. The Sustainable Rural Housing Guidelines define linear development as five or more houses on any one side of a given 250 metres of road frontage.

Linear development does not necessarily have to be served by individual accesses nor have a continuous or uniform building line. Buildings sited back, staggered, or at angles and with gaps between them can still represent ribbon development, if they have a common frontage or they are visually linked.

In cases where a development would create or extend linear form of development, the proposal will not be considered favourably.

Applicants will be considered favourably if this is the only family owned site available (5 or more in 250m does not apply in this case).

**DELETE GREEN**



*Proposed by Cllr Pádraig Walsh  
Seconded Seamus Walsh*

## **DM Standard 18: Rural Enterprise**

**The Council will consider rural enterprises, and resource development (such as agriculture, agri-food sector, agri-tourism, commercial fishing, aquaculture, marine tourism, forestry, bio-energy, the extractive industry, recreation, cultural heritage, marine enterprise sector, research and analysis) and renewable energy resources (such as wind/ocean energy) in rural and coastal areas within the County subject to considerations of proper planning and sustainable development and shall include the following:**

### **a) Existing Buildings**

**The conversion of existing farm buildings in rural areas for employment purposes will be considered.**

**b) New Buildings will be considered in rural areas for the provision of agricultural related and locally sustainable industry.**

### **c) Farm-Related Business**

**Business directly related to farming will be considered, such as the servicing and repair of farm machinery, land reclamation, drainage work, agricultural contracting etc.. where it is financially advantageous to locate in a given area and where it will not give rise to adverse environmental effects, have safe access and not be prejudicial to residential amenity.**

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**The following information shall accompany any application:**

- **The type of business proposed;**
- **The nature and extent of the work;**
- **Reason for its location (i.e. justification as to why it is not proposed within settlement centre, etc.);**
- **Anticipated levels of traffic generated by the proposal, accessibility, and car-parking;**
- **The effects on the amenities of the adjoining occupiers particularly in relation to hours of work, noise and general disturbance;**
- **Whether the proposal requires delivery/shipment of goods and details of same;**
- **Arrangements for storage and collection of waste. (Materials used or goods manufactured, serviced or repaired in the home-based business must be stored within a building).**
- **Measures proposed for mitigation of possible impacts on the amenities of neighbouring dwellings.**

*Proposed by Cllr. Peter Kehoe*  
*Seconded Seamus Walsh*

## **DM Standard 20: Industrial/Commercial**

**Industrial, commercial enterprise and retail development will be required to satisfy minimum requirements for placemaking, public realm, design, layout, access, landscaping, tree planting, boundary treatment, water supply, surface water disposal, wastewater disposal, solid waste, screened storage areas, fire safety, odour control, emissions control, lighting, parking, manoeuvring space, loading and unloading space, energy efficiency and biodiversity. Care should be taken in the laying out of parking areas to avoid conflict between the movements of customer's vehicles, goods vehicles and pedestrians.**

### **Commercial Developments**

**Commercial developments shall be subject to the proper planning and development of the area,**

**specifically the following requirements:**

- Advertising Signs - Advertising signs shall not be confined to the name of the establishment being painted on or affixed to the façade of the building. They can be illuminated, if required, from an external light source so arranged as not to cause glare to road users or intrusion to adjacent property owners; Advertising as currently allowed in Planning Regulations Exempted Development will not be disallowed.**
- Operating Times - In the case of permitted hot food "take aways" closing time shall be 12.30am;**
- Security Shutters - Roll down shutters placed externally on the front façade shall not be permitted.**

**Any necessary security screens shall be inside the shop windows;**



- **Site Coverage:** -For single storey or 6m high, shall not normally exceed 75%;
- For two storey or 9m high, shall not normally exceed 60%;
- For three storey or 12m high, shall not normally exceed 50%.

### **Industrial Development**

There shall be a presumption that only industrial processes of appropriate size and whose nature will not cause nuisance or injury to the predominant residential environment of towns and villages, shall be permitted. Industrial development shall be subject to the proper planning and development of the area, specifically the following requirements:

- **Hours of Operation** - The hours of industrial operation will be controlled where they are likely to result in harm to environmental amenities including residential amenity;
  - **Noise Levels** - Noise levels shall not exceed 55 dB (a) Leq when measured at the boundary of the site;
  - **Waste Management/Storage** - Provision shall be made on site in a screened compound for shortterm waste and segregation storage pending collection and disposal. There must be adequate provision for storage of segregated waste (bio-waste/dry recyclables/residual waste) pending collection;
  - **Advertising Signs** - Advertising signs shall be confined to the name of the establishment being painted on or affixed to the façade of the building and illuminated, if required, from an external light source so as not to cause glare to road users or intrusion to adjacent property owners;
- REMOVE GREEN**

- **Density - Site coverage shall not normally exceed 75% nor shall plot ratio exceed 1:2;**
- **Landscaping - A comprehensive professionally prepared planting scheme for the site shall be necessary.**

**The Planning Authority shall also consult relevant Local Area Plans where appropriate that may relate to industrial/commercial/enterprise and retail sites including the site coverage, plot area ratio and public open space requirements.**

### **Home Based Economic Activities**

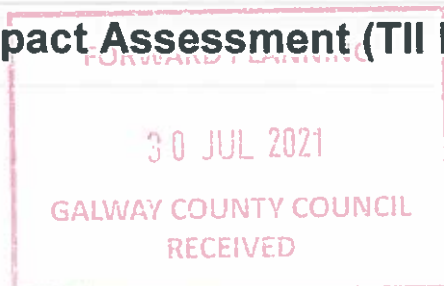
**Home based economic activity may be considered. The use must be ancillary in scale and nature to the residential unit. Potential Impact on neighbouring residential amenity must be addressed and minimised.**

*Proposed by Cllr M. McKeown*  
*Seconded Seamus Wahl*

**DM Standard 27: Access to National and Other Restricted Roads for Residential Developments**

The provision of residential access to National and other Restricted Roads will have regard to the following:

- Chapter 6: Transport and Movement of the GCDP 2022-2028 (and any other applicable policy objectives, standards or guidelines in the plan) and to any specific policy objectives as contained within each of the Settlement Plans;
- Part 4, Article 28(j)(i) of the Planning and Development Regulations 2001;
- DECLG Spatial Planning and National Road Guidelines for Planning Authorities 2012;
- TII publication – ‘Traffic and Transport Assessment Guidelines (PE-PDV-02045)’ 2014;
- TII publication – ‘Rural Road Link Design (DN-GEO-03031)’ June 2017;
- TII publication – ‘Geometric Design of Junctions (priority junctions, direct accesses, roundabouts, grade separated and compact grade separated junctions) (DN-GEO-03060) June 2017;
- TII publication – ‘Guidance on Minor Improvements to the National Roads (including Erratum No.1, dated April 2013 and Erratum No.2, date June 2013) (DN-GEO-03030)’ March 2013;
- TII publication – ‘Road Safety Audit (GE-STY-01024) December 2017;
- TII publication – ‘Road Safety Impact Assessment (TII PE-PMG-02001)’ October 2016;



- DTTaS/DoECLG publication – ‘Design Manual for Urban Roads and Streets’ 2019;
- Metric Handbook Planning & Design Data (3rd Edition). Including any updated/superseding versions of the above listed documents that may be published during the lifetime of the plan. Road construction and other services will generally be required to comply with the current edition of Recommendations for Site Development Works in Housing Areas published by DoEHLG and TII design standards as appropriate.

**The following requirements shall apply to the provision of residential access to National and other Restricted Roads:**

**Housing Need Eligibility**

**a) Residential development along National Roads will be restricted outside the 60kmp speed zones in accordance with the DoECLG Spatial Planning and National Road Guidelines (2012).**

**Consideration shall be given to the need of farm families to live on the family holding on a limited basis and a functional need to live at this location must be demonstrated. Where there is an existing access, the combined use of same must be considered and shown to be technically unsuitable before any new access can be considered. Access via local roads shall always be the preferred access.**

**b) Proposed access onto any restricted Regional Road outside the 60kph speed zones shall be restricted to members of the farm family on the family holding and on a limited basis only. Where there is an existing access, the combined use of same must be considered and shown to be technically unsuitable before any new access can be**

**considered. This may require the upgrading and/or relocation of the existing entrance to serve the combined development. Access via local roads shall always be the preferred access. Any new access and must be accompanied by a justification for the proposed access.**

**c) An Enurement condition will be attached to grants of planning permission for the above.**

*Proposed Def Cllr N. Keane*  
*Recorded Seamus Walsh*

## **DM Standard 29: Sight Distances Required for Access onto National, Regional, Local and Private Roads**

**Vehicular entrances and exit points must be designed by the developer as part of a planning application with adequate provision for visibility so that drivers emerging from the access can enjoy good visibility of oncoming vehicles, cyclists and pedestrians. Where a new entrance is proposed, the Planning Authority must consider traffic conditions and available sight lines. Road junction visibility requirements shall comply with Geometric Design of Junctions (priority junctions, direct accesses, roundabouts, grade separated and compact grade separated junctions) (DN-GEO-03060) for rural roads and Design Manual for Urban Roads and Streets for urban roads (including any updated/superseding document).**

**Where substantial works are required in order to facilitate the provision of adequate sight distances lands within the sight distance triangles shall be within the control of the applicant and shall be subject of a formal agreement with the adjacent landowner which ensures certainty that the applicant is in a position to comply with the relevant condition and or standard.**

### **Exit Visibility Check**

**Visibility splays shall be measured a minimum distance of 2.4m from the edge of the carriageway ('x' distance) or as determined by Galway County Council. In limited instances this may be reduced 2.0m in difficult circumstances on urban roads.**



**Site visibility requirements shall be provided within the development boundary of the site or on lands in the control of the applicant or lands in public ownership.**

**A Letter of consent from adjoining property owners will be required in order to achieve sightlines, and these works to be carried out in advance of commencement of construction of the dwelling house.**

### **Entry Visibility Check**

**A vehicle turning into the proposed development shall be visible to an approaching vehicle for a distance of Y in order to avoid a rear end collision.**

**A vehicle turning right into the proposed development shall have a forward visibility to the centre of the opposite lane for a distance of Y to ensure they can safely cross the path of an on-coming vehicle.**

**On narrow Local Roads with poor horizontal and vertical alignment and where the 80 km/h speed limit applies, the design speed applied for access visibility requirements should be the speed (km/h) that one can drive the road in a safe manner (Effective Speed). This can be assessed as the 85th percentile speed drivers travel on the road. The visibility will then be assessed on the 85th percentile speed for that road.**

**In general, where the capacity, width, surface condition or alignment of the road is deemed inadequate, development will not be favoured unless a detailed robust upgrade proposal is submitted to the Planning Authority.**

Proposed by Cllr Ned O'Shea  
Seconded Seamus Wähl

### **DM Standard 31: Developments on Private Roads**

The following shall apply to development on a private road:

a) Where development is proposed on a private road, the safety and capacity of the junction of the private road with the public road shall be a consideration by the planning authority. The applicant should demonstrate that the sightlines are in compliance with DM Standard 31 of the GCDP 2022-2028 at the junction of the private road and local road, in their planning application.

b) Where an applicant proposes development on a private road, they shall satisfactorily demonstrate to the Planning Authority comprehensive evidence by way of legal documentation and associated maps of a right of way agreement and the requisite consent of the relevant parties to utilise the existing infrastructure and/or to indicate works along the proposed access route for the purpose of installing, repairing and/or upgrading infrastructure so as to render the development site adequately equipped to serve the proposed development.

c) In general, where the capacity, width, surface condition or alignment of the private road is deemed inadequate development will not be favoured, until an adequate suitable road improvement works plan is submitted to the Planning Authority.



Proposed by Cllr P. O. Keane  
Seconded Seamus Wabhl

## **DM Standard 33: Controls for Signage along Public Roads**

### **a) Licensing System**

**The Planning Authority will operate a licensing system for certain permanent signs and structures on public roads that are not exempt under Planning Regulations.**

### **b) Rural Areas**

**Advertising signs will be restricted along roads in rural areas outside the boundaries of towns and villages save for a limited number, eg. those exempt under Planning Regulations and those which relate to heritage or tourist attractions and which are of national interest.**

**c) Towns, Villages & Settlements Areas** Within towns, villages and settlement areas, no signage will be permitted where it may constitute a hazard or obstacle for pedestrians or road users or where the location of such signage may obscure sight distances at junctions or cause undue or necessary distraction to road users. The proliferation of non-road traffic signage on and adjacent to all roads outside of the 50-60kmh speed limit area shall be avoided in the interest of traffic safety and visual amenity, in accordance with the Spatial Planning and National Road Guidelines for Planning Authorities 2012 (or any updated/superseding document).

**Signs should not impair the setting of any archaeological or historical site or any proposed or protected building or structures within an Architectural Conservation Area (ACA).**

### **d) Fingerpost Signs**

**The system for fingerpost signs, which relate to premises, and are located away from major routes will operate on the basis of any future policy document prepared by Galway**

**County Council in relation to finger post signs. Signage in the Gaeltacht shall be bilingual with prominence the Irish Language.**

Proposed by Cllr Bob Roche  
Seconded Seamus Walsh

## DM Standard 32: Parking Standards

Whilst this Plan promotes a modal shift away from the private car to more sustainable modes of transport, the car will continue to be an important mode of transport, and therefore there will normally be a requirement to provide car parking as part of a development. **Car parking should be located to the rear of building lines where possible.**

**DELETE GREEN.** Large areas of car parking should be accompanied by a landscaping plan to mitigate the visual impact of same. In assessing applications for change of use or for replacement buildings within towns and villages, an allowance will be given for former site use in calculating the car parking requirements generated by the new development. **In relation to infill sites and sites adjacent to public transport corridors or civic parking facility, a flexible application of standards will be considered.** In addition to car parking, sufficient space will be required within a development site for all service vehicles necessary for the operation of the business or building, including drop-off areas, loading/unloading areas etc. In relation to Car Parking Design Standard Dimensions refer to Section 16 of the DoEHLG/DoT/DTO Traffic Management Guidelines and to the Metric Handbook Planning and Design Data (3rd Edition) and to the Design Manual of Roads and Streets DMURS (as amended).



Approved by Cllr M. O. M. O. M. O.  
Seconded Seamus Walsh

## **DM Standard 34: Traffic Impact Assessment, Traffic & Transport Assessment, Road Safety Audit & Noise Assessment**

All new road layouts should be designed in accordance with the Design Manual for Urban Roads and Streets (DMURS) and the Design Manual for Roads and Bridges (DMRB). Development proposals should also include provision for a sustainable modal split, with pedestrian and cycling facilities recognised as an important aspect of new design proposals. **Major development proposals that as deemed by Galway County Council Roads Section, might pose a safety risk or serious traffic impact shall be accompanied by road safety audits, road safety impact assessments and transport and traffic assessments.** These shall include a consideration of the cumulative impact of development on the road network. This shall be guided by the following:

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a) **Traffic and Transport Assessment (TTA), Road Safety Audit (RSA) & Road Safety Impact Assessments (RSIA)** Require all planning applications for significant development proposals to be accompanied by a TTA, RSA and RSIA to be carried out by a suitably competent consultant, which are assessed in association with their cumulative impact with neighbouring developments on the road network. Guidelines in relation to the TTA are provided in the Traffic Management Guidelines as published by the Department of the Environment, Heritage & Local Government (DoEHLG) Dublin Transportation Office (DTO) and the Department of Transport (DoT). Guidance as provided in the TII publication – 'Traffic and Transport Assessment Guidelines (PE-PDV-02045)' (and any updated/superseding documents). In relation to a Road Safety Audit guidance is provided in the TII's - 'Road

**Safety Audit (GE-STY-01024)'. The Guidelines also include recommendations on the requirement for sub-threshold traffic and transport assessments. (Refer to the Transport Infrastructure Ireland website [www.tii.ie](http://www.tii.ie)). Road Safety Impact Assessment is described in the EU Directive on Road Infrastructure Safety Management (EU RISM) 2008/96/EC as a strategic comparative analysis of the impact of a new road, or of substantial modifications to an existing road, on the safety performance of the road network. Guidance is provided on RSIA's in TII publication – 'Road Safety Impact Assessment (TII PE-PMG02001)'.**

**b) Noise Assessment Require all new proposed developments, within 300m of roadways with traffic volumes greater than 8,220 AADT to include noise assessment and mitigation measures if necessary with their planning application documentation.**

*Proposed by Cllr. John Keane  
Seconded Seamus Wall*

### **DM Standard 37: Public Water Supply and Wastewater Collection**

**All new developments that propose to utilise and connect to the public water and wastewater network, where practicable. Applicants who need to get a new or modified connection to public water supply or wastewater collection infrastructure must assure themselves that connection to this supply is possible.**

**Where the applicant has concerns about the feasibility of connecting to the public network, they should make a pre-connection enquiry to Irish Water in order to establish the feasibility of a connection in advance of seeking planning permission.**

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*Proposed by Cllr Mr. Deane  
Seconded Seamus Walsh*

### **DM Standard 39: Effluent Treatment Plants**

The suitability of a site for the treatment of wastewater shall be determined, in accordance with the criteria set down in the EPA Wastewater Treatment Manuals (1999, 2009) or any revision or replacement of these manuals or any guidelines issued by the EPA concerning the content of these manuals.

- For single houses the EPA Wastewater Treatment Manuals-Treatment Systems for Single Houses 2009 (including any updated or superseding document) shall apply;
- For larger developments (where appropriate) the EPA Wastewater Treatment Manuals-Treatment Systems for Small Communities, Business, Leisure Centres and Hotels shall apply.

The following requirements shall apply with respect to effluent treatment facilities:

#### **a) New Single Houses**

**Each dwelling house shall be serviced by its own septic tank or treatment plant and shall not share this facility with any other dwelling other than in legacy sites and exceptional circumstances.**

#### **b) Clustered Housing**

In the case of clustered housing schemes, public (Irish Water) wastewater connection is encouraged.

In the case of unserviced villages, private wastewater treatment plants for each dwelling shall be permitted where the treatment systems are in compliance with the standards in the Environmental Protection Agency (EPA), Code of Practice for Wastewater Treatment Systems for Single Dwellings

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### **c) Certification**

**Certification will be required that septic tanks have been de-sludged in accordance with EPA**

**Guidelines. The following will be a requirement of Planning Permission:**

- **Design Details - Design calculations supporting the selection of a particular type and size of system;**
- **Maintenance - A maintenance agreement specifying associated terms and conditions;**
- **Certification - Certification that septic tanks have been de-sludged in accordance with EPA Guidelines.**

*Refused by Cllr P. W. Keane  
seconded Seamus Walsh*

#### **DM Standard 44: Tourism Infrastructure and Holiday Orientated Developments**

**While seeking to ensure that tourism development in towns and villages flourishes, the Council recognises that by its nature, some tourism development may require other locations.**

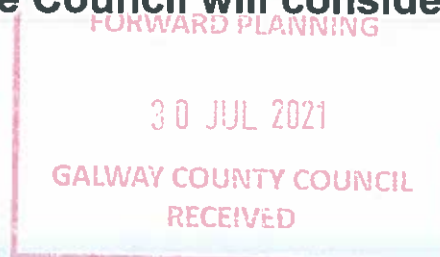
**Developments that may be open to consideration outside settlement centres include: indoor and outdoor recreation facilities, golf courses, swimming, angling, sailing/boating, pier/marina development, equestrian and pony trekking routes, adventure/interpretative centres and associated ancillary uses, tourist related leisure facilities including walking and cycling.**

**The Council shall promote the reuse of existing buildings for holiday homes/guest accommodation where possible.**

**Consideration will be given in the provision of new dwellings where it can be demonstrated that the proposal to locate on a particular site is bona fide and is made by applicants who have satisfied that they comply with the requirements of RH2 and that their proposal will not have a significant adverse impact on the environment.**

##### **a) Tourism Infrastructure Development**

**The Council recognises that golf courses and certain other tourism infrastructure facilities may require ancillary facilities (e.g. club houses, hotel, holiday or short term letting residential accommodation/development and other associated tourism related facilities) to ensure long term viability. Where the provision of such facilities complies with the other requirements of the County Development Plan as set out and the requirements of proper planning and sustainable development, the Council will consider the**



provision of same subject to the submission of the following:

- Comprehensive justification of need for the facility;
- Overall master plan of the facility;
- Documentary evidence of compliance with the other requirements of the Development Plan.

#### **b) Holiday Orientated Developments**

Holiday villages shall have regard to the following:

- The scale of the development should be of modest proportions and should relate to the size of the settlement;
- The design of the scheme should be to a high standard and should include the preservation of boundary characteristics and significant site features as well as car parking provision, segregated waste storage area, public lighting;
- In general, new stand alone holiday orientated development schemes or new tourism facilities which cannot demonstrate connectivity to existing settlements shall not be encouraged in the open countryside.

Consideration may be given to facilities such as;

Existing schemes can be extended or added to where it can be demonstrated that the facility is well established and there is justification or need for the extra accommodation. • All new developments must have regard to the Galway Design Guidelines for the Single Rural House.