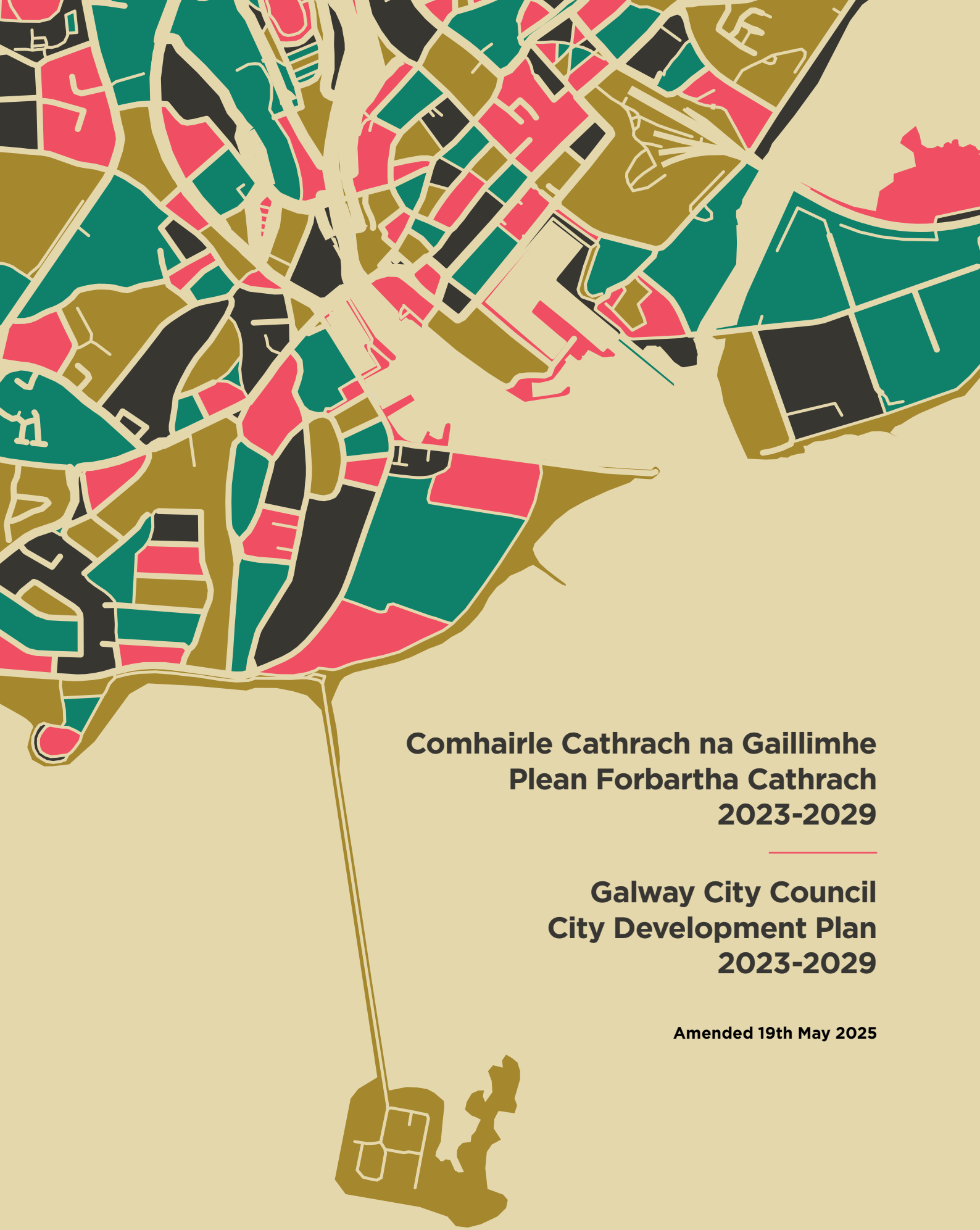


Comhairle Cathrach na Gaillimhe
Plean Forbartha Cathrach
2023-2029

Galway City Council
City Development Plan
2023-2029

Amended 19th May 2025

Comhairle Cathrach
na Gaillimhe
Galway City Council

2023-
2029

CATHAIR NA GAILLIMHE
PLEAN FORBARTHA
GALWAY CITY
DEVELOPMENT PLAN

Foreword

The City Development Plan 2023-2029 is centred on a vision for Galway City to be a successful, sustainable, competitive city of scale that creates prosperity and opportunity, supports a high quality of life, facilitates all forms of social inclusion, maintains its distinctive identity and supports a rich cultural experience. A central focus of the Plan is climate action, facilitating a just transition towards climate resilience and carbon neutrality.

The Plan is set within the overall national and regional planning contexts, taking into account in particular, the National Planning Framework (NPF), the Regional Spatial and Economic Strategy (RSES) and the Galway Metropolitan Area Strategic Plan (MASP).

The plan is built around a number of strategic goals which represent the strategic priorities of the Council in respect of land use and development. These goals include the promotion of balanced and sustainable economic development to enable the city to fulfil its role as a Regional City providing sufficient employment opportunities, housing and appropriate services, provision of a high quality built and natural environment, provision of a good quality of life for residents and visitors and the availability of sustainable transportation opportunities.

In tandem with policies for a competitive and compact city, the plan has a strong policy emphasis on the regeneration of brownfield land with the potential to create new mixed use urban districts and vibrant and attractive places for sustainable city living with a reduced carbon footprint.

This Plan has had robust environmental examination, having undergone Strategic Environmental Assessment (SEA), Appropriate Assessment (AA) and Strategic Flood Risk Assessment (SFRA). These processes were undertaken in tandem with the preparation of the Plan and we are confident that the full integration and consideration of environmental issues have been considered throughout each stage of the Development Plan process.

The preparation of the Plan also included for a significant level of public engagement, and we wish to acknowledge and thank all the contributors to this process. We would like to express our appreciation in particular to the Elected Members of the Council for their detailed deliberations over the past two years and their final adoption of the Plan. We would also like to thank the staff and in particular the Development Plan and Policy team for their expertise and commitment in producing a Development Plan for the City in which we are both proud and confident.

The Elected Members and the Executive of Galway City Council will continue to work collectively to achieve the strategic vision of the Plan to shape this great, attractive and vibrant city of ours as a place where people want to live, work, visit and continue to invest.

Galway City Chief Executive
Mr. Brendan McGrath

Galway City Mayor
Councillor
Clodagh Higgins

Contents

Preface 8

Legislative Background 8

Strategic Policy Framework 9

Structure and Format of Galway City Development Plan 2023-2029 11

Local Planning 12

1. Introduction, Strategic Context & Core Strategy

1.1 Introduction 14

1.2 Strategic Vision for Galway City 14

1.3 Strategic Policy Context 16

1.4 Core Strategy Context 19

1.5 Settlement Capacity Audit 28

1.6 Employment Development 34

1.7 Retail Strategy 36

1.8 Supporting Strategic Policy Documentation 37

1.9 Core Strategy Map and Core Strategy Table 39

1.10 Implementation 41

1.11 Masterplans and Framework Plans 41

2. Climate Action

2.1 Context 44

2.2 Climate Change International and European Context 47

2.3 Planning & Sustainability – Achieving Sustainable Planning Outcomes 54

2.4 Integrating Climate Action into the City Development Plan 59

3. Housing and Sustainable Neighbourhoods

3.1 Context 63

3.2 Housing Strategy 64

3.3 Traveller Accommodation 69

3.4 Sustainable Neighbourhood Concept 70

3.5 Sustainable Neighbourhoods: Outer Suburbs 78

3.6 Sustainable Neighbourhoods: Established Suburbs 80
3.7 Sustainable Neighbourhoods: Inner Residential Areas 82
3.8 Sustainable Neighbourhoods: City Centre Residential Areas 84
3.9 Specific Objectives 88

4. Sustainable Mobility and Transportation

4.1 Context 90
4.2 Land Use and Transportation 94
4.3 Public Transport 96
4.4 Sustainable Mobility - Walk and Cycle 101
4.5 Transport Demand Management Measures 107
4.6 Road and Street Network 111
4.7 Galway Port 115
4.8 Specific Objectives 116

5. Natural Heritage, Recreation and Amenity

5.1 Context 121
5.2 The Green Network 122
5.3 Protected Spaces 127
5.4 Control of Invasive Alien Species 132
5.5 Blue Spaces 134
5.6 Green Spaces 137
5.7 Community Spaces 135
5.8 Open Spaces 143
5.9 Agricultural Lands 144
5.10 Specific Objectives 145

6. Economy, Enterprise and Retail

6.1 Part 1: Economy and Enterprise Context 150
6.2 Economic Activity 156
6.3 Employment Sectors & Clusters 158
6.4 Part 2: Retail Strategy Context 173
6.5 Retail Hierarchy 176

6.6 Retail Warehousing/Bulky Goods 182
6.7 Need and Location of Future Retail Floorspace 182
6.8 Retail Impact Assessments 183
6.9 Design Quality 183
6.10 Night-Time Economy 183
6.11 Climate Action 184

7. Community and Culture

7.1 Context 189
7.2 Creative City 190
7.3 Inclusive City 194
7.4 Bilingual City 197
7.5 Community Facilities 199
7.6 Institutional Lands 204
7.7 Specific Objectives 206

8. Built Heritage, Placemaking and Urban Design

8.1 Context 208
8.2 Record of Protected Structures 208
8.3 Architectural Conservation Area 210
8.4 Vernacular Heritage 213
8.5 Archaeology 214
8.6 Industrial Heritage 216
8.7 Galway City Walls 216
8.8 Urban Design and Placemaking 217
8.9 Public Realm 223
8.10 Specific Objectives 226

9. Environment and Infrastructure

9.1 Context 229
9.2 Flood Risk Assessment 230
9.3 Water Quality 232

9.4 Water Services 233
9.5 Sustainable Urban Drainage Systems (SuDS) 236
9.6 Control of Major Accident Hazards (Seveso III Directive) 237
9.7 Air Quality 238
9.8 Noise 238
9.9 Light Pollution 239
9.10 Waste Management 240
9.11 Telecommunications 242
9.12 A Smart City 243
9.13 Energy and Associated Infrastructure 243

10. Compact Growth and Regeneration

10.1 Context 248
10.2 City Centre 249
10.3 Regeneration and Opportunity Sites 251
10.4 City Centre Regeneration 251
10.5 Ceannt Quarter Regeneration Site 252
10.6 Inner Harbour Regeneration Site 254
10.7 Headford Road Regeneration Sites 258
10.8 Sandy Road Regeneration Site 261
10.9 Nun's Island Masterplan Area 262
10.10 Seamus Quirke Road Regeneration Site 263
10.11 Crown Square Regeneration Site 264
10.12 Corrib Great Southern Regeneration Site 264
10.13 Former Dawn Dairies Opportunity Site 265
10.14 Royal Tara China Opportunity Site 265
10.15 Shantalla Road Opportunity Site 266
10.16 Doughiska Road Opportunity Site 266
10.17 Eyre Square East Regeneration Site 267
10.18 Former Connaught Laundry Opportunity Site 267
10.19 Eastgate Regeneration Site 268

10.20 Knocknacarra District Centre (North) Opportunity Site 268
10.21 Knocknacarra District Centre (South) Opportunity Site 269
10.22 Salthill 270
10.23 Westside 272
10.24 Ardaun LAP 273
10.25 Murrough LAP 274
10.26 Specific Objectives 276

11. Land Use Zoning Objectives and Development Standards and Guidelines

11.1 Introduction 278
Part A - Land Use Zoning Policies and Objectives 278
11.2 Land Use Zoning General 278
Part B Development Standards 293
General Development Standards and Guidelines 294
Specific Development Standards 294

Appendices

Appendix 1 – Implementation and Monitoring 329
Appendix 2 – Statement of Compliance with Ministerial Guidelines 334
Appendix 3 – List of Protected Structures in the Record of Protected Structures 339
Appendix 4 – Infrastructure Assessment 348
Appendix 5 – Glossary and Acronyms 351
Appendix 6 – Section 31 Ministerial Direction 358

Preface

Preface	8
Legislative Background	8
Strategic Policy Framework	9
Structure and Format of Galway City Development Plan 2023-2029	11
Local Planning	12

Preface

The Galway City Development Plan 2023-2029 provides a policy framework to guide the future growth of the City to 2029 and into the longer term. The Plan came into effect on the 4th of January 2023. The process of reviewing the Galway City Development Plan 2017-2023 and preparing the new Development Plan commenced on 7th January 2021 and culminated the adoption of a new plan by Elected Members on the 24th of November 2022. It was prepared following extensive consultation with members of the public, statutory bodies and relevant stakeholders by Elected Members this Development Plan was prepared.

Legislative Background

The Development Plan has been prepared in accordance with the provisions of the Planning and Development Act 2000 (as amended), the Planning and Development (Strategic Environmental Assessment) Regulations 2004 (as amended) and Article 6 of the Habitats Directive 92/43/EEC. The Planning and Development Act 2000 as amended sets out the mandatory requirements for content which must be included in the Development Plan. These include, inter alia, objectives for the zoning of land, the provision of infrastructure, the conservation and protection of the environment, and the integration of planning and sustainable development with the social, community and cultural requirements of the City and its population. The Act requires the preparation of a Core Strategy, consistent, as far as is practicable with the National Planning Framework (NPF) and the Regional Spatial and Economic Strategy (RSES) for the Northern and Western Region 2020-2032.

The legislative basis for the preparation and adoption of the Development Plan is set out in Sections 9-12 of the Act. Section 10 (1) of the Act provides that the Plan shall set out on overall strategy for the proper planning and sustainable development of the area and shall consist of a written statement and a plan or plans indicating objectives for the area. Section 10(2)(n) of the Planning and Development Act, 2000 (as amended) requires that Development Plans include objectives to promote sustainable settlements and transportation strategies in urban and rural areas, to reduce energy demand in response to the likelihood of increases in energy and other costs due to long-term decline in non-renewable resources, reduce anthropogenic greenhouse gas emissions, and address the necessity of adaptation to climate change through the location, layout and design of new development. The Planning Act also provides the statutory basis for protecting natural and cultural heritage and for the carrying out of Environmental Impact Assessments (EIA), a process by which the anticipated effects on the environment of a proposed development or project are measured.

In making the Plan, the Act states that members shall be restricted to considering the proper planning and sustainable development of the area, the statutory obligations of any Local Authority in the area, and any relevant policies or objectives for the time being of the Government or any Minister of the Government.

In accordance with European and national legislation, Galway City Council carried out a Strategic Environmental Assessment (SEA), an Appropriate Assessment (AA) and a Strategic Flood Risk Assessment (SFRA), all of which informed the Plan and have ensured full integration and consideration of environmental issues throughout each stage to date in the Development Plan process.

The SEA is the process by which environmental considerations are integrated into the preparation of plans and programmes. The results of the SEA were fully integrated into the preparation and making of the Plan. The Environmental Report details the SEA carried out for this Plan.

In accordance with requirements under Article 6 of EU Habitat Directive (43/92/EEC) and the EU Birds Directive (2009/147/EC) and Section 177 of the Planning and Development (Amendment) Act 2010, the impacts of the policies and objectives of all statutory land use policies on sites designated for the protection of nature under European legislation, the Natura 2000 network (referred to as European Sites), must be assessed as part of the process of drafting the Plan. The Appropriate Assessment (AA) is a focused and detailed assessment of the implications of the Plan on the integrity of relevant European Sites in view of their conservation objectives. The Natura Impact Report (NIR) has been produced to support the Appropriate Assessment of the Plan. The NIR finds that the Plan has the potential to result in impacts to the integrity of European Sites, if unmitigated. The risks to the safeguarding and integrity of the qualifying interest and conservation objectives of the European Sites have been addressed by the inclusion of mitigation measures that will prioritise the avoidance of impacts in the first place and mitigate impacts where these cannot be avoided. Having incorporated mitigation measures, it is considered that the Plan will not have a significant adverse effect on the integrity of European Sites.

The City Council will ensure that any plan/project and any associated works in the City, individually or in combination with other plans or projects, are subject to AA Screening to ensure there are no likely significant effects on the integrity (defined by the structure and function) of relevant European Sites and that the requirements of Article 6(3) and 6(4) of the EU Habitats Directive are fully satisfied. Where a plan/project is likely to have a significant effect on a European Site or there is uncertainty with regard to effects, it shall be subject to Appropriate Assessment. The plan/project will proceed only after it has been ascertained that it will not adversely affect the integrity of the site or where, in the absence of alternative solutions, the plan/project is deemed imperative for reasons of overriding public interest, all in accordance with the provisions of Article 6(3) and 6(4) of the EU Habitats Directive.

Strategic Policy Framework

The Plan sets out a strategy for the city within the context of various national and regional level strategies, plans and guidelines that impact on proper planning and sustainable development. Those with the most direct effect on the formulation of the core development strategy are summarised hereunder.

- *UN Sustainable Development Goals (SDGs)* as set out in the 2030 Agenda for Sustainable Development '*Transforming our World*'. It includes 17 SDGs reflecting economic, social and environmental dimensions of sustainable development. Each chapter will include UN Sustainable Development Goals to show the alignment between the chapters and the goals.
- *Project Ireland 2040* establishes a spatial planning framework for Ireland and comprises of the National Development Plan (NDP) 2021- 2030 and the National Planning Framework (NPF) a high level strategy to guide development and investment up to 2040.
- *Climate Action Plan 2021* sets out Ireland's commitment to achieve a 51% reduction in overall greenhouse gas emissions by 2030 and to reach net-zero emissions by no later than 2050, as committed to in the Climate Act 2021.
- *Smarter Travel, A Sustainable Transport Future, 2009-2020,* sets out government policy towards the development of sustainable transport and travel. Its implementation will also assist in meeting Ireland's international obligations towards tackling climate change. This is in the process of being replaced by a Sustainable Mobility Framework Policy, but remains the primary policy at the time of this Plan.

- *Northern and Western Regional Spatial and Economic Strategy (RSES), 2020-2032* sets out a strategic regional planning framework for the Northern and Western regions and reinforces the National Strategic Outcomes (NSOs) and the Regional Planning Objectives (RPOs). The RSES supports the role of the City as a Regional City and a key economic driver for the Northern and Western Region.
- *Galway Metropolitan Area Strategic Plan (MASP) 2020-2032,* identifies the key infrastructure, services and facilities that will be required to support sustainable city growth and regeneration. It gives direction on how the NPF population targets can be met in accordance with the principles of sustainable development with the aim to deliver compact growth.
- *Galway City Council Climate Adaptation Strategy 2019-2024,* sets out Galway City Council's short and medium term objectives for the adaptation to climate change. The strategy is based on four main themes: critical infrastructure and buildings, natural and cultural capital, water resources and flood risk management and community services and sets out specific actions under each.
- *Galway Transport Strategy (GTS) 2016-2036,* aims to address current and future transport requirements in the city and county catchment area. Investment projects over the lifetime of the plan are in line with good planning principles and aligned with the settlement and development strategy for the city.
- *Galway Public Realm Strategy (2019),* sets out a vision and strategy for improvements to guide future investment and development in the network of public and green spaces in the centre of the city. It focuses on creating a high quality public realm in favour of pedestrians and cyclists.
- *Galway City Local Economic and Community Plan (LECP) 2015-2021,* sets out objectives and actions to promote and support economic, local and community development both by Galway City Council itself and in partnership with other economic and community development stakeholders.
- *Ministerial Guidelines and Directives,* including those on Core Strategies, sustainable urban housing, creation of sustainable residential developments, urban design, retail, apartment design, the provision of schools, childcare facilities, flood risk management, SEA, architecture conservation, appropriate assessment and Urban Design Manual for Urban Roads and Streets.
- *Housing Supply Target Methodology for Development Planning'* (2020) and the follow up document '*Guidance on the Preparation of a Housing Need and Demand Assessment'*(2020) and the DHLGH methodology known as the HNDA Tool (2021).The output of the HNDA tool was used in the preparation of the *Galway City Housing Strategy and Housing Need and Demand Assessment 2023-29.*
- *UN Convention on the Rights of Persons with Disabilities (UNCRPD)*- Irelands ratified the UNCRPD in 2018. The purpose of the Convention is to promote, protect and ensure the full and equal enjoyment of all human rights and fundamental freedoms by all persons with disabilities, and to promote respect for their inherent dignity.
- *Healthy Ireland Strategic Action Plan 2021 – 2025* provides a clear roadmap of how we can continue to work together to bring about good health, access to services, healthy environments, and the promotion of resilience and to ensure that everyone can enjoy physical and mental, health and wellbeing, to their full potential. This action plan will build on the work and progress made to date and focus on the remaining years of the Healthy Ireland Framework from 2021-2025.

Structure and Format of Galway City Development Plan 2023-2029

The Galway City Development Plan 2023-2029 is presented in three sections:

1. Main policy document, which is arranged in topic-based chapters intended to make policies on particular issues easier to find. It is arranged as follows:

   Volume 1 includes the written statement that consists of:

   - Introduction sets out the role of the City Development Plan, its statutory basis and incudes the Core Strategy. The Core Strategy sets out an overarching strategy for the spatial development of the city over the medium to longer term and will form the basis for policies and objectives throughout the Plan. It translates the strategic planning framework set out in the NPF and the RSES to city level.
   - Chapters 2 to 11 set out detailed policies and objectives under a range of specific topics.
   - Chapter 11 incorporates land use zoning objectives and development management standards and guidelines to be applied to future development proposals in the city.
   - Chapters set out the overall planning context for and framework for the related policies and specific objectives. Polices are the Council's general objectives on a topic basis while specific objectives are more area/site specific relating to various land-uses and/or project proposals.
   - Appendices included in the policy document comprise of; 1) Implementation and Monitoring, 2) Statement of Compliance with Ministerial Guidelines, 3) List of Protected Structures in the Record of Protected Structures (RPS) 4) Infrastructure Assessment 5) the Glossary & Acronyms and 6) Section 31 direction.
   - There are also two separate supporting documents that accompany Volume 1, which are the Housing Strategy and the Housing Need Demand Assessment (HNDA) (August 2021) and the Urban Density and Building Height Study (September 2021).

Structure of the City Development Plan

Volume 1:
Main Policy Document

Volume 2:
Maps

Volume 3:
Environmental Assessments
SEA, NIR & SFRA

2. Volume Two consists of the following maps and provides the graphic representation of the policies and objectives in the main policy document. These are:
    - City Centre Map - Land Use Zoning and Objectives, scale 1:2,500
    - Overall City Map – Land use Zoning and Objectives, scale 1:10,000
3. Volume 3 consists of the associated Environmental Assessments of the Plan including, the Strategic Environmental Assessment (SEA) Environmental Report, Natura Impact Report (NIR) and the Strategic Flood Risk Assessment (SFRA).

Local Planning

Where appropriate, the policies of the Plan will be developed in more detail at a local level through Local Area Plans, Area Plans and Framework Plans. A Local Area Plan is in place for Ardaun (2018-2024) with proposed Local Area Plans for Murrough and Headford Road area and area plans for Castlegar and Menlough.

1 Introduction, Strategic Context & Core Strategy

1.1	Introduction	14
1.2	Strategic Vision for Galway City	14
1.3	Strategic Policy Context	16
1.4	Core Strategy Context	19
1.5	Settlement Capacity Audit	28
1.6	Employment Development	34
1.7	Retail Strategy	36
1.8	Supporting Strategic Policy Documentation	37
1.9	Core Strategy Map and Core Strategy Table	39
1.10	Implementation	41
1.11	Masterplans and Framework Plans	41

1.1 Introduction

This City Development Plan has been prepared in a different context than its predecessor in 2017. There has been a number of significant legislative and policy changes in the area of planning in the interim, including the reframing of policy at both national and regional levels. In terms of the hierarchy of plans, the overall national plan is the National Planning Framework (NPF) which provides the structure to guide development and investment through a shared set of national objectives and principles. At regional level the Regional Spatial and Economic Strategy (RSES) sets out the regional framework for implementation and delivery of the NPF. The RSES for the Northern and Western Region also includes the Galway Metropolitan Area Strategic Plan (MASP) which provides a 12 year strategic planning and investment framework for the Galway Metropolitan Area. The Development Plan preparation has been guided by this national and regional policy framework and investment strategy combined and balanced with the more detailed, local participatory level of planning.

With a population growth target set by the RSES for the city to grow to a population of 120,000 over the next twenty years, Galway City will become a city of scale and a key driver of growth and prosperity for the Northern and Western Region. The Plan sets out the spatial framework as to how this targeted growth ambition will be enabled over the next six years and how it will build the foundation for further growth in the longer term.

However this growth has to be linked with Ireland's commitment to achieving the UN 2030 Sustainable Development Goals (SDGs), in particular SDG 13 which calls on countries to 'take urgent action to combat climate change and its impacts', by implementing commitments to the United Nations Framework Convention on Climate Change. It is recognised that effective climate action measures can be integrated into policies in development plans. These include pursuance of the NPF compact growth agenda, policies that integrate land-use and transportation and policies that ensure sustainable management of environmental resources including biodiversity.

Climate action is therefore considered to be an important principle in the Plan and has been reflected by the inclusion of a new chapter specifically dedicated to Climate Action in addition to other climate action related policies and objectives which permeate throughout the Plan.

1.2 Strategic Vision for Galway City

The Plan is underpinned by a strategic vision intended to guide the sustainable future growth of the city and is expanded on in the ten strategic goals. This is the vision for Galway that the City Development Plan 2023-29 aspires to achieve into the future and beyond the life span of the current plan.

The vision for Galway City is to be a successful, sustainable, competitive, regional city that creates prosperity, supports a high quality of life and maintains its distinctive identity and supports a rich cultural experience. A city that is environmentally responsible, mobilised to combat climate change and resilient to challenge. A city that can develop, attract and retain talent and skills and fosters innovation and creativity. An inclusive, diverse city where civic engagement is valued and a shared vision is pursued through good governance and leadership. A city that offers sustainable and quality choices in housing, work, transport and lifestyle opportunities.

Strategic Goals

- Achieve a high quality of life for all citizens through the provision of a good quality, attractive, built environment, through the protection of the unique cultural heritage, including its linguistic heritage built heritage and natural environment and through facilitation of key economic, cultural and social supports.
- Enable Galway to become a city of scale as envisaged in the NPF and a regional driver of development that can contribute to economic growth through the provision of balanced and sustainable economic opportunities for development, innovation and investment across all employment sectors and allow the role of the City and Metropolitan Area to harness the strengths and maximise the economic development for the whole Northern and Western Region.
- Commit to climate action and pursue the national targeted reduction of greenhouse gas emissions through proactive measures in line with EU and national commitments to enable a just transition to a climate resilient, biodiversity rich and climate neutral economy and society, in particular through specific promotion, adaptation and mitigation measures.
- Apply the principle of sustainability and integrate the 17 Sustainable Development Goals of the United Nations' 2030 Agenda for Sustainable Development particularly where they relate to the uses of land, buildings, water, energy, waste and through the encouragement of sustainable modes of transport and the integration of transportation with land use.
- Aspire to make Galway an equal and inclusive city, particularly through facilitating all forms of social inclusion in the built environment, including in the public realm, housing, and community facilities and in the ability to access services, amenities, employment opportunities and public transportation.
- Protect and enhance the distinctive and diverse natural environment in the city and strengthen the green and blue network and linkages, recognising the biodiversity value of the amenity, the range of recreational benefits this provides, the potential for facilitating active and healthy lifestyles, the effect it can have on the quality of general health and well-being and the value it has for providing good place making and an attractive city setting.
- Encourage a sense of collective identity and a shared vision through civic engagement on plans and projects such as the development of a Local Economic and Community Plan for Galway and also on the promotion of specifically focused projects that will achieve community benefit, foster the indigenous culture and promote the unique form and character of the city, give opportunities for the development of cultural, community and other beneficial infrastructure and enhance and diversify the city economy.
- Integrate land use and transport planning to maximise opportunities for active travel and public transport usage and enable key transport projects included in the Galway Transport Strategy which will deliver multi modal usage, smart mobility and accessibility for all.
- Ensure efficient and sustainable use of all water services, environmental resources and infrastructure.
- Develop a more urban compact form in the city that provides for attractive, integrated, and easily accessible neighbourhoods that are supported by appropriate levels of services and amenities.

1.3 Strategic Policy Context

1.3.1 United Nations Sustainable Development Goals (UN SDG's)

Sustainability is generally described as meeting our own needs without compromising the ability of future generations to meet their own needs. In addition to natural resources, sustainability extends to social and economic resources with a broad interpretation that includes for concerns in relation to social equity and economic development.

Since 2015 Ireland has been a signatory to the 17 UN Sustainability Goals (SDG's) which all UN Members have agreed to work towards achieving by the year 2030 through national agendas and policies. The goals recognise that ending poverty and other deprivations must go hand-in-hand with strategies that improve health and education, reduce inequality, and spur economic growth – all while tackling climate change and working to preserve our natural environment. This global partnership represents a call for action by all countries and is relevant to all – poor, rich and middle-income to address these goals.

In spatial planning sustainability is a key concept and the NPF recognises that there is a significant alignment between the UN SDG's and the NPF National Strategic Outcomes (NSO's). Development Plans in turn through policies and objectives can also support the achievement of the SDG's as set out in the '*Sustainable Development Goals National Implementation Plan 2018-20' Dept. Climate Action and Environment.*

Figure 1.1 United Nations Sustainability Goals Source: United Nations

Policy 1.1 United Nations Sustainability Goals

1. Through implementation of the Core Strategy and the policies and objectives of the Development Plan, advance the aims of the UN 2030 Agenda for Sustainable Development and contribute to the achievement of the 17 Sustainable Development Goals.

1.3.2 National Policy

The NPF and the National Development Plan (NDP) combine to form Project Ireland 2040. The NPF sets the vision and strategy for the development of the country to 2040 and the NDP provides the investment program to implement the NPF strategy. This combined long term strategy is aimed at enabling all parts of Ireland to achieve their full potential and to provide for more balanced regional development and reduce the growing economic dominance of Dublin and its associated region. It seeks to plan for the anticipated one million extra people who are projected to be living in the State 25 years from now and where they will live, work and go to school. In this regard the NPF targets a level of growth in the Northern and Western and Southern Regions combined, to at least match that projected for the East and Midland Region. While continuing to support Dublin it has a paralleled strategy to encourage ambitious growth targets in the four designated regional cities including Galway City and for each to grow by at least 50% to 2040 to become cities of scale. Galway City together with the Metropolitan Area is identified as having the characteristics and capacity to deliver the NSOs of the NPF which include sustainable city living, a strong economy, enhanced quality of life and reduced carbon footprint. The NPF envisages the population of Galway City and Suburbs to grow by between 40,000 - 45,000 people by 2040 which is an increase of almost 55%.

It also targets half of the homes to accommodate this population increase to be located within the existing built footprint, on lands which include key regeneration/brownfield sites, infill sites and underutilised lands at locations that are well served by existing and planned public transport. This will support compact growth and population targets for the city. The NPF is supported by the Implementation Roadmap for the National Planning Framework (July 2018). It sets out a programme for the implementation of the NPF and includes transitional population projections at Regional and County level to inform development plans. The NPF acknowledges the existing strengths of the city and the wider Metropolitan Area including third level education embedded in the city, a world class med-tech cluster, a vibrant arts and culture scene and year round tourism, enhanced by an attractive setting. Leveraging these assets to attract investment and meet growth targets will need the plan for the city to align with the shared vision in the NPF and the associated NSOs. These shared goals as identified in Figure 1.2, are the basis from which policies and objectives in the Plan have been prepared in conjunction with direction from the Regional Spatial and Economic Strategy (RSES) for the Northern and Western Region.

Figure 1.2 National Strategic Outcomes Source: National Planning Framework (NPF)

Policy 1.2 National and Regional framework	
1.	Ensure consistency with the National Planning Framework and the vision to achieve the shared goals as expressed in the National Strategic Outcomes (NSOs).
2.	Ensure consistency with the Northern and Western Regional Spatial and Economic Strategy (RSES) including the Metropolitan Area Strategic Plan (MASP) and support the achievement of the associated Regional Policy Objectives (RPOs).
3.	Collaborate with other regional cities in order to harness the combined potential and to maximise opportunities to provide a counterbalance to the growth of Dublin.

1.3.3 Regional Spatial and Economic Strategy (RSES) for the Northern and Western Region (2020-2032)

Galway City is located in the Northern and Western Region and comes under the RSES for the Northern and Western Region (2020-2032). The primary aim of the Strategy is to support the implementation of Project Ireland 2040. It provides a regional link from the national tier of planning and investment included in the NPF and the NDP and the economic and climate policies of the Government to a lower, more specific tier with direction on the long-term, strategic planning and economic framework for the region. It sets out a settlement hierarchy for the region, including key target locations for population and employment growth. It includes a range of Regional Policy Objectives which supports future investment in infrastructure and services and which align with the spatial framework of the NPF. It establishes Galway as the largest regional urban centre. It recognises the primacy of the city in the settlement hierarchy of the Northern and Western Regional Assembly (NWRA) area. It also acknowledges the significant influence that the city exerts on much of the western part of the region in developing the economy and in improving competitiveness.

Reflecting this influence and as required by the NPF, the RSES includes a Metropolitan Area Strategic Plan (MASP) for Galway City and environs. A key sustainability element of the RSES and MASP is to deliver growth in a compact form with an objective to locate at least half of all new homes that are targeted, within the city footprint of the MASP. The redevelopment of key regeneration/brownfield sites in the city and development of infill sites and underutilised lands at locations that are well served by existing and planned public transport will support compact growth and population targets for the city.

The City Plan will advance these ambitions at a more fine grained level and build on the RSES strategy to grow the city as a globally competitive, successful, urban centre of scale. It will through implementation of the MASP regional policy objectives, at local plan level also be a primary driver in strengthening the development of the region. At inter-regional level, collectively with the development of the other regional cities, the Galway MASP can contribute to re-balancing growth nationally to achieve more regional parity and viable alternatives to Dublin.

Policy 1.3 Metropolitan Area Strategic Plan (MASP)	
1.	Recognise the importance of the Galway Metropolitan Area Strategic Plan (MASP) in the delivery of strategic growth with critical mass that supports the development of the city and existing surrounding settlements as strong, attractive urban places, supported by a level of services and infrastructure that creates successful, sustainable universally accessible and socially inclusive communities and which harnesses the strengths associated with scale to maximise economic opportunities and supports investment.
2.	Continue to liaise with Galway County Council in the context of the MASP and other relevant shared planning policy issues to support a consistent integrated approach to sustainable development and meeting population growth targets in the MASP area.

1.4 Core Strategy - Context

The requirement to prepare a Core Strategy in support of development plans was first introduced in the Planning & Development (Amendment) Act 2010 and placed an obligation on development plans to include for a medium to long term settlement and growth strategy that is robust, shaped by and can be shown to be consistent with national and regional development objectives.

The legislation, with further amendments, specifically references the obligations for the Core Strategy to accord with the NPF the RSES and also with specific policy requirements in Section 28 planning policy guidelines.

The NPF has identified Galway City as one of the four designated regional cities outside Dublin and accordingly has allocated the city ambitious population growth targets with at least half of the associated homes to be delivered in the existing built up footprint. This focus of scale and settlement pattern distribution is further reflected in the objectives in the RSES for the Northern & Western Regional Assembly (NWRA) which reinforces the need for Galway's growth strategy to be compact, smart and sustainable. It acknowledges that the synergies between Galway City and the environs can cumulatively contribute to the creation of a competitive urban centre of scale for the region with the support of a planned approach through the development of the MASP.

The Core Strategy is obliged to show through a quantitative based approach that the development plan is pursuing an overall vision that accords with this national and regional policy direction and the associated allocated population growth targets. The strategy, supported by this robust, evidence based approach will then give the rationale for the amount of land zoned for particular purposes. It will also demonstrate that in the overall approach such allocations have been made having regard to sustainability, climate action and environmental considerations.

The main focus of the Core Strategy is to demonstrate that there is a reasonable balance between the quantum of zoned, serviced lands included for residential use and the estimated demand for housing based on the projected population targets for the plan period. The approach of the Core Strategy is also to include for the requirement to consider lands for mixed use zoning, where these lands have potential to support housing units as part of the mix and in line with the NPF ensure that they can deliver regeneration and compact growth.

Although not specifically required to demonstrate the same level of reasoning for other land use zonings such as that which supports employment, the accompanying guidelines recommend an appropriate level of analysis is undertaken to ensure that sufficient land is identified for employment purposes at suitable locations. In addition the legislation requires Core Strategies to show how objectives for retailing have had regard to the relevant Section 28 Guidelines and in city plans to identify the city centre and other retail areas. Critically also in the Core Strategy it is necessary to show how future development can be linked to and supported by existing public transport infrastructure /services and planned investment.

1.4.1 Preparation of the Core Strategy

Although the Core Strategy is worked out on an evidence based analysis to arrive at a preferred approach to both the spatial pattern and quantity of housing delivery in the plan period, it is also prepared with consideration of the broader context of other key policy areas. These include the overarching policies on climate action, sustainable transport, employment, economic and commercial growth, the need to deliver sustainable neighbourhoods, good public realm and place making and all in the context of maintaining and improving the natural environment and biodiversity.

The quantitative analysis in preparing the Core Strategy has been guided by a number of national policy documents. These include the population and household targets that are set out in the NPF, the NPF Implementation Roadmap(2018), the RSES, the Section 28 '*Housing Supply Target Methodology for Development Planning'* (2020) and the follow up document '*Guidance on the Preparation of a Housing Need and Demand Assessment'*(2020) and the DHLGH methodology known as the HNDA Tool (2021).The output of the HNDA tool was used in the preparation of the *Galway City Housing Strategy and Housing Need and Demand Assessment 2023-29.* This supporting document has also been important in informing the Core Strategy with respect to annualised population projections and the associated housing need and likely household tenure mix.

This approach required a sequence of considerations which included the following:

- Population Projections 2016 - 2029
- Household Projections 2023 - 2029
- Planning & Construction Activity
- Housing Target for the Core Strategy

1.4.2 Population Projections 2016 - 2029

Future population growth in the city represents a key element in the Core Strategy. The historical methodology of estimating this growth would have been based on standard parameters such as using fertility, mortality and migration rates. These are still important considerations but are now complemented by national policy objectives included in the NPF. The NPF has included for these in national projections, but also aims for a redistribution of growth to induce more regional parity through targeting a shift in the national pattern of development, which without intervention, will perpetuate the dominance of the Dublin Region and reinforce the current regional inequalities in growth. With this intention, coupled with the need for more sustainable compact urban forms, the NPF has included for targeted patterns of population growth for each region and city within the state up to 2040. The NPF sets out a targeted pattern of growth for Galway City and Suburbs to 2040 of between 40,000 - 45,000 people.

Table 1.1 Galway City Targeted Pattern of Growth under NPF

Targeted Population Projections	Population Target increase from 2016
NPF to 2040	+40,000 – 45,000 (at least 120,000 population in total

The RSES has subsequently applied further analyses and included for refined population targets for the Galway MASP area. The *NPF Implementation Roadmap* (2018) gave support for transitional population projections up to 2031. Based on this the RSES population targets for the city is to reach a population of 102,900 by 2026, that is an increase of 23,000 from the 2016 Census for the city and suburbs population of 79,900. Longer term up to 2031, the RSES target for the city is to grow by a further 12,000 to 114,900 population as shown in Table 1.2

Table 1.2 Implementation Roadmap Population Projections for *Galway City & Suburbs in RSES

Year	2016 (CSO Census)	2026 (Projection)	2031 (Projection)
Population	79,900*	102,900 (+ 23,000)	114,900 (+12,000)

Further refinement of these projections was carried out at County/City level by the Economic Social Research Institute (ESRI) and published as *Housing Supply Target Methodology for Development Planning* (Section 28 guidelines DHLGH 2020). This is the main basis used in population projections for the plan period. As part of the development plan process, planning authorities must demonstrate the manner in which their Core Strategy and other elements of the plan are consistent with the established NPF Roadmap population projections for their local authority area and accordingly, with the related NPF 50:50 scenario. Specific housing demand projection scenarios identified by the ESRI are the scenarios local authorities are directed to use when estimating population and thereby future housing need demand. This tool however represents the most conservative scenario being based on a period of a low household formation in 2015, reflecting low construction rates and pent up demand reflected somewhat in headship rates that are generally at a higher age than in other jurisdictions. These projections for the city are low when compared and viewed in the context of the NPF Implementation Roadmap and the RSES for the MASP. The application of the ESRI base and HNDA may be a useful tool to measure the impact of the gradual effect of implementation of NPF and RSES policy while the NPF/RSES targeted population will be used to estimate the requirements for residential/ mixed use with residential land zoning requirements, with the application of densification and use of regeneration lands being the primary mechanism used to achieve the capacity to support the targeted population.

Table 1.3 represents the application of the ESRI basis as used to model the *Galway City Housing Strategy and Housing Need and Demand Assessment 2023-29* to arrive at forecast projections for additional newly formed households per annum and the projected associated additional annual housing need demand in the city.

Table 1.3 Population Projections for Galway City, 2020-2031 Source: Galway City Housing Strategy and HNDA 2023-29

Year	Baseline	50:50 City	High Migration	Low Migration
2016* (Actual)	**78,668**	**78,668**	**78,668**	**78,668**
2020	81,176	84,853	81,183	80,783
2021	81,750	86,385	81,812	80,993
2022	82,282	87,871	82,448	81,191
2023	82,719	89,242	83,042	81,405
2024	83,077	90,503	83,611	81,654
2025	83,337	91,632	84,141	81,853
2026	83,575	92,731	84,660	82,039
2027	83,833	93,841	85,209	82,257
2028	84,137	94,989	85,812	82,531
2029	84,480	96,167	86,462	82,855
2030	84,820	97,332	87,113	83,182
2031	85,162	98,486	87,768	83,514

Table 1.3 illustrates the outcomes from the 4 ESRI population projection scenarios which are:

Baseline/Business as usual – based on medium term projections for the economy with an underlying assumption that net inwards migration would converge to 15,000 p.a. by 2024 and remain at that level throughout the projection horizon.

50:50 City – based on a similar outlook in terms of net inwards migration but whereby population growth is focused on the major cities and is in line with the objectives of the National Planning Framework

High Migration – assumes that net inwards migration stays at an elevated level throughout the projection horizon (net inwards migration of 30,000 p.a.)

Low Migration - assumes that net inwards migration falls to 5,000 by 2022 adjusts towards baseline scenario over following five years.

1.4.3 Household Projections – HNDA Approach

Reflecting on the most recent census statistics (2016) it is noted that there are 28,859 private households in Galway City marking a growth of 4.1% (+1,133) since 2011. The average household size was recorded to be 2.58 persons, this compares to a national rate of 2.73 persons per household. The further refinement of this breakdown into household size composition in comparison with the state is shown in Figure 1.3

Household Composition

Figure 1.3 Breakdown of household Composition in Galway City compared to national rate

The NPF reflected on household sizes and projects that the average household size is expected to reduce to 2.5 persons by 2040, noting that this trend towards smaller households will be more apparent in urban areas than rural areas. This shift in household size and the composition of households is important for many housing related issues and associated policies, including the needs of older people, single - person households, intergenerational housing options, and housing types to meet all life cycles.

In projecting housing requirements in general, the NPF stresses the importance of having a robust, evidence based approach for projections and in this regard the new statutory guidelines and methodologies have been prepared and aim to have an effective consistency at national, regional and local level. The Section 28 guidelines *Housing Supply Target Methodology for Development Planning* DHLGH 2020, provide the standard methodology that each local authority is required to use, so that there is consistency in approach with the NPF and the relevant RSES's and accordingly, with the related NPF 50:50 scenario.

Galway City housing demand projections which have been based on these guidelines are included in Table 1.3 The preparation of the guidelines was supported by background data and research prepared by the ESRI. The ultimate objective of this was to establish a national standard for local authorities to use to estimate the overall housing demand and one that allows for a consistency in methodology between plans and therefore a reliable mechanism to inform and direct housing policy formulation at both national and local level.

Planning authorities must therefore demonstrate how their Core Strategy and other elements of their plan are consistent with the established NPF Roadmap population projections for their local authority area and accordingly, with the related NPF 50:50 city housing demand projection scenario identified by the ESRI. This approach is in contrast to previous methodologies used by local authority plans which utilised population projections to assess housing demands. The reasoning against using this historic model is that, although projections are important, the validity of the projections can only be assessed with one fixed date every five years as part of a national census of population. This tool enables more flexibility.

Applying the methodology from the guidelines and exercising the recently developed HNDA Tool (April 2021 DHLGH) the projected housing need for the city has been forecasted for the period of the plan. This approach includes for a combination of a household projection scenario (for Galway City the convergence scenario is used) and an estimate of unmet housing need combined with the number of existing homeless households, the results of which are shown in Table 4.10 of the Galway City Housing Strategy/Housing Need Demand Assessment (G.C.C. August 2021). This scenario is also used to estimate the breakdown of this projected housing need by tenure in this document. In total it is estimated that there will be a need at a minimum for an additional **4,245** housing units in the city over the plan period up to the end of 2028.

The use of the HNDA tool to project housing need for Galway City is in line with the aforementioned NPF Objective 36 to oblige local authorities to apply a standardised methodology in estimating future housing need and to enable assessment of the effectiveness of policies to deliver housing at regional, metropolitan and local level.

The HNDA is a dynamic tool, it has application that can enable the council to monitor the delivery of housing over the duration of the plan. It is sufficiently flexible to allow for adjustments in the prevailing socio-economic variables that are used in the tool's methodology that can impact and change the projected breakdown in tenure. Using the tool can allow housing delivery to be monitoring delivery at local level and because it is a standardised tool at national level too. It can therefore contribute to timely adaptation of housing policies and also give a measure of how effective prevailing policies are in delivering the NPF targeted populations.

It provides for a scenario where housing provision can demonstrate a reflection of the increases in housing provision that can show that the policies in the NPF are beginning to have impact.

Table 1.4 Total Annual Housing Need, 2023-2028 Note: Totals may not sum due to rounding

	2023	2024	2025	2026	2027	2028	Total
Total Housing Need	**776**	**743**	**702**	**713**	**711**	**790**	**4,433**
Convergence Projections	*744*	*711*	*670*	*681*	*679*	*758*	4,245
Existing need	*31*	*31*	*31*	*31*	*31*	*31*	186

1.4.4 Planning and Construction Activity

The Central Statistics Office (CSO) publishes dwelling completion data on a quarterly basis as shown in Table 1.5. This gives an insight into housing delivery since 2011 and identifies that the majority of housing has been delivered in scheme units over the last five years. The table also reflects the slow recovery in house building since the economic crisis and the impact of Covid-19 pandemic restrictions on construction as reflected in the decline in completion rates for 2020.

Table 1.5 CSO Completions in Galway City 2011-2022

Completions	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Single house	21	11	16	8	16	12	20	21	29	18	26	27
Scheme house	18	1	4	12	13	69	99	106	158	211	211	212
Apartment	13	10	30	27	22	32	30	12	67	32	65	174
% Change	-	-58%	127%	-6%	9%	122%	32%	-7%	83%	-19%	47%	37%
Total	52	22	50	47	51	113	149	139	254	206	302	413

Purpose built student housing is not recorded in the residential dataset by the CSO however the City Council records show that 1,060 additional purpose built bed spaces have been delivered since 2015.

1.4.5 Residential Planning Delivery

There has been significant activity in applications for residential units in recent years. Many of the larger scaled proposals have been applied for under the Strategic Housing Development (SHD) consent regime. Reflecting the pattern of historical construction consents in general, these predominantly consist of residential scheme developments with a notable trend toward more mix in housing type within these schemes to include for small scaled units accommodating apartments and duplex housing. Table 1.6 highlights the number of these extant permissions as of the 1st of September 2021. It also demonstrates the split between conventional housing and apartment /duplex housing. It includes both developments where no work has commenced and developments commenced where no housing units within the schemes have been occupied to date. This data is currently updated, monitored and mapped on a 6 month cycle and will be adapted to the future monitoring reporting structure as provided for in Appendix 1.

Table 1.6 Details on Planning Activity (September 2021)

Residential Developments with consents	
Total no. of Housing Units with permission	**1,936**
Breakdown of permitted in number and % of Unit Type	**Conventional housing – 502 (26%)** **Apartment/Duplex Units - 1434 (74%)**
Student Bed Spaces unbuilt	**2,036 bed spaces**
Residential Proposals at Application stage (*SHD/Part8/Part 10 and applications under appeal to An Bord Pleanála by number of units*)	800 housing units

1.4.6 Housing Target for the Core Strategy

Galway City's development plan, unlike other local authorities, particularly those including county areas does not have a need to prepare a settlement hierarchy being a single settlement area. However the Core Strategy acknowledges the broader spatial context of the MASP area and the associated strategic planning framework which identifies Strategic Growth Areas and opportunities for regeneration. The MASP has also identified the key infrastructure, services and facilities that will be required to support sustainable city growth and regeneration. It gives direction on how the NPF population targets can be met in accordance with the principles of sustainable development with the aim to deliver compact growth. The population targets set out in the MASP are for the Galway MASP area to grow by **27,500** to the year 2026 and by a further **14,500** to the year 2031. For the city and suburbs, the population targets set out in the MASP are to accommodate **23,000** persons to 2026 and a further **12,000** persons to 2031, this increase in housing need is to be substantially delivered within the existing built-up footprint.

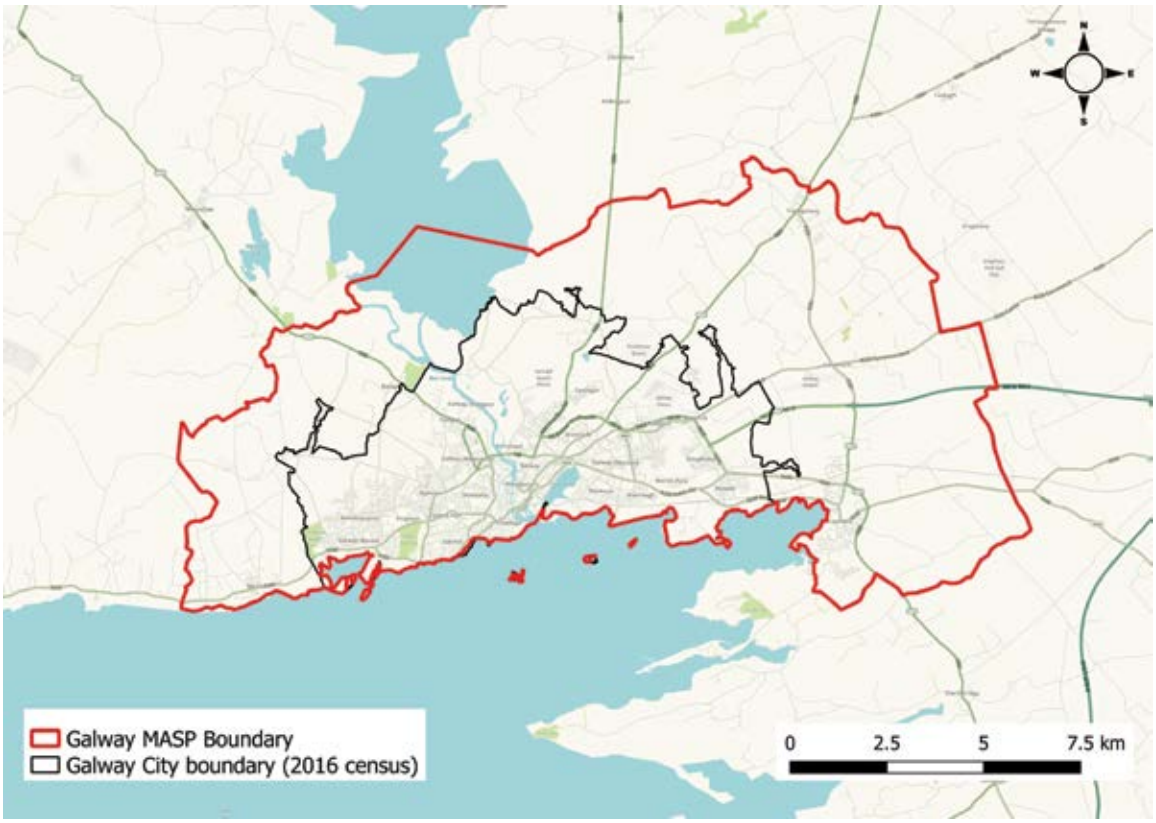


Figure 1.4 MASP area as defined in Metropolitan Area Strategic Plan

It is acknowledged that these population forecasts are targets and are not likely to be achieved by the benchmarked years of 2026 and 2031, but regardless strategic provision should be made to demonstrate how these can, with additional investment facilitate the opportunity for such growth in the longer term and reinforce the objectives for compact growth and accord with the overall MASP area as shown in Figure 1.4. This will support the objectives of the NPF and the RSES to deliver Galway Metropolitan area as a national strategic growth area with the ability to accommodate the compact sustainable growth levels envisaged in the NPF to be reached by 2040.

The MASP identifies areas of growth potential in the settlement and development strategy for the city and makes inclusion for growth in the county settlements within the metropolitan boundary. Together these will contribute to the critical mass needed to make Galway City and environs achieve regional city scale and when combined with the other regional cities to function as a realistic alternative to Dublin and achieve a key NPF national strategic output.

Table 1.7 RSES Settlement Hierarchy as applicable to Galway City

Classification	Settlement Typology	Description	Galway City
MASP – Regional Centre	Galway City and Environs	The city is the main urban centre in the region. It operates as a key economic and service centre for the NW region and is a key driver in regional development therein. The associated MASP area is the primary centre identified for growth in the region.	Majority of urban footprint is in the Galway City Council area.
Regional Growth Centre	Large Towns	Large Towns with a high level of self –sustaining employment and services.	None
Strategic Growth Areas	New Urban Extension	New sustainable high –quality neighbourhoods to meet the housing demands based on population targets in NPF & RSES	Ardaun Phase 1 Ardaun Phase 2 Murrough
Strategic Growth Areas	Existing Neighbourhoods	Neighbourhoods that have been established since 80's and 90's	Consolidation of Knocknacarra Rahoon Castlegar Doughiska / Roscam
Key Towns	Towns	Towns that have capacity to complement regional growth centres and the MASP	None
Regeneration Sites	Reuse redundant / underused brownfield sites	Large brownfield sites in built up urban area	Inner Harbour/ Galway Port Ceannt Quarter Headford Road Regeneration Area

Metropolitan Area – Galway City

The period of the plan extends from 2023 to the end of 2028 and is therefore the focus of housing target for the Core Strategy. The RSES in Section 3.6 has included a growth target for the city metropolitan area to reach **23,000** persons by 2026 and a further **12,000** persons by 2031, equivalent in total to an increase of **35,000** persons by the end of 2031.

The HNDA exercise as explained in Section 1.4.3 has the associated purposes to allow for a standardised national and regional monitoring of settlement patterns and also reflect historical trending. In contrast the growth targets in the NPF and the RSES are more ambitious and driven by the strategy to grow the regional cities and their environs to reach critical level of settlement scales that will redress the current growth patterns, build stronger regions and accord with the national policy objectives, specifically NPO 2 (a) in the NPF.

In this regard it is considered that the settlement approach in the Core Strategy should include for phasing and strategic reserve. This will demonstrate that the longer term spatial settlement strategy can ultimately accommodate housing for the targeted growth population for Galway City under the MASP that is an increase of 35,000 persons from the recorded population levels in 2016. This approach supports the policy interventionist approach as included for on both the NPF and the MASP. It has the added requirement under national and regional objectives that at least half (50%) of all these new homes targeted in the regional cities, which includes Galway City, should be accommodated within the existing built up footprint.

The delivery of much of the housing in the MASP strategic growth area of Ardaun LAP will require significant investment and only a portion is envisaged to be delivered during the currency of this plan. However it is necessary to recognise the longer term scenario that is included for in the regional and national planning strategies and is accordingly being embedded and aligned with strategic investment in the MASP area including that of the Galway Transport Strategy and Irish Water strategy. In addition the regeneration sites as shown in Table 1.7 will contribute to both the targeted number of housing unit delivery in the current plan period and for the longer, more strategic, period.

1.5 Settlement Capacity Audit

1.5.1. General

A Settlement Capacity Audit was undertaken in order to inform the preparation of the Core Strategy and to meet the specific requirements in relation to Section 10 2(A) (c) of the Planning & Development Act 2000 (as amended) with respect to areas zoned for residential use and a mix of residential and other uses. The purposes of preparing the audit was to analyse the existing capacity of the city to accommodate residential development during the currency of the plan, identify and provide the basis on which the future housing targets by category as identified in Table 1.8. This table also shows how these are to be allocated and specifically in accordance with Appendix 3 of the NPF where these are classified as Tier 1 (immediately serviceable), Tier 2 (can be serviced fully in the period of the plan) and as previously referenced strategic reserve. A quantum has also been assigned to the housing likely to be delivered on other zoning also.

The preparation of the Core Strategy included for a comprehensive review of all existing residential zoned lands and lands zoned for a mix of residential and other uses. It was guided by the range of principles which reflected national and regional policy. These included the agenda on securing compact and sustainable growth. In particular there was significant focus in the review on reusing previously developed “brownfield” lands, building up infill sites and redeveloping existing sites and buildings. These were examined in the context of existing and planned public infrastructure, the location of services, employment and community facilities. They were also reviewed in the context of specific site challenges. These sites are now classed in the Core Strategy as Regeneration and Opportunity Sites. In addition existing undeveloped residential lands were reviewed and also residentially zoned lands where infrastructure delivery may now permit higher densities. This approach also reflects the need to support a reduced carbon footprint. It also reflected the advantages where medium and higher densities can support improved local community services and facilities and sustainable transport links for daily journeys and in general have the capacity to transform vitality of place and contribute to improvements in lifestyle choices.

In addition to reviewing the zoning objective in relation to zonings that support residential development, cognisance was also taken of the capacity for housing yield anticipated in the Ardaun Local Area Plan 2018-2024. The preparation of this plan was driven by the need to give a framework to the urban extension of the city on lands designated for both settlement and development on the east side of the city. Development at Ardaun is anticipated to be delivered in two phases south and north where the dividing boundary is determined by the M6/N6 and delivery is allied to the service program for infrastructure.

Ardaun has a national designation as a Major Urban Housing Delivery Site (MUHDS), a designation which the Department sees as one of a number of strategic sites that could deliver housing of scale in the medium term. These lands have significant potential to meet housing need as targeted in the RSES and also have potential to fulfil the aims of an Urban Development Zone as provided for in Housing For All (2021) DHLGH. Overall the area is reliant on significant enabling infrastructural investment, elements of which are advancing and others at early planning stage such as Galway Strategic Drainage Study. The delivery of a portion of housing on Phase One, the southern section, is considered appropriate to be included in the calculation of yield potential for the currency of the 2023-29 City Plan. The timescale, roll out and co-ordination of delivery of critical infrastructure is such that it is anticipated that this sub phase of Phase 1 South Ardaun can be targeted to be delivered during the plan period with the balance to be sequenced in delivery with consequent plan periods.

1.5.2 Settlement Capacity Audit

The Settlement Capacity Audit calculated the undeveloped residential zoned lands at 144ha. These lands are all located within the existing built up footprint of the city and represent mainly consolidation of existing residential areas. The Plan proposes a very marginal change from the 2017-23 City Development Plan in the amount of new land zoned for high density residential purposes amounting to an additional 24ha which is included in the 144ha. This addition includes residential lands that had low/medium density zoning pocketed in the eastern suburbs but can now be fully serviced. In line with NPF and RSES and the need to deliver compact development and reuse of brownfield sites, these have been specifically identified and assessed for their potential capacity to deliver housing. This is reflected in the estimated potential yield that can be delivered on these key Regeneration and Opportunity Sites which can support a mix of uses including a significant scale of housing. These constitute 19 number of sites, the majority of which are brownfield in nature with 5 being classified as infill/windfall.

With respect to the undeveloped residential zoned lands the yield was established using policy guidelines as provided for in Sustainable Residential Development in Urban Areas, Guidelines for Planning Authorities (2009) and the Galway Urban Density and Building Height Study in combination with an audit of recent planning permission densities achieved on similar sites. Where site specific criteria was relevant and which impacted the suitability for housing this was factored into the estimation to ensure a level of robustness. This analysis showed 110ha being included in Tier 1, 11ha in Tier 2 and 13ha of land challenged mainly by virtue of specific site characteristic but adjoining existing developed lands and appropriately sequenced in land use terms. The latter have been included in the strategic reserve.

The Regeneration and Opportunities Sites which number **19** in total were reviewed individually. They include lands suitable for a mix of uses with capacity for residential delivery. The identification of these sites included legacy regeneration sites from Galway City Development Plan 2017-23 and a number of additional sites. Many of these sites generally have spatial advantages such as close proximity to the city core, a location along an existing /planned high frequency bus route, good proximity and access to employment, services and amenities. Recognition of their relative suitability for development with a mix of residential use was factored into the assumptions applied at a site specific level in order to provide an estimation of yield. Where sites had the benefit of permissions for residential/part residential uses these were used in yield calculation. In general, otherwise an assumption of residential yield and density was arrived at which included application of recent densities achieved on comparable sites, site specific characteristics, and application of the *Sustainable Residential Development in Urban Areas, Guidelines for Planning Authorities (2009) and the Galway Urban Density and Building Height Study.* More specific detail with regard to each of these sites and the policy direction for delivery of uses including housing is outlined in Chapter 10.

The priority for development of these sites is guided by the MASP identification of regeneration sites as shown in Table 1.7. These include lands at Inner Harbour, Ceannt Quarter and Headford Road Regeneration Area. These are targeted for housing delivery in the current plan period in addition to Sandy Road Regeneration Site (a collaborative venture driven by Galway City Council and the Land Development Agency) and Crown Square Regeneration Site which already has the benefit of permission for high density housing integrated and adjoining a large office campus under construction. It is anticipated that other smaller infill sites will also contribute to reaching the targeted population but are not of the same priority as the sites referenced as priority.

In advance of devising the Core Strategy an infrastructure audit was prepared in conjunction with stakeholders in relation to physical infrastructure availability. An assessment of capacity to service lands was carried out. This focused on facilities such as water supply, foul sewer drainage, surface water, public transport infrastructure, roads streets and footpaths. This was prepared to assess capacity for servicing new development and to accord with the tiered methodology approach in the NPF for the approach to classification of zoned land. More details of this strategic infrastructural assessment has been included for in Appendix 4.

Essentially Tier 1 are serviced lands in the built up footprint and Tier 2 are lands within the built up footprint or contiguous. An additional category relates to lands that can be described as Strategic Reserve lands – these can include lands that have potential to be developed over a timescale greater than the single six year cycle of the plan. In this regard the lands included in Phase 2 (North) of the Ardaun LAP would qualify as this strategic reserve, the subsequent delivery as identified for Phase 1 Ardaun LAP. These lands are not scheduled to be fully supported by infrastructure before 2029, but it is important that it is included to provide for a strategic settlement portion of NPF/RSES/MASP 2040 population delivery and for a longer term infrastructure investment guide. The potential population yield from the staged delivery from the regeneration /opportunity priority sites as referenced and the non–prioritized regeneration/opportunity sites are considered to constitute approximately half of the estimated yield capacity, the balance is classified as strategic reserve. These are reasonable assumptions having considered land use, property dynamics, likely sequence of uses and additional local factors.

Table 1.8 the Settlement Capacity Audit gives a composite picture of lands zoned and identifies that zoned lands can accommodate the housing target of 4,433 for the period of the plan as identified in Table 1.4 and follows the methodology applied using the HNDA tool. It was considered prudent also to apply the concept of "headroom" provision as provided for in the NPF roadmap, the MASP and included in NPF "transitional population projections". The application of this headroom allowance is an established feature in development plans and as referenced regarding the NPF roadmap allows for a transitional approach to deliver better alignment between plans at different levels. It is being used to ensure that there is sufficient zoned lands to meet the identified targeted housing needs and to allow for an element of choice and to recognize that the time gap that exists between grants of permission and construction which can result in delivery in subsequent plan periods. It also embraces the need for flexibility to ensure the long term sustainable supply of housing as envisaged in the national housing strategy – Housing for All.

Table 1.8 Settlement Capacity Audit

Zoning	Potential Development Yield Cumulative	Tier 1 / Yield	Tier 2 / Yield	Strategic Reserve
R – Residential Zoned lands	5381	4421	440	520
Regeneration /Opportunity/infill	1590	1390	200	1,820
Ardaun Phase 1	500		500	1480
Ardaun Phase 2	2660			2660
R2 – Residential 2 zoned lands low density	60	60		

1.5.3 Core Strategy Statement

The Core Strategy has been developed in line with the vision for Galway City as identified in the Strategic Goals. This focus envisions the city to sustainably develop, strengthen and nurture success, become a city of scale and continue to be a driver of regional growth.

This vision includes for a settlement strategy that supports the city to transition to a low carbon, climate resilient city. This can be achieved by implementation of a compact growth approach, increased integration between land use and transportation, increased sustainable mobility and sustainable use and management of environmental resources.

There is a focus in the strategy to facilitate development within the strategic framework of the Galway Transport Strategy and to align employment and housing growth along existing and planned transport corridors. This will increase active travel, that is walking and cycling and usage of public transport.

To deliver on the compact growth approach, the strategy seeks to concentrate a significant amount of development that is, more than half of all new homes within the built footprint of the city and thereby accord with sustainable principles and the NPF/RSES objectives. This will allow for efficient use of existing services, public transport and facilities and in some areas can lead to transformational change bringing additional footfall, new life and facilitate shorter, more sustainable journeys to employment, and recreation opportunities. Policy guidance included in the plan on housing densities and mix, building height, design and layout all contribute to achieving economic use of land and delivery of compact growth. These policies have evolved in conjunction with the outcomes of the Building Height and Density Study prepared as a supporting document for the plan and in line with Section 28 Ministerial Guidelines.

The approach to compact growth is further supported by an increasing focus on place making, public realm measures and enhancement of amenity and recreational opportunities. The delivery of these qualitative measures will be guided by the Galway City Public Realm Strategy and the Recreational Needs Study and its successor and General Urban Design Standards. It is a given that compact growth of itself will not deliver sustainable neighborhoods and the vision for the city is that the delivery of housing is balanced with the provision of community infrastructure which includes a range of critical facilities including good open space, recreation facilities, good transport options and appropriate social and community infrastructure.

In the interests of delivering compact growth the zoning of additional lands for residential use has been constrained, existing residential areas of the city will grow but through consolidation and modest densification. These areas predominantly include the suburbs of Knocknacarra (Outer Suburbs West), Castlegar and Doughiska (Outer Suburbs East), where there are existing opportunities for additional local employment growth, plans for additional investment in amenity, services and facilitates and planned investment in improved public transport and active mode measures. In general these residential areas are considered serviced. In infrastructural terms specific sites may require short extensions to services that are normally a consideration during the development management process. There are deficits of services for some community needs not necessarily those provided by the local authority but sufficient land use zonings to generally accommodate these are included for and identifying the deficit will be captured in the commitment in the plan to carry out community services audits.

The Core Strategy also recognises, in line with the NPF and RSES/MASP direction, the significant potential for a number of brownfield sites in the city to contribute to the delivery of housing. Major potential exists in particular on the priority regeneration sites at Ceannt Quarter, the Inner Harbour, Headford Road, Sandy Road and Crown Quarter. The development of housing at these locations in conjunction with other mix of uses can improve the general environment and revitalise and transform these to vibrant, living locations. The location of the priority sites in the neighborhoods of the City Centre and Inner and Established suburbs will contribute significantly to achieving the national and regional planning strategy particularly that as guided by NPO 3 (b), NPO 6 and RPO 3.6.2 and 3.6.4. Chapter 10 identifies these sites as Regeneration and Opportunity Sites and elaborates on the objectives for these sites that guides how they can contribute to the growth of the city as a regional economic driver while also complementing the character, sensitive environment, cultural legacy and built form of the city. This accords with many national and regional objectives including NPO 4 and NPO 5 and with the ambitions of the MASP.

The main urban extension of the city at Ardaun, which is a main focus of the settlement strategy is identified as a key enabler under the NPF strategic growth area in the MASP demanded detailed spatial guidance in the form of a Local Area Plan which was adopted in 2018. This area has potential to be a major new residential and employment settlement in the city. It provides a continuous link out from the city and is integrated with the transport strategy and capable of benefiting from planned investment in bus connects, active mode networks and commuter rail investment at Garraun. It will provide opportunities for high density residential development structured and co-ordinated with other essential community services. It is well placed to develop good employment opportunities having close physical links with the existing technology parks at Mervue, Ballybrit / Parkmore and strategic IDA sites at Oranmore and Athenry. It is also well placed to link in with and take advantage of the proximity of the higher level institution at Atlantic Technological University (ATU) and the significant health institutions at Merlin Park Hospital and the Galway Clinic.

Reflecting the recent years of low housing construction and a deficit of investment in infrastructure no housing has been constructed in Ardaun to date. Future delivery will be strongly linked to the stimulus needed from imminent additional infrastructural investment. Notwithstanding this, an implementation strategy to address these constraints is progressing. This included the preparation of an Area Based Transport Assessment (ABTA) for the LAP lands which supported applications for successful allocations under both rounds of Urban Regeneration Development Funding (URDF). This funding includes for the upgrade to the primary access to the southern section under construction which will provide bus priority upgrades pedestrian and cyclist facilities and for the assessment of the location and design of an additional access route into the LAP lands. Design work by Irish Water has also been carried out under the Irish Water Network Extensions which will deliver capacity for a proportion of the overall development during the currency of the plan period by facilitating the Ardaun Wastewater Network Extension. Additional investment in a range of other infrastructure will be required also to enable full development of these lands in time and this will be sequenced with the longer term strategic settlement strategy focus of the MASP and NDP.

Lands at Murrough, although primarily designated for recreation and amenity purposes, will also sustain mixed uses including an element of housing and a significant delivery of amenity. This in time will service both the adjacent third level institute at Atlantic Technological University (ATU) and the existing and planned population on the east of the city. It is anticipated that an LAP will be brought forward during the currency of this plan and that recreational facilities and infrastructure may be delivered but housing is not targeted in the period of this plan.

The Core Strategy has, as demonstrated in Table 1.9 ensured that sufficient lands are available to meet the targeted growth and allow for a reasonable level of additional provision and identify long term reserve lands. The lands available constitute a mix of consolidation of existing residential lands which has capacity to deliver 4,861 homes. Regeneration/opportunity sites are recognised as having significant potential to contribute to sustainable compact growth, particularly those sites as prioritised in the MASP and Core Strategy. These sites are targeted to deliver up to 1,590 housing units during the plan period. Ardaun LAP area, as referenced, a strategic growth area is targeted to deliver 500 units during the currency of this plan. These targets have been aligned with the indicative neighbourhood areas as identified in Figure 3.1, showing the proportionate split between anticipated housing targets delivered from residential zoned lands and those identified as regeneration /opportunity (infill sites). There is an excess of targeted housing units provided for over the quantum arrived at from the estimation of housing need demand assessment (Table 1.4). This has been allowed for in the context of a need for “additional provision”. It is being used to ensure that there is sufficient zoned lands to meet the identified targeted housing needs and to allow for an element of choice and to recognize that the time gap that exists between grants of permission and construction which can result in delivery in subsequent plan periods.

Table 1.9 Core Strategy Table

Location	Proposed Total Residential Unit Yield Y Est. pop capacity* P	Proportion of total residential unit yield attributed to Regeneration/ Opportunity Sites	Area (Ha) of which is specifically Zoned R residential
Outer Suburbs (West)	2322 (Y) 5573 (P)	150 (Y) infill	54
Outer Suburbs (East)	2100 (Y) 5250 (P)	100 (Y) Opportunity /Infill	50
Established Suburbs (West)	120 (Y) 300(P)	0	3
Established Suburbs (East)	1,355 (Y) 3,387(P)	795 (Regeneration)	14
Inner Residential Area	250(Y) 625(P)	250 (Regeneration)	0
City Centre	295(Y) 737 (P)	295 (Regeneration)	0
Ardaun	500(Y) 1,250 (P)	N/A	Portion of R zoned lands in LAP
Galway City Total Housing Capacity Yield			6942
		Less estimated completions from Q.3 2021 – Q.4 2022**	300
		GCC Housing Targets Q.1 2023 to Q4 2028	6642

* Using an estimate of 2.5 per households noting that this not equivalent to population increase solely but also new household formations

** Estimated

1.6 Employment Development

The Guidance Note on Core Strategies (2010) indicate that the Core Strategy should involve an appropriate level of analysis that will ensure sufficient lands are identified for employment purposes at suitable locations taking proper account of national planning policies. The guidance document does not provide a method for determining an appropriate amount of zoned lands for employment purposes in the Plan. In view of the changing nature of work, new technologies and the large employment catchment of the city this projection of need by land area does not lend itself to precise scientific methodology. On a regional basis the NPF 2040 scenario targets a growth of an additional 115,000 people in employment in the Northern and Western Region. It is anticipated that Galway as a key regional employment base, located centrally along the Atlantic Economic Corridor will support many of these future jobs, providing employment for the targeted population for the Galway MASP and the significant employment catchment of the city.

The RSES in its Growth Ambition 1 – Economy and Employment recognises the 'Galway Catchment' and the continued focus of international and national traded, high value job investment in such urban areas. In addition the economy of Galway being diverse supports employment in education, tourism, commercial and healthcare services. The RSES also recognises the growing and emerging economies which are present in the city and region associated with the marine, culture and arts, gastronomy and sustainable energies. The MASP strategy for the city is to continue to support the employment growth at the strategically located enterprise lands within the city and environs and to focus on the potential for employment on the key Regeneration and Opportunity Sites within the city.

This approach is reflected in Chapter 6 and Chapter 10 and the land use zoning map which sets out the main policies and objectives that support an environment that will encourage job creation. It is considered on review of the quantum of zoned lands, that the scale, nature, distribution and capacity of lands identified as supporting employment in the city and the MASP area of the county plan will be sufficient to meet the range of employment types and at locations that are integrated with the strategy for sustainable transport and co- ordinated with the settlement strategy also.

In general the Core Strategy includes for new employment opportunities at the existing business and technology lands at Ballybrit, Mervue, Dangan and Knocknacarra. The potential for job creation at Ardaun is also part of the long term development of the city. The IDA lands within the city environs at Parkmore and Oranmore are also seen as having significant potential to accommodate future large, particularly FDI investment, in the greater MASP area.

The major regeneration sites located in the city centre at Ceannt Station Quarter, Inner Harbour, Headford Road and Nun's Island are of such a scale and nature that can satisfy the demand for additional commercial uses and office technology of both an international and indigenous nature. These locations can provide high quality, attractive, city centre locations adjacent to sustainable transport links while also delivering on their potential for high density, residential development. They offer a sequential solution to the expansion of the city centre, close to a major transportation hub, reinforcing the prime role of the city centre in both Galway City and the MASP area. Developments at construction and planning stages have already affirmed interest in these locations for employment and city living. Expanding the city in this direction not only responds to future enterprise floor space demand it also can, with good design enhance the image of the city, the tourism function and allow for an expansion to a scale commensurate with the designation of Galway as a NPF regional city.

In addition to the large regeneration sites the significant scale of Industrial lands at Mervue, located close to the city centre, offer good opportunities for expansion through densification and re-organisation. These are complemented by the proximity of an opportunity site at Crown Square, a large scale adjacent office campus development under construction which shares a site with a consented large scale, high density housing scheme. Other smaller manufacturing enterprises located at Liosbán Industrial Estate and Tuam Road enterprise area are considered very important in particular for the indigenous economy, start-ups, small businesses and warehouse ventures.

A significant element of employment in the city is concentrated on hospitals sites and educational campuses, in particular the third level institutions and also in other government services. Most of these large institutions have capacity for expansion on undeveloped campus lands, through intensification and re-development on their existing campus sites and/or buildings.

The city centre area is the main focus of commercial activity. The adjacency of key regeneration sites at Ceannt Quarter, Inner Harbour and the Dyke/Headford Road area all offer opportunities for sequential expansion. As the city centre area is also targeted for improved public transport services and associated infrastructure, active travel mode measures and for transformative public realm projects these sites will benefit from this investment which add to the attractiveness and liveability of this location.

Notwithstanding the need for land and infrastructure to facilitate job creation, quality of life factors will also influence both skills attraction, skills retention and competitiveness of location. Implementation of the GTS measures, the Public Realm Strategy projects, policies on place making, protection of the built and natural heritage and provision for and delivery of education, community services and supporting amenities will be key also in enabling the RSES anticipated strategic employment growth for the City MASP area.

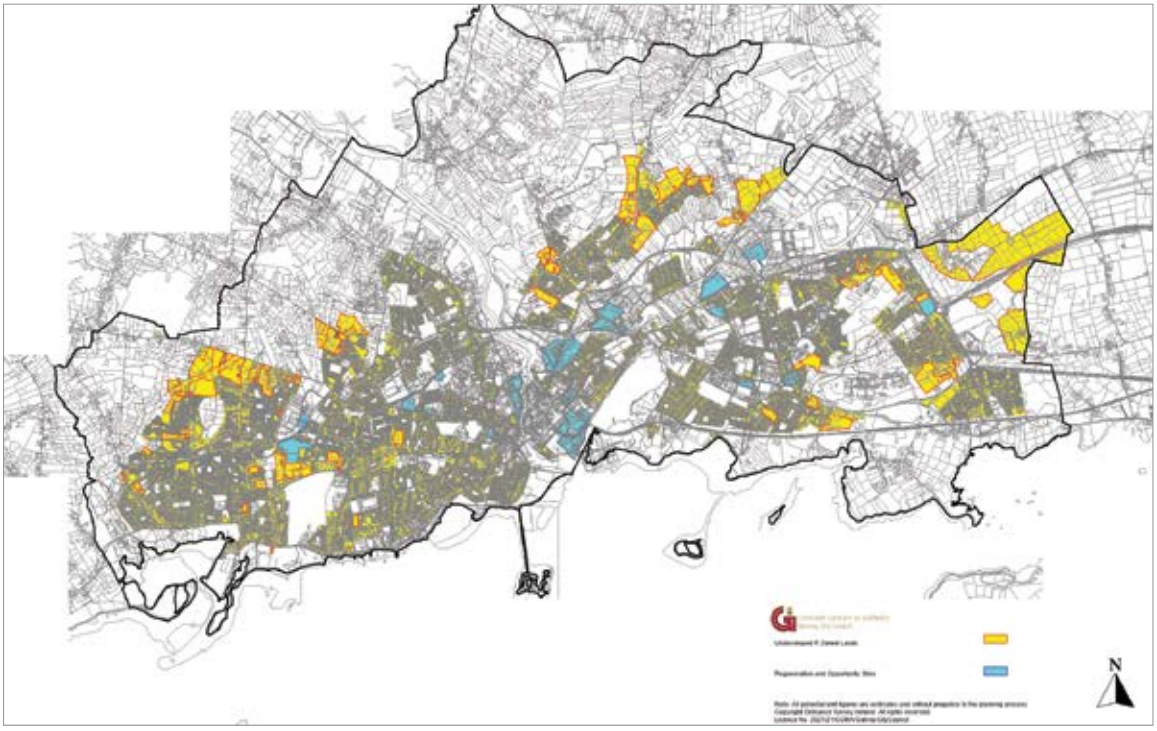


Figure 1.5 Built-up footprint, Residential Zoning (undeveloped lands within red boundaries) and Regeneration and Opportunity Sites

1.7 Retail Strategy

Retailing is a significant contributor to the commercial life of the city and an essential part of the economy and can give support in delivering sustainable settlement patterns. There is a requirement for the Core Strategy to contain information to show that in setting out objectives regarding retail development, the Planning Authority has had regard to Section 28 Retail Planning Guidelines (2012). This approach stresses the need to have proactive polices that can both safeguard existing retail floor space, particularly core retail areas that give vitality to place and community and also to give appropriate direction for expansion in floor space.

The guidelines recommend a joint retail strategy be prepared for Galway City and County. In collaboration with Galway County Council the current strategy has generally pursued the agreed retail hierarchy in line with the settlement strategies for both Plans and in alignment with the synergies in the respective transport strategies. This will be supplemented by more rigorous analysis in 2023 when the retail sector reverts to more normal market conditions after the lifting of all Covid 19 pandemic restrictions and the ending of government supports. This will afford a more robust understanding of the impact of the disruption in the retail sector, triggered by globalisation, technology innovation and changing consumer sentiment which has been accelerated by the Covid-19 pandemic and which has also been impacted by Brexit and the ongoing supply chain challenges.

In the interim the strategy affirms that Galway City Centre is the primary retail centre in County Galway. In this regard the strategy objective is to promote and further develop the level of retail provision in the core retail area commensurate with that as envisaged to service the targeted growth and catchment for Galway, as the largest urban area in the region and one of four designated NPF regional cities and a significant tourism hub. The city centre includes a number of regeneration sites that can seamlessly link in with the existing primary and secondary shopping streets, support additional retailing with capacity for new formats and larger floorplates and sequential growth in the retail offer in the city.

Within the city offering at level 3, four District Centres are located at existing suburban locations at Doughiska, Knocknacarra, Westside and provision is made for a District Centre at Ardaun where significant settlement is anticipated. At a lower tier, Neighbourhood Centres are identified as locations for daily top up shopping, which can be accessed easily within neighbourhoods. At the lowest tiers, provision is made to facilitate local shops preferably clustered with other neighbourhood services /amenities.

Policies and objectives for all formats shows that there is sufficient support and opportunities for retailing in the city. These also give direction regarding the need for environmentally efficient design and high quality architecture. The accelerated change in retailing also means that there is a need to evolve from a location for product display and purchase to a location where customers can connect with brands and enjoy a more layered experience than just the physical store. Encouraging complementary mix of uses in shopping areas and implementation of proposed measures in the Public Realm Strategy will also give confidence for future investment and growth in the sector.

The transport strategy for the city includes plans for high frequency bus routes that can access the existing and planned District Centres. The roll out of investment in the network of infrastructure to increase sustainable mobility will further improve links to District and Neighbourhood Centres, combined with measures to improve permeability. Encouraging and protecting provision at the lower tiers will also support the concept of a '15 minute city' where the daily needs of communities can be accessed within a 15 minute walk, cycle or by public transport.

1.8 Supporting Strategic Policy Documentation

1.8.1 Environmental Strategy

The Core Strategy has also been informed by the Strategic Environmental Assessment (SEA), and the Habitats Directive Assessment which have been undertaken in conjunction with the process of preparing the Plan. These have influenced the development growth option pursued in the Core Strategy and also where necessary enabled policies and objectives to be tailored to ensure the impacts on the environment, natural heritage and biodiversity have been reduced to ensure a balance between enabling future urban development of the city while protecting the environment and natural assets.

The Strategic Flood Risk Assessment (SFRA) provided broad guidance with respect to the assessment of flood risk which has consequently influenced strategic land use decisions with direction on location and type suitability. These form part of the plan and are detailed as supporting documents.

1.8.2 Climate Change Strategy

Planning legislation contains a mandatory objective for development plans to address measures to reduce energy demand, reduce greenhouse gas emissions and address climate change adaptation. Taking this into consideration the Core Strategy has set out how the plan will promote this objective in particular with regard to achieving sustainable settlement and transport strategies. The balance of chapters outline the sectoral policies and objectives that need to be implemented to achieve such measures including for a need to transition to a low carbon climate resilient city.

Chapter 2 draws all these policies and objectives together to give the overall strategy. This approach adds to the current *Galway City Council Climate Adaptation Strategy 2019-2024* which will be further embellished by additional climate actions after the full implementation and guidance on the *Climate Action and Low Carbon Development (Amendment) Act 2021* which includes for the preparation of specific Local Authority Climate Action Plans.

1.8.3 Galway Transport Strategy

The GTS is a strategy by Galway City Council prepared in conjunction with Galway County Council, the NTA and TII. The aim of the strategy is to address current and future transport requirements in the City and County catchment area. It incudes for a range of measures that focus on an integrated and sustainable solution with a strong objective to reduce car dependency in favour of public transport and active modes. It is anticipated that many of the associated projects will be commenced during the currency of the plan period. In line with good planning principles this investment is aligned with the settlement and development strategy for the city. Chapter 4 gives more elaboration on the strategy and the Core Strategy Map gives visual representation of the main settlement and transport focus.

1.8.4 Public Realm Strategy

The Galway Public Realm Strategy sets out a vision and strategy for improvements to guide future investment and development in the network of public and green spaces in the centre of the city. This vision builds on previous investments. In conjunction with the GTS it seeks to redress the balance in favour of pedestrians and cyclists over vehicular traffic and capitalise on this by creating a high quality public realm, upgrading the quality of the physical fabric, enhancing biodiversity and exploring opportunities to create new spaces.

1.8.5 Galway City Urban Density and Building Height Study (UDBHS)

This study was commissioned in the context of reviewing the application of Section 28 Ministerial Guidelines to *Urban Development and Building Height Guidelines (2018)* to Galway City and to inform the Core Strategy. The study provides a coherent analysis of the existing spatial structure. It reviewed where the potential for intensification through increased densities and/or height could achieve the most efficient and effective use of land and make a positive contribution to the character of and liveability of the city and the need to accommodate the target increase in population sustainably.

It gave consideration to the suitability and sensitivity of areas to change and the need to respect the unique built and natural heritage and character of the city. It focused on the opportunities afforded by investment in sustainable transport and the distribution of services and amenities as well as reviewing the emerging potential of the Regeneration and Opportunity Sites for a mix of uses. Critically it emphasised the need for any increase in densities to be framed in quality architecture and adherence to good urban design principles.

1.8.6 Local Economic Community Plan (LECP) Galway City

The **LECP** focuses on identifying gaps and delivering positive step changes that will deliver the economic and social consolidation and enhancement of Galway City. The focus of the plan is on collaboration and inter-agency work, with an emphasis on clear and measurable actions that add value to the city. Annual action plans are prepared based on the strategic objectives and actions outlined in the LECP, that reflect this proposed added value

The preparation of the LECP is in line with the role assigned to Local Authorities as having a primary responsibility for leading economic, social and community development in the city. The purpose of the LECP, is to set out the objectives and actions needed to promote and support this economic development and the local and community development. It represents a shared plan for Galway City with the community element having been prepared by the Local Community Development Committee (LCDC) and the economic element having been prepared by the Local Authority, through the Economic Development Strategic Policy Committee (SPC). The Core Strategy has taken cognisance of this plan and associated actions in both land use zoning and policy objectives and will endeavour to reflect the emerging action in the emerging new LECP.

1.9 Core Strategy Map and Core Strategy Table

The Core Strategy Map in Figure 1.6 and Table 1.9 set out a land use strategy to enable the vision for Galway City to transition to a low carbon, climate resilient city lead by a strategy for compact growth, increased integration between land use and transportation, increased sustainable mobility opportunities and the sustainable use and management of environmental resources. The population targets for Galway City MASP area are distributed in three general directions. Firstly to grow and enhance the existing network of suburban neighborhoods through consolidation and appropriate levels of densification supported by measures to enhance physical, community and social infrastructure and place making.

The designated Regeneration and Opportunity Sites are deemed critical to the delivery of a compact, livable city. These sites through regeneration, consolidation and delivery of a broad mix of uses can create new vibrant neighborhoods, supported by community infrastructure, new public spaces, an offer of choice in house types and tenures and demonstrate the advantages of sustainable urban living. Ardaun, an urban extension of the city, with the benefit of a Local Area Plan can in phase 1 support the NPF target population and associated development for the plan period also. Integrated in the plan with sustainable transport investment, proximate employment opportunities and community services this planned urban extension will provide for structured growth at an appropriate location.

The approach being pursued has been prepared and informed by an infrastructure audit which is in accordance with the National Policy Objective 72(a) of the NPF differentiated between Tier 1, serviced lands and Tier 2, serviceable within the life span of the plan. Longer term strategic lands are also referenced that will require infrastructure which is not committed to as of yet and can be classified as “additional provision” and support the continued realisation of the longer term RSES population targets for 2040. While the NPF tiered approach does not include for community infrastructure this is acknowledged as key to supporting sustainable neighborhoods and is included for in more detail in Appendix 1.

The Core Strategy Map as provided in Figure 1.6 shows alignment of settlement with transport, commercial and development centres. It reaffirms the rationale for land use zonings and site specific objectives as set out in the plan. It provides confidence with regard to the location of lands designated to meet the NPF/RSES growth targets within the city up to the end of 2028. It gives a clear direction to all stakeholders as to where more detailed planning and investment is required to deliver physical infrastructure, housing, transport, all the supporting neighbourhood services and amenities, employment and investment in urban design and place making at the local level.

The associated Core Strategy Table highlights how the NPF/RSES/MASP population targets are distributed within the city area. This targeted growth is ambitious and if not met by 2029 ensures a capacity for a resilient and rational growth lead by a sustainable and compact growth agenda that can continue in the subsequent years.

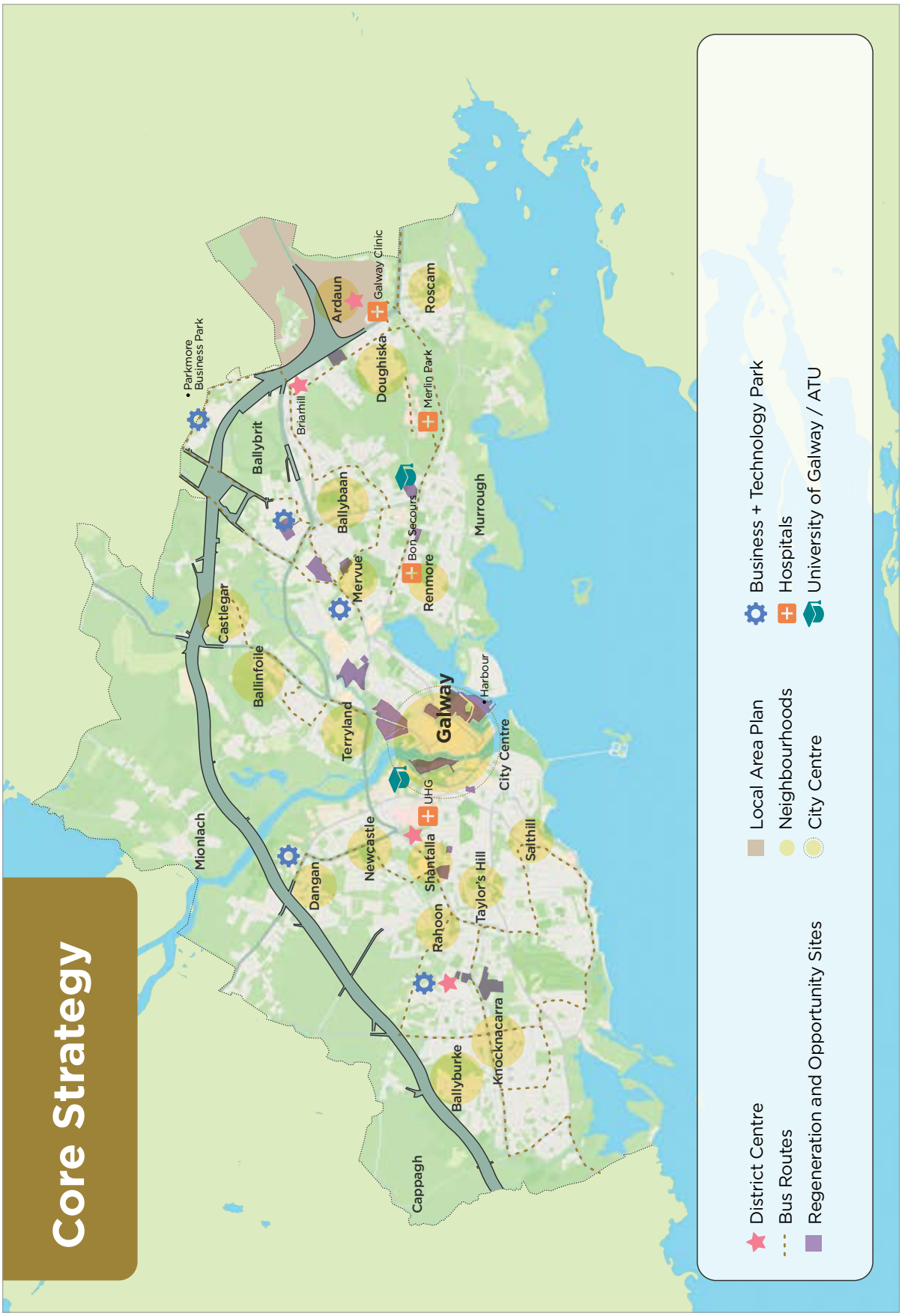


Figure 1.6: Core Strategy Map Table

1.10 Implementation

The success of the City Development Plan requires a continuous link from adoption to implementation and delivery. This requires that an implementation structure must be established to ensure that the Planning Authority maintains a continuous focus towards the implementation of the policies and objectives. This needs the plan to include for a methodology that affords measurable monitoring and analysis and a reporting structure that allows for a review of effectiveness over the six year cycle.

This approach expands on the statutory requirement for a two year progress report. It reflects that development plans require that the myriad of functions within local authorities, relating to areas such as housing, amenities, transport, infrastructure servicing and economic development contribute to delivering on the vision for the city. It allows for a mechanism to facilitate efficient co-ordination and a proactive land management approach. It can facilitate direct engagement with other key stakeholders, including the community and investment interests, ultimately with the objective of timely decision making and exploration in innovative problem solving. With a focus on the monitoring of the Core Strategy and the Development Plan policies and objectives, a dynamic approach to delivery is more likely and this can enable a link to be established with the concurrent SEA monitoring requirements.

Such an approach can link in more seamlessly with the RSES auditing and NPF target reviews. In this regard the Plan has included in Appendix 1 the structure and format that will be activated to provide for plan monitoring.

1.11 Masterplans and Framework Plans

The major regeneration schemes in the city will have a significant impact on Galway's growth, evolution and future character and success. All of the major Regeneration and Opportunity Sites will be required to be the subject of a masterplan/spatial framework plans. This will facilitate a clear strategy for development and set the context for the more detailed design elements relating to use, buildings, spaces and their interrelationship. To support the preparation of these frameworks for development details of the intended outcome, a vision for each site is included for in Chapter 10 and guidance principles are provided in Chapter 8 and the supporting document, the Urban Density and Building Height Study.

For the Headford Road and Murrough area, Local Area Plans will be prepared in order to provide a more detailed strategy for these specific areas. This in particular is because they include for areas which require urban renewal, the Headford Road area and as in Murrough where they can provide for large scale planned recreational and amenity, including improved access to the coast for the eastern side of the city. The Local Area Plans for these areas will identify and analyse the various issues of relevance, before establishing and setting out principles for the future development of these areas.

Policy 1.4 Core Strategy

1.	Ensure that sufficient amount of lands are zoned and enabled to meet the demands for a diverse range of uses including housing, employment, services and amenity needs over the lifetime of the plan.
2.	Support a just transition to a greener, low carbon and climate resilient city and integrate climate mitigation and adaptation measures in all plans and projects.
3.	Support the compact growth of Galway City through appropriate policies that promote co-ordination between land use and locations that can be served by public transport and the walking and cycling networks and enables the delivery of 50% of all new homes within the existing built footprint on lands as set out in the Core Strategy.
4.	Support the compact growth of the city by promoting development on designated Regeneration and Opportunity Sites, by the re-development of brownfield and underutilised lands and through encouraging the reuse and adaptation of the existing building stock.
5.	Implement a strategy for settlement that includes for housing on key Regeneration and Opportunity Sites in the city centre, at Ardaun a designated strategic long term growth area and through consolidation and infill on the balance of suitable lands within the city.
6.	Encourage new neighbourhoods and the consolidation of existing neighbourhoods to develop as sustainable, attractive, well- connected neighbourhoods at appropriate densities, with a high quality of design of buildings and spaces, supported by services, amenities and local enterprises.
7.	Support the local community goals of the LECP to reduce poverty and alleviate disadvantage in the city by proactively promoting all forms of social inclusion, accessibility in the built environment and public realm, housing, community facilities, employment opportunities, and transport.
8.	Ensure that the future growth of the city is undertaken in a manner that strikes a balance between enabling development and protection of the environment and the built and natural assets of the city.
9.	Collaborate with government departments, agencies and key stakeholders to assist in the delivery of enabling infrastructure, amenities and community facilities to facilitate compact growth, sustainable neighbourhoods and place making.
10.	Require the preparation of Local Area Plans, Masterplans and Spatial Frameworks for those areas which are experiencing and/or likely to experience large scale development or regeneration.
11.	Adopt an active land management approach through enhanced co-ordination with relevant stakeholders and infrastructure providers in the delivery of enabling infrastructure to support implementation of the Core Strategy.
12.	Review Ardaun Local Area Plan to ensure consistency with the Core Strategy and policies and objectives of the 2023-29 Development Plan.
13.	Establish a Core Strategy Monitoring framework to measure planning outcomes and evaluate the policy objectives of the City Development Plan.
14.	Support the implementation of the SEA Directive, the Habitats Directive, Birds Directive, EIA Directive and Water Framework Directive and appropriate supporting legislation and guidelines.

2 Climate Action

2.1 Context 44

2.2 Climate Change International and European Context 47

2.3 Planning & Sustainability – Achieving Sustainable Planning Outcomes 54

2.4 Integrating Climate Action into the City Development Plan 59

2.1 Context

Climate change is the most significant challenge of our time. The cause can be attributed to a growth in the concentration of greenhouse gases (GHGs) in the earth's atmosphere as a result of human activity. The effect of this is leading to an increase in global mean air and ocean temperatures, widespread melting of snow and ice, rising sea levels and an increase in the frequency, intensity and duration of extreme weather events. The impact of climate change will not be experienced equally and will likely have a disproportionate effect on marginalised communities who do not have the resources to adapt or mitigate the impact of climate change. This coupled with the process of decarbonisation will impact on certain livelihoods and sectors and risk exacerbating inequality. The concept of climate justice is imbedded in national and international climate policy and is defined as 'safeguarding the rights of the most vulnerable people and sharing the burdens and benefits arising from climate change and its impacts equitably and fairly'. In order to facilitate a just transition globally, Ireland, and other developed nations, will need to both decarbonise locally and support climate action in developing countries.

Analysis of observational data shows that Ireland's climate is changing, at a scale and rate consistent with regional and global trends including an increase in extreme weather events and temperatures across all seasons. These changes are predicted to continue and intensify with wide ranging consequences for all aspects of life in Ireland. In order to combat climate change, action is required to be taken now to reduce greenhouse gas emissions, adapt to changing climatic conditions and to transition to a low carbon economy and climate resilient society.

In 2019 Ireland became the second country in the world to declare a climate and biodiversity emergency. Since then legislation has been introduced which commits Ireland to becoming carbon neutral by no later than 2050 in line with international commitments. This is now a legally binding target for the country and is in line with EU policy on climate action. To achieve these ambitious targets the government have indicated that a cross sectoral approach will be required as well as the support and cooperation of a wide range of stakeholders.

The City Development Plan recognises the strategic role that land use and spatial planning can play in providing for population growth in a compact, sustainable way that will reduce greenhouse gas emissions, reduce energy demand and address climate change adaptation. The Core Strategy has been developed in line with this approach. It has focused on mitigation and adaptation measures that will reduce the need to travel, enable and support sustainable transport options, protect and enhance the natural environment and deliver compact growth patterns including for the encouraging of regeneration on a number of brownfield sites while also supporting increased use of renewable energy and implementation of flood protection measures. This approach has been further reflected throughout the plan which includes for a series of ambitious policies and objectives designed to address the challenges of climate change and support the transition to a low carbon economy.

The Intergovernmental Panel on Climate Change (IPCC) the world's leading authority on climate science published a report in August 2021, which affirmed that this generation are the last that can prevent irreparable damage to the planet. They confirmed that only rapid and drastic reductions in greenhouse gases in this decade can prevent climate breakdown with every fraction of a degree of further heating likely to compound the accelerating effects. In this regard implementing measures to achieve national policy and targets over the lifespan of this plan will be critical to addressing the climate and biodiversity crisis.

This chapter in particular focuses on climate actions and environmental measures, however this approach is also well integrated in the Core Strategy and also permeates through all other chapters in the Plan.

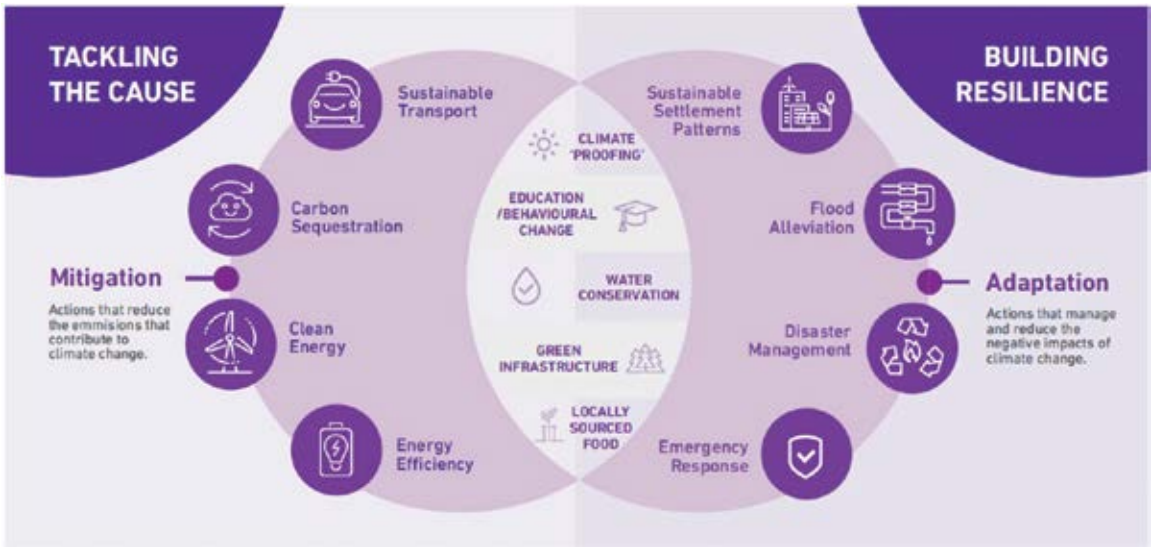


Figure 2.1 - Mitigation and Adaptation - Climate Action Source: CARO

As indicated climate action is a combination of mitigation and adaptation measures to tackle climate change. Mitigation can be defined as an intervention to reduce the flow of greenhouse gases into the atmosphere. This can be achieved by reducing the source of the gases, by reducing energy demand and switching to renewable energy sources or by creating carbon sinks to store greenhouse gases in peatlands, forests or soils. The goal of mitigation is to reduce future climate change by slowing the rate of increase in (or even reducing) greenhouse gas concentrations in the atmosphere. Adaptation focuses on measures that reduce the impact of climate change that is already taking place and planning for adverse effects that will happen in the future as a consequence of greenhouse gases already in the atmosphere. The goal of climate adaptation is to minimise the risk and cost associated with climate change and protect lives and property by building climate resilience into existing systems. Adaptation includes measures such as flood and coastal protection and sustainable urban drainage and nature based solutions.

This chapter considers a number of these measures while the balance of chapters in the plan also include for a range of policies and objectives that contribute to mitigating and adapting climate change.

Taking action to mitigate and adapt to climate change and facilitating a transition towards climate resilience and carbon neutrality will deliver economic, environmental and social co-benefits. These include cleaner air, creation of green jobs, improved public health and support for biodiversity.

In land use planning improved air quality will come about where policies are implemented to promote the use of renewable energy and decarbonisation of energy systems that reduce the use of fossil fuels. Similarly, policies to integrate land use and transport systems will increase accessibility and promote walking and cycling and correspondingly reduce dependence on the private car, benefit social cohesion and community well-being. Where policies support investment and enhancement of green infrastructure this can contribute to biodiversity, carbon sequestration and reduce flood risk and provide for recreation and amenity. Policies and other measures that support energy efficient building design and retrofitting of existing building stock will reduce costs associated with heating and cooling and reduce fuel poverty.

To encourage Galway to become more climate resilient there is a need to have an emphasis on such policy objectives, as these will build climate resilience through a focus on mitigation and adaption.

In particular these include policies focused on:

a) Nature –Based Solutions (adaption and mitigation)

b) Flood risk and water management (adaption and mitigation)

c) Renewable energy (mitigation)

d) Transport (mitigation)

e) Built environment (adaption and mitigation)

f) Overall cross-cutting climate change and environmental policies (adaption and mitigation sustainability)

2.2 Climate Change International and European Context

International climate policy has been informed by the United National Framework Convention on Climate Change (UNFCCC) established in 1992. The most significant global climate agreement produced to date is the Paris Agreement 2015. Ireland ratified the Paris Agreement in November 2016 and is therefore legally bound by its commitments, including limiting the increase in global temperature to under 2 degrees Celsius. above pre-industrial levels and preferably to keeping it below 1.5 degrees Celsius. The agreement also included an aim to be globally carbon neutral by 2050.

In line with global climate commitments the European Union (EU) has set a legally binding target for its member countries to reach climate neutrality or net-zero greenhouse gas emissions by 2050. This target and the framework to achieve it is set out in the European Climate Law which increases these targets in 2020 to require at least a 55% reduction in net emissions of greenhouse gases compared to 1990 levels by 2030. This is supported by the European Green Deal, an action plan to make the EU's economy and society sustainable. It identifies investment and financing options to support a just transition to climate neutrality by 2050 by investing in environmentally friendly technology, supporting the transition to a decarbonised and circular economy, eliminating pollution and restoring biodiversity. The Green Deal also includes a 'Just Transition Mechanism' to provide targeted support to alleviate the socio-economic impact of the transition to climate-neutral economy.

The transition to a low carbon, climate resilient economy and society is considered by the EU to present significant challenges and require fundamental changes to certain industries and livelihoods. Such impacts will be unevenly spread with some regions and communities impacted more than others. The EU Council however underlies that the transition to climate neutrality will also create alternative employment and economic opportunities and benefits through the development and roll out of new technologies, increase in new jobs and markets and the benefits that retrofitting schemes will bring. The EU recognizes the need to put in place an enabling framework to ensure that the transition is cost-effective, as well as socially balanced and fair enabling a just transition so that no region or sector will be disadvantaged through the transition to a low carbon climate resilient economy.

The Irish Government, in line with EU policy and member obligations is committed though national legislation to support climate action and a just transition through funding supports and initiatives that will alleviate the socio-economic impact of the transition to a climate-neutral economy.

National Context and Legislation

The Climate Action and Low Carbon Development (Amendment) Act 2021 aligns with targets set by the EU and supports Ireland's transition to a climate neutral economy by no later than 2050. This Act significantly amends and strengthens the earlier Climate Action and Low Carbon Development Act of 2015. It follows through on Ireland's increasingly ambitious commitments in the area of climate action, which were included for in the Programme for Government and the Annual Climate Action Plan. It provides for the nationally legally binding framework to enable Ireland to achieve the 'national climate objective' as included in the Act which has a key provision '*to reduce the extent of further global warming, pursue and achieve, the transition to a climate resilient, biodiversity rich, environmentally sustainable and climate neutral economy*'. A climate neutral economy is defined as a sustainable economy and society where greenhouse gas emissions are balanced or exceeded by the removal of greenhouse gases.

The legislation provides for specific mechanisms, plans and strategies that will be used by Government to achieve the national climate objective. These include the preparation of carbon budgets allied to sectoral emission ceilings and other actions that support the government's policy on climate change. The first two five-year carbon budgets are required to provide for a total reduction of greenhouse gas emissions of 51% over the period to 2030, relative to a baseline of 2018.

The **Climate Action Plan (CAP)**, first prepared in 2019 sets out a roadmap to deliver a 51% reduction in Ireland's overall greenhouse gas emissions from 2021 to 2030, and to achieving net-zero emissions no later than 2050. Under legislation the Climate Action Plan is required to be updated annually to accommodate new and emerging technologies, changing scientific consensus and evolving government climate action policy. The CAP must also comply with the carbon budget programme and sectoral emission ceilings and other actions necessary to support government policy on climate change. The CAP also acknowledges the need for a just transition and the need to build climate resilience in all communities.

A **National Long Term Climate Action Strategy** is also a requirement under the legislation and is required to be reviewed every 5 years. The purpose of this strategy is to specify how it is to achieve the 'national objective' consistent with the carbon budget programme. It must also include for the projected reduction in emissions and enhancement of carbon sinks for a minimum period of 30 years.

A **National Adaptation Framework**, which is required to be reviewed every five years was already an obligation since the original Act 2015. It must specify the strategy for the application of adaptation measure in different sectors and by local authorities to reduce vulnerability of the State to the negative effects of climate change. The National Adaptation Framework was published in 2018. It included a requirement for each local authority to make and adopt local adaptation strategies. Galway City Council adopted the Climate Adaptation Strategy 2019-2024 for the city in September 2019. Sectoral adaptation plans are also required to be prepared by seven government departments and to sit under the national framework. Each plan is required to identify the key risks faced across the sector and the approach being taken to address these risks and build climate resilience.

The **National Mitigation Plan**, also an obligation under national climate legislation was published in 2017. This original document included for mitigation responsibilities of a range of government departments relating to topics that included electricity generation, the built environment, transport and agriculture. It included over 100 actions for government and public bodies to implement and begin the process of developing medium to long term mitigation choices for the next decade and beyond. However in 2020 the Supreme Court quashed the National Mitigation Plan deeming it non-compliant with climate legislation. A new national mitigation plan is required to be prepared.

A key addition to the amended climate legislation that will integrate with Development Plans is the obligation for each local authority to prepare five yearly **Local Authority Climate Action Plans.** These will need to specify mitigation and adaptation measures, consistent with the relevant elements of the governance framework. In addition the legislation requires that these Local Authority Climate Action Plans must be taken into account when making a development plan.

The framework for meeting national targets is supported by the Climate Change Advisory Council (CCAC). It functions in advising and making recommendations to the Ministers and the Government, this function and their reporting have been further developed in the recent legislation to match the expanded governance framework.

Planning and plan making is carried out within the framework of planning legislation. The Planning and Development Act 2000 (as amended) includes for mandatory objectives that must be included as a consideration in the making of development plans. In this regard the legislation requires plans to include for objectives relating to climate action and specifically to have sustainable settlement and transport strategies and to promote sustainable energy use, reduction of greenhouse gases and adaptation measure. The legislation also obliges development plans to be in alignment with the policy direction in the National Planning Framework (NPF), the relevant Regional Spatial and Economic Strategies (RSES) and Section 28 Ministerial Guidelines.

Planning legislation in addition to environmental legislation also provides the basis for protecting the natural and built environment and for the carrying out of strategic environmental assessments of both plans and projects where the anticipated environmental effects of objectives and policies in a development plan or a specific development can be measured.

The transition to a **Circular Economy** is an action under the Climate Action Plan 2019 that will form part of Ireland's transition to a climate resilient economy. A strategy is currently being developed to provide a national framework to enable the transition and the ambition of a national rate of circular material use which will exceed the EU average by 2030. The strategy will be given statutory footing by the Circular Economy and Miscellaneous Provisions Act 2022.The goal of a circular economy is to minimise waste and consumption of raw materials through ensuring that the materials remain in use for as long as possible by designing products that are durable and can be repaired and remanufactured. In contrast to the linear economy, which depends on raw materials to produce goods which are disposed of as a waste product at end of life. The circular economy treats waste as a resource that can be reused and recycled. The transition to a circular economy is key to achieving targeted reduction in carbon emissions and the transition to a low carbon, climate resilient economy as the extraction of natural resources and the disposal of waste is a major cause of greenhouse gas emissions and biodiversity and habitat loss globally. The development of the circular economy will also create new opportunities for local economies through reuse and remanufacturing and alternative business models such as sharing and leasing schemes.

The transition to a circular economy is also central to national waste policy, A Waste Action Plan for a Circular Economy (2020-2025) and National Waste Management Plan for a Circular Economy will replace Regional Waste Management Plans and will contain targets for all waste streams to prioritise reuse and repair, reduce resource consumption and reduce contamination of recyclable material.

Policy 2.1 Circular Economy

1. Support a successful transition to a circular economy where waste and resources are minimised in accordance with emerging legislation and national strategy including the Circular Economy Programme 2021-2027.

National and Regional Context - Planning Policy

The key role that spatial and land use planning has in relation to Climate Action is reflected at national level in Ireland Project 2040 which includes the National Planning Framework (NPF) and the National Development Plan (NDP). The NPF acknowledges that the planning process provides an established means through which to implement and integrate climate change objectives, including for mitigation and adaptation, at local level and to the transition to a low carbon and climate resilient society. It includes a number of cross-cutting objectives which together, within the broader planning perspective of achieving sustainable development, support the National Strategic Outcome (NSO) 8 which would see Ireland 'Transitioning to a low carbon economy and climate resilient society'.

The NDP outlines how national investment priorities will be delivered in a manner that supports the NPF priorities, the targets in the national Climate Plans and plans for a shift towards a decarbonised society. This investment strategy includes for transformation of the energy systems away from fossil fuels to renewable energy, retrofitting for improved energy efficiency. It also includes for investment in sustainable mobility measures, urban regeneration to support compact growth and for flood relief investment programmes.

The Northern and Western Regional Spatial and Economic Strategy (RSES) incorporates the notion of a low carbon future integrated into five growth ambitions in the regional strategy. The RSES identifies a number of key Regional Policy Objectives (RPOs) related to climate change, energy, renewable energy, transmission network, environmental protection and flooding. These objectives are designed to respond to climate change and to build a climate resilient region that is primed to transition to a low carbon economy and society. The RSES also recognises the significant opportunities that will come with climate action for the region through resource efficiency and the commercial application of technology to existing and emerging energy.

The Plan, framed by the Core Strategy has been prepared in line with climate legislation and national and regional policy guidance and includes for a range of cross- cutting climate and environment policies and objectives which align with national ambitions on climate action. These measures also include support and encouragement for associated appropriate investments and actions by public bodies, the community and business interests.

At regional level local authorities are supported by the Climate Action Regional Offices (CAROs). Galway City is under the remit of the Atlantic Seaboard North CARO. These CAROs are mandated to coordinate climate action at local government level. Their remit is to assist in the preparation of adaptation strategies and support local authorities with the necessary competency and expertise on climate action across all functions and activities.

Local Context – Galway City

Local authorities, being at a level of government closest to local communities and enterprise are uniquely placed to effect real positive change. In regard to climate change local authorities can both lead and contribute greatly to the delivery of the national transition objective of low carbon, climate resilience in the longer term and also act to improve the ability to plan for and respond to severe weather events in the shorter term. This is recognised in the commitment made by all local authorities to sign up to the Local Authority Climate Action Charter (2019). This charter recognises the capacity for local authorities to provide leadership at the local level around climate action. The charter sets out a number of commitments including to adhere to the UN Sustainable Development Goals (SDGs), to act as advocates for the climate action through policy and practice, in their organisational capacity and through working with local communities.

In light of this commitment and the obligation for all local authorities to make and adopt local adaptation strategies as required under the National Adaptation Framework, Galway City Council commenced preparation of **Climate Resilient Galway City 2019-2024**, an adaption plan for the city.

The preparation for this plan involved reviewing past climate events and trends over a 30 year period in order to understand the impact of climate change on the city and likely future impacts. Analysis of the data indicated that the city must prepare for an increase in the risk of coastal flooding, tidal surges and coastal erosion due to increased storm activity and projected rises in mean sea levels. The risk of river and surface water flooding was also predicted to increase as a result of patterns of rainfall becoming more intense. The projected increase in rainfall intensity was also identified as likely to lead to an overloading of the surface water networks, leading to more road and street flooding, overland flows and property flooding. The review also concluded that in this context the water network and wastewater treatment facilities will need to adapt to manage increased flows. It showed too that Galway City is also vulnerable to high winds which has potential to damage property and critical infrastructure, cause disruption to transport networks, community and economic activity and increase the risk to resident's health and wellbeing.

With climate science predicting an increase in summer mean temperatures the risk to energy and transport networks as a result of heat related damage is also an issue to be addressed. With an increase in temperatures, offices, homes and commercial premises in the city are likely to be at risk of overheating and requiring additional facilities for cooling.

Galway has a rich natural heritage which is vulnerable to the impacts of climate change and the risks posed in particular by temperature rises and the likelihood of an increase in extreme weather events. Such events are likely to impact negatively on the diverse range of habitats and wildlife which are vulnerable to changes in climatic conditions. Biodiversity is also likely to be impacted due to changes in the timings of seasonal events which may lead to disruption of existing flora and fauna, reducing the range of species and habitats and disrupting ecosystem services.

In the context of climate change Galway City Council adopted a climate adaptation strategy - *Climate Resilient Galway City 2019-2024* in 2019. It sets out Galway City Council's short and medium term objectives for the adaptation to climate change. The strategy is based on four main themes: critical infrastructure and buildings, natural and cultural capital, water resources and flood risk management and community services and sets out specific actions under each.

Other initiatives at city level include the preparation of a pilot **Decarbonisation Zone (DZ)** at Westside. The Government's Climate Action Plan includes for an action for each local authority to identify a Decarbonising Zone. This is a spatial area in which a range of climate mitigation measures are identified to address low carbon energy, greenhouse gas emissions and climate needs to contribute to national climate action targets. The range of policies and projects developed are specific to the energy and climate characteristics of the spatial area covered by the DZ. This can include a range of technologies and measures addressing electricity, heat, transport, building energy efficiency, carbon sequestration and energy storage. The DZ must at a minimum reduce its greenhouse gas emissions by 7% per annum from 2021 to 2030 (a 51% reduction over the decade), in line with targets set out Climate Action and Low Carbon Development (Amendment) Act 2021.

Galway City Council has selected the 'Westside' area of the city as a DZ and will work in partnership with local stakeholders including public bodies, utility providers, community groups, schools, businesses and the established Sustainable Energy Communities (SEA) including Galway Energy Co-op SEC, University of Galway SEC and Galway City Council SEC to prepare and deliver an implementation plan for a DZ in 2023. The range of policies and projects that will be developed will be specific to the energy and climate characteristics of Westside DZ. As with the intent for the DZ, the plans should also address the wider co-benefits which can include air quality, improved health, biodiversity, embodied carbon, lower noise levels, waste, water and also benefits relating to adaptation. Westside DZ will act as a demonstrator area with potential to roll-out the initiatives to other parts of the city and will have an objective to increase citizen awareness and behavioural change in relation to climate action.

The Council will prepare an Energy Master Plan for Galway City which will include a greenhouse gas baseline emissions inventory (BEI), establishing an emissions baseline for the city. The BEI will also provide a baseline of energy use and sources in the city for the baseline year 2018 and estimate the increase in demand for energy in line with the projected growth of the city's population. The Energy Master Plan will provide a register of opportunities for decarbonising projects including energy retrofitting of residential and non-residential buildings, a roadmap for electrification of the heat and transport systems and the identification of viable renewable energy and energy storage projects to target opportunities to achieve the 51% reduction in greenhouse gas emissions required nationally by 2030.

As referenced climate legislation requires each local authority to prepare five yearly Local Authority Climate Action Plans that will be required to integrate with respective development plans. These will need to specify mitigation and adaptation measures, consistent with the relevant elements of the governance framework and relative to the local authority area. The legislation requires these to be prepared within 1 year of the commencement of the Act and supported by government guidelines.

Policy 2.2 Climate Action

1. Support the implementation of International, European and National objectives as detailed in the following:
   - EU Climate Adaptation Strategy 2021;
   - the European Green Deal;
   - The Climate Action and Low Carbon Development Acts 2015 to 2021;
   - The annual Climate Action Plan and any revisions thereof;
   - The National Climate Adaptation Framework 2018;
   - The National Climate Change Strategy;
   - EU Biodiversity Strategy for 2030;
   - Sectoral Adaptation Plans and
   - The National Climate Mitigation Plan (when prepared and adopted)
2. Support the implementation of national objectives for climate change adaptation and climate change mitigation to achieve a just transition to a climate resilient, biodiversity rich, environmentally sustainable, carbon neutral economy.
3. Support through plan policy and objectives, the national objective of the legally binding path to net-zero emissions no later than 2050, and to a 51% reduction in emissions by the end of 2030; through implementation of 5 year carbon budgets, by way of reducing greenhouse gases, promotion of sustainable transport, use of renewable resources, improving energy efficiency and supporting nature based solutions.
4. Support, facilitate and advance the implementation of policies and actions set out in the Galway City Council Climate Adaptation Strategy 2019-2024.
5. Prepare and make a five year Local Authority Climate Action Plan in accordance with the Climate Action and Low Carbon Development Amendment Act 2021 and future supporting guidelines. Review the development plan to ensure consistency with the Local Authority Climate Action Plan and future climate action policy and guidance and if required bring forward a variation of the plan.
6. Support national sectoral emissions ceilings and carbon budgets once adopted where applicable.
7. Manage the climate risks associated with climate change through the development of climate adaptation measures and sustainable planning and development, including through the planning, design and implementation of the Coirib go Cósta Galway City Flood Relief Scheme in conjunction with the OPW.
8. Support the implementation of water management measures through mechanisms such as SuDS, rain water harvesting, use of grey water, water storage and nature based solutions to adapt to the impacts of climate change.
9. Support the designated and any future Decarbonising Zone (DZ) in the city and associated implementation plan promoting measures to reduce Greenhouse Gas (GHG) emissions and improve general environmental conditions in this area.
10. Support Energy Master Plans prepared by Sustainable Energy Communities in Galway City in particular to support the recommendations of the Galway City Energy Master Plan and associated Energy Action Plan setting out pathways for reducing greenhouse gas (GHG) emission associated with energy use in Galway City.
11. Support initiatives to advance good soil management, carbon capture and carbon sequestration where feasible in the city.

12.	Collaborate with the Climate Action Regional Office (CARO) and any other relevant stakeholder in respect of the implementation of existing and future climate change adaption and mitigation strategies and climate action policy to support the transition to a low carbon economy.
13.	Increase awareness and support behavioural change in relation to climate change, climate resilience and the transition to a low carbon economy.
14.	Enable opportunities to activate EC funded projects such as the EU Horizon Europe Missions under the two missions of (i) Climate-Neutral and Smart Cities and (ii) Adaptation to Climate Change, including societal transformation.
15.	Require a climate action statement that considers energy, emissions and sustainable transport as part of every Local Area Plan, Masterplan, Spatial Framework, and Regeneration and Opportunity Site.
16.	Support measures to reduce the reliance on single use plastics in the city with a particular emphasis on taking single use plastic bottles out of use as a measure to be pro-active in supporting the Climate Action Plan
17.	Support the Third level sector to become centres for Climate Mitigation and Learning.

2.3 Planning & Sustainability – Achieving Sustainable Planning Outcomes

Planning and the planning system is a key enabler responding to the challenges posed by climate change and in building climate resilience and supporting the transition to carbon neutrality. Locally, the Development Plan sets out a land use planning framework that integrates climate adaptation, mitigation measures, sustainability and the environment into spatial policy. In particular the Core Strategy, policies and land use zoning objectives can encourage compact growth, support and integrate sustainable mobility with land use, provide for green infrastructure, address flood risk, and provide for renewable energy. This approach directly responds to the need to protect and enhance natural resources, reduce energy demand, reduce greenhouse gas emissions and protect against the risks posed by climate change in the city.

Green and Blue Infrastructure (Adaption and Mitigation)

Galway City is fortunate to have a rich legacy of natural capital. It includes coastline, woodlands, river, canal system and protected habitats. A fifth of the total land area of Galway City includes areas designated as protected habitats, recreational and amenity lands and lands in agricultural use. This network of spaces constitutes the city's green and blue infrastructure. It provides a range of benefits including the support of biodiversity, recreation, leisure and sustainable mobility opportunities and general well-being. Good policy support and management of these resources can enable this green and blue infrastructure to deliver benefits to sustain a good standard of natural environment and address climate change impacts.

Through active management these benefits can be deployed as nature based solutions to adapt to climate change. Nature-based solutions are defined by the International Union for Conservation of Nature as "actions to protect, sustainably manage, and restore natural or modified ecosystems that address societal challenges effectively and adaptively, simultaneously providing human wellbeing and biodiversity benefits". Green and blue infrastructure can provide significant environmental benefits including flood water storage, urban cooling and improved air quality. They also have an important role in tackling the biodiversity crisis, sequestration of carbon, absorbing filtering and attenuating water, preventing erosion and filtering pollutants from the air and water.

The challenge for this plan is to ensure these spaces are carefully managed and enhanced and a balance sought between providing for recreation and access and maintaining the integrity of the ecosystem. This is especially important in light of the targeted population growth for the city which will require a sufficient scale and quality of open space. The Green Spaces Strategy that is currently being prepared by the Council will supplement the relevant policies in the plan in this regard.

Sustainable urban drainage systems (SuDS) is another measure promoted in policy and in development design whereby through design, surface water/rainwater is reduced and managed sustainably. This can reduce the risk of local flooding. SuDS can include for nature based solutions where a range of different measures can be used such as green roofs, swales, ponds and tree pits. Where these are incorporated into the design they can improve water quality, prevent flash flooding while contributing to biodiversity and habitat enhancement. The application of SuDS is varied depending on site specific circumstances and can have an application for buildings too where rainwater can be harvested and deliver both sustainable management and conservation of water.

Flood Risk (Adaption)

Due to rising sea levels and more intense rainfall projections, Galway City will face a greater risk of coastal, fluvial, pluvial (urban storm water) flooding. This will pose significant risk to communities and business operating in flood risk areas. A Strategic Flood Risk Assessment (SFRA) has been carried out, as part of the preparation of the Development Plan. This provides information on flood risk in the city and has informed the Core Strategy and guided the drafting of policies and objectives. These will guide future development, restricting certain types of development in flood zones and require design measures where development is acceptable following justification testing. However owing to climate change, existing developments in the city are still at great risk to flooding. The management of this anticipated flooding and all flood risk will require adaptation measures such as specific flood risk relief scheme which is currently under way.

The Western Catchment Flood Risk Assessment and Management (CFRAM) study in 2016 identified Galway City as an Area for Further Assessment (AFA) and concluded that a flood relief scheme would be viable and effective for the community. This project has since commenced and the City Council working with the Office of Public Works (OPW) have commissioned the scheme known as the Coirib go Cósta project to address the sustainable and effective management of flood risk in the city. It is envisaged that this project, including the design, consent and construction will be completed by 2029.

Renewable Energy (Mitigation)

Renewable energy is a low carbon or zero carbon source of energy produced from sources that are constantly replenished through the cycles of nature. Unlike fossil fuels these sources of energy are not finite. The development of renewable energy resources and the development of low carbon energies is critical to the transition to a low carbon economy and to meet climate targets relating the reduction of greenhouse gas emissions. The development of these are needed to ensure the security of energy supply in the country.

The Development Plan supports the increase in use of renewable energy and development of renewable energy infrastructure and initiatives to provide a viable alternative to the burning of fossil fuels. Sources of renewable energy include solar photovoltaic (PV), solar thermal, geothermal, hydroelectric power, tidal power, renewable gas, green hydrogen, the use of biofuels and onshore and offshore wind turbines. Only some of these present suitable opportunities in the city being an urban area. Potential also exists to prepare feasibility studies on low carbon district heating, waste heating recovery and utilisation opportunities within the city particularly in newly designated areas such as Ardaun and in some of the regeneration sites.

The development of offshore renewable energy sources is emerging as a critical resource to meet emissions targets. The Western Seaboard is ideally suited to the development of offshore renewable energy and Ireland is currently part of an international initiative to develop and test wave and wind energy converters. The Atlantic Marine Energy Test Site (AMETS) is located west of Bellmullet in Co. Mayo and offers a full scale test facility for wind and wave ocean energy converters, there is also a quarter scale test site in Galway Bay. In the event that large scale off shore renewable energy projects advance Galway Port is ideally placed to provide the onshore support for such development.

The Sustainable Energy Authority of Ireland (SEAI) supports 'sustainable energy community initiatives' which assist local communities to develop projects focused on using energy in a more sustainable way through measures to support energy efficiency, the use of renewable energy and smart energy systems. The Council will collaborate with SEAI on these initiatives in the city and will avail of the support and expertise of CARO and other relevant stakeholders.

Policy 2.3 - Renewable Energy	
1.	Promote and facilitate the development of renewable sources of energy within the city, and support national initiatives, which offer sustainable alternatives to dependency on fossil fuels and a means of reducing greenhouse gas emissions, subject to the avoidance of unduly negative visual and environmental impacts, or impacts on residential amenity.
2.	Support and work in partnership with SEAI, local Sustainable Energy Communities and relevant stakeholders in the development of energy efficient and renewable energy projects and investigate the potential for the use of emerging renewable technologies in the city.
3.	Ensure that the development of renewable energy and its associated infrastructure avoids negative impacts on European sites and adhere to the requirements of Article 6 of the Habitats Directive (92/43EEC).
4.	Promote small scale, on-site energy development, where energy generated is primarily required to meet the needs of households, communities and businesses to reduce their carbon emissions. Examples could include micro wind/solar energy generation, low carbon district heating, waste heating recovery and utilisation, geothermal and air to water energy technologies.
5.	Support transmission network integration requirements facilitating linkages of renewable energy proposals to the electricity and gas transmission grid, in a sustainable and timely manner, subject to proper planning and environmental considerations.
6.	Support the development of appropriate land-based infrastructure at suitable locations in the city to support off- shore renewable energy production subject to adequate visual, environmental and ecological protection.

Transport (Mitigation)

Transport includes the movement of goods and people and accounted for 20.4% of Ireland's greenhouse gas emissions in 2019. Transport emissions are closely linked to economic growth, as Ireland's population is expected to grow by over a million people by 2040 this will create an increase in demand for movement of people and goods and an additional challenge in reducing transport related emissions. In addition transport contributes to air pollution and poor local air quality through the release of micro-particulates and nitrogen oxides which are responsible for respiratory diseases. Transport emissions in Ireland are exacerbated by a dispersed settlement pattern, low population density, high proportion of journeys being taken by private car and inadequate public transport, walking and cycling infrastructure.

Ireland is targeted to reduce transport related emissions by 40-45% by 2030. Policy to reduce emissions in the transport sector are focused on both reducing the transport intensity of growth and the carbon intensity of travel.

For the Development Plan this includes for adopting compact growth polices and regeneration of brownfield sites which is one of the main tenets of the Core Strategy in conjunction with a strategy for transport which promotes sustainable mobility as provided for in the Galway Transport Strategy (GTS). This will encourage sustainable densities, expansion of walking, cycling and public transport networks, encouragement of the neighbourhood concept and supporting infrastructure for the transition to electric vehicles and the use of biofuels.

Built Environment (Adaption and Mitigation)

In 2019 the residential, commercial and public sectors accounted for 13.9% of Ireland's greenhouse gas emissions. These sectors include the emissions from the built environment. Improving the energy efficiency of buildings, through retrofit and higher energy performance standards for new buildings, is necessary to reduce overall energy demand and improve living standards by making buildings healthier, more comfortable and less costly to heat. Improved energy efficiency and performance building is critical to greenhouse gas emission targets. New buildings are required to be nearly Zero Energy Buildings (nZEB) standard through the transposition of the European Energy Performance of Buildings Directive (EPBD) through Part L of the Building Regulations. The EPBD also requires that energy required by the building to be met by a significant extent by energy from renewable sources produced on-site or nearby and is applicable to buildings undergoing a renovation of in excess of 25% of the building envelope.

The Council encourages the design of high energy performance buildings through the siting, layout and design of new developments to make best use of renewable and low carbon energy opportunities. The Council also supports the retrofit and reuse of existing buildings.

Policy 2.4 Sustainable Building Design and Construction	
1.	Increase the energy performance of new buildings in the city by encouraging energy efficiency and energy conservation in the siting, layout, design, and construction of development.
2.	Encourage new development to limit greenhouse gas (GHG) emissions and make use of opportunities for renewable and low carbon energy including through design, layout, orientation and construction practices.
3.	Encourage high standards of energy conservation and improved energy performance in all existing and planned local authority housing and include for a deep retrofit programme of works (currently under the Energy Efficiency Retrofit Programme).
4.	Liaise with the SEAI and other agencies to develop standards, procedures and targets for energy conservation in the Council's housing stock.
5.	Support the retrofit and reuse of existing buildings in the interests of sustainability and in line with delivery of the proposed National Aggregated Model of Retrofitting.
6.	Promote energy efficiency and sustainability in both existing and new buildings and support the implementation of the EU Energy Performance in Buildings Directive and the Building Energy Rating Certification (BER).
7.	Support flexibility, accessibility and adaptability in terms of layout and design of new housing.

2.4 Integrating Climate Action into the City Development Plan

To address climate change requires a strategic integrated approach to be embedded in the Development Plan. In this regard Table 2.1 shows the key cross-cutting policies that contribute to mitigation and adaptation that have been incorporated into each chapter of the plan.

Table 2.1: Key policies measures incorporating climate adaptation and mitigation measures

Chapter	Policies & objectives
1. Introduction, Strategic Context & Core Strategy	• Identifies climate action and just transition to a climate resilient, biodiversity rich and climate neutral economy as a strategic goal. • Identifies the protection and enhancement of the natural environment and the green network as strategic goal. • Facilitates compact growth of the city through the integration of land use and sustainable mobility networks and the redevelopment of brownfield and undertilised lands.
2. Climate Action	• Supports the just transition to a climate resilient, biodiversity rich, carbon neutral economy. • Supports the implementation of all international, European, national and local objectives set out in government and sectoral climate plans and the Galway City Council Climate Adaptation Strategy 2019-2024. • Promotes the development of renewable energy infrastructure, green infrastructure and nature based solutions and flood risk management in the city. • Supports the delivery of Coirib go Cósta Flood Relief Scheme. • Supports the designated Decarbonising Zone (DZ) and actions arising from the Energy Master Plan for Galway City. • Supports the transition to a circular economy.
3. Housing and Sustainable Neighbourhoods	• Supports the '15-Minute City' concept and the creation of sustainable residential neighbourhoods through the provision of community services and facilities in tandem with residential development. • Supports compact growth and higher residential density on strategic Regeneration and Opportunity Sites and sites close to public transport. • Supports the integration of green infrastructure, energy efficiency and life time adaptability in the layout of new developments.

4. Sustainable Mobility and Transportation	• Supports the integration of land use and transportation to encourage compact growth, shift to sustainable mobility and reduction in greenhouse gas emissions. • Supports the '15-Minute City' concept to reduce dependence on car use and encourage sustainable mobility. • Supports the delivery of public transport and sustainable mobility projects in the Galway Transport Strategy (GTS) such as Cross City Link, Bus Connects and the National Greenway Network in the city. • Supports the expansion of the EV charging network
5. Natural Heritage, Recreation and Amenity	• Promotes nature based solutions to contribute to climate resilience • Supports the implementation of the National Biodiversity Action Plan (2017-2023), All-Ireland Pollinator Plan 2021-2025 and the Galway City Biodiversity Action Plan 2014-2024. • Supports the protection of sites of ecological importance, the protection of wildlife corridors and stepping stones and the restoration of biodiversity through green design features in the city. • Supports the development of a Green and Blue Network.
6. Economy, Enterprise and Retail	• Supports the transition to a low carbon economy. • Supports new employment which is aligned with climate action and the circular economy. • Supports the integration of employment, housing and sustainable transport modes. • Facilitates the development of vibrant District, Neighbourhood and Local Centres with range of retail, community and leisure services to reduce travel demand and support "15 minute neighbourhood (city) concept". • Supports innovation in the workplace through digitisation, remote & flexible work practices and support hub working.
7. Community and Culture	• Supports the provision of sustainable communities where local services and community facilities are easily accessible by walking, cycling and public transport. • Ensures that community facilities and services are delivered in tandem with new residential developments. • Ensure that all new community facilities and services including arts and cultural facilities, healthcare facilities and education and childcare facilities are located to be accessible by walking, cycling and public transport.

8. Built Heritage, Placemaking and Urban Design	• Promotes sustainable building design, best conservation practice and the appropriate maintenance, adaption and reuse of historic buildings. • Supports the delivery of high quality urban design, place making and public realm that is resilient to the climate change • Promotes the integration of nature based SuDS solutions in the public realm • Encourages innovation in architecture and promote energy efficiency and green design
9. Environment and Infrastructure	• Protects and promotes the sustainable management of water and water bodies in the city and the use of Sustainable Urban Drainage Systems (SUDS), Strategic Flood Risk Assessment, management and delivery of the Flood Relief Scheme Coirib go Cósta. • Promotes the development of green infrastructure. • Promotes and supports initiatives to reduce air and noise pollution. • Protects against light pollution and requires the design of energy efficient lighting schemes for all new developments. • Supports the development of digital infrastructure and a Smart City. • Supports the delivery of a sustainable electricity system to ensure transition to a low carbon economy.
10. Compact Growth and Regeneration	• Supports measures outlined in the Galway City Urban Density and Building Height Study to facilitate compact development focused on accessible locations and minimisation of travel. • Supports the re-development on regeneration and brownfield sites and measures to address dereliction and vacancy. • Supports the enhancement of the public realm to enhance accessibility and connectivity.
All Chapters	All chapters are subject to the following environmental assessments as part of the preparation of the Development Plan. – Strategic Environmental Assessment - Appropriate Assessment - Strategic Flood Risk Assessment

3 Housing and Sustainable Neighbourhoods

3.1	Context	63
3.2	Housing Strategy	64
3.3	Traveller Accommodation	69
3.4	Sustainable Neighbourhood Concept	70
3.5	Sustainable Neighbourhoods: Outer Suburbs	78
3.6	Sustainable Neighbourhoods: Established Suburbs	80
3.7	Sustainable Neighbourhoods: Inner Residential Areas	82
3.8	Sustainable Neighbourhoods: City Centre Residential Areas	84
3.9	Specific Objectives	88

3.1 Context

The availability of good quality affordable housing in a manner that is socially inclusive and supports good placemaking is essential to meet the needs of a growing city. The Development Plan provides the framework for housing integrated with transportation infrastructure and linked to employment opportunities. It ensures that a policy framework supports the co-ordination of housing with essential services, amenities and community facilities. This approach reflects national and regional policy supporting increased city living, compact growth and vibrant and healthy communities. It supports a reduction in the city carbon footprint by reducing car dependency and the need to travel. The plan gives more certainty for investment decisions by both the private and public sector. A strategic goal of the plan includes to facilitate social inclusion in housing and access for all to the wider environment as part of an equal and inclusive city. This goal is reflected in the policies supporting housing and sustainable neighbourhoods.

As set out in the Core Strategy, the settlement strategy for the city is focussed on regeneration of brownfield and under-utilised sites which have scope for a significant quantum of residential development and development of sites identified for residential led development by reason of their optimum location proximate to existing services and public transport, cycle and pedestrian networks. It includes the Ardaun LAP area, a nationally designated Major Urban Housing Delivery Site (MUHDS) and includes for consolidation within existing suburban housing areas, mainly located in Ballyburke, Rahoon, Castlegar and Doughiska.

A Housing Strategy which includes a Housing Need Demand Assessment (HNDA) has been prepared as part of this plan (see supporting documents). It reviewed trends in supply and demand in the city and sets out the projected housing needs over the plan period. It also reviewed the need for specialist housing options.

National policy on housing, *Housing for All - a New Housing Plan for Ireland* sets out a road map for the delivery of housing over the next 10 years. It has a target of delivery of 33,000 homes nationally per annum broken down into private sector owner/rental housing, social housing, affordable housing and cost rental housing. The Local Authorities, Land Development Agency (LDA) and Approved Housing Bodies (AHBs) will be major players in new housing delivery. Reuse of vacant housing stock and upgrade and retrofit of existing stock meeting climate action objectives as well as housing demand are also key measures.

The policy framework for housing and sustainable neighbourhoods has been assessed through SEA and represents a sustainable settlement option supporting appropriate densities and a compact urban form. The plan includes the requirement to prepare Local Area Plans, Masterplans / Framework Plans and design briefs/statements. These will assist in setting out guiding principles for development to secure high standards in design and layout, to create well connected and permeable neighbourhoods and to ensure the protection and enhancement of existing residential amenity.

3.2 Housing Strategy

Planning Authorities are required to prepare and integrate Housing Strategies into their Development Plans. In general, the purpose of a Housing Strategy is to ensure that the housing needs of the existing and future population are met. Plan policy informed by the Housing Strategy seeks to ensure that housing need across all tenures is met for people of different levels of income, including social, affordable and cost rental housing and specialist housing, housing for owner occupation, private rented accommodation and student accommodation. A mix of house types and sizes to satisfy the requirements of various categories of households is supported. This includes the special requirements of older persons and persons with disabilities, the Traveller community and people who are homeless.

Private Sector Delivery

A significant amount of housing need will be required to be met through the private sector. The Council takes a proactive approach through development management to facilitate private sector housing delivery and collaborates with key stakeholders to progress critical infrastructure delivery. Specific funding streams such as the URDF can also assist housing delivery through funding for enabling infrastructure.

The private sector also has a role in meeting social housing need through the Part V legislation, measures such as turnkey schemes, public private partnerships and in the private rented sector through schemes such as the Housing Assistance Payment (HAP) scheme and the Rental Accommodation Scheme (RAS).

Other measures to support housing delivery include the vacant site levy which is intended as a mechanism to incentivise the development of vacant sites, enabling them to be brought into beneficial use or encouraging their sale to those who have an interest and resources to develop. The Council continues to examine vacant sites which are suitable for housing and add to the existing Vacant Site Register where appropriate, in accordance with current legislation. Any future measures to introduce a levy for vacant buildings will also be implemented by the Council where appropriate.

It is also recognised that the reuse of existing building stock in the city can supplement housing delivery. Vacant or underutilised upper floor space above ground floor business premises and options for conversion of vacant commercial space to residential use have the potential for supporting residential use particularly in city centre locations and commercial hubs. Initiatives such as the *Housing for All*, *Croí Cónaithe (Cities) Fund* also support housing delivery.

Social, Affordable and Cost Rental Housing

The HNDA calculates that 55.4% of households requiring homes during the plan period fall into the social (35%) and affordable (20.4%) categories. This reflects the lack of capacity to purchase houses in the private property market due in part by high existing property prices and rents in Galway City. Although household incomes in the City are relatively high by national standards, high housing costs result in relatively high numbers of households facing affordability challenges. With rents also estimated to grow at a slightly faster pace than incomes, requirements for affordable housing is forecast to grow over the plan period.

Measures to tackle affordability, introduced under *Housing for All* and the *Affordable Housing Act 2021,* includes the Affordable Purchase and Cost Rental housing and will contribute to meeting housing need in the city with delivery by Galway City Council, the LDA and AHBs. *Housing for All* has an increasing focus on the delivery of social housing through new build homes by the local authority, AHBs and through public private partnerships. Acquisition of existing properties will also continue to be a housing option, in particular to meet specific local housing solutions having regard to challenges such as location, design, cost or timescale for delivery. The use of HAP and to a lesser extent the RAS, will continue to play an important role in the city during the plan period, however it is envisaged that reliance on these will reduce as new build supply comes on stream. Changes in housing policy will also result in the phasing out of long term leasing options. Other measures to address the social housing need include supports for delivery through the voluntary and co-operative housing sector.

In support of sustainability and carbon reductions, initiatives such as the Buy and Renew and Repair and Leasing schemes to utilise vacant housing stock will play a role in housing delivery. Also, the extensive programme of deep retrofitting of council housing stock supporting energy efficiency and carbon reductions will continue during the plan period.

Housing for Specialist Needs

Galway City Council owns and manages housing suited to the needs of diverse groups of people and works to allocate housing that is appropriate to individual needs. AHBs also provide for specialist accommodation. The need to facilitate independent living and supported community based living with maximum independence and choice for people with disabilities is supported by the Council through specialist housing provision and specific housing adaptation grants to enable people with a physical, sensory, mental health or intellectual disability to make modifications and adaptation to their homes. Additional supports for persons with disabilities are also provided by the Health Service Executive (HSE) and disability organisations to enable people to live in their own home as independently as possible, including personal assistance services and home support. The trend towards an aging population requires support to facilitate ageing in place with dignity and independence through specific new build. Adaptation and mobility grants funded by the Council assist modification of existing homes and enable older people to live independently. Universal design and lifetime adaptability supports both older people's needs and the needs of people with disabilities.

Supported and semi-independent accommodation options can enable independent living and when located within existing communities, allows for greater interaction and easier access to services. In line with the policy statement *'Housing Options for Our Ageing Population'* and *'Age Friendly Principles and Guidelines for the Planning Authority' (Age Friendly Ireland, 2021)* and the Galway Age Friendly Programme as updated, the Council will work to support older people in the city. An Age Friendly Technical Advisor within the Council advises both the Council and developers on age friendly and universal design principles in the design and construction process and a range of guidance is available to inform best practice.

Homeless Services are provided on a regional basis in accordance with the *West Region Homelessness Action Plan 2020-2022.* Within the region, Galway City Council has had the greatest number of homeless accessing accommodation. A Galway City local action plan sets out specific actions to be implemented in conjunction with service providers. Under *Housing for All* the government is committed towards the eradication of homelessness by 2030 and the Council will implement any new initiatives arising from *Housing for All* in conjunction with relevant stakeholders. The Housing First Programme for rough sleepers is a critical support to homeless persons utilising one bed accommodation units in the city with significant wrap-around supports provided by key agencies.

The City Council will also continue to play a role in conjunction with the Department of Housing Local Government and Heritage (DHLGH), Department of Children, Equality, Disability, Integration and Youth (DCEDIY) and key agencies in the provision of accommodation and supports to facilitate community integration for Refugees under the Irish Refugee Protection Programme 2020-2023 and any subsequent programmes.

Other specialist housing needs in the city includes student accommodation and the Council will continue to support the provision of purpose built student accommodation in appropriate locations to meet estimated student need and to free up capacity in the private rented sector.

The successful tourism economy of the city creates a high demand for tourist accommodation which impacts on house supply. The Council will continue to control short-term letting accommodation to prevent a negative impact on housing supply and /or an over-concentration of such uses. It is acknowledged that under current legislation, challenges exist for the Council in enforcing breaches in short-term letting. A change to the regulatory regime proposed under *Housing for All* is envisaged and the Council will adhere to any future requirements.

Policy 3.1 Housing Strategy	
1.	Ensure that sufficient suitable lands are zoned to meet the extent of housing needs identified in accordance with the National Planning Framework 2040 (NPF), the Regional Spatial and Economic Strategy (RSES) and the Metropolitan Area Strategic Plan (MASP) targeted population for Galway City, supporting compact growth and regeneration including the requirement that at least 50% of all new homes be delivered within the existing built-up footprint.
2.	Facilitate the implementation and delivery of the Housing Strategy and Housing Need and Demand Assessment (HNDA) 2023-2029 to meet the identified housing supply targets for the city and to aim for housing choice to be available to meet all needs and incomes.

3.	Require as provided for under the Affordable Housing Act 2021 and Part V of the Planning and Development Act 2000 (as amended) that 10% of lands zoned for residential use, or for a mixture of residential and other uses, and any land which is not zoned for residential use or a mix of residential and other uses but in respect of which permission for the development of houses is granted, be reserved for the purposes of social housing. A further 10% shall be reserved for affordable housing in accordance with the aforementioned Acts and any relevant Ministerial guidance and regulations. Any subsequent amendments to the legal requirement to deliver 'Part V' housing during the lifetime of the Housing Strategy will be complied with. Delivery of 'Part V' housing shall be in accordance with relevant legislation and national, regional, and local policy.
4.	Engage in pre-planning consultation with private sector developers to facilitate the delivery of housing in accordance with the vision for the housing sector as expressed in the national housing strategy Housing for All- a New Housing Plan for Ireland, the requirements of GCC Housing Strategy and Housing Need and Demand Assessment for Galway City.
5.	Work in collaboration with the Land Development Agency to enhance delivery of the long term strategic needs for social, affordable and cost rental housing in the city. The delivery of social and affordable housing and cost rental housing on public lands will be prioritised.
6.	Encourage and facilitate the delivery of housing on vacant sites through maintaining a Vacant Site Register and instituting the associated levy in accordance with the provisions of the Urban Regeneration and Housing Act 2015 (as amended).
7.	Support a diverse range of housing types, size and tenures within the City Council's housing developments in the interests of achieving good integration and to allow for a choice of community for all persons.
8.	Support a diverse range of housing types, size and tenures and endeavour to meet the demand for Owner Occupier housing as projected in the Housing Strategy and the Housing Need and Demand Assessment (HNDA).
9.	Support the specific housing needs of older people including independent living options as well as semi-independent living options and nursing home accommodation. These facilities should be preferably accommodated within established neighbourhoods and at locations that have good access to community facilities and amenities.
10.	Enable older people to continue to live in their own homes, through adaption where necessary or a home more suitable to their needs through rightsizing.
11.	Promote life time adaptable homes that can accommodate the changing needs of a household over time.
12.	Proactively promote the specific housing needs of persons with disabilities within City Council and AHB housing developments in order to meet the demand for such special needs accommodation in the interests of social inclusion.
13.	Address the demand for additional social housing and housing delivery supports through a number of means including the construction of housing, direct acquisition of housing, delivery in conjunction with AHBs and the use of the RAS, HAPs, long term leasing, on a cost rental basis, through affordable housing purchase arrangements, shared equity schemes and any other appropriate housing delivery. Long term leasing as a social housing delivery option will be considered as a less favourable model and in accordance with Housing For All, will be phased out for new entrants.

14.	Work with the voluntary, community and public sector in addressing the housing needs of homeless people with the endeavour to eliminate homelessness and having regard to the measures in the West Region Homelessness Action Plan 2020 – 2022 and relevant national policy including those set out in Housing for All - a New Housing Plan for Ireland.
15.	Encourage the provision of good quality, well regulated, affordable private rented accommodation in order to provide a real choice, stable and attractive housing option to meet the general demands for both short and long term accommodation including for those on social housing support.
16.	Support and promote all initiatives that will supplement housing delivery in the city such as the Department of Finance Living City Initiative Scheme (2015); living over the shop type development and where appropriate change of use of vacant office space to residential use.
17.	Support the development of high quality and high standard purpose built student accommodation (PBSA) at appropriate locations and of appropriate design (including adequate communal facilities and external communal space) to meet the demand for student housing in accordance with the National Student Accommodation Strategy (2017) and any subsequent updates. Change of use from PBSA to any other form of housing will only be considered where it can be demonstrated through evidence based criteria that an over-provision of student housing exists relative to existing and extrapolated need and where appropriate residential standards and amenities can be achieved.
18.	Support the development of sustainable communities and ensure that all new housing developments – private, public and voluntary are carried out in accordance with the DECLG guidelines Sustainable Residential Developments in Urban Areas (2009) and where applicable to apartments, Section 28 Ministerial guidelines – Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities, (2020).
19.	Support implementation of government policy in relation to the provision of accommodation for refugees and to facilitate community integration.
20.	Planning applications for multiple housing units will be required to include a Statement of Housing Mix detailing the proposed mix and demonstrating that it provides a sufficient range in unit sizes and types to satisfy community mix including the demographic trend of reduction in average household sizes. The needs of special groups such as older persons and persons with disabilities will be required to be considered as part of this process.
21.	Continue to monitor and review the HNDA as appropriate in accordance with guidance on HNDA methodology issued by the Department of Housing, Local Government and Heritage.
22.	Review the Housing Strategy two years following adoption as is required under legislation or at a sooner point should it be required in view of trends in the housing market or changes in national policy such as that which may come about following the preparation of revised national spatial policy.
23.	Ensure the provisions of the Residential Tenancies (Amendment) Act 2019 and the Planning and Development Act 2000 (Exempted Development) (No. 2) Regulations 2019 and any other future legislation and guidelines are applied where planning permission is required to control short-term letting accommodation to prevent a negative impact on housing supply and /or an over-concentration of such uses. Notwithstanding this, where planning consent is required under legislation for short term letting, there will be a presumption against allowing such a use in view of the status of the city defined as a rent pressure zone

24.	Ensure delivery of housing contributes to meeting the objectives for emission targets in line with national legislation and imminent National Climate Action Plan.
25.	Support service providers in the provision of domestic violence refuges in the city.

3.3 Traveller Accommodation

A mandatory requirement of the Development Plan is inclusion of objectives for the provision of accommodation for Travellers and for the use of particular areas for that purpose. The current Traveller Accommodation Programme (TAP) for Galway City covers the period 2019-2024. The TAP specifically deals with the accommodation needs of the Traveller Community, details of which are set out in the Housing Strategy. The TAP includes for accommodation to be provided through social and grouped housing and through refurbishment of existing halting sites. Traveller specific accommodation currently provided in the city and environs includes four permanent residential halting sites, one transient halting site and five group housing schemes. Standard City Council and AHB housing and accommodation through the RAS/Leasing and HAP schemes also caters for members of the Traveller community.

Under the current Traveller Acommodation Programme additional accommodation is planned on council owned lands at Keeraun, Ballymoneen Road, along the Headford Road and the Doughiska Road. It is also proposed to carry out the redevelopment of the Circular Road halting site for provision of housing units. Additional sites to meet Traveller accommodation needs will be identified in the Traveller Accommodation Programme subsequent to the 2019-2024 programme.

The Development Plan makes specific provision for Traveller specific accommodation in a range of land use zones which can facilitate achieving the recommendations contained in the TAP and in any subsequently adopted recommendations.

Sites which include for Traveller accommodation are identified by the 'TA' symbol on the Land Use Zoning and Specific Objectives Map.

The Council will continue to work with the Traveller community and the Local Traveller Accommodation Consultative Committee (LTACC) to address their specific needs. It will also work with the DHLGH in the implementation of the relevant recommendations set out in the Traveller Accommodation Expert Review Report which was carried out in 2019 which seeks to improve the effectiveness of the arrangements for providing Traveller accommodation.

Policy 3.2 Traveller Accommodation	
1.	Implement the Traveller Accommodation Programme 2019-2024 and any subsequent plan in the interest of providing a satisfactory standard of suitable, sustainable accommodation that meets the needs of the Traveller community. Include for engagement in this regard with the Local Traveller Representative Group, the Local Traveller Accommodation Consultative Committee (LTACC), Galway County Council and AHB's.
2.	Support and facilitate the specific accommodation needs of the Traveller community as identified in the Traveller Accommodation Programme (TAP) 2019-2024 through land use zoning objectives and the development management process, in particular to deliver Traveller accommodation as identified in the TAP, to be provided as part of social housing schemes, as group housing schemes, culturally specific housing and through redevelopment and refurbishment of existing halting sites.

3.4 Sustainable Neighbourhood Concept

The development of a compact city is characterised by the consolidation of existing neighbourhoods and the establishment of new neighbourhoods. Sustainable neighbourhoods are areas where an efficient use of land, effective integration in the provision of physical and social infrastructure and high quality design are combined to create places where people wish to live, have a sense of belonging, foster community spirit and feel socially inclusive and safe. Sustainable neighbourhoods support a diverse society providing housing choice and affordability for people of all ages and abilities throughout their lifecycle. They contribute to a good quality of life presenting an attractive built and natural environment with good public space.

The concept reflects the ambition for a 15 minute city where the daily needs of neighbourhoods, including local services, can be easily accessed within a 15 minute walk, cycle or by public transport. Higher level facilities such as those associated with the city centre/major employment hubs/major attractors would be more readily accessible by the public transport network. While the concept supports a mix of uses within a neighbourhood to support the resident population, it also takes account of the hierarchy of centres set out in Chapter 6, recognising that certain services are more appropriate at a particular location or at a certain scale and nature commensurate with catchment demand.

It is the policy of the Council to promote the neighbourhood concept in existing residential areas and in new developments. Table 3.1 and Fig. 3.1 sets out the framework of residential neighbourhoods in the city.

Table 3.1 Indicative Neighbourhood Areas in Galway

Outer Suburbs	Established Suburbs	Inner Residential Areas	City Centre Residential
East Ardaun LAP area Doughiska Roscam	**East** Renmore Mervue Ballybaan Dublin Road	**East** Bohermore College Road Lough Atalia	City Core Woodquay Bowling Green Long Walk Henry Street Area
West Knocknacarra Ballyburke Ballymoneen Letteragh	**West** Dangan Salthill Taylor's Hill Westside	**West** Claddagh Shantalla Newcastle Fr. Griffin Road	
North Castlegar Tuam Road	**North** Tirellan Ballinfoile		

The *Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, 2009* (SRD) and accompanying design manual and *The Design Manual for Urban Roads and Streets, 2019* (DMURS) and *Permeability a Best Practice Guide, NTA (2015)* provide detailed design guidance in relation to what makes a sustainable neighbourhood. *The Sustainable Urban Housing: Design Standards for New Apartments 2020* and at local level the *Galway Urban Density and Building Height Study (UDBHS)(2021)* also provides useful guidance. The development management standards set out in Chapter 11 also gives guidance and standards to different areas. The key elements to consider in achieving a sustainable neighbourhood are further expanded in the following sections.

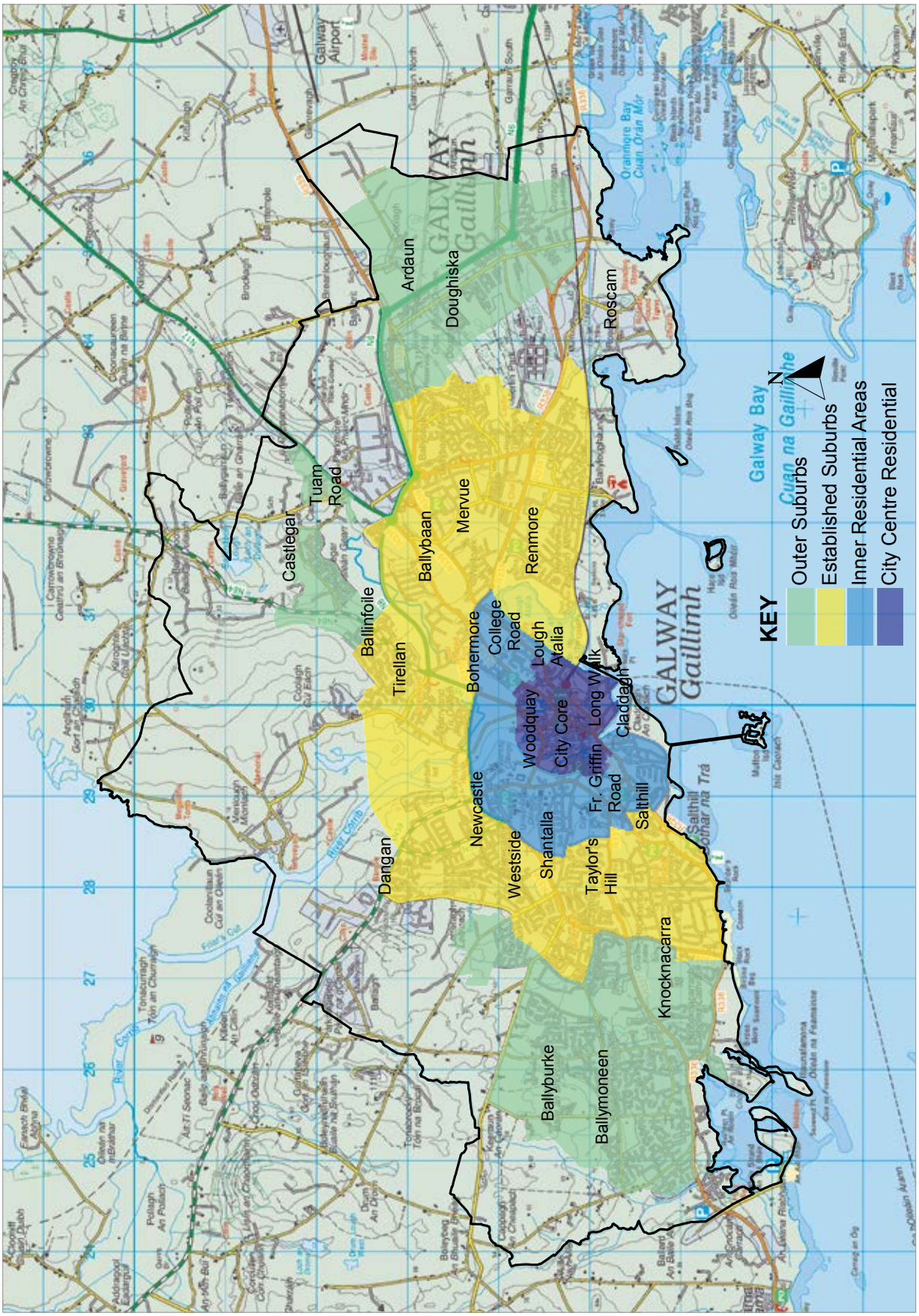


Fig 3.1 Galway City Neighbourhood Areas

Urban Context

New residential development in both existing and new neighbourhoods will need to have regard to the surrounding context. In certain cases, residential development by virtue of scale or location, may be able to create its own character. In cases of infill, new residential development will need to have regard to the wider context including the existing pattern of development, plots, blocks, streets and spaces and not adversely affect the character of the area.

Of importance also are the linkages between new housing and local services, the green network, public transport and active travel network. New residential development will need to consider the layout of adjoining developments supporting opportunities for connections between streets and open spaces, while establishing its own character and legibility.

Within existing neighbourhoods, designated residential open spaces which have a high amenity value and which are allied to existing residential developments will be protected for such use. Exceptions to allow for infill development will only be considered on underutilised lands which do not contribute positively to the urban structure and form and lack community value. Such infill development will only be considered where it contributes to placemaking and community, improves the quality of the neighbourhood and can enhance the built environment with better informal supervision of the public realm.

Residential Densities

To support population increases and reflect national policy on compact growth and in order to render efficiencies from infrastructural investment, higher residential densities are required at appropriate locations, especially in conjunction with public transport facilities and active travel networks. Well designed and located high density housing can enhance the viability of services, reduce energy demand and add to the vitality and vibrancy of existing neighbourhoods and provides greater housing choice.

Guidance with regard to higher density residential development is set out in the *SRD* guidelines and the *Sustainable Urban Housing: Design Standards for New Apartments Guidelines (2020).* In addition the *Galway UDBHS (2021)* gives direction on the suitability of different neighbourhoods in the city to accommodate increased densities. This study was carried out to accord with an objective of the *Galway Metropolitan Area Strategic Plan* (MASP) and having regard to the Urban Development and Building Height Guidelines. The capacity of areas to accommodate increased density was based on a range of criteria. This included scope for regeneration and consolidation, proximity to service centres and the green network, access to sustainable transport and scope to achieve carbon reductions. This approach has taken account of sensitivities including protected views, the historic city core, natural heritage and existing character and residential amenity. Application of density standards will be balanced with general criteria such as standards of layout and design, architectural quality and provision of open space. In the established neighbourhoods, residential densities will be required to be balanced with protection of existing residential amenity and character of these areas.

Housing Mix

The creation of successful residential neighbourhoods is about the provision of opportunities for homes which respond to the housing needs of people at all stages of life and where communities can become established and grow. Providing a mix of house types and sizes supports 'lifetime communities' where people can access accommodation suitable to their needs over their lifetime within their neighbourhood. It allows for sustainable use of community services and increased social inclusion. It can also provide a more attractive residential development due to diversity of form. Proposed residential developments will need to provide sufficient housing mix to meet the requirements of different households and demographics and in particular to reflect emerging household trends. The provision of live-work homes to accommodate small enterprise and home working can add to housing diversity and will be considered having regard to impact on residential amenity, traffic generation and car parking.

Housing Stock and Adaptability

Within all neighbourhoods, there is also scope for reuse/adaption of existing building stock for residential use. The Council will encourage the refurbishment of older buildings and the bringing of unused or underused buildings into use, or converting buildings from other uses to residential use supporting an increased population. The conversion of buildings from other uses to residential use will be considered having regard to the value to the neighbourhood of the existing use proposed to be replaced. Extensions and modifications to dwellings can enable people to meet their changing needs. Such development will be required to have regard to Development Plan standards, impact on surrounding residential amenity and also to consider the potential for sustainable benefits through design.

Open Space and Amenities

The best open spaces are those which not only provide for safe play, passive and active recreation and relaxation but also contribute to the development of good placemaking and a sense of identity and community. Open spaces can support biodiversity and pollinator friendly species, they can assist in carbon capture and provide valuable habitat. They can also support nature based solutions in particular Sustainable Urban Drainage Systems (SUDS). To give new developments a context and identity, open space should be designed to incorporate existing natural features such as trees, hedgerows, slopes and rock outcrops. Open spaces should be well designed and integrated into the layout of development. They should be accessible, overlooked and allow for passive surveillance to maximise safety and security. They should provide an attractive outlook to the neighbourhood and serve a range of amenity functions and support biodiversity. Open spaces should be designed to complement Galway as a Child Friendly City through provision of appropriate recreation facilities and these measures will need to be incorporated into the open space design proposals.

Streets and Movement

The layout of residential development needs to create spaces where the car becomes secondary, where through vehicular traffic is discouraged through design and where the street has an important public realm function beyond the movement of traffic. Design principles and measures should consider the following:

- *Connectivity and Permeability:* Provide universal convenient access to places, particularly to schools and places of work. Routes within the area should be accessible for everyone including the needs of all users, including the elderly and people with a disability, and should be as direct as possible.
- *Sustainability and Climate Action:* Prioritise the needs of walking, cycling, public transport and minimise the need for car-borne trips. Incorporate green infrastructure such as SUDs and permeable pavements where appropriate.
- *Sense of Place:* Ensure streets contribute to the creation of attractive and lively mixed-use places. Streets should not just serve a movement function, their design should include consideration of appropriate opportunities for events and social interaction. The use of street names with a connection to the area can also reinforce a sense of place.
- *Safety:* Provide for safe access on streets, paths and cycle routes for users of all ages and degrees of personal mobility.
- *Biodiversity:* Provide road verges as linear green corridors. Off road routes should incorporate nature based and biodiversity features to support wildlife corridors and connections to the green network.
- *Legibility:* Ensure residents and visitors can easily find their way around the area.
- *Micro-climate:* the layout should be so designed to reflect the optimum micro-climate and to have the maximum impact on the level of comfort for users complemented by good quality hard and soft landscaping.

Services and Community Facilities

Local facilities bring residents together and reduce the need for traffic movements. The Council through policy and zoning objectives will encourage the provision of community, commercial and local employment facilities of a scale appropriate to serve the local community supporting the 15 minute city concept. The clustering of services and facilities can facilitate viability where they are within walking distance of local residents and can create a focal point for the neighbourhood. The range of facilities can include schools, childcare facilities, community centres, primary health care centres and local commercial services. The use of existing facilities for multifunctional uses, including for evening use, can also assist viability and add to the vitality of neighbourhoods.

The provision of school facilities in tandem with large scale development is critical to supporting sustainable communities and reducing the need to travel. The planning system can facilitate the provision of schools through land use zoning and designation of particular sites. An assessment of the demand for school places and the capacity of nearby schools has been incorporated into design guidance requirements for large scale residential development.

Universal Design

The application of universal design principles and lifetime adaptability in the design and layout of new development is more inclusive and future proofs housing for changes in individual lifecycles. This approach assumes that every person experiences barriers, reduced functioning, or some form of disability, either temporary or permanent, at some stage in life. It seeks to make public places and the built environment accessible, understood and used comfortably and with minimum effort and to the greatest extent possible by all people, regardless of their age, size, ability or disability. Best practice guidance including *Buildings for Everyone* (2012) by the NDA provides guidance on the design of accessible spaces.

Sustainable Housing

In the design and layout of residential development, there are opportunities to minimise energy use and maximise efficiency. New developments should aim to achieve high levels of natural daylight entering buildings to maximise daylight and sunlight including dual aspect design and orientation broadly to the south. Sources of renewable energy including solar panels and heat pumps, can minimise energy demands. Opportunities for residential schemes or neighbourhoods to incorporate districting heating or Combined Heat and Power (CHP) systems can also contribute significantly to improved energy efficiency. Use of green infrastructure such as green roofs and green walls and provision of shelter through planting should also be a consideration in design. In the delivery of housing the use of 'lean construction' practices can also support sustainability.

Homezones

Within new residential development the Council will encourage the use of homezones. These consist of shared surfaces, indirect traffic routes, areas of planting and features to encourage the use of the street for amenity. These elements allow for traffic calming and include design features that are used to indicate to traffic the presence of a homezone. Homezones allow streets to become play and amenity areas and therefore can contribute to Galway's role as a 'Child Friendly City'. Detailed guidelines are available which demonstrate opportunities for homezones and give advice on their design and the range of elements required to create a homezone. The elimination of through vehicular traffic is a key component of the Homezone concept.

Placenames

In the development of new neighbourhoods, the naming of places and areas contributes to the legibility of the city. Naming can reflect local neighbourhood identity, heritage and cultural associations and can be important in knowledge, orientation and travel function.

The naming of new residential developments in the city reflects the locality, local heritage and landscape expressed in the Irish language. In the interests of community identity and legibility, naming of parks, community facilities and roads is also promoted, using a bilingual approach.

Policy 3.3 Sustainable Neighbourhood Concept	
1.	Promote the development of compact, well designed, safe and attractive neighbourhoods that deliver efficient use of land and have effective integration with social and physical infrastructure, including public transport, that will enable the development of successful communities and facilitate the growth strategy for Galway City as envisioned in the NPF and RSES.
2.	Endeavour to contribute to decarbonisation and achievement of national emission targets in the housing sector through encouraging sustainable densities in housing, adherence to sustainable practices in construction, use of materials and standards, facilitating retrofitting, re-use and effecting Decarbonisation Zones that include residential areas.
3.	Support neighbourhoods that can meet the needs of an aging and increasingly diverse society and that can accommodate social and physical inclusiveness and contribute to a good quality of life and general wellbeing.
4.	Encourage sustainable neighbourhoods, through appropriate guidelines and standards and through the implementation of local area plans, masterplans / frameworks / area plans.
5.	Encourage higher residential densities at appropriate locations as guided by the Galway Urban Density and Building Height Study (2021). Such locations include strategic Regeneration and Opportunity Sites, and residential and mixed use zoned sites located close to public transport routes and routes identified in the Galway Transport Strategy as suitable for high frequency, public transport services.
6.	Protect and enhance new/existing residential neighbourhoods through appropriate guidelines and standards, preparation of framework plans and through the use of development briefs and design statements.
7.	Ensure the design of residential developments have regard to the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (2009) and demonstrate compliance with the Urban Design Manual–A Best Practice Guide and the Design Manual for Urban Roads and Streets (2019).
8.	Support through policy and design standards the concept of a '15 minute city' where the daily needs of communities can be accessed within a 15 minute walk, cycle or by public transport.
9.	Ensure designated residential amenity open spaces, which are in use and reflect high residential value and are allied to existing residential developments are protected for such use. Exceptions to allow for infill development will only be considered on underutilised lands which do not contribute positively to the urban structure and form and lack community value. Such development will only be considered where it contributes to place making and community, improves the quality of the neighbourhood and can enhance the built environment with better informal supervision of the public realm and can, where housing is part of the proposal, provide a mix in size and type of housing units.

3.5 Sustainable Neighbourhoods: Outer Suburbs

The outer suburbs of the city are areas which have accommodated the greatest population growth in the city in recent years. As indicated in the Core Strategy, there is opportunity to further consolidate these neighbourhoods through the development of existing serviced and zoned residential land and through development of the Ardaun LAP area. New residential development will be required to adhere to the principles for sustainable neighbourhoods set out in the previous section and development management standards set out in Chapter 11. The Council will work in conjunction with stakeholders to progress improvements such as provision of additional sports, recreation and community facilities. The Council will also progress measures to improve connectivity, supporting safe walking, cycling and greenways. A new Green Space Strategy and a social and community infrastructure audit will inform future sustainable development of these areas.

The western outer suburbs largely comprises the Knocknacarra, Ballyburke, Ballymoneen and Letteragh residential communities. These suburbs have a mix of densities, house types and sizes with newer developments in particular along the Western Distributer Road, Ballymoneen Road and Letteragh accommodating a greater diversity in house type. Local centres are designated to provide services to meet the daily needs of the resident population. The designated district centre at the Gateway Retail Park provides the main cluster of commercial activity to serve these neighbourhoods and a wider catchment. The area is also served by a number of important community facilities including schools, a community centre and church. The green network for this area includes the city park linking Barna Woods, Cappagh Park and Lough Rusheen and smaller parks and open spaces.

Under the Core Strategy, residential zoned lands are identified to accommodate new housing in the western outer suburbs. To support this growth, the designated district centre and I zoned lands will provide for further services and employment opportunities. Additional strategic facilities such as the proposed N6 GCRR will provide additional accessibility and connectivity in the area in addition to identified investment in other GTS measures to support public and sustainable transport.

The northern outer suburbs include residential communities along the Headford Road at Ballinfoile and Castlegar with a mix of densities and diversity of house type. This area is served by two local service centres with the main area of commercial activity located along the Headford Road serving a wider catchment. It is also proximate to existing employment areas including University Hospital Galway (UHG), University of Galway and Liosban Industrial Estate.

A number of schools, places of worship and a community centre are part of the community infrastructure of the area. The green network in this area includes the Terryland Forest Park and river valley and a network of smaller parks and open spaces. The Core Strategy identifies residential zoned lands to accommodate future growth and a number of specific development objectives set out in Chapter 11 section 11.2.8 relate to these lands.

Future development of the commercial zoned lands along the Tuam Road will provide for additional services and employment opportunities to support this growth. The preparation of an area plan for Castlegar will consider improved connectivity, infrastructure and linkage including to the green network and will investigate opportunities for improvements in community facilities, recreation amenities, high quality green spaces, and other neighbourhood assets in consultation with local stakeholders.

The eastern outer suburbs represent the newest suburbs in the city. They are characterised by the residential communities of Doughiska, Curragrean and Roscam with a diversity of housing. These suburbs are well served by the Doughiska district centre and local services and are proximate to large employers including Merlin Park Hospital, Galway Clinic and Briarhill/Parkmore employment hubs. The area is also served by a number of important community facilities including schools, places of worship and the Cumasú centre. The green network in the area includes Merlin Park Woods, recreation and amenity zoned lands sports facilities, playgrounds, open spaces and playing pitches. There are opportunities for future housing growth in this area to consolidate the existing neighbourhood of Doughiska to capitalise on its locational advantages and range of services. Development of the commercial zoned lands along the Doughiska Road will add to the mix of uses and services.

The development of Ardaun is a key urban extension on the east side of the city. It is part of the settlement strategy of the city with the capacity to accommodate significant growth and a new city neighbourhood. The Ardaun Local Area Plan 2018-2024 sets out a range of policies and objectives to guide the future development of this area.

Policy 3.4 Sustainable Neighbourhoods: Outer Suburbs	
1.	Facilitate consolidation of existing residential development and densification where appropriate within the outer suburbs to deliver on population targets while ensuring the reasonable protection of residential amenities.
2.	Ensure that sustainable neighbourhoods are places where housing, streets, open spaces and local facilities come together in a coherent, integrated and attractive form with appropriate community infrastructure delivered in tandem with new growth.
3.	Require the integration of biodiversity measures, green infrastructure and energy efficiency in the design and layout of residential development.
4.	Encourage a mix of housing types and sizes within residential developments.
5.	Encourage the use of homezones within residential developments.
6.	Require residential developments of over 10 units to provide recreational facilities as an integral part of the proposed open space.
7.	Ensure the design and layout of residential developments has regard to adjoining developments.
8.	Encourage the promotion of universal design principles and lifetime adaptability in the design and layout of residential developments.
9.	Promote the use of appropriate placenames for new residential development in accordance with the policy of An Coiste Logainmneacha and in support of recognition of Galway City as a Bilingual city.

3.6 Sustainable Neighbourhoods: Established Suburbs

Galway has a variety of established suburbs, all of which contribute to the diversity and character of the city. On the westside of the city are established residential areas of Salthill, Taylors Hill, Westside and Dangan which are supported by employment and service hubs such as Salthill village, Westside district centre, UHG and University of Galway. Significant amenities include the River Corrib, coastline, beaches, Westside sports facilities and University of Galway campus facilities. A number of neighbourhood parks and open spaces and community facilities such as Westside library and community centre and local schools contribute to sustainable neighbourhoods. On the east side are established residential areas of Ballinfoile, Tirellan, Mervue, Renmore and Ballybaan. These areas are also supported by a broad range of commercial, community and amenity facilities including employment and service hubs at Terryland, Liosbán, Tuam Road, Mervue Industrial Estate, Atlantic Technological University (ATU) and the Bon Secours hospital. These neighbourhoods have good access to amenities such as the River Corrib, Terryland Forest Park, Ballyloughane beach, Merlin Woods, Liam Mellows GAA facilities, Deacy Park, Mervue sports facilities and also have a range of neighbourhood parks and open spaces. The Ballinfoile/Castlegar community centre, Renmore Sports centre and Ballybaan resource centre and library and local schools also support a sustainable neighbourhood.

The character of these areas are varied but each area has an important function in the support of neighbourhoods through provision of homes and essential local services and community facilities. As indicated in the Core Strategy, there is opportunity to further consolidate these neighbourhoods through development of Regeneration and Opportunity Sites at Westside, Sandy Road, Crown Square and Renmore for residential and mixed uses. The development of these sites will provide opportunities to enhance the vitality of these neighbourhoods and support the 15 minute city concept being located in areas that have a significant legacy of accessible services. Within these Regeneration and Opportunity Sites there are opportunities to enhance services and amenities by encouraging the development of a range of mixed uses, good public realm and the creation of new linkages and connections to the green network. These sites, when redeveloped with appropriate densities and high quality design, have potential to become exemplars of good urban design and placemaking and will add to the value of the neighbourhood.

It is acknowledged that the established suburbs may require additional community and local services. Existing community facilities in the area will be supported where the need has been identified through a social and community infrastructure audit. It is anticipated that additional neighbourhood services will be delivered as part of the development mix on Regeneration and Opportunity Sites. Additional services can also be accommodated along main roads where these can support a local catchment need or add vitality to an existing hub. Such development will be required to assimilate into the neighbourhood fabric and respect and contribute to existing amenity and character.

Potential exists in the established suburbs for smaller infill development opportunities which can enhance the diversity of house type and contribute to local character. Infill development will be required to have regard to the existing pattern of development, plots, blocks, streets and spaces and should not be of such a scale that represents a major addition to, or redevelopment of, the existing urban fabric. The protection of existing residential amenity and character is a priority but must be balanced with opportunities for sustainable high quality regeneration and appropriately scaled infill.

Such development will be required to demonstrate a positive contribution to the urban fabric, respect and contribute to existing amenity and character and deliver sustainable benefits. Similarly where replacement dwellings are proposed, the sustainable benefits must be clearly demonstrated and any such development must make a positive contribution to the area's urban fabric and amenity and character.

Residential Neighbourhood Regeneration Areas

There are neighbourhoods in the established suburbs which have extensive tracts of communal open space lands. The scale and layout of the communal open space in these areas has created pockets of open space lands which are under-utilised and that do not contribute to the urban structure. This can consequently lead to these areas becoming derelict and attracting uses that have no community value. These areas can also represent latent opportunities to contribute to addressing the current housing crisis and to achieve a more efficient use of the built environment in the interests of sustainability and climate resilience. In addition, these areas have potential to improve neighbourhood character through enhancement of urban design. Through a high standard of infill development improvements in environmental quality can be brought about. This infill development could be in the form of community facilities and/or residential development. Such development can contribute to the quality of the neighbourhood and can enhance the built environment by providing effective linkages between residential areas, better informal supervision of open spaces and by diversifying the mix and size of housing units.

Figure 3.2: Ballinfoile

Specifically, there are opportunities to achieve improvements in the Ballinfoile neighbourhood as identified in the draft regeneration plan for Ballinfoile entitled A Better Ballinfoile. It highlighted a number of actions within the neighbourhood which if implemented would bring about significant improvements. Most of these actions have potential for delivery as they are located on public lands. It is an objective of the Council to review this plan in consultation with the community (see Fig. 3.2).

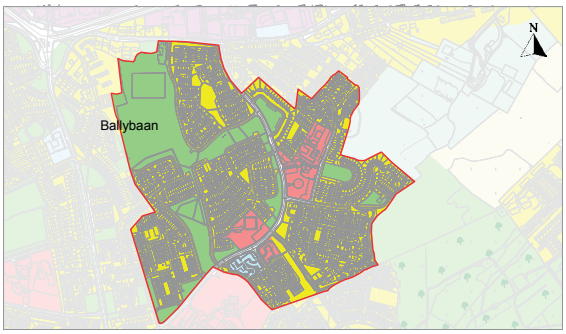


Figure 3.3: Ballybaan

In the Ballybaan area, there are opportunities to achieve improvements and potential for infill development (see Fig. 3.3). In this case opportunities for regeneration will be reviewed in particular on small pockets of open space which have low community, amenity and recreational value. A local regeneration plan will be prepared in conjunction with community consultation and any development will only be considered where it contributes to placemaking, community value and improves the quality of the neighbourhood. Where housing to address prevailing need, is part of the proposal, a mix in size and type of housing units will be required to be provided.

Environmental Improvement Schemes

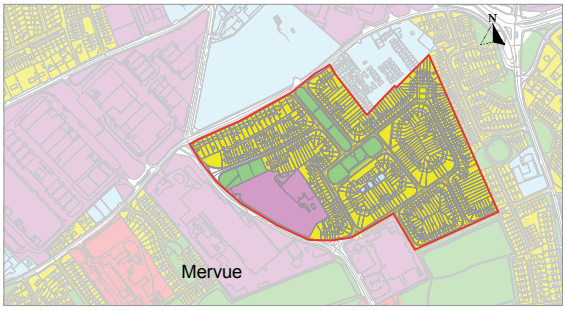


Figure 3.4: Mervue

There are opportunities to achieve environmental improvements in residential and visual amenity in the Mervue area. The Council will examine, in conjunction with local residents, the potential for environmental improvements for the Mervue area (see Fig.3.4) through enhancements in safety and convenience of linkages, enhanced public realm, urban greening and opportunities for green infrastructure and enhanced biodiversity.

Decarbonisation Zone

A pilot decarbonisation project is currently under preparation for the area including Westside, Shantalla and parts of Rahoon. The aim of the project is to contribute to the reduction in emissions with the objective to achieve a target emission cut of 51% by 2030. New development should be designed to align with target emission ambitions for this area.

Policy 3.5 Sustainable Neighbourhoods: Established Suburbs	
1.	Facilitate consolidation of existing residential development and densification where appropriate while ensuring a balance between the reasonable protection of the residential amenities and the character of the established suburbs and the need to provide for sustainable residential development and deliver population targets.
2.	Encourage additional community and local services and residential infill development in the established suburbs at appropriate locations.
3.	Enhance established suburbs, such as the Mervue residential area, through the implementation of environmental improvement schemes and the protection of all open spaces including existing green spaces.
4.	Review and implement the draft regeneration plan for Ballinfoile Park entitled A Better Ballinfoile in consultation with the local community and stakeholders.
5.	Prepare a regeneration plan focusing on the open space areas in Ballybaan in consultation with the local community and stakeholders.

3.7 Sustainable Neighbourhoods: Inner Residential Areas

The inner residential neighbourhoods have a varied character and a range of house types reflecting their period of construction. In the west, areas such as The Claddagh, Fr. Griffin Road, Shantalla and Newcastle are distinct communities and University Hospital Galway, University of Galway and St. Marys College gives the area a strong urban definition. To the east Bohermore, College Road and Lough Atalia support residential communities. These areas have access to significant local assets including the coastline, a range of open spaces, sports facilities, schools and local service areas. The character of these areas are varied but each area has an important function in the support of neighbourhoods through provision of homes and essential local services and community facilities. As indicated in the Core Strategy, there is opportunity to further consolidate these neighbourhoods through development of Regeneration and Opportunity Sites along the Headford Road and Seamus Quirke Road for residential and mixed uses.

Significant regeneration opportunities for mixed use development exist in the Headford Road area. These regeneration sites in view of their scale and location, have capacity to create their own character with high quality architecture and can become exemplars of good urban design and placemaking. They have potential to make a transformative difference, creating a better urban form, bringing new life and footfall to the area and increasing housing supply close to the city centre. They can also support GTS measures providing easy access to the proposed public transport and active travel networks, including the proposed bridge link to University of Galway and greater connectivity to the green network.

Identified Opportunity Sites along the Seamus Quirke Road and Shantalla Road have scope to grow existing communities. These opportunity sites have potential to add vitality to the neighbourhood, bring new life and footfall to the area and contribute to the 15 minute city concept being close to existing services and facilities and having good linkage.

It is acknowledged that the inner residential areas may require additional community facilities and local services. Existing community facilities in the area will be supported where the need has been identified through a social and community infrastructure audit. It is anticipated that additional neighbourhood services will be delivered as part of the development mix on Regeneration and Opportunity Sites. Additional services can also be accommodated along main roads where these can support a local catchment need or add vitality to an existing hub. Such development will be required to assimilate into the neighbourhood fabric and respect and contribute to existing amenity and character.

Galway has a variety of house types in the inner residential areas, with a mix of private and public housing. Places such as Claddagh, Shantalla and areas of Bohermore provide valuable housing in strong sustainable communities close to the city centre. These areas are under pressure with demand for housing extensions and for limited infill development. They have also experienced considerable pressure from traffic and car parking which has reduced their residential amenity. It is recognised that these areas are dynamic and that potential still exists for some additional residential development which can make efficient use of existing public transport routes and social and physical infrastructure. It is the priority of the Council to ensure that new development will not adversely affect the character of these areas. In this regard infill development and housing extensions should not be of such a scale that represents a major addition to, or redevelopment of the existing urban fabric. In this respect, infill development will have regard to the existing pattern of development, plots, blocks, streets and spaces. Infill development will also have regard to the scale and proportion of existing buildings, building lines, massing and height of buildings in relation to the street.

The protection of existing residential amenity and character is a priority but must be balanced with opportunities for sustainable high quality regeneration and appropriately scaled infill. Such development will be required to demonstrate a positive contribution to the urban fabric, respect and contribute to existing amenity and character and deliver sustainable benefits. Similarly where replacement dwellings are proposed, the sustainable benefits must be clearly demonstrated and any such development must make a positive contribution to the area's urban fabric and amenity and character.

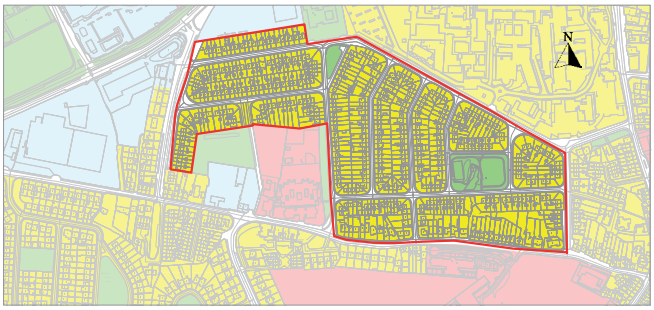


Fig.3.5 Shantalla

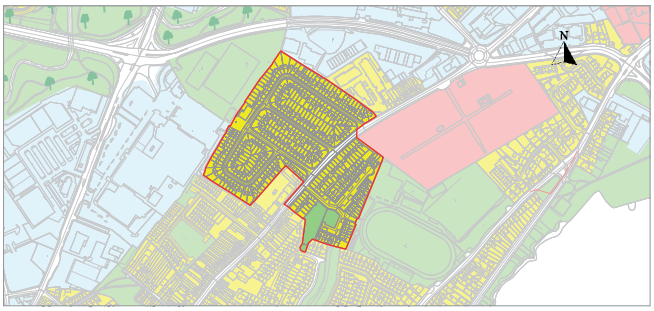


Fig 3.6 Bohermore

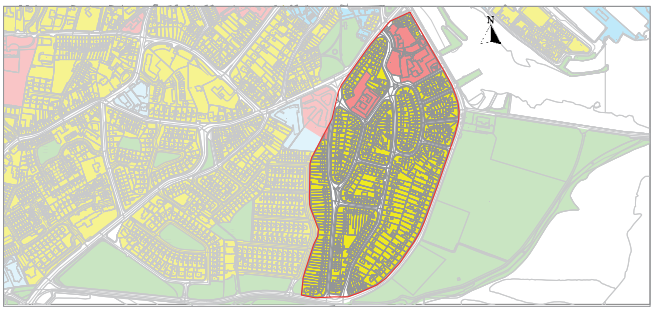


Fig 3.7 Claddagh

It is recognised that these areas in particular, Shantalla, Claddagh and Bohermore, would benefit from improvements primarily in the pedestrian and street network. The application of objectives in the GTS and Galway Public Realm Strategy (PRS), in particular with regard to sustainable transport improvements, street planting and urban greening measures, can enhance the general amenities of these areas. These measures can also improve the health and wellbeing of residents supporting active travel and improved air quality through reduced car use on local streets. Other strategic projects such as the Corrib go Cósta Galway Flood Relief Scheme will ensure neighbourhoods, in particular the Claddagh which includes Munster Avenue and surrounding areas are resilient to the impacts of climate change.

Policy 3.6 Sustainable Neighbourhoods: Inner Residential Areas	
1.	Protect the quality of inner residential areas including Claddagh, Shantalla and Newcastle (to Quincentenary Bridge) by ensuring that new development through consolidation, infill and redevelopment does not adversely affect their character and has regard to the prevailing pattern, form and density of these areas.
2.	Enhance inner residential areas such as Claddagh, Shantalla and Bohermore, through the implementation of environmental improvement schemes and the protection of all open spaces, including existing green spaces.
3.	Prioritise the provision of new homes on designated Regeneration and Opportunity Sites in the Inner Residential Areas at appropriate scales to enable the development of new sustainable communities.

3.8 Sustainable Neighbourhoods: City Centre Residential Areas

As a residential area, the city centre is a very attractive place to live. It has a high quality built and natural environment and easy access to services, employment opportunities and arts and culture activities. The compact urban form and the network of streets also enables easy access and good walkability. The Plan, reflecting national and regional policy, supports a strong objective to increase the residential population and employment activities in the city centre. This will add vitality to the city centre and represents a sustainable and efficient use of land that will reduce car dependency. Increased city centre living also supports the city centre as an employment hub for strategic investment and innovation activity. Planned improvements to the public realm, GTS measures, climate adaptation and mitigation measures, and use of smart technologies, will further enhance the liveability of the city centre.

There are opportunities in the city centre to create new neighbourhoods and to expand and support existing communities. The redevelopment opportunities of the designated regeneration sites at Ceannt Quarter and the Inner Harbour area offer potential for large scale development, bringing new life and footfall to the area and increasing housing supply close to the city centre. Other identified regenerations sites in the city centre at Eyre Square East and the Nuns Island Masterplan area have scope to expand existing communities at these locations while taking account of sensitivities such as the historic context and existing residential amenity.

Communities such as Henry Street, Bowling Green, Long Walk and Woodquay contribute significantly to the vitality and liveability of the city core. These residential communities experience residual pressure by virtue of their location. To date Development Plan policies have endeavoured to protect them as resilient neighbourhoods. Opportunities for population growth in these residential areas are limited and any new development will be required to respect the existing character of these neighbourhoods in terms of density and building height. It is recognised also that certain city residential areas have experienced a reduction in residential amenity due to the impacts of adjacent city centre development. The implementation of the Public Realm Strategy (PRS) and the GTS and specific projects funded under the URDF will support improvements in city centre areas creating healthier spaces, encouraging social interaction and local community events, supporting active travel and improved air quality through reduced car use on local streets. Other strategic projects such as the Corrib go Cósta Galway Flood Relief Scheme will ensure neighbourhoods, in particular the Long Walk, are resilient to the impacts of climate change. There are also opportunities to implement greening measures through the development of parklets and micro spaces supporting SuDs and greater biodiversity. Amenity improvements in the green network and along the canals and waterways will also enhance these areas.

To support an increased city centre population, the Council will continue to ensure that residential is embedded in the use mix of schemes in order to enliven streets, increase potential for passive surveillance of the public realm and add life and vitality to the city centre. Exceptions to this may be made based on the limited scale of a site and it redevelopment opportunity. Within the city core, there is also scope for reuse/adaption of existing building stock for residential use, in particular the use of vacant upper floors of city centre shops and commercial premises. The Council will encourage the refurbishment of older buildings, bringing unused or underused buildings into residential use supporting both an increased population and also maintaining the built heritage of the city centre. Any such proposals will be required to respect the architectural and historic character of such buildings, in particular with respect to protected structures and buildings located within a designated ACA. The Council will continue to support initiatives such as the Living City Initiative which encourages refurbishment of older buildings for owner occupation in certain areas of the city centre.

Policy 3.7 City Centre Residential Areas	
1.	Prioritise the provision of new homes on designated Regeneration and Opportunity Sites in the city centre at appropriate scales to enable the development of new sustainable city centre communities.
2.	Protect and enhance established city centre residential communities by discouraging encroachment from commercial development and unacceptable infill developments.
3.	Enhance city centre residential areas through implementation of environmental improvement schemes and improvements to the public realm, including, where appropriate, homezones and recreational facilities in conjunction with local residents.
4.	Encourage the expansion of the city centre residential community by requiring a residential content in new development proposals.
5.	Consider the redevelopment of the City Council car park at Bowling Green to meet social and/or affordable housing needs.

Residential 2 (R2) Areas

Residential 2 (R2) areas are areas generally on the periphery of the city with legacies of clustered patterns of low density development, which evolved over time from historic, more dispersed forms of settlement owing to deficiencies in service provision, deficiencies in the road network and also due to environmental, visual and built heritage sensitivities. Many of these can be considered as having a defined character, sensitive environments from an historical, architectural, archaeological and or natural heritage perspective. Although they don't reflect the best form of sustainable development, having evolved over time and prior to current national and regional policy direction, they still have potential within their nodal settings for sensitive infill and consolidation that can contribute somewhat to compact growth. This will be determined by the planning authority on relevant suitable sites, subject to full assessment, where the impact on the environmental and visual sensitivities in the area, including those in particular the subject of Policy 5.2 are an integral part of any assessment for suitability.

Policy 3.8 Residential 2 (R2) Areas	
1.	Facilitate sustainable infill but only where such development can be provided having regard to any environmental vulnerability, services capacities, and where development can be assimilated satisfactorily through design, layout and amenity impact in a manner that does not detract from the character of the area.
2.	Ensure assessment of any developments complies with Policy 5.2 in relation to the protection of sites of European, National, and Local Ecological Importance.

Village Envelopes/Areas

Galway has retained a number of village settlements within the city. These are Menlough, Castlegar, Coolagh-Briarhill and Coolagh-Menlough. These villages have a historic pattern of development and have opportunities for sensitive infill development. It is Council policy to allow housing and limited local services or community facilities where they contribute to enhancing the area's character.

Menlough village and environs has a distinct character, informed by its location on the Corrib, historical pattern of development and vernacular buildings. The area has a significant natural environment including the Lough Corrib cSAC and SPA and Menlough Woods. The area has a rich built heritage which includes a 'clachan' settlement pattern and contains a number of thatched cottages which are protected structures. Menlough Castle is adjacent to the village and in conjunction with adjoining lands has potential for use for recreation and amenity purposes.

While the area still maintains a distinctive character it has potential for an increase in amenity and recreation facilities making it a valuable resource for the city. Its location adjacent to the Corrib and within walking and cycling distance of the city centre gives huge potential for the development of greenway and blueway networks to facilitate active travel. Potential also exists for community facilities, for limited local services serving the area and for improvements to the built environment through conservation and high quality new development. In recognition of this the Council will carry out, in conjunction with local residents, a plan which will have the aim to conserve and improve the distinctive quality of Menlough and explore the potential of the facilities of the area as a major asset to the city.

The consolidation of the existing residential community of Bothar an Coiste with the undeveloped residential zoned lands at Castlegar and commercial and residential zoned lands along the Tuam Road will provide opportunities to strengthen the identity of Castlegar as a neighbourhood. In this regard, the Council will carry out in conjunction with the local community, a plan for the area which will focus on objectives to enhance neighbourhood activity, build on the existing assets of the community and to protect and enhance the existing character and amenity of Castlegar.

The plan will consider and prioritise improved linkages, improved pedestrian, cycle and traffic movement, heritage enhancement, opportunities to enhance the green network and biodiversity, development of amenities and community facilities and design and layout of new development. The plan will take cognisance of strategic objectives in the area.

Policy 3.9 Village Envelopes/Areas

1.	Strengthen the character of specified villages through encouraging appropriate development. Vehicular access to Coolagh-Briarhill village shall be limited to the existing road access only. The objective for a proposed cycle network link from this road is indicative and an alternative alignment outside the village envelope is preferable.
2.	Protect and enhance the character and amenity of Menlough and prepare a plan for the area, which will include for flood mitigation measures.
3.	Reinforce the identity of Castlegar through protection and enhancement of existing amenities and through provision of additional community facilities.

Mews Housing Development

Mews development contributes to efficient use of land and supports a compact urban form. Within the city there are limited opportunities for the development of mews housing. The development of mews housing must be designed in a co-ordinated manner and can only be achieved where there is no impact on existing residential amenity. The Council will examine certain areas of the city for potential for this type of development. Such development will not be permitted in advance of a co-ordinated plan for those areas which have potential for mews housing. Certain criteria must be adhered to and the development must have regard to the existing built form, the character of the area, the impact on residential amenity and must satisfy standards for access, open space and parking where applicable.

Policy 3.10 Mews Housing Development

1.	Prepare a co-ordinated plan for areas of the city which have potential for mews housing development in consultation with local residents.

3.9 Specific Objectives

Specific Objectives	
1.	Prepare an environmental improvement scheme for the Mervue residential area that reflects good practice in urban design and includes for green infrastructure measures.
2.	Prepare environmental improvement schemes for Claddagh, Shantalla and Bohermore residential areas that reflects good practice in urban design and includes for green infrastructure measures.
3.	Prepare a regeneration plan for the open space areas of Ballybaan that reflects good practice in open space and urban design and includes for green infrastructure measures.
4.	Review and update the draft regeneration plan for Ballinfoile Park entitled 'A Better Ballinfoile' and implement actions where feasible and subject to funding.
5.	Develop best practice advice and guidelines for the design of homezones.
6.	Review guidance in conjunction with Recreational and Amenity and Environment Section on open space design, hard and soft landscaping, recreational facilities and biodiversity enrichment.
7.	Prepare a plan for the Menlough area. This will include guidance on new design and conservation and will explore the amenity potential of the area.
8.	Prepare a plan for the Castlegar area in consultation with local residents taking cognisance of strategic proposals in the immediate area.
9.	Support and consider the development of recreational and amenity facilities including playing pitches on lands located in Mincloon north of Rahoon Road in the ownership of Salthill Knocknacarra GAA Club.

4 Sustainable Mobility and Transportation

4.1	Context	90
4.2	Land Use and Transportation	94
4.3	Public Transport	96
4.4	Sustainable Mobility - Walk and Cycle	101
4.5	Transport Demand Management Measures	107
4.6	Road and Street Network	111
4.7	Galway Port	115
4.8	Specific Objectives	116

4.1 Context

Travel demands for Galway City are increasing in conjunction with population growth and will continue to do so over the lifetime of this Plan. Improvements to the transportation network will be essential if Galway is to become a sustainable, compact and connected city in line with national and regional policy direction. At a regional level, Galway is the only identified city of scale in the Northern-Western Region and is also the key driver of the economy for the region. The city transport network is pivotal in serving the inter-urban and inter-regional connectivity for its broad catchment area. The network also supports a high volume of commuters into the city on an average weekday numbering in excess of 30,000 vehicles (15,000 each way) entering and leaving the city. In light of this volume of traffic and the expected additional growth, which will without intervention perpetuate the current unsustainable patterns, there is an urgency to re-think the way we move to help ease congestion in and around the city and to reduce carbon emission levels.

The Galway Transport Strategy (GTS) is the transport plan that aims to establish a more sustainable approach to address current and future transport requirements and underpins the future growth of the city. The policy approach in this plan supports the measures in the GTS and includes for the strengthening of links between land use and transportation planning. It also focuses on reducing car dependency and supports a transition towards increased use of more sustainable active modes and public transport. This will require investment in walking and cycling, an improved and more accessible public transport system supported by low emission infrastructure, to address transport challenges in the city and accord with national, regional and local policies. Enhanced walking and cycling facilities will be promoted through greater permeability and increased networks, making these travel modes more attractive, accessible, safe, and healthier travel options. A transition to use of these active modes and public transport will also have significant potential to improve air quality, the urban environment, the economic performance of the city and the overall quality of life in the city.

National and Regional Policy

The *National Planning Framework (NPF)* identifies that sustainable mobility and compact development are necessary to achieve the ambitious growth targets provided for in the NPF. In this regard land use and spatial planning sets out the overarching policy direction which emphasises the importance of aligning land use and transportation to achieve more compact development. This will encourage more sustainable patterns of travel in tandem with the targets to transition to a low carbon and climate resilient society. The NPF specifically addresses the legacy of growth challenges for Galway in transport, mobility and urban quality. It also acknowledges that the Galway Metropolitan Area shares many of these challenges arising from growth and economic success with much larger cities. The challenge for Galway is that it needs to accommodate a greater proportion of the growth it generates within the metropolitan boundaries.

The NPF is supported by the national investment strategy of the *National Development Plan (NDP)* and the *Regional Spatial and Economic Strategy (RSES)* for the Northern and Western Regional Assembly area (NWRA). The NDP sets out investment priorities to deliver on the goals of the NPF. The NDP recognises Galway City's key role as a designated Regional City and driver for investment and identifies key infrastructure projects which can support and enhance Galway's role. To support this role, the NDP identifies key investment for a number of projects, including Transport Projects.

The recent review of the NDP, 2021-2030 endorses a cleaner, greener, connected Ireland with a pledge to cut emissions in half by 2030. This plan has committed the biggest investment in transport in the history of the state with 35 billion over the decade provided in an effort to transform how we travel. This plan provides for a 2:1 spending ratio on sustainable transport measures, meaning that for every euro invested in new road infrastructure, twice as much will be invested in new public transport and in walking and cycling infrastructure.

Sustainable Mobility

The sectoral policy documents which were published in 2009 - *Smarter Travel - A Sustainable Transport Future 2009-2020* and the *National Cycle Policy Framework* have been the overarching policy guiding smarter and sustainable transport development in Ireland. They aimed at reducing private car use, ensuring alternatives to the private car were available and improved fuel efficiency as well as initiatives to create a culture of cycling and walking in Ireland. These national policy documents which promoted sustainable travel modes are in the process of being succeeded by a new *National Sustainable Mobility Policy Framework.*

The review of these policies aligns with the policy in the NPF and in particular supports the National Strategic Objectives (NSOs) which is shifting the momentum of transport policy to support climate action and sustainable mobility. The aim is to develop a new policy framework that better supports sustainable mobility and adopts a more people centric approach, reviewing all aspects of Active Travel and Public Transport Policy. The policy is centred on three overarching principles. The first of these is Safe and Green Mobility, which will set out an ambitious and comprehensive set of actions for the decarbonisation of public transport. The second is People Focused Mobility, which focuses on how to make sustainable mobility options accessible to everyone, particularly people with reduced mobility. The third principle is Better Integrated Mobility, which looks at better integrated sustainable transport and land-use planning as well as examining smart transport solutions.

Climate Action

The *National Climate Action Plan (2019)* indicates that transport accounts for almost one fifth of Ireland's greenhouse gas emissions. Commitments to reduce Ireland's greenhouse gas emissions by 51% over this decade and to achieve climate neutrality by 2050 were set out in the Programme for Government and in climate legislation. The associated actions that enable the achievement of these targets is set out in an updated Climate Action Plan and will be supplemented by further updated annual action plans. There is significant potential for the Council to contribute to meet reduced emission requirements through modal shifts to walking, cycling and public transport, supporting the build-out of the electric vehicle (EV) charging network, conversion of the public fleet to EVs, and use of biofuels, which are some of the main measures being promoted by the Action Plan to achieve these targets in the transport sector. Decarbonisation of road transport will be critical in achieving the ambitious emission reduction targets of 42-50 percent for transport by 2030 (from 2018) as provided for in the National Climate Action Plan 2021.

RSES

The RSES for the Northern and Western region was adopted in January 2020 and also includes the *Metropolitan Area Strategic Plan (MASP)* for Galway. This MASP sets a co-ordinated framework for planning and investment in Galway City and its environs. The RSES recognises the strategic importance of Galway City being a connected city and a strategic link for the region. The social, economic and environmental wellbeing of Galway City and the Northern and Western Region is dependent on transport and infrastructure investment in order to improve accessibility and connectivity to the County and areas beyond. The RSES identifies transport investment priorities in accordance with the NDP investment commitments to bring a number of key enabling schemes to delivery in the Region by 2027 and includes the N6 Galway City Ring Road (N6 GCRR). The RSES also highlights the importance of Galway Port as a Port of regional significance, the Western Rail Corridor as a rail project with strategic importance and supports the development of a Strategy for the electrification of the rail network. It endorses greenway and blueway projects as a priority across the region and highlights the importance of walking and cycling in facilitating a modal shift to more sustainable transport options, promoting healthier lifestyles, better traffic management and assisting in mitigating climate change.

MASP

The Galway MASP recommends the integration of land use and transport planning and performs a critical role in enabling the requirements of an expanded Metropolitan Area to be met in a sustainable manner. The projected population growth identified for Galway MASP will bring challenges for the provision of supporting infrastructure and services, including for transport. This plan endorses the implementation of the measures contained in the *Galway Transport Strategy (GTS)* with the key transportation components for the MASP considered central to addressing the traffic congestion and Green House Gas (GHG) emissions to achieve change. The main transportation components in the MASP includes the N6 GCCR which is stated as a key priority for the Metropolitan Area that will support the economic and social development of the region and improve connectivity and accessibility to the city and areas west of the city. Other significant transportation components include the development of public bus transport, cycle networks and walking improvements for pedestrians, focusing on connectivity and permeability.

Galway Transport Strategy (GTS)

The GTS, 2016-2036 represented a partnership approach between Galway City Council, the County Council, the National Transport Authority (NTA) and Transport Infrastructure Ireland (TII). The City Council adopted this long-term transport strategy with the purpose of developing a strategy for Galway City and Environs. This is the Strategy for which all transport investment is coming from and will be informed.

The approach of the GTS is to deliver significant improvements to active travel and to deliver a high quality public transport network for Galway to support the city's growth by encouraging the use of other sustainable modes of transport, and facilitate the efficient movement of private vehicles and freight. The Strategy identifies key transport proposals and interventions to provide a framework for phased implementation of the plan-led approach to transportation to facilitate Galway with an opportunity to grow both physically and economically. The GTS also includes for traffic management measures, giving priority to walking, cycling and bus movements, modifications to the traffic network, management of parking activities and heavy goods vehicles, improvements to the public realm and use of 'smarter mobility'.

The GTS addresses current and future transport requirements and sets out an overview of the proposed actions and measures for implementation, covering infrastructural, operational and policy elements to address the current transport inefficiencies. The GTS is recognised within the NPF as key to achieving the target of 50% population growth within the Metropolitan Area by 2040 in facilitating the delivery of compact growth and sustainable transport in the Galway MASP area.

The core of the strategy is built around a 'Cross-City Link,' which provides a safe, coherent and attractive route through the city centre restricted to public transport, pedestrians, cyclists, and some local access. The strategy also supports a defined 'City Centre Access Network' for private car journeys and HGVs that require access to the city centre to reduce congestion, and the proposed N6 Galway City Ring Road (N6 GCCR) which will re-route journeys, removing non-essential motorised traffic from the city centre. The planned N6 Galway City Ring Road (N6 GCRR) is a strategic project that is also identified in the NPF, NDP, RSES and MASP. This orbital route is a key project in the transport strategy for the city that will support journeys that are not always convenient by non-car modes. Other transport measures will also be progressed that will enable an efficient and reliable public transport service to provide access into and through the city centre creating an enhanced environment for walking and cycling.

The delivery of the GTS is currently underway with a focus on providing infrastructure to support walking, cycling and public transport to meet the current needs of the city. Design work has commenced on the bus routes as part of the BusConnects with a decision on the consent for the Cross City Link expected in 2023. Implementation of the Galway Cycle Network including greenways, primary, secondary and feeder routes is also at design stage. URDF funding received for Transport Connectivity Projects in 2021, included for the Galway City Cycle Network and the Clifden Railway and Pedestrian Bridge, which on implementation of these projects will achieve the overall aim of delivering a safe, cohesive city cycle network and pedestrian facilities as prescribed in the GTS.

This Development Plan will continue to progress a sustainable transport solution for the city and identify how it is intended to deliver and build upon the work of the GTS, while continuing to support the measures set out in the GTS. A planned evidenced based review of the GTS is due to be completed in 2023 in collaboration with Galway County Council, the National Transport Authority (NTA) and all other stakeholders. This process will include for public consultation, which will consider all transport modes including the feasibility of a very light rail/light rail option and will not preclude the advancement of the Cross City Link route or the planning of other projects already commenced within the Galway Transportation Strategy to planning consent stage.

The implementation of the GTS is being supported through service delivery plans funded predominately by the NTA and TII. While the implementation of various measures has made some improvements to the transport network, serious traffic congestion still prevails, impacting the quality of life, the economy of the city and the regional role of Galway. The GTS is in its sixth year of a 20-year plan and while still in its infancy, the projects and objectives in this plan remain relevant for Galway City over the lifetime of this plan, with various implementation timeframes set out as short, medium and long term for the projects. Implementation to achieve the measures set out in the GTS will be ongoing to improve transport conditions and journey choices for all in Galway.

Policy 4.1 General	
1.	Develop a compact city, where sustainable land use and transportation are integrated and where there is choice and accessibility to a range of transport modes, with increasing support for a shift to more sustainable modes in line with national aims on climate action and where safety and ease of movement is provided to and within the City and onward to the wider area of the MASP, County Galway and the Northern and Western Region.
2.	Align with the National Strategic Outcomes of the NPF and the regional policy objectives of the RSES in the promotion of sustainable patterns of transport and in the support for the delivery of key transport infrastructure that will enable development to take place in accordance with the Core Strategy.
3.	Support the implementation of the Galway Transport Strategy (GTS) which will advance the delivery and modal shift to more sustainable modes of transport and also enable planned integration of land use and transport within the city and the greater MASP area in consultation with Galway County Council, NTA and TII and service providers.
4.	Support the Galway Transport Strategy (GTS) and the associated implementation programme which will deliver a high quality public transport network, provide and encourage the use of other sustainable modes of transport, and facilitate the efficient movement of private vehicles and freight.
5.	Support the Galway Transport Strategy (GTS) and the outcomes of the planned evidenced based review to be carried out in collaboration with Galway County Council, the NTA 'and other stakeholders'. This review will consider all transport modes including the feasibility of a very light rail/light rail option and will not preclude the advancement of the Cross City Link route or the planning of other projects already commenced within the Galway Transportation Strategy to planning consent stage with Galway County Council and the NTA. This review will consider all transport modes including the feasibility of a light rail option and will not preclude the advancement of the Cross City Link route to planning consent stage.
6.	Continue to progress a sustainable transport solution for the city through the implementation of measures included in the GTS and required supporting projects in particular the N6 GCRR project.

4.2 Land Use and Transportation

The integration of land use and transportation is essential in creating a sustainable city. The alignment of settlement and land use patterns with an integrated transportation strategy can provide opportunities to reduce car dependency and allow for greater investment in alternative means of travel including public transport, walking and cycling. It also delivers considerable benefits in terms of reducing congestion, reduced greenhouse gas emissions, enhanced well-being and has benefits for the public realm.

The consolidation of development allows for the effective provision of services enabling more sustainable patterns of travel. Embedded in this approach is the need for sustainable densities in all developments and emphasis on regeneration and brownfield sites. Adopting these principles will guide strategic investment decisions and align with national targets on climate action.

Historically, residential development in the city suburbs, similar to national development trends have traditionally consisted of lower density development and separation of employment areas relative to residential areas, which has led to a prevailing pattern of car-dominated movement in and around the city. The current focus is to rethink this pattern and create compact cities and focus more on integrating land use and transportation to offset these issues.

These changes in tandem with improvements in active travel measures, such as walking and cycling and public transport are necessary to create positive changes. Creating opportunities for people to live and work in proximity to employment and services supported by a modern and efficient public transport network is fundamental to the success of Galway as a City, both in terms of a successful city of neighbourhoods and as the economic driver of the Region. This will also support the development of the '15-minute city' concept included for in Chapter 3, allowing for the effective provision of services including public transport, employment, shops, community and education facilities to enable more sustainable patterns of travel and reduces overall travel demand.

Implementation of the GTS measures will support the integration of housing with transportation, fostering sustainable transportation patterns. The Core Strategy has been informed by the GTS and provides for a co-ordinated approach with investment and the delivery of essential infrastructure, services and community facilities. It is predicated on consolidation within the established settlements at appropriate densities and the prevailing associated policies in the City and County Environs.

The Strategy for the city supports NPF policy and promotes the three key regeneration sites - Ceannt Station, Inner Harbour, the Headford Road Regeneration area and other opportunity sites. The Ceannt Station and the Inner Harbour offer a sequential solution to the expansion of the city centre, linked with a transportation hub, reinforcing the prime role of the city centre in both the city and the Metropolitan Area and the wider region. The consolidation of existing residential areas and development of Ardaun LAP area to the east of the city utilising this approach will help to create future sustainable residential neighbourhoods, where the reliance on private transport is reduced and where services are provided locally, allowing access by walking and cycling. The alignment of land use and transportation is also supported in the Retail Strategy where a hierarchy of centres encourages easily accessible shopping and essential services.

At a local level, the preparation of plans including Local Area Plans and Masterplans provide a framework for mixed-use development in conjunction with a transport strategy and use of sustainable densities at locations adjacent to public transport routes. These plans will ensure that sustainable patterns of travel integrated with land use will be achieved.

Policy 4.2 Land Use and Transportation

1.	Promote close co-ordination between land use and transportation through policies, land use zoning and objectives.
2.	Support and facilitate the integration of land use and transportation in order to facilitate compact city growth, supported by sustainable modes of transport that will encourage economic well-being and ensure the movement of people and goods in a manner that is sustainable, safe and provides ease of access for all, enhances quality of life and supports a reduction in transport related greenhouse gas emissions.
3.	Provide for the development of high volume, trip intensive, developments such as commercial centres and employment hubs at locations that will minimise the need, distance and time taken to travel and promote the use of sustainable transport modes such as walking, cycling and public transport to access these locations.
4.	Promote effective sustainable residential densities in the city particularly along and close to the existing and planned public and sustainable transport route network.
5.	In line with Core Strategy and to give direction for future settlement expansion prepare Local Area Plans and masterplans where appropriate that includes for integration of land use with transportation.
6.	Aim to achieve the concept of a '15 minute city' where land use policies facilitate residents to access their daily needs within a 15 minute walk or bike ride and thereby reduce the dependence on car transport.

Modal Change

4.3 Public Transport

The GTS establishes that the transport framework needs to increase a shift from car based movements towards sustainable transport modes including public transport. This change will require a collaborative approach between all transport stakeholders including in particular the NTA, TII and transport providers. The Core Strategy creates an enabling policy context in the Plan to support the implementation of the measures in the GTS that will in conjunction with infrastructural investment and service provision provide for a high quality, accessible public transport system for the city and environs and good connectivity onwards. The ambition is that through a combination of improved infrastructure, services and demand management measures that public transport and active modes will become more attractive and that a significant transfer from car use to these modes will occur in the city with the resultant benefits.

Bus Network - Local

The analysis undertaken as part of the GTS preparation considered all travel modes and a number of public transport scenarios and found that the city could be served more efficiently with high quality, high frequency bus services. The GTS proposes that bus frequencies will be increased to a 15 minute minimum during peak times and that bus stops will be within a 10 minute walk to where most people live. This involves the modification of bus routes to provide city- wide network coverage and connectivity to all parts of the city outside of the principal bus network.

The Cross-City Link is at the core of facilitating this local network. It is a public transport corridor operating cross-city from University Road to College Road, which will provide direct services for passengers wishing to enter the city from both the east and west and provides infrastructure for bus priority measures along this corridor. The objective of the Cross-City Link is to prioritise walking, cycling and public transport along its length. Car traffic, which does not have a specific destination in the city centre, will no longer travel into the medieval core of the city between restricted hours – making routes safer for walkers, cyclists, and mobility impaired, and creating space for public transport to move freely. The Cross-City Link will be instrumental in increasing public transport ridership and active travel uptake to achieve a modal shift from car to sustainable modes. This is essential for the sustainable growth of the city to facilitate the NPF growth projections. This corridor will connect homes with places of work, study, retail and recreation, with improved public transport journey times and reliability. Regional, national and private bus operators, emergency vehicles and small public service vehicles will also benefit from the Cross-City Link as it will provide enhanced access for these modes.

Using the existing bus route alignments as a starting point, a Cross-City Network was developed. This was based on linking the residential origins to the key destination locations. It reduces the number of bus services to five, making the network more legible for residents and visitors alike. These five proposed core bus routes are provided on the west, east and city centre as well as providing links to Bearna and Oranmore forming a Bus Network Corridor. All routes will serve major city centre attractions as well as linking all major destinations across the city and were designed to allow for cross-city interchange at key locations. Eyre Square has been identified as the main hub for bus transfers as well as bus/train and bus/coach at Ceannt Station and Fairgreen Station. Other key bus transfer hubs will be located at University Hospital and University Road/Cathedral.

The Cross City Network through the facilitation of new and existing bus routes offers a high-frequency bus service and has been retitled ‘BusConnects Galway’ as part of the NDP investment strategy and funding in the NTA programme for improvement of bus services across Ireland. The BusConnects Programme is a key part of Government policy to improve public transport and address climate change. Within the Galway City area, investment in bus infrastructure and services will be delivered through BusConnects and the relevant parts of the GTS.

Bus Connects Galway will deliver the rationalised network of five high-performing cross-city public transport routes and will form the 'fixed spine' of future public transport in Galway. BusConnects Galway is advancing the development of this network plan and associated infrastructure. It will comprise of next generation bus lanes, a bus shelter program, enhanced services, cashless fares and account-based ticketing. Under the BusConnects programme, the NTA intend to upgrade the existing bus fleet to transition to a fleet of low emission vehicles which will reduce both noise and air pollution.

Fig.4.1 Proposed Core Bus Routes, Source: Galway Transport Strategy 2016
(Note: The proposed core bus route through Merlin Hospital has consequently been amended to terminate at the hospital).

Bus Network - Regional

Investment in the bus services will be focused on improving connectivity between regional settlements, including Galway City and Dublin, and enhancing the reliability and the level of service within and between key settlements. For regional and long distance bus and coach services, journey speed and reliability are the crucial issues. The import role that Galway City plays as a Regional City, providing connectivity to a large hinterland is recognised in the RSES and the plan supports the major national public transport initiative, NTA Connecting Ireland: Rural Mobility Plan, which will increase connectivity, particularly for those living outside the major cities.

Principal destinations of regional buses within the city will remain at Ceannt Station and Fairgreen Coach Station. These will be complemented by controlled drop off and pick up locations in the city centre area following investigation in the context of the designated access routes into this area. The proposed Cross City Link efficiencies will also enable a much better regional service. This incudes for traffic restrictions along College Road as proposed in the GTS, which will significantly benefit connectivity for these regional services in conjunction with the priority measures proposed for the local bus network coming from the west, including the restrictions proposed on Salmon Weir Bridge. This regional service offers a valuable service for tourists, particularly for trips to and from Dublin and Shannon airport and to other tourist destination cities and towns.

The GTS sees the attraction of these services being enhanced further by the provision of interchanges between regional and local public transport at key locations in the city centre. The infrastructure proposals provided as part of the local bus network will enhance the regional services also, as the regional buses will be able to avail of the priority routes in the city and others, such as that proposed along the Dublin Road. Sufficient access to and from the termini in the city centre will also be required to be provided.

With a growing number of private tour coach services and private commuter coach services, the current set down/pick up arrangements need to be examined so that these services can be directed to more adequate locations which can be linked to existing and proposed transport hubs.

Public Transport Hubs

Ceannt Station is designated as a major transportation hub for both local and regional services. The redevelopment of the station recently secured funding under the Urban Regeneration and Development Fund (URDF) for Ceannt Quarter Regeneration. This will afford an opportunity to provide an integrated public transportation hub and multi-modal interchange capable of accommodating enhanced inter-urban, commuter and rail and bus services linked to other sustainable transport modes such as walking and cycling. Additional dedicated bus bays are anticipated as well as associated car parking and set down facilities dedicated for public transport users. Creating a more efficient, connected and attractive public transport system through the promotion of transportation hubs will provide opportunities to offer a complete journey.

A lower tier public transportation hub has been designated in the city near the Cathedral and future potential for additional hubs at key opportunity sites will be examined. These hubs will, in the future, have passenger facilities and will be important interchanges in the overall enhanced bus network of the city.

Rail

Galway City is a significant rail destination with direct intercity services to Dublin via Athlone and Limerick via Ennis. This plays a key role in offering sustainable travel alternatives for longer distance trips, providing improved interregional connectivity. It also provides a valuable commuter service to towns such as Ballinasloe, Athenry and Oranmore. The NDP includes for the Dublin–Galway rail lines to be subject to an examination to move to higher speeds leading to improved connectivity to regional cities through improved rail journey times. This is being further examined under the All-Ireland Strategic Rail Review as well as the potential of the Western Rail Corridor, and the Council will support rail infrastructure improvements arising from that review. The potential for double tracking of the railway line from Galway City to Athlone with increased service stops between Athlone and Galway will improve commuter services. Although not included in measures as part of the GTS, the double tracking of the railway line from the city to Athenry, or a more limited accommodation of stopping bays is to be investigated for both passenger services and potential freight services from Galway Port. The facilitation of rail stops within the city which can support commuter services is also supported by the Council.

The County Development Plan contains an objective to secure in co-operation with Iarnród Éireann (IE) improved rail infrastructure and services between Galway to Athlone. This project has attracted URDF funding and includes for a dual railway track and additional improvement works to include an additional platform and a passing loop at Garraune, Oranmore to ensure enhanced capacity and frequency of service. Such works to the line may also benefit the provision of a rail freight service from Galway Port and is a strategic project that would enhance accessibility and connectivity in the region. The recent Rail Freight 2040 Strategy includes for an ambitious vision positioning rail at the centre of Ireland's freight transport system, recognising the sustainable benefits that rail provides as a contribution towards achieving Ireland's climate objectives and wider strategic national outcomes.

The RSES also supports rail upgrades in the region and acknowledges that there is scope for further improvements to be made to existing rail services, connecting the Galway, Castlebar/ Ballina and Sligo lines to Dublin and the rest of the Irish rail network. It also highlights the strategic importance of The Western Rail Corridor project and the contribution it would make in the realisation of the Atlantic Economic Corridor and the potential to link the economies of three major centres, Limerick, Galway and Sligo.

The designation of Ceannt Station as a major mutli-modal transportation hub for the city is a key objective. The redevelopment of Ceannt Station Quarter as a multimodal transport interchange facilitating better integration with other public transport modes will involve rail services expanding in frequency. The commencement of planned upgrades at Ceannt Station have been given recent NDP recognition over the lifetime of this NDP that upgrade works will take place at three of the four major regional rail termini, including Ceannt Station. These projects will be funded through both NSO 4: Sustainable Mobility and also the URDF, which will improve the passenger experience greatly in conjunction with adjoining public service provisions. The function of the station when coupled with the adjacent site of Ceannt Quarter will act as a collective hub for interchange between transport services in the city.

The GTS has made provision for periodic review to take account of emerging trends and any emergence of new development opportunities to reflect the change in circumstances of the evolving Galway transport network. The feasibility of a light rail option was included in the recent NDP, 2021-2030 with a commitment that this will be considered again as part of the review of the GTS, commenced in 2022.

Park and Ride

The delivery of Park and Ride sites on the periphery of the city are key to the implementation of the GTS and modal shift. They will reduce the amount of commuter traffic entering the city and thus contribute to a reduction in traffic congestion and emission levels. A park and ride location analysis has been undertaken which will enable the identification of possible areas within Galway City and its environs where such facilities may be suitable and site identification is ongoing with the NTA.

Taxi Services

The role of taxi services is important in the overall development of an integrated transportation system. They will be facilitated at appropriate locations within the city and will be required to be accommodated within major developments. Where appropriate, they will be able to use bus priority infrastructure. Grant Schemes made available in 2021 are supporting the uptake of electric vehicles in the Small Public Service Vehicles (SPSVs) sector for taxis, hackneys, and limousines. This will help to initiate a transition to more sustainable vehicles in the public service in line with climate action requirements.

Policy 4.3 Public Transport	
1.	Support the implementation of Bus Connects Galway and the overall bus transport network which will include for a high frequency cross-city network of services and all associated infrastructural requirements, traffic management and priority arrangements.
2.	Promote the availability of the city bus network including the priority measures for use by the national, regional and tour bus services.
3.	Facilitate public transport interchanges and associated proposals for transfer ticketing and flexible payment methods.
4.	Prioritise the provision of park and ride facilities at appropriate locations so that they align with the bus network and cross- city link route to create the necessary modal shift to reduce car dependency.
5.	Promote access to public transport services for those attending primary and post primary schools in consultation with the Department of Education and Skills
6.	Ensure ease of access to all bus termini in the city centre and facilitate tourist coach drop-off /pick up locations convenient to the city centre that accommodates bus layover areas.
7.	Support measures which aim to improve the service capacity of the Galway City inter urban rail transport network including for the development of commuter rail services, with a preference for a twin track approach from the city to Athenry.
8.	Support measures to develop Ceannt Station as an integrated multi modal transport hub which facilitates easy interchange between national, regional and local transport services.
9.	Continue to support taxi services at appropriate locations including proximate to public transport corridors and where feasible permit use of bus priority infrastructure.
10.	Support the modal change to public transport under the Galway Transport Strategy (GTS) through modal change targets for walking, cycling, and public transport within the lifetime of the City Development Plan.

4.4 Sustainable Mobility - Walk and Cycle

The GTS acknowledges that road improvements alone will not address traffic congestion issues and that investment in public transport, walking and cycling networks is also needed to improve traffic management and to encourage a shift to more sustainable modes. In this regard the GTS has prioritised both public transport and active modes as alternatives over private car usage for a range of trips within the city. Prioritising active travel measures and applying the DMURS (2019) design guidance and road user hierarchy will foster the development of a safer, more attractive, efficient, and connected transport system, while simultaneously encouraging healthier lifestyles and reducing transport emissions.

In Galway, the compact urban form of the city and the relatively flat topography allows for great potential for both walking and cycling for these modes to become the preferred choice of travel, in particular for short trips. The focus on these modes will support the concept of '15-minute city' and allow for people to walk and cycle to key destinations in a direct and easy manner. With appropriate design, streets can also contribute to the creation of attractive, accessible and liveable neighbourhoods. This approach accords with the NPF and the need to pursue a compact growth policy supported by sustainability mobility measures including networked cycle and walking links and progressively reduce the dependency on car-based transport.

At regional level the RSES highlights the importance of walking and cycling in facilitating modal shift to more sustainable transport options and the benefits these modes can have for healthier lifestyles, better traffic management, enhanced community environments and in mitigating climate change. The strategy also identifies the potential economic and tourism opportunities that greenway and blueway projects have within the region. Within the MASP, the expansion of shared-bike schemes is promoted as a potential scheme that can make a positive contribution to connectivity and sustainable transport and mobility. The RSES acknowledges that places with extensive cycle infrastructure report higher levels of cycling and better health which in turn, creates economic value by appealing to a skilled workforce and attracting innovative companies.

Cycling

National policy gives guidance on measures to create a strong culture of walking and cycling. Promotion of these active modes in 'Smarter Travel – A New Transport Policy for Ireland 2009-2020' included for a series of actions that were aimed at ensuring that alternatives to the car are more widely available, mainly through a radically improved public transport service and through investment in cycling and walking. This policy was supplemented by the *National Cycle Policy Framework* (2009-2020), *National Cycle Manual* (2011), *Design Manual for Urban Roads and Streets*, *DMURS* (2019) and all supplemental advice notes, and *Permeability Best Practice Guidelines* (2015). The aim of the National Sustainable Mobility Policy which replaces Smarter Travel and the National Cycle Policy Framework is to develop a new policy framework that better supports sustainable mobility – linking more people to more places, for more of their journeys and promoting increased use of active travel and public transport. These all promote cycling with the aim to maximize permeability and connectivity for cyclists, to create safe direct links to road networks and greenways and to provide additional cycle parking and infrastructure.

The delivery of the identified GTS Cycle Network is supported in the Core Strategy of the plan as it will play a critical element in developing a high quality, dedicated cycling network which is linked with existing and targeted settlement and employment areas. The Council is currently progressing the Cycle Network project through a dedicated project team, supported by the NTA Cycling Office and a range of funding streams including the NTA grant supports for sustainable transport measures and URDF funding. The network will give priority to cyclists, both for commuting and as a leisure activity and will when delivered encourage the uptake in cycling. The Cycle Network will also incorporate improvements to pedestrian facilities.

The GTS includes for a core, secondary and feeder Cycle Network which supports each other and reinforces connections across the city and environs. Where possible the proposed routes are fully segregated from motor traffic. In other locations, the network includes on road cycle lanes or sharing facilities with bus lanes. Where it is proposed to limit traffic, particularly in the city centre, the cycling environment will become much safer and more attractive. *Chapter 5: Natural Heritage, Recreation and Amenity* sets out the policies for the development of other greenway networks which identify key connections and linkages and have more of a recreational function, some with a capacity for walking only and some with potential for both walking and cycling.

Figure 4.2 Proposed cycle Network (GTS 2016) (Source Transport Strategy 2016).

The primary network focuses on the provision of segregated safe routes and connections from dedicated cycleways and footpaths to existing networks linking schools, workplaces and residential areas as alternatives to vehicular transport. These are designed to accommodate medium distance journeys. This level on the network also includes for two greenways providing connectivity for cyclists to and from nearby towns, one west to east linking Bearna and Oranmore and onwards, and one to the north crossing the River Corrib towards Moycullen. These align well with the national approach as defined in the *Strategy for the Future Development of National and Regional Greenways (July 2018).* The focus of this Strategy is on the delivery of Greenways that are of strategic significance on a regional or national level but which in turn can facilitate the development of linked and complementary local cycle networks that are being delivered outside of the strategy. The city greenways in the GTS can seamlessly link in with both the Connemara Greenway and the Galway to Dublin Greenway, both of which are at various stages of progression.

While these greenways may be designed specifically for the needs of cyclists in terms of gradients and surface, they are also intended for use by pedestrians, wheelchair users and children in buggies. Feasibility studies regarding the city greenway routes are currently being progressed in conjunction with the NTA and TII. As well as supporting active tourism, recreational opportunities and links to places of interest, the sections of greenways close to and within the city will also offer opportunities for use as commuter options for work and education. Funding opportunities for greenways are being provided from a number of sources including the Department of Transport, TII Strategic Greenways, the NTA for active travel, and from an agreed pedestrian and cycling allocation from the BusConnects programme. The delivery of the GTS greenways will include for a co-ordinated approach between national agencies, Galway City Council and Galway County Council. Additional primary routes in the cycle network include cross-city routes to the north of the city, a city centre route and some key north to south links.

The secondary network provides for connections from residential areas and areas of employment to the primary network accessing key destinations. Feeder links have been identified on streets and roads that are highly constrained or suited to other modes, and need to cater for cyclists too.

Cycling and electric cycling combined have enormous potential to facilitate a high proportion of daily trips. To maximise this potential the appropriate infrastructure will be required in conjunction with coordinated policy provision as included for in the plan. The NDP 2021-30 recent commitment to €360 million a year for active travel measures will help to enable a significant modal shift to cycling and other sustainable modes with the corresponding benefits for climate action, health and air quality. This will also be facilitated through the NTA's forthcoming *Walking and Cycling Infrastructure Delivery Plan*.

Other supporting measures for cycling include schemes such as the Public Bike Share Scheme 'Coke Zero Bikes' introduced across the city centre in 2014, which has been extended to 338 bike docking stations across 23 locations. This scheme will be progressed in partnership with the NTA and in the context of ongoing demand to facilitate enhancement of facilities and expansion of the current network to include for additional locations throughout the city.

Increased public cycle parking provision in the city centre and at other important destinations throughout the city will be key to ensuring that the policy of the 15-minute city concept is achievable. Providing convenient cycle parking near bus stops and at key locations across the city, including at education locations, transport hubs, employment areas, commercial and community hubs and where appropriate in residential areas. This will be essential to the success of the network and needed to encourage the uptake in cycling. This was recognized in the recent 2021 NTA investment to support Parkmore Improvement works for cycling and infrastructure at this high employment area as identified in the *Parkmore Area Strategic Transport Framework,* 2019. Planning policy and development management standards will support the necessary integration of the cycling network and infrastructure into existing and planned developments. Where local area based transport solutions are required for areas of high employment, educational areas, or other high traffic areas, these will be supported also, subject to normal development management assessment.

Walking

The compact, walkable nature of the city, coupled with the high student population has contributed to the Galway sustaining a relatively high walking mode share of 23% of all trips taken. It is a key objective to increase on this level through enhancement of the pedestrian environment for all users. Measures in the GTS include the reduction of traffic volumes, improvement and prioritisation of pedestrian facilities to incorporate permeability and linking of walking networks in the city core. This will enable extended opportunities for pedestrianisation, improvement in the quality of the public realm, increased priority and safety for pedestrian facilities, in particular at junctions and crossings, and application of universal design principles to support the whole journey approach.

The benefits of pedestrian priority have been experienced already in the city centre in the pedestrianised zones, along the riverside walkway, canals and at Salthill. The GTS includes the need to improve on this and to give priority to the pedestrian network and the associated environment.

Safe access and improved permeability will also be secured through a number of new river crossings. These include the pedestrian and cycle bridge south of the Salmon Weir Bridge, which commenced construction in 2022.

This new bridge will facilitate an opportunity for a safer and higher quality crossing for the 9,000 pedestrians and cyclists who currently use the existing Salmon Weir Bridge. The proposed pedestrian and cycle bridge on the piers of the old Clifden Railway line from Woodquay to University of Galway will link places of study, work, retail and recreation by sustainable modes of transport, bringing vibrancy and new areas of public realm.

The bridge, which has attracted URDF funding, will link in with the existing walking route along the River Corrib and ultimately the Connemara Greenway and also play a key role in connectivity in the GTS cycle network. In addition to the GTS measures, there is also an objective in the City Plan for a new bridge crossing linking Newtownsmyth and Gaol Road, which can contribute to the regeneration of Nun's Island.

At Wolfe Tone Bridge, a cantilevered pedestrian bridge crossing is currently at design stage in order to provide safer and improved pedestrian crossing facilities adjacent to the existing bridge.

The implementation of the Public Realm Strategy (PRS) (2019-2040) complements many measures in the GTS. This Strategy provides a vision of place, design guidance and outlines project proposals to improve Galway's streets and public spaces. It identifies a number of opportunities to create usable spaces out of existing highway and parking areas including at Woodquay, Galway Cathedral, Eyre Square North and at the Small Crane, which could be transformed to deliver a better pedestrian experience and high quality public realm. It also includes proposals to rejuvenate the city centre streets and existing civic spaces such as at Fishmarket. Central to the design process will be the promotion of universal design to help open up the city centre to all and make getting into and moving around the centre much easier. The implementation of the strategy has attracted investment support through the recently secured URDF funding.

In areas outside the City Centre core, emphasis will be given to increased permeability within suburban residential areas, improving pedestrian networks, making them safer and maximizing pedestrian accessibility to the public transport network.

Increasing connectivity and permeability within and close to places of employment, education, commercial hubs and other key destinations is also of critical importance. The principals of the National Transport Authority's *Permeability Best Practice Guide (2015)* will be adhered to in an effort to improve connectivity within all areas, especially within neighbourhoods to local amenities. Permeability will be promoted where suitable in accordance with the NTA guidelines in future developments and endeavors made to improve and retain such connectivity within existing developments.

Safe Routes to School

Galway City Council is currently progressing a number of 'School Zones', as part of the national Safe Routes to School programme, managed by An Taisce Green-Schools. The programme includes measures to create safer walking and cycling routes on key access routes to schools, to provide "front of school" treatments which will enhance access to school grounds and to expand the amount of bike parking available at schools. Designs progressed at selected schools will be in line with the National Transport Authority Safe Routes to School Design Guidance (July 2021), and other adjacent schemes in the GTS, such as Cycle Network and BusConnects routes.

In line with this approach, Galway City Council initiated a pilot School Streets project in 2020 at Scoil Iognáid, Raleigh Row which proved successful. This area operates as a 'School Street' a road outside a school with a temporary restriction on motorised traffic at school drop-off and pick-up times - creating a calm, safe, space for children, parents and residents to walk, scoot or cycle. Pending publication of the final report on the pilot, it is anticipated that the School Street will be made permanent in this location.

Policy 4.4 Sustainable Mobility - Walk and Cycle	
1.	Support the Galway Transport Strategy proposals for a primary cycle network to facilitate safe and convenient medium distance journeys.
2.	Support the Galway Transport Strategy proposals for a secondary cycle network and feeder links to facilitate safe and convenient local journeys and to afford linkage into the primary cycle network.
3.	Support the National Greenway Strategy and proposed Greenways as part of the primary cycle network and as part of links to Bearna, Oranmore, Maigh Cuilinn and Oughterard.
4.	Implement a structured programme of improvements across the whole city pedestrian network and at street crossings.
5.	Facilitate cycling on the proposed Bus Connects Galway Routes where appropriate including on the proposed Cross-City Link.
6.	Support and promote initiatives such as Park and Stride, Green Schools Travel and Safe Routes to School Programmes, School Streets and the concept of having safe routes to school.
7.	Improve bicycle parking at key destinations and near bus stops /interchanges.
8.	Promote, facilitate and maintain maximum connectivity and permeability for pedestrians and cyclists in the design and management of new public and private projects and in upgrading and retrofitting existing developments in accordance with the Design Manual for Urban Roads and Streets (2019) and Permeability a Best Practice Guide, NTA (2015).
9.	Ensure facilities for pedestrians and cyclists are designed in accordance with national standards.
10.	Promote the implementation of a Wayfinding Scheme with provision of directional information and signage at appropriate locations across the city as part of the implementation of the Public Realm Strategy.
11.	Promote and facilitate the development of Public Bike/other share schemes across the city.
12.	Any active-travel intervention on a road or street which requires people cycling to share the same lane with general motor-traffic, should also ensure that such roads or streets are designed and managed to create the appropriate environment as per guidance in the National Cycling Manual on “Shared/Mixed Streets

4.5 Transport Demand Management Measures

Transport Demand Management (TDM) is a policy approach for solving growth and traffic congestion, it attempts to influence people's travel behaviour rather than seeking to provide more physical capacity for travel in such a way that alternative mobility options are presented and the benefits of a reduction in greenhouse gases are pursued. There are a choice of actions which can be activated to effect travel demand patterns, the suitability of which depend on the area. These include:

- Reduction in vehicle use, in particular, to reduce the amount of car travel
- Increase in vehicle occupancy to reduce the amount of single occupancy car trips and increase car occupancy
- Increase in travel by alternative modes - this includes measures to encourage public transport use, walking and cycling in preference to car use
- Trip re-timing which can encourage travel at less congested times
- Offering alternative destinations - to encourage travel to destinations that are closer, and that lead to less overall congestion
- Reduction in trip length - by planning for the provision of employment, retail and other services close to where people live
- Trip reduction - to reduce the need to travel and thereby reduce overall travel
- Encouragement of tele-working, E-government, electronic shopping, congestion and parking pricing
- Preferential treatment of public transport over the private car
- Fiscal Measures to include public transport fare subsidies, cycle to work schemes and TaxSaver schemes.

The specific approach in the GTS outlines a number of demand management measures aimed at shifting the focus of travel within the city centre to walking, cycling and public transport, which will reduce traffic congestion, Green Gas Emissions (GGE's) and the demand for car parking. These demand management measures align with the Core Strategy in including for emphasis on regeneration and concentrating the focus for future development in brownfield sites in the city centre. They also include for restricting traffic from certain streets, removing a large proportion of on-street parking in the city centre, controlling the availability and cost of parking in the city centre and giving priority to pedestrians, cyclists and public transport. They also aim to influence travel patterns by putting an onus on large employers to develop mobility management plans including and encouraging sustainable travel options. In addition the GTS promotes the reduction in car parking standards for new developments that are located close to public transport corridors.

The Five Cities Demand Management Study identifies transport demand drivers, and assesses the suitability of measures to reduce demand in Ireland's five largest urban centres - Dublin, Cork, Waterford, Limerick, and Galway. The recommendations from this report included that opportunities may arise in the future in Galway with the delivery of enhanced public transport and park and ride facilities as envisaged in the Galway Transport Strategy. The Study provides a focused and evidence-based approach to addressing the carbon, congestion and air quality challenges facing Irish Cities. Galway City Council is committed to addressing these challenges as reflected in the policies and objectives which support a modal shift, active travel measures, park and rides and the 15 minute city and neighbourhoods concept. The scheduled review of the GTS, commenced in 2022 and is due to be completed in 2023, will also provide an opportunity to re-evaluate transport demand measures.

Smart Mobility

Smart mobility is an intelligent transport and mobility system. Intelligent Transport Systems (ITS) Ireland exists as a collaborative body to promote the development and deployment of technology to the transport environment. This application allows transport modes to communicate with each other and the wider environment and provide integrated transport solutions for the user. It can be used to provide real time passenger information, variable speed limits, variable message signs, incident detection systems, ramp metering on national routes and car parking management and efficiency, improve wayfinding and increase efficiencies in junctions. In general, these systems can provide additional capacity in the network, incorporate demand management measures and deliver efficiencies and cost savings to the passengers. Smarter mobility policies and intelligent systems can be used also to future proof proposed infrastructure. The application of smart mobility in general also has application in new modes such as in apps for bike sharing, car sharing and on-demand ride sharing service.

The Council applies smart mobility systems in the Urban Traffic Management Centre (UTMC). This control room manages, monitors and optimises transport on the road network including signalisation and traffic flows. It contributes to making improvements to the flow of traffic particularly during peak times and during specific events likely to generate large volumes of traffic. It also assists the Council in the dissemination of real-time information to the public. The GTS recommends expansion of the UTMC network to ensure that all future transport interventions will be based on the implementation of smarter mobility policies and consideration of Intelligent Transport Systems (ITS) as a means of improving the overall transport experience in the city into the future. In application, such technologies can support and facilitate initiatives that will improve sustainable transportation, including public transport, integrated ticketing, smart public lighting, electric and hybrid vehicles, car clubs, public bike schemes and improved pedestrian and cycling facilities.

Mobility Management and Travel Plans

Mobility management aims to reduce the demand for the use of cars by increasing the attractiveness and practicality of sustainable transport such as public transport, walking and cycling. It can be applied as a strategic demand management tool or as a site specific or area-specific measure. Strategically it can be used by linking development to the most accessible locations; at a more specific level it means planning for new development in a co-ordinated manner that minimises the need to travel from the outset and by consequence reduce the demand for car use. The integration of land use and transport as provided for in the Core Strategy is critical to support the aims of mobility management.

The preparation of Travel Plans can be an effective mechanism in the implementation of mobility management policies, particularly for the developments that have potential to generate a high number of trips. The Council is committed to working collaboratively with major employers, schools, colleges and for other activities that have potential for significant trip generation in the preparation of Travel Plans. Travel Plans have the objective of showing how reliance on car-based travel can be reduced through realistic and implementable measures that encourage employees /students to use sustainable travel modes. The plan normally brings together a suite of measures tailored to the needs of the individual premises or site or a collection of sites. This generally includes measures to promote and improve the attractiveness of using public transport, cycling, walking, car sharing, flexible working or a combination of these as alternatives to drive-alone journeys to the destination. It can consider all travel associated with the site, where applicable these can include business travel, fleet management, customer access and deliveries. These plans can also hold interest for businesses and organisations who want to address lifestyles issues, congestion and parking issues for their employees, users and visitors. Such plans are required generally to be prepared in accordance with NTA guidance for workplaces and schools.

Car Parking

Parking policy is an important element in overall planning and transport policy as it impacts transportation choice and potential to achieve a modal shift. The NPF promotes a demand management approach to requirements for car parking where a differentiation in standard requirements is applied to developments based on spatial location, public transport services and that flexibility is applied to achieve performance based outcomes, in particular for infill and brownfield developments. This approach is supported in the Plan where there are varying standards between the four defined neighbourhood areas. These are set at maximum levels of provision. In addition, flexibility is encouraged where grouped car parking is provided. Reduced requirement is encouraged in mixed use areas, in particular where peak demands do not coincide and where multi-purpose trips are anticipated and in circumstances where mobility management measures are deemed satisfactory. Consideration of reduction in requirements will also apply along existing and planned strategic public transport corridors depending on the prevailing level of service at that time.

In the city centre area where the GTS includes for significant investment in sustainable modes and where the most strategic Regeneration and Opportunity Sites are located, the requirements for car parking will be linked to performance based outcomes. Exceptions to this include the large designated regeneration lands at Ceannt where there is an objective for the provision of a car park that can support the transportation hub and a substantial level of mixed–use development constituting an extension to the city centre. In addition, a replacement of the existing surface car park on the Dyke Road is accepted on lands included in the Headford Road Regeneration area where re-development accommodating the car parking in a multi-story format would enable more efficient use of the land. Notwithstanding this approach all developments will be subject to the standard traffic and transport assessments.

In the context of on-street car parking the GTS includes for the gradual reduction in the level of such provision and the rationalising of access to off street facilities. This is in order to minimise car circulation within the city centre and to provide more road space for pedestrians, cyclists and public transport. It is considered that some rationalisation of on-street parking on routes outside of the city centre will also be necessary to facilitate bus movements and improve the walking and cycling environment. The exception will be for disabled driver parking which will continue to be accommodated in all areas. The reduction of on-street car parking will be combined with the introduction of a parking price mechanism which will help to make the option of public transport more attractive and to create a disincentive for car-centric travel into the city to help contribute towards behavioral change and modal shift.

The introduction of new regulations for the installation of electric vehicles (EV) recharging infrastructure came into effect in 2021 under the publication of the EU Energy Performance Regulations and will help to encourage supporting infrastructure. These new regulations require the installation of recharging points for EV for both new buildings and existing buildings undergoing major renovations for more than ten car parking spaces. These regulations also require the installation of a minimum number of recharging points for all existing buildings (other than dwellings) with more than twenty car parking spaces by January 01, 2025. The installation of EV recharging infrastructure will support the Climate Action Plan targets of nearly one million EV to be on the road by 2030 and will help to facilitate this transition.

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

Behaviour Changes

Changing behavioural attitudes to transport modes through increasing awareness of the travel options that can be taken for daily movements can encourage more sustainable travel choices where these are feasible. Travel behaviour changes have proven to help reduce congestion and improve people's journeys while bringing wider benefits like reducing emissions, both carbon and those impacting air quality and also to have wider public health, economic and public realm benefits.

Measures to encourage this include the targeted promotion of public transport walking, cycling and car sharing as alternatives to single occupancy car use. The Council support the promotion of the NTA initiatives such as the Smarter Travel Workplaces and Smarter Travel Campus. These behaviour change programmes encourage implementation of Travel Plans that focus on promoting and encouraging staff and students to sustainably and actively commute and encourage organisations to consider flexible working arrangements. In addition, the *Sustainable Transport Measures Grant Fund* which is part of the NTA programmes also aims to improve transport options for those choosing alternatives to the private car though supports for associated infrastructure that encourages modal change. In addition to promotional information, motivation initiatives and delivery of improved supporting infrastructure, disincentive programs for using the car can also be used to induce behavioural change.

Other measures that may contribute to behavioral changes include car sharing schemes and use of other electric modes of transport, such as e-bikes and e-scooters.

Policy 4.5 Transport Demand Management Measures	
1.	Support GTS measures for a reduction of car movements through the city centre, to be achieved by specific traffic management arrangements including the implementation of a City Centre Access Network.
2.	Support the GTS proposals to prioritise public transport movements in the city centre through the implementation of a designated public transport route, the Cross-City Link.
3.	Promote changes in the management of car parking, including for the reduction of on-street parking, improved access arrangements and a review of pricing structures that will encourage greater sustainable mobility.
4.	Implement the GTS proposals for a HGV management strategy and a loading and delivery strategy in the city centre.
5.	Support and promote the use of smarter mobility and Intelligent Transport Solutions (ITS) to increase efficiency, safety and co-ordination across all transport networks.
6.	Promote the implementation of Travel Plans with employers and schools, including Local Transport Plans (LTPs) using Area Based Transport Assessments (ABTA) as the methodology to prepare LTPs and Traffic and Transport Assessments (TTA) where the scale of development determines the need for integrated land use and transport planning policies.
7.	Increase the use of sustainable transport modes including public transport through targeted promotion and encouragement of behavioural change.

4.6 Road and Street Network

The GTS includes key strategies to provide for sustainable and reliable alternatives to travel by private car. However, alone their full implementation is incapable of delivering a solution to the specific transport problems in the city and also to provide for the strategic connectivity needed for enhanced regional and national accessibility.

The national road and motorway network in particular provides vital inter-urban and inter-regional connectivity, critical to realise the NPF growth ambitions for Galway to become a city of scale and to maintain its economic resilience and competitiveness. The M6 motorway significantly reduced travel times from Dublin to Galway and has made the city more accessible nationally and enhanced movement in general, including that relating to bus transport and goods vehicles. This route is a highly important national road and is identified as part of the EU TEN-T Comprehensive Network which is critical in maintaining, improving and protecting the strategic function of the key transport corridors in line with national and regional policy and investment commitments. The completion of the M17/M18 Gort to Tuam motorway has added to the accessibility of the city and improved strategic linkage within the region and with other NPF regional cities. The N59 and N84 national roads are important regional links to and from the city also. At local level the near completion of the entire *N6 Multi Modal Corridor Improvement Scheme* has made improvements to the road network and traffic management.

However, there remains significant traffic congestion with most main junctions operating over capacity. The existing road network needs to cater for a range of users and a variety of journeys within the city and even with investment in sustainable modes the problems cannot be entirely addressed. The NPF and the RSES recognise that the growth and economic success of the city requires investment in a range of infrastructure, including roads and if not delivered the current congestion will worsen and inevitably impact on the overall function, success and ambition for Galway to grow to regional status. The NPF specifically sees improved accessibility and connectivity between centres of scale, separate from Dublin, as key to harnessing the peripheral regions potential and to achieving increased regional parity.

Some journeys across the city, in particular through journeys on national and regional roads are not always capable of being accommodated by non-car modes. Strong demands for such journeys remain at present and will increase in the future. While there will be a shift to sustainable modes on implementation of the GTS through a number of measures, the efficiencies of these modes are jeopardised by the significant level of congestion that will still remain on the network and on the main river crossings.

The GTS recognises this need for an integrated transport solution which includes for the provision for sustainable and reliable alternatives to travel by private car and also to deliver the strategic orbital route – the N6 GCRR incorporating a new river crossing. Although some elements of the GTS can be implemented independently from the delivery of such a road, the full extent of measures and the success of the GTS needs the provision of this new orbital route which is also an identified strategic addition to the EU TEN-T Comprehensive Network. In addition, to support efficient movement within the city the GTS also outlines additional traffic management measures which are needed, which include new improved roads and links and the management of car parking.

The NPF, in acknowledgement of the rational for a strategic orbital route, has identified the delivery of the N6 GCRR as a key growth enabler for the city. This route is further supported in the RSES which identifies the road network in general as an investment priority. It recognises that the accessibility from the Northern and Western regions of Ireland and between centres of scale separate from Dublin needs to be significantly improved with a focus on cities and larger regionally distributed centres and key east to west and north to south routes. The MASP also sees the need to continue to improve the road network around the city and in particular to support the delivery of all measures in the GTS including the N6 GCRR.

In general as the national road network serving the city supports key transport links and accessibility, the Council will continue to work with TII and other national agencies to protect and enhance the capacity of these national routes. This is in line with national and regional objectives and policy in relation to *Spatial Planning and National Roads* and will ensure that the carrying capacity, operational efficiency, safety and significant national investment being made in the national road network is protected.

In general the Council will continue to carry out road and junction improvements some of which will be necessary for the implementation of measures associated with GTS and also others to improve general safety and efficiencies in the network. Improvements in the network to provide such upgrades and key linkages are listed in the specific objectives section of this Chapter.

Streets in urban areas should be so designed to be safe, convenient and attractive, where walking priority is integrated into the design, and social interaction and community benefit is a strong consideration. Well-designed streets can also create connected physical, social and transport networks that promote real alternatives to car journeys, by encouraging walking, cycling or public transport. A review of the street design and user priority resulted in design guidelines.

The *Design Manual for Urban Roads and Streets*, (*DMURS*, 2019) and supplemental advice notes reflects a revision in national policy regarding road and street design. It adopts a balanced approach to road and street design in accordance with four core principles that focus on connected networks, multifunctional streets, pedestrian focus and a multi-disciplinary approach. These national guidelines resulted in a direction in design and implementation for a more place based and integrated street design to create safe and successful streets serving all users. This reversed historic standards which resulted in less flexible road layouts, dominated by vehicular movements resulting in poor pedestrian linkage and permeability. Street design in the city will be required to comply with DMURS in order to promote the street as a place, incorporating elements of urban design to create streets with a high-quality public realm, a balanced approach to all users and complementary to the neighbourhood concept as provided for in Chapter 3. This approach is further enhanced by the NTA *Permeability a Best Practice Guide* (2015) which with implementation has capacity to transform neighbourhoods into more permeable ones, where people can walk or cycle through areas safely and conveniently, and in a manner which can give an advantage to these modes over private car travel in particular is also encouraged.

Accessibility

In recognition of Ireland's ratification of the UN Convention of the Rights of People with disabilities (UNCRD) and as a signatory to the Barcelona Declaration, Galway City Council is committed to promoting universal design and access for all. Public transport should be a key aspect in the delivery of this and requires a 'whole journey approach'. This refers to all elements that constitute a journey from the starting point to final destination to ensure universal design practices are being implemented throughout the journey. It is an objective of the GTS to foster and sustain an inclusive approach to the operation of the transport network, and all of its constituent travel modes. Network proposals, including both new proposals and the improvement of existing facilities will be undertaken in a manner that fully considers the accessibility requirements of all prospective users.

This plan endorses the *National Disability Inclusion Strategy* (NDIS) 2017-2021 and ratification by Ireland in 2018 of the UNCRPD (Article 9) for inclusion to support accessibility to all vulnerable road users. The NTA's Permeability Best Practice Guide and DMURS (2019) including all supplemental notes, also advocates for connectivity and accessibility improvements throughout the city, including new developments and retrofitting existing developments, where possible. The Council supports these concepts of needing to remove obstacles in the public realm, walking routes, and providing adaptations of greenways to promote accessibility for all. Allied to the design of the street network, the development of universal design to improve accessibility, in particular for people with reduced mobility, will be a critical element in any new street design or street improvement schemes. The Council will liaise with the National Disability Authority (NDA) and have regard to best practice guidance including *Buildings for Everyone* (2012) which provides guidance on the design of spaces that can be readily accessed and used by everyone, regardless of age, size, ability or disability.

Policy 4.6 Road and Street Network and Accessibility

1.	Support the N6 Galway City Ring Road project in conjunction with Galway County Council and Transport Infrastructure Ireland (TII) in order to develop a transportation solution to address the existing congestion on the national and regional road network.
2.	Enhance the delivery of an overall integrated transport solution for the city and environs by supporting the reservation of the designated strategic road corridor to accommodate the N6 GCRR project.
3.	Support the proposals in the Galway Transport Strategy for design interventions, revised traffic management arrangements and priority arrangements for walking, cycling and public transport on the road network.
4.	Implement improvements on the general road network, including new links and junction revisions where needed in the interest of safety and convenience for all users.
5.	Implement best practice in road and street design according to the hierarchy of road users as set out in the Design Manual for Urban Roads and Streets (2013) as updated (2019) and 2020, where road design is subject to DMURS.
6.	Support reduced speed limits in the city centre and residential areas of the city.
7.	Promote accessibility for people with disabilities and people with reduced mobility and have regard to best practice guidance from the National Disability Authority (NDA).
8.	Promote a permeable urban and suburban environment in accordance with best practice guidance as provided for in Permeability a Best Practice Guide (NTA 2015) and implement permeability schemes in existing areas where appropriate, permeability proof proposed developments and endeavour to retain existing local links with enhancements where needed.
9.	Support national policy and guidance with regard to protection of the National Road network including the strategic function of the TEN-T core and comprehensive network. Development objectives will be in accordance with the DOECLG Spatial Planning and National Roads Guidelines (2012).
10.	Evaluations of permeability in areas around district centres, neighbourhood centres and schools shall be carried out in the context of the 15-minute city concept policy. Where obstacles are identified which impair direct and convenient access to services and amenities at these centres by walking or cycling, measures to improve permeability will be planned and prioritised.

4.7 Galway Port

Galway Port is an important transport facility. It also acts an important strategic regional hub for petroleum importation, storage and distribution and it serves the tourism industry as it is an important ferry port for passengers to the Aran Islands. An application for a significant 27 hectare expansion of the Port is currently at government level being accessed to determine if the compensatory measures would be sufficient to ensure the integrity of the Special Area of Conservation (SAC). If approved, this will give significant potential to diversify port activities, with particular regard to both the renewable energy sector and offshore wind energy opportunities. The establishment of land based infrastructure to service offshore energy will enable Galway Port to play a much greater role in supporting this sector in the future, which will become increasingly important to the region as the role of fossil fuels become less significant over time.

Galway Port is identified as a Port of Regional Significance in the RSES and is an important centre of economic activity and an economic driver for the wider region. The RSES identifies the rail freight service from Galway Harbour as a strategic project in the RSES that will enhance accessibility and connectivity in the region to 2040. The Council will continue to support appropriate proposals for the improvement, development and extension of port facilities and supporting infrastructure to link in with the rail network and its potential to become part of the EU TEN-T Comprehensive Networks, subject to environmental review and considerations.

Goods Vehicle Management

The economic activity of Galway and the environs requires an efficient freight transport and delivery system. However, the city core with a historical legacy of narrow streetscapes is unsuitable for Heavy Goods Vehicles (HGV). The GTS approach is that the city core area should be restricted to only those vehicles of a suitable size with destinations (or origins) in the city centre only. This needs to be developed in combination with management arrangements for routing and timing of deliveries, include for the application of innovation in logistics and include for an appropriate management and enforcement regime. This approach also requires to be future proofed in line with both the strategy for regeneration in the plan and the identified opportunities and guidance included for in the Galway PRS. The HGV strategy will need to consider the specific operational requirements of strategic businesses in the city centre such as Galway Port and other large scale activities that need reliable transport connections for the movement of supplies and outputs. This may result in the requirement for certain services/vehicular traffic to be restricted to dedicated routes only.

Policy 4.7 Galway Port	
1.	Support proposals for development and extension of port facilities and an extension of the rail line to the port, which are of strategic importance to the City and the northern and western region.

Policy 4.8 Low Emission Infrastructure	
1.	Support the development of low emission fuel infrastructure and associated technologies.
2.	Support and facilitate the switch to Electric Vehicles through supporting the expansion of the Electric vehicle charging network at appropriate locations within the city in association with relevant agencies and stakeholders.

4.8 Specific Objectives

Modal Change: Public Transport	
1.	Implement traffic management and infrastructural changes to facilitate the provision of the 'Cross City Link' as part of the Galway Transport Strategy (GTS) and support any additional land requirements where deemed necessary through design along the associated routes and acknowledge that the objective to deliver the Cross City Link and associated traffic management and infrastructural changes has priority over other objectives including land use zoning objectives along identified routes, where they are in accordance with the proper planning and sustainable development of the area.
2.	Implement traffic management and infrastructural changes to facilitate the development of a public bus network in accordance with the Galway Transport Strategy (GTS) and support any additional land requirements where deemed necessary through design along the associated routes and acknowledge that the objective to deliver the public bus network and associated traffic management and infrastructural changes has priority over other objectives including land use zoning objectives along identified routes, where they are in accordance with the proper planning and sustainable development of the area.
3.	Facilitate the delivery of the Bus Connects Programme serving the City and the MASP area by securing and maintaining any required route reservations.
4.	Develop the Tuam Road Multi-modal Corridor from Claregalway to Moneenageisha Cross via Joyces Road in conjunction with Galway County Council and reserve lands accordingly.
5.	Provide for bus transport and infrastructure along the Western Distributor Road.
6.	Identify appropriate locations in the city to accommodate tour bus parking facilities and drop off/pick up points in accordance with a proposed Tour Bus Parking Study.
7.	Reserve lands parallel with the rail line from the city centre to the eastern city boundary for future sustainable transport requirements and to provide for possible commuter rail stops.
8.	Provide measures to allow for the repair/replacement of Wolfe Tone Bridge in the interests of safety and accommodate pedestrian improvements where feasible.
9.	Identify through a review of the Galway Transport Strategy the need for bus transport in areas of Galway City currently not serviced by bus transport to include rural Bushypark, Circular Road, Upper Ballymoneen Road, Menlough and other locations as appropriate.

Sustainable Mobility-Walk and Cycle

10.	Implement traffic management and infrastructural changes to facilitate the development of a cycle network including for a core, secondary and feeder network in accordance with the Galway Transport Strategy (GTS) and support any additional land requirements where deemed necessary through design along the associated routes and acknowledge that the objective to deliver the cycle network and associated traffic management and infrastructural changes has priority over other objectives including land use zoning objectives along identified routes, where they are in accordance with the proper planning and sustainable development of the area.
11.	Provide cycle parking facilities at appropriate locations including the City Centre, District Centres, Neighbourhood Centres, close to public transport interchanges, schools, beaches, cemeteries and parks and where appropriate in residential areas.
12.	Develop the National Greenway Network in the city, in particular the National Galway to Dublin Cycelway and the Galway to Clifden Greenway in conjunction with the NTA, TII and Galway County Council.
13.	Ensure biodiversity and appropriate greening/nature based solutions are incorporated, into greenways, segregated cycleways and pathways where appropriate and ensure that paths and structures are constructed from suitable materials and incorporating a SuDS approach that supports and contributes to ecological connectivity and biodiversity.
14.	Provide a pedestrian and cycle bridge crossing of the River Corrib adjacent to the Salmon Weir Bridge.
15.	Provide a new pedestrian and cycle bridge on the piers of the Old Clifden Railway Line from the Headford Road Regeneration area to University of Galway campus.
16.	Investigate the potential for the construction of a new pedestrian bridge from Gaol Road to Newtownsmyth.
17.	Prioritise improvements to pedestrian movements and safety within the city centre including extension of pedestrianisation, provision of wider footpaths and shared streets.
18.	Prioritise improvements to pedestrian movements and safety between the City Centre, Woodquay and Bóthar na mBan to the Headford Road Regeneration area.
19.	Introduce segregated cycle lanes across the city, where possible.

Galway Transport Strategy Measures

20.	Implement the programme of actions and measures as provided for in the Galway Transport Strategy (GTS) in partnership with the National Transport Authority (NTA) and on a phased and co-ordinated basis, based on priority needs.

Transport Demand Management Measures

21.	Re-organise car parking in the city in particular to reduce on-street provision in the city centre and along key sustainable transport routes as provided for in the Galway Transport Strategy (GTS).
22.	Expand the use of mobility management and smart technologies in conjunction with service providers and the NTA.

Road and Street Network & Accessibility

23.	Reserve the route corridor of the N6 Galway City Ring Road (N6 GCRR) project as approved with conditions and modifications by An Bord Pleanála which accommodates the designated strategic road and the associated bridge crossing of the River Corrib.
24.	Give priority to the reservation the N6 GCRR designed strategic road corridor and any associated land requirements over other land uses and objectives in the City Development Plan and prohibit developments within the designed strategic road corridor which could potentially prejudice the development of this strategic road and river crossing.
25.	Investigate and develop road improvements, junction improvements and traffic management solutions in the context of the Galway Transport Strategy (GTS) and strategic developments, to maximise the operating efficiency and safety of the network having regard to the requirements of all categories of road users and road network capacity constraints. Such solutions or interventions will be developed in conjunction with the relevant agency, such as the TII, NTA, and the Department of Transport and will, where necessary, be subject to the requirements and consenting procedures of the Planning and Development Acts and the Roads Acts.
26.	Provide for upgrading of the Tuam Road (N83) from Bóthar na dTreabh (N6) to the city boundary and including the realignment of the Castlegar Road/ Tuam Road (N83) junction.
27.	Facilitate a new access to Merlin Park Hospital from the Dublin Road.
28.	Implement general road widening and street improvements for safety and convenience to facilitate improved infrastructure and safer environments for sustainable modes of transport such as walking, cycling and public transport. This also includes School Road, Castlegar, and Bóthar an Chóiste.
29.	Complete the N6 Multimodal Corridor Improvement Scheme and scheduled upgrades to Martin roundabout to improve the functioning of the junctions, provide for pedestrian and cycle movements and to facilitate public transport.
30.	Ensure that along the Western Distributor Road, new access points will only be considered where adequate traffic and public safety can be ensured, where the objective to provide bus lanes can be secured and where the proposal provides improved permeability and contributes to the public realm. Minimum distances between existing and proposed junctions of 100m will be required.

31.	Implement the traffic management and infrastructural changes to facilitate the provision of the City Centre Access Network as part of the Galway Transport Strategy (GTS) and support any additional land requirements where deemed necessary through design along the associated route and acknowledge that the objective to deliver the City Centre Access Network and associated traffic management and infrastructural changes has priority over other objectives including land use zoning objectives along identified routes, where they are in accordance with the proper planning and sustainable development of the area.
32.	Reserve land for a strategic link road from Sean Mulvoy Road to Sandy Road, the location and alignment of which shall be based on optimum transport and sustainable planning and development considerations.
33.	Investigate the possibility of o providing an additional/alternative access and egress for to Boireann Bheag estates, Roscam in order to help alleviate chronic traffic congestion on the Doughiska Road artery at peak times.
34.	Galway City Council in conjunction with Transport Infrastructure Ireland will investigate the provision of a continuous foot path on the N84, Headford Road north of Bóthar an Cóiste.
35.	Carry out an audit of the road network relative to pedestrian services and standards in all areas outside of the city centre and implement a programme of improvements in accordance with a scheme of priorities relative to accessibility, safety and convenience. Priority of investigation will be given to the following roads namely: Circular Road, Letteragh Road and Ballagh Road, Ballymoneen Road, Cappagh Road, Castlegar Road and all other local roads as deemed necessary.
36.	Work collaboratively with Galway County Council and other agencies (TII and NTA) in the delivery of cycle infrastructure connections between the city and the adjoining rural towns and villages which may include with Oranmore along the R338, Bearna on the R336, Moycullen on the N59 and Baile Chláir on the N83 as will be considered under the imminent CycleConnects: Ireland's Cycle Network Plan.

5 Natural Heritage, Recreation and Amenity

5.1	Context	121
5.2	The Green Network	122
5.3	Protected Spaces	127
5.4	Control of Invasive Alien Species	132
5.5	Blue Spaces	134
5.6	Green Spaces	137
5.7	Community Spaces	135
5.8	Open Spaces	143
5.9	Agricultural Lands	144
5.10	Specific Objectives	145

5.1 Context

The city has a diversity of open spaces and natural assets including coastline, woodlands, rivers, canals and streams. This natural capital offers a high quality environment within the city. It contributes to the distinctive character of the city, supports sustainable neighbourhoods and enhances the health and wellbeing of the population. It also adds to the attractiveness of the city for economic investment and as a visitor destination. It provides a range of valuable ecosystem services supporting biodiversity, pollination, water quality and food production. It enhances the resilience of the city to climate change through flood management and carbon sequestration and also has important amenity and recreation benefits.

The National Planning Framework (NPF) recognises that nature and green infrastructure can provide long term benefits. The protection and enhancement of green infrastructure requires a sustainable, planned approach to development which retains the intrinsic value of natural assets and ensures that there is sufficient well planned greenspace commensurate with population growth and demand.

The declaration by government of a climate and biodiversity emergency was a reaction to the global decline in biological diversity. The National Biodiversity Action Plan 2017-2021 (NBAP) attempts to redress degradation of biodiversity nationally by requiring public authorities to mainstream biodiversity into decision making and to ensure conservation and restoration of biodiversity. A primary commitment in the NBAP is to move to a level of no net loss of biodiversity through implementation of actions including for mitigation measures. In order to protect the quality of the city's open spaces and natural resources and to provide for their sustainable management and enhancement, they have been linked together into a green network.

5.2 The Green Network

The green network approach seeks to manage and protect the environment to ensure the necessary balance between the preservation of the city's natural heritage and recreation and amenity requirements. This approach reflects the interrelationships and multi-functionality of open spaces and natural resources in the city, recognising that the strategic linking of these spaces enables integrated management and supports connectivity and coherence. Through sensitive planning and management, the green network can protect important habitats and species, support biodiversity, provide opportunities for recreation and leisure, support climate action, provide aesthetic value and improve quality of life. Green and blue spaces contribute to the natural capital of the city. They play a significant role in the response to climate change providing nature-based solutions to address flood risk and increasing temperatures. They also help reduce noise and air pollution and make a contribution towards recreation and amenity in the city.

The green network approach seeks to manage and protect the environment and in doing so, meet the requirements of a number of European Directives including Habitats, Birds, Water Framework and Floods Directives. It also supports the EU Biodiversity Strategy for 2030 which sets out a comprehensive framework of commitments and actions to tackle the main causes of biodiversity loss. At national level it lends support to the *National Biodiversity Action Plan 2017-2025, National Landscape Strategy for Ireland 2015-2025* and the *All-Ireland Pollinator Plan*. It is embedded in the MASP and at local level in the *Galway Heritage Plan 2016-2021*, the *Galway City Biodiversity Action Plan 2014-2024 and the Climate Adaptation Strategy (2019-2024).*

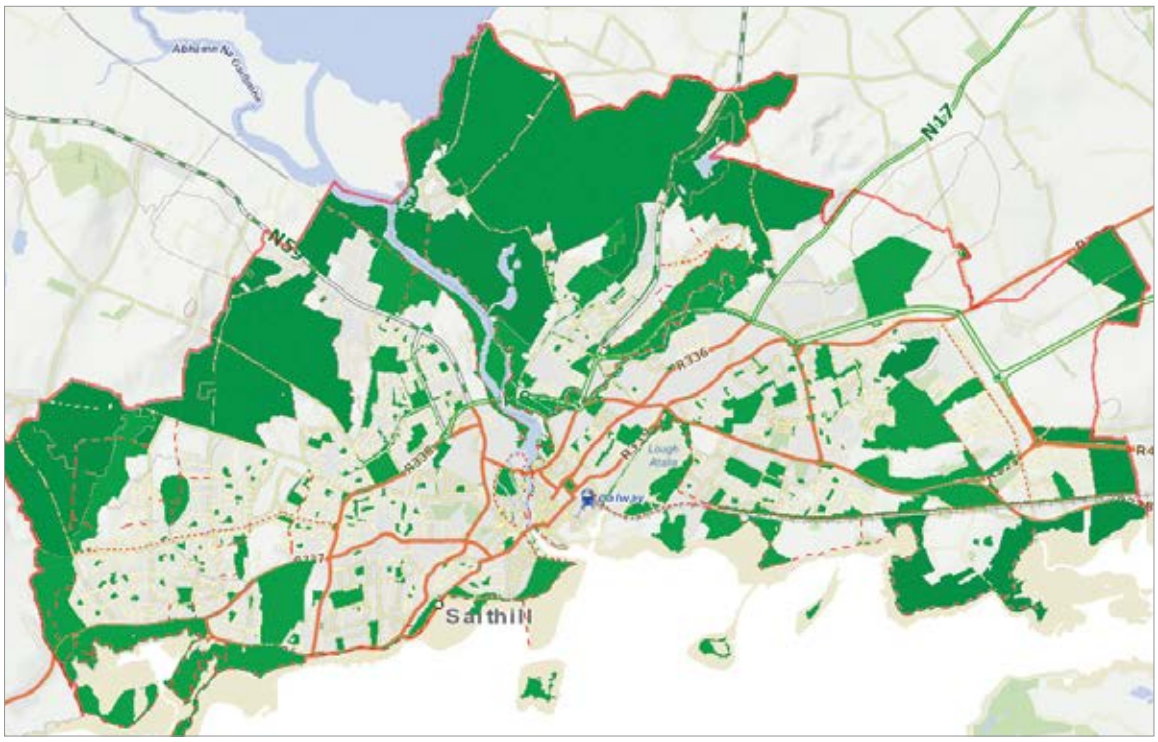


Figure 5.1 Green Network

Table 5.1 sets out the range of different spaces that make up the green network. They define and form the landscape of the city and a fifth of the total land area within the city boundary is comprised of green space, designated protected habitats, recreation and amenity open space and agricultural land.

Table 5.1 Open Spaces within the Green Network

Protected Spaces
– European Designated Sites of ecological importance - SACs and SPAs
– National Designated sites - NHA and pNHA
– Local Biodiversity Areas - wildlife networks, corridors and stepping stones
Blue Spaces
– Coastal area
– River Corrib, Terryland/Sandy River, canals and waterways
– Lough Corrib and lakes
– Enclosed marine and wetlands
Green Spaces
– Citywide Parks - Barna Woods/Lough Rusheen, Merlin Park Woods, Terryland Forest Park
– Neighbourhood Parks
– City Centre Parks
Community Spaces
– Greenways
– Allotments and community gardens
– Cemeteries
– Recreational facilities and playgrounds
– Protected views of special amenity value and interest
Open Spaces
– Civic spaces - Eyre Square, Fishmarket Square, Shop Street/Quay Street, Courthouse Square,
– Woodquay, The Small Crane
– Residential, commercial and industrial open space
– Institutional open space
– Microspaces
– Recreation and amenity zoned lands
– Agricultural and high amenity lands

The green network includes a range of European, national and local sites of ecological importance that are important elements of the city's landscape, forming part of an ecological network of corridors and stepping stones that allow for the movement of wildlife in the urban environment. The ecological sensitivity of open spaces varies and the Council will continue to ensure the conservation and protection of designated sites of ecological importance and habitats in the development of green network. Integrated into the green network is the range of blue spaces in the city which are significant natural resources comprising an extensive coastline, Lough Corrib, River Corrib, canals, streams and wetlands. Also integrated into the green network are community spaces which afford direct access to nature and recreation opportunities. Agricultural lands also contribute to the green network providing a natural backdrop to the city and supporting a diverse habitat.

The City Council's *Recreation and Amenity Needs Study (RANS) 2008* provided a co-ordinated framework for the planning and management of recreation facilities and activities within the city. It developed a hierarchy of open spaces which is set out in Table 5.2. In view of the growth strategy for the city and evolving amenity needs, the *RANS* is scheduled to be reviewed and updated with a specific focus on a Green Space Strategy. The outcome of the strategy will be reviewed in order to assess if changes are required to the policies and objectives of this plan.

Table 5.2 Open spaces within the Green Network

Open Space Type	Location	Primary Purpose
Three City Parks	- Barna Woods/Lough Rusheen - Merlin Park Woods - Terryland Forest Park	Large scale open spaces for passive and active recreation, wildlife conservation and education (over 10 hectares)
Neighbourhood Parks	Mixed sized parks located adjacent to residential areas e.g. Renmore Park, Cappagh Park, Mervue, McGrath's Field (Knocknacarra), Ballinfoile Park, South Park, Shantalla.	Parks formally designated for passive and active recreation (1-10 hectares)
City Centre Parks	Central city locations including Kennedy Park, Millennium Children's Park, Riverside Walk, Fr. Burke Park, Celia Griffin Memorial Park and Woodquay	Small scale parks designated for passive and active recreation, streetscape value and civic function (less than 1 hectare).
Enclosed Marine/ Wetland and Coastal Areas	Sliverstrand to Roscam including Lough Rusheen, Lough Atalia, Ballyloughane Beach	Naturally occurring environments used for passive and active recreation, bathing, shore fishing, wildlife conservation and education.
Rivers, Waterways and Lakes	River Corrib, canal systems, Sandy River and Ballindooley Lough	Open spaces adjacent to river and canal system or means of access to river and canal system offering townscape value, water based sporting opportunities, passive recreation, fishing and wildlife conservation.
Civic Spaces	Eyre Square, Fishmarket Square, Shop Street/Quay Street, Courthouse Square, Woodquay, The Small Crane	Urban spaces composed of soft or hard landscape treatment or a combination of both, offering venues for civic events or passive recreation.
Greenways	Greenways including coastal, river, canal and woodland walk and cycle ways	These are established or potential amenity corridors facilitating non-motorised travel along linear routes (including rights of way), often with wildlife corridor importance along coastal areas, through woodlands and parks, river or canal corridors. Recreation and alternative circulation routes for pedestrians and cyclists.
Residential Open Space	Open space in residential areas occur throughout the city	Provides for general amenity, biodiversity, passive and active recreation in particular children's play. In general all open space lands above 0.2 hectares. (1/2 acre) in residential areas are zoned RA Recreation and Amenity.

Commercial and Industrial Open Spaces	Throughout the city including IDA lands and St. James Health Centre	Areas offering general amenity value often with landscape planting within the grounds of commercial or industrial developments. These areas can provide a setting for buildings and soften the visual impact of development and contribute to biodiversity.
Institutional Open Space	Throughout the city including University of Galway and Atlantic Technological University (ATU) grounds and Merlin Park Hospital grounds	These comprise of open space as part of educational, health, religious or residential institutional use, often with some access to the wider public.
Cemeteries	Throughout the city including St. James Cemetery and Rahoon Cemetery	Graveyard or burial ground, often located adjacent to a church or within a churchyard providing a green area within the heart of the community.
Recreational and Amenity Zoned Lands	Located at the fringes of the city including Ballybrit Racecourse, Dangan Woods, Roscam Woods and lands at Kingston	Areas zoned recreational and amenity, which do not fall into any of the above categories.
Agricultural Lands & High Amenity	Throughout the city including land at Menlough Castle and woods and lands at Roscam	Lands used for agriculture purposes, often forming greenbelt, offering amenity, passive recreation and visual aspect, contributing to biodiversity.

In the context of NPF growth targets for the city, the Council will continue to acquire lands zoned for recreation and amenity use or other lands with potential to enhance the quality of the green network, support connectivity, climate resilience and to provide additional sports and recreation facilities. Initiatives including the "Healthy Green Spaces", "Green Flags for Parks" and "Greening of the Laneways" will be progressed in conjunction with local communities, schools and voluntary groups to enable the development of amenity spaces and support biodiversity. Opportunities for public/private partnerships will also be investigated where a high standard of recreation facility can be developed, including with public access.

The green network plays an important role in sport and physical activity. The *'National Sports Policy 2018 – 2027'* and *National Physical Activity Plan (2021)* sets targets and actions for increasing participation in sport for all ages and abilities. Existing and proposed active recreation facilities such as playing pitches, MUGAs, ball walls, tennis courts and running tracks are important facilities located within the green network which contribute to healthier lifestyles and social and community interaction. The review of the *RANS* will inform additional requirements for such facilities.

The Galway Sports Partnership also has an important role in increasing participation in sport delivering programmes of activity, training and education opportunities and raising awareness. A range of clubs and leisure providers also help improve facilities and increase participation.

Policy 5.1 Green Network and Biodiversity	
1.	Support sustainable use and management of areas of ecological importance, parks and recreation amenity areas and facilities through an integrated green network policy approach in line with the Galway Recreation and Amenity Needs Study and where superseded by the Green Space Strategy, where it can be demonstrated that there will be no adverse impacts on the integrity of European sites.
2.	Support the actions of the Galway Recreation and Amenity Needs Study and the upcoming Green Space Strategy with particular emphasis on the progression and completion of both the existing South Park and Kingston Land Masterplans.
3.	Support the retention and enrichment of biodiversity throughout the city in recognition of the need to protect and restore biodiversity to increase the resilience of natural and human systems to climate change.
4.	Support the implementation of the National Biodiversity Action Plan (NBAP) 2017-2021 (and any subsequent NBAP) and the All-Ireland Pollinator Plan (2021-2025) and support the actions of the City Council's Heritage Plan 2016-2021 and Biodiversity Action Plan 2014-2024 relating to the promotion of ecological awareness, biodiversity and best practices.
5.	Support climate action through implementation of nature based solutions that enhance biodiversity in the green network, including measures such as tree planting, SuDS, and the use of green infrastructure. Such measures will be informed by the Green Space Strategy.
6.	Promote the integration of nature based solutions and green/blue infrastructure in all new developments as appropriate to contribute to the city's climate resilience and require large scale development proposals to include a green infrastructure and biodiversity plan.
7.	Ensure sufficient recreation and amenity open space for the future development of the city.
8.	Achieve a sustainable balance between meeting future recreational needs (both passive and active) and the preservation of the city's biodiversity and ecological and cultural heritage.
9.	Continue to acquire and develop lands zoned for recreation and amenity use. These lands will be used predominately for public use, but opportunities for public/private partnerships will also be investigated where a high standard of recreation facility will be developed and where opportunities for public access is provided.
10.	Support the outcomes of the Green Space Strategy and any objectives to progress delivery of new urban parks including an additional urban park close to the city centre.
11.	Support the Healthy Green Spaces initiative which seeks to improve the quality of green spaces in the city, to enhance climate change resilience, aesthetic value, biodiversity and improve public health and wellbeing.
12.	Improve accessibility to the City Parks, recreation and amenity areas and facilities and include for sustainable modes of transport, where appropriate.
13.	Retain, extend and enhance opportunities for recreation within the green network for all members of the community including people with disabilities.
14.	Retain where appropriate the grounds of schools, colleges, sports clubs and other institutional facilities for recreation and amenity use allowing for increases in the capacity of the institutions or clubs and for policies in relation to CF zoned lands.
15.	Co-operate with the NPWS, landowners and stakeholders in the preparation and implementation of management plans for designated European sites.

16.	Promote the multi-use of indoor and outdoor (both private and public) recreation and leisure facilities and amenities to accommodate a diverse range of recreational needs.
17.	Enhance linkages and connectivity within the green network identified in Table 5.1.
18.	Promote public art, cultural events and exhibitions as an important part in the design of facilities, open space and amenities.
19.	Ensure that all passive and active recreational proposals are considered in the context of potential impact on the environment, sites of ecological and biodiversity importance and general amenity.
20.	Ensure that notwithstanding land use zoning objectives, significant change of use from existing recreational facilities will only be considered if it is clearly demonstrated that either the loss of such a facility would not have an unacceptable impact on recreation and amenity provision in the city, or if an alternative facility is provided of equal or preferably superior benefit to the local community or the city's hierarchy of facilities and amenities.
21.	Support the actions of the Galway Sports Partnership Strategic Plan.
22.	Support the actions of the National Physical Activity Plan (DH, 2021) and National Sports Policy 2018-2027 (DTTS, 2018).
23.	Continue to implement measures to increase and restore biodiversity in open spaces and road verges through the no mow grass management initiative, and ornamental pollinator projects such as the perennial bulb planting scheme.
24.	The Council will pursue a range of funding sources, by way of development contributions and other Council income, along with Exchequer and EU funding to support the implementation of the plan. Where appropriate, the City Council Annual Service Delivery Plans will be focused on the delivery of the Plan objectives.

5.3 Protected Spaces

The City has a diverse range of habitats and species of national and European importance which are protected by legislation. A key aspect of the plan is to ensure compliance with environmental legislation. Complementing this approach, the green network will seek to conserve and restore biodiversity, improve connectivity between habitats and reduce the effects of fragmentation which can lead to permanent loss of species.

5.3.1 European Designated Sites

The city supports a number of European designated sites and protected habitats, including Galway Bay Complex and Lough Corrib Special Areas of Conservation (SACs), designated under the EU Habitats Directive and the Inner Galway Bay and Lough Corrib Special Protection Area (SPAs), designated under the EU 'Birds' Directive. These areas host the natural habitat types listed in Annex I and habitats of the protected species listed in Annex II. They are part of the Natura 2000 network of ecologically important sites across the EU and they seek to conserve a range of sensitive habitats and species.

Proposed plans and projects should consider *DEHLG Guidance for Planning Authorities on Appropriate Assessment of Plans and Projects in Ireland* (2009) and potential impacts identified in the Natura Impact Report (NIR) of the City Development Plan relating to habitat loss and fragmentation, water quality, disturbance and in combination effects. The EU Habitats Directive promotes a hierarchy of avoidance/protection, mitigation and compensatory measures and is based on a precautionary approach. The Directive provides an auditing tool to help deliver sustainable development. It provides a case-by-case mechanism for recording the implications of development on a European site and its conservation objectives and facilitates the decision making process.

It is critical that there is continued protection and sensitive management of these sites, so that the sites' intrinsic high ecological and biodiversity value is safeguarded and in some cases restored. The policies and objectives of the City Development Plan have been drafted taking cognisance of Article 6 of the Habitats Directive. All plans including lower tier plans and projects identified as having potential to impact on European Sites are required to adhere to the requirements of the Habitats Directive, to ensure no adverse impact on the integrity of European Sites.

Under current legislation any plan/project and any associated works, individually or in combination with other plans/projects are subject to Appropriate Assessment (AA) screening to ensure there are no likely significant effects on the integrity of any European Site and that the requirements of Article 6(3) and 6(4) of the EU Habitats Directive are fully satisfied. When a plan/project is likely to have a significant effect on a European Site or there is uncertainty with regard to effects, it shall be subject to an Appropriate Assessment. The plan/project will proceed only after it has been ascertained that it will not adversely affect the integrity of the site or where, in the absence of alternative solutions, the plan/project is deemed imperative for reasons of overriding public interest. The designated European conservation sites in the city are set out in table 5.3.

Table 5.3: European Sites in the City

Special Areas of Conservation (SAC)
– Galway Bay Complex SAC (Site Code 000268)
– Lough Corrib SAC (Site Code 000297)
Special Protection Areas (SPA)
– Inner Galway Bay SPA (Site Code 004031)
– Lough Corrib SPA (Site Code 004042)

5.3.2 National Designated Sites

Sites of national ecological importance are designated and protected under the Wildlife (Amendment) Act 2000. A Natural Heritage Area (NHA) is an area considered important by reason of its flora, fauna, habitat type and geological or geomorphological interest. Sections of Moycullen Bog NHA, (Site Code 002364), an extensive lowland blanket bog, are located east of Tonabrocky.

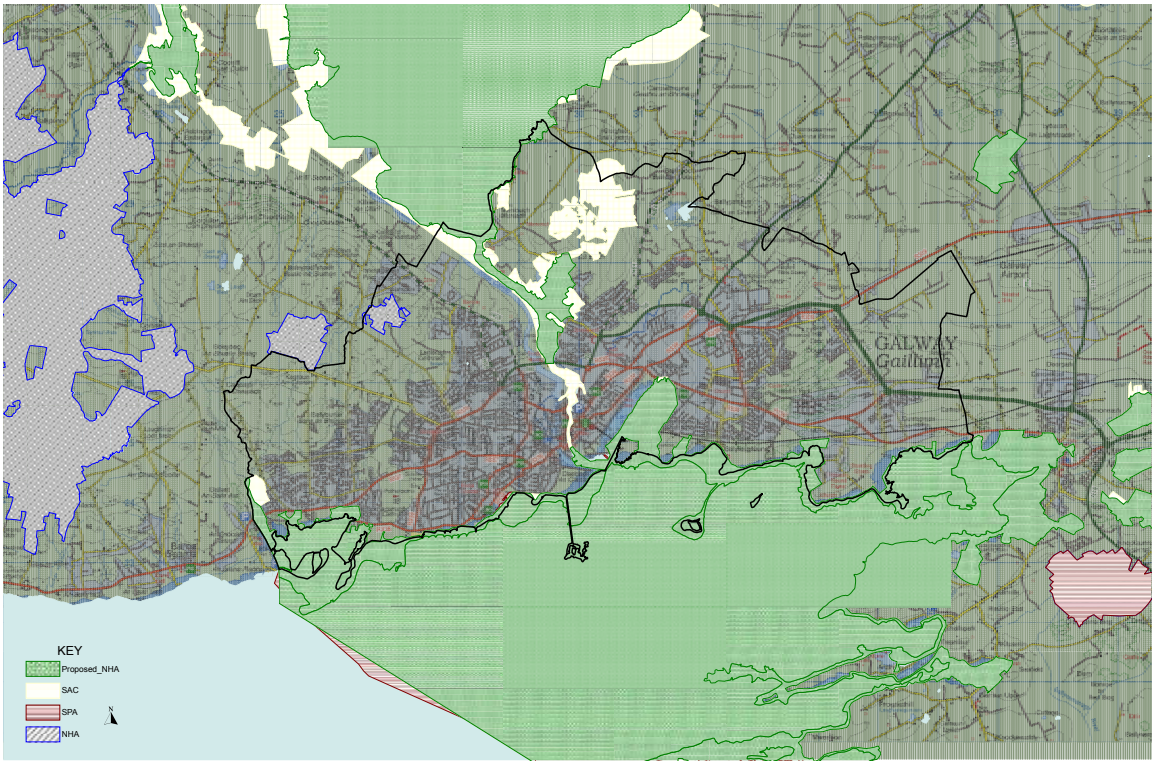


Figure 5.2 SACs, NHAs and pNHAs in the city

In addition, there are proposed NHA (pNHA) designations, for areas of that are known to be of importance for biodiversity but have not yet been fully evaluated. Two pNHAs are located in the city and these areas for the most part also have SAC status (see table 5.4).

Table 5.4: Natural Heritage Areas (NHA) and proposed NHAs (pNHA) in the city
– Moycullen Bog NHA (Site Code 002364)
– Galway Bay Complex pNHA (Site Code 000268)
– Lough Corrib pNHA (Site Code 000297)

A number of sites of geological heritage importance have been identified by the Geological Survey of Ireland as part of a Geological Heritage Audit for Galway City completed in 2020 (see table 5.5). These are categorised as County Geological Sites (CGS) pending any further NHA designation by the NPWS.

Table 5.5 County Geological Sites (CGS) in the city	
– Doughiska N6 Road Cut – Fairlands Park – Menlough Mushroom Rocks – Menlough Quarry – Merlin Park Cave – Merlin Park Quarry	– Rusheen Bay Drumlin (previously Barna Drumlin Swarm) – Salthill Promenade – Shantalla Sliding Rock – St. Augustines Well – Terryland/Sandy River – Westside Sports Grounds

There are also a range of habitats and species at locations outside of EU and national designated sites which are covered by legislative protection. These include species of flora and fauna and key habitats. Development proposals which are likely to impact on these species and/or habitats, will be required to carry out an Ecological Impact Assessment (EcIA) in order to assess the impact and where appropriate will be required to include for mitigation measures.

5.3.3 Local Biodiversity Sites

In addition to areas with European and national nature conservation designations, the city has a network of Local Biodiversity Areas which also have high nature conservation value. These Local Biodiversity Areas can be classified into a range of different habitats such as lakes, exposed limestone pavement, woodlands, wetlands and peatland, all making an important contribution to biodiversity and amenity within the city (see table 5.6). Article 10 of the EU Habitat's Directive requires member states to protect those features of the landscape which provide linear features or stepping stones essential for the migration, dispersal and genetic exchange of wild species, through planning and development policies. Local Biodiversity Areas provide vital habitat for many species, provide important wildlife corridors and ecological stepping stones in the city and contribute to the ecological coherence of the network of European Sites. The *Galway Biodiversity Action Plan 2014-2024* expanding on the original network identified in *City Habitats Inventory 2005*, identifies the River Corrib as a main wildlife corridor which provides a link between the coast and the rich mosaic of habitats in the city's hinterland. The *Biodiversity Action Plan* proposes to resurvey and record the local biodiversity areas. It also seeks to identify any additional wildlife corridors and stepping stones which are of high value and merit in the green network.

Many of these areas are located on lands zoned for agriculture and recreation and amenity use and overlap with sites with nature conservation designations, which contribute to their continued conservation. The Council acknowledges that developments are likely within the vicinity of some of these Local Biodiversity Areas. A precautionary approach will be adopted and the Council will have due regard to the sensitivity and the biodiversity importance of these areas, where developments are proposed. Local Biodiversity Areas shall be taken into account in the planning, design and assessment of development applications and will inform local area plans, where appropriate.

The Council will include measures to encourage biodiversity and ecological stepping stones in developments, including open space provision, the retention of existing natural features such as trees, hedgerows, stone walls, native species planting, and the use of green design features such as green roofs, green walls and SuDS.

Table 5.6 Network of Local Biodiversity Areas

Description	Details
Rusheen Bay – Barna Woods – Illaunafamona	A variety of habitats located around the intertidal area of Rusheen Bay including Barna Woods. The entire area is designated as either a SAC and/or SPA. Lough Rusheen is designated a Wildfowl Sanctuary under the Wildlife Acts 1976 & 2000.
Cappagh – Ballymoneen	An area of blanket bog, fen, wet grassland and scrub located between Cappagh and Ballymoneen Roads.
Ballagh – Barnacranny Hill	Connemara peatland, including blanket bog, fen, wet grassland, heathland and scrub, located east of Tonabrocky. This area is designated a NHA, Moycullen Bog NHA.
Mutton Island and nearby shoreline	Intertidal area is a designated SPA.
Lough Atalia and Renmore Lagoon	Lough Atalia and the intertidal area at Renmore, except the Renmore Lagoon, is designated a SPA. Lough Rusheen is designated a Wildfowl Sanctuary under the Wildlife Acts 1976 & 2000.
River Corrib and adjoining wetlands	The River Corrib and the associated wetlands is a designated SAC and a Salmonid River.
Menlough – Coolough Hill	Area includes oak-ash-hazel woodland at Menlo Woods and exposed limestone rock, calcareous grassland and small turlough.
Ballindooley – Castlegar	Area centred on Ballindooley Lough, includes fen, reed swamp, wet grassland, scrub and exposed limestone rock. The Castlegar area contains smaller areas of wet grassland, scrub and exposed limestone.
Ballybrit Racecourse	Large open area of species-rich calcareous grassland.
Merlin Park Woods	Mature broad-leaf trees, mixed broad-leaf / conifer woodlands.
Doughiska	Area of exposed limestone rock with calcareous grassland and scrub located along the eastern boundary of the city. The grassland contains orchid species and protected Small white orchid.
Roscam	Relatively undisturbed examples of salt marsh, shingle banks, brackish lagoon, sandy shore and muddy sand shore, with calcareous grassland and scrub.

Table 5.7 Other Areas/Features of Local importance in the City

Description	Details
Terryland Forest Park	Young urban forest of native broad-leaf trees and pockets of wetland vegetation located on both sides of Terryland/Sandy River.
City Canal System	Western part of the city and one artery to the east of the Corrib River at Newtownsmyth.
Waterbody	Small lake adjoining residential development on Headford Road.
Cave, Merlin Park	A limestone cave near railway bridge.
Terryland Glenanail	A small river flowing from the south-eastern corner of Lough Corrib.
Cooper's Cave Terryland	Square bedding cave chamber located northeast of the Terryland River sink.

5.4 Control of Invasive Alien Species

Invasive alien species are a significant threat to biodiversity impacting on native species and encroaching on habitats. Within the city there is evidence of invasive species spread in particular the Japanese Knotweed. Zebra mussel has also been found in the Corrib system. Legislative controls are in place under the EU (Birds and Natural Habitats) Regulations 2011 recognising the adverse impacts of these species on the environment and economy. The approach of the Council is to adopt invasive species management and control operations on public lands at a number of affected locations and to promote public awareness of the impacts of invasive alien species.

Policy 5.2 Protected Spaces: Sites of European, National and Local Ecological Importance

1. Protect European sites that form part of the Natura 2000 network (including Special Protection Areas and Special Areas of Conservation) in accordance with the requirements in the EU Habitats Directive (92/43/EEC), EU Birds Directive (2009/147/EC) and associated national legislation.

2. Ensure that all plans or projects within the Plan area will only be authorised and / or supported after the competent authority has ascertained based on scientific evidence, screening for appropriate assessment and /or a Habitats Directive Assessment that:

   i. The plan or project will not give rise to an adverse direct, indirect or secondary effect on the integrity of any European site (either individually or in combination with other plans or projects); or

   ii. The plan or project will have an adverse effect on the integrity of any European site (that does not host a priority natural habitat type/and or a priority species) but there are no alternative solutions and the plan or project must nevertheless be carried out for imperative reasons of overriding public interest, including those of a social or economic nature. In this case, it will be a requirement to follow procedures set out in legislation and agree and undertake all compensatory measures necessary to ensure the protection of the overall coherence of Natura 2000; or

	iii. The plan or project will have an adverse effect on the integrity of any European site (that hosts a natural habitat type and/or a priority species) but there are no alternative solutions and the plan or project must nevertheless be carried out for imperative reasons for overriding public interest, restricted to reasons of human health or public safety, to beneficial consequences of primary importance for the environment or, further to an opinion from the Commission, to other imperative reasons of overriding public interest. In this case, it will be a requirement to follow procedures set out in legislation and agree and undertake all compensatory measures necessary to ensure the protection of the overall coherence of Natura 2000.
3.	Protect, conserve and promote the nationally designated sites of ecological importance, including existing and proposed Natural Heritage Areas (NHA and pNHAs) in the city.
4.	Protect, conserve and support the development of an ecological network throughout the city which will improve the ecological coherence of the Natura 2000 network in accordance with Article 10 of the Habitats Directive.
5.	Continue to recognise sites of County Geological Interest in the city identified by the Geological Survey of Ireland (GSI) and protect such sites from inappropriate development and protect geological NHAs should they become designated and notified to the Local Authority, during the lifetime of the Plan.
6.	Protect Local Biodiversity Areas, wildlife corridors and stepping stones based on the Galway Biodiversity Action Plan 2014-2024 and support the biodiversity of the city in the Council's role/responsibilities, works and operations, where appropriate.
7.	Encourage, in liaison with the NPWS, the sustainable management of features which are important for the ecological coherence of the network of European sites and essential, by their linear or continuous nature or as stepping stones for the migration, dispersal and genetic exchange of wild species.
8.	Support the actions of the Galway City Council Heritage Plan 2016-2021 and any update and Biodiversity Action Plan 2014-2024 relating to the promotion of ecological awareness and biodiversity, the protection of wildlife corridors and the prevention of wildlife habitat fragmentation.
9.	Co-operate with the NPWS, landowners and stakeholders in the preparation and implementation of management plans for designated sites and support conservation objectives of lands within Designated Sites for nature conservation Natura 2000 (SAC/SPA) and NHA sites.
10.	Protect and conserve rare and threatened habitats and their key habitats, (wherever they occur) listed on Annex I and Annex IV of the EU Habitats Directive (92/43EEC) and listed for protection under the Wildlife Acts 1976-2000 and plant species listed in the Flora Protection Order 2015.
11.	Ensure that plans and projects with the potential to have a significant impact on European sites (SAC or SPA) whether directly, indirectly or in combination with other plans or projects are subject to Appropriate Assessment, under Article 6 of the Habitats Directive (92/43EEC) and associated legislation and guidelines, to inform decision making.
12.	Achieve a sustainable balance between meeting future recreational needs (both passive and active) and the protection of the city's ecological heritage.
13.	Support the inclusion of natural features, such as trees, hedgerows, stone walls, ponds and the use of green design features and the incorporation of biodiversity measures in developments layouts.

14.	Support and implement measures to control and manage alien/invasive species, where appropriate in accordance with the EU (Birds and Natural Habitats) Regulations 2011.
15.	Protect the ecological integrity of statutory Nature Reserves, Wildfowl Sanctuaries, refuges for fauna and Annex 1 Habitats.

5.5 Blue Spaces

Galway City has an unparalleled water environment with an extensive coastline, Lough Corrib, River Corrib, waterways and canals. These important natural resources which are termed 'blue spaces' in the plan contribute to health and wellbeing, support an attractive city environment, provide a diverse ecosystem and are a valuable recreation resource. These assets contribute significantly to the positive image of the city and have socio-economic value and recreation and amenity potential. However, any such recreation and amenity development must be balanced with the protection of the integrity of the environment. Greater and improved access to water bodies will be investigated in order to facilitate passive and active recreation. In general, water based recreation and 'blueways' which are multi activity routes on or alongside water will be supported where the environment, water quality and protected habitats are adequately protected.

5.5.1 Coast

Galway Bay and the Atlantic Ocean are an integral part of the identity and historic culture of the city. The links between the city and the sea are exhibited in its strong maritime history, its built form and the traditions of areas such as The Claddagh, Fishmarket, The Docks and Salthill. The impact of climate change with predicted sea level rise, greater frequency of storm surges and wave overtopping makes these areas vulnerable to flooding and coastal erosion. Measures to protect the city from flooding are currently being developed under the Coirib go Cósta Galway City Flood Relief Scheme.

As well as being an important natural heritage resource, the coast is an important tourist, amenity and recreation resource. The beaches in the city are significant assets as designated bathing areas. Both Salthill and Silverstrand beaches also have Blue Flag status and received the Green Coast award in 2020 in recognition of the high quality environment of these areas. The Council will continue to enhance the range of facilities to support coastal amenity and recreation and will consider the potential restoration of the tidal pools in Salthill as a year round public amenity and recreation facility accessible to all.

The National Marine Planning Framework 2021 sets out the national objectives and maritime planning policies for activities in the marine area. The Maritime Area Bill 2021 will advance the designation and management of Marine Protection Areas and will support the protection of the marine environment when adopted. The Council will accord with any requirements for local authorities in the implementation of this legislation.

5.5.2 Rivers, Canals and Waterways

Rivers, canals and waterways including the River Corrib system, the Eglinton Canal, the lesser waterways of the Cathedral River, the West River and the many headraces, tailraces and minor canals give character and definition to the city. These areas support significant linear wildlife and biodiversity corridors within the urban environment providing connectivity to the wider city and hinterland. The River Corrib as well as being an SAC, pNHA and designated Salmonid River is also a significant recreation and amenity resource and a water supply source. These characteristics require a balanced approach supporting river conservation with appropriate use and public accessibility and facilitation of sustainable water based activities. Outside of the city centre the banks of the River Corrib are semi-natural in character and play an essential role in flood alleviation including in wetland and floodplain areas.

The canal system is an important architectural feature reflecting the industrial past and economic and physical evolution of the city. There is potential for exploring the capacity of the canal system for active recreation and to enhance biodiversity and ecological connectivity. Further examination of this resource to promote climate action may tap into initiatives such as micro hydro power generation. Public accessibility to the canal will be encouraged in the design of developments, where feasible. Special consideration is required to ensure any development abutting the canal does not disproportionately affect its setting, amenity and aesthetic quality. The flood risk associated with these waterways is also an important consideration and is currently being considered under the Coirib go Cósta Galway City Flood Relief Scheme.

These water resources can contribute to the development of "Blueways" which is a concept to expand tourism opportunities associated with waterways. The Council will seek to advance blueways in the city in the interests of both the tourist and resident population. In particular, the development of the Great Western Blueway on the River and Lough Corrib facilitating activities such as kayaking, canoeing, rowing, angling and boating in a sustainable manner has potential to enhance amenity and tourism in the city.

Proposed blueways will be subject to a route selection process, which will take cognisance of site-specific circumstances including consideration of ecological and environmental sensitivities. Such routes will only be developed within and adjacent to European Sites where it can be shown that there will be no adverse impacts upon the integrity of the sites as defined by their conservation objectives.

Policy 5.3 Blue Spaces: Coast, Canals and Waterways

1.	Protect and maintain the integrity of the coastal environment and waterways by avoiding significant impacts and meeting the requirements of statutory bodies, national and European legislation and standards.
2.	Conserve and protect natural conservation areas within the coastal area and along waterways and ensure that the range and quality of associated habitats and the range and populations of species are maintained.
3.	Develop and enhance the recreational and amenity potential of the city's waterways and coastal area, while not compromising the ecological importance of these areas.

4. Investigate the extensive water resource in the city with a view to exploring where public access and enjoyment can be improved and where potential sustainable uses and water based recreation can be developed to the benefit of the city, and have regard to ecological conservation and safety considerations.
5. Support the implementation of the recommendations of the River Basin Management Plan in relation to the protection of water quality of surface waters, groundwater and coastal waters.
6. Ensure development and uses adhere to the principles of sustainable development and restrict any development or use which negatively impact on water quality.
7. Have regard to European and national best practice when assessing development in or near coastal areas which is likely to have significant effects on the integrity, defined by the structure and function, of any designated European sites, protected coastal and marine fauna and flora.
8. Ensure the conservation of the canal corridor and require that developments abutting the canal relate to the context of the adjacent environment and contribute to the overall amenity, and explore the possibility of opportunities for public access.
9. Work with stakeholders, including IW, OPW, EPA, Inland Fisheries, Corrib Navigation Trust and local user representatives in the management, use, enhancement, protection and safety of waterways and their context in the city.
10. Encourage uses which will facilitate conservation of the industrial archaeology legacy of mill buildings, warehouses and associated features.
11. Ensure that developments located adjacent to the River Corrib do not adversely affect the safe and accessible navigation of the river.
12. Ensure the protection of the River Corrib as a Salmonid River, where appropriate.
13. Restrict the location of structures other than structures with essential links to the waterway and public utilities within 10 metres of the River Corrib in G agricultural zoned lands.
14. Facilitate sustainable flood defence and coastal protection works in order to prevent flooding and coastal erosion, subject to environmental and visual considerations as guided by the Corrib go Cósta, Galway City Flood Relief Scheme project.
15. Maintain and extend the achievement of the Blue Flag Beach Status in co-operation with Irish Water (IW).
16. Ensure any development within the aquatic environment shall be carried out in consultation with prescribed bodies and with adherence to their guidelines.
17. Protect and maintain, where feasible, undeveloped riparian zones and natural floodplains along the River Corrib and its tributaries.
18. Ensure that development does not have a significant adverse impact, incapable of satisfactory mitigation, on protected species.
19. The Council will seek to designate shore fishing areas at appropriate locations in the city.
20. Implement the outcomes of the emerging strategy for the marine environment set out in the forthcoming Marine Planning and Development Management legislation.
21. Ensure the conservation of the special recreational value of the riverside walk from Wolfe Tone Bridge to Salmon Weir Bridge and require that developments abutting the walkway incorporate measures to minimise noise levels in their design and reduce the emission and intrusion of any noise which might have potential to adversely impact on amenities and quiet space attributes.

5.6 Green Spaces

Green spaces in the city include for a range of parks, public spaces and woodlands. Urban green spaces are an important resource for communities providing for passive and active recreation. Some of the larger city parks include protected sites which support important habitats and species. Green spaces also shape the identity of neighbourhoods and provide a sense of place. They can enhance people's quality of life and support mental health and physical wellbeing and provide quiet space, space for social interaction and play space. They contribute to climate resilience through their effects on negating urban heat, offsetting greenhouse gas emissions and attenuating surface water.

The development of a hierarchy of parks in the city was established under the *RANS* (see figure 5.3). This recommended the preparation of parks masterplans with a particular emphasis on improving qualitative aspects of parks, promoting multifunctionality and taking into consideration the natural heritage value of each park. A number of these masterplans have been prepared and the Council will continue to progress implementation. The preparation of masterplans for the balance of parks will be progressed during the period of this plan.

Healthy Green Spaces (HGS) is a joint City Council and community initiative that aspires to improve the quality of green spaces in the city. The aim of the HGS is to ensure green spaces are attractive and safe, enhance biodiversity, support pollinators, climate adaptation, long term carbon sequestration and reduce waste. The initiative includes a commitment to eliminate the use of pesticides and harmful chemicals, utilise organic soil nutrition methods, adopt a zero waste strategy incorporating composting and grass cutting management. As a partner to the All-Ireland Pollinator Plan, the City Council implements measures that enhance pollination, these include No Mow initiatives in open spaces, pollinator friendly planting and native wildflower planting.

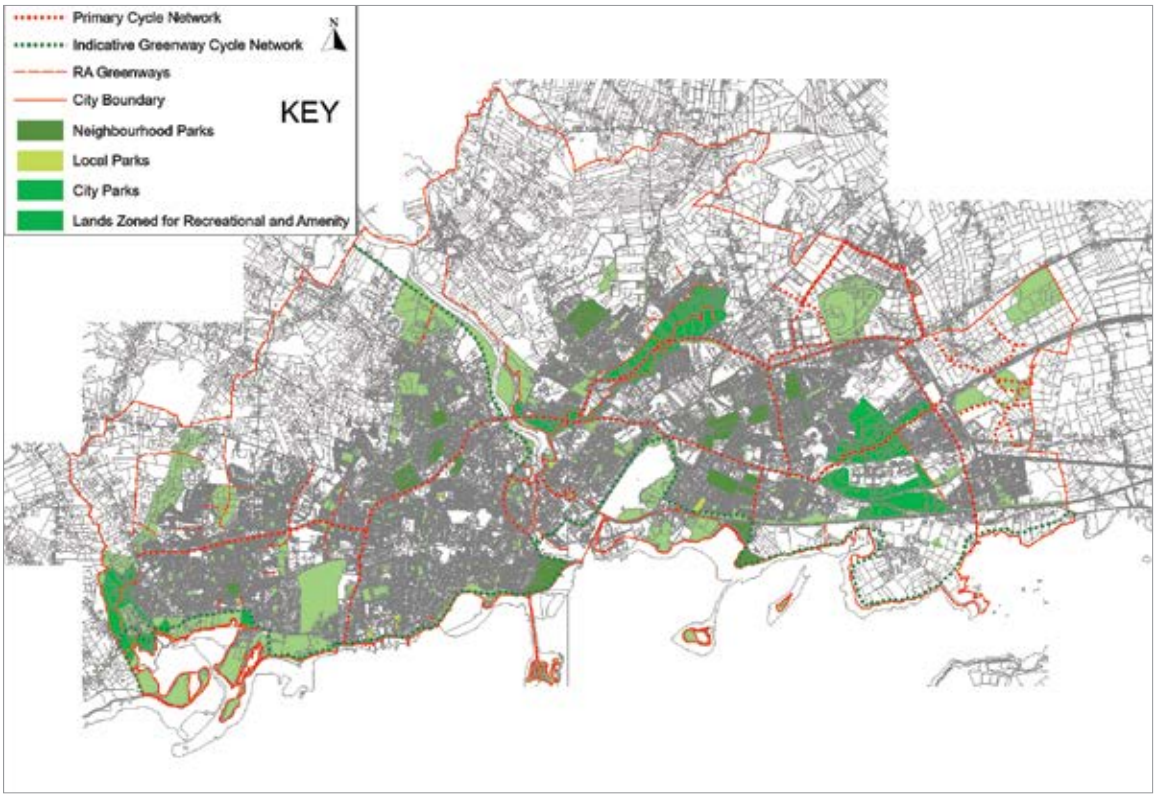


Figure 5.3: Hierarchy of Parks in the city

Soil plays an important role including in food production, surface water drainage and flood management. It supports natural ecosystems and biodiversity and provides carbon storage. Soil is vulnerable to contamination, compaction and erosion by wind and water. Through the retention, enhancement and creation of areas of open space, community gardens/allotments, green infrastructure and biodiversity enhancement within the green network, the Council will encourage good soil structure and condition.

5.6.1 Urban Woodland Parks and Trees

Urban woodland parks and trees are important recreational amenities and natural features in the city. These natural assets contribute to the health and wellbeing of the community. Woodland and trees enhance the aesthetic quality of the landscape, provide valuable habitats for wildlife, contribute to carbon capture and storage, improve air quality and reduce the impact of noise. Woodlands, trees, stands of trees, and hedgerows form important ecological corridors and stepping stones enhancing biodiversity in the urban environment and need to be valued and protected. The Council will, where possible, protect trees, woodlands and hedgerows of special amenity or environmental value. The Council will work with stakeholders such as the Friends of Merlin Woods and the Terryland Forest Park committee to protect and enhance these valuable amenities within the city. A Tree Planting Strategy for the city which will provide for long term planting, protection and maintenance of trees, hedgerows and woodlands will be prepared. In advance of this, the Council will continue its tree planting programme, in particular, within public amenity areas. Tree planting will also be required within developments as part of an overall landscaping plan.

Policy 5.4 Green Spaces: Urban Woodlands and Trees	
1.	Manage and develop woodlands in the ownership of Galway City Council for natural heritage, recreation and amenity use, including Terryland Forest Park, Merlin Park Woods and Barna Woods/Lough Rusheen City Park.
2.	Make Tree Preservation Orders for individual trees or groups of trees within the city, where appropriate.
3.	Integrate existing trees and hedgerows on development sites where appropriate and require tree planting, as part of landscaping schemes for new developments.
4.	Continue to promote partnerships with the community for the management and improvement of biodiversity in local open spaces, through schemes such as the Green Flag Awards.

5.7 Community Spaces

Elements of the green network provide valuable amenity and related healthy living and lifestyle benefits to the community. These ‘community spaces’ allow access to the natural environment, encourage social interaction and provide functional connections between other spaces and facilities. Community spaces include greenways, places for children to play, protected views of special amenity value and interest, allotments, community gardens and cemeteries.

5.7.1 Greenways, Boreens and Public Rights of Way

The plan sets out an integrated network of greenways in the city. Greenways are provided for through the GTS. These are routes segregated from the road and exclusively reserved for pedestrians and cyclists. In addition to these routes, the greenway network also includes for less formalised routes and trails which are provided within amenity areas and which may not have the same standard of accessibility. These greenways are more simple in design and can be integrated with nature to enhance recreation opportunities and support healthy and active living. They can also play an important role in nature conservation and enhance the ecological corridor network linking habitats, through sensitive location, design and maintenance. An integrated approach is necessary to incorporate appropriate surface materials and features such as hedgerows, grass verges, native wildflower species and stone walls which are integral landscape features along a greenway route. Appropriate maintenance and management is also necessary.

A number of greenway projects are proposed in the city some of which have the capacity to link in with the broader national greenway network. The Galway to Dublin Cycleway project is partially completed with the route selection for the Athlone to Galway section in progress. It will form part of the EuroVelo network of long-distance cycle trails in Europe. A greenway between Galway City and Clifden, the Connemara Greenway, is also in progress, which will traverse through the University of Galway campus and onwards to Oughterard.

The plan acknowledges that in order to conserve and protect sensitive ecological areas, greenway routes may need to be restricted or redirected to less sensitive areas. In this regard, the routes of proposed greenways shown on accompanying Development Plan maps are indicative only. Proposed greenways will be subject to a route selection process, which will take cognisance of site-specific circumstances including consideration of ecological and environmental sensitivities. Such routes will only be developed within and adjacent to European Sites where it can be shown that there will be no adverse impacts upon the integrity of the sites as defined by their conservation objectives.

In particular, the section of the indicative coastal greenway route between Ballyloughane and the eastern city boundary will be further considered following the establishment of the National Galway to Dublin greenway preferred route option which is due to be finalised in Q1 2023.

In the event that this preferred national route option differs in alignment to the Galway City Council mapped indicative greenway route, the objective will not continue to accommodate a cycle route but will be to provide solely for an informal walking greenway route. All emerging schemes shall include for public consultation with landowners and relevant stakeholders.

Within the city there are opportunities to enhance the network of boreens as a recreation and amenity resource. In collaboration with communities, the Council will support the use of this network to encourage healthy lifestyles and enhance connectivity.

There are also opportunities to improve permeability between and within neighbourhoods and local services and to make improvements to existing connections which are public rights of way. It is the policy of the Council to preserve existing public rights of way for the common good. The Council will seek to create new rights of way where necessary for pedestrian convenience or amenity reasons and also to enhance existing public rights of ways, where appropriate. Where in the interests of proper planning and sustainable development, the extinguishment of an existing right of way becomes expedient, the Council may require the provision of a suitable alternative. A compilation of an inventory of established rights of way in the city has commenced. In the interests of keeping this a dynamic project, it will be hosted on the Council website and will apply best practice approaches as highlighted in recent Office of the Planning Regulator (OPR) research.

Policy 5.5 Community Spaces: Greenways, Boreens and Public Rights of Way	
1.	Continue to develop and improve the greenway network in the city, providing alternative accessible circulation routes for pedestrians and cyclists, for the enjoyment of the entire community.
2.	Develop a strategic citywide coastal greenway from east to west linking riverside walkways, having due regard to nature conservation considerations.
3.	Facilitate linked greenways from the city into the county area in particular to Bearna, Oranmore and Maigh Cuillinn as identified in the Galway Transport Strategy and investigate the potential for an additional link to the Tonabrocky area.
4.	Support the use of boreens in the city for passive recreation, active travel and for the promotion of linkage to the green network.
5.	Provide controlled access and linkages into all parks/public open spaces, areas of natural heritage, including along waterways, where it can be demonstrated that there will be no adverse impacts on the integrity of European sites.
6.	Ensure biodiversity and greening is incorporated into all greenways, segregated cycleways and pathways where appropriate and ensure that paths and structures are constructed from suitable materials that contribute to aesthetics, sustainability and safety.
7.	Create, enhance and maintain accessible and safe public rights of way, where appropriate for pedestrian convenience, including public lighting where appropriate.
8.	Promote and facilitate safe and convenient walking and cycling routes through land use policy and the implementation of measures set out in the Galway Transport Strategy.

5.7.2 Child Friendly City

The concept of a Child Friendly City was developed in 2000 to consider the requirements of children and to promote safe streets and play areas, a good quality clean environment with green open spaces, and encourage the participation of children in cultural and social events as equal citizens of the city. The *Galway as a Child Friendly City Report* (2000) and subsequent policies in the *RANS* established a geographical and hierarchical approach to the provision of play areas in the city, from informal play areas and open spaces in residential areas to neighbourhood equipped play facilities. They informed the expansion of a network of playgrounds, skate parks, multi-use game areas and facilities for older/teenage children in the city. The Council support the right of the child to play through provision of inclusive natural and built play areas. Other measures which are included in this Development Plan, such as the development of home zones in order to provide a safe and quality living environment for play, traffic calming and the establishment of the concept of having safe routes to school which include initiatives such as 'park and stride' and school zones support a child friendly city.

Policy 5.6 Community Spaces: Child Friendly City	
1.	Enhance and promote Galway as a 'Child Friendly City' which will help children understand and feel secure in their environment and will encourage them to experience and respect the natural heritage of the city.
2.	Support the right of the child to play by ensuring the creation and maintenance of inclusive natural and built play areas within every community.

3.	Maintain and enhance existing play areas and provide new, accessible and safe play areas for all in accordance with the Council's commitment to the Barcelona Declaration, policies in relation to Social Inclusion, the Recreation and Amenity Needs Study, and any subsequent strategies including the future Green Space Strategy.
4.	Continue the improvement and development of playground facilities as outlined in the Council's Recreation and Amenity Needs Study.
5.	Enhance the provision of facilities for older children and teenagers within the city, including skateboarding areas, teenage shelters, ball walls and Multi Use Games Areas (MUGAs).

5.7.3 Views of Special Amenity Value and Interest

There are views within the city's landscape, which require special protection due to their distinctive scenic amenity, aesthetic or cultural value or historic setting. Views of scenic amenity value and interest define the character of the city, engender a strong sense of place and significantly enhance local amenities. Important views in the city include panoramic views which allow expansive views over scenic landscape, over the cityscape and key landmark buildings and linear views which are views towards a particular landscape, observed from a particular point. The enjoyment of protected views by the community and visitors is a key part of the experience of the city. It is acknowledged that views are not static and some changes in a view can be absorbed without visually depreciating the integrity of the view and in some cases make a positive contribution to the characteristics and composition of protected views, while other changes can have a negative impact reducing the experience of that view irreparably. It is the objective of the Council to assess proposed developments, which are located within the foreground, middle ground or background of a protected view, in the context of their scale, design and location.

Table 5.9: Protected views

Panoramic Protected Views	
V.1	Panoramic views of the city and the River Corrib from Circular Road.
V.2	Views from Dyke Road and Coolagh Road encompassing the River Corrib and Coolagh fen.
V.3	Seascape views of Lough Atalia from Lough Atalia Road, College Road, Dublin Road and Lakeshore Drive.

V.4	Seascape views of Galway Bay from Grattan Road, Seapoint, the Salthill Promenade and the coast road to the western boundary of the golf course.
V.5	Seascape views encompassing Lough Rusheen including section of Blakes Hill, sections of Knocknacarra Road, sections of Barna Road from Knocknacarra to city boundary and including the road to Silverstrand Beach.
V.6	Panoramic views of the city, and the Terryland Valley from parts of the Castlegar-Ballindooley Road.
V.7	Views encompassing Lough Corrib from parts of the Quarry Road and Monument Road.
V.8	Seascape views of Galway Bay from the old Dublin Road to the city boundary.
V.9	Views towards the sea at Roscam.

Linear Protected Views	
V.10	Views from Galway-Moycullen Road (N59) of the River Corrib.
V.11	Views from Waterside of the River Corrib.
V.12	Seascape views of Galway Bay from Kingston Road.
V.13	Seascape views of Galway Bay at Ballyloughane from south of the railway bridge.
V.14	Views northwards encompassing the River Corrib and adjoining lands from Quincentenary Bridge.
V.15	Views towards Galway Bay from Hawthorn Drive, Renmore.
V.16	Views from Quincentenary Bridge Road southwards over Terryland Forest Park and River Corrib.
V.17	Seascape views from Military Walk, Renmore.
V.18	Views towards River Corrib from junction of St. Bridget's Place with St. Bridget's Terrace.
V.19	Views encompassing Ballindooley Lough from parts of the Headford Road.

Policy 5.7 Community Spaces: Protected Views of Special Amenity Value and Interest	
1.	Protect views and prospects of special amenity value and interest, which contribute significantly to the visual amenity and character of the city, through the control of inappropriate development.
2.	Require landscaping schemes as part of planning applications to have regard to such views and limit any planting which could have a detrimental impact on the value of protected views.

5.7.4 Allotments, Community Gardens and Cemeteries

Allotments and community gardens are acceptable on a number of land use zones. They support biodiversity and encourage self-sufficiency, healthy living and create spaces that help bring communities together. Community spaces also include cemeteries, which provide important places for quiet contemplation in the city's environment, and often support biodiversity and cultural heritage. In view of the diminishing capacity of existing cemeteries and in order to align with targets for growth, the Council will progress the identification and development of a suitable cemetery site to serve the city.

Policy 5.8 Community Spaces: Allotments, Community Gardens and Cemeteries	
1.	Continue to provide and facilitate allotments and community gardens in the city subject to Council approval.
2.	Maintain existing burial grounds and provide new city cemetery site(s) in the city or city environs and approach cemetery design with an emphasis on landscaping and natural amenities.
3.	Protect historic graveyards within the city and ensure appropriate management and maintenance of those in the ownership or care of Galway City Council.

5.8 Open Spaces

Open spaces in the city include urban open spaces, residential, commercial and industrial open space, institutional open space, recreation and amenity zoned lands and agricultural and high amenity lands. These spaces are important elements in the public realm of the city and play a vital role in defining the image of the city by affecting the perception of an area and fostering a sense of place. These spaces and their settings within the urban landscape make locations attractive to inward investment and business. They also contribute towards climate resilience and enhance the biodiversity of the city's environment. The function of these open spaces vary throughout the city, many are meeting and gathering places, providing spaces for social interaction and events, while other open spaces have a passive and active recreation role. Many civic and urban spaces in the city, such as Eyre Square and Fishmarket, have an important cultural and historical legacy. Given the multi-functional aspect of these open spaces, many policies in other sections of this Plan inform the development and management of established and new open spaces within the green network. Also the Galway Public Realm Strategy gives comprehensive policy and guidance in this regard and a number of key projects to create new spaces and rejuvenate existing spaces integrated with the GTS, will be advanced during the plan period supplemented with URDF funding.

Policy 5.9 Open Spaces: Public Realm	
1.	Implement the Public Realm Strategy for the public domain which contributes to the creation and maintenance of high quality and successful open spaces.

5.9 Agricultural Lands

Agricultural lands provide for agricultural uses and food production. They also have an important recreation, amenity and biodiversity value and can support climate adaptation and mitigation through application of nature based solutions and acting as carbon sinks and flood plains. They also form part of the unique natural setting, which provides a backdrop to the built environment and perform the function of a green belt. They can also facilitate strategic projects where impact on the community can be minimised. In the long term they can also function as a resource for the future strategic expansion of the city.

Agricultural lands come under two zoning categories in the plan – Agricultural Areas A and G. The G zoning objective are lands, that in addition to agricultural uses have an important landscape and aesthetic value, which distinguishes them from less visually sensitive A zoned agricultural lands. Development in the G land use zone is more restrictive than in the A land use zone. The policy of the Council for agricultural zones is to facilitate the continued use of these lands for agricultural purposes and limited development, subject to the protection of designated ecological sites, environmental considerations and to control non-agricultural development.

A limited type of residential development may be considered in areas zoned A. However, unless a convincing case of need is established, consent for dwellings will not be considered except to the immediate members of families (i.e. sons and daughters, grandchildren, nieces and nephews) of persons who are householders and residing in the immediate area and to farmers and the immediate members of their families. In all cases conditions on a grant of permission may be applied regarding initial occupancy. Such residential developments will not be open for consideration where suitable alternative sites are in the control of applicants or their immediate family and available on lands zoned for development within the City Council area. Standards for such developments are outlined in Chapter 11, Section 11.12**.** Outdoor recreation with small scale associated structures may be allowed in A and G zoned lands, but only where suitable alternative sites are not available on lands zoned for development within the city. In these areas, where structures are permitted, the sensitivity of the landscape and the quality of the environment should be reflected in both siting and design.

Policy 5.10 Open Spaces: Agricultural Lands	
1.	Encourage sustainable agricultural activities, protect the rural character of these lands and where appropriate provide for sustainable recreation/amenity opportunities.
2.	Prevent developments which could cause environmental pollution or injury to general amenities.
3.	Ensure agricultural development complies with the measures set out in the River Basin Management Plan 2018-2021 and imminent draft River Basin Management Plan 2022-2027 and future plans.
4.	Provide for limited residential development in A zoned agricultural lands.
5.	Restrict the location of structures other than structures with essential links to the waterway, within ten metres of the River Corrib, in G zoned lands.

5.10 Specific Objectives

Specific Objectives

Blue Spaces

Short Term

1.	Prepare a Masterplan for Lough Atalia and Renmore Lagoon to include the upgrading of the amenity park, walkways, ecological areas and development of water based recreation, forming part of a wider coastal path network.
2.	Support the development of the Great Western Blueway on River Corrib and Lough Corrib in conjunction with Fáilte Ireland.
3.	Investigate the feasibility of a restoration project for the tidal pools at Salthill taking into consideration technical feasibility, funding, management and maintenance, public safety, climate change considerations and impacts on the environment and European sites.

Medium/Long Term

4.	Investigate possible locations for the provision of municipal water based recreation infrastructure along the River Corrib and canal system.
5.	Initiate the preparation of a river conservation management plan in consultation with the relevant stakeholders. The purpose of the plan will include examination of best locations for the development of water based activities that will minimise environmental, biodiversity and ecological impacts.

Green Spaces

Short Term

6.	Continue the preparation of masterplans for parks, in accordance with the Recreation and Amenity Needs Study and where superseded by the Green Space Strategy in consultation with all stakeholders including Barna/Lough Rusheen Park, Merlin Woods City Park (Doughiska RA zoned land), Terryland Forest Park and Castlepark, Ballybane (RA zoned lands) and a key management objective will be to maintain and enhance their biological diversity.
7.	Prepare and implement a Tree Planting Strategy for the city which will provide for longterm planting, protection and maintenance of trees, hedgerows and woodlands.
8.	Prepare and implement a plan which identifies suitable parts of the road and street network for the planting of trees and plant species that are biodiversity rich.
9.	Continue to implement measures to increase and restore biodiversity in open spaces and road verges through the no mow grass management initiative and ornamental pollinator projects such as the perennial bulb planting scheme.
10.	Implement masterplan for South Park and for the Kingston RA lands.
11.	Examine the potential for provision of an athletics running track at Doughiska in the context of the Green Space Strategy.

Medium/Long Term	
12.	Explore the potential for developing lands adjacent to Terryland Castle, Merlin Castle and Menlough Castle for public realm and landscaping to enhance the context of the Castles while protecting the existing natural and built heritage of the area.
13.	Support the incorporation of art sculptures and installations in parks and open spaces, in accordance with the City's Arts Plan and the Per Cent for Arts Scheme.
14.	Retain car parking of approximately 30 car parking spaces for amenity purposes east of Merlin Park Woods at Doughiska.

Community Spaces

Short Term	
15.	Implement green infrastructure measures for key public spaces as identified in the Galway Public Realm Strategy.
16.	Develop equipped children's play facilities in accordance with the Council's annual playground programme.
17.	Undertake a feasibility assessment to identify the type and optimum locations for multipurpose/synthetic/floodlit playing facilities to include play facilities for the 0-6 age group.
18.	Undertake a feasibility assessment to identify the type and optimum locations for new skateboard facilities throughout the city as part of the Green Space Strategy.
19.	Acquire and develop a new city cemetery site(s) in the city or city environs and approach cemetery design with an emphasis on landscaping and natural amenities.
20.	Facilitate the extension of existing coastal greenway and linkages from Bearna to Oranmore in conjunction with the greenway measures as identified in the Galway Transport Strategy including, if feasible, a link extending from Silverstrand to Sailín.
21.	Facilitate the implementation of the National Galway to Dublin Greenway and Galway to Clifden Greenway.
22.	Ensure pedestrian access to Mutton Island is retained for heritage and amenity purposes subject to safety protocol
23.	Extend the riverside walk relating to the development of the proposed Clifden Railway Pedestrian and Cycle Bridge at Waterside.
24.	Prepare a strategy for the long-term improvement and enhancement of the Salthill Promenade.
25.	Continue to compile and review an Inventory of existing public rights of ways in the city and make these publically available.
26.	Upgrade Millers Lane for passive recreation and retain and enhance the biodiversity of this greenway.
27.	Develop a Community Centre/ Sports Hall, a swimming pool with associated ancillary facilities on a phased basis adjoining and linked with the existing changing rooms at Doughiska on RA zoned lands.

28. Provide for additional allotment/community gardens in the city subject to Council approval.

29. Continue the phased recording of Public Rights of Way in accordance with OPR good practice guidance and make publically available by inclusion in the website inventory and by use of the plan variation process. The website will be updated within one year of adoption of the plan.

Medium/Long Term

30. Prepare an amenity environs plan in conjunction with Galway County Council which includes the greenway linkages as identified in the Galway Transport Strategy and accommodate additional links to the Tonabrocky area.

31. Explore greenways to link Merlin Woods City Park, Murrough LAP area from Ballyloughane and Liam Mellows GAA lands to Lough Atalia within the coastal greenway.

32. Develop a number of greenways within the city including:

- Coastal walk extending from Galway Docks to Roscam Point.
- Riverside walk along the western side of the River Corrib in conjunction with University of Galway to terminate at the access road beside the running track which links Galway/Moycullen road at Dangan to the River Corrib.
- Riverside walk from the Dyke Road to University of Galway lands on the opposite side of the River Corrib via the proposed Clifden Railway Pedestrian and Cycle Bridge with funding provided under the URDF Call 2.
- Riverside walk along the eastern side of the River Corrib from the Dyke Road to the pier at Menlough. A deviation from the route indicated on the development plan map may be permitted, any alternative alignments shall maximise amenity benefits.
- Riverside Walk along the northern side of the Terryland/Sandy River from the Dyke Road to the point where it disappears underground at Glenanail to the rear of Glenburren Park.
- Riverside walk along western side of the River Corrib from O'Briens Bridge to Wolfe Tone Bridge.

33. Extend the Terryland Park greenway objective to enable linkage to the existing road network including Bóthar na dTréabh and Tuam Road.

34. Investigate the potential of providing services, for example kiosks, public toilets and food trucks, in or in close proximity to public parks and open spaces and along the coast and waterways.

35. Seek to provide permanent public toilets, in or in close proximity to public parks and open spaces and along the coast and waterways.

36. Upgrade existing boreens in the city for passive recreation and to enhance their biodiversity value and explore potential where feasible for active travel use.

37. Support the development of large scale sports facilities in the city funded under the Large Scale Sports Facilities Fund.

38. Support the provision of a hockey facility with an all-weather pitch with a suitable playing surface for hockey in the west of the city and to support the provision of a further facility suitable for hockey elsewhere in the city.

39.	The Council will support the provision of changing facilities at playing pitches in the city based on an assessment of need for such facilities. A minimum one dressing room per Local Electoral area will be considered and priority will be given to Doughiska, Hazel/Laurel Park and Millers Lane, in consultation with local residents and sports clubs
40.	Work with all stakeholders and explore the development of a multi-use community complex to include but not be restricted to floodlit grass and Astro turf playing facilities, community training and performance space, multi-purpose meeting rooms, changing facilities and outdoor training areas with enhanced walkways.

Green Spaces

Short Term

41.	Progress the acquisition of lands for recreation and amenity and including land for nature conservation/biodiversity purposes, and other lands which will enhance the extent of the green network, in particular key linkages and lands for active and passive recreation.
42.	Acquire and develop predominately for public use, lands zoned for recreation and amenity use in conjunction with new housing at Castlegar, Doughiska, Terryland Valley, Ballymoneen, Knocknacarra, Roscam and Ardaun.
43.	Develop and expand guidelines in relation to new development: – Best practice advice for design of homezones – Best practice advice for open space – Best practice for green infrastructure and nature based solutions

Medium/Long Term

44.	Identify and expand active recreation facilities for older persons throughout the city.
45.	Identify and provide recreation facilities for persons with disabilities throughout the city.

6 Economy, Enterprise and Retail

6.1	Part 1: Economy and Enterprise Context	150
6.2	Economic Activity	156
6.3	Employment Sectors & Clusters	158
6.4	Part 2: Retail Strategy Context	173
6.5	Retail Hierarchy	176
6.6	Retail Warehousing/Bulky Goods	182
6.7	Need and Location of Future Retail Floorspace	182
6.8	Retail Impact Assessments	183
6.9	Design Quality	183
6.10	Night-Time Economy	183
6.11	Climate Action	184

Part 1: Economy & Enterprise

6.1 Context

This Plan is being prepared in the context of a global pandemic that has created economic challenges for employment, incomes and businesses and brought unprecedented changes in the ways of work and living. Galway City has not been exempt from these experiences. The impact has left a legacy particularly in the hospitality and retail sector and the allied tourism trade. This was balanced by other elements of the City's economy in particular the med tech, ICT and health care. It was also tempered by the relatively high level of public service employment in the City which rapidly transferred to an online service delivery model where employment levels and salaries remained stable. In general the economic prospects for Ireland as it edges out of the pandemic are optimistic notwithstanding the economic risks of Brexit, international tax reform measures and possible inflationary pressures both nationally and internationally.

It is anticipated that Galway City will mirror the national economic growth forecasted. The city has achieved economic success based on a high education attainment rate amongst the labour force, a supply of a young workforce, supplemented by inward migration, the development of key sector clusters, a low corporate taxation regime, a stable pro-business political environment and an attractive living environment and quality of life. However given that the Gross Value Added (GVA) per person in the region at €29,260 is less than halve the national figure of €67,639 there is still a need for a focused economic strategy to sustain and expand the role of the city as a regional NPF city and driver of economic growth within the MASP and wider Northern and Western Region if the objective of achieving a balanced economy and society as per the NPF is to be realised.

Galway City, being the main urban centre in this region will be a key economic and service support to enable the regional targeted 2040 population growth of 160,000-180,000 and to accommodate the significant proportion of the allied targeted 115,000 increase in regional jobs. The promotion and nurturing of the city's economic and employment base is a priority in the plan in order to sustain the city and the wider region and to support the ambition for the economic role of Galway as an NPF regional city and strong contributor to national growth.

This economic growth will require efficient investment choices, a flexible and responsive labour force skills development system, and the development of a more sustainable and diversified enterprise sector that includes outward looking indigenous firms. Such a strategy for the city will also include for a culture that encourages innovation, supports collaboration and appreciates the value of social capital and environmental concerns. In this regard plan policies will need to facilitate opportunities for growth and regeneration, investment across all sectors to create a resilient, inclusive and diverse city economy that is focused on economic recovery, job creation and emerging economic opportunities but also within the national framework on climate action.

Key enablers to deliver a successful city and region will be investment in improved national connectivity to and within the region and within the city, so that the Galway MASP will have capacity to collectively, with other regional cities deliver greater alternatives to the growth of Dublin. This investment in low carbon public transport, active travel modes and the connecting of road networks will support the advancement of the regional cities, their respective regions and progress and strengthen the Atlantic Economic Corridor (AEC) stretching between Donegal to Kerry. Galway City, located midway along this corridor can both benefit and contribute to the aim of establishing a connected spine of business and organisations that collaboratively can maximise its assets, attract investment and create jobs that will drive the NPF agenda for regional development that complements and balances with Ireland's thriving east coast.

The daytime working population of Galway City and its suburbs, inclusive of commuters increased by 7% to 44,376 between 2011 and 2016 (CSO census). Half of this workforce are commuters similar with patterns recorded in 2011, predominantly from the County of Galway with a catchment into Mayo and Clare too. This reflects the significant regional economic role of the city and demonstrates that workers are willing to travel lengthy distances to access employment in the city owing to the quality and range of jobs opportunities. Those who travel outside of the city for work also remain relatively consistent at 5,571 workers.

Overall it is not possible to predict how the new and evolving hybrid work models and increased digitisation will impact on commuting patterns or demand for workspaces. This reflects the complexity of such changes which range from complete or partial remote working, off site digital hub arrangements, digital nomad work and other flexible preferences. The National Remote Working Strategy acknowledges that remote working is expected to continue with a majority of employees wishing to adopt a hybrid model. This will provide for increased flexibility for work arrangements and facilitates for a reduction in commuting distances and times. The Strategy supports the development of remote working hub infrastructure. Remote working hubs will offer the potential to access quality office facilities and technology, meeting spaces. As the landscape of work changes so will the implications on spatial planning. This plan needs to support the evolving arrangements and use the monitoring structure over the period of the plan to gauge the need for flexibility to respond to these shifting trends and capitalise on potential opportunities for delivering both economic and sustainable benefits.

Galway has shown economic resilience, even after the economic recession and the more recent impacts of the pandemic and proven to be a very dynamic city and a good place to continue to produce talent, attract investment and do business. This success is reflected in the capacity of the city in collaboration with state agencies to grow and consolidate its core workforce and continue to attract multinational and indigenous companies. It is currently a base location for some of the most successful Global ICT companies, has one third of the country's medical device employees and has an emerging international digital gaming and media sector. This clustering has emerged due to the third level education environment providing a source of talent and a partner through collaborative arrangements with the private sector in research and innovation. The economic performance of the city is also sustained by employment provided in other economic sectors such as the commercial, healthcare service sector, tourism and public sector services.

The accolades the city has attracted include, the "most efficient" Irish city in which to start a business, according to a 2019 study by the World Bank, the "Micro European City of the Future" (2016) and "Best Micro City for fDi Strategy" 2020 and 2021 and named by Lonely Planet as "one of the world's top 5 cities in the world for travellers" in 2020. These bear testimony to the strengths, attractiveness and competitiveness of the city. This is further affirmed in the IDA's 'Driving Recovery and Sustainable Growth 2021-2024' which states that the city of Galway is a crucial part of the West's attractiveness to FDI. This is reflected in the IDA's investment decisions which since the last plan delivered advanced technology buildings in Galway and upgrade work on the Business & Technology Parks in Mervue and Parkmore and on strategic sites at Oranmore and Athenry. It is noted that the comparatively low GVA, in national terms, of the West region would be significantly lower if not for the economic output of Galway City.

To sustain this economic growth and the socio-economic benefits it gives to the city, will require a continued focus on the key growth sectors and support for new and emerging sectors and innovation in industry including technology and other sectors. Maintaining and enhancing the attractiveness of the city will be important too in sustaining investment, quality employment opportunities and to attract and retain an appropriately skilled workforce to live and work in the catchment area. This focus is also important for the tourism sector which is a well-established contributor of employment in the city and region. The focus of our economic growth must be the creation of higher value employment.

In this regard the city needs to target sectors where Galway has competitive advantages, such as those relating to natural resources and to knowledge based resources. These would include sectors such as maritime and blue economy, renewable energy, fourth level education and training, research and development, creativity and innovation, digital, ICT and life sciences.

To deliver on the ambitious national plans for the transition to a climate neutral, circular and green economy, there is a particular need to mainstream environmental considerations into economic development policy and this integration is supported and promoted in the plan. In addition the importance of having a good economic strategy in the plan that supports sustainable economic growth, medium and high value employment creation, future skills development, commercial research and development and innovation is also seen as a contribution to the reduction of poverty and inequality, regional disparity and progress towards the UN SDG's.

European Union (EU) economic policy includes a direct response for the need to address climate and recovery issues relating to Covid-19. It includes the Green Deal which is the EU's Capital Spend which focuses on the green agenda and influences EU state economies, including Ireland. This will transform the direction of public and private sector investment, make the economy more sustainable and enable it to achieve the commitments made under the Paris Agreement and subsequently under Ireland's Climate Action Plan and associated national legislation.

Not only will this require a transformation of the economy across all sectors it will also require an adoption of the circular economy principles. There will be a need to embrace newer forms of enterprise that responds to the challenge of resource, reuse and reducing carbon in manufacturing and consumption. The transition to a lower carbon economy and society is supported through policy and objectives embedded throughout the plan and in development management standards.

The National Planning Framework (NPF) is framed by ten national strategic outcomes which are the guiding principles on how best to direct the growing population and economy up to 2040. It realises the delivery of this vision by having a new regional focused strategy for managing future growth with a strong emphasis on having "...a competitive, low carbon, climate resilient and environmentally sustainable economy".

This shift towards Ireland's regions is supported by the enhanced development of the four regional cities of Galway, Limerick, Cork and Waterford. The NPF sees the regions as being supported by these cities and the cities being strengthened in their role as accessible centres of high value employment and services and focal points for investment to enable them to have the widest possible regional influence. It is noted that National Policy Objective NPO 1c of the National Planning Framework has a target growth of around 115,000 additional people in employment i.e. 450,000 (0.45m) in total in the Northern and Western Region by 2040. The NPF gives recognition in particular to Galway City's key role as a growth centre and driver for investment and identifies several key growth enabler projects for the Galway MASP area which can support and enhance Galway's economic role.

The NPF is supported by the investment strategy of the National Development Plan (NDP) which sets out investment priorities to deliver on the goals of the NPF. The NDP review in 2021 included additional focus on priorities for climate action, housing and for addressing the impact of the Covid-19 pandemic and strengthening of the alignment of the investment strategy up to 2030 with these current development priorities.

The Government's Economic Recovery Plan (ERP) June 2021, is a response to the impact of the Covid-19 pandemic on society and the economy. It includes for a pathway for a sustainable jobs-led recovery. It focuses on four key pillars: sustainable public finances, supporting a return to work, re-building sustainable enterprises, and supporting a balanced and inclusive recovery. The plan includes more than €3.5 billion in spending supports. The ambition of the ERP is to have 2.5 million people in work by 2024, exceeding pre-pandemic levels. Alongside the ERP, there is the National Recovery and Resilience Plan which focuses on areas including innovation, skills, resilience and productivity, as well as the changes flowing from the Government's climate action commitments with the aim of working towards a sustainable jobs-led recovery and a just transition to a low carbon economy and digital economy.

Reflecting EU policy, national plans show a growing commitment to climate action and a shift in policy, action and investment towards a transition and adaptation to achieve progress towards green growth and sustainable development to meet 2030 and 2050 climate action targets. This approach highlights the need for this transition to be a fair one that will need a range of social interventions to protect workers and their livelihoods when economies are shifting to more sustainable production in the interests of combating climate change and protecting biodiversity.

In recent publications the National Competitiveness and Productivity Council (NCPC) has identified key challenges to strengthen competitiveness and productivity, inclusive growth and to support businesses in the transition to a sustainable, carbon-neutral economy. They see the need to ensure that the transition to a sustainable, carbon-neutral economy delivers for all parts of society. There is also a need to encourage opportunities for upskilling and the opportunities to market climate action as a competitive advantage. They identify the need to invest strategically in Ireland's physical infrastructure, and resolve long-standing issues relating to cost of housing and childcare. They also support the need to continue targeted pandemic supports, address issues associated with Ireland's high cost economy and explore how productivity could be boosted through changed work practices and digitisation. Although pitched at national level many of these issues apply to the Galway context. In land use and spatial planning terms, support for delivery of critical infrastructure such as housing and transport, flexibility to address the changing work landscape and embedded policies to drive an economy towards carbon-neutrality, will contribute to improving competitiveness of the city.

The Northern and Western Regional Spatial and Economic Strategy (RSES) 2020-2032, distils NPF objectives to regional level. It has a focused vision for a region that is smarter, greener, more specialised and connected, with a stronger and more compact urban network. It includes a Growth Framework incorporating 'Five Growth Ambitions' that links strategic and operational challenges with prioritised capital interventions. These growth ambitions focus on building a competitive and productive economy, a long term vision for energy supply, respect for the natural and built heritage, a well-connected region, a liveable environment that commits to sustainability and inclusivity and a region supported by the necessary economic infrastructure to support compact growth and resilience.

In particular the RSES includes for specific development objectives for Galway City and environs under the Galway Metropolitan Area Strategic Plan (MASP). The MASP envisions Galway to grow to be a globally competitive urban centre and owing to the current strong international and indigenous investment presence, continue to have a pivotal function in the development of the region. The MASP identifies suitable locations for strategic employment development. It focuses on compact growth and direction of development onto key city centre regeneration and strategically located industrial/enterprise lands throughout the city. It recognises the high value of the third level educational institutions and workforce skills. It identifies potential to further develop the modern technology industry, tourism, retail, gastronomy, research/ education and the marine sector. It views advancement in these sectors as key to drive regional economic growth. The MASP also recognises the distinct image of the city, its quality of life, high standards of education, and its culture and historic and amenity setting as key assets to the economy. It also identifies strategic investment in critical services, road networks and sustainable transport infrastructure and public realm as essential to enabling the MASP area function and develop.

The Galway City Local Economic and Community Plan (LECP) 2015-2021 is the local level strategy for economic, social and community development in Galway City. It is a collaborative plan for the city, prepared by the local authority in conjunction with the community input from the Local Community and Development Committees (LCDC). The LECP is based around the vision that "Galway will be a successful City Region with a creative, inclusive and innovative ecosystem in place to ensure its sustainable development into the future". The plan includes for five high-level goals for Galway City. That is to be a world-class, creative city region; an innovative city; an equal and inclusive city; a sustainable, resilient urban environment that is the regional capital of the West; and a city that promotes the health and well-being of all its people. The LECP notes Galway City must capitalise on the city's strengths to retain competitiveness. Digital technologies in particular are seen as one key to future proofing the city and enabling the transition to an international smart sustainable city. The LECP is currently being reviewed. It will take account of the challenges and the recovery presented by the Covid-19 pandemic and Brexit implications to ensure that a local level framework is in place to support economic growth, social and community improvements. Collectively the LECP and Development Plan provide a strategic framework for integrated planning in the city and must be consistent.

There is a complex and comprehensive eco-system for the support of enterprise start-up and growth in the city which includes a range of targeted statutory and non-statutory supports. These include IDA Ireland, Enterprise Ireland, the Local Enterprise Office (LEO), a range of business incubator facilities, both fourth level campus based on and off campus facilities and sectoral (ICT/ life sciences / creative sectors). A further five incubator facilities are under development at present. In addition to this there are sectoral specific research and development facilities which facilitate academic and commercial collaboration, a range of commercial and industrial parks and a range of commercial office space being developed at the city core and manufacturing facilities at the fringes of the city.

Allied to that there are a range of statutory organisations delivering support programmes to develop Social Enterprise, the Circular Economy and the regional skills resource. A Regional Enterprise Plan is currently being finalised for the West Region to identify the key economic areas to be developed.

The continued success and economic growth in the Galway MASP area is linked to a wide range of contributing factors which consists of the need for a high quality transport system including for sustainable mobility, good connectivity and a modern public transport system. It also requires a well-functioning housing market and good educational and community supports. The offer of quality lifestyle choices, good recreational and cultural experiences and a quality built and natural environment are assets that contribute to the economy in attracting and retaining a skilled workforce and sustaining the tourism economy.

Galway is advantaged in having a number of these attributes and a spatial strategy and investment direction in the RSES, NPF, NDP and City Plan to deliver the balance. The Core Strategy supported by appropriate spatial policies and objectives in the plan will further enable the overall framework needed for the local economy to prosper. Lands zoned and designated for regeneration that can support enterprise is anticipated to meet the projected employment increase included for in the RSES and the MASP at locations that are integrated with the Galway Transport Strategy in particular for sustainable transportation choices and with the settlement strategy to encourage ease of access and to nurture the neighbourhood concept.

The main direction for expansion of employment will be onto designated regeneration sites, strategic business parks and on existing health and education campuses that are well aligned with the measures in the Galway Transport Strategy. The development of the retail hierarchy of the city centre, district neighbourhood and local retail centre aims to enable commercial and tourism related activities.

Together with the MASP, other strategic regional employment plans, the LECP, investment strategies and partnerships in implementation, the City Plan will enable the city to continue to flourish economically.

Policy 6.1 General policy	
1.	Support and facilitate the role of Galway as a Regional City and driver of sustainable economic growth for the whole Northern and Western Region through the provision of balanced and sustainable economic and employment opportunities for development, enterprise, innovation and investment across all employment sectors consistent with the goals and objectives of the National Planning Framework and Regional Spatial and Economic Strategy, including Metropolitan Area Strategic Plan).
2.	Support the ambitions for strong sustainable economic growth as set out in the Regional Policy Objectives of the Regional Spatial and Economic Strategy (RSES) and the Metropolitan Area Strategic Plan (MASP).
3.	Ensure sufficient resources including land and infrastructure are available within the city to facilitate sustainable inward investment that will encourage the development of a resilient and diverse local enterprise sector and enhance economic opportunities on existing commercial and enterprise areas, on key Regeneration and Opportunity Sites and at other appropriate locations while facilitating integration between employment, housing and transport in particular sustainable transport modes.
4.	Support the review and preparation of a new Local Economic and Community Plan (LECP) for the city to ensure the local level framework is in place to support sustainable economic growth and community improvements.
5.	Provide for opportunities for growth, innovation and investment across all sectors in order to create a resilient and diverse city economy that will maximise high value employment opportunities for the entire workforce and facilitate measures for a just transition in society.
6.	Maintain and enhance the attractiveness of the city and the quality of life it supports in order to sustain investment, quality employment opportunities and to attract and retain an appropriately skilled workforce.
7.	Co-operate with IDA Ireland, Enterprise Ireland, the SME and entrepreneurial eco-system, Galway County Council, Universities, Higher Institutes of Education, LEO, Solas and other agencies in meeting the needs of industry, training, reskilling and innovation.
8.	Support measures that will enable decarbonisation of the economy and specific projects that that will help deliver the aims of the European Green Deal.
9.	Enable a flexible approach to allow for ongoing technological transformation in the economy and rapid changes in working practices and business agility where these are not detrimental to amenity and support good live /work practices.
10.	Co-operate with Galway County Council in the promotion and servicing of IDA lands, designated as business and technology parks at Parkmore, Athenry and Oranmore.
11.	Sustain and expand the role of the city and MASP as a regional attractor for Foreign Direct Investment.
12.	Facilitate strategic opportunities for job creation on designated lands at Rahoon/ Knocknacarra and at Ardaun enabling integration with adjacent existing and future settlements, while encouraging low carbon trip patterns and contributing to achieving the benefits of the “15 minute neighbourhood concept”.
13.	Apply active land use mechanisms to facilitate development of lands at Rahoon and Knocknacarra through a co-ordinated approach in conjunction with the Council, landowners, Dept. of Housing, Local Government and Heritage, Irish Water, National Transport Authority to include third level institutions and the Department of Trade and Employment and other stakeholders.

14.	Facilitate the development of the designated District, Neighbourhood and Local centres at a scale appropriate to serve the associated catchment areas while encouraging low carbon trip patterns and contributing to achieving the benefits of the "15 minute neighbourhood concept".
15.	Support the economic performance of the city and the wider MASP through the implementation of the phased plan of transport measures as provided in the Galway Transport Strategy (GTS) including those relating to public transport, walking, cycling, and the N6 GCRR strategic road project.

6.2 Economic Activity

Galway City plays an important regional role in providing for a diverse range of economic activities, services and employment opportunities and has considerable potential for further development and capacity for new enterprises. The CSO Census (2016) provides a sectoral breakdown of employment within the Galway City labour catchment relative to the national breakdown – see figure 6.1. It shows that the largest sector of employment within the city labour catchment is the services related 'Education, Human Health and Social Work Activities' which accounts for 26.6% (18,655) of the total working population of 44,376, approximately 4%, higher than the State average. This reflects the City's position as a regional centre for health care and third level education. 'Wholesale, Retail and Commerce' (23.3% or 16,360) and 'ICT and Professional Services' (15.9% or 11,125) record as significant employment sectors with both below the State average and 'Manufacturing Industries' (18.3% or 12,855) is the fourth most important sector and is much higher than the State average of 13%, possibly reflecting the high levels of employment in the Med tech clusters in the city.

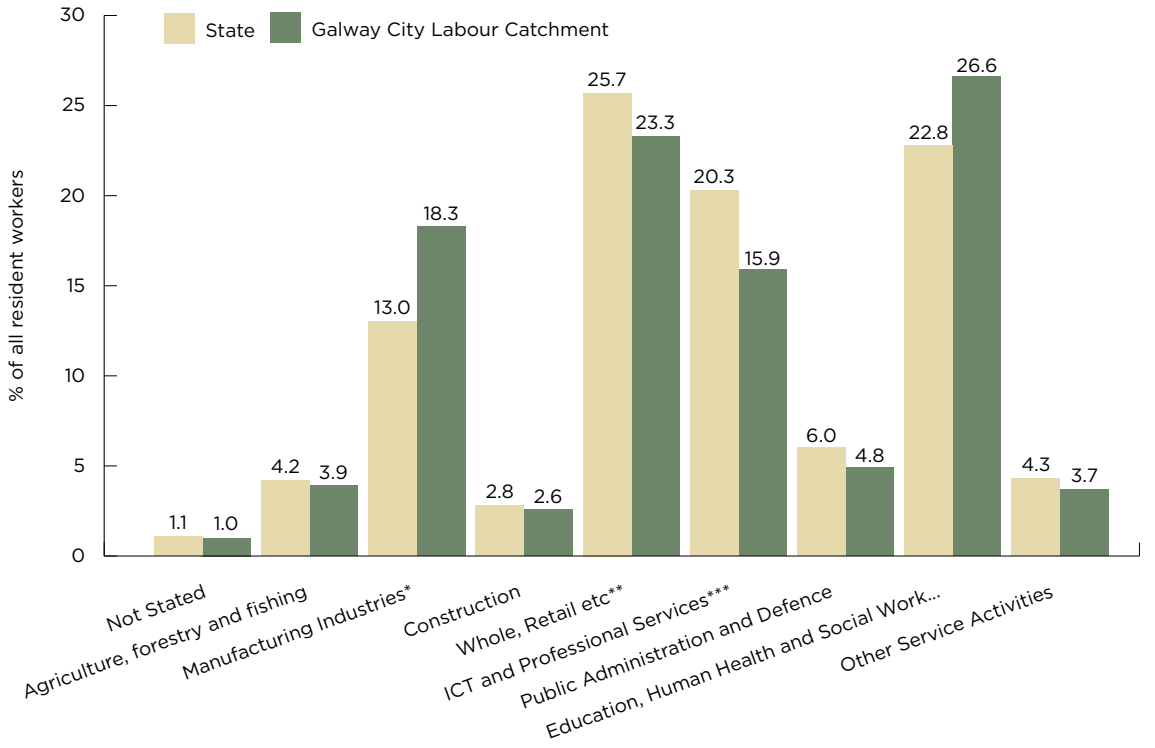


Figure 6.1: Industry Profile of those living in the Galway City Labour Catchment, 2016
Source: AIRO & CSO POWSCAR

The GeoDirectory (2020 – Q3) records 3,669 commercial addresses in the city, an increase of almost 10% from the 2016 record in the previous plan. These economic activities span the city showing there are well defined concentrations of activity at particular locations. These are concentrated mainly in the city centre, suburban districts and neighbourhood centre areas, near college and hospital campuses, enterprise lands in the city and straddling the eastern boundary of the city.

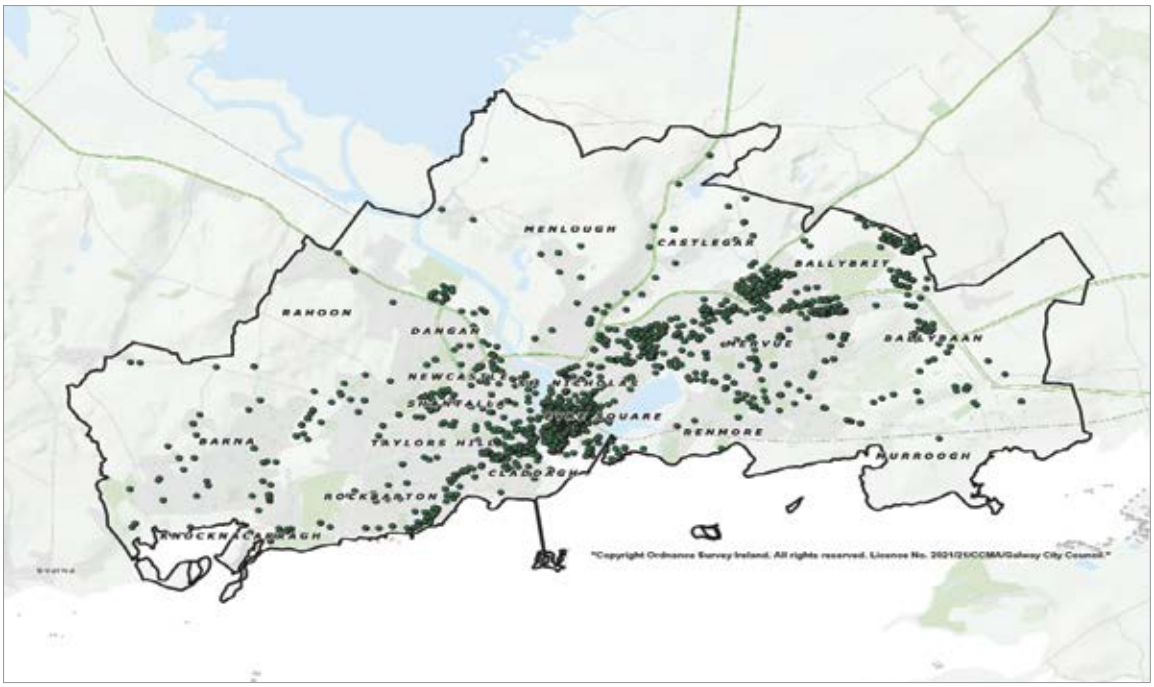


Figure 6.2 Galway City Showing Pattern of Commercial Activity - *Source: Geo Directory NACE codes (2020)*

The city centre remains the focus of the main commercial activity. This reflects the concentration of the major retailers, the hospitality sector and the strong presence of health, educational and general professional services within the city core area. There is an emerging concentration of FDI and indigenous high tech office uses on regeneration lands in the centre. The city centre is also the recent location of a growing innovation district which hosts start-ups and incubator type enterprises. The main business and technology sector, including the clustering of the ICT and Med Tech and medical device manufacturers are located in the east of the city at the strategic employment sites in Ballybrit, Mervue, Parkmore and immediately outside of the city boundary towards Oranmore.

The east side of the city also supports the main bulky goods, wholesale and motor trade activity and also the smaller manufacturing enterprises located at Liosbán and along and off the Tuam Road area. In addition, this side of the city supports significant employment at three strategic hospitals at Merlin Park, the Galway Clinic, and Bon Secours and also at ATU, a third level institution.

The west of the city has a less dense employment environment than the east. Close to the city centre there is a significant concentration of health services at UHG and educational institutions at University of Galway and a cluster of large secondary schools on the periphery of Salthill. In addition there is a concentration of tourist accommodation and hospitality services reflecting the proximity of the attractive seaside location at Salthill. In the western suburbs and the more established suburbs closer to the city centre there are concentrations of activities in the district centres and also a legacy of smaller neighbourhood centres both of which support retail, general commercial and professional services. In contrast to the east the concentration of business parks is smaller and more diverse in nature.

6.3 Employment Sectors & Clusters

6.3.1 Commercial Sector

As referenced almost a quarter of the workforce in the city is in the commercial or allied trade sector and as such the sector plays a major role in maintaining a strong economy in the city and the region. A significant concentration of this activity occurs in the city centre, the edge of the city centre, at Salthill and in the suburban district centres and neighbourhood centres. The Core Strategy has identified opportunities both at the peripheral commercial locations and in the city centre that can expand, re-develop and densify to meet future growth demands sustainably and qualitatively.

Retailing in particular contributes to the commercial life of the city and is key in conjunction with the hospitality, restaurants, café culture and entertainment sector to support the competitiveness and the attraction of the city for both residents, the high student population and the tourism market. The medieval core, the walkability and the waterside location enhances the experience of the commercial core giving it added value.

While there is scope for infill, re-development and refurbishment on the existing city centre footprint, it is constrained in scale and form being located primarily in the historic core and cannot easily accommodate larger modern commercial floorplates. However the adjoining large scale designated regeneration sites at Ceannt Quarter and the Inner Harbour (12ha in total) and to a lesser extent on the opportunity site at Eyre Square East (2.6ha) can provide a seamless link from the city core to accommodate expansion of commercial activity integrated with other uses. Commercial lands at the edge of the city centre on the Headford Road (covering approximately 13 ha in total), currently support a mix of uses including bulky goods, surface car parking and a single storey, internal mall shopping centre that would benefit from refurbishment. This area can with re-development and improved urban structure regenerate to provide for a mixed used area suitable for accommodating additional and higher value commercial uses and a critical mass of residential use. The University of Galway lands at Nun's Island are also the focus of regeneration and have capacity for innovation and collaborative ventures also. Section 2 of this Chapter further expands on the spatial policy approach to retailing in the city, coupled with the direction for a mix of uses on the regeneration sites included for in Chapter 10.

The direction set out in the MASP is for a strong policy focus to preserve and enhance the city centre as the primary commercial area within the MASP area, supporting a regional role for a range of retail, commercial, tourism, social and cultural activities. The Core Strategy reflects this approach and reinforces the importance of integrating the supporting measures in the GTS to improve accessibility and the quality of the environment in the city centre complemented by the Public Realm Strategy measures. These together will contribute to the vitality and vibrancy of the city centre.

Retail is an activity that is considered to be included in the broad commercial sector but as there are specific Section 28 Ministerial Guidelines - *Retail Planning Guidelines for Planning Authorities (2012)* there is an obligation to give this sector specific assessment and policy focus. The guidelines indicate that the retail sector is an essential part of the Irish economy and a key element of the vitality and competitiveness of urban areas. In this regard the guidelines consider that it is important that the Development Plan provides a clear framework for the continued development of the retail sector in a way that provides certainty for retailers and communities in the relevant policy framework. This is included for in Section 2 of this chapter.

Policy 6.2 Commercial Sector	
1.	Preserve the city centre as the prime focus for city centre commercial activities and enable complementary uses and activities, including compact residential development that will enhance the unique sense of place, the vitality and vibrancy of this area.
2.	Encourage and facilitate the regeneration of city centre sites at Ceannt Station Quarter, the Inner Harbour and at Headford Road, to include for a range of uses including higher value order commercial office space capable of accommodating a business and technology enterprise.
3.	Encourage and facilitate the development of other designated regeneration sites in the city for mixed use development appropriate to the scale and context of each site.
4.	Support the preparation of a masterplan for the regeneration of University of Galway lands and buildings at Nun's Island and the framework such a plan will give for implementation of associated URDF supported projects, subject to standard assessment requirements and environmental considerations.

6.3.2 Industrial Sector

The pattern of high value industrial employment has been mostly influenced by developments that commenced in the 80's and 90's at sites on the fringe of the city driven by IDA and Enterprise Ireland investment. These strategic employment centres are located at Dangan Business Park, Mervue Industrial and Business Park, Parkmore Business and Technology Park, Ballybrit Business Park and Briarhill Business Park. They include for a range of industries with a strong focus on the life sciences, medical technologies and internationally traded ICT services and software. They broadly require office and manufacturing type floor spaces and include a strong FDI presence and also accommodate key indigenous enterprises. There are Industrial (I) zoned lands within the city located at Briarhill, Ballybrit and Rahoon to accommodate additional demands. There is a significant balance of lands in the MASP area that straddles the City/County boundary on the IDA lands at Parkmore (38ha) and the unoccupied strategic IDA site (27ha) at Oranmore. These areas have the potential for additional employment with good opportunities for increased accommodation through expansion on undeveloped lands, densification and re-organisation. On some lands not under control of the IDA/Enterprise Ireland there are opportunities for growth in the general manufacturing and commercial trade sectors thereby adding to the opportunities for a diversity in employment types. Following recent international trends a number of large floorplate office developments supporting both FDI and indigenous development are establishing nearer the city centre on regeneration sites at Bonham Quay and Crown Square. This investment accords with the need for regeneration and are creating a stimulus for growth of similar development at these locations and the direction for greater use mix including for residential use which can support the influx of workers.

Another key opportunity site for industrial and enterprise use is the former Galway Airport site. These lands were purchased by Galway City and Galway County Council when the airport function ceased with a vision to re-use for economic purposes. This 46 ha site is identified in the NPF as a growth enabler and being located in the MASP area the Plan includes an objective to unlock the potential of the lands in the lifetime of the strategy. An analysis of this site has been undertaken by Galway County Council which includes a framework for the potential redevelopment of the site for economic benefit of the wider Galway region. The Framework will inform the preparation by both councils of a masterplan for the Airport Site in consultation with all relevant stakeholders including the NTA, TII and Irish Water. A supporting objective for this masterplan is included in the current Galway County Development Plan 2022-2028.

Policy 6.3 Industrial Sector

1. Prioritise investment and expansion in high tech manufacturing, innovation research and development at strategic key employment locations at Mervue, Parkmore, Briarhill, Ballybrit and Dangan and on the designated Regeneration and Opportunity Sites.

6.3.3 General Industry and the Advanced Manufacturing Sector

Traditional manufacturing enterprises have been in decline for a number of years in Galway. This has not been a completely negative trend as there has been an increase in the skills base in the city and upward social-economic mobility reflecting the broadening of higher value employment opportunities. There remains a need to retain lands to accommodate light industrial uses and services which are required to support the whole of the economy needs. Currently, these enterprises are particularly concentrated at Mervue, along and off the Tuam Road and the Monivea Road. These lands predominately accommodate light industry, small manufacturing and service units, small scale offices, warehousing and some bulky goods including motor showrooms. These industries are predominantly indigenous owned and operated and support entrepreneurship ventures. There is a need to protect these lands for such industrial uses which can come under threat from higher value uses and this can be done effectively through policies and land use zoning objectives. These lands will also accommodate businesses that do not fall into the categories supported by Enterprise Ireland or the IDA and will also provide opportunities for start-up indigenous businesses and the new emerging economies in the city. On some such lands in transition, where regeneration is more appropriate, such as at Sandy Road, the Council will support the re-location of the existing uses to more appropriate locations. The Harbour Enterprise Park was developed originally as an adjunct to the adjacent harbour. It has evolved in a diverse manner not exclusively with port related activities. It currently supports a number of industries, some of a heavy industrial nature, large oil storage base and the Bus Eireann garage and maintenance depot. The future of these lands will be linked to the current proposal at consent stage to significantly expand the port and emerging proposals to regenerate the inner harbour lands closer to the city centre.

6.3.4 Knowledge Economy, Technology Industries and Life Sciences

Ireland is pursuing transformation to a knowledge economy which is considered a pathway to maintain prosperity in the city. Galway is at the forefront of this trend with a strong presence of knowledge based and technology industries, a supporting skills base and collaborative and innovate third level education environment that supports skills demands, research and development. University of Galway is a host for the Insight SFI Research Centre for Data Analytics. Insight is an SFI Research Centre that supports 450 researchers across areas such as the Fundamentals of Data Science, Sensing and Actuation, Scaling Algorithms, Model Building, Multi Modal Analysis, Data Engineering and Governance, Decision Making and Trustworthy AI. Cumulatively there are over 190 technology companies including a range of start-ups in the Galway MASP area, including many leading multi-nationals with the life sciences particularly MedTech sectors represented. Their presence is an indicator of a highly skilled workforce. Complementing the strength of the knowledge industry is the Business Innovation infrastructure such as the Portershed Innovation Hub, Galway Technology Centre, ATU iHub Galway, University of Galway Business Innovation Centre which are collaborative ventures between the public sector, private sector and educational institutions in the city centre. Such hubs nurture innovation labs and business incubation in the technology and high value start up sector. These facilities have been developed using the Regional Enterprise Development Fund. In the creative and digital space an additional innovation centre CREW has also secured capital funding. Innovation growth is also being supported under the Disruptive Technologies Innovation Fund (DTIF) established under Project Ireland 2040. Galway has benefited significantly from this fund which supports research and development projects in areas such as life sciences, medical devices, ICT, artificial intelligence, manufacturing and environmental sustainability.

This strong culture in the city of application of innovative technologies creates an environment that can support Galway's transition to becoming a Smart City. A Smart City is where an ecosystem of people, devices and things communicate and collaborate. It is a city where the Internet of Things (IoT) is used to detect, analyse and share information that enables an urban area and its services to operate more efficiently, economically and to engage more effectively with citizens. Developing smart cities begins with small sized initiatives. For Galway City this includes the introduction of an electric vehicle (EV) local authority fleet with on-site fast charging, smart solar compactor bins with higher capacity and reduced collection cycles, use of intelligent transport solutions to manage transport systems, green schools initiatives where mode shift and air quality can be measured. Each initiative results in data that can progressively build on another solution and can through the use of technology measure successes and adaptations required for bigger actions. This approach is supported in the RSES where a partnership approach between the NWRA, the Western Development Commission and the Insight Centre for Data Analytics at University of Galway are working on the development of public infrastructure and regional governance structure using technological solutions that will allow all stakeholders in all of the region, including Galway City to participate in decision making and enjoy an enhanced environment. On a national level Galway City is currently a participating member of the All-Ireland Smart Cities Forum. This is a partnership which focuses on the advancement of cities cooperatively through deployment of and value generated by a Smart City programme where there are shared learnings.

Policy 6.4 Knowledge Economy, Technology Industries & Life Sciences

1. Promote a Smart City approach through the application of new innovations and digital technologies to support economic growth, citizen engagement, enhance the quality and performance of urban services and to reduce costs and consumption of resources.

6.3.5 Enterprise & Innovation Sectors

A strong economy supported by enterprise and innovation is one of the strategic outcomes of the RSES. There is a growing importance on the promotion and the development of knowledge based enterprise and support research and innovation hubs and incubation facilities within the city in association with other agencies. The University of Galway Strategic Plan "Shared Vision, Shaped by Values Strategy 2020-2025" will lead the transformational change of the city and region informed by the national policy of balanced regional development and sustainable cities as outlined in Project Ireland 2040. It aims to achieve this by sharpening the focus of teaching, research and innovation using the UN Sustainable Development Goals as a blueprint to achieve a better and more sustainable future. Implementation of the plan will take collective effort over five years to achieve goals.

Funding received under the URDF funding stream 2020 will advance plans for an additional hub, the Galway Innovation and Creativity District, a joint venture between Galway City Council and University of Galway. This will include for a riverside regeneration project at the campus and on University of Galway properties at Nun's Island and will strengthen the linkages between business, research and city living.

Emerging business models, such as social enterprises are on the increase, and are those that work primarily to improve the lives of people. Their core objective is to achieve a positive social, societal, or environmental impact. Like other businesses, social enterprises pursue their objectives by trading in goods and services on an ongoing basis. However, surpluses generated by social enterprises are re-invested into achieving their core social objectives, rather than maximising profit for their owners. They usually include work to support disadvantaged groups such as the long-term unemployed or to address issues such as food poverty, social housing, or environmental matters.

This plan recognises the value of social enterprise in the city and will facilitate and support the main objectives of the first National Social Enterprise Policy for Ireland 2019-2022 through building awareness of social enterprise, and through supporting the provision of social enterprise incubation infrastructure required for growing and strengthening social enterprise and achieving improved alignment with relevant government policy areas.

Galway City Council is involved in the delivery of a range of supports to social enterprises through initiatives such as the Social Inclusion and Community Activation Programme (SICAP), the Community Enhancement Programme, provision of subsidised enterprise space and grant aid direct to social enterprises. This plan recognises the potential of social enterprise to contribute to the development of a sustainable and circular economy and local job creation and supports the social enterprise objectives included in the LECP.

Policy 6.5 Enterprise & Innovation	
1.	Promote the development of knowledge based enterprise and support research and innovation hubs and incubation facilities within the city in association with other enterprise development agencies.
2.	Continue to support and facilitate the development of start-up enterprises for local indigenous enterprises.
3.	Recognise the value of social enterprise in the city and support the objectives of the National Social Enterprise Policy for Ireland 2019-2022 as further affirmed under the national commitment to support the Toledo Declaration.
4.	Support for the provision of social enterprise incubation infrastructure required for growing and strengthening social enterprise.
5.	Support the development of the higher institutes of education and the strong collaborative research, innovation, development and training roles that they have with industry to create innovative growth opportunities.
6.	Encourage enterprise and business to transition to a circular economy where waste and resource use is minimised and where positive environmental, economic and social impacts can be delivered.
7.	Support the harnessing of knowledge and innovation to reduce carbon footprint of enterprise in the City and create local added value and employment from the required Just transition of society

6.3.6 Office Sector

Office use includes for a broad range of activity. It can include direct services to the public such as professional, financial, business or can have more of a corporate nature and technology driven focus classed as specialist offices. With increased trends towards a knowledge based, digitised economy there is increasing overlap between these types. There are a number of locations in the city that accommodate offices. The larger technology type evolving from manufacturing models are predominantly located on the fringe business parks whereas the more general types are located in the city centre. More recent development phases of growth has reflected international and national policy direction trends for large office type businesses to establish at locations closer to and adjoining the city core.

The main focus for general office use still remains in the city centre, reflecting the prime role of this area, and the synergies that are created between retail offices and general office use and the contribution these services make to maintaining vibrancy and viability of urban space. Office uses tend to be high density workplaces and therefore the most suitable locations are in areas that have access to public transport and by active modes of travel.

The District, Neighbourhood and Local Centres are also locations where offices accommodation is supported of a nature and scale that does not detract from the primacy of the city centre and doesn't prejudice the development of a balanced mix of uses at these locations. Offices at these locations will be assessed in the context of their scale and type and relative to the size of the centre and associated neighbourhood catchment and accessibility by existing and/or proposed investment in public transport.

Large plate technology driven offices or specialist offices which have a high density of employment have capacity to develop further and expand in the business parks on lands zoned for industry and commercial/industry. Currently these office types are located at Ballybrit, Rahoon, Parkmore, Tuam Road, Monivea Road. The Plan in Chapter 10, reflecting the NPF agenda for compact growth, mixed use development and regeneration has identified a number of city centre and near city centre sites that are suitable for large scale development that can accommodate large floorplate office developments. There have been a number of major office campus developments of this type consented and are at development stage since the last Development Plan, reflecting the new trend in the location of technology office space. Interest in further large scale office development at the fringe locations will not be displaced by the city centre trends and expansion and investment by existing companies at these locations confirm their continuing long term investment in these lands and the need for the Plan to continue to accommodate the parallel development at these locations in addition to promoting regeneration sites.

In the interests of promoting the neighbourhood concept and sustainable movement patterns the location of small scale offices which provide local services such as that of GP/ dental practices are encouraged to co-locate with other local services in the area. Such uses are open to be considered also in housing areas subject to assessment of their impact on amenity and traffic considerations. Home based offices and activities will also be open for consideration, but only where their nature and scale demonstrate that they can be accommodated without detriment to the existing residential amenity.

As referenced previously it is not possible to predict how the new and evolving hybrid work models and increased digitisation will impact on the demand for office space. With more people working from home the role of the office is shifting. One of the negative consequences of remote working is the reduction in collaboration and team work, which office based enterprise offers. The current thinking from the investment and property industry is that demand for office space is likely to remain at similar levels in the medium/ long term, with occupiers likely to look at reconfiguration of existing office space, rather than reducing commercial footprints. The evolving arrangements need to be monitored over the period of the Plan to gauge the need for flexibility to respond to these shifting trends and capitalise on potential opportunities for delivering both economic and sustainable benefits.

Policy 6.6 Office Sector	
1.	Encourage a high quality of workplace environment through architectural design, layout, landscaping and facilities where these can contribute positively to the health and wellness of the workforce and to the urban landscape.
2.	Encourage innovation in the workplace through digitisation, remote & flexible work practices and support hub working.

6.3.7 Healthcare and Education Sectors

Healthcare and knowledge based services and the associated employment and economic activity are particularly important in the city and engage a significant level of the workforce. The NPF identifies good access to a range of quality education and health services, relative to settlement scale as a key strategic goal and acknowledges that it contributes to making places attractive, successful and competitive. The RSES further reflects the importance of both and with high speed broadband connection notes the potential to use modern technologies to provide virtual delivery of some services to remote areas and to increase efficiencies within the operation of these services. The MASP recognises that the healthcare and knowledge services in the city have a significant regional function. With significant targeted growth in the MASP it is anticipated that this regional function will increase and that expansion and advancement in these services will be required. This will require both enablement through land use zoning and investment in improved accessibility through implementation of the GTS measures.

Galway is the centre for regional health care services for the West Region with Galway University Hospitals (Merlin and UHG) providing a secondary, regional and supra-regional service in respect of cardiology and cancer services. Sláintecare and the HSE supported by the NDP include for a new Emergency Department (ED) at UHG and a new elective hospital within the city. This will add to the existing public hospitals and complement the services provided in the two private hospitals. Community and specialist medical services can be accommodated within district, neighbourhood and local centres and be directed to the city centre area. Primary health care centres have been identified as important in the RSES, where they are encouraged to locate near their catchment and close to existing local services.

The advantage of having three third level institutions in the city - University of Galway, ATU and GTI is reflected in the high attainment levels of education in the city, the skilled nature of the workforce and the framework available for continued training, research and collaboration with industry. In addition the presence of a large third level student population of over 26,000 in the city contributes greatly to the local economy and adds to the vibrancy of diversity in the city.

The Plan though supportive policies, land use zoning and co-ordination and integration of key pieces of infrastructure enables the further development of all healthcare and educational institutions.

Policy 6.7 Health & Education Sector

1. Support and facilitate the sustainable development of the strategic health and knowledge institutions in their primary functional roles and also where they contribute to innovation, research, training and skills development.

6.3.8 Tourism Sector

The sustainable development and promotion of a successful well managed tourism industry has been identified in the RSES as critical to the economy of the region. Galway City and County accounted for 59% of the tourist visits in 2019 for the North West region and benefits greatly both economically and from the added vitality it brings. Prior to the year impacted by the Covid-19 pandemic Galway City and County welcomed 2.7m tourist trips in 2019 (1.7m overseas and 1 million domestic trips) according to Fáilte Ireland's Survey of Overseas Travellers and the CSO's published figures on domestic travel. Success has been further reflected in achieving the status of "the fourth-best city in the world to visit in 2020" by Lonely Planet and one of the top two friendliest city in Europe" in 2020 by Condé Nast Traveller readers' Choice Awards survey. The tourism sector was described by Tourism Ireland as being in a survival stage up to 2022 and in a rebuilding stage thereafter, but where the longer term impacts of the pandemic changes in the aviation sector and the impact of the climate crisis are as of yet unknown.

Notwithstanding this it is anticipated that the city will recover its tourist trade, and has resilience owing to the significant scale of the domestic market and associated repeat visits. The distinctive cultural heritage, vibrancy, intimate urban fabric and the attraction of being a traditional seaside city have made this sector a success in the city and are key assets contributing to the re-building of this sector. The year round festival calendar is also a significant tourism product, sustaining services and ensuring year-round bed nights. Hosting the European Capital of Culture 2020, although challenged owing to the Covid-19 pandemic, still helped raise the international profile of tourism in Galway. The innovation brought about through the initiatives for outdoor dining and the framework being development nationally for the night-time economy will also enable more diversity in the city offering.

A Tourism Strategy 2020-2025 has been prepared by the City and other main stakeholders and redefined what the 'Galway' tourist experience entails and focuses on actions that can support and develop the visitor experience. The Development Plan supports this strategy and encourages and facilitates in particular sustainable tourism and the broadening initiatives with respect to culture, heritage, emerging greenways and blueway activities on the waterways.

The RSES highlights the success of the Wild Atlantic Way, stretching along the coast of the region from Donegal and extending to West Cork and the economic benefit it demonstrates for marketing Ireland as a clean, green holiday destination. In line with this Galway, as the only city along this route, is the focus for significant funding from Fáilte Ireland, to enable the enhancement and extension of the city museum which will be redeveloped and rebranded as the Atlantic Museum Galway.

The MASP has a focus on tourism also and identifies the unique environment of Galway City and its environs including the extensive coastline, urban beaches, river and lake, the waterways and the city canal system as unique tourism assets. Funding under the Destination Town Scheme, Platforms for Growth and Shared Water Facilities Scheme funding streams will further explore the potential of these areas as blueways that can support facilities for tourist activities.

In general the Council contributes to the development of tourism in the city through a variety of different synergistic measures including improving accessibility, environmental maintenance and improvements and through, the provision of recreation and amenity areas, public realm measures, protection of the natural and built heritage and the facilitation of the development of visitor activities and attractions.

Tourism covers a wide variety of different activities within the city. Many of the policies and objectives set out in this Plan will support and facilitate the development of tourism and tourism infrastructure. This includes the enabling of tourist accommodation, the general hospitality sector and specific tourist facilities. These can benefit both visitor and citizen alike and contribute to the vitality, local economy and ultimately job creation.

Policy 6.8 Tourism Sector

1.	Recognise the significant contribution that national and international tourism makes to the local economy and the vitality of the city and facilitate, in partnership with Fáilte Ireland and key stakeholders, the sustainable development of associated infrastructure, attractions, including a destination attraction of scale and events particularly where they reflect the distinctive history, culture and environment of Galway and highlight the significance of Galway as the only city on the "Wild Atlantic Way" and as a gateway to the Northern and Western Region.
2.	Encourage the continuing diversification in the tourism offer in the city in conjunction with Fáilte Ireland in particular through the development of greenways, blueways and connections with the evolving network of walking trails and promote opportunities in all activities and facilities that contribute to decarbonisation

3.	Protect the distinctive built and natural heritage of the city and seek to maintain and implement improvements in the public realm that will sustain the attraction of the urban environment for visitors and citizens alike and will increase opportunities for the use of outdoor space and support events and gatherings.
4.	Work in partnership with Fáilte Ireland and key stakeholders to support the hospitality sector and promote tourism related facilities including a sustainable range of tourism accommodation.
5.	Support the preparation and development of a Galway Tourism brand and maximise on the legacy of the designation as Galway as European Capital of Culture 2020.
6.	Support the city as a destination city and support adoption of the VICE model for Destination management to ensure Sustainable Tourism which considers the interaction between Visitors, the Industry that serves them, the Community that hosts them and their collective impact on, and response to the Environment.
7.	Support the preparation and implementation of the forthcoming Regional Tourism Strategies and the continued collaboration with Fáilte Ireland and tourism stakeholders to ensure successful implementation and delivery of these tourism plans.
8.	Support the promotion of Business Tourism to actively develop Galway as an events location with the appropriate infrastructure to attract international conferences, sporting, cultural and commercial events.
9.	Encourage and support investment in digital technology in the tourism sector, with a particular focus on sectors such as visitor attractions and activities with low digital presence and/or integration.

6.3.9 Marine Sector & Renewable Energy

Galway has a strong maritime culture and tradition, being located in an area with a long trading history. The marine sector, while already an important sector for Galway City and County given its location and accessibility to the wider ocean, has great potential to expand and tap into the broader global marine market, including for seafood, tourism, renewable ocean energy and application for health and technologies. The marine area also has considerable amenity benefits ranging from unique ecology and habitat, beaches, open space, greenways, blueways and the support for water based leisure and recreational activities.

In line with the requirements of EU Directive on marine spatial planning, the National Marine Planning Framework (NMPF) 2021 was approved with supporting legislation drafted to regulate the maritime area. The NMPF provides the national framework for marine-based human activities and outlines the government's 20 year vision, objectives and marine planning policies for each marine activity, balanced with the need to protect the environment. The Framework gives direction to decision makers (including the local authority), users and stakeholders towards strategic, plan-led, efficient and more sustainable use of national marine resources.

In the city the main focus of maritime economic activity is at the Port of Galway, a port classified in national port policy as a port of Regional Significance (Tier 3). The port and associated lands support shipping and marine transport. Goods imported mainly include petroleum products, bitumen and steel and intermittently large scale project related cargo such as wind turbines, while exports include limestone and recyclable metals. The main marine transport service is the passenger ferry operating from the port which services the strong tourism trade on the Aran Islands. The associated enterprise lands support a number of enterprises including port linked activities and offers storage space for shipping cargo. Leisure and tourism is supported thorough the facilitation of local sea based activities, a 40 berth pontoon marina and intermittent visits from international cruise liners.

As the port capacity is extremely constrained and facilities deemed inadequate for developing the business to a modern international standard the port currently have proposals with An Bord Pleanála for a significantly scaled extension to the harbour area. The proposals for re-development and extension includes for reclamation of 27 hectares, construction of commercial quays deep-water port facilities, provision of marina and aqua sport facilities. This project is supported in the Plan as it is considered to have potential to contribute to marine enterprise and employment, the capacity to boost tourism and also provide for additional public realm with capacity for hosting large events. The benefit to the city also is that with re-location of activities further off shore it will enable the re-development of the designated regeneration site at the inner harbour, as outlined in Chapter 10 to provide for a new and compact, mixed use quarter on the waterfront and adjacent to the city centre.

The Galway MASP area is advantaged in having the Marine Institute, a national state agency located within the MASP area at Oranmore. It is key in safeguarding national marine heritage through research and environmental monitoring and contributes to informing national policy. It also supports marine research, technology development and innovation which both supports the industry and leverages interest in new marine related enterprises while also linking collaboratively on projects with ATU and University of Galway (e.g. SEMRU Socio-Economic Marine Research Unit).

The NPF includes for an objective to support the sustainable growth, development and continued investment in the maritime economy. The RSES supports the Port of Galway and the expansion proposals and sees this project as a key strategic priority for the region that will enable further investment in the maritime economy, tourism and connectivity, all of which are perceived to have both city and regional benefit. In view of the poor connectivity within the Northern and Western region relative to other regions the RSES supports examination of the feasibility of the designation of Galway Port as an EU TEN-T so that it can be integrated into and link with the Europe-wide transport network. The MASP also recognises that the planned improvements of Galway Harbour facilities can strengthen the NPF ambition for Galway to be a strong regional city and improve competitiveness.

The marine environment has also been identified as a potential driver to significantly reduce greenhouse gas emissions and accelerate the move to cleaner energy in line with national policy. The RSES identifies the huge potential for growth in renewables as part of the growth ambition for the economy and employment in the region. In particular it identifies off-shore wind energy as a considerable resource to be explored and the need for adequate provision of land based infrastructure and services. This reflects the aims of The Offshore Renewable Energy Development Plan (OREDP) which identifies the opportunities for off-shore wind and ocean energy and the potential for creating jobs in the green economy. As the western seaboard and the North Atlantic is likely to be a key strategic zone for the testing, installation, and continued expansion in the area of marine renewables the Port of Galway is ideally placed to tap into these emerging marine enterprises associated with the sustainable energy sector and the offshore renewable energy sector.

The National Marine Planning Framework (NMPF) includes an objective to identify the potential for ports to contribute to off shore renewable energy and for relevant, plans and policies related to the identified port to encourage development in such a way as to facilitate offshore energy and related supply chain activity. In this regard the current plan supports this type of enabling development at the Port of Galway subject to all proposals being rigorously assessed to ensure compliance with environmental standards, amenity and visual requirements and all other requirements that minimise the impact on the marine environment, marine ecology and other maritime users. Supporting this activity can bring substantial socioeconomic benefits including employment and income opportunities, transferable technology and skills development and opportunities for a just transition to green jobs with potential to replace those currently related to fossil fuel imports.

Policy 6.9 Marine Sector & Renewable Energy

1.	Promote, encourage and facilitate the sustainable growth and competitiveness of enterprise activities associated with the ocean and coastal economy including transport, trade, fishing, aquaculture, research, marine industries, renewable energy, tourism and leisure.
2.	Support the migration of industrial uses from the inner harbour area to suitable locations to enable regeneration of the inner harbour area in line with national and regional objectives.
3.	Support offshore industries, particularly wind energy which will contribute to a low carbon economy and generate employment.
4.	Support the sustainable re-development and extension of the Port of Galway and the diversification and expansion of activities subject to environmental, visual, economic viability and transportation considerations. in line with the National Marine Planning Framework (NMPF) 2021, and any successor thereof, or any emerging national ports strategies.

6.3.10 Creative Economy & Gastronomy Sectors

Galway is home to a strong, vibrant creative economy, recognised at national and regional level. These can be broadly classified into *culture* which includes the performing arts, publishing, and education, *creative* which includes media design, lens-based content including gaming and audio-visual, software and app development, research and development, and *craft* which includes traditional craft, print, electronic and other manufacturing. Recent research by the Western Development Commission indicates that prior to COVID-19 pandemic this sector was growing fast and increased employment by 44% between the years of 2013-2018, with an estimated value of almost half a billion in 2018. In the city the strongest area of growth recorded related to the creative area, mainly in relation to software and app development. However it is also here in the city where 70% of the west region's cultural enterprises are located.

The cultural presence of the Druid Theatre Company and the Galway International Arts Festival, the accolade of city's designation as a UNESCO City of Film and the European Capital of Culture 2020, the high calibre craft industry and media and design development all contribute to the diverse creative ecosystem in the city.

The benefit that the city accrues from this vibrant creative, arts and culture scene is broader than simply employment and sales. The culmination of the creative activities in the city spurs innovation across all of the economy and contributes to numerous other positive impacts ranging from tourism, education to health and well-being. It is also identified as an area that can strengthen and diversify the development of a night-time economy. This cultural ecosystem adds to the vibrancy of the city all year round and increases the attractiveness of the city as a place to live, work and visit.

There is a need to provide continued tangible support for the development of the creative economy, this includes support for the delivery of infrastructure, innovation hubs, facilitation of events space through the implementation of the Public Realm Strategy and encouragement of additional dedicated cultural and creative opportunities within the planning for regeneration areas.

This food industry in Galway also plays a role in the economy of the city. Of particular interest are the speciality and artisan foods sector and those that are associated with the hospitality sector. The Galway Market at Church Lane, the seasonal Christmas market, occasional neighbourhood farmer markets at other locations including Woodquay and Fishmarket and recent expansion of outdoor dining all expand on the potential for growth and diversity in this sector. These initiatives build on the award to Galway as a European Region of Gastronomy in 2018 and previous Galway Food Festivals in terms of the benefit they can bring to the local economy.

The Plan through policies and objectives support the development of this sector and encourage further development of the expanding food and beverage sector onto regeneration sites and accommodation of outdoor markets and dining through improvements and facilitating investment in the public realm. The Council also supports initiatives by Fáilte Ireland such as food trails to build on the reputation of the city for high quality produce and also for better integration of the gastronomy sector into the night time economy.

Policy 6.10 Creative Economy & Gastronomy Sectors	
1.	Promote the city as a hub for the Creative Economy, building on the distinctive culture, arts, and creative legacy in the city, specifically including UNESCO City of Film designation, and recognising the particular value of these activities in the economy of the city and the importance of this economy to the region as identified in the RSES and by the Western Development Commission.
2.	Recognise the importance that recreation and amenity facilities, natural and built heritage, public realm and arts and cultural infrastructure are to maintaining the competitiveness of the city and continue to maintain and develop these assets through implementation of local plans and strategies including the public realm strategy.
3.	Enable the development of gastronomy as a sustainable enterprise, supporting SME's, producers, food entrepreneurs, hospitality sector, tourism and the associated development of infrastructure, marketing and events that will strengthen the distinctive brand of Galway City and County and extend the legacy from the designation of *Galway as a European Region of Gastronomy in 2018.*

Part 2: Retail Strategy

6.4 Context

Retail is Ireland's largest indigenous industry, employing almost 300,000 people and accounting for 23% of the State's tax revenue[1]. It supports many more jobs throughout the supply chain and unlike many other sectors, retail jobs are evenly spread across every city, town and village in the country and therefore key to contributing to the vibrancy and vitality and prosperity of settlements.

In Galway, the significance of retailing as a contributor to the commercial life of the city is much in evidence as is the essential support it gives to the economic, social and cultural life of the city. It is a key element in maintaining the attractiveness of the city, in particular the city centre and also a benchmark in maintaining the competitiveness of Galway City in relation to other Irish cities. Retailing also contributes to the visitor experience of the city and consequently to the local economy.

The importance of this sector is reflected in national and regional planning policy which seeks to ensure that that existing and new retail accords with proper planning and sustainable principles. The RSES in particular recognises the critical role that the retail sector has in supporting the vibrancy and vitality of the key centres within the region. The RSES acknowledges the current challenges in the sector and includes for policy objectives that can support and grow retailing, including the adoption of the sequential growth approach, encouragement of regeneration and mix of uses, investment in placemaking and provision of links with public transport corridors. The MASP identifies the hierarchy of retail centres and places particular emphasis on protecting and enhancing the city centre. It considers that Galway City, in particular the city centre functions as the most important shopping area within the county. The importance of this sector is further reflected in the RSES objective to support the city as the primary centre identified for growth in the region.

The national guidelines, the *Retail Planning Guidelines (2012)* takes the approach that a strong and competitive retail sector demands a proactive approach in planning for retail space. This it is considered will promote vitality and viability in the city centre and other retail areas. It will also support choice and competition to the consumer's benefit and give appropriate direction for expansion in floor space for all types of retailing. In addition, the guidelines require the wider policy context to be taken into account including the settlement hierarchy, smarter travel plans, climate action, architecture and urban design quality.

The *Retail Planning Guidelines (2012)* also recommend that for certain authorities, the undertaking of a joint retail strategy where broader catchment areas are involved, will benefit an understanding of retail activity and planning sustainably for such demand. Galway City and Galway County Council are designated as authorities that would benefit from a joint approach. This joint assessment is currently scheduled to commence when a clearer perspective on the functioning of the retail sector is available and when it is anticipated a reduction in Covid-19 pandemic restrictions will allow for footfall and shopper surveys. It is anticipated that when completed, the outcome of the analysis and conclusions can be assessed against policies in both plans and any changes required can be incorporated into the respective development plans.

1. https://www2.deloitte.com/ie/en/pages/finance/articles/retail-domestic-market-review

In the interim the Plan has considered the Core Strategy and settlement strategies of both the City and the County Development Plans. It has assumed that the main settlements identified in the Galway County Development Plan 2022-2028 will have supporting scales and type of services for their size so that unnecessary leakage of spend into the city will be curtailed. It has also considered the levels of retail floor space that has been built since the last plan, extant permissions and current proposals in the planning process for the city.

Retail Trends

The retail sector has been a vital part in the Irish recovery since the global financial crisis more than 10 years ago. It currently generates sales in excess of €30 billion each year, accounting for approximately 12% of Ireland's Gross Domestic Product (GDP)[2]. However despite this, the value of retail sales remains 13% below pre-economic crash levels. Retail/ IBEC attributes this to significant and fundamental disruption in the industry, not only relating to the increase in online sales but to a transformation caused by a combination of increased competition, changing consumer behaviours, increasing customer expectations, accelerating technology innovation and more volatile consumer sentiment. These trends will require retailers to adapt, invest and engage differently to retain existing customers and attract new ones. Shops will have to offer more than a space to display and warehouse their products and will require an increasing focus on creating destination stores supported by attractive public areas that host other uses which add to dwell time and experience.

This evolution of shopping in town centres from a functional activity to an experience for customers broadens the remit of retail planning policies to include for other associated factors and the need to ensure the attraction of place. This requires encouragement for a mix of complementary non-retail uses such as food and beverage offers, culture, recreation, leisure uses and for enhancement of the public realm and enablement of an all year round calendar of events. It also includes linked investment in transport measures that ensure ease of access, especially sustainable modes. Pursuance of residential use delivered through compact growth policies on regeneration sites will also be beneficial for retailing. It has capacity to create new communities with ease of access to shopping thereby expanding the customer base while contributing to both vibrancy and vitality-levels of passive surveillance and safety that in turn can contribute to enabling a healthy night-time economy to flourish.

2. https://www.ibec.ie/connect-and-learn/industries/retail-and-tourism/retail-ireland

Galway City Retail Trends

The Covid-19 pandemic exacerbated concerns in the retail sector owing to the lengthy closures of non-essential retailers and social distancing requirements for those allowed to remain open. It greatly impacted the level of footfall in the retail centres in the city. This was reflected in the significant reduction in patronage by the resident population coupled by a significant reduction in daytime workers, students and tourists. Despite the relaxation of Covid-19 pandemic restrictions the longer term impact of the pandemic and the acceleration of changes in the sector may not be apparent in shopping patterns for some time to come. The most recent GeoView 2021 Q.2[3] confirms already however that after re-opening, the majority of counties experienced an increase in commercial vacancies. In the city, total retail is recorded in the Geodirectory data as constituting 20.9% of the total commercial units. In 2021 Q.2 the national average level of vacancy rate in commercial properties was recorded to be at 13.6%, while the city recorded a rate of total commercial vacancy of 17.6% for this period.

The distribution of retail in the city as recorded in the Geodirectory is shown in figure 6.3. The interval since the adoption of the last Development Plan has seen a large amount of convenience floor space delivered in the city. A review of retail floor space construction up to September 2021 reveals that this is mostly of the discount variety and amounts to an increase of 3,050m^2 net floor space distributed mainly in suburban locations. A significant level of comparison floor space 7,482m^2 net has also been delivered, mostly concentrated in the city centre and Knocknacarra District Centre, while a change in retailing from comparison to convenience reduced existing net comparison by 1,069m^2.

As of September 2021 there are extant permissions for 2,356m^2 of convenience floor space and 4,240m^2 for comparison. Notable also is the significant quantum of convenience floor space 2,988m^2 and comparison floor space 18,442m^2 which is included in applications currently in the planning process. The majority of this proposed floor space is located in the Core City Shopping area and awaits decisions from An Bord Pleanála.

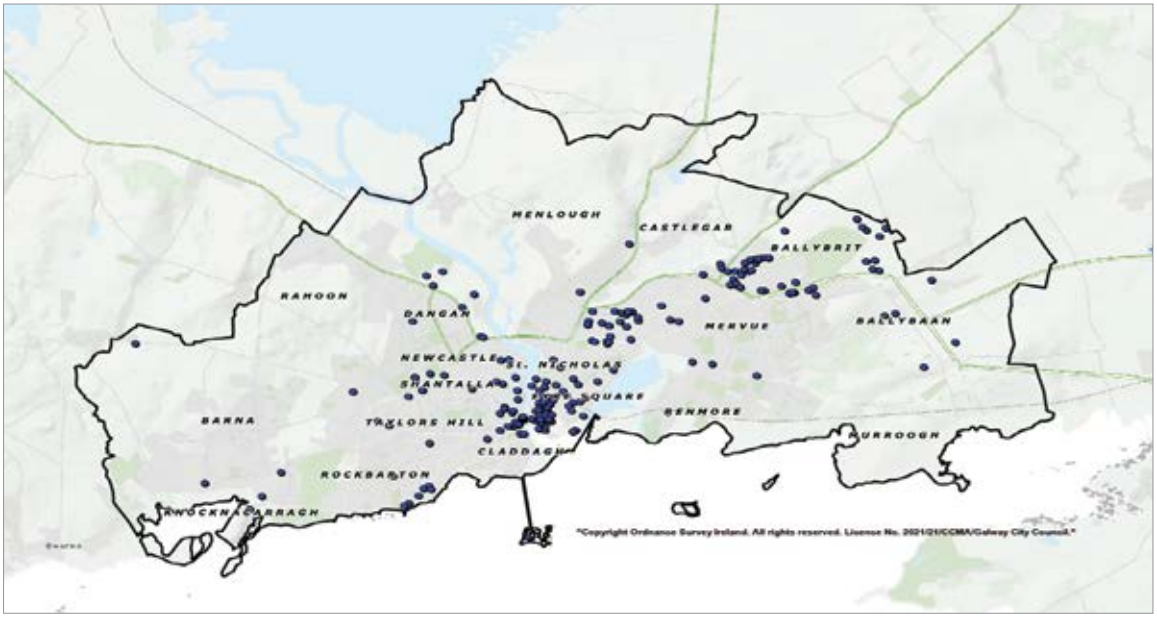


Figure 6.3 Galway City Distribution of Main Concentration of Retail Activity
Source: Geo DirectoryNACE Codes (2020)

3. GeoView - https://www.geodirectory.ie

6.5 Retail Hierarchy

The RSES and the Galway MASP include support for the continued expansion and enhancement of retail development within the city, acknowledging in particular the significant retail function of the city centre and the catchment it has within the county and region. The MASP supports a retail hierarchy of centres within the city, which is a key requirement of the *Retail Planning Guidelines (2012)* to give direction on retail policy. In particular this hierarchy will inform the role and importance of the retail centres and it is the basis for determining the appropriate scale and type of retail activity at specific locations. The classification on the retail hierarchy reflects the retail functions of each centre and integrates with and supports the settlement strategy in the Plan. In view of the requirement of the *Retail Planning Guidelines (2012)* to have a joint strategy for the city and county, the retail hierarchy in Table 6.1 reflects the allocated level on the hierarchy for the settlements within the County as provided for in the settlement strategy and retail hierarchy of the Galway County Council Development Plan 2023-2029.

Table 6.1 Galway City and County Retail Hierarchy

Hierarchy Level	Type of Centre	Location
Level 1	Metropolitan Centre	Galway City Centre
Level 2	Town Centre	Tuam, Athenry, Loughrea, Ballinasloe, Gort
Level 3	District Centre	Doughiska, Knocknacarra, Westside
Level 3	District Centre (Planned)	Ardaun LAP
Level 3	Small Town Centres in Metropolitan Area	Oranmore, Claregalway, Barna.
Level 4	Small towns centres outside Metropolitan area	Clifden, Moycullen, Oughterard.
Level 5	Neighbourhood Centre	Includes Salthill, Renmore Knocknacarra (Shangort), Doughiska (Doughiska Rd.) Road), Roscam; Mervue, Castlegar, Ballinfoile.
Level 5	Neighbourhood	Lower tier village settlements in the county
Level 6	Local Shops	Corner/Local shops the city and county.

Metropolitan Centre - Galway City Centre

Galway City centre is the principle retail area within the Galway MASP. It has a substantial catchment that extends out to the county and the wider region. The buoyancy of retailing in the city is not only sustained by this catchment but also the strong tourism market, the significant non-resident daytime workforce and the seasonal influx of third level students. This is in evidence in the range of goods and services on offer in the city centre which is sustained all year round and cumulatively contributes to the vibrancy and vitality of the city centre.

The 'core shopping area' is required to be defined for the purposes of the retail strategy in accordance with the *Retail Planning Guidelines (2012)*. This area as shown in Figure 6.4 includes the area zoned specifically for city centre purposes and also includes the commercially zoned and operating area extending to part of the Headford Road, south of the Bodkin junction. These lands include the existing built up area of the city centre, the existing established shopping area at the Headford Road, and a number of substantial brownfield sites that can accommodate the demand for the expansion in retail development in conjunction with the development of other land uses. Within this area there is already a significant amount of high order comparison retailing and specialist services that are not available elsewhere in the County. This attraction and market dominance reflects the current status of the city and the potential of the city to grow to a scale as intended for in the NPF/RSES.

The retail strategy for this plan is to direct major expansion in retail development into the city centre, in particular that of a high order comparison nature and to reinforce the function of the city centre as the hub of public life in Galway. It is considered that the success of expansion of retail services will be strengthened where it is delivered in tandem with, a diversity of uses, new neighbourhoods and an expansion of public spaces arranged in a consolidated and compact format and framed in high quality design.

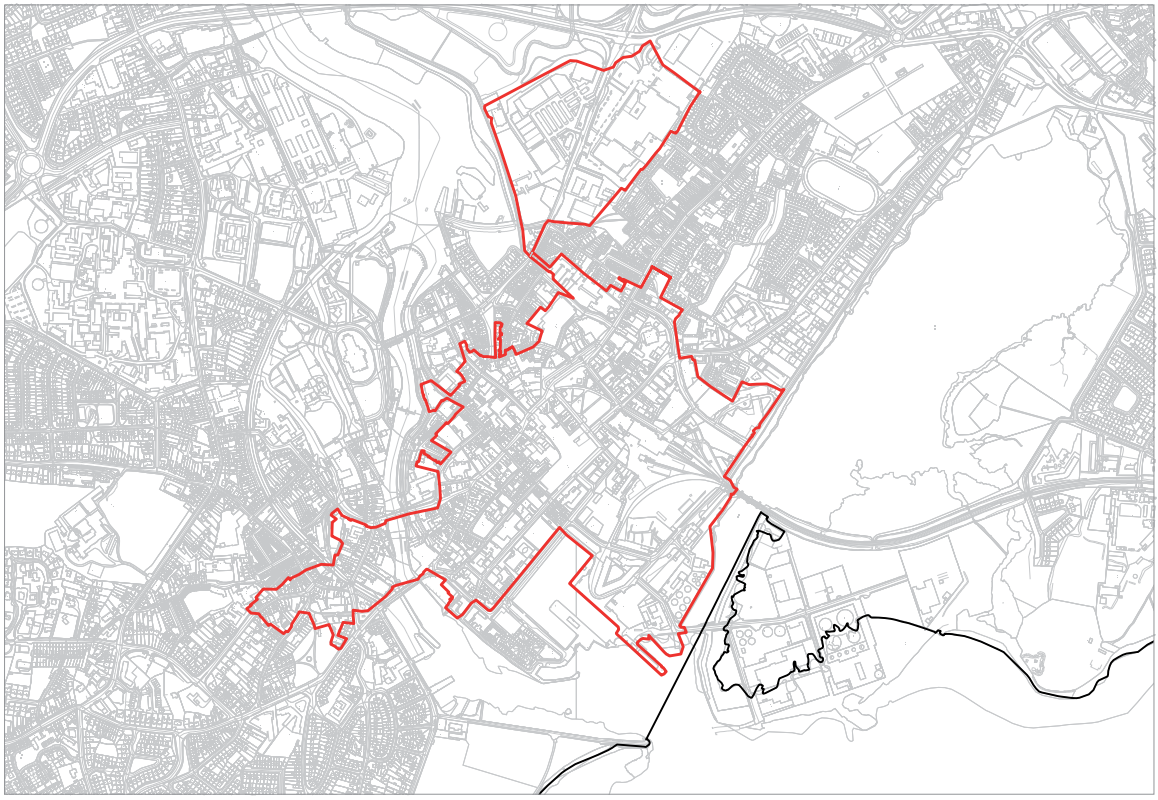


Figure 6.4 Core Shopping Area

This approach reflects the success of modern retail formats where the development of the sector operates in a broader economic context, with a mix of complementary uses and activities where shoppers have easy access and an experience of a good quality urban environment. Galway City centre has much to offer in this regard with a high quality built and natural environment, a range of other uses, good leisure and recreational opportunities, cultural experiences and an all year round calendar of events. However the city will need to expand and diversify the retail offering to remain competitive, service the ambitious population growth targets, and to provide for the associated employment needs. Appropriately focused planning policies can facilitate this through a plan-led approach and can, as is required under the *Retail Planning Guidelines (2012)*, do this in particular through activating the potential redevelopment opportunities as exist in the city core.

The historic core of the city currently affords few opportunities to meet the demands for large modern floorplates but the adjoining designated regeneration sites at Ceannt Quarter and the Inner Harbour and to a lesser extent the Eyre Square East site can provide a seamless link from the intimate street network of the core onto these larger scaled brownfield sites. These brownfield sites have significant capacity to support a more diverse retail offering in a mixed use context. They have a scale and location that can also support a critical mass of housing and modern office developments. They also have a capacity to create new public realm and expanded civic and cultural spaces. Some of these elements are emerging in schemes that are currently under construction, included in extant permissions and included for in emerging proposals. If delivered these will make a significant contribution to the viability and vitality of the city centre, the competitiveness of the Galway MASP and the creation of new neighbourhoods.

The Headford Road LAP area is an additional designated regeneration site which is located in the defined core shopping area. It currently includes a significant level of comparison and convenience retail floor space, set in expanses of surface car parking. These are mainly accommodated in a 1970's shopping centre and an adjoining retail park. In form and layout this area lacks cohesion, a sense of place, good linkages and failure to take advantage of the adjacent natural heritage assets, which include the River Corrib and Terryland Forest Park. These areas could benefit greatly from an improved urban structure, modernisation, quality design, a greater mix of uses, better linkage and integration with the finer grained street network in the historic core and a significant upgrade to the public realm.

There has been a number of historical and extant grants of permission for retail floor space which include for elements of this rejuvenation and also include for residential uses in the mix. In addition, recent Land Development Agency (LDA) interest in developing part of these lands for housing, is welcome and has potential to contribute to delivering a new mixed use neighbourhood at this location.

As indicated previously commercial vacancies are higher in the city than that experienced nationally. Those relating to retail are pocketed throughout the city. Some vacancies reflect the recent collapse of UK Arcadia Group and Debenhams, other reflect traders that have suffered from extended Covid-19 pandemic closures. It is considered that with time these units will become re-occupied. In general existing retail has potential to benefit from the economic lift that expansion of development onto the regeneration sites will bring. This would include the potential patronage from new residential communities and new workers. These businesses will also benefit from the planned public investments including that in sustainable transport and the public realm.

There is also a trend for a number of existing retail units with small floorplates to be replaced by leisure uses such as restaurants and cafes. Where appropriate, particularly in the secondary streets, these uses can add to the vibrancy and experience of the traditional 'bricks and mortar' shopping and help conserve and re-use many of the historic buildings. These streets and their adaptable uses have also proven the potential of the outdoor economy during the Covid-19 pandemic restrictions with outdoor seating, entertainment and markets. With appropriate controls and management these uses, generally relating to the hospitality sector, have the ability to further activate streets and add to the attraction of the city centre as a destination.

In parallel with polices that will protect and promote the city centre as the primary retail area in the Galway MASP, the plan includes for other strategies that will enable the city centre to sustainably develop as a safe, attractive and walkable environment. The Galway Transport Strategy (GTS) includes for a number of projects that will improve accessibility and the quality of the city centre environment by reducing car traffic, improving walkability, cycle access, and deliver improved journey times for buses. The implementation of the Galway City Public Realm Strategy in conjunction with the GTS projects is supported by commitments under the Urban Regeneration & Development Fund (URDF) and the NDP and will be transformative for the city. These projects will improve the streets and public spaces, create new spaces, redress the balance in favour of pedestrians and cyclists over vehicular traffic and create a high quality accessible public realm.

The regeneration areas are considered the priority areas for development in the city for retail, service retail and suitable types of commercial offices. This mix of development in conjunction with the development plan requirements to deliver residential floor space concurrent with commercial floor space will consolidate, affirm and protect the prime role of retailing in the city centre.

Level 2: Important Towns – County towns

The Galway County Development Plan 2022-2028 includes for a retail hierarchy and a settlement hierarchy for the county area. The importance of the five main towns in the County ensure that these are given a high level of importance which when expressed in terms of the joint assessment are at Level 2. The aim in this regard in the County Plan is to "*actively promote a hierarchy of retail functions in the County that complements the settlement hierarchy of this plan and there will be a general presumption against out of town retail development.*"

Level 3: Districts Centres

This level includes the three existing and the one planned district centres. In general, district centres function to provide a range of services characterised by large multiple anchors with a mix of convenience and comparison goods. In addition there is generally a range of smaller local services including local offices, restaurants, recreational and community facilities. District centres are generally of a scale and nature that serve the local catchment and their day to day needs and tie in with the settlement strategy and other objectives in the Core Strategy. Two of these centres, Doughiska on the east and Knocknacarra on the west are located in the more recently developed suburbs. Westside is located in the more established inner western suburbs. Doughiska and Knocknacarra have experienced major growth in population in recent years and have a clear need for the benefit of retail, service retail and community facilities.

The settlement strategy for Knocknacarra is to allow development to reach anticipated growing levels of population through consolidation of existing zoned lands. The aspiration for the balance of lands within the Knocknacarra District Centre, mostly to the south, is to function more as an 'urban village' type centre than a single use shopping centre and to service the exiting and targeted scale of population. It is anticipated that the extensive balance of remaining lands will benefit from an overall masterplan and deliver a good mix of uses that complement the current large floorplate retail uses on phase 1 at the northern side. In this regard complementary uses include uses for local retail services, social and community services, recreation, culture and leisure uses integrated with a critical mass of residential use. A Masterplan Framework for these lands will provide for a layout that can demonstrate distribution of uses, civic and amenity spaces and integration with existing development and amenities. With adjacency of local schools and parklands, greenway linkages and imminent investment under the GTS in sustainable transport, this area of Knocknacarra District Centre is well placed to contribute to the concept of the 15-minute neighbourhood.

The area known as Westside is more established than the other two existing district centres. It has a legacy of mainly convenience floor space, with a range of local and community services and good adjacency to a number of well-developed parklands. It exhibits an area in transition from older more industrial type uses to a gradual delivery of more diversified services and facilities which can serve the local community including Shantalla, Corrib Park, Newcastle and Taylors Hill and the large workforce and students at UHG and University of Galway. It is anticipated that new developments in this area will deliver both commercial, community and residential developments in a compact, attractive format. In design, renewal will be required to rehabilitate the public realm, be of a high architectural quality, encourage and facilitate active modes and passive surveillance when combined will enable transformation of the area to become an attractive and vibrant place. This area has benefited from investment in recreation facilities, access upgrades including bus lanes and cycle lanes and the designation of the main access road, Seamus Quirke Road as suitable for a rapid transit bus route. This investment will be beneficial especially on the larger opportunity sites which form part of the district centre.

Doughiska is the most recent suburban development in Galway and grew rapidly from the early 2000's during an unprecedented growth in the city and economy. It is smaller in scale than Knocknacarra and Westside but still has potential for consolidation on undeveloped residentially developed lands. The district centre at Doughiska developed in parallel with the population growth and is supplemented by a neighbourhood centre and local shops. Doughiska District Centre takes the form of a medium sized shopping centre with a national multiple as an anchor, supporting convenience, mixed with comparison goods. The district centre also includes for small comparison units, a number of local services and restaurants. It has potential on the remaining lands for expansion to broaden the mix and potentially include for some residential uses also. Although located adjoining a main junction and with limited permeability opportunities, it benefits from a high frequency bus service and will also benefit from additional planned investments in sustainable transport modes in the area.

Ardaun is included in the Core Strategy as a future settlement area that can accommodate up to 5,386 persons during the plan period and an additional 7,235 persons in the longer time frame. It is classified as being designated as a Level 3 planned District Centre on the retail hierarchy. It has the benefit of a Local Area Plan (2018-2024) and is designated as a future settlement area that will cater for a significant population and also function as a business district that will attract a broad worker catchment. The vision for this area is to have a distinctive mixed use urban village that is design led, compact and walkable. It is anticipated that the village centre will support a range of services including retail, to support the neighbourhood population and also to cater for some of the immediate needs generated by the significant commuting population working nearby and the anticipated workforce that the area will attract. For these reasons it is designated as a location that can support a district centre in the future which will be required to adhere to the framework provided in the LAP - Ardaun Urban Design Strategy. The area has been subject to an Area Based Transport Assessment (ABTA) which recommended access improvements. Required improvements to deliver these upgrades and sustainable transport measures are being advanced through funding allocated under the URDF supports. These works, in addition to planned investment in public transport linkages and active transport modes in the area will help create a successful district centre at this location.

Level 3 Small Town Centre – MASP Area

The Galway County Development Plan 2022-2028 includes for the retail function of these towns to be considered in the context of the settlement strategy for the County area of the MASP and to function as '*the main focus for new retail developments in line with population targets*.'

Level 4: Small Towns – Small County Settlements

The Galway County Development Plan 2022-2028 similarly includes for the retail function of these towns to be considered in the context of the settlement strategy for the county area and has an objective- '*To protect and strengthen the economic diversity of the Small Growth Towns enabling them to preform important retail services amenity residential and community functions for the local population and rural hinterlands.'*

Level 5: Neighbourhood Centre

The *Retail Planning Guidelines (2012)* describes neighbourhood centres as providing shopping at a local level. Typically the provision in neighbourhood centres is primarily convenience goods retailing. Many include some local services such as pharmacies, hairdressers and dry cleaners. Neighbourhood centres perform important functions in supporting communities as they are normally very accessible. They provide for 'top up shopping' for the immediate catchment and in addition to providing a service they also play a broader role in fostering community spirit. They are particularly important for providing a service that is not dependant on car access and are capable of being reached on foot or by cycling within 10-15 minutes. The benefits and value of neighbourhood centres and local shops gained new appreciation during the Covid-19 pandemic restrictions on movement. The continuation of this increased patronage should be encouraged and can be enhanced through appropriate direction of public investment in amenities, improved permeability and sustainable transport modes and through the encouragement of a good mix and design quality in any new developments in the neighbourhood centres.

There are a number of existing developed pockets of commercial activities in the city that function as neighbourhood centres such as commercial hubs on the Dublin Road; Remore; Joyce's Knocknacarra; Salthill Village; Doughiska Road; Roscam; Castlegar commercial centre; Ballinfoile (Tornóg); and emerging sites such as that under construction on the Crown Square, Mervue. It is policy to facilitate the development of new neighbourhood centres and also to allow for expansion in existing neighbourhood centres where it can be demonstrated that there is a deficit of services or where significant population is planned for in accordance with the Core Strategy. It is important also that where these already exist and serve a local catchment that they are safeguarded for these purposes through policies and the development management process.

Level 6: Local Shopping – Villages; Residential Neighbourhoods in the City

This level of provision is the most basic level and consists mainly of a mixture of corner and parade shopping in suburban areas and village stores in small rural settlements. They perform an important function at local level providing day-to-day food needs and services to local communities. It is important to encourage these types of developments and safeguard existing ones in view of their contribution to sustaining neighbourhood and village life and because they afford convenience, access by sustainable modes and contribute to community resilience.

6.6 Retail Warehousing/Bulky Goods

Bulky goods by definition require access by car and when located in a grouped fashion with communal car parking are termed retail parks. In Galway City there are a number of areas where bulky goods retailing is accommodated such as Liosbán, Briarhill, Headford Road, some areas adjoining the Tuam Road, some areas on the Seamus Quirke Road and at Wellpark. Many have evolved in conjunction with industrial areas, business parks, motor sales outlets and areas in transition, in a piecemeal fashion in environments of poor urban quality, designed mainly for car borne customers.

There has been some additional provision delivered since 2017. On review of existing zoned provision, vacant floor space, extant permissions and likely turnovers, it is not considered necessary at this time to specifically designate any additional lands, other than what exists for such uses. This will be reviewed following preparation of the quantitative analysis and review of additional floor space requirements as part of the joint retail study.

It is important that the range of retailing in retail parks and bulk goods outlets are restricted to goods of a bulky nature. This is in order to protect the vitality, vibrancy and viability of the core city centre area and other appropriately designated centres. The *Retail Planning Guidelines (2012)* do recognise that there are formats that include ancillary items associated with otherwise bulky goods, but recommend that these are limited to sales space of not more than 20% of the total net retail floorspace of the relevant retail unit.

6.7 Need and Location of Future Retail Floorspace

The *Retail Planning Guidelines (2012)* recommend that development plans should include as part of their retail strategy, a broad assessment of the requirement for additional retail floorspace over the period of the strategy, in this case up to the beginning of 2029. As referenced previously the broader retail strategy exercise to be carried out in conjunction with Galway County Council will set out the need for additional retail floorspace for comparison and convenience goods, taking into consideration the existing floor space, existing and emerging trends in retailing and based on the policy objectives in the MASP and the associated target population.

In general, future retail floorspace should be distributed in line with national guidance and RSES direction to adopt the sequential approach. Currently for the MASP area, the overall preferred location for large scale, new retail development is in the city centre and the designated district centres. The County settlements in the MASP as indicated in the Galway County Development Plan 2022-2028 are designated to provide for new retail developments in line with the demands of their population targets. This direction to adopt the sequential approach is emphasised in the *Retail Planning Guidelines (2012)* as key to enhancing vitality and viability of city and towns and described as an overarching objective in retail planning.

Proposals in the city for new, adapted or extended developments that could result in a scale of development that is likely to have a significant impact on the role and function of the designated retail centres will only be considered for where it has been demonstrated to the satisfaction of the City Council that there are no sites or potential sites or vacant sites within the city centre or designated district centres before an edge-of-centre or out of centre site will be considered. This accords also with the NPF agenda for compact growth.

It is considered that the estimates for additional floor space when arrived at will be treated as the broad guideline for the additional quantum of retail floor space needed over the period of the plan. It would not be appropriate to use these estimates of projected floor space requirements in a very prescriptive manner. Trends in the economy, global market, e-commerce, and nuances in the property market, new formats and vacancy levels will all influence the functioning of the retail market. In addition the need for Galway to grow as a competitive NPF regional city of scale, the need to achieve equitable distribution of retailing opportunities and achieve a good geographical spread, sensitive to catchment profiles and accessible to public transport will also be factors to consider. Notwithstanding this, the projections will be used as a general measure of likely demand and consequently assessed in the context of the provision made for retailing and the associated quantum of lands zoned.

As recommended in the *Retail Planning Guidelines (2012)* the Council will include for the monitoring of retail trends including for scale, nature and spatial distribution in the context of the overall retail strategy, the settlement strategy and policies on sustainable neighbourhoods. This monitoring will be included for in the overall monitoring structure as included for in Appendix 1 of the Plan. It will allow for a review of policy if needed to ensure sustained vibrancy, vitality and viability in the sector.

6.8 Retail Impact Assessments

Retail Impact Assessments (RIA) should be submitted to support major proposals in order to demonstrate compliance with the City Development Plan and to show that there will not be an adverse effect on the existing retail centres, an undermining of the potential for the Regeneration and Opportunity Sites and that the development will contribute to achieving compact growth. In general the requirement to submit a RIA will be determined in the context of the development plan policies and objectives for retailing or as may be conveyed by the City Council at pre-planning stage or in the course of assessing an application. RIAs should be carried out in accordance with the requirements set out in the *Retail Planning Guidelines (2012)*.

6.9 Design Quality

A high level of design quality can make an important contribution to the vitality and vibrancy of the city centre and generally all retail centres. The *Retail Design Manual* (DAHG 2012) (a companion document to the *Retail Planning Guidelines 2012)* highlights 10 key principles that should be applied when guiding retailing in order to deliver quality urban design outcomes. These provide a framework for development of the retail sector in a way which meets the needs of modern shopping formats while contributing to protecting, supporting and promoting the attractiveness and competitiveness of city and town centres as places to live, work, shop and visit. The application of this approach is supported in Chapter 8 which encourages good urban design and treatment of public realm areas.

The quality of shop fronts too plays an important role in determining the character and the perception of the shopping street. The City Council specifically promotes an awareness of good shop front design in the *Galway Shop Front & Signage Design Guidelines 2012*.

6.10 Night-Time Economy

The recent publication *Report of the Night-Time Economy Taskforce (*2021*) DTCAGSM* highlighted the challenges and opportunities that exist for developing social, cultural and economic activity during specific evening and night-time hours in town and city centres. The report explores the opportunities that exist for having a much more diverse and welcoming night-time environment. The intent is that the range of activities supported should be inclusive, suit all ages, abilities and interests and be a safe environment supported by flexible transport options. The report includes for a range of recommended actions for sectoral reform that will need stakeholder support at both national and local level and a structure driven by a dedicated Night-Time Economy Advisor.

It is recognised that Galway City is particularly well placed, with the appropriate investments, supports and regulations to benefit from developing the night-time economy and culture. Advancing and diversifying night-time entertainment, leisure and the creative offerings in the city will create employment, enhance tourism and improve the social atmosphere in the city at night. In turn this will further expand the attractiveness of the city as a destination and support the economy including that relating to both day-time and night-time retailing.

6.11 Climate Action

The retail sector has an important role in promoting and delivering an environmentally sustainable economy. Retail/IBEC[4] highlights the ongoing commitment of retailers to reduce their carbon footprint and to promote sustainable sourcing and trading practices. This includes for increased use of renewable energy, low energy equipment, building with recycled materials and reducing the amount of plastics. The retail sector is also key to promoting re-cycling including through hosting community recycling facilities adjacent to shops and also through their involvement in 'Repak' and commitments made under the 'Plastic Pledge'.

Retailers will also have a significant influence in meeting Ireland's ambition to develop the circular economy. The government's *Circular Economy Strategy*[5] quotes that climate action measures that focus on a transition away from fossil fuels towards renewables and energy efficiency measures can only address 55% of emissions. The remaining 45% will have to come from the making of things. The strategy highlights the need for production and consumption to achieve a systemically circular economy, where waste and resource use are minimised by default and where good design preserves product value for as long as possible. Retailing and general business have an important role in championing the circular economy and encouraging and investing in the making of things in ways that are more circular and less resource intensive.

4. https://www.ibec.ie/connect-and-learn/industries/retail-and-tourism/retail-ireland2021
5. Ireland's First Whole-of Government Circular Economy Strategy Public Consultation on the Proposed Publication of the Strategy April 2021

These models of business are not only sustainable but are also reflective of good business acumen. Deloitte[6] recently reported that nearly one in three consumers claimed to have stopped purchasing certain brands or products because they had ethical or sustainability concerns about them. The integration of this knowledge on customer attitude to sustainability is apparent in current retailing practices. This is also reflected in the various pledges from international retail chains to be carbon neutral significantly in advance of national targeted dates.

The Plan can through retail policies and development management measures encourage these trends and enable the delivery of retailing in a manner that supports climate action and sustainability.

Section 2 Retail Strategy

Policy 6.11 Retail Strategy	
1.	Adopt the retail hierarchy for the city as identified in the strategy and restrict retail development at each level on the hierarchy to a scale and nature commensurate with catchment demands.
2.	Provide for an appropriate range and scale of retail services throughout the city at locations accessible by walking, cycling and public transport, in accordance with the settlement strategy and population target for the city.
3.	Review the strategies and policies for retailing and vary the plan if necessary following the preparation of a Joint Retail Strategy for the Galway Metropolitan Area with Galway County Council, to ensure sufficient policy support to create a positive framework for continued vitality and investment in the main retail areas especially the Galway MASP and to ensure an informed and consistent approach to policies relating to shared retailing activities in line with national policy. The preparation of the Joint Retail Strategy for the Galway Metropolitan Area will be completed within one year of the adoption of the City Development Plan and will be initiated and managed by a joint local authority working group.
4.	Enhance the city centre as the primary retail service centre in the MASP area, through promotion of appropriate uses, regeneration, an increased mix in complementary uses including residential, leisure, cultural uses and through investment in public realm, amenities and sustainable transport infrastructure.
5.	Improve access and permeability in the city centre and other designated centres with particular emphasis on improving the public realm with a focus on an increase in pedestrianisation and enhanced access by public transportation, cycling and walking.
6.	Support a diversity of uses in the public realm including markets, outdoor seating and dining, arts and culture events to add to the vitality and vibrancy of the city and the retail experience.
7.	Encourage a high quality retail environment through implementation of the Galway Transport Strategy and Public Realm Strategy and other initiatives that combined, contribute to creating places that are attractive, vibrant, sustainable and safe.
8.	Have regard to the Galway City Shopfront Design Guidelines and support Irish language and bilingual signage.
9.	Have regard to the Retail Design Manual (2012), a companion document to the Retail Planning Guidelines for Planning Authorities (2012) to ensure that retail developments provide a high quality of architecture and urban design.

6. Deloitte - Changes and key findings in sustainability and consumer behaviour (March 2021)

10.	Require that major proposals for retail development should be supported by a Retail Impact Assessment (RIA), prepared in line with the Retail Planning Guidelines for Planning Authorities (2012) and that demonstrates compliance with the strategies in the Development Plan in particular the objective to not adversely impact on the vitality and vibrancy of an existing retail centre in particular the city centre.
11.	Encourage retail development to include for measures that can contribute positively to climate action and to increased investment in the circular economy in alignment with the national strategy to significantly reduce Ireland's circularity gap.

Policy 6.12 Retail Hierarchy

Metropolitan Centre - Galway City Centre

1.	Protect and enhance the city centre, designated as the most important shopping area in the Galway MASP and county area and as a major centre in the Northern and Western Region and facilitate a mixed expansion of services including high order comparison retailing in conjunction with service retailing, an enhanced shopping experience and cultural and entertainment facilities through appropriate and sensitive re-development, infill and development on designated regeneration in conjunction with implementation of key public realm and sustainable transport projects.
2.	Direct strategic investment in commercial, civic, cultural and retail, particularly high order comparison goods and specialist retailing into the city centre where they can enhance vitality and viability through a mix of uses, reuse of vacant sites and revitalisation to contribute to regeneration and the maintenance of a compact core area.
3.	Strengthen the vitality of the city centre and its resilience to changing retail trends and consider measures to support a sustainable retail environment taking into account flexibility of uses and retail formats, complementary uses and a quality retail experience.
4.	Support the development of a vibrant, inclusive, evening and night-time culture and economy through sustainable measures and promote the need for associated transport supports, measures to secure a safe environment, and for diversity in entertainment and creative offerings. This may include extended opening hours, proposals for outdoor living and event space, and proposals for the greater utilisation of existing heritage assets.
5.	Ensure that the design of city centre retail developments, including extensions and modifications, respond positively to the unique setting, distinctive character and quality of the built and natural environment of Galway.

District, Neighbourhood and Local Centres

6.	Promote the vitality and viability of the District Centres and encourage the provision of an appropriate range of retail, non-retail, community and leisure services. Such retail services should be mainly of a convenience or lower order comparison type in order to protect the prime role of the city centre for shopping. Some locations may also have capacity for residential uses where it can sustainably complement the use mix without diminishing the primary commercial objective.

7.	Promote and protect Neighbourhood Centres in their role as providers of a mix of local services including retailing of a basic, predominantly convenient nature that are so located to be easily accessible by the catchment they serve and where they can contribute to the concept of the '15 minute neighbourhood'.
8.	Promote and protect small scale local shops in residential areas, in accordance with the neighbourhood concept, where they can fulfil a role in the provision of day to day convenience needs and where they do not have a negative impact on existing amenities.
9.	Restrict and direct bulky goods retailing to existing identified retail parks and to a more limited extent to district centre and restrict the sale of ancillary items associated with an otherwise bulky good to sales space of not more than 20% of the total net retail floorspace of the relevant retail unit in accordance with the Retail Planning Guidelines for Planning Authorities (2012).
10.	Have regard in general to the assessment guidelines for specific retail formats as provided for in Section 4.11 of the Retail Planning Guidelines for Planning Authorities (2012).

7 Community and Culture

7.1	Context	189
7.2	Creative City	190
7.3	Inclusive City	194
7.4	Bilingual City	197
7.5	Community Facilities	199
7.6	Institutional Lands	204
7.7	Specific Objectives	206

7.1 Context

Galway's people and culture are a central part of the city's identity and one of its greatest strengths. The city has a rich cultural and linguistic heritage and a vibrant creative scene that provides for a distinctive living environment for residents and a welcoming and inspiring environment for visitors. It supports a diverse range of community and cultural activities, and owing to the strategic role of the city many also serve the wider region. Community and cultural infrastructure is integral to health, wellbeing, quality of life and a vital part of a socially cohesive, vibrant and resilient community. This infrastructure is also critical for maintaining and enhancing the attractiveness of the city as a location to invest, deliver quality employment opportunities and to attract and retain an appropriately skilled workforce to live and work in the city. Further investment in community infrastructure is required to ensure the principles of a '15-minute city' apply in regard to community and cultural facilities.

The Council recognises the importance that availability and access to such infrastructure brings to quality of life as experienced in the city and the difference it can make to people's lives. In particular it is acknowledged that in order to build sustainable neighbourhoods there is a need for them to be supported by a range of community facilities that are accessible and sufficiently flexible to adapt and accommodate to the changing needs in society. The Development Plan supports this approach by setting out clear policies and objectives to ensure the alignment of social and community facilities with both existing and new communities. The development of community and cultural infrastructure, services and facilities is supported by national and regional planning policy through the National Planning Framework (NPF) and the Regional Economic and Spatial Strategy (RSES). The NPF recognises that location and place are key contributors that influence quality of life. The RSES identifies quality of life and an inclusive region as one of its five growth ambitions. Other policy objectives in the RSES focus on creating healthy communities, quality of life, social inclusion, promotion of the Irish Language and the provision of community facilities and services, age-friendly, childcare and education.

The Local Community and Economic Plan (LECP) is a partnership approach to provide for a social and economic vision for the city. It builds on links between the land use policies in the Development Plan and economic and local community development and together the two plans provide a strategic framework for integrating the economic and community needs of the city. The current Galway City Local Economic and Community Plan was prepared for the period 2015-2021 and is currently under review to plan for the next time period.

Figure 7.1 High Level Goals of LECP

The Council is committed to working in collaboration with key stakeholders to facilitate delivery of high quality community and cultural infrastructure that contributes to social inclusion, prosperity and quality of life to meet the needs of a growing city and broader MASP catchment. The Council will, in particular support sustainable initiatives that prioritise the co-location of community facilities and infrastructure that allow for shared use for a variety of purposes and provide for ease of access for all.

Policy 7.1 General Policies	
1.	Support and facilitate the sustainable development of community, social and cultural infrastructure in collaboration with all stakeholders that affords inclusive opportunities for everyone to shape their own lives, enables communities to realise their full potential and that contributes to a high quality of life and wellbeing for all who live work and visit the city.
2.	Support and facilitate key infrastructure and actions that encourages expanded development of the city's culture, arts and creative industries and strengthens the linguistic heritage.
3.	Facilitate a balanced and equitable provision of community social and culture services and facilities in collaboration with key stakeholders in alignment with the core/settlement strategy through policies, zoning objectives and specific designations.
4.	Work in partnership with the Local Community Development Committee (LCDC) to achieve the aims of Local Economic and Community Plan (LECP) to ensure that Galway City is an equal and inclusive city.
5.	Promote and facilitate in conjunction with key stakeholders the co-location of community services and infrastructure to allow for shared use for a variety of purposes including health, education, social and local enterprise and community activities.
6.	Encourage design flexibility in buildings of culture, arts and community use, so that the buildings can be adapted in ways, which allow for a diversity of different uses and include for accessibility for all, including people with disabilities.
7.	Explore innovative models of delivery, ownership and management of community facilities and infrastructure.
8.	Support the refurbishment of community and cultural venues to improve the energy efficiency performance of these buildings to reduce the carbon footprint of the cultural and community activity that takes place within them.

7.2 Creative City

Culture and creativity are a fundamental part of Galway's identity both nationally and internationally. The city has a strong cultural tradition and vibrant arts scene with a well-established arts community which contributes to the vitality of the city and forms a significant component of the city's tourism offering. Arts and creativity also contribute to the creative economy, a rapidly growing sector in the city and which also has a positive impact on education, health and wellbeing. The strength of Galway's arts and cultural scene has evolved over time reflecting the rich cultural heritage and creative exuberance in the city powered by a community driven by innovation and loyal patronage. Designations such as UNESCO City of Film and European Capital of Culture 2020 are recognition of the strength of cultural and creative activity in the city.

The Council recognises the intrinsic role of culture and creativity in the city and the value it adds to life and experience. The benefits too can contribute to the cohesion of communities through the potential opportunities it offers for participatory activities which enhances community engagement and social inclusion. It is the ambition of the Council to build on these cultural assets as expressed in the cultural strategy *Everybody Matters, A Cultural Sustainability Strategy for Galway 2016 -2025.*

This strategy contains seven strategic aims which are to be achieved through a series of 3 year implementation plans. In general its aims are to improve access and engagement, develop cultural programs, build learning, address the deficit in cultural infrastructure, integrate culture with health and wellbeing and improve inclusive citizen and artist participation. This is further supplemented by the Council's arts plan namely, *New Directions Galway City Council's Strategic Plan for the Arts 2021-2026*. In this plan the Council has made a commitment to support the ongoing development of cultural infrastructure and opportunities and to support participation for everyone in the cultural and creative life of the city.

The Development Plan is key in supporting the further development and expansion of arts and cultural facilities to meet the evolving needs of the sector and to provide quality infrastructure to support the targeted population growth for the city as provided for in the RSES/NPF. In this regard a number of significant projects are currently identified for advancement. These include for investment in the repurposing of Lenaboy Castle for use as a dedicated creative and cultural hub. Projects also include the refurbishment of the Manse at Nun's Island Theatre as a creativity hub and meeting place for independent artists, the expansion of the Galway City Museum and Comerford House with the support of Fáilte Ireland, as part of the development of the Atlantic Museum Galway, and the development of a cultural facility at Merchant's Row.

In conjunction with these projects the potential to deliver new area based arts and cultural infrastructure to meet the needs of the city's growing population and changing communities is being examined for the wider city. The creation of micro cultural and creative spaces disbursed across the city is essential to enable greater engagement in cultural and creative activity amongst more marginalised audiences and communities which is a fundamental ambition of the Council. To reflect and expand on the unique influence of culture and the impact it has on defining the character of the city the Development Plan will require major new quarters in the city to integrate infrastructure and opportunities for arts and cultural activities into the development of strategic regeneration sites.

As part of the investment in public realm in the city, outdoor public and amenity spaces will be designed and built with flexible capacity to adapt and allow for public performance and engagement with the arts. This aligns with national policy as recommended in the Government's Arts and Culture Recovery Taskforce (2020). In addition the Council will work to develop accessible micro cultural spaces in public and community buildings and spaces in the city, including the suburbs in order to embed cultural appreciation in everyday activity and will also encourage public art to be incorporated into all large developments.

Festivals and events form an important part of the arts and cultural life and calendar of the city. Galway is home to festivals of national and international importance including the Galway International Arts Festival, Cúirt International Festival of Literature, The Galway Film Fleadh and the Baboró International Arts Festival for Children among others. The city also has the capacity to host events of varying scales from the large scale Volvo Ocean Race Festival in 2009 and 2012 and the annual Continental Christmas Market to small scale street performances. These represent a significant economic cultural asset to the city and add to its attractiveness to residents and visitors. The Council also supports the Green your Festival initiative which aims to reduce the environmental impact of festivals and events.

The city's successful bid to be designated as a European Capital of Culture for 2020 builds on previous successes, such as the UNESCO City of Film designation, the Urbanism Great Town award, the FDI Micro-City of the Year award in 2014, the European Green Leaf Award 2017, European Region of Gastronomy 2018. A legacy planning process is currently underway to evaluate the impact of Galway 2020 and to inform a legacy framework which will be published in December 2021 and demonstrate the lasting cultural, social and economic benefits delivered from hosting the European Capital of Culture.

The Per Cent for Art Scheme provides for an allocation from the overall costs of publically funded capital, infrastructural and building development to be used in commissioning works of public art. The Galway City Arts Office will continue to facilitate implementation of the scheme on an ongoing basis, as an important source of funding that can assist enabling artists to imagine and create new and ambitious work across all art forms and art practice areas.

Policy 7.2 Creative City

1.	Promote Galway as a city of culture and arts excellence, a hub for the creative and cultural industries and support Everybody Matters A Cultural Sustainability Strategy Framework for Galway 2016-2025.
2.	Support and facilitate the aims of the New Directions: Galway City Council Arts Plan 2021-2026 and Action Plan 2021-2024
3.	Facilitate and encourage the provision of new and improved arts and culture facilities in the city and in district and neighbourhood centres and where identified in New Directions: Galway City Council Arts Plan 2021-2026.
4.	Implement the actions of the Galway City Council Heritage Plan 2016-2021 and subsequent plans.
5.	Participate in the 'Per cent for Art' Scheme where the Council's capital and infrastructure projects are supported by the scheme to deliver public art and the associated community engagement in conjunction with the Galway City Arts Office.
6.	Facilitate the delivery of public art by ensuring large-scale developments incorporate and deliver works of public art that facilitate interpretation of place and community.
7.	Enable expansion of accessible arts and culture infrastructure by requiring such facilities to be integrated into planned development on designated Regeneration and Opportunity Sites.
8.	Ensure that future culture and arts facilities are located, designed and laid out to be accessible by walking, cycling and public transport, in particular the sustainable networks and associated proposals included for in the Galway Transport Strategy.
9.	Support the delivery of strategic arts and cultural infrastructure in the city including the expansion of the City Museum; a new arts performance and exhibition space; a municipal gallery; a new city public library; a creative and cultural hub for children and young people and other key infrastructure as identified in Everybody Matters A Cultural Sustainability Strategy Framework for Galway 2016-2025 and New Directions: Galway City Council Arts Plan 2021-2026.
10.	Support the use of public outdoor spaces for public performance, festivals, events and engagement with the arts and culture activities in accordance with Galway City Public Realm Strategy 2019 and accompanying manuals.
11.	Support a creative hub for multidisciplinary artists that can provide space for a range of activities.
12.	Co-ordinate with other service providers in the provision of culture, arts and community facilities and where appropriate support the temporary use of vacant buildings/sites for arts and cultural purposes.
13.	In conjunction with the Arts Office and in line with the aims of Everyone Matters A Cultural Sustainability Strategy Framework For Galway 2016-2025 seek to develop a feasibility model for the provision of artist live-work space during the lifetime of the Development Plan.
14.	Promote a high standard, sustainable quality and innovativeness in architecture and design, recognising Places for People - the National Policy on Architecture and the contribution of architecture to culture and its value as an art form

7.3 Inclusive City

The Development Plan recognises that quality of life and wellbeing are inextricably linked to the places and environments that people live in. In this regard the Plan can play an important role in creating a socially inclusive and healthy communities. A strategic goal of the Development Plan is *'to make Galway an equal and inclusive city, particularly through facilitating all forms of social inclusion in the built environment, including in the public realm, housing, and community facilities and in the ability to access services, amenities, employment opportunities and public transportation'.*

Social inclusion seeks to ensure that everyone regardless of their background, experiences and circumstances can gain access to the services and facilities they need to achieve their own potential in life. It seeks to create an inclusive and fair society, combating inequality, social exclusion and poverty. The City Council, through the LECP and other initiatives will take a positive and collaborative role in working with communities to improve social inclusion and the health and wellbeing in the city. One of the high level goals for the LECP is to 'ensure Galway City is an equal and inclusive city region'.

This includes promoting social inclusion by reducing poverty and alleviating disadvantage, supporting the full integration and equality of all and recognising and supporting the value that diversity brings to the city. Galway City Council will continue to support and facilitate social inclusion policies and activities across the entire range of local authority activities through the Council's Social Inclusion Unit and by working with relevant stakeholders.

The social needs of the community can be recognised and addressed in the planning of the built environment and the public realm in order to create living and integrated communities. The policies of the Development Plan on housing, community and cultural facilities, childcare, employment opportunities, public realm and accessibility can encourage social inclusion and build sustainable communities. The Council seeks to prevent undue segregation through application of the Housing Strategy 2023-29. It encourages a variety of house types and sizes throughout the city to cater for all including families, single person households and those with specialist housing needs such as members of the Traveller Community, older people, people with disabilities and people who are homeless.

People with disabilities

Galway City Council is committed to working with people with disabilities and their representative groups to facilitate their access to housing, transport, employment and the built environment. Ireland's ratification of the UN Convention on the Rights of People with Disabilities (UNCRPD) in 2018 places an obligation on the Irish state to ensure people with disabilities have equal civil and political, social and economic rights across all sectors. Having regarding to obligations under the UNCRPD, the Council will work with relevant stakeholders to support the implementation of the UNCRPD at the local level. In addition, the Council is a signatory to the Barcelona Declaration of 1995, which promotes universal access in the public realm, public buildings and services and encourages participation of people with disabilities in the social, economic and cultural life of the city.

Galway City Council supports the installation of Changing Places facilities (specialised toilet facilities) in the City and particularly in recreational and amenity spaces. In addition, Galway City Council supports and encourages the provision of these facilities in any new building developments where the public have access in large numbers, such as, educational establishments, cultural buildings, health facilities and sport and leisure facilities. The Council will continue to support the development of a high quality, inclusive, accessible and affordable housing, transport, employment, built environment and public realm though the implementation of disability legislation, the building regulations, Universal Design Guidelines and the Galway City Public Realm Strategy.

Older people

Ireland's population is ageing and nationally it is projected that almost one in four people will be aged over 65 by 2040. Government policy aims to support older people to live independently in their own homes and communities for as long as possible. The NPF emphasises the need for local plans to accommodate the needs and opportunities for an aging population particularly with regard to housing, transport and leisure. In line with this the Council is committed to policies that encourage healthy independent living. This includes for the building of life time adaptable neighbourhoods and communities that support older people to remain healthy, active and connected to their communities. This will be achieved through implementation of appropriate housing policies and through directly providing for appropriate housing options within social housing schemes. This also includes making the built environment attractive, safe and accessible and the provision of accessible community services and facilities appropriate to the needs older people.

Galway City Council is a member of Age Friendly Ireland and is a partner authority in the delivery of the Healthy Age Friendly Homes Programme. In this regard the Council will advise on design and encourage innovative in housing which facilitates life-time adaptability and accessibility to meet the varying needs of occupants over their lifetimes.

Children and young people

The Council recognises that the health and wellbeing of young people is disproportionally influenced by the environment that they live in and recognises the importance of ensuring opportunities for physical activity, play, walking and cycling. The NPF notes that the high youth population in Ireland will be sustained for a period, gradually decreasing as a proportion of the population by 2040 but is significant enough to require sustained provision of appropriate amenity and facilities. The Council, in conjunction with other stakeholders is committed to addressing these needs and to continue supporting and enhancing the delivery of key facilities such as childcare, schools and access to formal and informal recreational amenities for children and young people of all abilities. Galway City Council continue to support the Child Friendly City initiative and will engage with children and young people and their representative groups including Galway City Comhairle na nÓg. The Council will also have regard to the CYPSE Galway Children and Young People's Plan 2021-2023.

Diversity

Galway is a multi-cultural city, as evidenced by 2016 census figures which indicates that 25.8% of Galway City's population were born outside of Ireland, significantly higher than the State at 17.3%. This diversity is reflected in the character and distinctiveness of the city, the participation in the city economy and the arts and cultural offering. The Council through the LECP, arts and culture and inclusive strategies supports and celebrates diversity and aims to encourage integration, greater access, engagement and participation from all communities.

Health and wellbeing

Health, wellbeing and quality of life is influenced by the built environment. Planning, through policies and land use objectives contributes to physical health and mental wellbeing. This is particularly through providing opportunities for recreation and amenity, active transport and opportunities for social interaction and support for employment and essential community services. Galway City is a member of the National Healthy Cities and Counties of Ireland Network which supports local authorities to implement actions to improve health and wellbeing at a local level. The Council will continue to support Galway's membership of the network and the implementation of Healthy Ireland and the Healthy Galway City Strategy 2019-21, an LCDC initiative.

The Development Plan is committed to supporting the development of healthy and active communities, where there are opportunities for the whole community to be healthy and active at all life stages. The policies in the Plan give support for a range of measures that will contribute to healthy communities including those that protect and enhance the environment, promote the availability and accessibility of community facilities and sustainable mobility infrastructure and policy support to facilitate the provision of health care facilities to enable access to health care.

Figure 7.2: Elements supporting quality of life Source: NPF

Policy 7.3 Inclusive City

1.	Proactively promote all forms of social inclusion, where feasible in land use planning particularly in the built environment and public realm, housing, community facilities, employment opportunities, transport and accessibility.
2.	Proactively promote the various aims of the Council to give effect to the UNCRPD, Barcelona Declaration and support universal design principles to make Galway a more accessible and disability friendly city.
3.	Support the objectives of the Social Inclusion Office in promoting a socially inclusive society in the city and to include the provision of an Intercultural Centre.
4.	Ensure meaningful public participation, engagement and knowledge sharing in the planning process and in relation to other strategic policy and projects within the city.
5.	Promote the concept of 'life-time adaptability' and access for all in the built environment.
6.	Facilitate the implementation of the Housing Strategy, in particular with regard to reducing undue segregation and in specialist housing provision.

7.	Co-operate with the Access for All Network and other organisations representing people with disabilities to provide equal access for all citizens particularly in the area of housing, transport, employment, built environment and the public realm within the city.
8.	Support the participation of the city in the National Healthy Cities and Counties of Ireland Network and the implementation of the Healthy Galway City Strategy 2019-2021.
9.	Support the Galway City & County Age Friendly programme
10.	Support the development of an accessible and safe resource centre for the LGBT+ community.

7.4 Bilingual City

The Irish language is an integral part of the culture, heritage and identity of the city. Almost half of the city has Gaeltacht status and the 2016 census indicates that 41% of the population indicate that they speak Irish. The city Gaeltacht include communities in Cnoc na Cathrach, Mionlach and An Caisleán Gearr. The Galway Gaeltacht (Connemara Gaeltacht) is the largest Gaeltacht Area in the country and accounts for 50.8% of the total Gaeltacht population. The city is a designated Gaeltacht Service Town under the Gaeltacht Act 2012 recognising the significant role it plays in supporting the Gaeltacht community through delivery of public services and leisure, social and commercial amenities. As part of the city's designation as a Gaeltacht Service Town, an Irish language plan, *Plean Teanga Chathair na Gaillimhe 2020-2026* has been approved at Ministerial level.

The Irish Language is an integral part of city life in Galway and organisations such as Taibhdhearc na Gaillimhe, University of Galway/Ollscoil na Gaillmhe, Aras na Gaeilge, Gaillimh le Gaeilge and Árus na nGael, Radió na Gaeltachta and TG4, play a lead role in the cultural promotion of the language in the city as Ireland's first bilingual city, designated in 2016. There are two language planning areas in the city, East Galway City (Oirthear Chathair na Gaillimhe) and west area at Knocknacarra, part of the Bearna – Cnoc na Cathrach language planning area. Language plans prepared for these areas aim to support the use of the everyday use of the Irish language through measures to promote and strengthen its use, education and social, business and public settings.

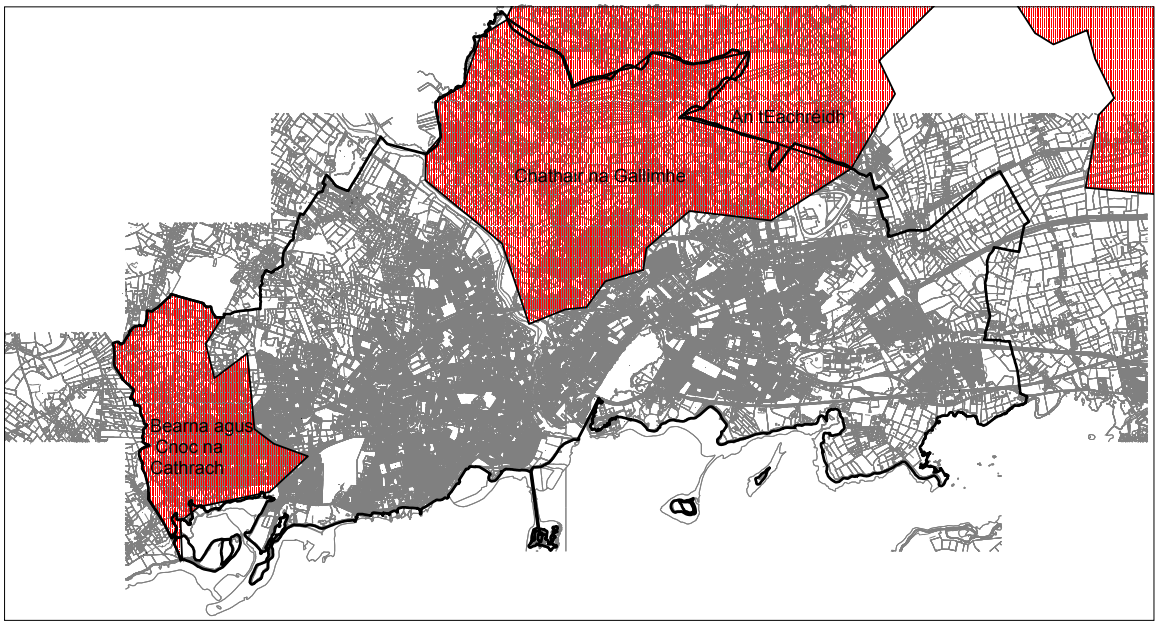


Figure 7.3: Map of Gaeltacht Language Planning Areas in Galway City

The Council recognises that the Irish language is a cultural heritage asset and will continue to support initiatives to strengthen the bilingual status of the city. The Plan promotes and protects the linguistic and cultural heritage of the Gaeltacht and supports the implementation of the language plans in the city and continues to promote the integration of the use of Irish through the naming of new roads, residential place names and signage on shop fronts and commercial development.

Policy 7.4 Bilingual City

1.	Protect and promote the distinctive cultural and linguistic heritage of the city and continue to support Galway's status as a Bilingual City and recognise the importance of the Irish language as a cultural, community and economic resource.
2.	Promote the use of the Irish language in the naming of new residential developments, public roads and parks and encourage the preferential use of Irish and bilingual signage in the commercial and public realm.
3.	Support and facilitate the development of infrastructure, which promotes the cultural and linguistic heritage of the city, where appropriate.
4.	Support the implementation of the Plean Tenga Chathair na Gaillimhe 2020-2026 and the designation of the city as a Gaeltacht Service Town. Support the implementation of language plans for Bearna & Cnoc na Cathrach LPA, Galway City East LPA and the Eachréidh LPA.
5.	Support infrastructure and interventions in Gaeltacht areas of the city that preserves and promotes Irish in the Gaeltacht, conserves and protects the heritage, culture and richness of the language as well as strengthens the position of the Irish Language in the public realm.

7.5 Community Facilities

The provision of high quality social and community infrastructure for all ages and abilities is a key element in building sustainable and inclusive communities. There is a tangible link between access to community facilities and individual wellbeing and participation in society.

Social and community facilities and activities can include a broad range of infrastructure and services including those related to libraries, facilities for education, community activity, health, religion, arts and cultural. Facilities can also be linked to life-cycles, such as those for children, older people and people with special needs. Community facilities provide a hub for local communities to meet and interact through sports, culture, arts and educational and social events. The presence of a wide range of high quality community services, community and cultural facilities makes the city attractive to people who live, work and visit the city and can act as a catalyst for investment.

The location of local community facilities close to where people live supports the '15-minute city' concept where residents have easy access to their essential needs at distances of no more than 15 minutes by walking, cycling or public transport. The Development Plan supports the provision of community facilities at scales relative to meet the needs of the local community and that are accessible in particular by sustainable transport modes. It is considered that community and cultural services that have a wide catchment should be located on existing or proposed public transport routes and be accessible by walking and cycling. Over the lifetime of this plan, resources will be required to ensure investment into existing community and cultural infrastructure to retrofit these facilities to improve their energy ratings in order to minimise the carbon footprint of the community and cultural activity taking place in these venues and facilities.

In order to inform the requirements for community facilities in the city, the Council will undertake an audit of community facilities. The purpose of the audit will be to identify current gaps, demand, and capacity and identify areas where broader use can be made of community resources including opportunities for multi-purpose use. The audit will also have an aim to highlight where appropriate investment is recommended, review opportunities for funding, give shared knowledge to other relevant providers and give guidance on future policy and investment direction. The preparation of this audit while subject to available resources and cooperation with other agencies involved with the delivery of community services will be prioritised to identify opportunities and challenges in community infrastructure across the city. The provision of community, social and cultural facilities and services at a local level builds sustainable residential neighbourhoods and accords with national guidelines and regeneration policy including the NPF, RSES and *Sustainable Residential Development in Urban Areas Guidelines for Planning Authorities* (DECLG 2009).

Policy 7.5 Community Facilities	
1.	Facilitate a balanced and equitable provision of diverse community services and facilities in collaboration with key stakeholders in alignment with the core/settlement strategy through policies, zoning objectives and specific designations
2.	Support the location and concentration of local community facilities and services in accordance with the aim to build sustainable, compact neighbourhoods in line with the '15-minute city' concept so that these can be easily accessible by walking and cycling. Where larger scaled facilities and services are provided these should be aligned with existing /proposed public transport links.
3.	Ensure that all facilities designed for community use are suitable for use by people of all ages and abilities in accordance with the Building for Everyone – Universal Design Guidance.
4.	Encourage and facilitate the provision of community facilities and local services of a nature and scale appropriate to serve the needs of the local community in tandem with the development of residential areas.
5.	Maintain existing burial grounds and make provision for new cemeteries and associated services such as a crematorium to serve the existing and future targeted population of the city.

Education

Access to education and training opportunities is a key enabler to deliver the support for personal and economic prosperity and societal gain. The Council acknowledges the importance of education and the need to provide educational facilities that are suitable for a range of ages and abilities and that are accessible to their respective communities. The provision of a range of education and training facilities is essential to the delivery of sustainable communities, promoting social inclusion and making a high standard of education and employment accessible to all. The expansion of and investment in education and training facilities will be required to be aligned with population growth targets.

The location of local education facilities close to where people live supports the '15-minute city' concept where all residents have easy access to their essential needs at distances of no more than 15 minutes by walking, cycling or public transport. The current imbalance in the location of the provision of education facilities in Galway is a major challenge in achieving the '15-minute city'

Galway City is a major centre for education with regional and national influence. The city has three third level institutions, University of Galway, Atlantic Technological University (ATU) and Galway Technology Institute (GTI). These are a significant assets to the city in terms of employment, education provision and the contribution they make to research, innovation and the knowledge economy. The Galway Roscommon Education and Training Board (GRETB) delivers a range of further education and training (FET) initiatives providing opportunities to acquire new skills to support career transition and progression. There is student population of approximately 26,000 in the city which contributes to the city's vibrancy and innovation. The Regional Skills Forum West is actively progressing greater collaboration between skills development organisations and business groupings in the City so that the skillsets are in place amongst our labour force to meet future skillset needs of employers.

The city is also home to 25 primary schools, 12 post primary schools, 5 special schools and a number of private colleges and language schools. With regard to future school provision, the Council will adhere to the recommendations outlined in *The Provision of Schools and the Planning System, A Code of Practice for Planning Authorities, DECLG (2008)* and *Local Area Plan Guidelines for Planning Authorities DECLG (2013)* and Technical Guidance Documents on school site identification and suitability assessment, published by the Department of Education (DES). The Council will also support the DES in the identification of school sites, the protection of existing school sites and expansion, where feasible.

The Council will also support urban-design schools, a model of carbon-neutral urban schools, as per DES Guidelines, including measures to facilitate reduced requirements for onsite parking and set-down and to support access to off-site public amenities and facilities. In order to encourage sustainable travel, maximise the sharing of facilities and ensure the development of sustainable residential neighbourhoods, the Council will encourage the location of schools adjacent to residential areas, public transport routes and community, cultural and recreational facilities. The provision of education, childcare and other community services will be an integral part of a new neighbourhood development and included for in Local Area Plans for new settlement areas such as Ardaun.

Policy 7.6 Education

1.	Ensure that sufficient land is reserved for the establishment, improvement or expansion of education facilities within the city in accordance with the settlement strategy, targeted population and in collaboration with the Department of Education and Skills (DES).
2.	Support the ongoing development and provision of third level education, further education and lifelong learning in the city.
3.	Facilitate the upgrade and expansion of existing education facilities and the provision of new education facilities as required, including to: • Support the future improvement and sustainable expansion of University of Galway; • Support the development of Atlantic Technological University (ATU); • Support the role of the GTI in the delivery of education; • Support the role of the GRETB in the delivery of Further Education and Training in the city.
4.	Ensure that the design and layout of all educational establishments incorporate facilities for sustainable transport measures and public transport.

5.	Ensure that safe and easy access for people with disabilities is incorporated in the design of all education developments.
6.	Support the further development and diversification of third level education institutions in the city, including the promotion of knowledge based industry linked research and innovation hubs and facilities.
7.	Encourage the multi-use of school facilities for other community uses outside of school hours to maximise community benefit and use of resources.

Early Years and Childcare Services

Childcare facilities are critical community services and access to affordable and high-quality childcare is an essential requirement for an equitable society and achieving a sustainable community. Access to childcare enables participation of parents and guardians in the workforce and supports the social and educational development of children. The availability of childcare is also a significant determinant in enabling access to education and training opportunities.

In all new housing areas over 75 units, the provision of one childcare facility with a minimum of 20 childcare spaces is required, in line with the Ministerial Guidelines for Planning Authorities on Childcare Facilities (DECLG 2001) and to create sustainable residential neighbourhoods. Exceptions to this will only be allowed, where there are substantiated reasons not to provide such a facility, for example if there are adequate childcare facilities in adjoining developments or the immediate area.

The onus will be on the developer to substantiate such exceptional cases and will require the opinion and advice from the Galway Childcare Committee and their knowledge of supply and demand for such services. The Council will be open to consider alternative arrangements where the overall objectives of providing childcare facilities within new housing areas can be otherwise achieved, for example, the provision of one purpose-built facility with more than minimum capacity shared between housing developments.

In addition to the above, childcare facilities will be considered in residential areas through conversion of existing dwellings, where they do not have an undue negative effect on the residential environment. However, a residential accommodation content may be required to be retained in accordance with the provisions outlined under Chapter 11. In order to safeguard residential amenities, the Council may limit the scale of development. In major industrial estates, business and technology parks and any other developments that generate major employment opportunities, the Council will encourage the provision of on-site childcare facilities as part of these developments. In large-scale retail, leisure or tourism developments, in particular, shopping centres, the provision of a drop-in childcare facility for shoppers will be encouraged. The Plan recognises the contribution that good quality, well-located facilities can have on making neighbourhoods sustainable and achieving the ambitions of the '15-minute city' concept.

Policy 7.7 Childcare

1.	Facilitate the development of childcare facilities, including afterschool services, at a number of suitable locations, such as, within residential areas, places of employment, city centre, neighbourhood and district centres, schools, in the vicinity of educational and community establishments and adjacent to public transport nodes in consultation with the Galway Childcare Committee.
2.	Contribute to the provision of childcare facilities by requiring that such facilities be provided in conjunction with residential developments over 75 dwelling units. An exception can only be considered where it can be clearly established and professionally supported that adequate childcare facilities already exist to service the area and where acceptable alternative arrangements to support childcare, play and or other child specific facilities are deemed acceptable.

Healthcare Facilities

Healthcare facilities include a range of services from local GP surgeries to primary care centres, hospitals, nursing homes and social and community care facilities. Galway is a centre for regional health care services for the Western Region. There are four hospital sites within the city including University Hospital Galway (UHG) and Merlin Park University Hospital (MPUH), part of the Saolta Hospital Group which provide a secondary, regional and supra regional services. UHG is a designated supra regional centre for cancer and cardiac services and is a teaching hospital partnered with University of Galway. The city also supports a number of other healthcare providers including the Bon Secours Hospital, the Galway Clinic, the Galway Hospice and a number of nursing homes. The healthcare sector is a significant employer in the city and a significant asset for the community.

In response to a changing demographic profile and health needs of the population including longer life expectancy, a growing and ageing population and a higher prevalence of chronic conditions the health system is in the process of transitioning away from a hospital-centric model to community based care model. The Sláintecare Strategy is reorienting the way health services are delivered through the promotion of primary care which aims to deliver multidisciplinary care at a single point of access in a community setting or primary care centre.

The continued support for this sector is recognised as is the support for the trend towards increased specialisations and also for appropriate expansions of all health and hospital institutions. Primary care, community and specialist medical services can be accommodated within district, neighbourhood and local centres and be directed to the city centre area. The Development Plan supports the development and the expansion of all healthcare facilities and the accommodation of Primary Health Care Centres in areas where they can be easily accessed by communities and can enhance the level of local service provision.

Policy 7.8 Healthcare Facilities	
1.	Promote the delivery and enhancement of health care facilities in the city having regard to the designated role of Galway as a Regional City under the NPF/RSES.
2.	Support the development and expansion of existing healthcare infrastructure by the HSE, statutory and voluntary agencies and private healthcare providers to support the provision of healthcare, including community based care, mental health and social care services as appropriate and in accordance with the local need and the regional role of the city.
3.	Ensure healthcare facilities are delivered in tandem, and at an appropriate scale, with new residential development and in locations that are easily accessed by walking, cycling and public transport.
4.	Support the delivery of an enhanced regional healthcare service, including for a new Emergency Department at University Hospital Galway (UHG) and expanded hospital services at Merlin Park University Hospital (MPUH) that will serve the Metropolitan Area and the wider regional catchment.
5.	Support the delivery of key strategic healthcare infrastructure, including a new Elective Hospital, within the city with the preferred location at Merlin Park Hospital campus.

7.6 Institutional Lands

Institutional lands in the city are characterised as generally large tracts of land and associated buildings accommodating uses such as schools, colleges, residential, religious and healthcare institutions. These lands vary in size, layout and function and add to the vibrancy of the city. Many institutional lands display extensive open grounds and mature landscaped areas, which are important components of the strategic green network in the city and are accessible to the public. Some institutional lands have buildings and features of architectural, cultural and historical importance which form part of the city's cultural heritage and identity.

Previous City Development Plans recognised that some of these lands would become surplus to institutional requirements and in such cases residential use or uses compatible with that of adjoining zones if considered more appropriate, were permissible. While some institutional lands, which become surplus to requirements will in the future be appropriate locations for residential and other development, there are institutional lands, which due to location and/or character should be retained for institutional or community uses for the long term benefit of the city. In these cases specific development objectives have been included in Chapter 11.

In situations where remaining institutional lands, become surplus to institutional requirements the Council may permit an alternative use for all or part of the land. However this case must be defined and substantiated in the context of the institutional function. It will not be considered that lands are surplus if the institution has a sustaining and secure future. Where exceptions are permitted, the proposed use will be compatible with residential zoning (or that of adjoining zones if considered more appropriate) and the policies and objectives of the plan. Development of these lands will normally be required to retain buildings of character and some of the original open character. Public access should be promoted where traditionally enjoyed or where there is a significant amenity associated with lands.

Some institutional buildings of merit are included in the Record of Protected Structures (RPS), which are of major significance to the character of an area and may by virtue of scale or layout prove difficult to convert to residential use. In these cases consideration may be given to conversion to cultural, community or office uses where this would not involve significant changes to the character of such structures and would not be contrary to the proper planning and sustainable development of the area.

Policy 7.9 Institutional Lands	
1.	Facilitate and promote the development of institutional land within the city.
2.	Retain institutional lands and only allow consideration for change in use where it is demonstrated that certain institutional lands are surplus to requirements, the Council will consider residential use or uses compatible with that of adjoining zones or specifically require that the lands be retained for alternative institutional uses. Where residential development is permitted a reserve of a minimum of 20% of the total site area for communal open space will be required.
3.	Promote the retention of public access to institutional lands where this has been traditionally enjoyed or where there is a significant amenity associated with the lands.
4.	Promote the retention of public access to these lands where this has been traditionally enjoyed or where there is a significant amenity associated with the lands.

7.7 Specific Objectives

Specific Objectives	
1.	Support the delivery of actions and objectives of the Local Economic and Community Plan in partnership with the Local Community Development Committee (LCDC) and in conjunction with key stakeholders.
2.	Facilitate the on-going development of community facilities in neighbourhood areas and emerging new communities such as at Ardaun.
3.	Facilitate the upgrading of existing community facilities in terms of energy efficiency in order to reduce the carbon footprint of the activities taking place therein.
4.	Undertake a Social and Community Infrastructure Audit within three years of the adoption of the City Development Plan in conjunction with the LECP/LCDC and relevant stakeholders to establish a baseline of services in the city and to ensure adequate community facilities are provided to serve the existing and future targeted population of the city.
5.	Support proposals to repurpose Lenaboy Castle as a creative and cultural hub.
6.	Develop a new City public library in conjunction with Galway County Council and national funding.
7.	Progress the redevelopment of Galway City Museum as a transformative project to meet the vision of the Atlantic Museum Galway.
8.	Support the provision of a new arts performance and exhibition space and a municipal gallery in the city.
9.	Support proposals for the development of a destination tourism and recreational attraction at the Leisureland and Salthill park sites with the potential to provide modern, purpose built recreation, civic and cultural facilities to serve the city and region.
10.	Implement actions from strategies and plans that support the development of culture and heritage in the city including: Cultural Strategy, Arts Strategy and Action Plan, Heritage Plan, Tourism Strategy and City Museum Strategic Plan.
11.	Establish and develop new cemetery sites to serve the city, which can accommodate associated services such as a crematorium to serve the existing and future targeted population of the city.
12.	Work with relevant stakeholders and service providers to investigate the delivery of community facilities to serve the community of Ballybane including: A Family Resource Centre in conjunction with TUSLA; • A community crèche and early years education service; • Outdoor and indoor amenities for all age groups; • A Primary and secondary school in conjunction with the Department of Education and Skills (DES)
13.	Support the development of a permanent site for a post primary school in the East of the city.
14.	Support the development of a permanent site for a primary school in the West of the city.
15.	Undertake an analysis study on City Hall and its associated site and services during the development plan period with a view to assessing the best sustainable options for the future of the site which can include the option of unlocking the potential of the site for regeneration opportunities.

8 Built Heritage, Placemaking and Urban Design

8.1	Context	208
8.2	Record of Protected Structures	208
8.3	Architectural Conservation Area	210
8.4	Vernacular Heritage	213
8.5	Archaeology	214
8.6	Industrial Heritage	216
8.7	Galway City Walls	216
8.8	Urban Design and Placemaking	217
8.9	Public Realm	223
8.10	Specific Objectives	226

8.1 Context

Galway has exceptionally strong links with its past. This is evident in the built form, architecture and archaeology of the city. The city centre has a distinct physical character, with narrow streets, contrasting buildings, canals, millraces. The natural landscape and relationship with the River Corrib and Galway Bay also contributes to creating a unique urban setting.

Most of the significant built heritage and archaeology is located in the city centre which largely follows a medieval pattern of irregular streets and varying building heights and plot widths. These characteristics, which include the remnants of the city walls, have endured notwithstanding changes over the centuries. This heritage is a significant element in the definition and experience of the urban environment. It also contributes to economic vitality, a memorable place for tourists and enhances the liveability of the city.

Managing growth and redevelopment in a way that respects and draws on Galway's heritage is vital for the success of the city. As the Plan includes policies to support infill, re-development and regeneration in the city core it is anticipated that overtures for large scale development will advance in the currency of this Plan. It is necessary for such developments to include for high quality architectural design, reflect good urban design principles and contribute to the public realm while integrating the new architecture respectfully and successfully into the valued historic context. Application of a quality architectural response, particularly on the Regeneration and Opportunity Sites, that is inspired by the unique historical built heritage and good urban design can meet the challenge of a historical context and can, with use of sensitive design, complement the city's character and distinctiveness and maintain and contribute to its strong sense of place. Where opportunities exist in the city for such development and where the design resolution interprets the historic setting, without harming its values and character-defining elements, it can derive value and benefit that attracts investment, new uses and creates new, vibrant, distinctive neighbourhoods building on the historical layers of the city.

8.2 Record of Protected Structures

The Council maintains a Record of Protected Structures (RPS) which lists buildings and structures that make a special contribution to the character of Galway through their special interest. Protected structures are defined under planning legislation as buildings and structures considered to be of particular importance due to their architectural, historical, archaeological, artistic, scientific, social or technical special interest. There are currently 619 buildings and structures in the RPS, the list is set out in Appendix 3. The RPS is not a static document and additions or deletions, where appropriate, can be made to this record. It is policy to implement proactive measures to support the protection, enhancement and active use of protected structures. Any alteration to protected structures is required to enhance the character or setting of the structure and be carried out to best conservation practice and with regard to the Architectural Heritage Protection Guidelines for Planning Authorities (2011) and any updates. The Plan promotes sustainable building design, best conservation practice and the appropriate maintenance, adaption and reuse of historic buildings.

A number of measures exist to promote the appropriate restoration of protected structures. In particular, a reduced development contribution can apply when changes to a protected structure includes for a high standard of conservation works. In addition, a change of use of a protected structure to a use compatible with the conservation of the structure, notwithstanding the zoning of the area, can also be considered. The main funding streams available for private conservation works are the DHLGH Historic Structures Fund and Built Heritage Investment Scheme, which includes funding to repair and safeguard historic and protected structures and also support local employment of skilled conservation workers and tradespeople. The Heritage Council provides specific annual funding to local authorities to support the implementation of the actions in the respective Heritage Plans under the Heritage Council Heritage Plan Programme.

Conservation and Management Plans were prepared for three castles in the city namely Terryland Castle, Menlough Castle and Merlin Castle in 2015. The plans included for condition surveys for prioritisation conservation work needed and the associated methodology and implementation schedule to carry out the works as well as a review of the best approach to future conservation management. Significant conservation works in the first phase of the overall conservation of the castles was carried out in 2020/2021 supported by both Council funding and the National Community Monument Fund. These castles are both protected structures and national monuments. The general aim is to carry out a sequence of works to conserve them as significant historic assets to the city and to make them more accessible and to encourage a renewed appreciation of their history and the significance they continue to hold in the present day.

A public realm design strategy is also being prepared for peripheral areas of Merlin and Tirellan Castle. The objective of this is to give guidance on future investment in the contextual settings of these monuments in the interest of improving the historical interpretation, linkages and awareness of these historic legacies.

Policy 8.1 Record of Protected Structures

1.	Protect structures listed in the Record of Protected Structures, in accordance with legislation and DEHLG Architectural Heritage Protection Guidelines 2011.
2.	Ensure new development enhances the character or setting of a protected structure.
3.	Avoid protected structures becoming endangered by neglect or otherwise by taking timely appropriate action.
4.	Have regard to the National Inventory of Architectural Heritage in the assessment of development.
5.	Consider the inclusion of buildings and structures of special interest or of distinctive heritage value in the Record of Protected Structures (RPS) and consider any recommendations for inclusion in the RPS made by Ministerial Recommendation.
6.	Consult with the DHLGH and have regard to recommendations of the DHLGH on planning applications relating to protected structures.
7.	Implement proactive measures to encourage the conservation of protected structures.
8.	Promote sustainable building design, best conservation practice and the appropriate maintenance, adaption and reuse of historic buildings.

8.3 Architectural Conservation Areas

An Architectural Conservation Area (ACA) is a place, area, group of structures or townscapes which is either of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest in its own right or which contributes to the appreciation of protected structures. The designation of an ACA ensures that the special character of an area is protected and can be enhanced through sympathetic redevelopment. As part of measures to protect and enhance the built heritage, ACAs can revitalise areas and be a catalyst for economic investment. The protection afforded by an ACA applies to the exterior of structures and generally does not apply to works to the interior, unless they impact on the external appearance of the structure.

Galway has eleven designated ACAs, which in terms of streetscape, arrangement of streets and spaces, composition of buildings and structures and architectural styles creates a character worthy of protection. These areas of special character require management, protection and enhancement. They represent different periods in, and functions of, the development of the city and assist in protecting the strong legacy of architectural heritage of the city and preserving the defining character of the urban environment.

The eleven areas designated as ACAs are as follows:

Fig 8.1 The City Core

The medieval core of Galway is a mix of streetscape and buildings of many periods. The layout and the scale of some of the streets reflect the medieval street pattern. The city core is the most important area of built heritage in Galway. Its designation is beneficial in ensuring the area's character is enhanced and protected.

Fig 8.2 Lower Dominick Street

Lower Dominick Street contains some of the best 18th and 19th century buildings, facades, shop-fronts and original features to survive in long uninterrupted stretches in the city. It is an area of distinct urban form and streetscape. It has a unique setting bounded by the River Corrib and the Eglinton Canal.

Fig 8.3 The Crescent/Sea Road

The Crescent is a very pleasant sweep of late Georgian style houses with gardens to the front and with further gardens and ancillary buildings and mews buildings to the rear. Most of the houses on Sea Road date from the mid and late 19th century. This is an area of distinctive urban form and visual richness.

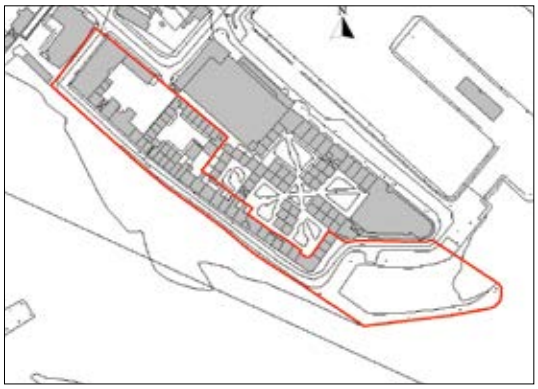


Fig 8.4 The Long Walk

The Long Walk has a particularly attractive setting, with views towards the sea and the Claddagh. The area characterises a distinct urban form, which reflects Galway's historic relationship with the sea and is a landmark area for the city.

Fig 8.5 St. Nicholas Street

St. Nicholas Street is a terrace of 19th century artisan's dwellings and is one of the few such groups of this extent and completeness, which survive in the city, and therefore merits preservation from a social and architectural interest.

Fig 8.6 St. Mary's Terrace

St. Mary's Terrace consists of two 19th century uniform terraces of attractive, well maintained, rendered, tudor-style houses flanking St. Mary's Avenue. This group of buildings is of architectural interest retaining many original decorative features including red brick detailing and bay windows at ground floor level and front gardens.

Fig 8.7 Number 1-6 Dock Road

Number 1-6 Dock Road consists of a terrace of Victorian buildings on a prominent position overlooking the commercial dock and form part of a terrace of the few remaining 19th century buildings on the street. Number 1 Dock Road has historical significance as it was the birth place of Padraic O'Connaire.

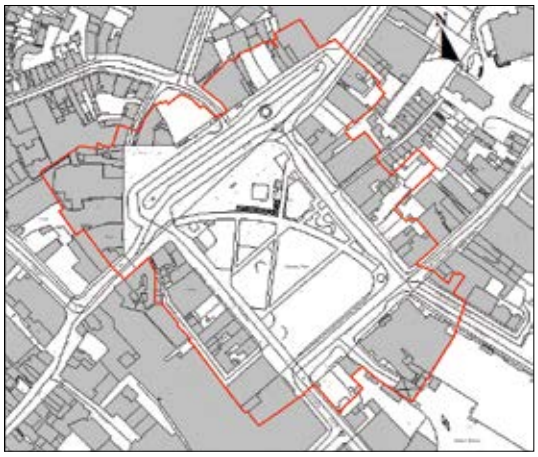


Fig 8.8 Eyre Square

Eyre Square is a significant historical civic space within the city, the green area itself dates back to the mid-17th Century. The square comprises both historic and modern buildings with varying styles ranging from late Georgian to Victorian and modern. While significant intervention has taken place, it still retains the original form with a unified streetscape.

Fig 8.9 Number 11 – 18 University Road

Number 11-18 University Road comprise a mid to late 19th century terrace of attractive rendered facades with front gardens, boundary walls and railings. This distinctive terrace was built by the Catholic Church, primarily to house academic staff of University of Galway. This ACA is of social and architectural interest and is a strong and defining element of the streetscape.

Fig 8.10 Number 7–14 Presentation Road

Number 7-14 Presentation Road are a group of eight semi detached dwellings. They date to the early 20th century and were constructed by local builders (McDonaghs) to house staff of the company. The dwellings are attractive, modestly scaled houses which provide a pleasant setting opposite St. Josephs Church which dates from 1886. The intact, unified character of these buildings gives distinction to the streetscape.

Fig 8.11 Number 34-38 St. Mary's Road

Number 34-38 St. Mary's Road comprise a terrace of three dwellings and two detached dwellings dating to the early 20th century. This group of houses retain their historic fabric, with rendered facades, decorative quoins and paneled front boundary walls. They have a setback address and are elevated above St. Mary's Road giving an intact, unified character to the streetscape.

The Council intends to advance the preparation of Architectural Conservation Area Management Plans within the city and review and complete the Eyre Square ACA Management Plan. The Management Plans will be completed in consultation with the property owners and relevant stakeholders. The preparation of the Management Plans will set out a coordinated approach to works and operations in the ACA and give guidance on good conservation practice. They will also include a strategy for Local Authority works that is responsive to the city's unique character and aligns with the Public Realm Strategy vision for Galway.

Policy 8.2 Architectural Conservation Areas	
1.	Protect and enhance the character and special interest of designated Architectural Conservation Areas, in accordance with legislation and DEHLG Architectural Heritage Protection Guidelines 2011.
2.	Prepare and implement management plans for the conservation and enhancement of designated Architectural Conservation Areas.
3.	Ensure that developments within an Architectural Conservation Area respects and enhances the character and special interest of the ACA.
4.	Ensure the character of Architectural Conservation Areas is preserved by protecting and conserving historic street furniture and paving features and ensure that new street furniture and surfacing is designed to be compatible with the character of the ACA.

8.4 Vernacular Heritage

Thatched buildings are excellent examples of vernacular architecture using traditional building forms, local materials and local building techniques. A Survey and Inventory of Galway City's Thatched Buildings provides a valuable detailed record of the remaining thatched structures in the city. This will be updated and published to raise awareness of their heritage value. The importance of these buildings is reflected in their designation as protected structures. The active use and maintenance of these thatched structures by their owners, have contributed to their survival and some have been supported over the years by heritage grants.

In addition to structures of special interest included in the RPS and designated ACAs, the city contains a wide variety of structures and features, that contribute to local heritage and the distinctive character of the city. That character can be extensively diminished by their loss through demolition and replacement. The Council will encourage the retention and continued use of such structures recognising their contribution to local identity and a continuing sense of place. The conservation of original windows, doors, roof coverings and other significant features that contribute to the character of structures and the overall area will be encouraged. Regular maintenance of buildings also increases resilience to the impacts of climate change. *Shaping the Future*, *Case Studies in Adaptation and Reuse in Historic Urban Environments (2012)* and the *Built and Archaeological Heritage Climate Change Sectoral Adaptation Plan (2019)* are useful guiding documents on adaption and reuse. The forthcoming *National Policy on Architecture* will give further guidance on appropriate energy upgrading and reuse of traditional buildings.

Policy 8.3 Vernacular Heritage	
1.	Encourage the conservation and rehabilitation, renovation and reuse of existing structures that contribute to the character of the city.
2.	Take cognisance of the 'The Inventory of Thatched Buildings' in the assessment of any proposed works to such structures.

8.5 Archaeology

Galway has a rich archaeological heritage, which extends from the mesolithic, medieval and post-medieval periods and includes considerable industrial archaeology. The archaeological heritage includes a legacy of deposits, features, structures, samples, artefacts and their context. Through archaeology, current and future generations can achieve an understanding of the processes which shaped the city. The medieval legacy of the city is apparent from the form and character of the city centre which has a large group of multi-period buildings containing medieval and late medieval fabric. Outside of the city centre, there is also a range of important sites such as Ballybaan ringfort and Roscam standing stone and monastic site. This archaeology creates an important historical resource, unique to Galway City.

Archaeological heritage sites are protected by the National Monuments Act, 1930-2014. A list of sites, structures, features or objects of archaeological significance known as the Record of Monuments and Places (RMP) is compiled nationally by the National Monuments Service of the DHLGH. The RMP is mapped and represented this sites under protected which can also include for a need for care of the area around each monument where there is the possibility of further archaeological remains. There are approximately 105 sites of archaeological significance (Record of Monuments and Places) located throughout the city. Given the medieval legacy of Galway, most of the city centre is designated as a Zone of Archaeological Notification (ZAN). In advance of any new development on a site of archaeological significance or within the ZAN there is a requirement for consultation with the DHLGH. It is the policy of the Council to ensure that development within an area of archaeological significance/potential does not adversely impact on archaeological heritage. The Council will have regard to DHLGH guidance and archaeological advice when considering proposed development.

Galway has many multi-period buildings containing medieval and late medieval fabric. Many of these buildings are both recorded monuments and protected structures. Through the planning process the Council will encourage the protection of the archaeological heritage of these buildings. Under National Monuments legislation all underwater archaeological structures, features and objects are protected. Given the location of Galway at the mouth of the Corrib with an extensive coastline, there is potential for underwater archaeological remains.

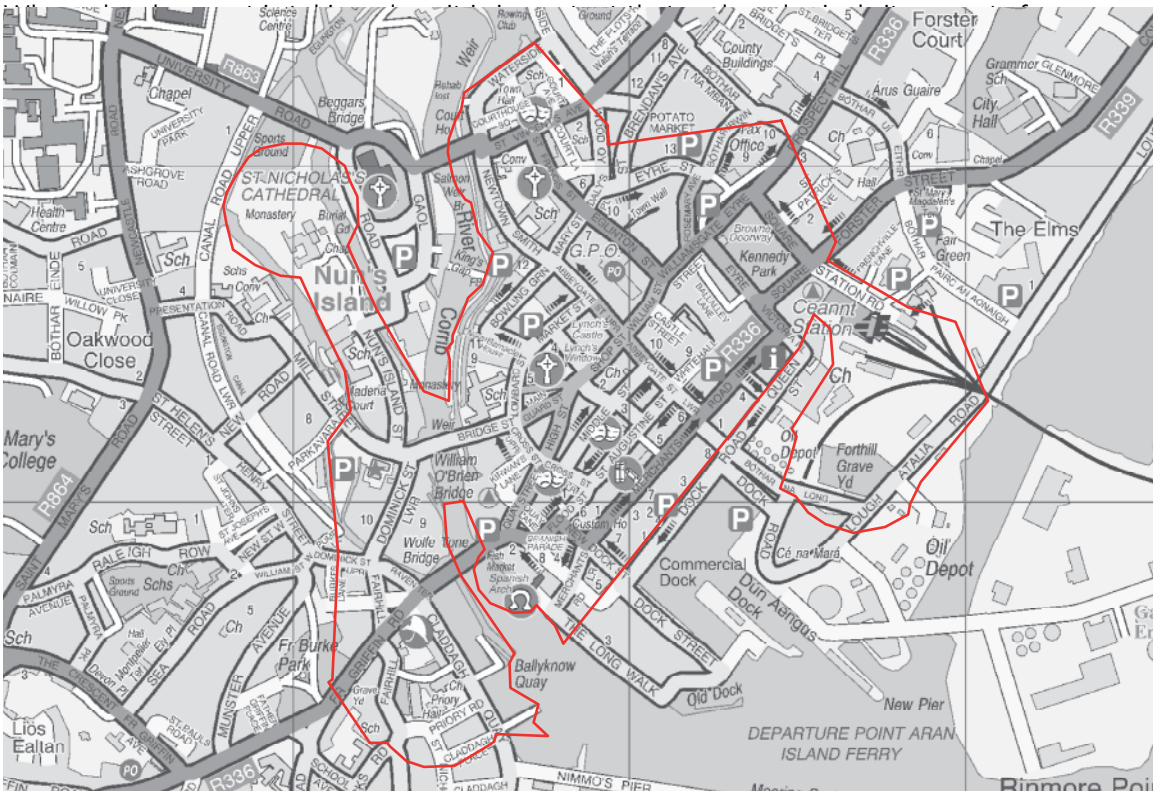


Figure 8.12: Zone of Archaeological Notification

Policy 8.4 Archaeology

1.	Protect, preserve and promote the archaeological heritage of the city including underwater archaeology in rivers, lakes, intertidal and subtidal environments.
2.	Ensure that proposed development within the designated city centre Zone of Archaeological Notification is not detrimental to the character of an archaeological site or its setting.
3.	Have regard to the archaeological recommendations of the DHLGH on any planning applications.
4.	Endorse the sustainable use of archaeological heritage as an educational and cultural resource and promote public awareness of the archaeological heritage of the city.
5.	Require the surveying, recording or excavation of archaeological heritage to include standing historic buildings and underwater archaeological heritage during the development process, where appropriate.
6.	Seek the preservation in situ or, at a minimum, preservation by record of archaeological sites/monuments included in the Record of Monuments and Places and of previously unknown sites, features or objects of archaeological interest that are revealed through development activity.
7.	Ensure that any development proposal with potential to impact on archaeological heritage, including the setting and amenity of sites and monuments, includes for an archaeological assessment. This includes within terrestrial, riverine, inter-tidal and sub-tidal environments.

8.6 Industrial Heritage

Galway's industrial heritage is evident in the historic relationship between the city and waterways, such as the canals, millraces and mill wheels, all of which are included in the *Industrial Heritage Audit of Galway City (2013)* carried out by the Heritage office. This relationship is also a defining characteristic of the city's public realm and their conservation and potential for enhancement are part of the *Public Realm Strategy (2019).* Many industrial heritage features are also listed on the RPS.

Policy 8.5 Industrial Archaeology

1. Promote the protection of the varied industrial heritage of the city and encourage greater appreciation and public awareness of this heritage.

8.7 Galway City Walls

Galway, having medieval city walls, qualifies to be a member of the Irish Walled Towns Network (IWTN). This network was established by the Heritage Council to ensure that Ireland's unique cultural and archaeological heritage in relation to the legacy of medieval fortifications is protected and managed in a sustainable and appropriate manner in the long-term.

The National Monuments Acts (1930-2004) gives statutory protection to the city walls. All town defences are considered National Monuments by reason of the historical, architectural and archaeological interest attaching to them. It requires that all works which impact on the fabric of the city defences, or any ground disturbance in proximity to the defences in Local Authority or the Minister's ownership or guardianship, or that have been the subject of a preservation order, are subject to a requirement for Ministerial Consent.

National policy requires that medieval walling and associated features be considered as a single national monument and be treated as a unit for policy and management purposes. This policy requires a presumption in favour of preservation in-situ of archaeological remains both upstanding and below ground and preservation of the character, setting and amenity of town walls. The Galway City Walls Conservation, Management and Interpretation Plan (2013) gives a record of the city walls assessing their significance and vulnerability and sets out a range of conservation principles and measures to address the future management and interpretation of the walls. The most upstanding and intact sections of the city walls are visible in the Eyre Square shopping centre, to the rear of Dunnes Stores on Rosemary Avenue and at Fishmarket. The city wall at Fishmarket which includes the Spanish Arch and typical wall features such as corbels and parapets presents significant potential for enhancement and interpretation by virtue of its location and prominence within an important civic space adjacent to the City Museum and adjoining Comerford House.

This potential for improved interpretation will be delivered in conjunction with the development of the Atlantic Museum project supported by Fáilte Ireland. This includes for the refurbishment of Comerford House to form part of the new museum building and the construction of a new museum extension bridging between the existing museum and Comerford House. Work will include for a range of essential conservation repairs and an overall design approach that helps to interpret and showcase the city walls.

Policy 8.6 Galway City Walls	
1.	Secure preservation in situ of the historic medieval city walls and seek to protect and enhance their settings.
2.	Support the implementation of recommendations set out in the' Galway City Walls Conservation, Management and Interpretation Plan (2013)'.
3.	Progress the Atlantic Museum extension and the associated interpretation of the city walls and medieval features of the city.

8.8 Urban Design and Placemaking

Good urban design can enhance the character of Galway and convey a sense of what is unique about the city. It is essential in the creation of attractive, well-functioning, successful places. A range of national policy documents set out a framework and guidance for achieving good urban design including *Design Manual for Urban Roads and Streets (2013) and (2019) update, Sustainable Residential Development in Urban Areas (2009), Urban Design Manual - A Best Practice Guide (2009), Retail Design Manual: A Companion document to the Retail Planning Guidelines for Planning Authorities (2012).* The forthcoming National Policy on Architecture will support a high quality, low carbon and more resilient built environment for future generations. The Plan seeks to actively promote the awareness and understanding of the contribution of good design to the general well being of the city. It places emphasis on urban design and sustainable placemaking supporting high quality modern architecture and incorporating architectural heritage in a holistic integrated manner.

Principles of Good Urban Design

Table 8.1 Key Principles in the consideration of good urban design that will be promoted in development:

Character	The promotion of character by reinforcing the local distinctiveness, identity and sense of place. The typology of streets, layout of parks, open spaces, the natural heritage and the urban morphology contributes to character which evolves over time. New development should enhance this character.
Legibility	The creation of places that are easily recognisable, and while part of the overall city, they have their own identity through recognisable landmarks and/or streets. New development should enhance the legibility of the surrounding place.
Ease of Movement and Connectivity	The promotion of accessibility, permeability and universal access making places easy to get to and move within. Ease of movement within a city centre may be through pedestrianisation schemes, creation of new streets, and permeability through shops. In the wider area it may be through enhanced public transport, provision of greenways and linkages from residential areas to local services and facilities. New development should ensure maximum permeability and accessibility for all.
Quality of the Public Realm	The promotion of streets and public spaces that are attractive and safe and that allow for social interaction. The design of the public realm in any new development requires careful consideration in terms of its layout, function and use of materials such as surfaces and street furniture.

Continuity and Enclosure	The promotion of the continuity of street frontages and the enclosure of spaces by clearly defined edges which distinguish public and private areas.
Diversity and Adaptability	The creation of places that have variety and choice through a mix of uses which are compatible and viable and which can adapt to changing socio-economic conditions.
Environmental Responsibility and Climate Resilience	The creation of places which foster sustainable energy consumption and reduced carbon footprint through enhancing sustainable transportation, utilising renewable energy technologies and SUDs, enhancing biodiversity and climate adaptation measures.

Good urban design is essential in creating a good image of the city with a strong identity. The detailed design of a building and use of materials are important considerations. High quality architectural design is also important in the context of urban design having regard to the layout and intensity of blocks, plots and buildings. The density of development and the mix, type and location of uses are also key considerations.

The greening of the city through the use of innovative design features in buildings such as green roofs and walls are important measures in the control of surface water runoff, enhancing biodiversity and promoting a varied streetscape. The use of innovative building design and layout that demonstrates a high level of energy conservation, energy efficiency and use of renewable energy sources is a key consideration.

The development guidelines and standards for new development are contained in Chapter 11. These combined with the application of the key principles of good urban design give guidance in on how to plan and design developments that can contribute to a high standard of urban design for the city. This approach contributes also to the protection and enhancement of existing areas that support good urban design qualities.

Urban Density and Building Height

The *Galway City Urban Density and Building Heights Study (2021)* outlines a strategy to help guide and influence urban density and building height of new development. It is prepared in the context of a national policy agenda which revolves around nurturing a more sustainable, compact form of development that can make a positive contribution to the character of the city and create good quality mixed use communities. Notwithstanding the pursuance of compact growth, Galway's City Core is a historic environment with a sensitive and distinct character. This setting is complemented by both the river and coastline context which provides an impressive landscape and townscape features. As such, the impacts of new development on the city's character and setting will be a major consideration within the visibility envelope of the historic core and natural environment context. The study following analyses, includes for densities and building height ranges open for consideration as part of the overall assessment of proposed developments.

These suggested ranges of scale and intensity are a guide and are not absolute measures to be pursued or achieved and each site should be considered on its merits. Densities and heights lower or higher than those outlined in the study may be appropriate when assessed against other relevant policy and guidance. Large sites may support opportunities for exceptional forms of development, this will be where their built form, their social, economic and environmental impact can deliver excellence. Where sites of scale are capable of generating their own character, in particular at the Ceannt Quarter, Inner Harbour and Headford Road Regeneration Areas, scope for greater height is open for consideration where this additionality can demonstrate justification which may be based on outstanding architectural design and satisfy all other planning considerations. In general, the capacity for height will be assessed in conjunction with the development guidance set out in the Galway Urban Density and Building Height Study (2021) Section D Spatial strategy.

Sustainable Neighbourhoods and Placemaking

Galway City comprises of a number of neighbourhoods, each having their own distinct character and identity. It is policy to strengthen communities and neighbourhoods in the city and to support the development of new communities in areas such as at the planned urban extension at Ardaun (LAP) and on designated Regeneration and Opportunity areas.

Guided by the principles of the neighbourhood concept as included for in Chapter 3, the Urban Density and Building Height Study has set out a spatial strategy to ensure that additional development can assimilate well into area setting and takes account of a wide range of relevant issues including the context of the site, the character of the surrounding area, existing amenity value and the need for good quality, urban and building design to support successful placemaking and liveability.

Regeneration and Opportunity Areas

Good urban design within Galway City seeks to reinforce the distinctive character of the city by ensuring a high quality built environment through good place-making and the creation of sustainable neighbourhoods. Within the city centre in particular, it is important to promote new development that integrates well and respects the city's existing built form and natural and historic environment. In regeneration areas including key areas at Ceannt Station, Inner Harbour and at the Headford Road area there will be a need to develop a new local distinctiveness. These areas will require development to be supported by a strategic framework and spatial plan which includes for a long term vision for the area with functional divisible stages of development where relevant. They will be required to demonstrate that good urban design principles are being applied, compact mixed use growth is being encouraged and that economic, social and environmental dividend is being achieved along with a positive contribution to the physical expansion of and liveability of the city.

Other emerging key regeneration sites include lands at Sandy Road and at Dyke Road, the potential development of these lands are being progressed by the Council in collaboration with the LDA. Potential for regeneration and re-use of historic structures also exists at Nun's Island with University of Galway preparing emerging regeneration proposals. Sites associated with district centre designation and a number of brownfield opportunity sites also been identified as having potential to accommodate planned growth. These areas can provide opportunities for inclusion of high quality architecture and urban design in their development which can strengthen the urban spatial structure, liveability, economic viability and support the sustainable of neighbourhood. There are also opportunities for landmark buildings in these areas which can help establish a distinct area character and reinforce identity of place.

Shopfronts and Signage

In Galway, in particular in the historic core, the varied nature of shopfronts which has evolved since the medieval period creates a visual attractiveness and intimacy. Many shopfronts incorporate elements of historic fabric and medieval fragments which preserves a rich historical record and contributes to a unique streetscape. The sensitive conservation of these shopfronts is required to protect their quality and to retain the character of the streetscape. There is also a requirement for a high standard in contemporary shopfront design. Good quality shopfront design and outdoor signage enhances the streetscape, respects accessibility, encourages investment and promotes a positive image of the city. In order to encourage shopfront conservation and good design, The Councils *Shopfront and Signage Design Guidelines (2012)* provides guidance on good shopfront design including contemporary design, conservation and restoration of shopfronts and advice on sensitive shopfront solutions. The *Public Realm Strategy (2019)* also gives guidance for signage to improve accessibility, minimize street clutter and to complement Galway's character.

Local Area Plans and Masterplans/Framework Plans

Within the framework of the City Development Plan, a Local Area Plan (LAP) can provide more detailed planning policies for areas where significant development and change is anticipated. The *Ardaun Local Area Plan (2018-2024)* sets out a framework for a sustainable urban extension on the east side of the city. The LAP includes specific area based policies with particular emphasis on creating an attractive and accessible new urban village and a sustainable residential neighbourhood, well connected with the greater city and environs. It is envisaged that the LAP area will be developed on a phased basis. Phase 1 comprises the lands to the south of the M6/N6 and the longer term phase 2 comprises the lands to the north of the N6/M6.

LAPs are also proposed for the Murrough and Headford Road Area. They will include for an urban design framework which will have a key role in translating at the local level, the policies included in Section 8.8 relating to urban design and provide guidance in relation to layout, density, diversity of uses, access and infrastructural provision, and the integration of green spaces/parks which will contribute significantly to achieving ahigh-quality place.

Major regeneration schemes in and around the city will have a significant impact on Galway's growth, evolution and future character and success. In light of the significant planned growth for Galway, the *Urban Density and Building Height Study* provides design principles and guidance to promote high standards of design, both in buildings, streets and public spaces. Where an area of land requires a masterplan/spatial framework, it will also include a specific contextual urban design strategy. Such masterplans/spatial frameworks will be required to demonstrate how redevelopment will incorporate a good standard of architecture in conjunction with a high quality of urban design standard, in accordance with City Development Plan policies and objectives. This approach will encourage developments that can contribute to making successful places, contribute to distinctive place making and enable new urban extensions to link well and efficiently into the existing built form. For those in the city centre area this can mean growing and expanding the vibrancy of the core area, creating new quarters, new streets and new spaces and by design ensuring that they are safe, accessible, pleasant to use and human in scale. (See Chapter 10 for further guidance).

Other Mechanisms to Achieve Principles of Good Design

In order to facilitate the assessment process of planning applications, the Urban Density and Building Height Study gives guidance for increased density and height which will be subject to specific contextual assessment. Proposals should clearly demonstrate the following:

Heritage Assets and their Setting	A positive relationship with relevant heritage assets and their setting and the historic character that contributes to the city's distinctiveness.
Design Quality	Exceptional design quality, including height, massing, proportion, materials, detailing, site layout and its relationship with the surrounding area, which set it apart in terms of quality and distinctiveness, and which positively contributes towards the context and character of the area. Any development proposals for buildings above the prevailing benchmark height will be required to be accompanied by a design statement. This will include a range of graphic material which may include photomontages and a 3D element where required. The Council will investigate the potential for acquiring a model of the city to facilitate assessment of development. This model could be a simple 3D block model of existing buildings which would enable preliminary assessment of proposals on sensitive sites. This would provide for an early stage of assessment of development and would facilitate efficient use of the pre-consultation process. Other visualisation techniques and illustrative measures will also be investigated as useful tools to aid assessment.
Townscape Rationale	A clear townscape rationale where increased height is proposed, marking key locations or nodes, and responding to public transport accessibility and activity.
Tall Building Statement	Where a tall building, one that significantly exceeds the prevailing benchmark heights is proposed, it shall be accompanied by a Tall Building Statement which gives justification for an exception for such height and includes at a minimum the case for the proposal based on location, design, context and assimilative capacity.
Impact Assessment	An assessment of all visual and environmental impacts including microclimate, daylight and sunlight, overlooking, overshadowing, impact on skyline and views, ecological assets and green spaces and the provision of appropriate mitigation where required.
Sustainability and Climate Benefits	Significant sustainability and climate action benefits including in building design, construction, operation and connections to the surrounding area.
Public Realm	That appropriate public realm, amenity, landscaping, rest and play spaces are incorporated to a high standard.

Policy 8.7 Urban Design and Placemaking

1. Encourage high quality urban design in all developments.
2. Improve qualitative design standards through the application of design guidelines and standards of the Development Plan, the *Galway Public Realm Strategy (2019)* and accompanying design, activity and delivery manuals, *Galway Shopfront and Signage Design Guidelines (2012)* and *Design Guidelines Canopies (2011*).
3. Ensure that development delivers high quality urban design, place making and public realm that contributes to urban regeneration in the city and that is resilient to potential impacts of climate change.
4. Encourage innovation in architecture and promote energy efficiency and green design.
5. Progress the implementation of the Ardaun Local Area Plan 2018-2024.
6. Prepare Local Area Plans, masterplans and spatial/design frameworks which provide an urban design framework to contribute to the development of sustainable, vibrant working and living environments.
7. Promote sustainable and inclusive urban design, urban form and architecture that positively contributes to the city's existing character and distinctiveness.
8. Adhere to the *Galway City Urban Density and Building Height Study (2021)* and promote development which incorporates high quality sustainable and inclusive urban design, urban form and architecture that positively contributes to the city's character, heritage and neighbourhood areas.
9. Proposals for buildings which are taller than the prevailing benchmark heights will only be considered where they do not have an adverse impact on the context of historic buildings, ACA's, residential amenity or impinge upon strategic views, in accordance with the Urban Density and Building Height Study for the city.
10. Promote the reuse and adaptation of derelict and vacant buildings.
11. Progress, by way of the Development Sites Register, the development of derelict sites for housing and regeneration purposes through consultation with landowners and the application the Derelict Sites Act 1990 (as amended) and other means available to Galway City Council.

8.9 Public Realm

The character and quality of the city is defined to a significant extent by its public realm. Public realm is a broad term used to describe outdoor space that is accessible to the public. This includes spaces between buildings, streets, roads, squares, parks and water fronts. It accounts for a considerable part of the city and is a primary area for social interaction and public life. Public realm provides a meeting place, a venue for events, for social entertainment and an important setting to the built environment. Enhancements to public realm bring sustainable socio-economic, environmental and cultural benefits to the city and improve connectivity and accessibility. They also improve resilience to climate change through integrating tree cover and other green infrastructure.

Significant improvements have been made to the public realm over the years, such as the Pedestrianisation Scheme, the Eyre Square Enhancement Scheme and the Riverside Walk. Smaller projects to improve accessibility and safety in the public realm have included additional public lighting at Blackrock, improved pedestrian infrastructure and facilitation throughout the city and increased landscaping and biodiversity in public areas. In view of the NPF/RSES ambitions for the city to become a city of scale and in conjunction with other overlapping strategies for transport and flood defences it was considered timely to prepare a comprehensive approach to the public realm. In this regard a City Council cross departmental committee worked in conjunction with consultants to prepare a Public Realm Strategy for the city.

The *Galway Public Realm Strategy (2019)* and accompanying Design, Activity and Delivery Manuals, provides a comprehensive and flexible, long term strategy to deliver high quality public realm complementing innovative steps which had already advanced. Core themes of the strategy are to celebrate Galway's rich heritage in the design of the public realm and to make the city centre as welcoming and accessible to everyone as possible, promoting the principles of universal design. The strategy seeks to enhance the quality of the built environment of the city and also help support sustainable communities, providing meeting places, entertainment and event spaces, market spaces, exhibition and art spaces, outdoor eating spaces and passive amenity spaces. It also seeks to enhance green infrastructure, increase biodiversity and improve resilience to climate change and flooding.

The Plan supports the implementation of the strategy and the supporting manuals, including the delivery manual which supports specific enhancement projects and a typology of streets and public spaces that can positively contribute to the city's environment and heritage. It reflects the Plan policy to create strong links between the city centre and regeneration areas of the Harbour, Ceannt Station, Headford Road and at Nuns Island and to deliver high quality public realm. The creation of small-scale microspaces by redesigning 'leftover' spaces and the conversion of car parking spaces to parklets is also promoted as measures to improve the livability of the city. The implementation of the GTS measures will also have capacity to add significantly to the city's public realm and the experience of the city environment.

The Plan promotes environmental improvements to the public realm in the city and requires that qualitative public realm considerations are integrated into all projects, both private developments and public initiatives, including those associated with implementation of the GTS.

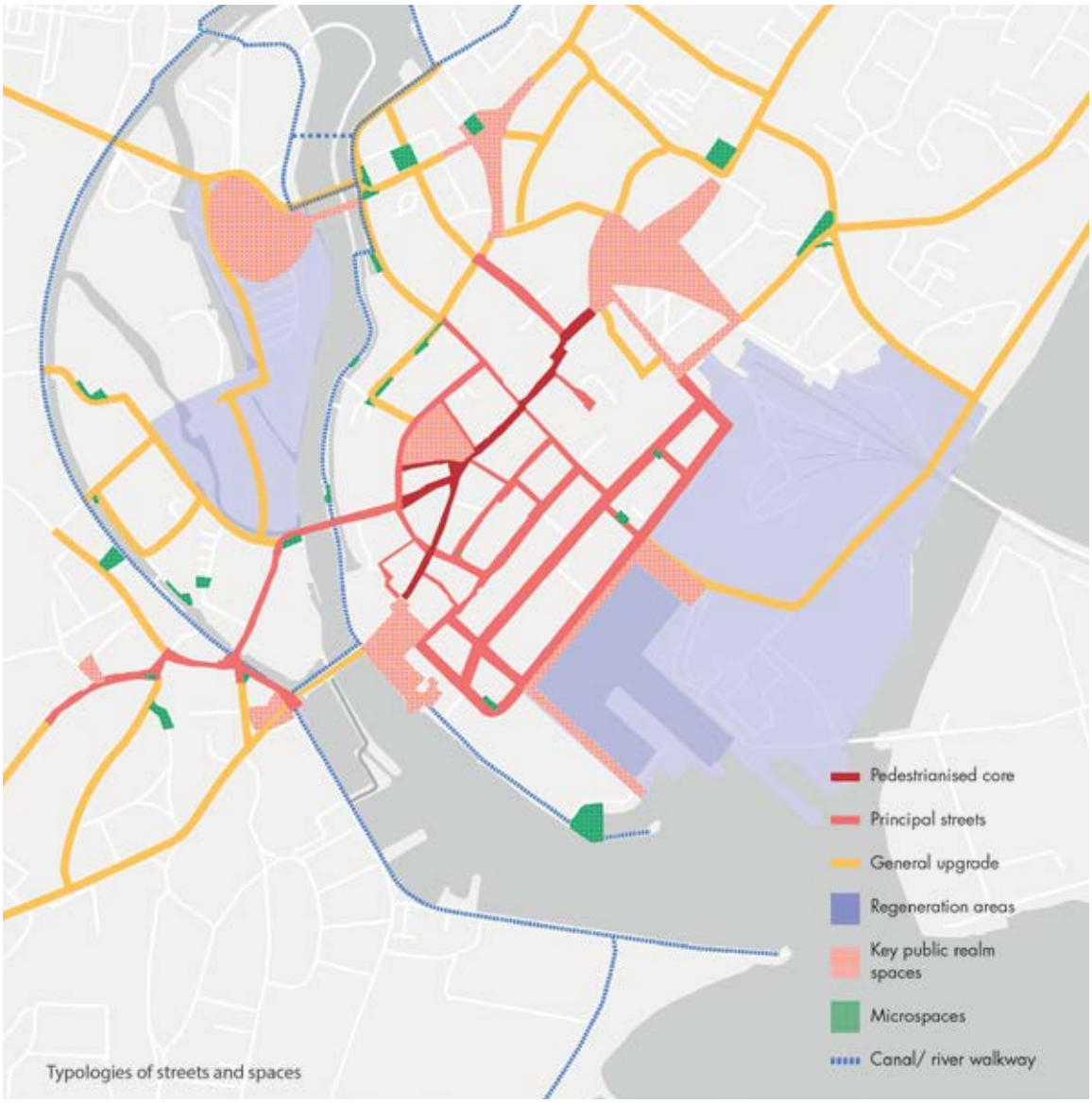


Figure 8.13 Typology of Key Streets and Public Spaces in Galway City Centre
Source Galway Public Realm Strategy 2019

Public Realm Schemes

Advancement of the key projects in the Public Realm Strategy have been enabled by the success of Galway City Council's application for Urban Regeneration and Development funding. This will build on the success of previous urban regeneration projects activated in the 1990's. Projects identified in the public realm strategy have been prioritised for delivery by the Council to provide significant new and improved public realm on streets and spaces. The projects comprise new public spaces at Woodquay and the Galway Cathedral, rejuvenated space at Fishmarket and Eyre Square (North) and new public realm which will support sustainable transport use and pedestrianisation of specific city centre streets. Environmental improvements for Shop Street are also to be advanced as part of the pedestrian area rehabilitation programme. The projects are part of a wider strategic development programme for the city that will align with the NPF agenda to grow the city supported by a focus on compact growth and regeneration.

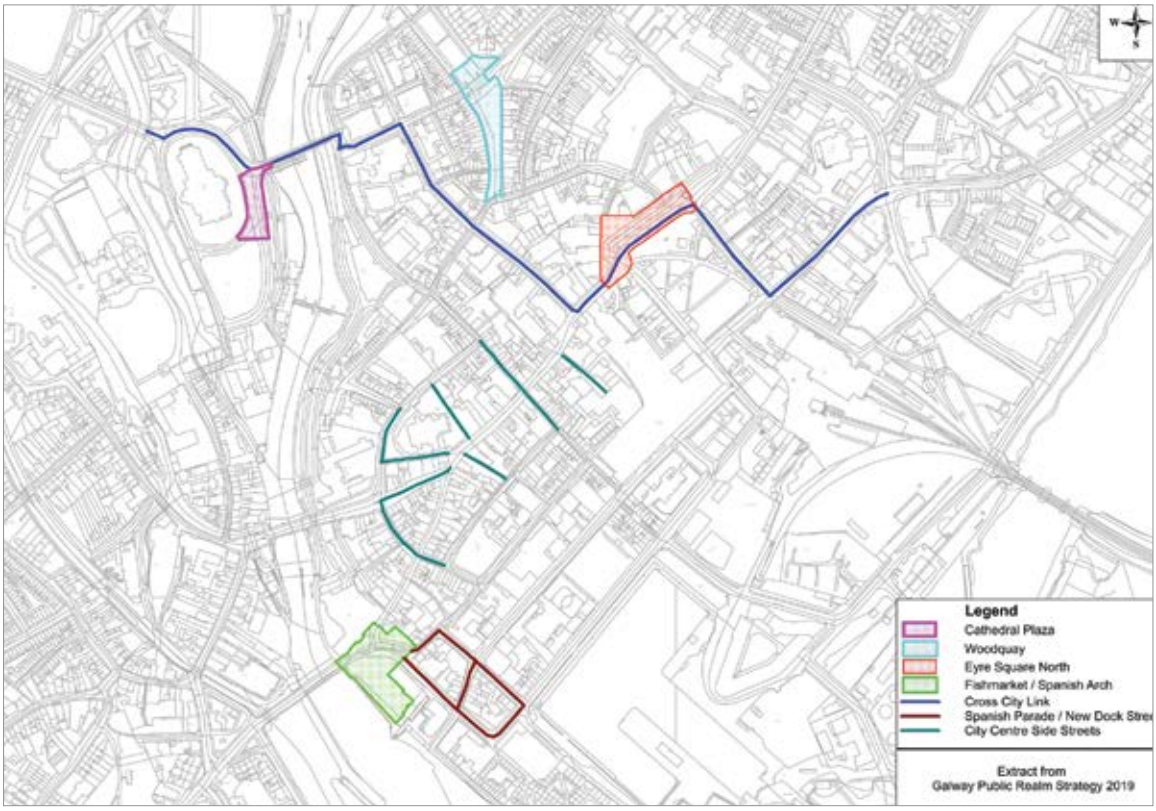


Figure 8.14 Key Public Realm Schemes in the City Centre

The Council, in consultation with the local residents and businesses, also propose to carry out civic improvements to the Small Crane square as part of the ongoing citywide initiative to improve and enhance public spaces and which will be advanced by the implementation of the public realm strategy and learnings from the outdoor dining initiatives introduced during the Covid 19 pandemic restrictions. The Council will build on pedestrian improvements carried out to date at Raven Terrace to enhance permeability to the West Area and continue to investigate opportunities to carry out improvements allied to implementation of the public realm strategy and the GTS.

Measures undertaken during the Covid-19 pandemic to accommodate pedestrianisation and use of the street network for outdoor seating and dining have been shown to enhance the vitality and vibrancy of the city centre area and will be considered in conjunction with all stakeholders.

An improvement scheme at Bowling Green in conjunction with the public will include traffic calming measures, improvements in the public realm and urban greening measures to enhance the local environment.

Policy 8.8 Public Realm

1.	Progress implementation of the Public Realm Strategy (2019) and accompanying manuals including the delivery of enhancement projects and a typology of streets and public spaces that positively contributes to the city's environment and heritage.
2.	Build upon Galway's distinctive materiality and character to inform the design of the public realm.
3.	Rationalise materials, street furniture and planting in Galway to create well-designed, coordinated public realm.

4.	Prioritise the safe movement of people on streets and create a high quality environment through design promoting connectivity, accessibility and the principles of universal design.
5.	Promote nature based SUDS solutions in the public realm where possible to enhance biodiversity and resilience to climate change.
6.	Promote the important role that public space plays in providing for informal social interaction and maximise opportunities for outdoor gathering places, play areas, outdoor dining and living and outdoor public seating, where appropriate and in accordance with the Public Realm Strategy and accompanying manuals.
7.	Support measures in the GTS to ensure that qualitative public realm considerations are integrated into GTS projects promoting sustainable transport use and the pedestrianisation of specific city centre streets.
8.	Establish strong links between the city centre and regeneration areas of the Harbour, Ceannt Station and Headford Road and at Nuns Island.
9.	Prioritise the creation of public spaces in the development of regeneration areas and opportunity sites and deliver high quality public realm.
10.	Promote high standards of design, materials and workmanship in the public realm. Ensure that such works adhere to the principles and guidance of the Public Realm Strategy and has regard to the distinctive character of an area.

8.10 Specific Objectives

Specific Objectives

Record of Protected Structures

1.	Facilitate the conservation, adaptation and reuse of the waterworks building at Terryland Water Treatment Plant.
2.	Progress implementation of Conservation Management Plan recommendations for Merlin Castle, Terryland Castle and Menlough Castle.
3.	Progress implementation of the Conservation Management Plan for the Browne Doorway.

Architectural Conservation Area

4.	Advance the preparation of Architectural Conservation Area Management Plans within the city and review and complete the Eyre Square ACA Management Plan.

Vernacular Heritage

5.	Increase public awareness of the vernacular heritage of the city including through publication of 'The Inventory of Thatched Buildings'.

Urban Design and Placemaking

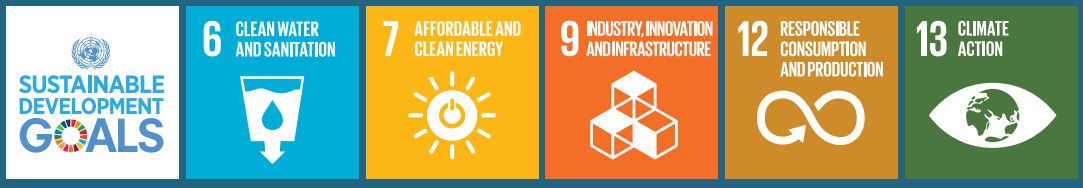
6.	Require the use of design statements and Masterplans/spatial frameworks for development where appropriate.

Public Realm

7.	Establish a cross-departmental working group to coordinate public realm strategy implementation and develop and deliver a proactive maintenance and management strategy, in liaison with external agencies delivering public realm works.
8.	Support public realm enhancement projects contained in the Public Realm Strategy and accompanying manuals and their integration with GTS projects, environmental improvements and initiatives relating to climate adaption, biodiversity, public art and activities in the public realm.
9.	Examine outputs of the Galway City Mobility Management Team for the sustainable use of outdoor space and streets.
10.	Progress the delivery of Urban Regeneration and Development Fund (URDF) projects which comprise of new public spaces at Woodquay and the Galway Cathedral, rejuvenated space at Fishmarket, Eyre Square (North) and increased City Centre pedestrianisation.
11.	Prepare environmental improvement schemes for Bowling Green and carry out further public realm improvements at Raven Terrace.
12.	Carry out a Civic Improvement Scheme for the Small Crane Square.
13.	Advance an environmental improvement scheme for Shop Street as part of the pedestrian area rehabilitation programme and extend the pedestrian zone, in consultation with local communities and stakeholders.
14.	Create a number of small-scale microspaces in the city centre by redesigning 'leftover' spaces and the conversion of car parking spaces to parklets.
15.	Carry out an audit of existing street furniture poles and signage in the public realm, with the aim of removing redundant elements.
16.	Carry out an audit of existing roads and public realm spaces in Galway in order to itemise in priority order the specific locations which need to be modified to improve accessibility.

9 Environment and Infrastructure

9.1	Context	229
9.2	Flood Risk Assessment	230
9.3	Water Quality	232
9.4	Water Services	233
9.5	Sustainable Urban Drainage Systems (SuDS)	236
9.6	Control of Major Accident Hazards (Seveso III Directive)	237
9.7	Air Quality	238
9.8	Noise	238
9.9	Light Pollution	239
9.10	Waste Management	240
9.11	Telecommunications	242
9.12	A Smart City	243
9.13	Energy and Associated Infrastructure	243



9.1 Context

The sustainable management of water, waste and other environmental services is necessary to safeguard the environment, ensure health and wellbeing and to support the sustainable growth of the city. Climate change is also an important consideration. Planning policy must incorporate consideration of future climate conditions and adaptation options including flood risk, accommodation of renewable energy sources, energy conservation and improved management of resources.

Issues such as a sufficient supply of clean water, good air quality and sustainable waste management are of major importance for the city. The plan supports the provision of critical infrastructure in conjunction with relevant statutory providers including Irish Water, to address these issues in a manner that protects public health, the environment and addresses the challenges of climate change. The SEA and AA are important tools in ensuring that plan policy does not have an unduly negative impact on the environment.

The plan also supports new technology and a smart city approach in order to enhance the quality and performance of urban services and to reduce costs and consumption of resources enabling the city to grow and respond to economic, social and environmental challenges. Digital technologies in particular, are seen as key to future proofing the city and enabling the transition to a smart city. This builds on the growth ambitions of the RSES which focus on building a competitive economy and a well-connected region through the delivery of digital infrastructure such as a high-quality ICT network and delivery of the National Broadband Plan.

Infrastructure to ensure a sufficient and secure energy supply is also critical for the city and plan policy supports provision in liaison with relevant statutory providers including Eirgrid, ESB and Bord Gáis. The transition away from fossil fuels and the move towards more sustainable energy sources is also a key policy focus of the plan.

9.2 Flood Risk Assessment

Climate change impacts which include more intense storms, storm surges, sea level rise and increased occurrences of long high-intensity rainfall events, contribute to an increased likelihood of flooding. The city is particularly vulnerable to flooding by virtue of its location on the Atlantic coast and River Corrib and this requires a comprehensive approach to flood management.

The Development Plan can play an important role in flood management through policy and land use zoning and to date large sections of the natural flood plains of the coast and River Corrib have been protected from compromising development. Other policies in relation to control of drainage and surface water management also support flood management. In the preparation of the Plan, in accordance with *The Planning System and Flood Risk Management, Guidelines for Planning Authorities (2009)*, a Strategic Flood Risk Assessment (SFRA) has been carried out to assess the implications for planning policy of flood risk. The SFRA adopts a largely precautionary approach to land use zoning to avoid directing development towards areas at risk of flooding. Areas subject to development and identified as being at risk of flooding, are assessed through a justification test, to determine their suitability and requirements for site-specific flood risk assessment and detailed mitigation are considered on a site by site basis.

The Office of Public Works (OPW) is the lead agency for flood risk management. In 2011 the OPW completed a national Preliminary Flood Risk Assessment (PFRA), carried out under the EU Floods Directive, which identified areas of potentially significant flood risk. Subsequent to this, the OPW undertook the Catchment Flood Risk Assessment and Management study (CFRAMs) which established a long term strategy and measures for the management of flood risk in the city and wider Corrib catchment. It concluded that a flood relief scheme would be a viable and effective option to protect the city against fluvial and tidal flood risk, to provide for future resilience, and to enable the city to develop in a sustainable way.

The Coirib go Cósta Galway City Flood Relief Scheme commenced in November 2020. The objective of the scheme is to assess, design and deliver a viable, cost-effective and environmentally sustainable flood relief scheme for Galway City. Coirib go Cósta, while primarily focused on addressing the sustainable and effective management of flood risk, will ensure that the design of any measures, in particular structural measures, takes cognisance of the sensitivity of the distinctive context of the city.

Where development is required it must complement the character, sensitive environment, cultural legacy and built form of the city in any design. The design of the flood relief measures will be required to include for creative landscape architectural solutions, which can, in addition to addressing flood risk management, bring value to the urban context and public realm and integrate with other advancing projects. The project will facilitate public consultation at key stages of the process. Subject to planning consent, construction is programmed to start in 2025 with an estimated 36 month build timescale.

Coastal erosion is also a risk for certain areas of the city. Where necessary, the Council will collaborate with relevant stakeholders to facilitate environmentally and economically sustainable coastal protection works in order to address coastal erosion and flooding in the most vulnerable areas of the city. Any future defence works within the shoreline will take account of the long-term interrelationships between defences and coastal processes in the wider area, the need to protect the environment and natural habitats and include opportunities for maintaining and enhancing the natural coastal environment, where deemed appropriate. Specifically where coastal erosion measures are being progressed for Sailin to Silverstrand these shall be examined for the capacity to incorporate amenity measures including a link of the walkway from Blackrock to Silverstrand.

Policy 9.1 Flood Risk

1.	Support, in co-operation with the OPW, the implementation of EU Flood Risk Directive (2007/60/EC), the Flood Risk Regulations (SI No, 122 of 2010) and the DECLG and OPW Guidelines for Planning Authorities, the Planning System and Flood Risk Assessment Management (2009), updated/superseding legislation or departmental guidelines and have regard to the findings and relevant identified actions of the Corrib Catchment Flood Risk Management (CFRAM) Study.
2.	Support and facilitate the implementation of the Coirib go Cósta Galway City Flood Relief Scheme in conjunction with the OPW to support a climate resilient city, protect against flooding and minimise the impact of future climate events. Support in general the associated mitigation and adaptation measures in order to prevent flooding and coastal erosion, subject to appropriate environmental, visual, built heritage and other relevant considerations.
3.	Ensure the recommendations of the Strategic Flood Risk Assessment (SFRA) for the Galway City Development Plan 2023-2029 are taken into consideration in the assessment of developments in identified areas of flood risk and require site specific Flood Risk Assessment (FRA) and associated design and construction measures appropriate to the scale and nature of the development and the risks arising, in all areas of identified flood risk including on sites where a only small proportion of the site is at risk of flooding and adopt a sequential approach in accordance with the Planning System and Flood Risk Management Guidelines for Planning Authorities (2009).
4.	Protect and promote sustainable management and uses of water bodies and watercourses from inappropriate development, including rivers, streams, associated undeveloped riparian strips, wetlands and natural floodplains.
5.	Ensure flood risk is incorporated into the preparation of any future local area plans, framework plans and masterplans in the city.
6.	Ensure any proposed measure designed to alleviate flooding/coastal erosion is subject to Appropriate Assessment in accordance with Article 6 of the EU Habitats Directive, where appropriate.
7.	Continue to protect the coastal area and the foreshore and avoid inappropriate development in areas at risk of coastal erosion and/or would cause and escalate coastal erosion in adjoining areas.
8.	Protect and maintain, where feasible, undeveloped riparian zones and natural floodplains along the River Corrib and its tributaries.

9.3 Water Quality

A high-quality, clean, drinking water supply and good bathing water quality is important for the future economic development, physical growth and public health of the city. There is a diverse range of natural water assets in the city, including the sea, rivers, lakes, canals and ground water. It is vital that these water bodies are protected against pollution and that water quality is maintained at a good level.

The EU Water Framework Directive (WFD) established an integrated catchment based approach for the protection, improvement and sustainable use of inland waters, including groundwater, with the aim of improving the quality of the water environment. The WFD aims to prevent deterioration of the status of all waters and ensure good status as a minimum. It also aims to achieve compliance with the requirements for designated protected areas which are deemed to require special protection because of their particular importance. These areas include bathing waters, sources of drinking water, areas in which shellfish are grown or harvested, locations with sensitive habitats and species, or areas that are particularly affected by eutrophication due to excessive inputs of phosphorus and/or nitrogen from urban waste water.

The WFD is implemented through the national River Basin Management Plan (RBMP). The draft RBMP for the period 2022-2028 was on public consultation until March 2022 and final approval is expected in 2023. It sets out the measures that are necessary to protect and restore water quality in Ireland. The overall aim of the plan is to ensure that natural waters are sustainably managed and that freshwater resources are protected so as to maintain and improve the water environment. Implementation of the plan is shared across a range of bodies including the local authorities.

The Local Authority Waters Programme (LAWPRO) was established in 2016 as a national shared service on behalf of the local authorities and the City Council works in conjunction with LAWPRO to co-ordinate implementation of the WFD.

Good quality bathing water is an important natural resource for recreational use as well as being a significant tourism attraction. The Bathing Water Directive 2006 and Bathing Water Quality Regulations 2008 set strict standards for the management of bathing water quality. The Council monitors and assesses bathing water quality, provides bathing information, takes action to protect health and to reduce the risk of pollution of these bathing areas. The Mutton Island Wastewater Treatment Plant (WWTP) has led to major improvements in bathing water quality in Galway Bay. This is confirmed by the securing of EU Blue Flag status and the National Green Coast Award for Silverstrand and Salthill beaches. All beaches play a major role as recreation and coastal amenity areas for the city including Sliverstrand, Salthill, Grattan and Ballyloughane beaches. The Council, in partnership with Irish Water and other stakeholders, will work to maintain and improve bathing water quality for all beaches within the city.

Policy 9.2 Water Quality

1.	Support the actions of the River Basin Management Plan 2018-2021 and future River Basin Management Plan in order to promote and achieve a restoration of good status, reduce chemical pollution and prevent deterioration of surface, coastal and groundwater quality, where appropriate.
2.	Continue to pursue the maintenance of good bathing water quality at the city beaches through monitoring and management actions in accordance with the Bathing Water Quality Regulations 2008.
3.	Ensure development adheres to prevailing environmental standards and guidelines and accords with emerging legislation and strategy on the marine environment.
4.	Maintain and extend the Blue Flag Beaches status in regard to water quality, infrastructure and amenity provision for beaches in the city.

5. Protect the city's groundwater resource in accordance with the Groundwater Directive 2006/118/EC and the European Communities Environmental Objectives (Groundwater) Regulations, 2010 (SI No. 9 of 2010) or any updated legislation and limit any development which has potential to impact the objectives for protection, enhancement and/or restoration.
6. Minimise and control discharges to inland surface water bodies, in particular Terryland/ Sandy River, groundwater and coastal waters to prevent water pollution and protect the environment.

9.4 Water Services

Irish Water has responsibility for water services infrastructure and treatment facilities for the city since 2014. Currently at local level, through Service Level Agreements, the City Council retains its role in facilitating the provision of water services, in conjunction with Irish Water. The Council retains responsibility for surface water services and remains a water protection authority through its functions relating to water quality and monitoring and the issuing of discharge licences to the surface water network. Irish Water is responsible for the issuing of trade discharge licences to foul/combined sewers.

It is an objective of Irish Water to provide both drinking water and wastewater strategic infrastructure capacity in a manner which supports the policy direction of the NPF and RSES. Irish Water will continue to develop and improve water and waste water services to support the planned development in the city as outlined in the Core Strategy, subject to the availability of the necessary capital investment and in compliance with environmental objectives and regulations. A good quality and plentiful water supply and adequate wastewater infrastructure is necessary, not only to meet growth ambitions of Galway as an NPF Regional City, but also to achieve environmental and public health standards.

The Council will work with Irish Water in identifying water services investment requirements and priorities in the city and support the delivery of the objectives of the *Water Services Strategic Plan (WSSP)* which outlines the strategic direction of Irish Water up to 2040.

A National Water Resource plan (NWRP) is currently being prepared by Irish Water which will seek to achieve a sustainable, secure and reliable public water supply over the next 25 years. As part of the plan, a regional water resources plan will be developed with a focus on water conservation measures, leak reduction, network efficiency and sustainable water supplies.

In relation to waste water services, Irish Water's wastewater treatment capacity register for Galway City outlines the capacity available at Mutton Island Wastewater Treatment Plant (WWTP). It has a current design load of 170,000 PE (population equivalent). The current load reported in the Annual Environmental Report to the EPA for Galway was circa 103,000 PE for 2020. In this regard it is anticipated that the WWTP has capacity to accommodate the projected growth over the plan period 2023-2029. In order to provide for the targeted growth in the Galway metropolitan area in the medium and long-term, the preparation of a Greater Galway Area Drainage Strategy will commence in 2022 which will consider future waste water networks and treatment options. Previous proposals for the provision of a Galway East Main Drainage WWTP will be revisited as part of the strategy.

A Drainage Area Plan (DAP) for the city is currently being prepared and is due for completion in 2023. This plan will assess the wastewater network in detail to identify issues and needs. In parallel with the DAP, a Network Development Plan will also be advanced as a high-level study to help inform servicing of undeveloped zoned sites within the city. The Council will continue to work with Irish Water to ensure that these plans are prepared in the context of planned city growth. With particular reference to the Ardaun LAP area, work is ongoing to progress the design and delivery of waste water services within the Phase 1 southern section. The project includes the provision of a crossing of the dual carriageway and a new wastewater storage tank at Merlin Park Pumping Station No.1. The DAP and Network Development Plan will consider how Phase 2 of Ardaun LAP will be serviced.

Irish Water in conjunction with the City Council will continually progress measures such as sewer rehabilitation activities, capital maintenance activities, stormwater overflow monitoring and will continue to monitor the performance of the networks to ensure that the most urgent works are prioritised as required.

In relation to water supply for the city, the growth of population in the city has been coupled by increases in water demand and the volume of water use per head of population. The city is supplied by the Galway City Public Water Supply (PWS) at Terryland and supplemented by the Tuam Regional Water Supply. These water supplies form the Corrib Water Resource Zone.

The Galway City PWS treatment plant at Terryland has a capacity of 55 mega litres per day (MLD). Recent leakage reduction activities undertaken by Galway City Council and Irish Water have led to a significant reduction in demand, with approximately 36.3 MLD supplied by the treatment plant into the water network in February 2021. While it is envisaged that there is adequate capacity to meet the projected increase in population in the city over the Development Plan period, plans to provide a new intake on the River Corrib will enhance supply to cater for future growth and together with a rising main to Clifden Hill reservoir will improve security of supply. It is envisaged that the construction of the new intake which is located on City Council lands south of the Quincentenary Bridge will advance in 2022.

The full options assessment stage of the *NWRP* is currently progressing in consultation with the Water Services department of Galway City Council. This will identify the preferred interim and long-term interventions required to ensure a sustainable water supply for the city. The Council will also continue to encourage water conservation initiatives including rain water harvesting and grey water recycling in developments in liaison with Irish Water.

Irish Water and the City Council will continue to progress leakage reduction and mains rehabilitation activities, all of which are essential to facilitate compact growth in the city and will continue to monitor the performance of the networks to ensure that the most urgent works are prioritised as required. Mains rehabilitation works have been carried out as part of the Leakage Reduction Programme in recent years on distribution and trunk mains throughout the city and suburbs, including at Castlegar, Mervue and Briarhill.

With regard to the Ardaun LAP area, Irish Water in conjunction with the City Council have identified water infrastructure requirements which are currently at the detailed design stage. They involve local network improvement and reinforcement. With regard to surface water drainage within Ardaun, preliminary design options for surface water discharge are being considered.

Policy 9.3 Water Services

1. Work in close liaison with Irish Water in the operation of water and wastewater facilities in the city and the upgrade and expansion of the network and the delivery of strategic projects such as the Terryland Water Treatment Plant Intake Works.
2. Support the delivery of the objectives of the Irish Water Water Services Strategic Plan (2015) and implementation of the Irish Water Capital Investment Plan 2020-2024.
3. Work in conjunction with Irish Water to ensure the provision and maintenance, of a high quality and efficient water supply capable of meeting existing and future needs of the city and support any ongoing water mains rehabilitation and water conservation projects.
4. Encourage all significant water users to use best practices in water conservation and continue to promote water conservation measures in the design of all new development in the city, such as rainwater harvesting and re-use of grey water, in liaison with Irish Water.
5. Support and liaise with Irish Water in the provision of a sustainable and effective wastewater drainage collection and treatment system capable of meeting the existing and future needs of domestic, commercial and industrial users in the city and MASP area.
6. Support the Irish Water ongoing watermain rehabilitation and water leak reduction programme in order to conserve the city's water supply.
7. Support the decommissioning of existing individual effluent treatment systems which include septic tanks at locations which include Ballyloughane, where there is a feasible option to connect to the public sewer network. Galway City Council will collaborate with Irish Water in this regard.
8. Support the development and implementation of Drinking Water Safety Plans by Irish Water, which seek to protect human health by identifying, assessing and managing risks to water quality and quantity; taking a holistic approach from source to tap.
9. Support the promotion of effective management of trade in discharges to sewers by Irish Water in order to maximise the capacity of existing sewer networks and minimise detrimental impacts on sewage treatment works.

9.5 Sustainable Urban Drainage Systems (SuDS)

The urban environment with its associated impermeable surfaces, such as roofs, roads and car parks, prevents the natural percolation of rainfall into the ground which can result in excessive volumes and flows of surface water runoff. Sustainable Urban Drainage Systems (SuDS) aims to minimise surface water run-off associated with development, using a series of water management measures designed to drain surface water in a more sustainable manner, reflecting natural drainage processes.

The use of SuDS reduces the amount and rate of surface water flow by a combination of measures including infiltration into the ground and attenuation of surface water in storage areas to slow down the movement of water. While to date there has been a heavy reliance on underground storage tanks to provide attenuation, there is a move towards nature based SuDS such as ponds and basins, wetlands, planted filter strips and swales, permeable surfaces, green facades and green roofs. Nature based SuDS are designed to deal with rainfall in urban areas in a manner as close as possible to that pertaining in the natural environment. The benefits are wide ranging, including a reduction in pollution from urban run-off, reduced flooding and reduced loading of combined sewer systems. They can be positive landscape features within the urban environment, providing amenity benefits and contributing to biodiversity.

LAWPRO in conjunction with the DHLGH are developing an implementation strategy for the development of Water Sensitive Urban Design, which includes nature based SuDS and when completed will provide useful guidance in an urban context. The draft River Basin Management Plan also recognises the benefits of using nature based surface water management and the need to move away from engineering solutions. In this regard, Nature Based Solutions to the Management of Rainwater and Surface Water Runoff in Urban Areas, Water Sensitive Urban Design Best Practice Interim Guidance Document' (DHLG) (November 2021), has been prepared in order to provide guidance on measures to be implemented to support the delivery of a greater focus on nature based solutions. The council will have regard to this interim guidance in advance of a national implementation strategy.

Policy 9.4 Sustainable Urban Drainage Systems (SuDS)	
1.	Ensure the use of Sustainable Urban Drainage Systems (SuDS) and sustainable surface water drainage management, wherever practical in the design of development to enable surface water run-off to be managed as near to its source as possible and achieve wider benefits such as sustainable development, water quality, biodiversity local amenity and climate adaptation.
2.	Promote the use of green infrastructure e.g. green roofs, green walls, bioswales, planting and green spaces for surface water retention purposes as an integrated part of SUDS and to deliver all the ancillary benefits.

9.6 Control of Major Accident Hazards (Seveso III Directive)

The EU Directive on the Control of Major Accident Hazards Seveso III came into force on 1 June 2015, replacing the Seveso II Directive. The Directive deals specifically with the control of major accident hazards involving dangerous substances and limits their consequences for human health and the environment and is implemented by the COMAH (Control of Major Accident Hazards Involving Dangerous Substances) Regulations 2015. Land use planning is one of the measures in the Seveso III Directive to safeguard against the effects of a major accident in the unlikely event that one occurs. The Directive requires that controls are in place on developments at qualifying establishments and in their vicinity.

The Planning & Development Regulations 2001 (as amended), along with the COMAH Regulations 2015 cover this aspect of the Directive and the Health and Safety Authority (HSA) are required to provide technical advice to the planning authorities, either on a case-by-case basis or generically. Currently there is one Seveso III site within the city, Topaz Energy Galway Terminal located in New Docks, Galway Harbour Board Enterprise Park. It is classified as an upper tier establishment. A consultation zone, of 400m, is applied by the HSA in relation to Seveso III establishments and any relevant proposals for development within these zones or any future amended zones will be referred to the HSA for guidance. This technical guidance will be taken into account in the overall assessment of the siting of new Seveso III establishments, modification of existing establishments and development in the vicinity of such establishments, in addition to standard planning criteria. The city's Major Emergency Plan addresses potential emergencies which may arise from the current Seveso III site.

Policy 9.5 Safe Environment - Control of Major Accident Hazards Directive (Seveso III Directive)

1.	Consult with the Health and Safety Authority (also known as the National Authority for Occupational and Health Standards) when changing any policies/objectives and assessing any proposed relevant developments in or in the vicinity of sites identified under the Control of Major Accident Hazards Directive (Seveso III Directive), in order to prevent major accidents involving dangerous substances and to limit their consequences to the environment and community.
2.	Ensure that major developments comply with the requirements of the Galway City Major Emergency Plan.

9.7 Air Quality

Clean air is of critical importance to supporting human health, the environment and ecosystems. In the city, air quality is impacted largely by emissions from home heating and transport. Air quality can deteriorate significantly in winter when an increased demand for energy coupled with periods of cold still weather increase the concentrations of pollutants in the atmosphere. Exposure to high levels of air pollution are known to impact respiratory and cardiovascular health and particulate matter from the burning of solid fuels is estimated to cause 1,300 premature deaths every year in Ireland.

While air quality is described as generally good in Ireland by the EPA Report on Air Quality in Ireland 2019 there are localised issues relating to the burning of fossil fuels for heating and transport. Under the National Ambient Air Quality Monitoring Programme (AAMP) the EPA collects data for the city at a monitoring station in Rahoon and assesses it against legal limits set by the EU Clean Air for Europe Directive (CAFE) and WHO guideline values. The most recent air quality recorded at Rahoon indicated that levels were within EU limit values.

The Council supports the implementation of measures that improve air quality and reduce exposure to pollution such as the 'Smoky Coal Ban' Regulations 2012 which bans the burning of restricted fuels in the city. Climate adaptation and mitigation policies to support a move from fossil fuels to renewable energy, modal change to sustainable transport and the promotion of energy efficient building design will also deliver significant reductions in sources of air pollution. The continued enhancement of the city's green network and increased urban greening and tree planting will also support better air quality naturally removing pollutants from the air.

A National Clean Air Strategy is currently being developed which will identify and promote the measures required to reduce air pollution and promote cleaner air. The Clean Air Strategy will support the development of a regional approach to air quality enforcement and the City Council will support the initiatives which emanate from the proposed Strategy.

9.8 Noise

Environmental noise is described as unwanted sound arising from all areas of human activity such as transport, construction or industry. Perception and tolerance of noise varies from person to person but exposure to excessive noise can have an adverse impact on health, wellbeing and quality of life.

The *Galway City Noise Action Plan 2019-2023* (NAP) was prepared by Galway City Council in accordance with the requirements of the EU Directive 2002/49/EC European Communities (Environmental Noise) Regulations 2018. The aim of the *NAP* for Galway City is to prevent and reduce levels of environmental noise exposure associated with major roads and protect environmental noise quality, particularly in sensitive areas, from the impacts of road noise. The *NAP* includes strategic noise maps to determine the exposure to environmental noise on a number of roads in the city. These will be taken into consideration in the assessment of relevant development proposals.

Wherever possible, the siting of new development should have regard to noise sensitive locations and implement acoustic design measures to minimise noise impact. These measures may include, but are not limited to, building placement and orientation, building materials, setback and separation between noise sources and receptors, landscaping, noise barriers and buffer zones.

Galway City Council, through the planning system, will aim to minimise the adverse impacts of noise by controlling and segregating noise intensive developments away from sensitive areas and requiring appropriate mitigation. Where it is considered that a proposed development is likely to create disturbance due to noise, conditions will be placed on new developments and uses to mitigate noise impact, to limit the hours of operation and to control the level of noise generated.

Within the busy city environment, there are areas which can provide respite from the high level of urban noise. Quiet areas, which are areas which have lower sound levels, can be important places for rest and quiet contemplation in the city's environment and can have a positive impact on quality of life and wellbeing. Within green spaces, it can allow for enjoyment of surrounding nature and offer a sense of tranquillity. In this regard the Council will consider initiatives to provide for quiet areas in the city.

Policy 9.6 Air Quality and Noise	
1.	Maintain air quality to a satisfactory standard by regulating and monitoring atmospheric emissions in accordance with EU policy directives on air quality and Ambient Air Quality and Cleaner Air for Europe (CAFÉ) Directive (2008/50/EC) by promoting and supporting initiatives to reduce air pollution and by increasing the use of sustainable transport modes and developing urban woodlands, encouraging tree planting, conserving and creating green open space.
2.	Ensure the design of development incorporates measures to minimise noise levels in their design and reduce the emission and intrusion of any noise or vibration which might adversely impact on amenities, in particular residential amenities where appropriate.
3.	Consider the details of Galway City Council Noise Action Plan 2019-2023 in the assessment and design of relevant development applications in the interests of protecting future amenity.
4.	Implement environmental noise mitigation measures as outlined in Galway City Council Noise Action Plan 2019-2023.
5.	Promote best practice in the implementation of radon prevention and mitigation measures in partnership with relevant agencies.

9.9 Light Pollution

Artificial light is important in creating a safe and secure environment. However excessive levels of light and poorly designed artificial lighting schemes have negative impacts on wildlife, ecosystems and human health. In addition, excessive levels of artificial light is an inefficient use of energy and a source of carbon emissions. There is a need to strike a balance between the desire for illumination and security with the control of light pollution and the avoidance of light spillage and glare.

Careful consideration should be given to the location and design of lighting fittings and columns, including street lighting, security lighting, decorative lighting and floodlighting, to ensure that such installations and fixtures do not detract from the visual appearance and character of a building, protected structure, streetscape, protected view or surrounding area. Luminaires and lighting fixtures should be kept to a minimum and designed, installed and managed to ensure glare, light spill and energy use is kept to a minimum. Proposals should have regard to Galway City Council Public Lighting Pre Planning Guidance and *BSI 5489 1:2020. Design of road lighting - Part 1: Lighting of roads and public amenity areas.*

The introduction of light emitting diode (LED) lighting, while more energy efficient, can give rise to increased glare, impact on human vision and circadian rhythms and disrupt biodiversity and natural habitats. It is recommended that, where possible, warmer colour LED luminaries be installed to minimise adverse impacts. In assessment of development proposals the Council will have regard to the Guidance Note GN01/21 *The Reduction of Obtrusive Light – Institute of Light Professionals (2021).*

Policy 9.7 Light Pollution	
1.	Ensure the design of external lighting minimises the incidence of light pollution, glare and spillage into the surrounding environment and has due regard to the visual and residential amenities of surrounding areas.
2.	Require all new developments to be designed with the inclusion of energy efficient lighting schemes.
3.	Lighting on linear infrastructures, including greenways and blueways, should be carefully managed to ensure coherence of the supporting habitats of European sites, as outlined in Article 10 of the Habitats Directive
4.	Ensure the design of external lighting does not have an adverse impact on wildlife and ecosystems and encourage the use of dark zones and sensor lighting where feasible.

9.10 Waste Management

The proper management of waste is fundamental to sustainable development and essential to protecting public health and maintaining a high quality environment in the city. The approach to management of waste is based on a hierarchy of prevention, minimisation, reuse, recycle and energy recovery with the level of waste going to landfill kept to a minimum. It seeks to maximise waste as a resource. At a global level, the extraction of resources and the disposal of waste, has to date been largely along a linear consumption model, where raw materials are taken, goods are produced and then disposed of at end of life.

This level of waste generation and use of raw materials is unsustainable and is a major cause of greenhouse gas emissions and habitat and biodiversity loss. The aim therefore of current waste management policy is to promote a circular economy whereby products and materials are maintained in use for as long as possible. They are treated as a resource that can be reused and recycled back into the loop, creating beneficial uses for products which were previously considered as waste and designing products that are more durable and capable of repair or repurposing.

National waste management policy is set out in the *Waste Action Plan for a Circular Economy (2020 – 2025)*. It is focused on facilitating the transition to a circular economy through a suite of actions aimed at capturing the maximum value of all resources across various waste streams. It is consistent with EU policy supporting the transition to a circular economy including the European Green Deal and ties in with the waste hierarchy approach. The Circular Economy and Miscellaneous Provisions Act sets out a statutory framework to enable the transition.

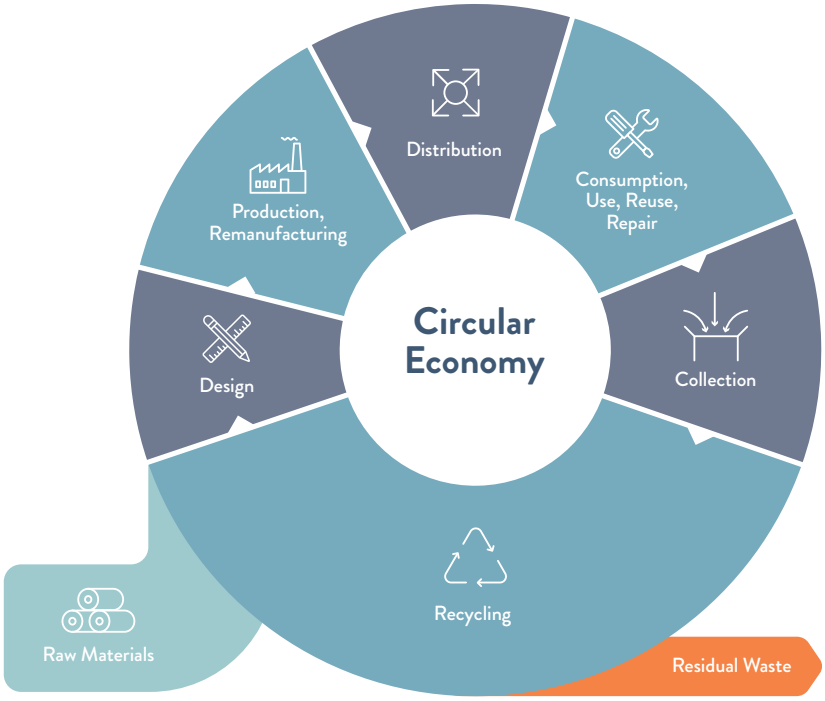


Fig. 9.1 The Circular Economy Source: EPA Circular Economy Programme 2021-2027

Galway City is part of the Connacht-Ulster Waste Region which is responsible for the preparation of a regional Waste Management Plan. This is a statutory document underpinned by national and EU legislation. The current *Connacht Ulster Regional Waste Plan 2015-2021* is still in force and has targets to reduce the quantities of household waste generated by 1% per annum, increase municipal waste recycling to 50% and eliminate the direct disposal of unprocessed residual waste to landfill, in favour of higher value pre-treatment processes and indigenous recovery practices.

A new National Waste Management Plan for a Circular Economy is currently being prepared and is due for adoption in early 2022. It will replace the existing Regional Waste Management Plans. It will contain targets for reuse, repair, resource consumption and reducing contamination levels of recyclable materials. With regard to construction and demolition waste, there are opportunities to minimise disposal to landfill through reduction, re-use and recycling. Waste management and disposal should be carefully considered as part of the construction process and waste management plans will be required for medium to large scale developments.

Litter Management

The Council works with local business and communities to keep the city litter free and is responsible for co-ordinating and supporting a number of local litter prevention initiatives including the An Taisce National Spring Clean, beach cleans and 'Ditch the Disposables' aimed at reducing the use of disposable coffee cups in the city. This is guided by the Galway City Council Litter Management Plan 2018-2022 which aims to prevent and control the generation of litter, enforce litter legislation and support behavioural change by raising public awareness of the negative impact of littering. The proactive management of litter is crucial to maintaining the cleanliness of the city and a healthy environment.

Every household and business in the city is required to segregate their waste and ensure its disposal through an authorised waste collector in accordance with the Galway City Council (Segregation, Storage and Presentation of Household and Commercial Waste) Bye-laws, 2019. Galway City Council supports the proper disposal of waste through the bulky goods collection service and operation of the Liosbán Recycling Centre which accepts waste that cannot be disposed of in household bins. It also manages city wide bring bank recycling facilities.

Policy 9.8 Waste Management	
1.	Secure the provision of waste management facilities and infrastructure with appropriate provision for minimisation, recovery and recycling of waste and regulate waste operations in a manner which reflects the 'polluter pays' and 'proximity' principles with particular emphasis on large waste producers, in accordance with the objectives of the Connacht Ulster Regional Waste Plan 2015-2021, except in relation to incineration and emerging legislation on the transition to a circular economy and the National Waste Action Plan for a Circular Economy 2020-2025.
2.	Have a waste management system in the city in line with EU and national policies, which prioritises waste prevention, minimisation, recycling and reuse and accords with the outcomes of the Circular Economy Bill 2021 and the associated strategy.
3.	Support the objectives and targets of the Connacht Ulster Regional Waste Plan 2015-2021 relating to Galway City and any subsequent Waste Plans.
4.	Ensure that adequate recycling facilities and bring facilities are provided within the city, including where those are required in association with the layouts of new residential, industrial and commercial developments and where they comply with the requirements of the Environment Section of the Council.
5.	Ensure the sustainable siting of waste facilities in relation to existing and potential surrounding land-uses, transportation and environmental considerations.
6.	Promote the implementation of the City Council Litter Management Plan and other litter management initiatives in order to minimise and control the extent of litter pollution in the city.
7.	Ensure that development on contaminated lands include appropriate remediation measures.

9.11 Telecommunications

The availability of a high quality, efficient telecommunications network is an essential enabler of social and economic activity in the city. The continued development of telecommunications and digital infrastructure is critical to the ongoing development of the knowledge economy, digital innovation, the development of digital enterprises and to ensure the security of systems. Galway City's digital infrastructure was categorised as 'developed/ highly developed by the Digital Readiness Assessment carried in 2018, however it will require continued investment to keep pace with the transition to a digital society and Smart City. Galway City Council is committed to supporting the delivery of world class communications infrastructure and the implementation of the Digital Strategy for Galway City (2020-2024), once adopted.

The roll out of the National Broadband Plan is a key focus of the NPF and RSES recognising its importance for enterprise, employment, innovation and education. It is an important part of the city's infrastructure and the Council will continue to facilitate improvements. Within the city, the Galway Metropolitan Area Network (MANs) supports high speed network connections and can deliver high quality bandwidth to the areas it serves. Public Wi-Fi zones have also been rolled out in the City Centre improving digital connectivity for all.

The continued development of broadband and hyper-connectivity measures includes proposed sub-sea links from Galway City to Iceland and Europe. These sub-sea fibre optic cable systems will provide high speed strategic international telecommunications connectivity, offering the potential for the city and wider region to become a key telecommunications and data gateway. The advantages of a high-quality telecommunications network must, however, be balanced against the need to safeguard the environment and amenity of the city, particularly in sensitive areas where the impacts on residential amenity and visual amenity of areas will be required to be adequately assessed. The Council will have regard to the guidelines issued by the Department of Telecommunications Antennae and Support Structures (DECLG, 1996) and Circular Letter PL07/12.

9.12 A Smart City

Galway City Council, in partnership with relevant stakeholders is committed to support the development of Galway as a Smart City that makes best use of digital technology to deliver efficient services to citizens and businesses. Investment in world class communications infrastructure including high speed broadband and a sensor network known as the Internet of Things (IoT) will allow the development of smart systems networks that will provide real time information to develop smart city solutions. All Smart City initiatives will be underpinned by robust data and privacy standards. This aligns with the RSES ambition to develop the North West as a Smart Region and builds upon the Smart Atlantic Way initiative.

Smart City initiatives are already in place in the city including in traffic management, providing real time information to the public and managing traffic flows at signalised junctions. In waste management, smart solar compactor bins with higher capacity and reduced collection cycles are located throughout the city centre. There are a host of other small scale projects which collect footfall, air quality, noise and traffic-management data which support monitoring and decision making. Galway City is part of an All-Ireland Smart Cities Forum which includes Cork, Dublin, Limerick, Waterford, Belfast and Derry / Londonderry. This Forum works collectively to promote the adoption of smart solutions for urban challenges. The Council will continue to work in partnership with key stakeholders including the Insight Centre for Data Analytics at NUI Galway and the Regional Assembly to further the development of secure smart solutions for the city.

Policy 9.9 Telecommunications and Smart Technology	
1.	Support the development and expansion of telecommunication infrastructure (including the broadband network) within the city where appropriate, subject to environmental, visual and residential amenity considerations.
2.	Ensure that developers of masts facilitate the co-location of antennae with other operators in order to avoid an unnecessary proliferation of masts. Where this is not possible operators will be encouraged to co-locate so that masts and antennae may be clustered.
3.	Ensure that development for telecommunication and mobile phone installations take cognisance of the Planning Guidelines for Telecommunications Antennae and Support (DECLG, Circular Letter PL07/12) and in relation specifically to new free standing masts and antennae, locations in the immediate proximity to residential areas, schools and other community facilities will only be considered where all other more suitable options, including opportunities to locate on tall buildings, rooftops and co–location with existing masts, have been exhausted following an evidenced based evaluation of potential sites.
4.	Facilitate the rollout of digital infrastructure to implement a world class digital infrastructure and sensor network that will provide real time data and smart city solutions.
5.	Support the actions of the draft Galway City Digital Strategy (2020-2024).

9.13 Energy and Associated Infrastructure

The provision of secure, reliable and efficient energy transmission supply and infrastructure is of critical importance to the continuing economic, social and cultural development of the city and its ability to attract investment and sustain existing enterprise. It is also critical to facilitating the decarbonisation of our energy systems and the transition to a low carbon economy. In this regard, the Council will support the future requirements of the major energy service providers such as EirGrid, the ESB and Bord Gáis Energy. National energy policy, set out in the White Paper *Ireland's Transition to a Low Carbon Energy Future 2015-2030* is focused on three core objectives – sustainability, security of supply and competitiveness.

It is closely aligned with climate change objectives supporting the shift away from fossil fuel to alternative, low carbon energy. Demand for energy in Ireland over the next 10 years is projected to grow by between 19% and 50%. This coupled with the shift to renewable energy and the decommissioning of fossil fuel power generation plants will pose significant challenges and will require investment in improvement and flexibility of the energy transmission distribution networks to facilitate the shift to renewable energy sources.

EirGrid is responsible for power across the electricity transmission grid, ensuring a safe, secure and reliable supply of electricity for all. Its *Strategy 2020-2025 Transform the Power System for future generations* is focussed on climate change and the transformation of the electricity sector. It is currently planning for the transition to low carbon and renewable energy to enable the supply of 70% of Ireland's electricity from renewable sources by 2030. Eirgrid will publish *Shaping Our Electricity Future Roadmap* in late 2021 which will outline the preferred approach to achieving this target while maintaining affordability and delivering system reliability and security of supply.

The Council will support the infrastructural renewal and development of energy networks in accordance with *Shaping Our Electricity Future Roadmap* recognising the need to increase electrical infrastructure, capacity and security. Balanced consideration will be given to the development of necessary energy transmission infrastructure serving the city's energy needs and the avoidance of unduly negative effects on the environment and the community.

Renewable Energy

Ireland is committed to generating 80% of its electricity requirements from renewable energy by 2030 (Climate Action Plan 2021). This will reduce greenhouse gas emissions generated by electricity production and facilitate the reduction of emissions in other sectors such as transport and heating through electrification. In order to meet the increased demand for renewable electricity the government though the Renewable Electricity Support Scheme (RESS) is committed to increasing capacity across a number of sectors by 2030 including offshore wind and renewable energy, onshore wind and solar.

The RSES identifies the huge potential for off-shore wind energy as a considerable resource to be explored and the need for adequate provision of land based infrastructure and services. In particular, the Port of Galway is ideally placed to support the offshore renewable energy sector. This would complement their current role in supporting special project related imports including infrastructure for windfarms in the region.

Support is also in place through changes to the electricity market to enable micro-generation, where small scale domestic electricity customers produce their own electricity through photovoltaic panels, wind turbines or combined heat and power schemes and export any excess to the electricity grid.

The Council supports the increase in use of renewable energy sources in the city. There is potential for small-scale renewable energy developments within urban and industrial areas of the city where visual and residential amenities are safeguarded and there are no adverse environmental impacts. Exemptions from planning permission are provided for the installation of micro scale renewable energy infrastructure in domestic dwellings, business premises and industrial settings including solar panels, heat pumps, wind turbines and combined heat and power systems. Consideration will also be given to the potential for developing hydroelectric energy schemes, potentially located on the Eglinton Canal. The Council will also facilitate the development of emerging energy technologies such as green hydrogen and the development of a green hydrogen hub at Galway Port, subject to compliance with relevant planning considerations.

The Council has recently commissioned an Energy Master Plan for Galway City which will include a greenhouse gas baseline emissions inventory (BEI) and provide a register of opportunities for decarbonising projects including energy retrofitting of residential and non-residential buildings, a roadmap for electrification of the heat and transport systems and the identification of viable renewable energy and energy storage projects to target opportunities to achieve the 51% reduction in greenhouse gas emissions required nationally by 2030.

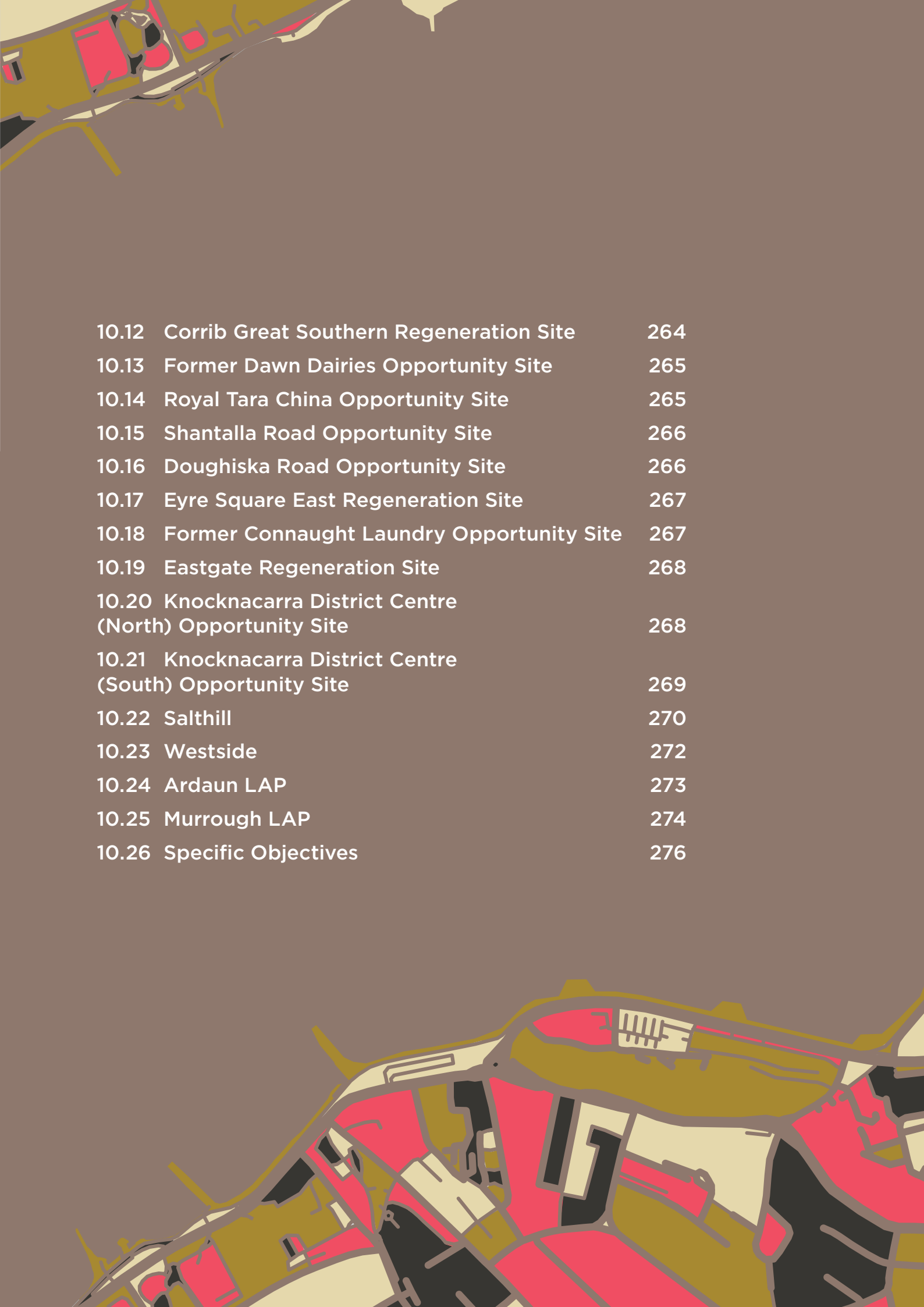
Policy 9.10 Energy and Associated Infrastructure

1. Support the infrastructural renewal and strategic development of the national transmission grid system and energy networks in the city, underground where at all possible, including the overhead high voltage lines necessary to provide the required networks in accordance with the Government Policy Statement on the Strategic Importance of Transmission and Other Energy Infrastructure 2012.
2. Support the delivery of a sustainable electricity system and ensure transition to a low-carbon economy in accordance with ambitions for decarbonisation of the energy sector.
3. Ensure that the infrastructural renewal and development of energy networks avoid negative impacts on European sites and adhere to the requirements of Article 6 of the Habitats Directive (92/43 EEC).
4. Promote the use of efficient energy storage systems and infrastructure that support energy efficiency and reusable energy system optimisation, subject to compliance with proper planning and environmental considerations.

10 Compact Growth and Regeneration

10.1	Context	248
10.2	City Centre	249
10.3	Regeneration and Opportunity Sites	251
10.4	City Centre Regeneration	251
10.5	Ceannt Quarter Regeneration Site	252
10.6	Inner Harbour Regeneration Site	254
10.7	Headford Road Regeneration Sites	258
10.8	Sandy Road Regeneration Site	261
10.9	Nun's Island Masterplan Area	262
10.10	Seamus Quirke Road Regeneration Site	263
10.11	Crown Square Regeneration Site	264

10.12 Corrib Great Southern Regeneration Site 264
10.13 Former Dawn Dairies Opportunity Site 265
10.14 Royal Tara China Opportunity Site 265
10.15 Shantalla Road Opportunity Site 266
10.16 Doughiska Road Opportunity Site 266
10.17 Eyre Square East Regeneration Site 267
10.18 Former Connaught Laundry Opportunity Site 267
10.19 Eastgate Regeneration Site 268
10.20 Knocknacarra District Centre (North) Opportunity Site 268
10.21 Knocknacarra District Centre (South) Opportunity Site 269
10.22 Salthill 270
10.23 Westside 272
10.24 Ardaun LAP 273
10.25 Murrough LAP 274
10.26 Specific Objectives 276



10.1 Context

Galway City has in the recent past experienced rapid growth and economic success which makes it well placed with the additional targeted growth to become a city of scale. In line with the vision in the National Planning Framework (NPF) this growth needs to be managed so that development is more concentrated, compact and co-ordinated, enabling regeneration and rejuvenation that can support sustainability, climate action objectives and liveability factors.

The NPF recognises that the city can grow though building on its key strengths which includes a diverse population, a strong third level education sector, a world class med-tech cluster, a vibrant arts and culture scene, and an attractive setting. The RSES also identifies the City and Metropolitan Area as the primary driver in strengthening the development of the region and reflects the ambition to grow the city as a globally competitive, successful city and metropolitan area which can contribute to re-balancing growth nationally to achieve more regional parity and viable alternatives to Dublin.

Both national and regional frameworks require that future growth supports the principles of sustainability and placemaking and achieves a compact urban. In particular, a focus on regeneration of brownfield and underutilised sites that are well served by existing and planned public transport, amenity,social and community infrastructure is required. The potential for development of such sites for a range of uses including for new homes and employment opportunities ensures a more efficient use of urban land, optimises public investment and can act as a catalyst for wider development. These areas need to be targeted in a dynamic and responsive way to deal with both existing and emerging issues through policies and strategies supported in the Plan. The resulting regeneration will have potential to be transformative for the city, creating new urban districts, vibrant and attractive places, sustainable city living and a reduced carbon footprint.

The city centre is at the heart of the city and is the primary commercial and employment hub serving the city and wider region. It supports a high quality environment and historic core and hosts a strong arts and cultural heritage. The importance of the city centre requires policies to strengthen its role and to ensure that the assets which make it attractive are retained. There are other areas of the city which require a particular policy focus by virtue of their character and function, these include Salthill, Westside and Ardaun and the areas subject to Local Area Plans.

10.2 City Centre

The City Centre area is particularly important, as it reflects to a large extent the unique and vibrant image of Galway, with an attractive historic core, a waterfront setting, a high quality environment and a good network of streets and spaces. It is the commercial and cultural heart of the city and the most importance focus for community and civic participation. It also supports a range of public and culture facilities, city living, employment, education and hospitality serving a catchment that extends well beyond the City and Metropolitan Area.

The national and regional ambition is for Galway to be a strong regional city with a focus on growth directed to the urban core. This presents an opportunity to further strengthen the role of the city centre and build on the assets that make the city centre an attractive location for investment and as a place to live and work and as a destination. This approach also supports the direction of planned public investment in sustainable transport measures outlined in the GTS to improve connectivity and accessibility and the quality of the environment in the city centre. Commitments in investment will support transformational Public Realm Strategy (PRS) projects, cultural, community and tourist facilities including the extension to the Galway City Museum and the Corrib go Cósta Galway City Flood Relief Scheme.

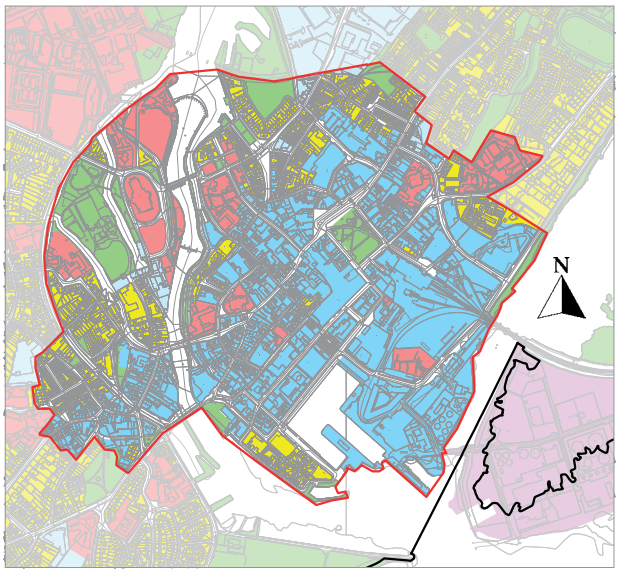


Figure 10.1 City Centre

The direction set out in the RSES and MASP is for a strong policy focus to enhance the city centre as the primary commercial area, supporting a regional role for a range of retail, commercial, tourism, social and cultural activities. Recognising that there are significant challenges facing city centres with changing retail trends, planning policy reflects the need for a diversity of uses and to move towards a broader day and night-time economy, which adds to the experience of the city centre and stimulates business and innovation, creativity and learning. It is recognised that initiatives such as the development of the Latin Quarter branding and securing the Purple Flag Award for excellence in managing the evening and night-time economy are important in the city centre, reflecting the image of the city as an attractive and safe destination. These measures will be further enhanced through urban greening, application of clean energies and use of smart technology adding to a “smart, green and clean” city centre.

The policy approach for the city centre is integrated in a number of chapters in recognition of its importance as the prime commercial, retail and employment hub, and by virtue of its range of characteristics including the high quality built environment, natural heritage assets, public realm and street and pedestrian network. The application of sustainability permeates this approach where the expansion of neighbourhoods in the City Centre offsets the need to travel and adds to a living city centre. New neighbourhoods will be encouraged through regeneration and through reuse of vacant/underutilised building stock.

Expansion of the city centre into key regeneration sites at Ceannt Quarter, Inner Harbour and Dyke/Headford Road will add to the vitality and viability of the city centre. These sites represent transformative opportunities for developments of scale with new residential communities and mixed uses complementing the experience of the city centre. They have potential to be developed in a sustainable manner while retaining the historic character and distinctiveness of the city centre. Regeneration opportunities in Nun’s Island, allied to University of Galway property, also have potential to realise the development of uses which will enhance the attraction of the city centre, in particular for innovation, education and tourism.

The development of key regeneration sites such as that at Ceannt Quarter and in the longer term at Headford Road, will complement the commercial offer in the city centre, in particular accommodating the larger retail floorplates which cannot be readily accommodated in the historic core. It will also support current trends towards city central locations for high tech office workspace and complements current projects in Galway City Centre such as the Bonham Quay development and the new Metlife Global Technology Campus at Augustine Street. The Bonham Quay development currently under construction will add significantly to the quantum of office space in the city centre and with a considerable future workforce will support the viability of other city centre uses. Other key city centre developments including a number of innovation hubs reflect the attractiveness of the city centre for such uses. Regeneration in the city centre will not only increase the economic viability of the city, it will also result in new liveable vibrant places which encourage diversity and inclusivity.

Policy 10.1 City Centre	
1.	Maintain and enhance the resilience of the city centre by reinforcing its dominant role for commerce, shopping, tourism, cultural and leisure activities, enhancing its vitality and attractiveness as a place to work, live and visit.
2.	Control the proliferation of uses which could lead to the deterioration of retailing on the principal shopping streets.
3.	Control the negative impact caused by dominance, due to proliferation or scale, of particular uses.
4.	Encourage a living city centre by requiring a residential content in new developments and promoting a high quality urban environment in the design and layout of new schemes.
5.	Encourage use of vacant upper floors in the city centre and promote city centre living through measures such as the Living City Initiative.
6.	Maintain and enhance the environmental quality of the city centre to support city centre living and to ensure a safe and attractive legible environment.
7.	Maintain and enhance the quality of the city centre public realm and enhance accessibility and connectivity to and within the city centre through improvements to the network of streets, footpaths and public spaces and through implementation of the Public Realm Strategy.
8.	Support a diversity of uses in the city centre public realm including markets, outdoor seating and dining, arts and culture events to add to the vitality and vibrancy of the city.
9.	Ensure new developments incorporate design features that complement the character of the city centre.
10.	Improve the public realm and residential amenities of existing city centre communities at Woodquay and Bowling Green by the implementation of improvement schemes.
11.	Enhance the quality of the urban environment in the West Area and Ravens Terrace through improvements to the public realm, enhanced linkages and through implementation of the Public Realm Strategy and traffic management measures.
12.	Progress the implementation of Public Realm Strategy civic space improvement projects within the city centre at Fishmarket, Cathedral, Eyre Square North, Courthouse Square and the Small Crane.
13.	Support initiatives to enhance the image and attractiveness and maintenance of the city centre including private properties in co-operation with local businesses, property owners, management companies, communities and other stakeholders.

14.	Ensure the development of significant city centre sites is carried out to high standards and in the context of an overall masterplan.
15.	Support and facilitate the development of innovative enterprise initiatives within the city centre in collaboration with education providers, Enterprise Ireland and other stakeholders.
16.	Expand in conjunction with relevant stakeholders the provision of free public Wifi hotspots within the city centre.
17.	Maintain and enhance the quality of the city centre public realm and enhance accessibility and connectivity to and within the city centre through implementation of measures included in the Galway Transport Strategy.

10.3 Regeneration and Opportunity Sites

A key sustainability element of national and regional policy is to deliver growth in a compact form with a focus on redevelopment of regeneration/brownfield sites and development of infill sites and underutilised land. A particular focus includes where these sites are integrated with the existing built footprint, are proximate to existing neighbourhood and employment areas, services and community facilities and where they are well served by existing and planned public transport and walking and cycling networks. A number of Regeneration and Opportunity Sites have been identified in the Core Strategy as having a capacity to accommodate growth, within the plan period and into the longer term. These sites can support a compact form and have potential for transformative redevelopment. They can support a mix of uses including a capacity for affordable housing in high quality living environments, where they can add vitality to the city centre, existing neighbourhoods and commercial centres. The council will investigate all options to progress the redevelopment of strategic Regeneration and Opportunity Sites in the city, including through URDF and other funding opportunities, through suitable partnerships, by direct land acquisition, through provision of enabling infrastructure and through implementation of city council plans and strategies.

10.4 City Centre Regeneration

A rich medieval period has left a strong legacy that gives definition to the city centre. However this tight network of streets has also served to constrain the direction of growth in recent years and limited the ability of the city centre to respond to demand for an increase in commercial floor area space. The sites at both Ceannt Quarter and the Inner Harbour present scope for a significant extension of the city centre and a re-engagement with the seafront. Similarly the area along the Headford Road adjacent to the city centre presents opportunities for regeneration through redevelopment of underutilised surface car parking and low density retail park formats to complement its central location, good accessibility and proximity to assets such as the River Corrib and Terryland Forest Park. The regeneration of these specific sites are considered in the NPF to be a key enabler that can facilitate Galway to grow to a city of scale.

These sites have potential to create their own character and sense of place but with reference and appropriate linkage, both in movement and design, to the greater context of the city. Within these areas a strong identity will be encouraged through innovative, good and contemporary architecture, good street network and high quality public realm. The current development of Bonham Quay is an example of modern city centre redevelopment that is creating new public realm, a strong urban spatial structure, engagement with the waterfront and achieving a high level of sustainability. Other Regeneration and Opportunity Sites at Eyre Square East, Nun's Island area and on Henry Street also provide additional opportunities for regeneration including for reuse and adaptation of existing building stock which can support residential, educational and other uses.

10.5 Ceannt Quarter Regeneration Site

The brownfield lands within Ceannt Station, measuring approximately 5.8 hectares has the potential for redevelopment of a transformative scale for the city. It represents an opportunity for modernisation and expansion of the public transportation function of the station, expansion of city centre retail and commercial, new residential development and a network of streets and public spaces replacing the redundant industrial uses. A key priority is to enhance the role of Ceannt Station as a multi-modal public transport interchange. Significant funding has been awarded under the URDF to upgrade and improve transport facilities and to provide capacity for future growth as targeted under the NPF.

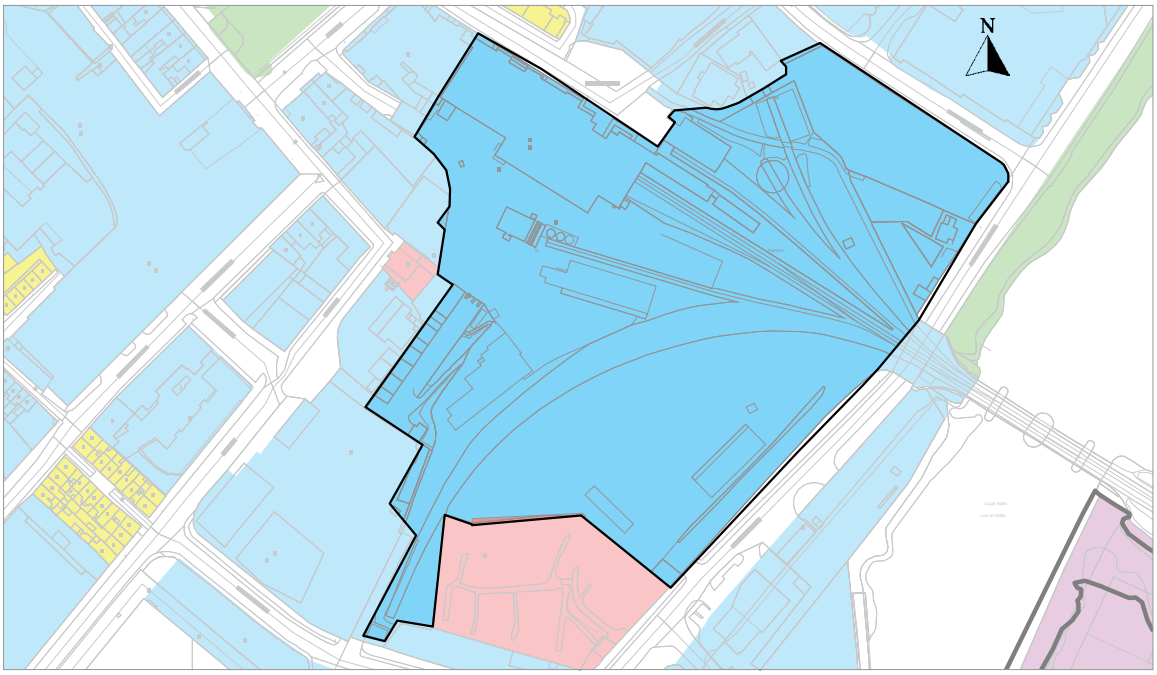


Figure 10.2 Ceannt Quarter Regeneration Site

A significant portion of the site is deemed to be surplus to the public transport function and represents an opportunity for development of uses which are appropriate to a city centre. In advance of specific proposals for redevelopment, a masterplan will be prepared for the overall site and will be required to undertake the following:

- Set out a vision for the area and show compliance with the development plan and the objectives of city council plans and strategies including the Galway Transport Strategy, Public Realm Strategy, Urban Density and Building Height study, Heritage Plan, Biodiversity Action Plan and any future plans and strategies such as the Greenspace Strategy and Retail Strategy and emerging new LECP.
- In the context of the designation of Galway as a Regional City under the NPF, prepare an analysis of future likely and desirable needs for multi-modal transport facilities including for intercity and commuter bus and rail services. This should demonstrate how the dedication of land on the site for commercial development will not inhibit future demand for intensification of rail/bus or any other likely forms of public transport. Redevelopment will be required to accommodate and front-load a significantly upgraded transportation interchange with associated minimum amount of car parking and cycle parking facilities.
- Include for contextual analysis which demonstrates the link with the existing built heritage and historic city centre core to ensure that proposed developments can knit seamlessly into the fabric of the medieval core and reflect the existing urban grain. It shall reflect the cultural context and show how the unique waterfront setting can be celebrated.

- Include for character analysis detailing the rich historical and architectural heritage of the site and opportunities for the re-use and the re-establishment of relationships between these structures which shall be explored in the design and layout.
- Provide detailed proposals for buildings including height, scale and massing and demonstrate how existing important views, vistas and landmarks are respected and how such buildings contribute to aspects of urban design such as accessibility, enclosure, character, permeability and adaptability.
- Include for a maximum plot ratio for CC zones of 2:1. Consideration for a higher plot ratio will be given to development proposals in excess of the normally permissible plot ratio where such proposals would contribute to sustainability, architectural quality, urban design, public realm, delivery of housing and would make a significant contribution to urban character. This excess will be interpreted as a proportional increase only and will be assessed on performance based outcomes and general standards.
- Provide detailed proposals for good public realm that achieves a strong sense of place, good permeability and reflects a defined functionality and strong landscape impact. This element should demonstrate how linkage with existing spaces can be achieved and where continuity with likely scenarios on the adjoining sites can be made.
- Demonstrate how connectivity will be achieved identifying movement patterns and connections into the existing street network and opportunities for linkage and continuity in the design and layout of adjacent sites. This will be particularly important with regard to the adjoining Inner Harbour area where regeneration is also planned and where maximum advantage of the seafront location can be delivered.
- Include measures to support environmental sustainability and climate action including sustainable building design, green infrastructure and SuDS and the associated long term operation and management of these.
- Include measures to ensure connections to the green network and ensure biodiversity gain within the site.
- Include measures to demonstrate maximum public access and permeability throughout the site, give linkage and views to the seafront and Lough Atalia.

- Detail the type, quantum and distribution of uses. The use mix shall provide for a minimum residential content on the site equivalent to 30% of the proposed gross floor area, in order to achieve a significant level of residential presence and a critical mass to create a new community. In certain limited cases, where a proposal on a portion of the overall site, where residential content would not represent the optimum use for this specific site within the overall plan area, or where a specific development proposal might not in terms of urban design have a more beneficial use mix, the equivalent 30% requirement may be provided for at a more appropriate location within the overall site or as part of a different development. Any alternative measures to achieve the minimum residential content will be required to be part of the framework strategy for the overall development of the area. The commercial use mix shall include for both retail and modern office floorplates.
- Include for the provision of an arts/cultural facility at the developer's expense. A delivery and management regime that enables the long term sustainable use of such a facility will be devised in collaboration with Galway City Council and other relevant stakeholders.
- Take cognisance of the proximity of the Seveso III site in the Harbour Enterprise Park.
- Include a delivery strategy and phasing programme which demonstrates delivery of public benefits corresponding with each stage of construction such as a public square/ cultural facility. The phasing programme should also be so designed that it is sensitive to market changes and that development for each phase can be, as far as is feasible, completed to a level that is self-contained and will not result in a negative visual impact on any publicly exposed area for a prolonged period.
- Include economic and investment strategies which will include for the role of all agency involvement in the delivery of services and infrastructure to be clarified.

The preparation of a Masterplan will be primarily the responsibility of the prime stakeholder but a significant level of engagement with the Planning Authority, the public, adjoining landowners and other stakeholders will be required to be demonstrated as part of the process. The Masterplan will build on the acknowledged co-operation existing between Ceannt Station landowners and the Port of Galway which includes for a common objective to have a co-ordinated and integrated approach embedded into future proposals.

As part of the phasing programme consideration will be given to the identification of an initial phase comprising of lands north of the railway line and fronting onto Fairgreen Road. These lands have the advantage of street frontage, direct accessibility, capacity to complete and further animate this streetscape. These lands are segregated from the lands associated with the function of Ceannt Station but regardless will be required to show how re-development will not inhibit future demand for intensification of rail/bus or any other likely forms of public transport and also how the development will contribute to the upgrading of existing transportation services. In advance of any proposal, these lands will be the subject of a Transport Requirement Study, to be carried out by Iarnród Eireann. This study which is being funded under the URDF will consider the potential to integrate transport within a multi-use development, with the objective to enhance the transport interchange.

10.6 Inner Harbour Regeneration Site

The Inner Harbour Regeneration Site comprises approximately 7 hectares. It has potential for significant redevelopment providing an opportunity to re-establish links between the city centre and the sea, to create a high quality waterfront setting, a new city centre mixed use neighbourhood and include for water-related leisure uses. This area is already under transition with the current development of Bonham Quay contributing to the transformation of this part of the city centre and indicating a scale and density that could be achieved in the wider Inner Harbour. Control of the land is also changed with the transfer of the harbour shareholding to Galway City Council in 2020 who is now a significant stakeholder.

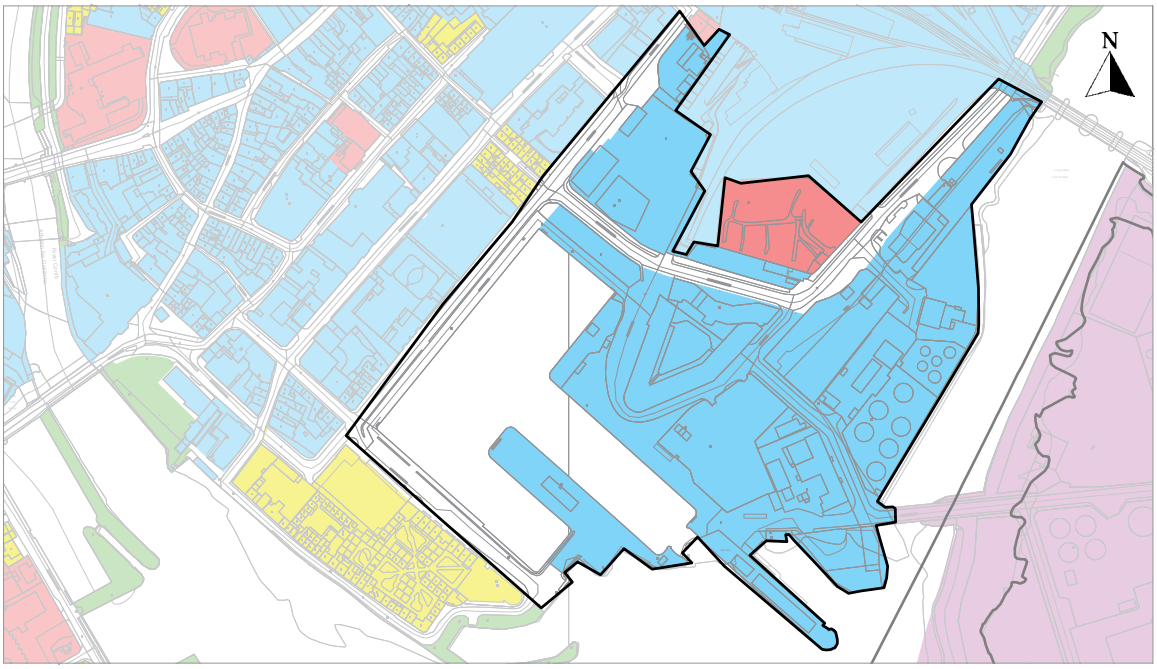


Figure 10.3 Inner Harbour Regeneration Site

It is acknowledged that the constraints associated with the existing docks require that in order to modernise and address deficiencies, the harbour functions will need to be relocated to an alternative site. Galway Harbour Company has proposals to address this by providing for a major new port development to the east of the existing Inner Harbour and a Strategic Infrastructure Development application for this proposed development is being assessed by An Bord Pleanála. The development of new port facilities has the potential to free up the existing working port site for redevelopment. These lands, in addition to other adjoining brownfield lands as defined in Figure 10.3, represent the definition of the Inner Harbour Area and the lands which would benefit from the preparation of a Masterplan.

It is acknowledged that collaboration with stakeholders and significant public engagement has been carried out by the Galway Harbour Company with regard to the vision for the Inner Harbour. This has culminated in the preparation of a Draft Harbour Planning Framework which will assist the Galway Harbour Company in advancing options for redevelopment of this area. In principle the proposals for a mix of uses on these lands complemented by a unique waterfront setting linked to the city centre is acceptable and welcome. It represents a chance to enhance the experience of this area for both visitors and locals. It has potential to reveal the past trading history of the city and celebrate a high quality coastal edge linked to the city centre. In particular, it has potential to accommodate housing in the context of local need, national compact growth agenda and the strategy for housing in *Housing for All*.

In view of this, the Council will consider the redevelopment of these lands where it can be demonstrated that a number of requirements can be satisfied. In advance of specific proposals for development, a Masterplan will be prepared for the overall site and will be required to undertake the following:

- Set out a vision for the area and show compliance with the development plan and city council plans and strategies including the Galway Transport Strategy, Public Realm Strategy, Urban Density and Building Height Study, Heritage Plan, Biodiversity Action Plan and any future plans and strategies such as the Greenspace Strategy, Retail Strategy and the emerging new LECP.
- Address critical issues including sustainability, urban design context, maximum building heights, massing, appropriate use mixes and high quality public realm.
- Ensure that opportunities for water–based recreational facilities are maximised and that public access is secured throughout the area and along the waterfront.

- Ensure a high quality urban design, and demonstrate how redevelopment can connect into and extend the historic street pattern of the city centre. Show good relationship with the existing urban grain/structure and link public spaces.
- Include for maximum public access and permeability throughout the site, give linkage and views to the waterfront and key coastal vistas and consider the challenge of transition areas bounding the site and anticipate opportunities for linkages and continuity in the design and layout of these sites. This will be particularly important with regard to the adjoining Ceannt Quarter site where regeneration is also planned and where maximum advantage of the waterfront location can be delivered.
- Demonstrate how a favourable amenity can be secured in the transition area edging the adjoining industrial lands at the Harbour Enterprise Park.
- Demonstrate where taller buildings and/or landmark buildings are part of the composition, how existing important views, vistas and landmarks are respected and show how such buildings contribute to aspects of urban design such as accessibility, enclosure, character, permeability and adaptability. Consider opportunities for innovative architecture or architecture by design competitions.
- Develop the public realm in a manner that maximises the benefits of the waterfront location, achieves a strong sense of place, achieves permeability and reflects a defined functionality and strong landscape impact. This element too should demonstrate how linkage with existing spaces can be achieved and where continuity with likely scenarios on the adjoining Ceannt Quarter site can be made.
- Carry out detailed flood risk assessment and demonstrate how any redevelopment will be resilient to the impacts of climate change. There will also be a requirement to comply with the outcomes of the Coirib go Cósta Galway City Flood Relief Scheme being advanced by the City Council in conjunction with the Office of Public Works (OPW).
- Demonstrate how the regeneration of the site will deliver sustainable uses, in particular housing, enterprise and new public spaces of critical scale that will result in creating a successful place with a distinct identity.

- Detail the type, quantum and distribution of uses. The use mix shall provide for a minimum residential content on the site equivalent to 30% of the proposed gross floor area, in order to achieve a significant level of residential presence and a critical mass to create a new community. In certain limited cases, where a proposal on a portion of the overall site where residential content would not represent the optimum use for this specific site within the overall plan area, or where a specific development proposal might not in terms of urban design have a more beneficial use mix, the equivalent 30% requirement may be provided for at a more appropriate location within the overall site or as part of a different development. Any alternative measures to achieve the minimum residential content will be required to be part of the framework strategy for the overall development of the area. The commercial use mix shall include for both retail and modern office floorplates.
- The distribution of other uses should include for commercial, office, recreational and cultural uses. Potential for an iconic building should be explored in view of the significance of the site location and the proven record of such buildings for attracting tourist interest internationally.
- Include measures to support environmental sustainability and climate action including sustainable building design, green infrastructure and SuDs and the associated long term operation and management of these.
- Include measures to ensure connections to the green network, including green and blue links, city cycle and pedestrian networks and ensure biodiversity gain within the site.
- Include in the design concept, measures which reflect and protect the industrial heritage of the site.
- Take cognisance of the proximity of the Seveso III site in the Harbour Enterprise Park.
- Include for assessment of the site in the context of the requirements of Article 6 of the Habitats Directive.
- Include for a maximum plot ratio for CC zones of 2:1. Consideration for a higher plot ratio will be given to development proposals in excess of the normally permissible plot ratio where such proposals would contribute to sustainability, architectural quality, urban design, public realm, delivery of housing and make a significant contribution to urban character. This excess will be interpreted as a proportional increase only and will be assessed on performance based outcomes and general standards.
- Include for the provision of an arts/cultural facility at the developer's expense. A delivery and management regime that enables the long term sustainable use of such a facility will be devised in collaboration with Galway City Council and other relevant stakeholders.
- Include a delivery strategy and phasing programme which demonstrates delivery of public benefits corresponding with each stage of construction such as a public square/ cultural facility. The phasing programme should also be so designed that it is sensitive to market changes and that development for each phase can be, as far as is feasible, completed to a level that is self-contained and will not result in a negative visual impact on any publicly exposed area for a prolonged period.
- Include economic and investment strategies which will include for the role of all agency involvement in the delivery of services and infrastructure to be clarified.

The preparation of this Plan shall be the responsibility of the Galway Harbour Company in consultation with the local authority, adjoining landowners and stakeholders. This will build on the acknowledged co-operation existing between the Port of Galway landowners and Ceannt Station landowners, which includes for a common objective to have a co-ordinated and integrated approach embedded into future proposals.

10.7 Headford Road Regeneration Sites

The Headford Road area located south of the Bodkin junction and the N6 and adjoining the River Corrib is a busy commercial area adjacent to the city centre incorporating the three Regeneration Sites namely the Dyke Road car park site, Galway Retail Park and Galway Shopping Centre. There are significant natural heritage and amenity assets within the area with the River Corrib, Terryland Forest City Park, Bohermore Neighbourhood Park and the Plots Local Park.

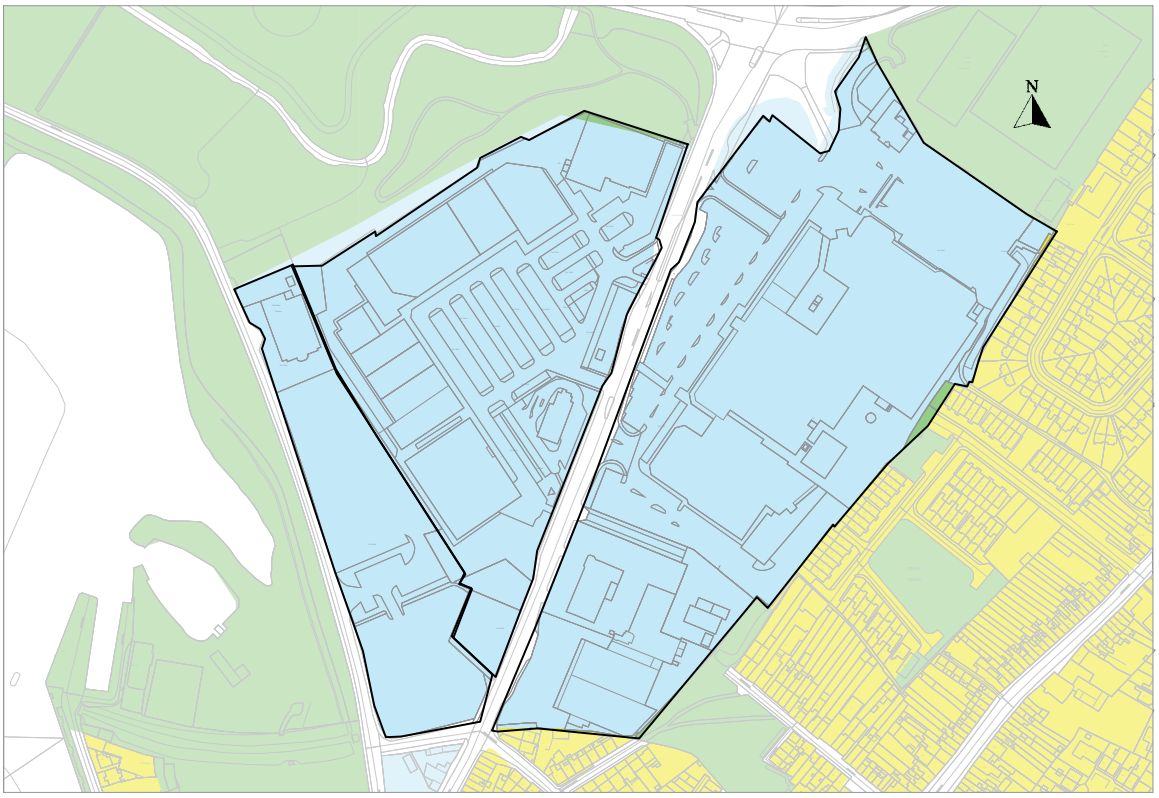


Figure 10.4 Headford Road Regeneration Sites

These regeneration sites located adjacent to the city centre provide opportunities for redevelopment of significant scale. The regeneration of these lands is an identified Growth Enabler in the NPF. They have considerable advantages given their proximity to the city centre, the existing infrastructure available and the extent of natural heritage and amenity resources. Their regeneration offers a sustainable expansion of the city centre, linked in to the public transport and pedestrian network and has capacity to reinforce the prime role of the city centre in both Galway City and the MASP area and has potential to consolidate and enhance Galway's position as a leading regional city. There is also an opportunity to support city centre living, with a new residential community.

Currently the overall area has a weak urban structure and lacks cohesion. The existing commercial area comprises low grade buildings and the existing floorspace is well below sustainable density standards. The existing parks lack adequate passive surveillance and could be better utilised for public benefit. The upgrade of the Bodkin junction to a signalised junction and the revision of access and traffic circulation measures have made improvements to traffic flow and pedestrian and cycle linkage. Despite this the area still suffers traffic congestion, particularly at peak times and would benefit from improved linkages and connections. The area extends to approximately 30 hectares and its redevelopment is best realised within the structure of a LAP. This approach will result in a sustainable integrated development framework for the area supporting the creation of a vibrant mixed-use area including for a commercial and residential district with cultural, civic and amenity facilities.

A planned redevelopment will enable the most integrated and efficient use of the land and will deliver maximum transformative benefits. Taking an integrated planned approach to the redevelopment of this area will also give greater certainty through active land management and phasing.

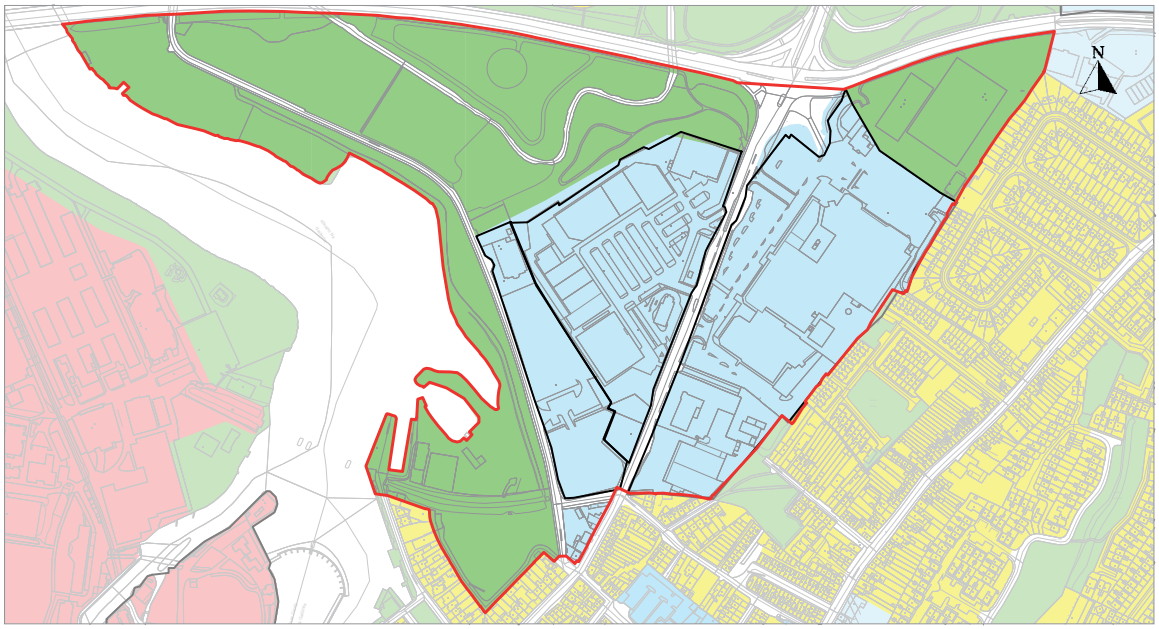


Figure 10.5 Headford Road LAP area (outlined in red)

The preparation of the LAP will build on a previous draft framework for these lands which considered the principal aspects of placemaking, planning, sustainable transportation, architecture, engineering, landscape design, ecology, access, passive surveillance and development economics. It is intended that the LAP will encourage a diversity of uses to sustain an animated and vibrant public realm of streets and urban spaces promoting sustainable transportation options. It will seek to maximise the opportunities that exist to integrate and protect the natural heritage assets of the area, create improvements to the existing parks and provide high quality linkages to the city centre, University of Galway and outer residential areas. The Plan will reflect the unique character and culture of Galway and acknowledge the dynamism of this urban area. This is an area identified at risk of flooding by virtue of its location along the River Corrib and defended by the Dyke road embankment and specific flood risk assessment of the lands was undertaken in 2012. The LAP will be required to review this assessment and comply with any requirements of the Coirib go Cósta Galway City Flood Relief Scheme. The LAP will also include for extensive public consultation.

Dyke Road Car Park Regeneration Site

This City Council owned site measures approximately 1.79 hectares. It is a Land Development Agency (LDA) national priority site for delivery of housing and other uses in collaboration with the City Council. The site has the advantage of scale, at a location close to the banks of the River Corrib and Terryland Forest Park with potential to exploit good open aspect of the River. The site is currently occupied by the Black Box Theatre, an adaptive, multipurpose, performance space, and an extensive surface car park that supports the theatre, the adjacent retailing and provides commuter car parking.

The redevelopment of this site by the LDA has potential to transform this area and be a catalyst for regeneration of the wider Headford Road area. Investment at this location can create a driving force for further similarly scaled projects on the adjacent regeneration sites. The scale of the development could transform the character of this greater area, reversing the current sterile environment to one of a livable urban quarter.

As an LDA project, the residential element of development will include for affordable housing options. Other uses may include office/commercial use as well as provision of civic, cultural and arts infrastructure. There is potential to explore innovation and research uses allied to University of Galway with enhanced linkage to the university made possible with the proposed new pedestrian and cycle bridge. Any development will be required to be an exemplar in architecture, urban design and placemaking and deliver a high-quality public realm linked to the wider green network.

In the event that opportunities arise to progress development proposals to planning consent stage in advance of the adoption of a LAP, these proposals will include for a Masterplan which will take cognisance of the integrated development strategy included for in the framework plan for this area. The Masterplan will be required to have regard to guidance set out in Chapter 8. Flood risk assessment of the lands was undertaken including detailed modelling and identification of possible flood mitigation measures in 2012 and will be required to be reviewed in the context of the Coirib go Cósta Galway City Flood Relief Scheme.

Headford Road Regeneration Site - Galway Retail Park

This Headford Road Retail Park occupies a site of approximately 4.3 hectares. The Retail Park dates to the early nineties and is occupied by a range of retail and commercial uses accommodated in a warehouse style, low density car based layout. Regeneration of this site has capacity for a significant intensification and greater height that can create a strong edge along Headford Road and Terryland Forest City Park, incorporating high quality urban design and architecture with a diverse and balanced mix of uses to sustain an animated and vibrant public realm of streets and urban spaces. The regeneration of this area will provide for enhanced sustainable mobility within the city reducing the reliance on the private car. It has potential to make a transformative difference, creating a better urban form, bringing new life and footfall to the area and increasing housing supply close to the city centre. It can also support GTS measures providing easy access to public transport and active travel networks including the proposed new bridge link to University of Galway and greater connectivity to the green network.

A number of developments have been granted on this site, the most recent being a seven storey student accommodation building with commercial use at ground level. The preparation of a LAP will give detailed guidance for future development and will continue to support a minimum 30% residential content on the overall site.

Headford Regeneration Site – Galway Shopping Centre

This Headford Road shopping centre occupies a site of 6.8 hectares. The shopping centre dates to 1972 and is occupied by a range of retail uses and experiences significant footfall. It is reflective of its era developed as a single storey introverted mall linked to car borne patronage. It represents a development form which requires modernisation with the layout and organisation of uses on the site representing an inefficient use of urban land.

Similar to the retail park, the site has significant potential for intensification, a better urban mix, an improved pedestrian environment and permeability. Subject to a LAP, the redevelopment of this site to a significant scale has potential to create a new vibrant urban quarter with increased retail floorspace, commercial space and cultural and civic uses and a new residential community with a minimum 30% residential content required.

Key to the success of these regeneration areas will be the enhancement of links to the city core, in particular along Headford Road, Bóthar na mBan and Woodquay. These streets require investment to improve public realm and rebalance the priority for pedestrian and cyclist movement to make them attractive, safe and convenient.

10.8 Sandy Road Regeneration Site

The Sandy Road Regeneration site is an assemblage of three parcels of land comprising approximately 8 hectares. The significant scale of the site and its location approximately 1.2km from the city centre some 15 minutes walking distance merits consideration for a significant level of redevelopment. The site is a Land Development Agency (LDA) national priority site for delivery of housing to include for affordable options with some commercial use. The site comprises underutilised local authority lands supporting City and County Council depots, recycling facilities and small basic commercial enterprise units. The other portions of land are occupied by low density ESB Networks office and work depot, local radio station and former primary school. The site also includes recreational and amenity zoned lands which form part of Terryland City Park.

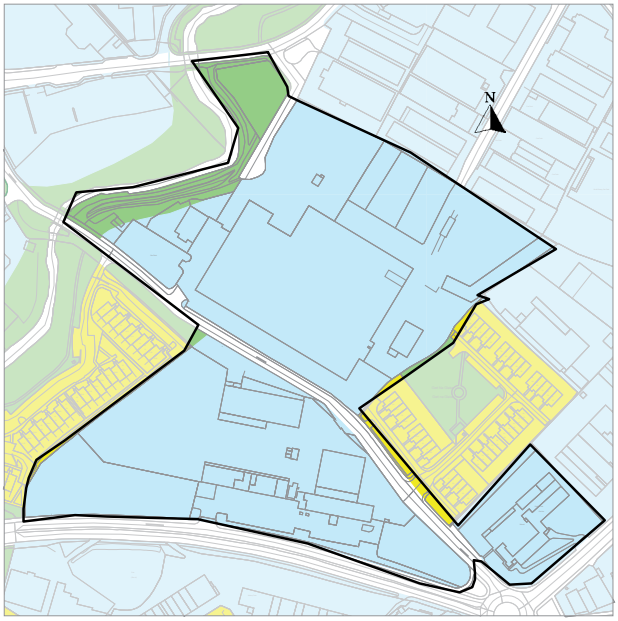


Figure 10.6 Sandy Road Regeneration Site

The site commands extensive street frontage along Sandy Road and Sean Mulvoy Road and to a lesser extent onto the Tuam Road but has poor address, lacks permeability, has low footfall and a characterless form. It is flanked by the Liosbán Industrial Estate, Gort na Glaise and Gleann na Trá housing developments. The ambition for regeneration of the site is to deliver a new urban quarter with attractive living space including vibrant pedestrian friendly streets and public space of scale. This would bring about physical, social and economic transformation, to make the area a successful place with a distinct identity in a Galway context. The potential for such dramatic change is enabled by the location within easy reach of the city centre, Terryland City Park and employment opportunities. The site has scope to accommodate high density, quality architecture, a more fine grained urban morphology and an element of commercial workspaces.

The site is well serviced by all utilities and is within easy access of a wide range of services, located close to core bus routes and a well-integrated pedestrian and road network.

Part of the site is identified as at risk of flooding associated with the Terryland/Sandy River and will require a specific flood risk assessment which will be required to have regard to the Coirib go Cósta Galway City Flood Relief Scheme project.

Until this assessment is complete, development within Flood zone A and B shall be limited to minor development. In this particular case, having regard to the locational assets, national policy context, and the regeneration status of the site, the majority of the site can be dedicated to a residentially led development.

The City Council intend that the development of this regeneration site will not be an end in itself, in that it should also be a catalyst for change in the adjoining Liosbán area and encourage a more integrated area, better urban structure and layout more conducive to good quality and sustainable patterns of movement.

As part of the initial consideration of design options for the site, the LDA and City Council in conjunction with the RIAI in 2019 prepared the "Sandy Road Design Review" to explore options for redevelopment of this brownfield site. A more detailed masterplan/spatial framework will be required to examine the constraints and opportunities of the site, taking into consideration the physical, social, environmental aspects. The relocation of the existing uses, in particular the operations of the local authorities, will be required to be undertaken in parallel with any master plan/spatial framework.

In additional to the general urban design requirements set out in Chapter 8 the following will be required to be included in a masterplan/spatial framework:

- Examine the vision and potential for redevelopment based on evidence based analysis.
- Examine preferred options for redevelopment which would include for sustainable densities, a significant level and mix of housing, suitable enterprise uses and other appropriate and complementary uses including public space.
- Activate the frontage of the development site and provide high quality public realm space that will connect and lever off the existing Terryland/Sandy River and adjoining recreation and amenity lands and linkages.
- Include for public realm that is designed in a manner that maximises the benefits of the location adjacent to Terryland City Park that achieves a strong sense of place and achieves permeability.
- Maximise potential for synergies with planned public investment in sustainable modes identified in the GTS and sustainable and active travel and requirements for multi model parking facilities.
- Include for sufficient infrastructure and a layout that provides connections to adjoining areas, and enhanced connectivity.
- Demonstrate how layouts contribute to aspects of urban design such as accessibility, enclosure, character, permeability and adaptability. Consider opportunities for innovative architecture or architecture by design competitions.

10.9 Nun's Island Masterplan Area

Nun's Island is located to the west of the city centre and is characterised by a strong architectural heritage and by a number of natural and man-made waterways. It was an important location for industry, particularly in the nineteenth century and included the sites of the county and town jails, which are now occupied by the Galway Cathedral and adjacent car park.

The Nun's Island area offers opportunities for regeneration, in particular of existing University of Galway buildings, new and improved public spaces and improved access and linkage to the River Corrib and canal system.

The regeneration of this area presents an opportunity to enhance and transform a historic neighbourhood, support reuse and adaption of historic buildings to achieve better integration with the surrounding city and connections with valuable waterways. URDF funding has been awarded to University of Galway to support delivery of a Galway Innovative and Creative District at this location.

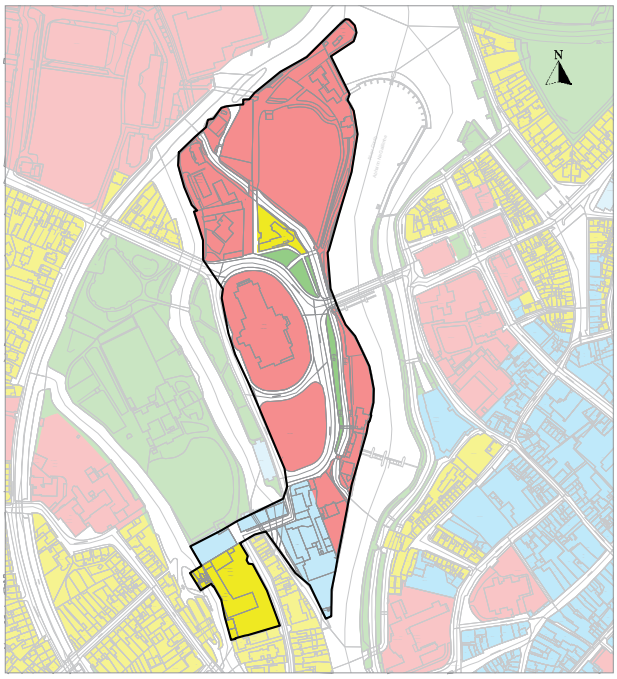


Figure 10.7 Nun's Island Masterplan Area

Development on these lands will require a Masterplan which shall be prepared in accordance with guidance set out in Chapter 8.

In addition, the following will be required to be considered:

- Examine a range of uses which would be appropriate for this area supporting enterprise, innovation, education, tourism and community.
- Investigate the potential to optimise the use of University of Galway properties including the vacant former Hygeia building and former mill building, with application of best conservation practice.
- Include measures to enhance amenity, biodiversity and open space. Consider sustainable recreation opportunities and include for increased public access to the waterways. It will also be required to demonstrate a sensitive approach to the high quality waterways environment.
- Consider the existing character and context of the area and demonstrate how redevelopment will contribute to aspects of urban design.
- Demonstrate how the development will protect the community and natural value of the waterways through ensuring development retains a sufficient set back and buffer from this sensitive environment and that any development is of an appropriate scale and design to address this unique setting.
- Consider the impact on views and vistas both into and out from the area and consider the assimilative capacity of the existing built environment and streetscape.
- Include for an open space typology and consider the potential for creation of a new urban space and public realm.
- Include a movement strategy and integration with the existing campus and the city centre.
- Include for community engagement in the preparation of the plan and an audit of benefits for the local community.
- Carry out detailed flood risk assessment and demonstrate that any redevelopment is resilient to the impacts of climate change. There will also be a requirement to comply with the outcomes of the Coirib go Cósta Galway City Flood Relief Scheme being advanced by the City Council in conjunction with the OPW.

10.10 Seamus Quirke Road Regeneration Site

This site measures 3.88 hectares and is located within the designated Westside District Centre. This site has capacity for a mix of uses which could include for uses such as primary healthcare, commercial and office uses. The site will be required to accommodate residential use in view of the advantaged location, being proximate to key facilities, along a public transport corridor and adjacent to park facilities. In general, redevelopment of the site shall have regard to section 10.24 and Policy 10.24. Given the significant scale of the site, an overall Masterplan will be prepared in advance of any redevelopment which shall adhere to the guidance in Chapter 8. The Masterplan will also be required to include measures to support the designation of the wider area as a pilot decarbonisation zone.

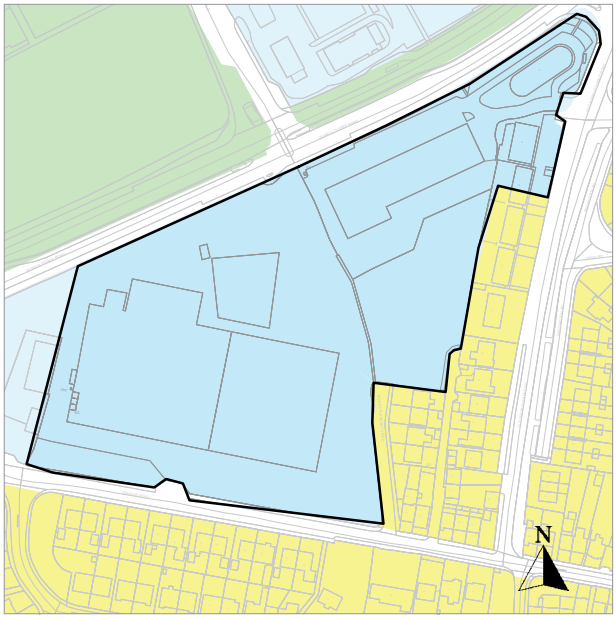


Figure 10.8 Seamus Quirke Road Regeneration Site

10.11 Crown Square Regeneration Site

This 5.1 hectare site is located on the Monivea Road at a key junction with Joyces Road. Part of the site which comprises phase 1 is currently under construction accommodating an office campus development and hotel.

The balance of the site has consent for a high density Build to Rent residential scheme and ancillary local services. This site had the benefit of a Masterplan and any future change in development proposals will be required to adhere with the original Masterplan principles.

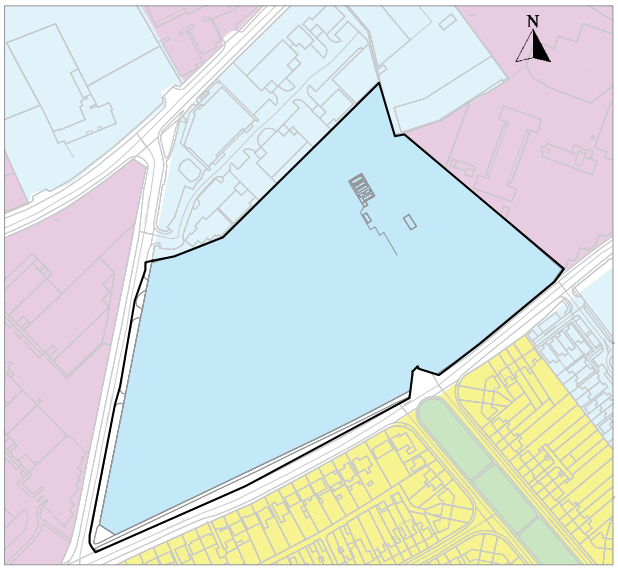


Figure 10.9 Crown Square Regeneration Site

10.12 Corrib Great Southern Regeneration Site

This 2.7 hectare site is located on the Dublin Road at the Skerrit Roundabout. The site formerly accommodated a hotel and surface car park. It has potential for significant redevelopment for a mix of uses and in particular for residential use to meet the housing targets for the city. A minimum of 50% of the potential gross floor area shall be reserved for residential use. In view of the advantaged location, being proximate to key facilities, a location along a public transport corridor and with good aspect, a greater proportion of the floor area space can be dedicated for residential purposes where the site supports a range of neighbourhood facilities, community facilities for the wider area, and an open space of a scale and quality to function as a local park.

Given the significant scale of the site and obligation to deliver certain uses, a Masterplan will be required in advance of any redevelopment. In addition to guidance set out in Chapter 8, the Plan will incorporate the proposed BusConnects Galway: Dublin Road pedestrian, cycle and public transport corridor and a setback equivalent to the existing green linear space running along the Dublin Road.

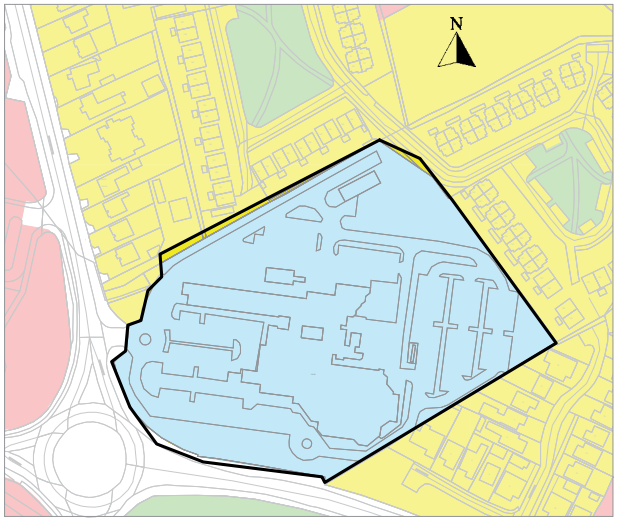


Figure 10.10 Corrib Great Southern Regeneration Site

10.13 Former Dawn Dairies Opportunity Site

This 1.38 hectare site located along the Dublin Road at the junction with the Ballyloughane Road is the site of the former Dawn Dairies. This site has potential for redevelopment for high density housing. This development should include for a development of high architectural design quality, strong street frontage which may include for accommodation of small scale local services.

Given the scale of the site any proposed development should include for a spatial framework.

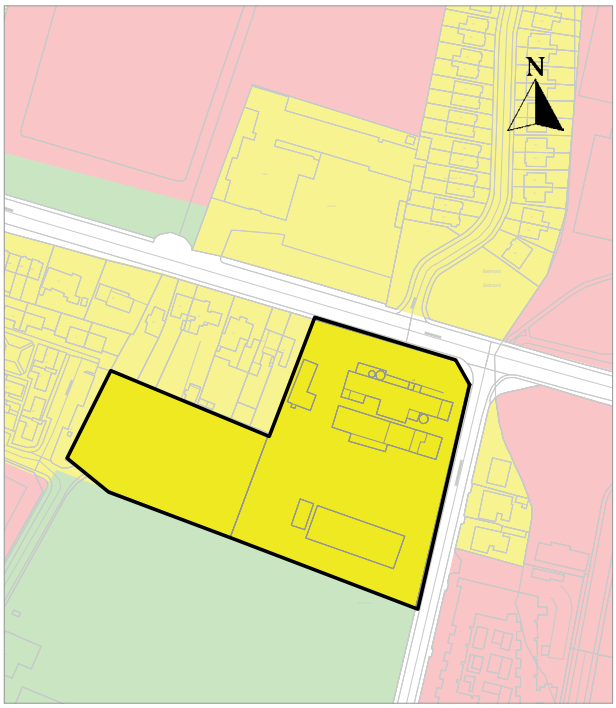


Figure 10.11 Former Dawn Dairies Opportunity Site

10.14 Royal Tara China Opportunity Site

This 1.9ha site located on Connolly Avenue is the original residence of the Joyce family and was subsequently the Royal Tara China Facility and its industrial zoning reflects this use. The building is a protected structure located within an attractive sylvan setting. The site has potential for sensitive redevelopment as part of the overall conservation and enhancement of the protected structure and its curtilage.

The preference is for the protected structure to remain in single use to retain the integrity of the structure. Given the scale of the site any proposed development should include for a spatial framework which will consider the optimum use of the site and will be required to ensure protection and enhancement of the protected structure, curtilage and protection of valuable tree species.

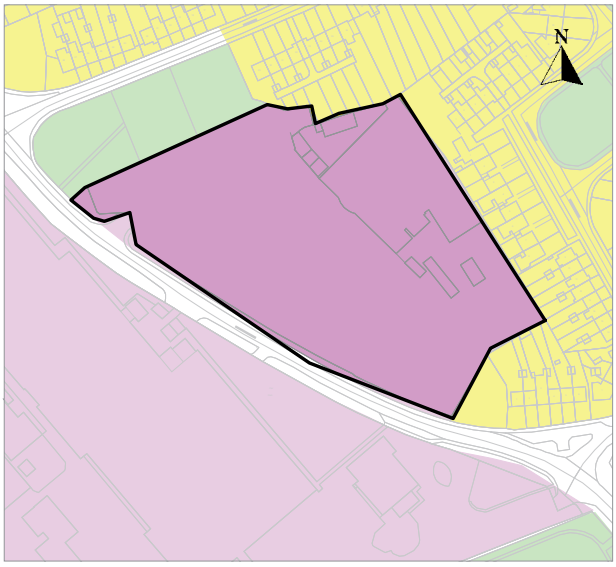


Figure 10.12 Royal Tara China Opportunity Site

10.15 Shantalla Road Opportunity Site

This site of 0.62 hectares is located along the Shantalla Road. This site has capacity for redevelopment primarily for residential use to assimilate into the existing neighbourhood. The density of any redevelopment shall have regard to the surrounding context.

Any redevelopment shall provide for a high quality frontage onto the Shantalla Road and the open space area to the rear providing passive surveillance to this area. It shall also provide for the enhancement of Red Lane, the link route adjacent to the eastern boundary. Any redevelopment should include for a spatial framework which will be required to include for measures to support the designation of the wider area as a pilot decarbonisation zone.

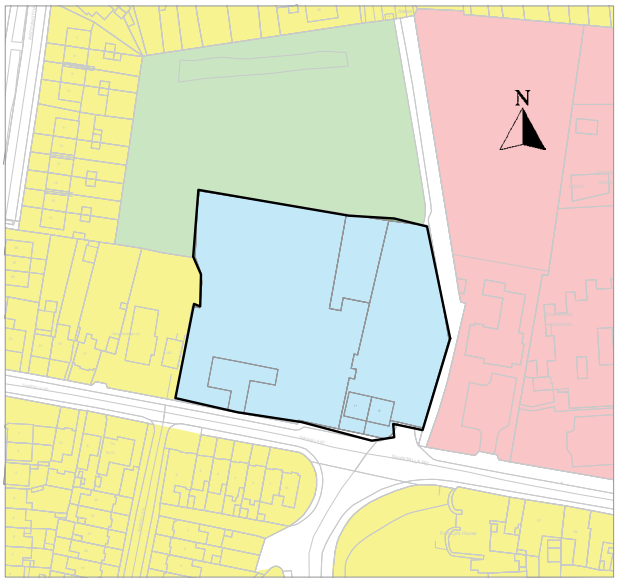


Figure 10.13 Shantalla Road Opportunity Site

10.16 Doughiska Road Opportunity Site

This 2.58 hectare site is located between the Doughiska Road and the dual carriageway with access onto the Doughiska Road. This site has potential for significant development for a mix of uses including for residential use. The development of this site can enhance the level of services in the Doughiska area and provide for additional housing choice. Planning permission has been granted on this site for a significant scale of commercial development and 130 residential units. Subject to good urban design, the site can accommodate development of scale providing a strong edge to both roads. The potential for height and density is reflected in the grant of planning permission on this site.

Any new proposed development on this site will require a spatial framework to be prepared. In addition to the general guidance set out in Chapter 8, the framework will also take account of the archaeological context of the site and shall also integrate with the adjoining reservation for a pedestrian/cycleway.

The framework shall take account of proximity to the national road network and direct access to the national route will be prohibited.

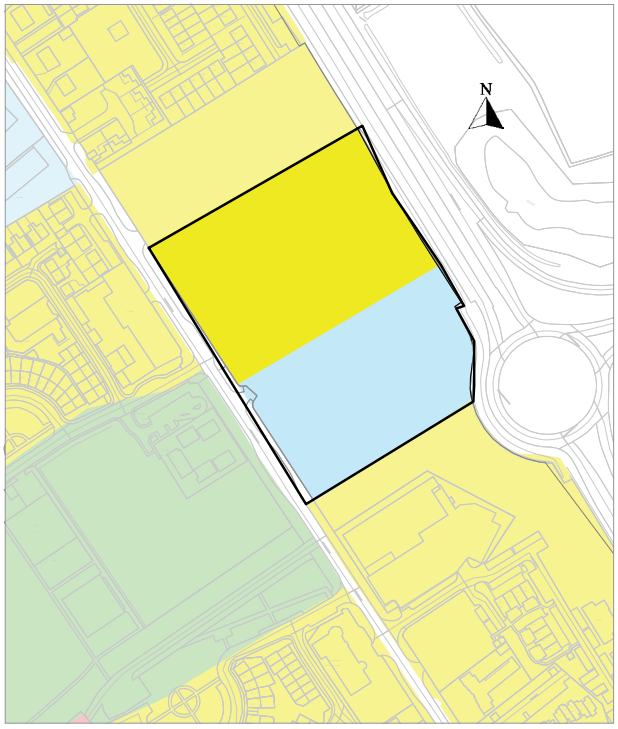


Figure 10.14 Doughiska Road Opportunity Site

10.17 Eyre Square East Regeneration Site

This regeneration site comprises a significant block of properties assembled for the purposes of redevelopment. This site is of considerable scale made up of a range of buildings and uses in a prime city centre location and partially within the Eyre Square ACA.

A Masterplan will be required to inform any redevelopment guided by the principles set out in Chapter 8. It will be required to consider the particular sensitivities of this site location within the historic core including the context of Eyre Square ACA and structures on the RPS.

The Masterplan will be required to demonstrate the merits of the development strategy being pursued and show how it would result in the creation of a successful new quarter in the city. It is recognised that this does not infer nor necessitate the replacement of many existing structures within the block nor alter the form of the existing surrounding principal streetscapes within the block, rather it would show how new development could complement and enhance the overall block.

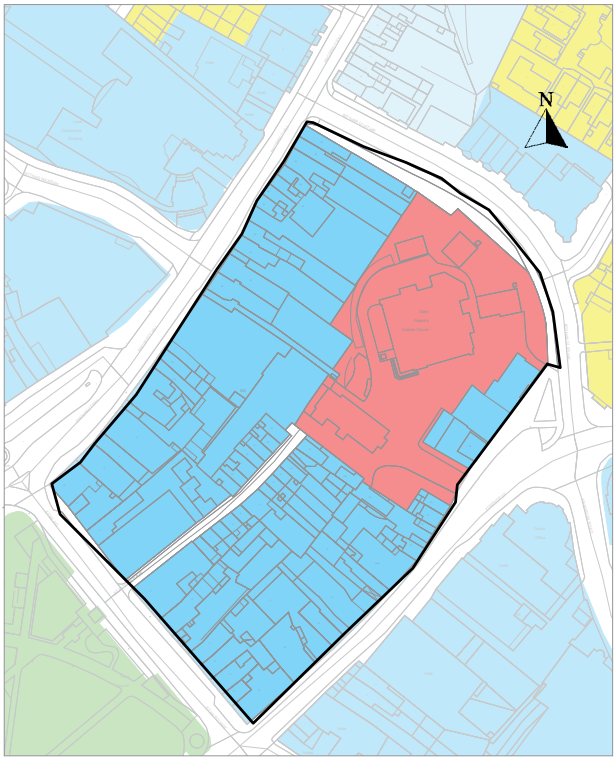


Figure 10.15 Eyre Square East Regeneration Site

10.18 Former Connaught Laundry Opportunity Site

This 0.87 hectare site is located on St Helen's Street, an area which has a distinctive character and a strong residential community. This site has capacity for redevelopment primarily for residential use to assimilate into the existing neighbourhood. The density of any redevelopment shall have regard to the surrounding context.

In this regard, the Council will consider residential development on the full extent of the site alongside appropriate public realm and community facilities. Any proposed development should include for a spatial framework.

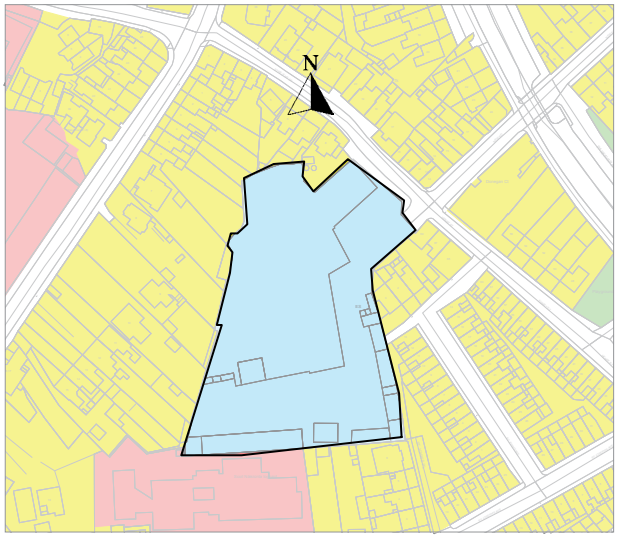


Figure 10.16 Former Connaught Laundry Opportunity Site

10.19 Eastgate Regeneration Site

This 4 hectare site is located along Bóthar na Mine and is currently occupied by a hardware store and garden centre. The site has significant capacity to support commercial redevelopment of scale being proximate to the Ballybrit Business Park and proposed BusConnects route. The site already has benefit of planning consent for significantly scaled office accommodation. Such redevelopment will enhance the level of commercial office provision in the city and support wider city and regional economic growth.

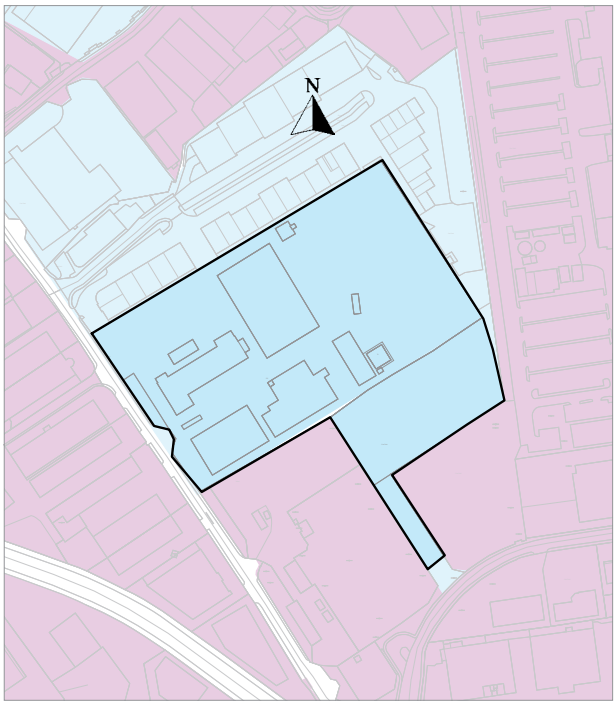


Figure 10.17 Eastgate Regeneration Site

10.20 Knocknacarra District Centre (North) Opportunity Site

This site measures approximately 4 hectares and is located in the designated Knocknacarra District Centre. The wider district centre lands already accommodate significant development including the Gateway Retail Park, office space and Gaelscoil Mhic Amhlaigh primary school. This area provides a range of convenience and comparison multiples. This site is the last remaining undeveloped parcel in the northern section of the District Centre.

A key element of the overall vision for the Knocknacarra District Centre is that it functions as an 'urban village' type centre rather than purely a shopping area. This was supported through specific development objectives for the district centre lands in the 2017-2023 plan, which required a mix of uses including service retail, public health facilities, community, recreational and residential uses, to achieve vibrancy and distinctiveness and local identity.

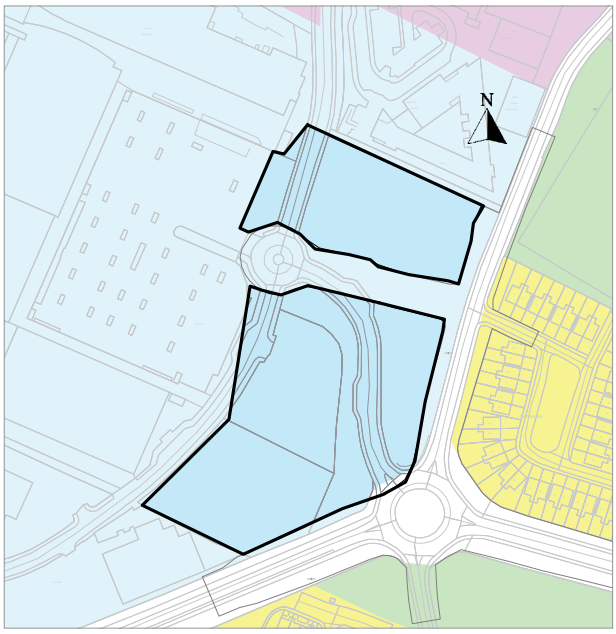


Figure 10.18 Knocknacarra District (North) Opportunity Site

In particular the requirement to provide for a residential content of 20% of all existing floor space has not been delivered to date and will be required to be fulfilled on this site in addition to the provision of a high quality public realm which will accommodate a civic space as a focus for community activity and amenity.

Any proposed development should include for a spatial framework having regard to guidance set out in Chapter 8 and will be required to consider the following:

- Development will be integrated within the overall district centre and proposals will be required to protect the amenity of the neighbouring school, demonstrate linkage with the wider neighbourhood area, the transport, pedestrian and cycle networks and linkage to the green network.
- Any development shall include for a high quality urban design.
- Any design shall integrate the realigned link road of the N6 GCRR.
- Any development shall adhere strictly to the development guidance provided for the West Outer Suburbs contained in the Urban Density and Building Heights Study.

10.21 Knocknacarra District Centre (South) Opportunity Site

This site measures 6.6 hectares and is located within the designated Knocknacarra District Centre. A key element of the overall vision for the Knocknacarra District Centre is that it functions as a mixed use urban village creating an attractive, liveable, well designed urban centre integrated into the community where placemaking and sustainable mobility is prioritised and where the idea of the neighbourhood concept is strengthened. Having regard to the population growth targets for the city and reflecting the core strategy, a significant proportion of the development capacity of the site shall deliver housing.

Given the significant scale of the site and obligation to deliver certain uses, a Masterplan will be prepared in advance of any redevelopment. The following requirements will apply over and above the guidance provided in Chapter 8:

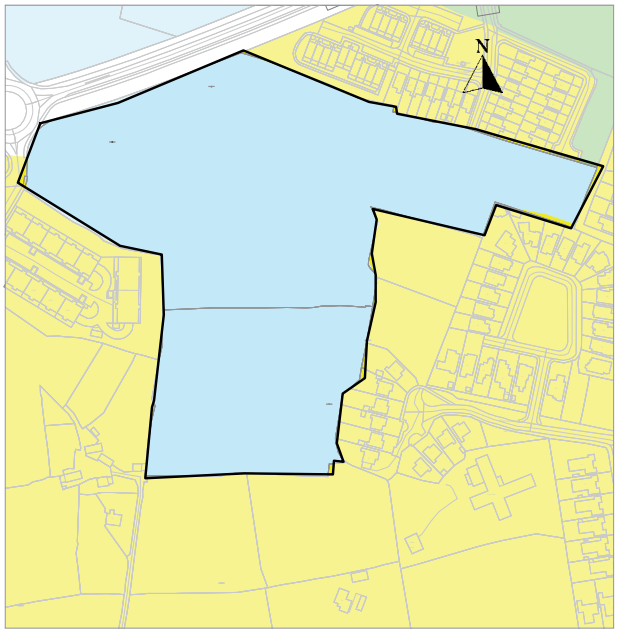


Figure 10.19 Knocknacarra District Centre (South) Opportunity Site

- Include for a minimum of residential/residential commercial development of a scale equivalent to 50% of the development capacity of the site which shall be integrated into the overall scheme.
- Provide mixed uses which shall include for a number of small retail /service retail units which can be demonstrated to deliver a broad range of District Centre uses. This shall be assessed in the light of the scale and nature of uses delivered on the site at that period.
- Provide a good balance of use mixes, including uses which can include healthcare and primary health care, commercial leisure uses, hotel and educational uses, which would by virtue of their use and scale serve the needs of the surrounding neigbourhood area.
- Provide a strong frontage and address of the Western Distributor Road and internal street network with the avoidance of dead frontages.

- Provide quality pedestrian and cycle connections with the adjacent neighbourhood, schools, open space lands and wider green network.
- Demonstrate a structured hierarchy of spaces within the layout maximizing the opportunities for linkage with adjacent developments/future developments.
- Ensure pedestrian priority in the access network and accommodate public transport access or easy access to the public transport network and incorporating emerging bus route proposals along the Western Distributor Road.
- Demonstrate divisible viable phases of development.
- Having regard to investment in public transport and sustainable mobility measures, the level of car parking provision will be considered having regard to performance based standards, urban design, sustainability, location and scale of development proposed and should reflect the designated location being a multi-purpose trip destination.
- The site shall include for a civic open space/park which shall be reserved on any layout for this purpose and should be of a size and function to reflect the scale of the overall development and shall be over and above the requirement for open space on these lands.
- Each phase of the development shall include for the front loaded delivery of a public / community facility which can be in the form of a community facility, an educational establishment, a community health facility, a transport facility, a park and play area over and above normal open space requirements.

Policy 10.2 Strategic Regeneration and Opportunity Sites	
1.	Facilitate and enable the redevelopment of strategic Regeneration and Opportunity Sites in the city to support the sustainable and compact growth of the city which will add value and create more attractive places in which people can live and work and achieve alignment with the National Strategic Outcomes of the NPF and the Regional Policy Objectives of the RSES and implementation of the Core Strategy.
2.	Give priority to the development of the strategic Regeneration and Opportunity sites in line with core strategy, in particular to deliver new residential neighbourhoods, on lands supported by a number of land use zonings including CC and CI, as referenced in the land use zoning objectives in Chapter 11.

10.22 Salthill

Salthill has changed over time but it still retains its distinctive character and amenity value. In recent years it has re-established itself as an urban village with many of the former hotels and nightclubs replaced by apartments, cafes and restaurants. This has led to an increase in the permanent residential population supporting a broader range of local services for the local community, visitors and an expanded catchment area. The significant attractions of the area are the seafront, promenade and extensive beach facilities. These assets ensure that it retains many of the traditional seaside resort characteristics and uses such as entertainment facilities, cafés, restaurants and a range of tourist accommodation and attractions. Other attractions including indoor swimming and leisure facilities at Leisureland and the Aquarium contribute to the diversity of uses, giving Salthill a distinctive character and vibrancy.

The Salthill Promenade is a major recreational facility for city residents, linking the existing walkways from the city centre, South Park, Mutton Island causeway to the Blackrock walkway. It is also a strong tourist attraction and key city landmark culminating with the iconic Blackrock diving tower. It is an important active and passive amenity space with significant footfalls particularly during the summer season. Salthill has both natural and built heritage assets. It has secured Blue Flag status for a succession of years, which is a significant asset in promoting a clean image of the city and in developing water based recreation and amenity activities.

Of late, it has experienced an increase in year round sea swimming which adds increased vibrancy and value to the area. Toft Park, Celia Griffin Park, Salthill Park and the Circle of Life Park also contribute greatly to important elements of the green network in Salthill. Along the promenade the shelters, seating areas, kiosks and diving tower are unique and hallmark features of social, architectural and technical interest and contribute to the resort character of the area. Proposed enhancements to the diving tower area and the feasibility of redevelopment of the tidal pools have potential to add to the character and atmosphere of the area.

Figure 10.20 Salthill

Salthill remains an area in transition and requires special attention to safeguard and strengthen its identity and role as an urban village. Issues such as underutilised sites and lack of design consistency along the main commercial spine need to be addressed. The area lacks good pedestrian permeability, with vehicular traffic and parking dominating the main commercial street and poor connectivity between the commercial area and the promenade. The Council will seek to strengthen Salthill as an urban village and as a recreation and coastal amenity area by encouraging high quality mixed-use development and by carrying out improvements to the public realm.

This will be achieved by ensuring good standards of design of infill and redevelopment, a mix of uses, improved accessibility and more disciplined shop front and signage guidance in accordance with those promoted for Salthill in the *Galway Shop Front and Signage Guidelines.* The Council will also discourage the spread of uses, which would lead to the deterioration in the attractiveness and amenity value of the area. In order to reflect the urban village status and streetscape of Salthill, and having regard to planned investment in public transport and sustainable mobility measures, the level of car parking provision will be considered on performance based standards, urban design, sustainability, location and scale of development proposed.

Leisureland is a significant public asset and in combination with the adjacent site which is also in public ownership, there is considerable potential for redevelopment of scale. In this regard the Council will progress proposals for the expansion and improvement of Leisureland with the potential to provide for modern, purpose built recreation, civic and cultural facilities to serve the city and region. To further strengthen the role of Salthill, the Council will undertake an environmental improvement scheme in consultation with local businesses, residents and other stakeholders, which will identify areas which would benefit from public realm improvements. These will be so designed to improve the visual amenity, calm traffic and improve sustainable linkages between the promenade and the commercial area. Specifically under review will be the need for greater pedestrian priority, traffic management and car parking rationalisation along the main commercial spine on Upper Salthill Road and examination of extending the capacity for outdoor dining.

The vicinity of Seapoint and the D'Arcy Roundabout will be examined as an area which could merit improvements together with measures to improve pedestrian connectivity to the promenade and other amenities, provision of high quality paving, landscaping and street furniture. The Council will also seek to improve linkages and accessibility to Salthill from the surrounding areas in particular from the city centre through implementation of measures proposed in the GTS in particular through improvements in public transport, walking and the cycling network. Proposed measures include the provision of a core bus route through Salthill and improvements in the cycle and pedestrian network.

In recognition of the importance of the Salthill promenade as a recreation and amenity resource and a tourist attraction, the Council will carry out a strategy for its potential extension, its long-term management and enhancement. The strategy will consider issues such as access, car parking, support facilities, surface treatment, landscaping and street furniture and supporting infrastructure for water based activities. It will build on improvements carried out following the storm damage in recent years. It will also complement the rehabilitation works proposed for the Blackrock diving tower and works to enhance accessibility for users of these facilities. In particular, it will consider the impacts of climate change and measures to ensure that this area is resilient to the challenges of extreme weather events. The strategy will be required to comply with the outcomes of the Coirib go Cósta Galway City Flood Relief Scheme being advanced by the City Council in conjunction with the OPW.

Policy 10.3 Salthill	
1.	Enhance the role of Salthill as an urban village, recreation and coastal amenity area for the city and service centre for the surrounding residential neighbourhoods.
2.	Ensure high quality in the design of new developments and have regard to the distinctive character of Salthill.
3.	Enhance the public realm of Salthill including the implementation of an environmental improvement scheme carried out in consultation with local businesses, residents and key stakeholders, with particular focus on the main commercial street and in the vicinity of Seapoint and D'Arcy roundabout.
4.	Continue to improve the amenity recreational quality of the area though the preparation of a strategy for the long-term management enhancement and extension of the promenade and by the implementation of environmental and coastal improvement schemes. This shall include for appropriate flood risk assessment and management measures.

10.23 Westside

Westside is an important service centre located in the established suburbs. In the retail hierarchy, it is designated as a district centre. It has a wide range of community and commercial facilities and services and is a well-established neighbourhood with a strong community. Developments including the Seamus Quirke Road Improvement Scheme, Westside Amenity Park, Corrib Park and Shantalla Park improvements have enhanced the urban environment, however the area has a weak urban structure and poor physical cohesion. It lacks a strong urban definition and streetscape which means it has a poor legibility and sense of place.

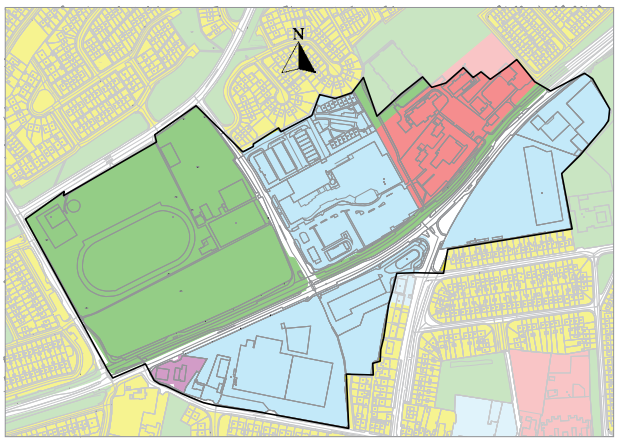


Figure 10.21 Westside

The objective for Westside is to improve connectivity, to increase attractiveness and encourage more sustainable street level community interaction and activity. This could be achieved through the re-development of identified Regeneration and Opportunity Sites, improved permeability, reduction of the "barrier effect" of the Seamus Quirke Road and requirements that re-development include for more enclosure, good use mix, use of scale and massing to create more human scaled address to public areas and in general a better urban design regime. This coupled with more public realm improvements will complement works carried out to date and contribute to a more animated, vibrant streetscape. Its location within a pilot decarbonisation zone has potential for measures to support a low carbon footprint in this area and could include for example, opportunities for district heating or combined heat and power initiatives.

Policy 10.4 Westside

1. Enhance the quality of the urban environment at Westside through the creation of a more enclosed, strong street edge on CI zoned lands along the Seamus Quirke Road, creating a high quality active and vibrant streetscape.

10.24 Ardaun LAP

A key element of the settlement strategy for the city is the development of Ardaun to the east of the city. This is reflected in the Core Strategy with significant future population and residential growth planned for this area. In recognition of its strategic potential, it is identified as a key city growth enabler under the NPF and a Strategic Growth Area in the RSES and MASP. It is also designated by central government as a Major Urban Housing Delivery Site (MUHDS) capable of significant housing delivery. This area measuring c164 hectares will provide opportunities for high density residential development structured and co-ordinated with other essential community services.

It is well placed to develop good employment opportunities having close physical links with the existing technology parks at Mervue, Ballybrit / Parkmore and strategic IDA sites at Oranmore and Athenry. It is also well placed to link in with and take advantage of the proximity of higher level institutes at ATU and University of Galway and the significant health institutions at Merlin Park Hospital and the Galway Clinic. Ardaun is integrated with the transport strategy and capable of benefiting from planned investment in the BusConnects programme, active mode networks and commuter rail investment at Garraun.

The Ardaun Local Area Plan 2018-2024 was adopted on 9th April 2018. It aims to ensure that growth in Ardaun is focused around an attractive and accessible new urban village and residential neighbourhood that services the everyday needs of local people is designed to encourage sustainable transport modes, providing a variety of homes, community services, network of streets, quality green open spaces and public realm.As set out in the LAP, Ardaun is capable of delivering up to 4,640 homes, accommodating a population of up to 12,621. The plan includes objectives for provision of two multi-campus (primary and secondary level) school sites and potential of 40,000sq.m. of commercial, office and leisure uses, and 18 hectares of recreation and amenity lands. The Ardaun area comprises two development phases. Phase 1 comprises the lands south of the M6/ N6 and a longer term phase 2 is the lands to the north of the M6/N6.

Through active land management, Galway City Council are working with stakeholders to support the delivery of development and supporting infrastructure, including Department of Housing, Local Government and Heritage, Irish Water, Department of Education and Skills, National Transport Authority and Galway County Council. To date significant funding has been received under the URDF to progress critical transport enabling infrastructure following on from the completion of an Area Based Transport Assessment (ABTA). This assessment determined the transport demand arising from the proposed land uses and the transport interventions required to facilitate this demand. It requires the upgrade of the Martin roundabout and associated link road to facilitate development of Phase 1, the southern section of Ardaun. It also recommends an additional new southern access to Ardaun from the R446. Work is expected to be completed in 2023 on the signalisation of the Martin junction and plans are advancing to upgrade the primary access to Phase 1 section which includes for bus priority, pedestrian and cyclist facilities. Design work is also being advanced to progress the additional southern access point. These works will facilitate public transport access into Ardaun and extension of the city pedestrian and cycle network into the lands.

With regard to water and waste water infrastructure, Irish Water are progressing improvements in infrastructural supports. In the short term, it is estimated that the existing network has capacity for an initial phase. The development of Ardaun will be progressed, in the main, by the private sector using the development strategy established and will be supported by public infrastructure investment. The Council will take a proactive role in identifying all public funding opportunities to deliver necessary facilities and infrastructure. The new Urban Development Zone as provided for in *Housing For All (*2021) DHLGH may also be applicable to Ardaun supporting housing delivery and unlocking barriers to development.

Policy 10.5 Ardaun

1. Develop Ardaun, in accordance with the Local Area Plan taking a co-ordinated and phased approach that will contribute to the integration of land use, urban form and structure, transportation and natural heritage to create a new urban village and a sustainable living and working environment.

10.25 Murrough LAP

Murrough is an extensive area of semi-natural environment adjacent to developed areas east of the city, including Renmore, Ballybaan and Doughiska. The lands at Murrough have the distinction of being of substantial size (approximately 34 hectares) and located adjacent to the coastline, which is defined by a variety of features including beach and rocky shoreline. The area has direct pedestrian links to Ballyloughane Beach to the west and possibilities exist for coastal walks to Oranmore, to the east. The railway line and land reserved for a possible public transportation corridor forms the northern demarcation of the lands.

There is also road and pedestrian access from Ballyloughane Road and Murrough Road. Given the rapid expansion of residential development in the east of the city and having regard to the future development of Ardaun, there is a demand for coastal and recreation facilities on the east side of the city. This demand is further increased by the current imbalance of coastal amenity/recreational facilities in the city with the bulk of these facilities, Salthill and Silverstrand being located on the west side of the city. The Murrough area offers potential for the provision of coastal and recreation facilities. These will complement the improved facilities at Ballyloughane Beach. Given the possibility of good public transport links, there is also the opportunity for mixed use development for a portion of the area. Mixed use development would contribute to the vitality of the area and provide a new residential neighbourhood. There is also potential for development, in particular sports and recreation facilities, allied to ATU who are landowners in this area and the owners of Murrough House a protected structure.

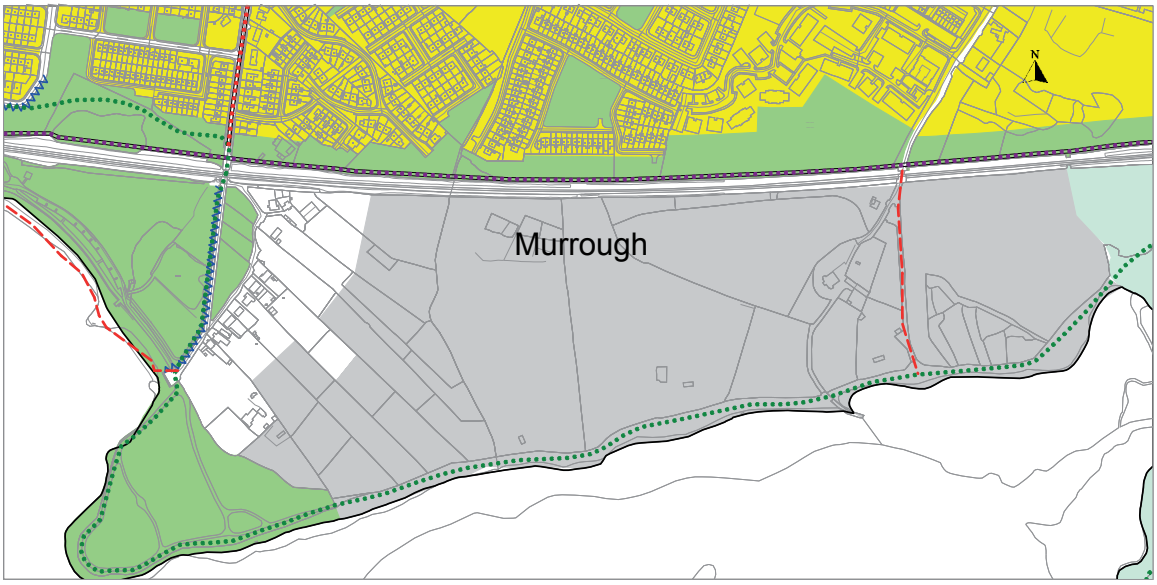


Figure 10.22 Murrough LAP

In recognition of this, the Council will prepare a LAP for the Murrough area. The aim of the LAP is to ensure the reservation of a substantial bank of land for recreational purposes. The Plan will allow for mixed-use development, which will maximize the development of recreation facilities and will create a vibrant area with efficient public transport links to the rest of the city. It will integrate with the amenity facilities at Ballyloughane beach. The plan will include for examination of options to address the access challenges associated with these lands. It will examine suitable options for vehicular access noting that the intensification of use of the existing level crossing is not appropriate. The Plan will take account of the sensitive ecological environment at this location and will incorporate appropriate measures to mitigate against flood risk. In order to achieve the necessary recreational facilities, two thirds of the area will be reserved for this purpose.

Developments compatible with the G zoning which will not prejudice the aims of the LAP will be open to consideration in advance of the adoption of the LAP. In particular and in view of the significant interest of ATU in lands at Murrough for the development of such uses, the Council will endeavour to work in partnership with the college to achieve a safe and suitable access to service the lands that will in turn facilitate their use for sports and ancillary facilities.

Policy 10.6 Murrough

1. Develop the Murrough area in accordance with a Local Area Plan which will reserve a substantial bank of land for recreational purposes, allow for public access and allow for mixed-use development which will create a sustainable neighbourhood and maximise the sustainable development of appropriate recreation facilities.

10.26 Specific Objectives

Specific Objectives	
City Centre Area	
1.	Require the preparation of a masterplan for the Ceannt Station Site.
2.	Require the preparation of a masterplan for the Inner Harbour.
Headford Road Area	
3.	Prepare a Local Area Plan for the Headford Road area (south of the Bodkin junction) within the period of the plan.
4.	In advance of the adoption of the Headford Road LAP, any proposals to advance development of the Dyke Road Regeneration site by the GCC/LDA having regard to the socio-economic benefits for the city will be considered, subject to the prearation of a masterplan.
Regeneration and Opportunity sites	
5.	Require the preparation of masterplans and spatial frameworks to inform development proposals.
6.	Master plans, spatial frameworks and development proposals for the Ceannt Quarter, Inner Harbour, Nuns Island, Royal Tara Site, Shantalla Road and Eyre Square East Regeneration and Opportunity sites shall have regard to archaeological and cultural heritage and be informed by archaeological baseline studies and impact assessments and Policy 5.2 Protected Spaces: Sites of European, National and Local Ecological Importance.
Salthill	
7.	Prepare a strategy for the long term development and enhancement of the character of Salthill village and promenade which provides for guidelines for good urban design and the development of high quality architectural standards for new developments and redevelopments.
8.	Carry out an environmental improvement scheme for Salthill including for the upgrade of the Promenade.
9.	Upgrade public facilities including provision of outdoor/indoor showers, changing facilities, toilets and supports for water based activities.
10.	Support proposals for the development of a destination tourism and recreational attraction at the Leisureland and Salthill park sites with the potential to provide modern, purpose built recreation, civic and cultural facilities to serve the city and region.
Ardaun	
11	Implement the Local Area Plan for Ardaun.
Murrough	
12.	Prepare a Local Area Plan for Murrough within the period of this plan.

11 Land Use Zoning Objectives and Development Standards and Guidelines

11.1 Introduction 278

Part A - Land Use Zoning Policies and Objectives 278

11.2 Land Use Zoning General 278

Part B Development Standards 293

General Development Standards and Guidelines 294

Specific Development Standards 294

11.1 Introduction

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

The achievement of the policies and the objectives of the Plan and the encouragement of good design, rather than the mechanistic application of development standards, will be the aim of development management.

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

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

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

Part A - Land Use Zoning Policies and Objectives

11.2 Land Use Zoning General

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

Table 11.1 - Land Use Zones and Zoning Objectives

CF	To provide for and facilitate the sustainable development of community, cultural and institutional uses and development of infrastructure for the benefit of the citizens of the city.
RA	To provide for and protect recreational uses, open space, amenity uses, natural heritage and biodiversity.
A	To provide for the development of agriculture and to protect the rural character.
G	To provide for the development of agriculture and protect areas of visual importance and/or areas of high amenity.
I	To provide for enterprise, industry and related uses.
CI	To provide for enterprise, light industry and commercial uses other than those reserved to the CC zone.
CC	To provide for city centre activities and particularly those, which preserve the city centre as the dominant commercial area of the city.
R	To provide for residential development and for associated support development, which will ensure the protection of existing residential amenity and will contribute to sustainable residential neighbourhoods.
R2	To provide for sensitive residential infill where such infill will not have an impact on the environmental and visual sensitivities in the area, including those in particular the subject of Policy 5.2 and where such infill can be assimilated satisfactorily through design, layout and amenity impact in a manner that does not detract from the character of the area.
LAP	Local Area Plan
UVC	To provide for a residential led mix of uses particularly those that will support a people and business friendly urban village centre and contribute to establishing a high quality sustainable urban form.

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

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

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

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

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

11.2.1 Institutional and Community CF Land Use Zoning Objectives

Zoning Objective CF To provide for and facilitate the sustainable development of community, cultural and institutional uses and development of infrastructure for the benefit of the citizens of the city.	
Uses which are compatible with and contribute to the zoning objective, for example:	– Buildings for the care of the health, safety or welfare of the public – Residential institutions – Educational establishments – Places of public worship – Community and cultural buildings – Burial grounds and associated services – Outdoor recreational use – Accommodation for Travellers – Childcare facilities – Public utilities
Uses which may contribute to the zoning objectives, dependent on the CF location and scale of proposed development, for example:	– Residential uses on surplus institutional lands where some of the original open character of institutional lands is retained and a minimum 20% of the total site area is reserved for communal open space. *1. Note: This will not apply to similar development granted and built under previous development plan policies where a higher open space standard was required pre 2005.* – Additional uses, which are allied to/or have an established supporting relationship with the primary use on lands in the University of Galway and ATU campus such as collaborative activities with industry and student accommodation.

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

- CF lands at Merlin Park comprising approximately 34 hectares. The Council will consider the development of these lands for institutional or community facilities use either by the Health Services Executive or another institution and will not permit residential, commercial or industrial development.
- CF lands south of the Old Dublin Road opposite the ATU comprising approximately 3.30 hectares. The Council will consider the development of these lands for institutional or community facilities use either by the ATU or another institution and will not permit residential, commercial or industrial development.
- CF lands at Ballybane to the south of Castlepark Road comprising approximately 6.27 hectares occupied by the Brothers of Charity Services. The Council will consider the development of these lands for institutional, amenity or community facilities use either by the Brothers of Charity Services or another institution and will not permit residential, commercial or industrial development.

- CF lands south of the railway line at Renmore occupied by the Defence Forces comprising approximately 9 hectares. The Council will consider the development of these lands for institutional, amenity or community facilities use either by the Defence Forces or another institution and will not permit residential, commercial or industrial development. Any development shall not impact on lands which have been identified as at flood risk and a site specific flood risk assessment will be required as part of any development proposal.
- CF lands at Fisheries Field (Earls Island). These lands will be considered as part of the overall regeneration of Nuns Island Masterplan area.
- CF land at Presentation College, Presentation Road. The design of development shall contribute to the protection and enhancement of adjacent waterways and protected structures on site.

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

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

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

- RA lands in the areas of Ballybaan and Ballinfoile. The Council will consider regeneration plan(s) which will include for the provision of community services and infill residential developments on existing open space, where it is shown that the open space is deemed surplus and where the recreational requirements and residential amenity are not prejudiced.
- RA lands privately owned by University of Galway, comprising of 36.98 hectares, but not including the strip of land zoned RA located between the River Corrib and University (CF) lands. The Council will consider the development of these lands for university and related uses, which are compatible with and contribute to the CF zoning objective. An exception to this will be for the Council to allow for consideration of the development of a secondary school with associated ancillary development on lands of approximately1.6 hectares (4 acres) between University of Galway Hockey Pitch and the N59 Road. Any development of this site for a secondary school shall include for a School Traffic Control Management Plan and a Mobility Management Plan which will be required to have targets for sustainable mode use, including public transport set targets for modal shift to sustainable modes and public transport for staff and students working at and attending school in accordance with climate action targets.
- RA lands located at Ballybrit Racecourse. The Council will consider the use of existing hospitality facilities and racecourse grounds for suitable commercial purposes including conferences, exhibitions, markets, agricultural or similar shows and park and ride facilities.

- RA lands at Doughiska North of Túr Uisce. The Council will consider the development of part of these lands for a swimming pool/leisure centre with concessionary public use and a childcare facility, where a community facility is proposed as part of the development. This development shall not compromise the provision of a pedestrian and cycleway in this area.
- RA lands at University of Galway in the vicinity of the Quincentenary Bridge. The Council will consider the strategic requirements to link the northern and southern campus. This will be subject to examination of all potential options, transport, visual and environmental considerations and where it can be demonstrated that the preferred option will have sustainable benefits.
- RA lands between the River Corrib and the Dyke Road and south of Quincentenary Bridge Road in Council ownership. The Council will consider the development of these lands to accommodate municipal and club water based facilities. Development of these lands shall include criteria for a high standard of design and shall be subject to environmental assessments in relation to European sites.
- RA lands at Liam Mellows GAA Club Ballyloughane. The provision of structures (including additional pitches, lighting, flood lighting and ball stop nets) to improve the playing pitches, operations and facilities will be considered by the City Council at this location with due regard to the protected views from Hawthorne Drive and environmental impacts.
- RA lands at Cappagh Park. The Council will consider the development of an Aquatic Sports and Fitness Centre adjoining and linked with the existing community centre.
- RA lands at Cappagh Road north of Cappagh Park. The Council will consider use of a portion of these lands to extend the existing car and cycle park facilities at Cappagh Park, with the capacity to operate as a park and ride facility where peak demands for park use do not coincide.
- RA lands located between Circular Road and Hazel Park. The council will examine suitable options to give vehicular access to these lands to facilitate recreation and amenity use.
- RA lands located between Ballymoneen Road and Clybaun Road. Maximise access to RA zoned lands located between the Ballymoneen Road and Clybaun Road (see Fig11.7) through connections from the existing road network and through future residential developments.
- RA lands at Mincloon. The Council will consider that development of these lands for football pitches and associated infrastructure to include floodlighting.
- RA lands at Sandyvale Lawn. The Council will consider the provision of a vehicular access from Sandyvale Lawn to the existing residential sites to the south.
- RA Lands located adjacent to Barna Woods. The Council will consider the granting of permission for a dwelling on a minimum 0.3 hectare site (corresponding approximately with Pl. Ref 04/842) to immediate members of families of persons who are landowners, where the sylvan character of the area is maintained.
- RA lands at Shantalla Neighbourhood Park. The Council will consider the development of a portion of these lands for use as a heliport in association with the provision of an air ambulance facility to service UHG where such proposals include for community gain in compensation for loss of park land.
- RA Lands located along Circular Road subject of planning permission Pl.Ref.92/755. The Council will consider the granting of permission for an additional low profile dwelling on this site that can be assimilated into the landscape.

Figure 11. 1 Menlo Park Hotel

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

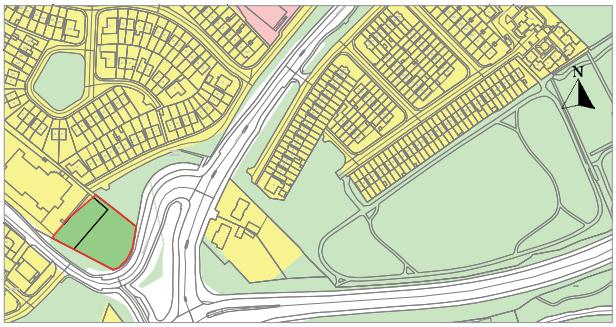
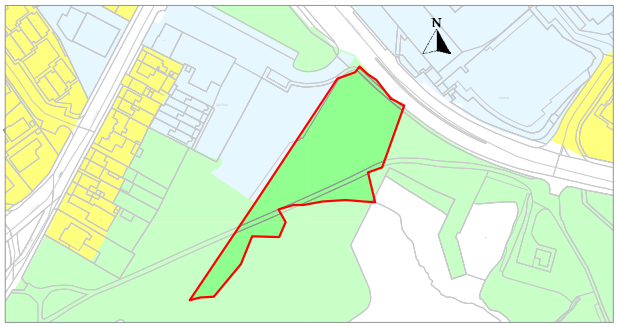


Figure 11. 2 Site at Lough Atalia

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



11.2.3 Agricultural Areas A Land Use Zoning Objectives

Zoning Objective A To provide for the development of agriculture and to protect the rural character.	
Uses which are compatible with and contribute to the zoning objective, for example:	– Agriculture and related developments – Accommodation for the Traveller Community
Uses which may contribute to the zoning objectives, dependent on the A location and scale of development, for example:	– Uses as set out in Section 5.9 Agricultural Lands and Section 11.3.1 (j) Conversion and Subdivision of Dwellings – Waste management facility – Public utilities – Public transportation facility – Burial grounds and associated services – Outdoor recreation with small scale associated facilities

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

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

11.2.4 Agricultural Areas G Land Use Zoning Objective

Zoning Objective G To provide for the development of agriculture and protect areas of visual importance and/or high amenity	
Uses which are compatible with and contribute to the zoning objective, for example:	– Agricultural development – Burial grounds and associated services
Uses which may contribute to the zoning objectives, dependent on the G location and scale of development, for example:	– Public utilities – Outdoor recreation with small scale associated facilities

11.2.5 Industrial I Land Use Zoning Objective

Zoning Objective I To provide for Enterprise, Industrial and related uses.	
Uses which are compatible with and contribute to the zoning objective, for example:	– Light industry – General industry – Warehousing, storage and wholesale trade (except where a significant purpose of the development is the provision of on-site servicing) to the public and where such provision is more appropriately located within CI zones/ other zonings – Car parking (including heavy vehicle parking) – Specialist office based industries of a business/ technology nature – Accommodation for the Traveller Community – Childcare facilities – Specialist industry
Uses which may contribute to the zoning objectives, dependent on the I location and scale of development, for example:	– Shop, office, restaurant or recreational buildings, all of which are ancillary to the use of land for industrial and related uses – Outdoor recreation – Large-scale indoor recreation – Public utilities – Specialist offices – Waste management facility – Public transportation facility

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

- Lands zoned I at Rahoon, comprising approximately 29 hectares, the Council will consider the development of these lands for a technology/business park. Development proposals in line with this objective must achieve a parkland setting compatible with the residential amenity of existing and future adjoining housing areas.
- Lands zoned I at Lough Atalia between the railway line and the seashore comprising of approximately 16.2 hectares. Development on this site will be limited to activities relating to Galway Port expansion and industries which must be located adjacent to the harbour for a viable existence, provided however, that the processes involved are environmentally acceptable and do not interfere with the residential amenity of nearby housing developments. Such activities can include for enterprises associated with the sustainable energy sector supporting the supply chain activities of the offshore renewable energy sector, including green hydrogen and appropriate low emission industries. Any development shall not impact on lands which have been identified as at flood risk and a site specific flood risk assessment will be required as part of any development.
- Lands zoned I at Ballybrit Business Park (north of the N6 dual carriageway, blocks 1-7) and at Rahoon. On these lands within existing constructed office space (completed pre-2004) change of use to general office space that is non-technology or processing based office use, will be open to consideration subject to the following:
  - Where such office space will not be dedicated to grouped professional practices/ services.
  - Where it can be demonstrated that there is adequate car parking spaces provided for such office use that is one space per 50m^2 of gross floor area.
- Lands zoned I located north of Ballybrit Racecourse. The Council will consider the provision of essential supporting racecourse infrastructure on a portion of these lands and where it is demonstrated that it cannot reasonably be accommodated on the adjoining RA lands, without jeopardising the function of Galway Racecourse.

11.2.6 Commercial/Industrial CI Land Use Zoning Objective

Zoning Objective CI To provide for enterprise, light industry and commercial uses other than those reserved to the CC zone	
Uses which are compatible with and contribute to the zoning objective, for example:	– Warehousing/Storage – Retail of a type and of a scale appropriate to the function and character of the area – Specialist offices – Offices of a type and of a scale appropriate to the function and character of the area – Light Industry – Accommodation for the Traveller Community – Childcare facilities – Community and cultural facilities – Allow for development of Regeneration and Opportunity Sites in accordance with the provisions of Chapter 10 and Policy 10.2 Strategic Regeneration and Opportunity Sites, particularly where it is identified to provide for mixed use development which includes for residential.
Uses which may contribute to the zoning objectives, dependent on the CI location and scale of development, for example:	– General industry (small scale) – Service retailing – Residential content of a scale that would not unduly interfere with the primary use of the land for CI purposes and would accord with the principles of sustainable neighbourhoods outlined in Chapter 3. Exceptions can be accommodated on publically owned lands on the Regeneration Sites at Headford Road and Sandy Road which can provide predominantly for residential uses in accordance with national housing policy. – Offices – Car parks (including heavy vehicle parks) – Waste management facility – Public transportation facility – Public utilities – Outdoor recreation – Commercial leisure/indoor recreation – Places of worship

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

- Bulky goods retailing and local retailing needs, will be the only retail types considered on CI zoned lands not provided for in the Retail Hierarchy at/adjoining; Briarhill, Doughiska Road (West of), Tuam Road, Dublin Road, Sean Mulvoy Road, Sandy Road, Headford Road/Bóthar na dTreabh (north of the Bodkin junction), and Seamus Quirke Road. An exception for the consideration of food store and restaurant use will apply to a portion of CI lands at Briarhill, namely the site of Western Motors and the adjoining site to the east, bounded by the Monivea Road and Parkmore Road.

- Retail development of a nature appropriate to the city centre will be considered on the Headford Road (south of the Bodkin junction). An arts/cultural facility shall be delivered in conjunction with any major re/development of these lands. It is intended to carry out a Local Area Plan as specified in Chapter 10 for these lands termed the Headford Road LAP.
- CI zoned lands on the Headford Road (south of the Bodkin junction), Sean Mulvoy Road, Tuam Road (south of Bóthar na dTreabh), Moneenageisha Road and lands abutting Seamus Quirke Road. Offices appropriate to the CC zoning will be open for consideration on these lands.
- CI zoned lands on Monivea Road (Radharc na Greine site). Residential development on the full extent of this CI zoned site will be considered. The density and height of any proposed development on this site should align with the existing overall Radharc Na Greine Development.
- CI lands at Wellpark Road adjacent to the Mervue Business and Technology Park. A residential content of up to 75% will be considered on these lands.
- CI lands at Barna Road (fuel-filling station). The current setback of the building, excluding forecourt, shall be maintained.
- CI lands at 'Joyce's Supermarket', Kingston Road, Knocknacarra. The part of the building complex in use as community rooms shall continue to be reserved for community purposes such as uses to facilitate club meetings / recreational classes / community group activities.
- CI lands at Wellpark. The Council will consider the full range of retail uses identified in the Retail Planning Guidelines within Wellpark Retail and Leisure Park.
- CI lands at Sandy road. Land shall be reserved for a strategic link road from Sean Mulvoy Road to Sandy Road. The location and alignment of this road shall be based on optimum transport and sustainable planning and development considerations.

11.2.7 City Centre Land Use Zoning Objectives

Zoning Objective CC To provide for city centre activities and particularly those, which preserve the city centre as the dominant commercial area of the city	
Uses which are compatible with and contribute to the zoning objective, for example:	– Retail – Residential – Offices, banks and professional services – Tourist related uses – Cultural and community uses – Buildings for education – Recreation – Childcare facilities – Places of worship
Uses which may contribute to the zoning objectives, dependent on the CC location and scale of development, for example:	– Light industry – Public utilities

The following is a specific development objective:

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

11.2.8 Residential R and Residential R2 Land Use Zoning Objectives

Zoning Objective R To provide for residential development and for associated support development, which will ensure the protection of existing residential amenity and will contribute to sustainable residential neighbourhoods. **Zoning Objective R2** To provide for sensitive residential infill where such infill will not have an impact on the environmental and visual sensitivities in the area, including those in particular the subject of Policy 5.2 and where such infill can be assimilated satisfactorily through design, layout and amenity impact in a manner that does not detract from the character of the area.	
Uses which are compatible with and contribute to the zoning objective, for example:	– Residential – Residential institution – Outdoor recreational use – Accommodation for the Traveller Community – Local shops, local offices, licensed premises, banks and other local services – Buildings for education – Childcare facilities – Buildings for the care of the health, safety or welfare of the public – Buildings for community, cultural or recreational use
Uses which may contribute to the zoning objectives, dependent on the R and R2 location and scale of development, for example:	– Hotel, Guesthouses, Hostels and B&Bs – Part conversion or extension of private residence to home office, childcare facility or small enterprises by the occupier of the dwelling, at a scale as would not unduly interfere with the primary use of the dwelling or prevailing residential amenity – Places of worship – Public utilities

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

- Undeveloped R zoned lands at Doughiska adjoining the dual carriageway shall incorporate the provision of an 18 metres wide strip of landscaped open space abutting this road.
- The development of residential zoned lands in Council ownership adjacent to the school site at Ballyburke will include for the provision of an appropriate level of community facilities which can include for educational use, to serve the area.
- R zoned lands in the areas of Ballybaan and Ballinfoile. The Council will consider regeneration plans for community services and infill residential developments on existing open space, where it is shown that the open space is deemed surplus and where the recreation requirements and residential amenity are not prejudiced.
- Provide for additional local centres to facilitate local convenience shopping and services. These facilities will be accommodated at Clybaun, Ballymoneen, Ballyburke and Castlegar as indicated on Development Plan maps.
- R zoned lands at Nun's Island Street (St. Joseph's school site). The design of residential development shall have regard to the streetscape context and shall also contribute to the protection and enhancement of the adjacent waterways.
- R zoned lands south of the Dublin Road, Castlegar Hurling pitch. The strip of land adjoining the road boundary shall be reserved free from development and the existing trees be retained and additional trees planted along the road to ensure that the visual impact of any development is minimised.
- R zoned lands at Knocknacarra Road (Spinnaker House Hotel site). Any development including ancillary requirements will be designed so as not to impact the integrity of adjacent protected views. The Council will consider the adjoining RA zoned lands of approximately 0.086 hectares, associated with the existing use on the site to be used for the purposes of communal open space requirements associated with the redevelopment of the site for residential purposes, where it can be demonstrated that the entirety of this area will be restored to a natural, open environment and landscaped with native and biodiversity enhancing species. This RA land will not be permitted to be used for compliance with plot ratio standards nor used for car parking purposes. Credit will be given for existing floor space in the assessment of any future re-development.
- R zoned lands at Ard Fraoigh (0.13 hectares). Any development on these lands shall be so designed to ensure preservation of the adjoining greenway and protection of the associated amenity therein.
- R zoned lands at the Dublin Road/Martin Junction. Any development on these lands shall have regard to the proposals adopted in the GTS.

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

Figure 11.3 West of Headford Road

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

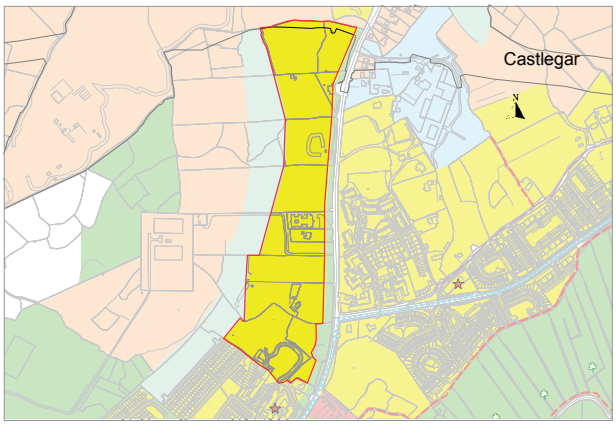


Figure 11.4 North of Bóthar an Cóiste

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

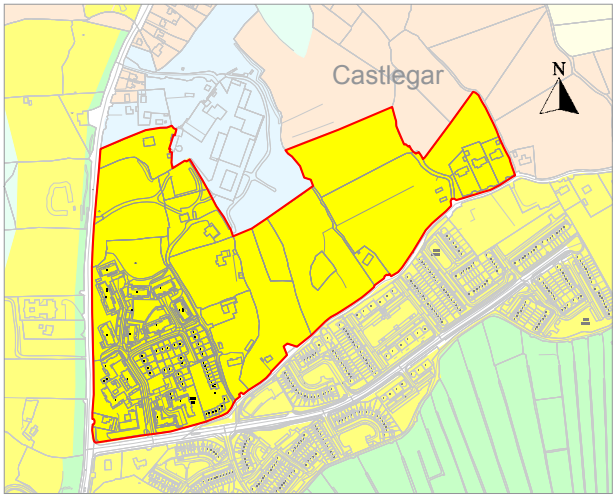
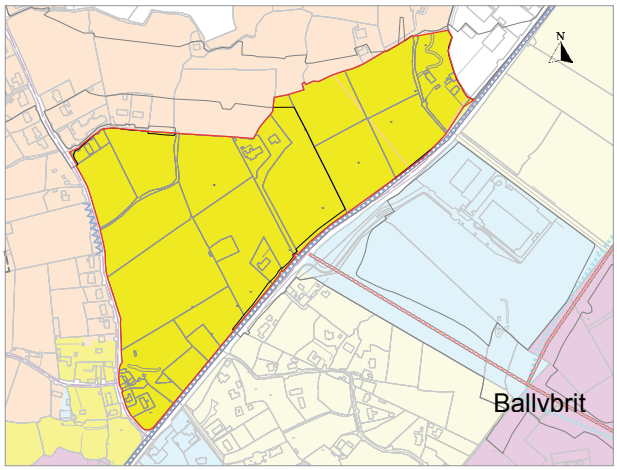


Figure 11.5 North West of Tuam Road: Castlegar

- Development will only be considered where it accords with strategic main drainage proposals.
- Limited access will be allowed onto the Tuam Road and shall be consistent with the N6 GCRR designated strategic road corridor.
- No major access will be allowed onto the Castlegar Road.
- Layout of residential development shall protect the existing cemetery site.



- Development on these lands shall have regard to specific objectives for road and junction improvements at the Tuam Road and Castlegar Road junction.
- Development in the northeast section of these lands shall be subject to a flood risk assessment and shall include for flood mitigation measures if not accommodated otherwise.
- Development shall take into consideration ecological sensitivities in the area.

Figure 11.6 Junction of Tuam Road and Castlegar Road: Castlegar

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

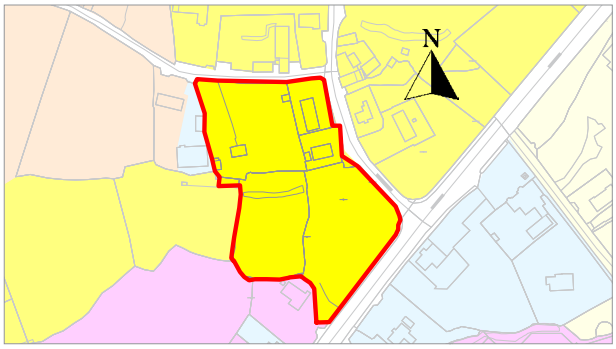


Figure 11.7 Undeveloped residentially zoned land North West of Western Distributor Road

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

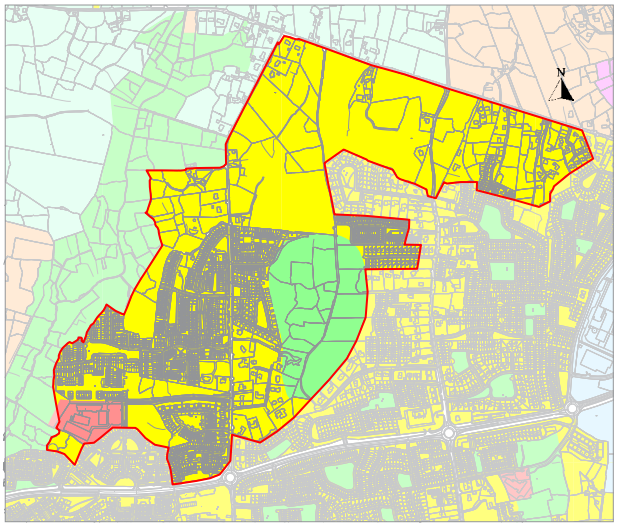


Figure 11.8 Lands at Dyke road, adjacent to the Waterworks

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

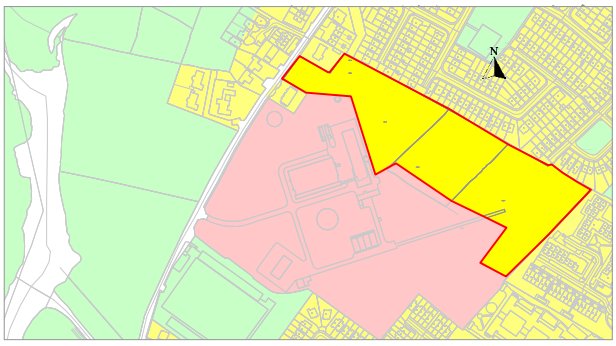
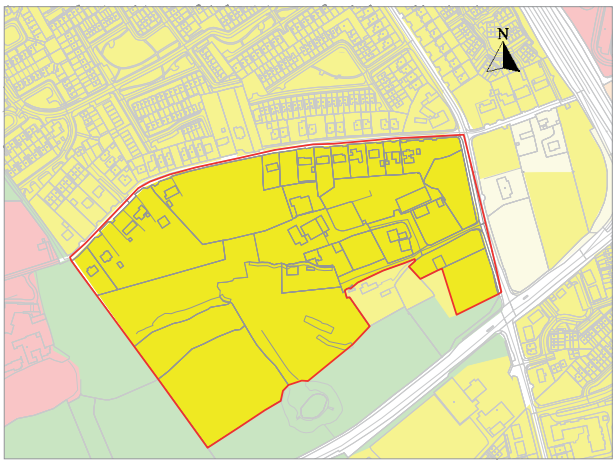


Figure 11.9 Merlin Park Lane, Doughiska Road

- The retention of trees and hedgerows and additional planting shall form an integral part of an overall layout of the area and shall include for a landscaped buffer to screen development from the Dublin Road.
- Development shall have regard to County Geological Sites (CGI)/pNHA of geological importance.
- Development shall have regard to Quarry House, a protected structure (RPS Reference Number 5903).



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

The following lands zoned R2 have the following specific development objectives:

- R2 lands at Coolagh Road, opposite Crestwood. Development shall be limited to one house only.
- R2 lands at the junction of Gentian Hill. One house only shall be open to consideration on the remainder of the undeveloped lands. The design of the development shall have a low profile ridge line which shall not exceed the ridge height of the adjoining development to the east.
- R2 lands comprising of approximately 0.47 hectares at Quarry Road, Menlo north of Menlo village end. Development shall be limited to one house only.
- R2 lands at Roscam Pitch & Putt and adjacent lands /Rosshill House and adjacent lands. The maximum plot ratio density of 0.2:1 shall only be considered following agreement on an overall layout of the area. The layout will have regard to the sylvan character of the site and where appropriate the protection of the existing trees and Roscam Folly. Development will be phased in accordance with Irish Water capacity and programme for investment.
- R2 lands at Briarhill. A maximum density of 5 houses to the hectare shall only be considered following agreement on an overall layout of the area. Development shall be low profile single storey with a maximum ridge height of 5.5m above existing ground floor level.
- R2 lands at Coolagh adjoining and to the north of Carraig Ban. Development shall generally have a maximum density of 2.5 houses to the hectare. Any development of these lands shall include protection of the Masspath together with the original pre famine stone boundary walls and shall integrate this masspath into any development layout while preserving its historical integrity. (Amendment following High Court Order dated 19th May 2025)

Zoning Objective UVC To provide for a residential led mix of uses particularly those that will support a people and business friendly urban village centre and contribute to establishing a high quality sustainable urban form.	
Uses which are compatible with and contribute to the zoning objective:	– Refer to Ardaun Local Area Plan 2018-2024

Part B Development Standards

General Development Standards and Guidelines

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

Specific Development Standards

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

General Development Standards and Guidelines

11.3 Residential Development

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

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

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

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

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

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

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

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

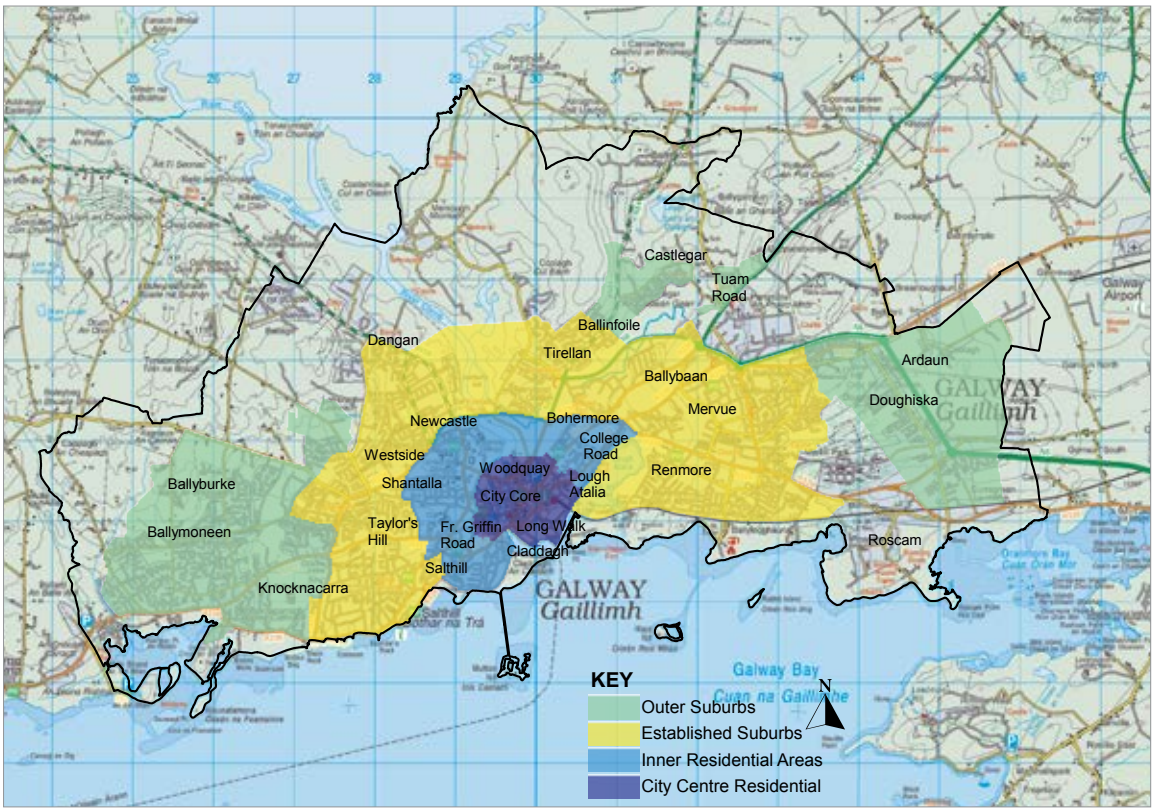


Figure 11.32 Neighbourhood Areas

Car Parking – General

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

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

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

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

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

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

11.3.1 Outer Suburbs

11.3.1 (a) General

- All relevant residential development shall comply with the requirements of the Housing Strategy and Housing Needs Demand Assessment.
- Planning applications for residential developments on sites over one hectare in area shall include a design statement that demonstrates the relationship between the proposed development to the site context, adjoining developments, the achievement of safe and convenient movement within the site, and how existing features are to be integrated into the development. Some sites, in particular those designated Regeneration or Opportunity Sites may require more detailed design frameworks.
- Residential development shall be laid out in such a way to maximise accessibility and permeability to local services, public transport and to encourage walking and cycling.
- Pedestrian, cycle and vehicular movement shall be convenient, safe, attractive and integrated into the overall layout of the development and shall reflect the movement hierarchy in DMURs.
- The layout of all new residential development shall have regard to adjoining developments and undeveloped zoned land. Where appropriate, linkages and complementary open spaces shall be provided between adjoining developments.
- Gated residential developments will be discouraged.
- Innovative layouts, including courtyard developments, shared open spaces and the clustering of dwellings shall be used, where appropriate, to achieve high standards of amenity.
- Existing trees, hedgerows, watercourses and stone walls and other features of high natural value shall be retained and integrated within new developments. A landscaping scheme including hard and soft landscaping, and incorporating SuDS principles where appropriate, shall be designed as an integral part of the development. Such schemes shall include for use of native trees and other plant species, particularly pollinator friendly species.
- Except where the Design Standards for New Apartments - Guidelines for Planning Authorities 2020 apply, residential density shall accord with the Sustainable Residential Development in Urban Areas Guidelines for Planning Authorities (DECLG, 2009). Consideration for higher density development.
- Residential developments of 10 units and over shall normally provide a mix in type of residential units.

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

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

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

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

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

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

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

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

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

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

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

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

- Design for slower speeds within local streets (i.e. 10-30 km/h).
- Where a carriageway is provided the width shall be 5.0 – 5.5m.
- There is no minimum requirement for verges on Local Streets, but maybe included where they add to safety /public realm.
- Generally 1.8m footpaths are required. This is the minimum space for two people to pass comfortably and is appropriate in areas of low footfall.
- Where shared surfaces are provided a road/street shall have varying width, with a minimum width of 4.8m and an approximate maximum of 6m.

- Design of a road/street should encourage the use of the shared space for amenity purposes and ensures the safety of other people using the shared space.
- Roads shall meet requirements of the Department of Environment, Heritage and Local Government: Traffic Management Guidelines, 2019 and DMURS (2019) with respect to geometric and visibility standards.
- The design of streets and roads shall have regard to the DMURS (2019), including any supplemental advice notes.
- The design of streets and roads shall have regard to Road Safety Impact Assessment (RSIA) and Road Safety Audit (RSA) standards.

11.3.1 (c) Amenity Open Space Provision in Residential Developments

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

Communal Open Space:

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

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

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

Communal open space in all types of residential development should:

- Be visually as well as functionally accessible to the maximum number of dwellings within the residential area.
- Be overlooked by residential units.
- Integrate natural features (for example natural contours, outcrops of rock), where appropriate, as part of the open space.
- Be viable spaces, linked together where possible, designed as an integral part of the overall layout and adjoining neighbouring communal open spaces.
- Not include narrow pedestrian walkways, which are not overlooked by house frontages.
- Create safe, convenient and accessible amenity areas for persons of all abilities regardless of mobility or age.
- Generally no rear boundaries should face onto public open space. Blank gables shall not, generally face onto roads or streets. Side boundary walls, which face onto public open space, should be minimised.
- Provide for quality hard and soft landscaping and incorporate urban greening and encourage biodiversity.

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

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

Number of Residential Units	Examples of Recreational Facilities
0-10	Informal play areas with seat and natural features at appropriate scale to amenity and recreational facility and to include green infrastructure
11-20	Natural play equipment/natural play area, teen area with seating, picnic infrastructure
21-50	Small playground, kick about area, landscaped garden/small park
51-100	MUGA, outdoor gym, self-directed play (may include skateboard or other equipment)
100+	Large playgrounds for all ages, playing pitch, landscape park

Private Open Space:

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

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

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

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

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

11.3.1 (d) Overlooking

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

11.3.1 (e) Daylight

All buildings should receive adequate daylight and sunlight. All habitable rooms must be naturally ventilated and lit and living rooms and bedrooms shall not be lit solely by roof lights. Daylight sunlight and/or overshadowing assessment, utilising best practice tools, may be required to assess the impact of development on the amenity of adjoining properties. The requirement for such assessments will be agreed with the planning authority prior to planning application. In this regard, development shall be guided by the quantitative performance approaches and recommendations under the 'Site Layout Planning for Daylight and Sunlight' (2nd edition): A Guideline to Good Practice (BRE 2011) and BS 8206-2: 2008 – 'Lighting for Buildings – Part 2: Code of Practice for Daylighting' or any updated guidance.

11.3.1 (f) Distance between Dwellings for New Residential Development

- The distance between side gables and side boundaries of dwellings shall generally be a minimum of 1.5 metres.
- Within all other residential developments, including apartment buildings and large dwellings, (greater than 200m2), the distance between buildings shall generally be greater unless deemed acceptable under specific site performance based criteria, this is to provide a good layout and context for the development.

11.3.1 (g) Car Parking Standards

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

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

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

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

- The car parking space shall be 2.5m x 5m minimum.
- The vehicular entrance shall not normally exceed 3m in width, or where the local context and pattern of development allows, not wider than 50 per cent of the width of the front boundary.
- Where feasible the maximum extent of boundary wall/hedging shall be retained.
- Where gates are provided they shall not open outwards.
- Front gardens shall not be completely dedicated to car parking. The balance of space shall be suitably landscaped.

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

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

Where grouped parking is provided, the parking shall be dispersed throughout a residential development. Group car-parking spaces shall not be allocated to individual residential units within residential developments and such grouped car-parking spaces shall be made available for all inhabitants/ visitors of the development.

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

11.3.1 (h) Cycle Parking Standards

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

Table 11.3 Cycle Parking Requirements for Residential Developments

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

For apartments: the following shall apply:

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

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

11.3.1 (i) Refuse Storage Standards

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

11.3.1 (j) Conversion and Subdivision of Dwellings

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

11.3.1 (k) Self Contained Residential Units

Self-contained residential units will be considered when:

- The unit is an integral part of the main dwelling capable of re-assimilation into the dwelling. Specific prior grant of planning permission is required for consequent subdivision of the site. This will generally be discouraged on amenity grounds.
- The unit is an addition to the existing structure or a garage conversion and shall generally be located at the side as opposed to the rear garden of the existing house.
- The floor area of the unit does not normally exceed the equivalent of 25% of the floor area of the existing house.
- Self-contained units will only be considered so long as the owner of the premises lives in the unit or the remainder of the premises as their main residence.

11.3.1 (l) Residential Extensions

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

11.3.2 Established Suburbs

As per standards for Outer Suburbs except:

11.3.2 (a) General

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

11.3.2 (b) Amenity Standards

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

11.3.2 (c) Car Parking Standards

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

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

Generally, these standards should not be exceeded.

11.3.3 Inner Residential Areas

As per standards for Established Suburbs except:

11.3.3 (a) Car Parking Standard

Maximum 1 car parking space per dwelling

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

11.3.4 City Centre Residential Areas

As per standards for Outer Suburbs except:

11.3.4 (a) General

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

11.3.4 (b) Open Space

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

11.3.4 (c) Refuse Storage

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

11.3.4 (d) Car Parking Standard

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

11.4 City Centre Area

11.4.1 General

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

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

11.4.2 Plot Ratio

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

11.4.3 Residential Content

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

11.4.4 Open Space Requirement

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

11.4.5 Uses

- The conversion of the ground floors of premises on the principal shopping streets from retail to non-retail uses, including retail services shall not be permitted. For these purposes the principal shopping streets are Williamsgate Street, William Street, Shop Street, Mainguard Street, High Street, Quay Street and Eyre Square (north western side). Consideration will be given to allow for retail services on Eyre Square (north western side) and for exceptionally small existing units of total retail gross floor space of less than 20m^2.
- Where café / restaurant use is proposed, noise and odour nuisance shall be avoided through mitigation measures and adequate storage provision for recycling of waste and street furniture.
- In High Street, Quay Street and Woodquay the Council will prevent the enlargement of existing licensed premises and night-clubs (except within the confines of the site) and prevent change of use to licensed premises of existing premises.
- Where development for and/or extensions to licensed premises, including off-licences, night-clubs and takeaways (but excluding restaurants) are being considered in the City Centre Area, the Council will take into account the following:
  - The effect of the proposed development on the amenities of the area,
  - The effect of the proposed development on the mix of uses in the area,
  - The potential impacts on buildings on the RPS, NIAH or in ACA,
  - The size, number and location of existing licensed premises in the area.
  - Notwithstanding the exemption provisions for change of use of shops in the Planning Acts/Regulations, there is a presumption against the establishment of specific retail operators in the city centre. These uses may have a negative impact on the image of the city centre and may discourage the establishment of other retail developments. In particular this will relate to Adult Shops, Lap Dancing Clubs.

11.4.6 City Centre/Other Areas

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

11.5 Shop Fronts

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

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

11.6 Advertisements and Signage

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

11.7 Salthill

11.7.1 Plot Ratio

In the Salthill CI zone the maximum plot ratio for new development permitted will be 1.75:1. In the lands zoned 'R' and directly adjoining Toft Park residential density shall accord with the Sustainable Residential Development in Urban Areas Guidelines for Planning Authorities (DECLG, 2009). Maximum densities shall be achieved only where the other residential amenity standards have been complied with, and where the development is of a scale and height appropriate to its high profile setting.

11.7.2 Uses

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

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

11.7.3 Car Parking

As per the established suburbs except:

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

11.8 Village Envelopes

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

11.9 Commercial and Industry

11.9.1 General

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

- Maximum densities shall only be attainable under optimum site conditions having regard to criteria such as height, impact on built heritage, urban design, open space and protection of amenities. Refer to Chapter 8 and Chapter 10 for more detail.
- CI zoned sites, with an objective for regeneration, namely Headford Road LAP area (including Dyke Road), Corrib Great Southern Site, Sandy road, Nuns Island and Knocknacarra District Centre, shall accord with the vision as provided for in Chapter 10.
- CI and I zoned lands, that are identified as Opportunity sites, namely at Shantalla Road (0.62ha), former Connaught Laundry site and Royal Tara site shall accord with the vision as provided for in chapter 10, which includes for consideration of residential development on the full extent of these zoned sites.
- Developments shall be required to provide an element of open space which would include a landscaping scheme for the site having regard to screening of boundaries and vehicle parking areas and to the visual appearance of the site, in particular the area between the front building line and the front boundaries.
- Open space shall be provided in a manner in which it can function as an effective amenity area taking into account its location on the site, physical size, aspect to avail of sunlight and accessibility. In this regard open space inappropriately sited or sized or open space incidental to roads, boundaries or pathways, shall not be accepted by the Council, as fulfilling this requirement. Such landscaping schemes shall encourage habitat biodiversity and incorporate SuDS where feasible.

- Adequate space must be available for on-site storage of materials and refuse, loading and unloading, on site circulation of vehicles and parking for motor vehicles and bicycles. In this regard adequate on site waste management/recycling facilities must be provided.
- Adequate provision shall be made for storage of goods and materials within the building. Where such space is not provided such goods and materials, if they are to be stored outside, shall be stored in a designated storage area.
- Infrastructural requirements with respect to water will require evidence to be provided by the developer of consultation with Irish Water prior to applying for planning permission to ensure that adequate water services will be available to service the development and that existing water services will not be negatively impacted.
- Surfaces within the curtilage of industrial/commercial sites shall be of hard wearing, dust free and durable material.
- Parking spaces shall be clearly marked out and delineated. Parking spaces for vehicles of people with disabilities shall be provided and clearly marked and located close to main entrances to premises.
- Potential nuisances/polluters sources shall be addressed at the design stage and appropriate mitigation measures incorporated into the development. Where there is potential for environmental noise, it will be necessary to submit a Noise Assessment in accordance with Best Standard Guidelines.
- All plant equipment shall be addressed at design stage and generally shall not be visible from public areas.
- Where security fencing is required it shall not normally be forward of the front building line of the premises. Where in exceptional circumstances, security fencing is permitted forward of the front building line it shall be set behind landscaping. Security fencing shall be of a high visual standard and where palisade or chain-link type fencing is used it shall be plastic coated, coloured or of similar acceptable specification.
- Advertising structures, where required, shall be sized and placed in a manner, which is unobtrusive. Advertising structures and signage shall be minimised, of a high standard, co-ordinated in design and appropriately scaled and located.
- Buildings or structures intended for use by the general public shall be designed to allow access and internal circulation for people with disabilities.

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

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

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

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

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

11.9.3 Open Space Requirements

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

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

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

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

11.10 Urban Development and Building Height

With respect to building height, developments shall specifically have regard to the Galway Urban Density and Building Height Study (2021) which sets out the framework for density and building height in the city. Part D Spatial Strategy outlines the potential for appropriate building densities and heights for new development in each geographic zone and sub zone of the city.

11.11 Transportation

11.11.1 Parking Space Requirement

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

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

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

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

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

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

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

Development Type	Parking Requirement	City Centre Area Parking Requirements as shown in fig. 10.1.
Residential Dwellings	See Section 11.3	See Section 11.3
Visitor Parking for Residential Dwellings	See Section 11.3	See Section 11.3
Supermarkets and Shops	1 space per 15m² gross floor area	1 space per 30m² gross floor area
Offices and Banks	1 space per 25m² gross floor area	1 space per 50m² gross floor area
Restaurants	1 space per 15m² gross floor area	1 space per 30m² gross floor area
Bars and Lounges (including Hotel Bars)	1 space per 8m² gross floor area	1 space per 15m² gross floor area
Function Rooms (including Hotel function rooms)	1 space per 10m²	1 space per 20m²
Hotels (in addition to the above)	1 space per bedroom	1 space per 2 bedrooms
Guesthouses/B&B	1 space per bedroom	1 space per 2 bedrooms
Cinemas, Theatres, Places of Worship	1 space per 10 seats	1 space per 20 seats
Conference Centres, Places of Worship, Halls, Community Centres	1 space per 30m² gross floor area	1 space per 60m² gross floor area
Dance Halls, Night Clubs	1 space per 10m² gross floor area	1 space per 20m² gross floor area
Hospitals/Nursing Homes	1 space per bed	1 space per 2 beds
Surgeries, Clinics, Group Medical Practices	2 spaces per consulting room	1 spaces per consulting room
Schools	1 space per classroom plus 4 additional spaces	1 space per classroom plus 2 additional spaces
Third Level Institutions	1 space per classroom plus 1 space per 10 students	1 space per classroom plus 1 space per 20 students
Leisure Centres	1 space per 50m²	1 space per 100m²
Childcare Facilities	1 space per 20m² of operational space	1 space per 40m² of operational space
Industry, Warehousing (general)	1 space per 100m²	
Warehousing (retail/bulky goods)	1 space per 70m²	
Specialist Offices	1 space per 75m²	

11.11.2 Electric Vehicle (EV) Parking

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

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

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

11.11.3 Travel Plans

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

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

In line with the threshold indicated in the Department of Transport's National Sustainable Mobility Policy and NTA guidance Achieving Effective Workplace Travel Plans – Guidance for Local Authorities, the Council requires local transport plans to be prepared for all large development proposals. Transport plans may also be requested if an existing or proposed development has the potential to employ over 100 people. Travel Plans are also required for all schools and for residential developments of 100 dwellings or more. The National Transport Authority (NTA) have produced a 'Toolkit for School Travel' which provides guidance on school Travel Plans.

Developments may include office and commercial buildings, industrial, warehousing and wholesaling, retail, leisure, medical or educational facilities and schools. The Travel Plan shall include the appointment of a Travel Plan Co-ordinator to implement the plan and liaise with the City Council. The Travel Plan shall require regular monitoring and review of the achievement of actions, targets and associated timelines to deliver defined transport modal splits as the plan progresses. The National Transport Authority (NTA) document 'Achieving Effective Workplace Travel Plans Guidance for Local Authorities' (2012), should also be utilized as it contains valuable information on the recommended contents, targets, and indicators of a Travel Plan.

Complementary measures such as Area Based Transport Assessments (ABTA) and Traffic and Transport Assessments (TTA) are required for private development applications, Local Area Plans (LAP's) and can also be considered on Masterplans and Framework Plans, where the scale of development determines the need for integrated land use and transport planning policies. A Traffic and Transport Assessment is a comprehensive review of all the potential transport impacts of a proposed development or re-development, with an agreed plan to mitigate any adverse consequences and should be carried out in accordance with Traffic & Transport Assessment Guidelines PE-PDV-02045 May 2014.

The preparation of Local Transport Plans (LTPs) using Area Based Transport Assessments (ABTAs) as the methodology to prepare LTPs, includes for an assessment process focused on understanding transport needs and land use integration, used in the preparation of Local Area Plans, planning schemes and masterplans and shall be carried out in accordance with Area Based Transport Assessment (ABTA) Guidance Notes PE-PDV-02046 April 2018 and supplementary ABTA How to Guide, Guidance Document, Pilot Methodology (2021). There shall also be a requirement for the principles of DMURS to be applied to Local Area Plans, Masterplans and Framework Plans taking into account street design based on the street classification and measures for cyclist and pedestrians to promote placemaking as set out in Section 11.3.1 (b) of the plan.

11.11.4 Cycle Parking

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

For commercial developments, the number of cycle stands shall be equivalent to 25% of the number of car parking spaces, the amount of spaces at a minimum shall meet the cycle parking space requirements in accordance with Section 5.5.7 of the National Cycle Manual 2011, or any forthcoming replacement to these standards, unless otherwise agreed in writing with the Planning Authority and shall be located close to entrance points.

Provisions for cycle parking shall also be made at community centres, sports grounds and other recreational facilities and business centres. Inclusivity and accessibility should be considered in the design and location of all cycle-parking. In developments with more than 20 cycle-parking spaces, a minimum of 10% of spaces should be provided, until superseded by the update of the National Cycle Manual, which are family and disability friendly, with spaces configured to accommodate cargo-bikes, tricycles, bikes with trailers, recumbent bikes and other non-standard cycles.

11.11.5 Hackney Offices

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

11.11.6 Taxi Services and Bus Shelters

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

11.12 Waste Management

11.12.1 Commercial Developments

Recycling facilities shall be provided at all retail development which exceed a gross floor area of 1,500m^2 either as one unit or as a development of a number of units and at other retail developments, where the Council consider it appropriate.

11.12.2 Residential Developments

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

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

11.12.3 Industrial Developments

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

11.12.4 Waste Management Facilities

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

11.12.5 Construction and Demolition (C & D)

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

11.13 Agricultural Areas

11.13.1 Agricultural Development in Agricultural Areas zoned A and G

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

11.13.2 Residential Development in Agricultural Areas zoned A

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

Specific Development Standards

11.14 Childcare Facilities

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

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

In general childcare facilities will be assessed on the following:

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

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

- For parking space requirements refer to Table 11.6.
- The provision of an outdoor play area for full day services at a rate of 55% of the gross floor area of the childcare facility will normally be required. However in residential zones a higher than minimum standard may be required where appropriate in order to protect residential amenity.
- Consideration will be given to development proposals less than this rate of outdoor play area provision, where such proposals would represent sustainable development, (or adhere to sustainable development principles), contribute significantly to the amenities of the area or where satisfactory alternatives can be provided.
- For sessional services, after school care/facilities and drop-in facilities the provision of open space is desirable but not an essential requirement.

11.14.1 Children's Play areas

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

11.15 Community / Educational Facilities

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

11.16 Built Heritage

Notwithstanding the zoning of the area, the Council will encourage the return to use of protected structures for community, cultural or any other purpose compatible with the restoration of the building to best conservation practice and proper planning where the original or current use is no longer viable. The Planning Authority will consider proposals for development or alterations to a protected structure and proposals for development within an ACA based on the conservation principles set out in the Architectural Heritage Protection Guidelines for Planning Authorities (DAHG, 2011) and advice from the Architectural Heritage Advisory Unit of the DHLGH. Works proposed to a protected structure or which have an impact on the character of an ACA should include for an Architectural Built Heritage Impact Assessment.

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

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

11.17 Fuel Filling Stations

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

- Where shops are being provided they shall be ancillary to the principal use of the premises as a petrol filling station. In this regard the shopping element will be assessed with reference to the impact that it may have on the existing retail structure of the city including established neighbourhood and local shops in the vicinity. Where such shops are permitted the total floor area devoted to retail sales shall not generally exceed 100m^2. Where retail space exceeds this net retail sales threshold, the sequential approach to retail development as specified in the Retail Planning Guidelines for Planning Authorities (DECLG, 2012), will apply.
- Access to filling stations will not be permitted within 35m of a road junction.
- Frontage onto primary, secondary and regional roads shall be at least 20m in length.
- All pumps and installations set back minimum 5m from the road edge and a wall (minimum
- 0.5m in height) shall separate the forecourt from the public road.
- All external lighting should be directed away from the public road and a proliferation of illuminated signs will not be permitted. In this regard lighting and signs in the canopy will also be taken into consideration.
- Signs shall relate only to the business being carried out on the site and shall not be used for general advertising purposes and no advertising or other structures whether permanent or temporary shall interfere with sightlines on motorists entering or egressing the site.
- New fuel filling stations and refurbished stations shall ensure provision of Low Emission Vehicle Refuelling/Recharging Infrastructure.
- A landscape masterplan will form part of any planning application.
- Pedestrian routes to and from retail areas shall be clearly defined.

11.18 Telecommunication Infrastructure and Installations

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

11.19 Renewable Energy Sources

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

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

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

11.20 Green Design & Surface Water/SuDS

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

Development proposals will be required to be accompanied by a comprehensive SuDS assessment that addresses run-off quantity, run-off quality and its impact on the existing habitat and water quality and will have regard to guidance set out in *Planning for Watercourses in the Urban Environment (IFI 2020)* and *Nature Based Solutions to the Management of Rainwater and Surface Water Runoff in Urban Areas, Water Sensitive Urban Design Best Practice Interim Guidance Document' (DHLG) (November 2021).*

11.21 Outdoor Events

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

11.22 Street Furniture, Signs and Structures

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

11.23 Water Quality

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

11.24 Development Contribution Scheme

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

11.25 Access for All

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

11.26 Recreation and Sports Facilities

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

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

11.27 Art/Cultural Amenity

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

11.28 Flood Risk Management & Assessment

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

11.29 Extractive Industries/Quarries

The operation of quarries can give rise to land use and environmental issues which require to be mitigated and controlled in the planning process. The protection of residential dwellings, residential amenities, natural amenities, the prevention of pollution, noise/vibration, traffic and the safeguarding of groundwater will be given serious consideration. The Council will have regard to the DEHLG's Quarries and Ancillary Activities, Guidelines for Planning Authorities, 2004 when assessing all quarry related proposals, in order to achieve more sustainable aggregates development and to avoid and minimise adverse impacts on the environment.

Particular constraint will be exercised for sites in the vicinity of/in areas of residential settlements, areas of archaeological importance, recorded monuments, European Sites and other environmentally sensitive (designated) areas, unless it can clearly be demonstrated that such quarries would not have significant adverse impacts on residential dwellings, amenities or the environment. All developments should have regard to and comply with the EPA publication Environmental Management in the Extractive Industry (Non-Scheduled Minerals), (2006) and Compliance with Section 261 and Section 261 A of the Planning and Development Act 2000 (as amended) and any subsequent national guidance and changes to legislation.

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

11.30 Student Accommodation

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

Student accommodation should be designed to be attractive, accessible, safe, and minimise adverse impacts on the surrounding area while creating mixed, healthy and inclusive communities. The nature, layout and design of the development should be appropriate to its location and context and should not result in an unacceptable impact on local character, environmental quality or residential amenity. Proposals should be designed to be safe and secure for their occupants whilst respecting the character and permeability of the surrounding area.

An appropriate management plan should be part of student accommodation applications to minimise potential negative impacts from occupants and the development on surrounding properties and neighbourhoods and to create a positive and safe living environment for students. Adequate open space of suitable orientation should be provided within developments.

Proposals for student accommodation should comply in general with the design standards promoted in the Guidelines on Residential Development for Third Level Students (DES 1999), the subsequent supplementary document (2005) and the Student Accommodation Scheme, (ORC 2007) and National Student Accommodation Strategy (2017) and Circular PI8/2016 unless superseded by new standards. Alternative design standards will be required to show that they are adapted from other international standards and prevailing best practice.

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

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

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

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

11.31 Climate – Scheme Sustainability Statements

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

All planning applications involving developments of 25 or more homes or over 500sqm of gross retail, commercial/office development in urban areas; or enterprise and employment developments over 1,000m^2 and other projects, as deemed appropriate gross should be accompanied by a Scheme Sustainability Statement.

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

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

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

11.32 Environmental Impact Assessment

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

11.33 Appropriate Assessment / Natura Impact Statement

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

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

11.34 Invasive Alien Species

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

11.35 Ecological Impact Assessment (EcIA)

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

11.36 Residential Care Homes, Retirement Homes, Nursing Homes, Retirement Villages and Assisted Living Accommodation

The City Council supports the provision of accommodation to meet the needs of an aging population. Such accommodation should preferably be integrated into the existing neighbourhoods and at locations that are well served by local services, community facilities and public transport links.

Proposals for such development should take into consideration the following:

- The location and accessibility to local services and the proximity to the pedestrian network and existing or planned public transport corridors;
- The potential impact on the character and amenities of the area;
- The Health Information and Quality Authority (HIQA) National Standards for Residential Care Settings for Older People in Ireland (July 2016), and any successor document;
- Standards set out in the Statutory Instrument No. 293 of 2016, Health Act 2007 (Care and Welfare of Residents in Designated Centres for Older People) Regulations 2016;
- The provision of good quality, appropriately sized “and designed” open space and communal amenity facilities;
- The adequacy of off-street parking.

11.37 Age Friendly Housing

The City Council supports an age-friendly approach to new and existing residential development in the city. Proposals for residential development should consider the future proofing of units for an aging population. The following documents and guidelines should be taken into consideration in any development proposal:

- Housing Options for Our Ageing Population- Policy Statement (DHPLG and DH) (2019);
- Ten Universal Design Features to include in a Lifetime Adaptable and Age Friendly Home (Age Friendly Ireland);
- Age Friendly Homes Rating Checklist Age Friendly Homes Rating Tool June 2021(Age Friendly Ireland).

Appendices

Appendix 1 – Implementation and Monitoring 329

Appendix 2 – Statement of Compliance with Ministerial Guidelines 334

Appendix 3 – List of Protected Structures in the Record of Protected Structures 339

Appendix 4 – Infrastructure Assessment 348

Appendix 5 – Glossary and Acronyms 351

Appendix 6 – Section 31 Ministerial Direction 358

Appendix 1 – Implementation and Monitoring

Plan Implementation

Section 15 (1) of the Planning and Development Act 2000 (as amended) places a statutory obligation on the Planning Authority to take such steps within its powers as may be necessary to secure the objectives of the Plan. This Plan sets out Galway City Council's strategic vision and strategy for sustainable growth over the plan period of 2023-2029 and into the longer term. The Plan policies and objectives aim to be achievable during the lifetime of this plan. However, many are set within a longer timeframe beyond 2029. This reflects the wider national/regional planning frameworks and recognises that the ambitions for city growth require a strategic focus beyond the plan period.

The implementation of the Plan will require collaboration and engagement with a range of stakeholders, sectoral and investment interests, government departments and agencies. In certain cases, implementation will not be the sole responsibility of the City Council and may be the responsibility of external agencies. In all cases, a partnership approach will be adopted to support implementation.

Through active land management, the Council will work with developers, utilities and service providers, land owners, national government and community interests to deliver specific development objectives for particular areas throughout the City.

Plan Monitoring

A strategic approach to monitoring will be taken with a focus on the anticipated or proposed key outcomes of the plan, as determined by Galway City Council.

Monitoring plays a crucial role in understanding how effective the Development Plan objectives are in securing the delivery of sustainable development. The Council will maintain a continuous emphasis on the implementation of policies and objectives of the Plan. A methodology that affords measurable monitoring and analysis and an allied reporting structure will allow for a review of the effectiveness of the Plan over the period of six years.

This approach expands on the statutory requirement for a two year progress report. It reflects that Development Plans require that the myriad of functions within local authorities, relating to areas such as housing, amenities, transport, infrastructure servicing and economic development contribute to delivering the overall vision for the City. It allows for a mechanism to facilitate efficient co-ordination and a proactive land management approach. It can facilitate direct engagement and collaboration with other key stakeholders, including the community and investment interests. It can assist in unlocking barriers, enable innovative problem solving and facilitate timely decision making.

Core Strategy Monitoring

A Core Strategy Monitoring Framework will be activated to measure planning outcomes and evaluate the policy objectives of the City Development Plan. Trends in residential development will be presented spatially in order to facilitate an assessment of delivery of the Core Strategy. The measurement of housing growth will be a key performance indicator to assess the satisfactory implementation of the Core Strategy and NPF compact growth objectives.

Use of the national HNDA tool can allow housing delivery to be monitored at local level and can therefore contribute to timely adaptation of housing policies and also give a measure of how effective prevailing policies are in the delivery of the NPF targeted populations.

Environmental Monitoring

Monitoring of the significant environmental effects of the implementation of the Plan will be carried out on an ongoing basis through an environmental monitoring programme and assessment of planning applications. An important function of monitoring is to ensure that the environment is not adversely affected by the implementation of specific objectives of the Development Plan and to examine whether or not the Plan is achieving its environmental protection objectives and targets. Strategic environmental objectives SEO and targets are linked to indicators, which measure changes in environmental quality and which facilitate the monitoring of the progress reached in achieving Plan objectives and targets. Indicators identified are indicative and may change over the period of the Plan, taking into consideration factors such as changes to monitoring programmes over time and the monitoring arrangements of other stakeholders.

Other Monitoring

Sectoral targets associated with the National Climate Action Plan 2021 will be reflected at local level in the Local Climate Action Plan, Energy Masterplan and outputs of the Decarbonisation Zone pilot project will enable establishment of a baseline of carbon emissions in the city and a measure of impacts of initiatives. The implementation of the Galway Transport Strategy (GTS) will enable monitoring of modal shift to more sustainable modes as additional facilitating infrastructure is rolled out and initiatives to promote behavioural change and demand management are activated.

Two Year Progress Report

In accordance with Section 15 (2) of the Planning and Development Act 2000 (as amended), the Plan will be reviewed after two years and a progress report will be prepared by the Chief Executive on the achievements in securing the policy and objectives of the Plan at that time. The two year review shall monitor and assess the overall implementation of policy and objectives including those pertaining to the Core Strategy and the environmental objectives as set out in the Strategic Environmental Assessment (SEA) to ensure that the development of Galway City is aligned with the national and regional frameworks. The two year report must also include a review of the progress achieved in implementing the Housing Strategy and, where the report indicates that new or revised housing needs have been identified, the Chief Executive may recommend that the Housing Strategy be adjusted and that the Development Plan be varied accordingly.

There is also a requirement under Section 25A of the Planning and Development Act for each local authority within the regional assembly area, to prepare and submit a report to the regional assembly every two years, setting out progress made in supporting objectives, relevant the Northern and Western Regional Assembly. This current statutory process builds in monitoring progress in relation to the implementation of those objectives in the Development Plan that are consistent with the RSES. This will ensure that any changes that are required to reflect and maintain appropriate planning and sustainable principles over the lifetime of both, the Development Plan and the RSES will be implemented.

As recommended in the Retail Planning Guidelines (2012) the Council will include for the monitoring of retail trends including for scale, nature and spatial distribution in the context of the overall retail strategy, the settlement strategy and policies on sustainable neighbourhoods. This monitoring will allow for a review of policy if needed to ensure sustained vibrancy, vitality and viability in the sector.

Development Management Process

Many of the objectives of the Plan will be achieved through implementation and activation of grants of planning permissions. Individual planning applications will be assessed having regard to the policies and objectives of the Plan. The requirement to prepare masterplans and spatial frameworks as part of planning applications will ensure that the qualitative aspects of the Plan and the principles of sustainable urban design and place-making are supported. The Planning Section will proactively engage with all the applicants through the pre-application process in order to guide proposed developments to deliver the objectives of the Plan.

Funding Opportunities

The Council will pursue a range of funding sources, by way of development contributions and other Council income, along with Exchequer and EU funding to support the implementation of the Plan.

Funding opportunities to deliver facilities and infrastructure through national streams such as the Urban Regeneration and Development Fund (URDF) and National Transport Authority (NTA) funding for implementation of measures set out in (GTS) will facilitate implementation of key transport and public realm projects for the City.

Development Implementation Monitoring Framework of Core Strategy Table and Development Plan Objectives

The Implementation Monitoring Framework will be supported by GIS mapping and other illustrative documentation.

		Indicate which Objective/Goal is met				
Residential Indicators	**Number**	**NPF**	**RSES**	**MASP**	**Climate Action***	**UNSDG**
1. New home completions (including through refurbishment/ conversions)						
2. New home completions in accordance with settlement strategy and neighbourhood areas						
3. Planning permissions granted for residential development with:						
i. A breakdown of units types and size						
ii. A breakdown per Tier 1 and Tier 2 lands						

Commercial Indicators						
4. Developed and occupied commercial floorspace						
5. Planning permissions for business/ employment uses (m^2 of development) for:						
i. Office						
ii. Industrial						
iii. Retail						
iv. Warehousing/ Logistics Settlement Consolidation Sites and Others						
Community, Social & Cultural Indicators**						
6. Projects						
i. Healthcare facilities						
ii. Educational Facilities						
iii. Recreational Facilities						
iv. Green Space(s)						
v. Cultural Facilities						
vi. Community Spaces (including key public spaces identified in the Public Realm Strategy)						

7. Regeneration/Opportunity Sites						
Site Location	**Enabling infrastructural services delivery**	**Planning permissions granted**	**Units Constructed**	**Phased**	**Use mix by %**	**Funding Applications Made**
Ceannt Quarter						
Inner Harbour						
Dyke Road						
Headford Rd- Galway Retail Park						
Headford Rd- Galway Shopping Centre						
Sandy Road						
Nun's Island						
Seamus Quirke						
Crown Square						
Corrib Great Southern						
Former Dawn Dairies						
Royal Tara China						
Shantalla Road						
Doughiska Road						
Eyre Square East						
Former Connaught Laundry						
Eastgate						
Knocknacarra District Centre (North)						
Knocknacarra District Centre (South)						

8. Transportation Indicators in Accordance with GTS	Progress & Delivery		CAP Contribution		Funding	
i. Cycle Improvements						
ii. Walking Improvements						
iii. Bus Improvements						
iv. Road Improvements						
v. New park and ride facilities						

* The 2-year review will accord with Section 15 (2) of the Planning and Development Act 2000 (as amended) and the forthcoming Climate Action Plan.

** Social and Community Infrastructure Audit will be untaken in conjunction with the LECP/LCDC and relevant stakeholders to establish a baseline of services in the City as indicated in Specific Objective 7.7 (4) of this Plan.

***SEA Statement incudes approach to monitoring

Appendix 2 – Statement of Compliance with Ministerial Guidelines

Under Section 28 of the Planning and Development Act 2000 (as amended) the Council is required to append a statement to the Development Plan to include information which demonstrates:

a) How the Planning Authority has implemented the policies and objectives of the Minister contained in the Ministerial Guidelines when considering their application to the area, or part of the area, of the Development Plan. It is a statutory requirement to append such a statement to a development plan under Section 28 (1A) of the Act.

b) Alternatively, if the Planning Authority has formed the opinion that it is not possible, because of the nature and characteristics of the area or part of the area of the Development Plan, to implement certain policies and objectives of the Minister contained in the Guidelines when considering the application of those policies in the area or part of the area of the Development Plan and shall give reasons for the forming of the opinion and why the policies and objectives of the Minister have not been so implemented.

The required statement in relation to the Galway City Development Plan 2023-2029 is set out below.

Section 28 Guidelines	Galway City Council Development Plan 2023-2029
A Guide of Planning Enforcement in Ireland (2012)	Guidelines for planning authorities on planning enforcement system. These guidelines are not relevant to the preparation of the Development Plan but rather planning enforcement.
Appropriate Assessment of Plans and Projects in Ireland – Guidance for Planning Authorities (2009)	The preparation of the Plan has had regard to this Guidance document. The likely impacts to the integrity of European sites that could arise from measures proposed in the Plan have been fully examined through the AA process. Robust and effective mitigation measures have been integrated into the plan to ensure that it will not have a significant adverse effect on the integrity of European sites either alone or in combination with other plans and projects. A Natura Impact Assessment is part of this Plan in Volume 3.
Architectural Heritage Protection Guidelines for Planning Authorities (2004 and Revised 2011)	Chapter 8, Built Heritage, Placemaking and Urban Design sets out measures to protect the architectural heritage of the city and takes account of these guidelines.
Architectural Heritage Protection for Places of Public Worship Circular Letter 7/03	Chapter 8, Built Heritage, Placemaking and Urban Design sets out Council's policy on protecting the City's architectural heritage.
Best Practice Urban Design Manual (2009) Parts 1 & 2	Chapter 3, Housing and Sustainable Neighbourhoods and Chapter 11, Land Use Zoning Objectives and Development Standards and Guidelines address urban design issues and detailed standards for development.

Section 28 Guidelines	Galway City Council Development Plan 2023-2029
Childcare Facilities Guidelines for Planning Authorities DOELG (2001) and Ministerial Circular letter (PL 3/2016 Dept. of Environment Community and Local Government)	Chapter 7, Community and Culture sets out Council's policies regarding childcare facilities and takes account of these guidelines. Specific development management standards for childcare facilities are outlined under Chapter 11 (b), Section 11.14.
Design Manual for Urban Roads and Streets (DMURS), (2013 and as updated in 2019)	Chapter 4, Sustainable Mobility and Transportation Chapter and Chapter 11(b): Development Standards and Guidelines refers specifically to these Guidelines.
Design Standards for New Apartments (2007), (2015) and updated most recently in (2020)	Chapter 3, Housing and Sustainable Neighbourhoods sets out Council's policies on apartments and Chapter 11, Section 11.3 Residential Development take account of these standards.
Development Contributions: Guidelines for Planning Authorities DECLG (2013)	A new Development Contribution Scheme was prepared and took effect on May 1st, 2021 and will be in place until 31st December 2026, unless a new scheme is adopted beforehand. (This may be extended after 31st December 2026). This Contribution Scheme is in compliance with these guidelines.
Development Management Planning Guidelines for Planning Authorities DEHLG (2007)	Development management applications will be assessed and determined under the policies, objectives and development standards of the Development Plan and these guidelines will be complied with when assessing applications.
Development Plan Guidelines for Planning Authorities (2022)	This Development Plan has been prepared in accordance with Sections 11 and 12 of the Planning and Development Act, 2000 (as amended) and in accordance with the Development Plan Guidelines and has had regard to the Guidelines.
Draft Guidance for Planning Authorities on Drainage and Reclamation of Wetlands (2011)	Guidance is provided in relation to deciding whether drainage and reclamation of wetlands, despite being below the threshold for permission or for mandatory EIA, could have significant effects on the environment and therefore would require a planning application and/or EIA. These Guidelines are not relevant to the preparation process of the Development Plan.
Framework and Principles for the Protection of Archaeological Heritage (Government of Ireland 1999)	Outlines the State's general principles in relation to the management and protection of the archaeological heritage. This document outlines the avoidance of developmental impacts on archaeological heritage and preservation in situ of archaeological sites and monuments as the preferred option.
Flood Risk Management Guidelines for Planning Authorities (2009)	Chapter 2, Climate Action and Chapter 9, Environment and Infrastructure set out the policies on Flooding and Transition to a Low Carbon Economy.
Funfair Guidance	These Guidelines relate to the licensing and requirements for funfairs and are therefore not relevant to the preparation process of the Development Plan.

Section 28 Guidelines	Galway City Council Development Plan 2023-2029
Government Policy Statement on Transmission and Other Energy Infrastructure	Chapter 9, Environment and Infrastructure sets out the policies on energy and associated infrastructure.
Guidance Note on Core Strategies (2010)	These Guidelines for Planning Authorities relate to the evidence-based rationale and contents of Core Strategies. Chapter 1 outlines the Core Strategy of this Plan and provides a high-level description of the key statistics and priorities underpinning the Plan and articulates a medium to longer term quantitatively based strategy for the spatial development of the city.
Guidelines for Planning Authorities & An Bord Pleanála on carrying out Environmental Impact Assessments (2018)	Guidelines for Planning Authorities and An Bord Pleanála on procedural and technical issues arising from the requirement to carry out an environmental impact assessment (EIA). These guidelines are not relevant to the preparation of the Development Plan but rather for development management and assessment of projects.
Housing Supply Target Methodology for Development Planning DHLGH (2020)	The methodology was applied to housing forecasts in the Plan period as set out in Chapter 2, Core Strategy and Chapter 3, Housing and Sustainable Neighbourhoods and in the Housing Strategy and Housing Need and Demand Assessment.
Implementing Regional Planning Guidelines - Best Practice Guidelines (2010)	The Core Strategy of this Plan is consistent with the Northern and Western Regional Spatial and Economic Strategy (RSES) 2020 - 2032.
New EPA Code of Practice for Domestic Waste Water Treatment Systems (Population Equivalent ≤ 10) DHLGH (2021) & Circular NRUP 01/2021 Re: Updated Code of Practice.	Specific reference EPA Code of Practice on Wastewater Treatment and Disposal Systems serving Single Houses (2021) in Chapter 11(b) Standards and Guidelines in Section 11.13 Agricultural Areas.
Landscape and Landscape Assessment Guidelines	Chapter 5, Natural Heritage, Recreation and Amenity addresses landscape issues and features of the city's landscape.
Local Area Plan Guidelines for Planning Authorities and Local Area Plans Manual (2013)	These Guidelines will be adhered to in the preparation of Local Area Plans that will be prepared within the strategic framework of this Development Plan.
Part V of the Planning and Development Act, 2000, Housing Supply, Guidelines for Planning Authorities (2000)	Chapter 3, Housing and Sustainable Neighbourhoods takes account of these guidelines. Details regarding the Council's Housing Strategy are included in supporting documents.
Planning and Development (Amendment) Act 2010 (Circular PPL 1/2010)	Amended a number of different sections of the Planning and Development Act 2000, introduced the requirement of evidence based Core Strategies for Development Plans and clarified in planning legislation the obligation of planning authorities under Birds and Habitats Directive. The Development Plan complies with this legislation.

Section 28 Guidelines	Galway City Council Development Plan 2023-2029
Provision of schools and the planning system – A Code of Practice for Planning Authorities (2008)	Chapter 7, Community and Culture sets out the Council's policies regarding schools and takes account of these guidelines.
Quarries and Ancillary Activities Guidelines for Planning Authorities (2004)	Chapter 11, Section 11.29 Extractive Industries/Quarries address quarries and ancillary activities and make specific reference to these guidelines.
Retail Planning Guidelines and Retail Design Manual (2012)	Chapter 6, Economy, Enterprise and Retail sets out Council's policies on retail and takes account of these guidelines. Galway City and County Councils will prepare a Joint Retail Strategy in compliance with the Retail Planning Guidelines during the period of this Plan. Chapter 11(b) sets out retail and commercial development standards and guidelines in accordance with this Design Manual.
Regulation of Commercial Institutional Investment in Housing-Guidelines for Planning Authorities DHLGH (2021)	Consideration will be given in the Housing Strategy and will be implemented in development management through the use of conditions.
Rural Housing Policies and Local Need Criteria in Development Plan Circular Letter SP/5/08	Chapter 5, Natural Heritage, Recreation and Amenity, Section 5.9 Agricultural Lands and Chapter 11 (b), Section 11.13 Agricultural Areas addresses residential development on agricultural lands zoned A in the city.
Section 261A of Planning & Development Act 2000 -Guidelines (January 2012) and Section 261A of Planning and Development Act, 2000 Supplementary Guidelines (July 2012)	These guidelines refer to legislative provisions in relation to quarries and are not relevant with regard to the preparation of the Development Plan. Chapter 11, Section 11.29 Extractive Industries/ Quarries address quarries and ancillary activities and make specific reference to these guidelines.
Spatial Planning and National Roads Guidelines for Planning Authorities DECLG (2012)	Chapter 4, Sustainable Mobility and Transportation sets out Council's policies in relation to the national road network.
Strategic Environmental Assessment: Guidelines for Regional Assemblies and Planning Authorities (DHLGH) 2022	Strategic Environmental Assessment (SEA) is the process by which environmental considerations are required to be fully integrated into the preparation and adoption of plans and programmes. The results of the SEA process were fully considered and integrated into the preparation and making of the City Development Plan and are outlined in the SEA Statement of this Plan. These guidelines have been implemented in Volume 3 Strategic Environmental Assessment (SEA) Environmental Report.

Section 28 Guidelines	Galway City Council Development Plan 2023-2029
Sustainable Residential Developments in Urban Areas-Guidelines for Planning Authorities and the accompanying Urban Design Manual: A Best Practice Guide (2009) & Circular Letter: NRUP 02/2021.	Chapter 3, Housing and Sustainable Neighbourhoods sets out Council's policies in relation to residential development and takes account of these guidelines. Chapter 11 (b) contains residential development standards and guidelines in accordance with these guidelines.
Sustainable Rural Housing Development Guidelines for Planning Authorities DEHLG (2005)	Chapter 5, Natural Heritage, Recreation and Amenity, Section 5.9 Agricultural Lands and Chapter 11 (b), Section 11.13 Agricultural Areas addresses residential development on agricultural lands zoned A in the city.
Taking in Charge of Housing Estates/ Management Companies (2006)	These guidelines relate to the taking in charge procedures of housing estates and management companies and are therefore not relevant to the preparation process of the Development Plan
Telecommunications Antennae and Support Structures, (DECLG, Circular Letter PL07/12 2012)	Chapter 9, Environment and Infrastructure sets out the policies regarding telecommunication infrastructure and associated structures. Chapter 11(b), Section 11.18 makes specific reference to these guidelines.
The Planning System and Flood Risk Management-Guidelines for Planning Authorities and Technical Appendices (2009) and Planning Circular PL02/2014 Flood Guidelines	Galway City Council has carried out a Strategic Flood Risk Assessment (SFRA) of the policies and objectives contained in this Plan in accordance with the Flood Risk Management Guidelines. Chapter 9 Environment and Infrastructure set's out Council's policies on flood risk areas and Chapter 11 (b), Section 11.28 Flood Risk & Assessment makes specific reference to these guidelines.
Tree Preservation Guidelines DOELG (1994)	Chapter 5, Natural Heritage, Recreation and Amenity sets out the Council's policies in relation to trees and woodlands in the city.
Urban Development and Building Heights-Guidelines for Planning Authorities DHPLG (2018)	These guidelines have been implemented in Chapter 1, Core Strategy, Chapter 3, Housing and Sustainable Neighbourhoods, Chapter 8, Built Heritage, Placemaking and Urban Design and in the supporting document Urban Density and Building Height Study.
Waste Water Discharge (Authorisation) Regulations Circular PD 7/09	The Environmental Report of the Strategic Environmental Assessment (SEA) and Chapter 9, Environment and Infrastructure of this Plan addresses water and wastewater issues.
Wind Energy Development Guidelines for Planning Authorities DEHLG (2006) and Draft Revised Wind Energy Development Guidelines (2019)	Chapter 9, Environment and Infrastructure sets out the Council's policies in regard to renewable energy sources including wind energy. Chapter 11 (b), Section 11.18 makes specific reference to these guidelines.

Appendix 3 – List of Protected Structures in the Record of Protected Structures

Ref:	Location
Abbeygate Street Lower	
101	No. 2
102	No. 3
103	No. 4
104	No. 5
105	No. 6
106	No. 7
107	No. 8
108	No. 9
109	No. 10
110	No. 11
111	No. 18
112	No. 21
113	No. 22
114	No. 23
115	Grainstore
Abbeygate Street Upper	
201	No. 2
202	No. 4
203	No. 5
204	No. 6
205	No. 7
206	No. 8
207	No. 9
208	No. 11 & 13
209	No. 15
210	No. 16 & 18
211	No. 17
212	No. 19
213	No. 21
214	No. 22 & 24
215	No. 23
216	No. 25
217	No. 26
218	No. 29
219	No. 28
220	No. 33
221	No. 36
222	No. 38

Ref:	Location
223	No. 40
224	No. 42
225	No. 46
226	No. 48
227	No. 50
228	No. 52
Ball Alley Lane	
301	Segment of 17th Century Bastion
302	Two Former Artisan Cottages
Ballindooley	
401	Ballindooley Castle
402	Crannog-Lake Dwelling
Ballinfoyle	
501	Limekilin & Shed
502	Thatched Cottage
Ballybaan	
601	Uni-Vallet Earthen Enclosure
Ballybrit	
701	Ballybrit Castle
702	Graveyard & Lisheen
Ballyloughane	
801	Thatched Cottage
802	1 & 1/2 Storey Thatched Cottage
803	Hand Driven Water Pump
Barna	
901	Holy Well
902	Site of Barna Castle

Ref:	Location
903	Barna House
904	Gatelodge, Barna Road
Barnacranny	
2901	Thatched Cottage
Bishop O'Donnell Road	
1001	Summerdale
Blackrock, Salthill	
1101	Blackrock House & Gateway
Bohermore	
1201	No. 86
1202	No. 88
1203	No. 120
1204	Cemetery Lodge & Mortuary Chapels
Bowling Green	
1301	No. 8
1302	Incised Stone Cross
Bridge Street	
1401	No. 1
1402	No. 2
1403	No. 3
1404	No. 4
1405	Bridge Mills
Bushy Park	
1501	St. James' Church
1502	St. James' Graveyard
1503	Single Storey Thatched Cottage
1504	Bushy Park House
1505	Heffernan's Cottage, Ballagh Road

Ref:	Location
Cappagh	
1601	Boleybeg School (St. Joseph's), Old Rahoon Road
1602	Fuscia Cottage
Clybaun	
12001	Single Storey Thatched Cottage
Castlegar	
1701	Castle
1702	Site of Church
1703	Thatched Cottage
1704	Former Schoolhouse Adjacent to Leaders' Shop
1705	Monument, Tuam Road
Castlelawn Heights	
1801	Cemetery
Castle Street - Barrack Lane	
1901	Section of Medieval Town Wall
1902	Section of Medieval Wall of Medieval House
1903	Section of Medieval Wall with Medieval Carved Stone Windows & Cut Stone Fragments
Chestnut Lane	
2001	Site of Gate Pillars to Large House
Church Lane	
2101	No. 2 & 3

Ref:	Location
Claddagh	
2201	St. Mary's Church
2202	Graveyard
2203	Piscatorial School
2204	Graveyard, Stone Carvings, Boundary Wall & Site of c15th Priory
2205	Claddagh Hall
2206	Quays, Piers & Locks including Gates
2207	Priory Road - Site of St. Mary's River
College Road	
2301	No. 3
2302	No. 6 Carved Limestone Block
2303	No. 30
Coolagh	
2401	Grotto's Medieval Stone
2402	Single Storey Thatched Cottage
Courthouse Lane	
2501	Remains of C.14th Hall
2502	Theatre
Courthouse Square	
2601	Courthouse
2602	Town Hall
2603	No. 1
2604	No. 2
2605	No. 3
2606	George V Post Box
Crestwood	
2701	Limekiln

Ref:	Location
Cross Street Upper	
2801	No. 1
2802	No. 4
2803	No. 5
2804	No. 6
2805	No. 7
2806	No. 8
2807	No. 9
2808	No. 11
2809	No. 13 & 15
2810	No. 17
2811	No. 10
2812	No. 12
2813	No. 2
Dangan Lower	
3001	Tea House Folly
3002	Ice House
3003	Cashel - Remains of Stone Fort
Dominick Street Lower	
3201	No. 29
3202	No. 31
3203	No. 33
3204	No. 34
3205	No. 35
3206	No. 36
3207	No. 37
3208	No. 38
3209	No. 39
3210	No. 40
3211	No. 41 & 43
3212	No. 42
3214	No. 44
3215	No. 45
3216	No. 46
3217	No. 47
3218	No. 49
3219	No. 50 & 52
3220	No. 54

Ref:	Location
3221	No. 56
3222	No. 55
3223	No. 57
3224	No. 58
3225	No. 65 (Stone City Plaque)
Dominick Street Upper	
3301	No. 12 (Former Lock-Keeper's House)
3302	No. 7 (Formerly Taylor's Pub)
Dyke Road	
3501	Waterworks & Associated Building
3502	1940's Waterworks
3503	Terryland Castle
Earl's Island	
3601	Human Rights Building NUIG
3602	Cathedral
3603	Salmon Weir Bridge
3604	County Club House
3605	Island House
3606	Grave in Car Park
3607	Fisheries Office
3608	Weir Lodge
3609	Limekiln
Eglinton Street	
3701	No. 1
3702	No. 2
3703	2 Lion Tower Plaques, Tower House
3704	Oifig an Phoist (GPO)
Eyre Square	

Ref:	Location
3801	No. 14 & 15
3802	No. 16
3803	No. 17
3804	No. 19
3805	No. 43
3806	No. 45
3807	Browne Doorway
3808	Liam Mellows Statue
3809	No. 8
3810	No. 23
3811	No. 21
3812	Galway Hooker
Eyre Street	
3901	No. 17
3903	Rear of No. 17 & 19, Part of Medieval Wall
3904	No. 1
Father Griffin Road	
3910	Monument
3911	Weighbridge
Fishmarket	
4001	Spanish Arch & Wall
4002	Athy Doorcase
4003	Comerford House
Flood Street	
4201	Swan House
4202	No. 1
4203	No. 2
4204	No. 3
4205	No. 9 & 10
4206	St. Anne's
4207	Lowstrand House
Forster Street	
4301	Horse Trough Outside No. 37 & 39

Ref:	Location
4302	No. 12
4303	No. 14
4304	No. 16
4305	No. 48
4306	Magdalen Convent & Church
4307	St. Patrick's Church
4308	St. Patrick's Hall
4309	No. 18
Forthill	
4401	Cemetery & Mortuary Chapel
High Street	
4501	No. 1
4502	No. 2
4503	No. 3
4504	No. 4 & 5
4505	No. 6
4506	No. 7
4507	No. 8
4508	No. 9
4509	No. 10
4510	No. 11
4511	No. 12
4512	No. 13
4513	No. 14
4514	No. 15
4515	No. 16
4516	No. 17 & 18
4517	No. 19
4518	No. 20
4519	No. 21
4520	No. 22
Henry Street	
4601	No. 9 - Two Storey Thatched House

Ref:	Location
Kirwans Lane	
4701	No. 9
4702	No. 10
4703	No. 15
Knocknacarra	
4801	Site of Early Christian/Early Historical Period Earthwork
4802	Site of Horizontal Mill & Associated Settlement
4803	Water Fountain
4804	Site of Shell Midden
Lenaboy Park	
4901	Burial Ground
Lombard Street	
5001	St. Nicholas' Church
5002	No. 1-3
5003	No. 5
5004	Graveyard of St. Nicholas' Church
5005	Boundary Wall at St. Patrick's School
Long Walk	
5101	No. 11, 12 & 13
5102	Stone Bollards & Limestone Kerbing
5103	No. 24
5104	No. 25
5105	No. 26
5106	No. 27
5107	No. 1, Galway City Museum Statue of Pádraic Ó Conaire
Lough Atalia	
5201	St. Augustine Well
5202	Pier
5203	Carved Stones - Located to Rear of No. 6 College Road
Main Guard Street	
5301	No. 1
5302	No. 2
5304	No. 4
5305	No. 6
5306	No. 7
5307	No. 9
5308	No. 10
5309	No. 11
5310	No. 12
5311	No. 13 & 14
5312	No. 15
5313	No. 16
5314	No. 17
5315	No. 20
5316	No. 22
Market Street	
5401	No. 1 & 2
5402	No. 4 & 5
5403	No. 6
5404	No. 7
5406	No. 10 & 11
5407	No. 13
5408	No. 14
5409	No. 15
5410	No. 16
5411	No. 17
5412	No. 18
5413	Lynch Memorial
5414	Horse Trough
Maunsell's Road	
5501	No. 11
Mary Street	
5601	No. 18 & 19
Menlough	
5701	Megalithic Tomb
5702	Menlough Castle
5703	Gate House
5704	Pillarstone - 1816 Inscribed Market Cross
5705	The Leacht
5707	Single Storey Thatched Cottage
5708	Single Storey Thatched Cottage
5709	Single Storey Thatched Cottage
5710	Single Storey Thatched Cottage
5711	Single Storey Thatched Cottage
Merchants Road	
5801	No. 1-5 (Formerly McDonaghs)
5802	Niland House
5803	Hynes Yard - Reused Stone
Merlin Park	
5901	Castle/ Towerhouse
5902	Grave Stones
5903	Quarry House
5904	Marble Works
Mervue	
6001	St. James's Church & Graveyard

Ref:	Location
6002	Royal Tara Complex
Middle Street	
6101	No. 2 (Former Pro Cathedral)
6102	No. 4 (Mechanic's Institute)
6103	No. 6 & 8
6104	No. 15 The Augustinian Church
6105	No. 19
6106	No. 22
6107	No. 24
6108	No. 34
6109	No. 36 & 38
6110	No. 42
6111	No. 44
Mill Street	
6201	Ruxton Bridge
6202	No. 23 (Former CYMS Building)
6203	Tailrace
6204	No. 10 (Former Masonic Lodge)
Mincloon	
6301	Mincloon Cottage - Thatched Cottage
6302	Ceann Na Tragha - Thatched Cottage
Murrough	
6401	Murrough House
6402	Murrough Level Crossing – Gates
Mutton Island	
6501	Lighthouse
New Dock Street	
6701	No. 1 & 3
6702	No. 17
6703	Limerick Steamship House – Façade
Newcastle Road	
6801	No. 2
6802	No. 4
6803	No. 5
6804	No. 9
6805	UCHG - Former Nurse's Home
Newcastle Upper	
6901	No. 30 - NUIG (Former Franciscan College)
6902	No. 49
Newcastle Lower	
7001	Library - NUIG
7002	Abstract Metal Sculpture - NUIG
7003	Arts Block - NUIG
7004	Dovecote & Bawn Wall
New Road	
7101	No. 2
7102	No. 3
7103	No. 14
7104	No. 15
7105	No. 16
7106	No. 33
Newtownsmith	
7201	Mercy Convent Complex including Fr. Daly Chapel
7202	Inscribed Stone Dated 1816 - J. Healy
Nun's Island Street	
7400	No. 4
7401	No. 5
7402	No. 6
7403	No. 24 (Former Grace Home)
7404	St. Clare's Monastery
7405	Poor Clare's Graveyard
7406	Former Mill - NUIG
7407	Arts Centre
7408	Former Hygeia Building
7409	Former Mill
7410	No. 25
7411	Post Box
Parkmore	
7601	2 Ruined Cottages
Presentation Road	
7701	St. Joseph's Church
7702	Presentation Convent
7703	Presentation School
7704	Post Box
Prospect Hill	
7801	No. 33
7802	No. 35
7803	No. 37
Pump Lane	
7901	Jostle Stones, Shoeing Stone & Limestone Steps
Quay Lane	
8000	No. 1
8001	No. 2
8002	No. 3

Ref:	Location
8003	No. 4
8004	No. 5
8005	No. 6
8006	No. 7
Quay Street	
8101	No. 2
8102	No. 3
8103	No. 4
8104	No. 5
8105	No. 6
8106	No. 7
8107	No. 8
8109	No. 9
8110	No. 10 & 12
8111	No. 14
8112	No. 11 & 13
8113	No. 15 & 17
8114	No. 19
8115	No. 21
8116	No. 22
8117	No. 23
8118	No. 16 & 18
8119	No. 1
Queen Street	
8201	Methodist/ Presbyterian Church and Burial Ground
8202	Cut Stone Stores (C.I.E.)
Rahoon Road	
8301	Rahoon House
Renmore	
8401	Dún Ui Mhaoiliosa Military Barracks
8402	The Barracks Chapel
8403	Site of Earthen Enclosure, Lisbeg Lawn

Ref:	Location
8405	Holy Family School
8406	Lynch's Stone
8407	Cromwellian Fort
8408	Dun na Mara - O.S. Marker
8409	Lakeshore Drive - O.S. Marker
8410	Lakeshore Drive - O.S. Marker
8411	Renmore - O.S. Marker
8412	Renmore - O.S. Marker
8413	Renmore - O.S. Marker
8414	Renmore - O.S. Marker
8415	Renmore - O.S. Marker
8416	Renmore - O.S. Marker
8417	Renmore - O.S. Marker
Rivers/Waterways	
8501	Including Bridges, Weirs, Walls, Embankment, Piers & Other Associated Infrastructure
River Corrib	
8601	Stone Pillars & Stone Embankments
Rockbarton, Salthill	
8701	Gortard
8702	St. Mary's
8703	Lisgorm
Roscam	
8801	Standing Stone

Ref:	Location
8802	Monastic Site with Round Tower
8803	Roscam Folly
8804	Thatched House - Doughiska Road
8805	Gatekeeper's Lodge – Doughiska Road
8806	Rosshill Railway Bridge
Salthill Road Upper	
8901	Site of Church & Lisheen Adjoining Golf Links
8902	Prairie House, No. 179
8903	Church of Christ The King
8904	Bandstand, Salthill Park
8905	Gate Piers including Crows Foot Benchmark
8906	Post Box
Salthill Road Lower	
9001	No. 62 (Thatched House)
9002	No. 23 (Former Christian Brothers School & Church)
9003	Gate & Adjoining Wall at Entrance to Lenaboy Park
9004	Gate Piers & Adjoining Wall at Entrance to Cul Trá
9005	Saorstáit Éireann Post Box at Entrance to Cul Trá

Ref:	Location
9006	Post Box at Entrance to Lenaboy Park
9007	Nile Lodge House
9008	No.43 J Stewart Ltd. - Façade
9009	No. 86 Norman Villa
9010	No. 88
9011	No. 110 St. Jude's
9012	No. 132
Sea Road	
9101	St. Ignatius' Church
9102	Columban Hall
9103	No. 1 Montpelier Tce., Sea Road
9104	No. 2 Montpelier Tce., Sea Road
9105	No. 3 Montpelier Tce., Sea Road
9106	No. 4 Montpelier Tce., Sea Road
9107	No. 5 Montpelier Tce., Sea Road
9108	No. 6 Montpelier Tce., Sea Road
9109	No. 7 Montpelier Tce., Sea Road
9110	No. 1 Ely Place, Sea Road
9111	No. 2 Ely Place, Sea Road
9112	No. 3 Ely Place, Sea Road
9113	No. 4 Ely Place, Sea Road
9114	No. 5 Ely Place, Sea Road
9115	No. 6 Ely Place, Sea Road
9116	No. 7 Ely Place, Sea Road

Ref:	Location
9117	No. 8 Ely Place, Sea Road
9118	No. 9 Ely Place, Sea Road
9119	No. 10 Ely Place, Sea Road
9120	Coláiste Iognaid, Sea Road
Shantalla Road	
9201	Spire House, No. 59
9202	Jostle Stones, No. 57
9203	No. 58
9204	No. 13 (Thatched Cottage)
Shop Street	
9301	No. 1
9302	No. 2 & 3
9303	No. 4
9304	No. 14 & 15
9305	No. 16 & 18
9306	No. 21
9307	No. 19 & 20
9308	No. 33
9309	No. 38 & 39
9310	No. 26
9311	The Thimble Castle, No. 27
9312	No. 13 (Stone Doorway)
9313	Lynch's Castle, No. 40
9314	No. 11
9315	No. 12
St. Augustine Street	
9401	No. 1, 3 & 5
9402	No. 11
9403	No. 13
9405	No. 15

Ref:	Location
9406	Mayoralty House, No. 33
9407	The Augustinian Priory
St. Brendan's Road, Headford Road	
9501	No. 1
9502	No. 2
9503	No. 3
9504	No. 4
9505	No. 5
9506	No. 6
St. Francis Street	
9601	Franciscan Abbey Church
9602	Church Grounds with Cemetery
9603	Convent of Mercy Grounds & Graves
9604	D'Arcy Doorcase in Mercy Grounds
9605	No. 2
9606	No. 10
St. Helen's Street	
9701	No. 14
9702	No. 23
St. Mary's Road	
9801	St. Mary's College Educational Buildings & Chapel
9802	Scoil Fhursa
9803	No. 12
St. Nicholas Street	
9901	No. 1
9902	No. 2
9903	No. 3
9904	No. 4
9905	No. 5

Ref:	Location
9906	No. 6
9907	No. 7
9908	No. 8
9909	No. 9
9910	No. 10
Station Road	
10001	Ceannt Railway Station
10002	Railway & Ancillary Buildings - Including Stone Sheds, Stone Stables, Turntable, Bridges & Tracks
10003	Water Tower
Taylor's Hill Road	
10101	Gate Lodge to Lenaboy Castle
10102	Lenaboy Castle, St. Anne's
10103	Former Dominican Convent
10105	Stones From St. Nicholas' Church
10106	Cluain Mhuire
10107	Post Box
10108	Gate Lodge - Ardilaun Hotel
10109	Bishop's Palace, Mount St. Mary's
10110	Covered Well - Lenaboy Castle
10111	Site of Standing Stones
10112	No. 1, St. Mary's Terrace
10113	No. 2 St. Mary's Terrace
10114	No. 3 St. Mary's Terrace

Ref:	Location
10115	No. 4 St. Mary's Terrace
10116	No. 5 St. Mary's Terrace
10117	No. 6 St. Mary's Terrace
10118	No. 7 St. Mary's Terrace
10119	No. 8 St. Mary's Terrace
10120	No. 9 St. Mary's Terrace
10121	No. 10 St. Mary's Terrace
10122	No. 11 St. Mary's Terrace
10123	No. 12 St. Mary's Terrace
10124	No. 13 St. Mary's Terrace
10125	No. 14 St. Mary's Terrace
10126	No. 15 St. Mary's Terrace
10127	No. 16 St. Mary's Terrace
10128	The Croft, Taylor's Hill
The Crescent	
10201	No. 1 Palmyra Crescent
10202	No. 2 Palmyra Crescent
10203	No. 3 Palmyra Crescent
10204	No. 4 Palmyra Crescent
10205	No. 5 Palmyra Crescent
10206	No. 6 Palmyra Crescent
10207	No. 7 Palmyra Crescent

Ref:	Location
10208	No. 8 Palmyra Crescent
10209	No. 9 Palmyra Crescent
10210	No. 10 Palmyra Crescent
10211	No. 11 Palmyra Crescent
10212	No. 12 Palmyra Crescent
10213	No. 13 Palmyra Crescent
10214	No. 14 Palmyra Crescent
10215	No. 8 Montpelier Terrace
10216	No.9 Montpelier Terrace
10217	No. 10 Montpelier Terrace
10218	No. 4 Devon Place
Threadneedle Road	
10250	Coláiste Éinde
University Road	
10301	Remains of Stone Mullioned Window
10302	Group of Heraldic Carvings
10303	The Quadrangle, NUIG
10304	Gate Lodge
10305	No. 19
10306	No. 20
10307	Martin Ryan Institute
10308	Former IMI Building
10309	Civil Engineering Block
10310	Dept. of Education Block

Ref:	Location
10311	Post Box
Victoria Place	
10401	3-bay Building (Rooneys)
Waterside	
10501	No. 7
10502	No. 8
10503	No. 9
10504	Corrib House, No. 3
10505	Corrib Villa, No. 4
10506	Lough Corrib House, No. 5
10507	Wooden Sculpture of Leaping Salmon
Wellpark Road	
10601	Ornamental Gateway
10602	Cluain Mhuire, GMIT
10603	No.1
Whitestrand Road	
10701	No. 6
10702	No. 8

Ref:	Location
10703	No.10
William Street	
10801	No. 16 & 18 & 18A
10802	No. 19
10803	No. 20
10804	No. 21
10805	No. 22
10806	No. 24
10807	No. 23 & 25
10808	No. 26
10809	No. 27 & 29
10810	No. 28
10811	No. 38 & 40
10812	No. 42
10817	Part of No. 42
10813	No. 44
10814	No. 49
10815	No. 45
10416	No. 46
10818	No. 47
10819	No. 48
10820	No. 51 & 53
William Street West	

Ref:	Location
10901	Small Crane, Weighing Scales
10902	No. 3
10903	No. 5
10904	No. 6
10905	No. 7 & 8
10906	No. 23 Silke's & Sons Cash and Carry-Façade
10907	No. 23-24 (Formerly Silke's & Sons) - Façade
10908	No. 25-Façade
Williamsgate Street	
11001	No. 1
11002	No. 5 & 7
11003	No. 8
11004	No. 9
11005	No. 10 & 12
11006	No. 15
Wolfe Tone Bridge	
13001	Fisheries Tower
13002	Plaque

Appendix 4 – Infrastructure Assessment

Tiered Approach to Land Zoning – Infrastructure Assessment

This section supports the Galway City Development Plan with respect to the availability of strategic infrastructure to ensure that the zoned lands have capacity for development over the lifetime of the plan in accordance with Appendix 3 of the National Planning Framework which sets out an approach for zoning lands as described hereunder.

Tiered Approach to Land Zoning

As referenced the Infrastructure assessment Appendix 3 of the National Planning Framework (NPF) introduces a new methodology for a two-tier approach to land zoning. National Policy Objective 72a requires Planning Authorities to apply a standardised, two-tier approach to differentiate between zoned land that is serviced and zoned land that is serviceable within the life of the CDP.

Tier 1 lands are lands that are serviced and in general part of or contiguous to the built-up footprint of an area. Tier 2 lands are lands that are not currently sufficiently serviced to support new development but have potential to become fully serviced within the lifetime of the CDP. Tier 2 lands may be positioned within the existing built-up footprint, or contiguous to existing developed lands or to Tier 1 zoned lands.

The CDP may include zoned lands which cannot be serviced during the lifetime of the Plan, by reference to the infrastructural assessment of the Planning Authority. This means that they cannot be categorised as either Tier 1 lands or Tier 2 lands, as per the above and are not developable within the Plan period. This has been the situation for the City Plan. The reasoning for this has been included for in the Core Strategy section (Chapter1) and clarity given that these lands are not included within the Core Strategy for calculation purposes. Essentially these are described as strategic reserve lands these can include lands that have potential to be developed over a timescale greater than the single six year cycle of the plan such as Ardaun LAP Phase 2 (North). These lands are not scheduled to be fully supported by infrastructure before 2029, but it is important that there is some context given to the lands to provide for a strategic settlement portion of NPF/RSES/MASP 2040 population delivery and to coordinate with a longer term infrastructure investment guide.

The following section sets out the strategic enabling infrastructure requirements in particular for Tier 2 lands in the city. The assessment focuses on the provision of infrastructure that is considered to be strategic in nature. The delivery of minor and/or local level infrastructure may be delivered through general local authority operational works, operational works of a service provider or developer-led and co-ordinated through the development management process. The assessment does not comprise an exhaustive list of requisite infrastructures across the city and while it is intended in inform and guide it is not to be relied upon solely in the development management purposes.

The full extent of requisite enabling infrastructure will continue to be assessed through the development plan period and during the development management process. The delivery of some of the strategic infrastructure projects although scheduled within timelines can also be reliant on other factors such as consent processes and availability of capital and scheduling of construction but are nonetheless committed to by service providers/local authority.

In particular to note is that there are a number of ongoing strategic projects being implemented in the city. With respect to water and waste water there is generally adequate strategic provision within the city on a portion of undeveloped zoned lands on the east including (Ardaun LAP) where Irish Water is scheduled to provide enhancement through the Ardaun Wastewater Network Extension. Irish Water have scheduled a Drainage Area Plan to inform longer term servicing and needs of the city but this is not inhibiting current development. Irish Water will also be preparing a longer term - Greater Galway Area Drainage Strategy, this will inform the timeline for lands identified as Strategic Reserve that is beyond the period of the plan cycle. With respect to water supply while there is adequate capacity to meet the projected increase in population over the plan period works are ongoing on the– Terryland WTP Intake Works & Clifton Hill Rising Main which will secure and enhance supply into the longer term.

The strategic transport investment strategy is that included for in the GTS (Galway Transport Strategy). This plan aims to establish a more sustainable approach to address current and future transport requirements. This will include investment in walking, cycling and improved and more accessible public transport infrastructure. It also includes for a strategic orbital route that will by removing city centre traffic enable significant enhancement of sustainable modes in the city by reducing current congestion and increasing capacity for accommodation of improved public transport and sustainable modes on the network. Implementation of the GTS has an implementation strategy that spans 20 years from its inception in 2016 and is/will be continuously advancing throughout the plan period. As this is a strategic rolling plan the implementation of the GTS is considered to be complementary to the sustainability approach in the plan and will facilitate both existing and future developments. Development on undeveloped zoned lands will be permissible in tandem with this roll out and does not warrant the inclusion of lands in Tier 2 relative to these projects.

The Coirib go Cósta Project, another ongoing strategic investment project in the city the main flood relief scheme will relieve the city from the risk of flooding from fluvial and tidal sources and protect currently developed lands and give additional enhancement to some zoned lands to maximise development capacity. This scheme is in the analysis and design stage and scheduled to be constructed during the currency of the plan period.

Less strategic infrastructural projects will be occurring throughout the plan period as part of the general annual operational plan that will include for enhancement of services to both existing and undeveloped zoned lands.

As indicated the NPF requires that the City Plan carry out an assessment of the required infrastructure to support any Tier 2 lands identified for development. The assessment is required to be aligned with the delivery program of relevant infrastructure providers. The following matrix sets out an assessment of the enabling infrastructure in particular for Tier 2 lands. The assessment focuses on infrastructure that is considered to be strategic in nature. As previously stated the delivery of minor or more localised level of infrastructure will be delivered through operational works of a service provider, developer lead through development management or part of local authority operational plans. The process of preparing this infrastructure assessment is exclusively to inform but is not an exhaustive exercise nor to be relied upon as the only source of information for the development management process.

Tiered Approach to Land Zoning – Infrastructure Assessment								
Core Strategy Settlement / Location	**Proposed Total Residential Unit Yield (Y)** **Est. pop capacity* (P)**	**Proportion of total residential unit yield attributed to Regeneration / Opportunity sites**	**Area (Ha) of which is specifically Zoned R residential**	**Wastewater Capacity**	**Water Capacity**	**Water Service Investment Program**	**Transport – Roads/Public Transport Infrastructure /Walking & Cycling infrastructure**	**Tier 1 / Tier 2**
Outer Suburbs (West)	2322 (Y) 5573 (P)	150 (Y) infill	54	Adequate	Adequate	————————	Ongoing implementation of GTS Projects	Tier 1
Outer Suburbs (East)	2100 (Y) 5250 (P)	100 (Y) Opportunity / Infill	50	Adequate	Adequate	————————	Ongoing implementation of GTS Projects	Tier 1
Estab. Suburbs (West)	120 (Y) 300(P)	0	3	Adequate	Adequate	————————	Ongoing implementation of GTS Projects	Tier 1
Estab. Suburbs (East)	1,355 (Y) 3,387(P)	795 (Regen)	14	Adequate	Adequate	Ardaun Wastewater Network Extension – some lands only	Ongoing implementation of GTS Projects	Tier 1 (Part Tier 2)
Inner Residential Area	250(Y) 625(P)	250 (Regen)	0	Adequate	Adequate	————————	Ongoing implementation of GTS Projects	Tier 1
City Centre	295(Y) 737 (P)	295 (Regen)	0	Adequate	Adequate	————————	Ongoing implementation of GTS Projects	Tier 1
Ardaun	500(Y) 1,250 (P)	N/A	Portion of zoned lands in LAP	Requires Investment	Requires Investment	Ardaun Wastewater Network Extension Supplementary water supply infrastructure Surface Water area drainage Scheme (non IW)	Ongoing implementation of GTS Projects	Tier 2
Ardaun South (balance) and Ardaun North	Not included in Core Strategy – development beyond period of the plan	————————	————————	Requires Investment	Requires Investment	Requires Investment	Ongoing implementation of GTS Projects Additional strategic access	Strategic Reserve

* Using an estimate of 2.5 per households noting that this not equivalent to population increase solely but also new household formations

Appendix 5 – Glossary and Acronyms

Glossary

Affordable Housing - Owner-occupied or shared ownership housing provided at a price below the market value.

Bathing Water Directive - Bathing Water Quality Directive/Regulations. Criteria for assessing water quality in accordance with EU Standards, indicating that water is of a standard for the purposes of bathing.

Barcelona Declaration - In March 1995, the European Congress "The City and the Disabled" was held in Barcelona, Spain. Following this congress a manifesto on accessibility, known as the Barcelona Declaration which many cities and their associated local authorities in Europe have ratified. The aims of the Declaration include the promotion of universal access to urban spaces, buildings and services, and improvement of mobility of disabled persons. Galway City Council formally signed the declaration in 2002.

Biodiversity – A measure of the diversity of species of plants and animals.

Blue Flag - The Blue Flag scheme is operated by the Foundation of Environmental Education (FEE), a nonGovernment organisation. The criteria for the award of Blue Flag relate to water quality, facilities for visitors, beach management (including litter control) and information display. At EU member state level the FEE operates through national bodies for example An Taisce, which are responsible for the administration of the Blue Flag scheme in Ireland.

Blueways Blueways are a new tourism and outdoor recreation offering on the island of Ireland that aim to celebrate and promote our scenic inland waterways, lakes, rivers and coastal areas around the island of Ireland. Blueways also aim to encourage more people to experience and enjoy outdoor activities in water locations.

Brownfield Sites - Disused land or buildings available for re-use/redevelopment.

Bus Connects – is the National Transport Authority's programme to improve bus services in Irish cities, and is a key part of Government policy to improve public transport and address climate change.

Bulky Retail Goods - Goods generally sold from retail warehouses where DIY goods or goods such as flatpack furniture are of such a size that they would normally be taken away by car and not manageable by customers travelling by foot, cycle or bus or that large floor areas would be required to display them, e.g. furniture in room sets, or not large individually, but part of a collective purchase which would be bulky e.g. wallpaper, paint.

Child Friendly City - Following the 1996 Istanbul City Summit, UNICEF launched the Child Friendly Cities Initiative to reach urban children, particularly the poor and marginalised with basic services and protection to guarantee their fundamental rights. Many cities world-wide are working to become more child-friendly and a number of local networks have been created like the European Network of Child Friendly. The network was established under the Wurzburg Declaration June 1999. There is no single definition of what a child friendly city is or ought to be. In developing nations the focus is more frequently found on increasing access to basic services while in developed countries the emphasis seems to be on environmental and physical issues such as improving recreational areas, developing parks and green spaces, controlling traffic in order to make streets safer for children.

Citizen/Citizenship - An inhabitant and resident of Galway City.

Circular Economy - The circular economy is a model of production and consumption, which involves sharing, leasing, reusing, repairing, refurbishing and recycling existing materials and products as long as possible. In this way, the life cycle of products is extended.

Convenience Retail Goods - Food, alcoholic and non-alcoholic beverages, tobacco and non-durable household goods.

Comparison Retail Goods - Clothing, footwear, furniture, furnishings and household equipment, (excluding non-durable households goods), medical and pharmaceutical products, therapeutic appliances and equipment, education and recreational equipment and accessories, books newspapers and magazines and goods for personal care and goods not elsewhere classified.

Decarbonisation Zone A Decarbonising Zone is defined as a spatial area in which a range of climate mitigation, adaptation and biodiversity measures and action owners are identified to address local low carbon energy, greenhouse gas emissions and climate needs to contribute to national climate action targets.

db(A) Lden - Decibel A-weighted Day-evening-night equivalent level, Leq. (equivalent sound level) noise level, measured over the 24 hour period, with a 10 dB penalty added to the levels between 23.00 and 07.00 hours and a 5 dB penalty added to the levels between 19.00 and 23.00 hours to reflect people's extra sensitivity to noise during the night and the evening.

dB(A) Lnight - Night equivalent level: Leq. A-weighted, Sound Level, measured overnight 23.00 – 0700 hours. Also known as the Night Noise Indicator.

Development Contributions Scheme - Scheme which allows a Planning Authority to levy financial contributions for the provision of public infrastructure, facilities, project or service as a condition of planning.

Ecological sites - Sites of wildlife value.

Environmental Report - The report is required by the SEA Directive as part of an environmental assessment, which identifies, describes and evaluates the likely significant effects on the environment of implementing a plan or programme.

EU Water Framework Directive - Directive 2000/60/EC, the EU Water Framework Directive is environmental legislation aimed at improving water quality in rivers, lakes, groundwater, estuaries and coastal waters. The Directive requires achieving 'good' status to all waters, maintaining existing 'high' status waters and preventing any deterioration of waters, by 2021.

EU Urban Waste Water Treatment Directive - The aim of Directive 91/271/EEC (as amended 98/15/EEC) is to protect the environment from the adverse effects of discharges of urban wastewater, by the provision of urban wastewater collecting systems (sewerage) and treatment plants for urban centres. The Directive also provides general rules for the sustainable disposal of sludge arising from wastewater treatment.

Green Network - A linked network of green areas, parks, and open spaces ensuring a strategic integrated policy approach to the sustainable use and management of these areas.

Greenways - Greenway is an EU term established in a Declaration towards a European Greenway Network, Lille, 12th Sept 2000 for "circulation routes reserved exclusively for non-motorised journeys, developed in an integrated manner, which enhances both the environment and quality of life of the surrounding area."

Geodiversity - Geodiversity (and Geological Heritage) refers to the variety of rocks, minerals, natural processes, landforms, fossils and soils that underlie and determine the character of our landscape and environment. Geology is the science that comprises the study of the Earth, the rocks of which it is composed and the processes by which it evolves. It is, in effect, the story of our planet and every rock holds clues to understanding its evolution.

GVA- *Gross value added* is an economic productivity metric that measures the contribution of a corporate subsidiary, company, or municipality to an economy.

Habitats Directive Assessment (Appropriate Assessment) - Article 6 of the Habitats Directive (92/43/EEC) - An ecological assessment of the likely impact of any plan, programme, or project on the conservation objectives of European sites, (Special Protection Areas and candidate Special Areas of Conservation).

Homezones – Homezones are residential streets in which the road space is shared between drivers of vehicles and other road users, with the wider needs of residents, (including people who walk and cycle and children), in mind. The aim is to change the way streets are used and to improve the quality of life in residential streets by making them places for people, not just for traffic.

Indicator - A measure of variables over time, often used to measure achievement of objectives.

IPCC Intergovernmental Panel on Climate Change

Labour Force - The labour force is comprises of persons who are actually engaged or desirous of engaging themselves in the production of economic goods and services. Therefore, the labour force includes those who are currently employed as well as unemployed people who are seeking employment.

Local Agenda 21 - The UN Conference on Environment and Development took place in Rio de Janeiro in 1992. This has become known as the Earth Summit. The summit produced a blueprint for sustainability policies towards the 21st century, known as Agenda 21. Agenda 21 indicates how countries can work towards sustainable development. The Irish Government endorsed Agenda 21 at the summit.

15 Minute City Concept - concept where all where residents have easy access to their essential needs at distances of no more than 15 minutes by walking, cycling or public transport.

Mitigation - Measures used to avoid, reduce or offset significant adverse effects on the environment.

Natura 2000 (European Sites) - The EU-wide network of protected areas, recognised as 'sites of Community importance' under the EC Habitats Directive (Council Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora). They comprise "Special Areas of Conservation" SACs) under the Habitats Directive and "Special Protection Areas" (SPAs) under the Birds Directive (Council Directive 79/409/EC on the conservation of wild birds).

Nature-based Solutions (NbS) are defined by IUCN as "actions to protect, sustainably manage, and restore natural or modified ecosystems that address societal challenges effectively and adaptively, simultaneously providing human well-being and biodiversity benefits.

Natural Heritage - The Heritage Act (1995) defines natural heritage as including flora, fauna, wildlife habitats, landscapes, seascapes, wrecks, geology, inland waterways, heritage gardens and parks.

Natural Heritage Areas (NHAs) - These designated areas form a network of sites of national importance by reason of their flora, fauna, habitat type and/or geomorphologic interest and are protected under the Wildlife Act 2000.

Plot Ratio - The plot ratio for a development is the gross floor area of buildings on a site divided by the gross site area. The gross floor area is the sum of all floor space within the external walls of the building(s), excluding plant, tank rooms, basement storage areas (where floor to ceiling height is less than 2.1 m) and parking areas. In the case of a group of buildings with a common curtilage the floor area will be aggregated. The gross site area includes only such land as lies within the curtilage of the related buildings and in particular does not include adjoining public road area. Plot ratios are written as the ratio of gross floor area to the gross site area, for example, 2:1.

Polluter Pays Principle - Polluter Pays Principle means that the polluter should bear the expenses of carrying out the measures required to ensure that the environment is in an acceptable state. This environmental liability aims both to prevent and restore environmental damage. On the side of prevention, the principle highlights that if a situation is caused that could lead to environmental damage, preventive measures should be taken to avoid that. When environmental damage nevertheless occurs, it is required by the principle that environmental damage is restored.

Precautionary Principle - The precautionary principle is an approach where there is a presumption against any action whose environmental impact is uncertain and there is a strong bias towards avoiding potential environmental risks.

Proximity Principle - The proximity principle is the concept that waste should generally be managed as near as possible to its place of production, because transporting waste itself has an environmental impact.

Ramsar Site - These are wetlands of international importance listed in the Ramsar Convention on Wetlands, signed in Ramsar, Iran, in 1971, an intergovernmental treaty which provides the framework for national action and international co-operation for the conservation and wise use of wetlands and their resources. Ireland ratified the convention in 1984 and it obliges the State to recognise and conserve any internationally important wetlands. The convention notes the presence of rare, vulnerable, endemic or endangered plants or animals as a factor in determining international importance. The inner Galway Bay Complex and Lough Corrib SACs are both designated Ramsar sites.

Rightsizing generally means moving home in later life into housing that is more suitable. It was more usually known as 'downsizing'. It can also mean adapting your home to make it more age-appropriate, or considering other housing options.

Regional City – The National Planning Framework (NPF) identifies the four cities of Cork, Limerick, Galway and Waterford as a Regional Cities. It targets each to grow by at least 50% to 2040 and to support balanced regional development.

Salmonid River - The River Corrib is designated a Salmonid River under the EU Freshwater Fish Directive introduced in 1978 European Communities (Quality of Salmonid Waters) Regulations, 1988, S.I. no 84 of 1988. This designation aims to protect and improve the quality of fresh waters that support certain species of fish regulation. Specific water quality standards must be maintained and pollution controlled. Ireland is legally required to maintain and improve the water quality of rivers for Salmonid fisheries.

Scoping - The process of deciding the scope and level of detail of an SEA, including the environmental effects and alternatives which need to be considered, the assessment methods to be used, and the structure and contents of the Environmental Report. Scoping is carried out in consultation with the appropriate bodies.

Screening - The process of deciding whether a plan or programme requires SEA or AA.

SEVESO III Sites - Sites involved in the storage and/or production of dangerous substances that present a major accident hazard, subject to the Control of Major Accident Hazards (COMAH) Directive or Seveso III Directive 2012/18/EU, which seeks to reduce the risk and limit the consequences of accidents.

Strategic Flood Risk Assessment (SFRA) - The assessment of flood risk on a wide geographical area against which to assess development proposed in an area.

Significant Environmental Effect - Significance is a function of impact magnitude and the importance/sensitivity of the resources of the receptor. Effects on the environment which are significant in the context of a plan or programme. Criteria for assessing significance are set out in Annex II of the SEA Directive.

Site Coverage - Site Coverage is determined by dividing the total area of ground covered by buildings by the total site area excluding the public road.

Social Housing - Rented housing provided either by the Council or a voluntary or co-operative housing body.

Social Inclusion - Social Inclusion is defined as the process through which people are empowered to participate fully in life from an economic, social, cultural or political perspective.

Special Areas of Conservation (SAC) - The Habitats Directive (92/43/EEC) was transposed into Irish law by S.I. 94 of 1997, the European Communities (Natural Habitats) Regulations 1997. SACs are marine and terrestrial areas of internationally importance that have been designated for the protection of wildlife habitats and species (other than birds), which form part of EU Natura 2000 network of ecologically significant sites throughout Europe. Special protection measures should be applied regarding these habitats of specified wildlife species, in order to ensure the survival and reproduction in their distribution area. Two SACs designated areas exist in the city, the Galway Bay Complex and Lough Corrib Complex.

Special Protection Areas for Protection of Birds (SPAs) - Ireland is required under the terms of the EU Birds Directive (2009/147/EC) to designate Special Protection Areas (SPAs) for the protection of endangered species of wild birds. SPAs are sites designated to protect international important and rare bird species and their associated habitats. Two SPA designated areas exist in the city, the Inner Galway Bay SPA and Lough Corrib SPA. The designated protection area provides for a wide range of seabirds and waterfowl and their associated breeding colonies and habitats including Annex 1 bird species. Annex 1 is a catalogue of species and subspecies that, in the European Union, are threatened with extinction, or vulnerable in certain changes of their habitats, or scarce due to small populations or restricted regional distribution, or demand special caution due to the special nature of their habitats.

Strategic Environmental Assessment - The Strategic Environmental Assessment (SEA) Directive (2001/42/EC) requires that an environmental assessment is carried out on certain plans and programmes which are likely to have significant effects on the environment. A SEA is a systematic process of predicting and evaluating the likely environmental effects of implementing a proposed plan/programme in order to ensure that these effects are appropriately addressed at the earliest appropriate stage of decision-making. Strategic Environmental Objectives (SEO's) - Methodological measure against which the environmental effects of the plan/programme can be tested. SEO's are distinct from the plan objectives although will often overlap. SEO's are developed from, national, international and regional policy.

Sustainable Development - Sustainable Development is usually defined as 'development that meets the needs of the present without compromising the ability of future generations to meet their own needs without undermining the integrity and conservation objectives of European Sites and NHAs. It contains within it two key concepts: the concept of needs, in particular the essential needs of the world's poor, to which overriding priority should be given; and the idea of limitations imposed by the state of technology and social organization on the environment's ability to meet present and future needs.' (Taken from Our Common Future, UN World Commission on Environment and Development, 1987, also known as the Brundtland Report).

Sustainable drainage systems (SuDS) Approaches to manage surface water that takes into account of water quality flooding water quality (pollution) biodiversity (wildlife and plants) and amenity.

TDM – Transport Demand Management

TPO - Tree Preservation Order is used to protect selected trees and woodlands, if their removal would have a significant impact on the environment or amenity. Section 205 of the Planning and Development Act 2000 (amended), states that; 'if it appears to the planning authority that it is expedient, in the interests of amenity or the environment, to make provision for the protection of any tree, trees, groups of trees or woodlands, it may for that purpose and for stated reasons, make an order with respect to any such tree, trees, group of trees or woodlands as may be specified in the order.' Trees, which are the subject of a TPO, cannot be felled, unless the owner applies for planning permission to the local authority.

Waste Hierarchy - The waste management model, espoused by the E.U. and nationally, gives priority to,

1. Prevention,
2. Minimisation,
3. Reuse and Recycling (including biological treatment)
4. Energy Recovery and
5. Environmentally sustainable disposal of waste, which cannot be prevented or recovered.

Acronyms

AA Appropriate Assessment

ACA Architectural Conservation Area

AHB Approved Housing Bodies

ABTA – Area Based Transport Plan

CALF Capital Advance Leasing Facility

CAS Capital Assistance Scheme

C&D Construction and Demolition Waste

CFRAM Catchment Flood Risk Assessment and Management

CHP Combined Heat and Power

COMAH Control of Major Accident Hazards Involving Dangerous Substances, (Seveso III Directive)

CGS County Geological Sites

CPO Compulsory Purchase Order

CSO Central Statistics Office

CUR Connacht and Ulster Region

DAHG Department of Arts, Heritage and the Gaeltacht

DAHRRGA Department of Arts, Heritage, Rural, Regional and Gaeltacht Affairs

DCCAE Department of Communications, Climate Action and Environment

DECLG Department of Environment, Community and Local Government

DES Department of Education and Skills

DCEDIY Department of Children, Equality, Disability, Integration and Youth

DHLGH Department of Housing Local Government and Heritage

DHPCLG Department of Housing, Planning Community and Local Government (since changed)

DMURS Design Manual for Urban Roads and Streets

DTTaS Department of Transport, Tourism and Sport

DZ Decarbonisation Zone

EcIA Ecological Impact Assessment

EIA Environmental Impact Assessment

EIS Environmental Impact Statement

EPA Environmental Protection Agency

ESRI Economic and Social Research Unit

ESB Electricity Supply Board

EU European Union

EV Electric Vehicle

FRA Flood Risk Assessment

GEA Galway Energy Agency

GRETB Galway Roscommon Education and Training Board

GTI Galway Technology Institute

GTS Galway Transport Strategy

GMIT Galway Mayo Institute of Technology

GTU Galway Transportation Unit

GSI Geological Survey of Ireland

GVA – Gross Value added

HAP Housing Assistance Payment

NBAP National Biodiversity Action Plan 2017-2021

HLA Housing Land Availability

HNDA Housing Need and Demand Assessment

HSA Health and Safety Authority

HSE Heath Service Executive

ICT Information and Communication Technology

IDA Industrial Development Authority

IROPI Imperative Reasons of Overriding Public Interest

IW Irish Water

LAP Local Area Plan

LAWP Local Authority Water Programme

LDA Land Development Agency

LECP Local Economic and Community Plan

LEO Local Enterprise Office

LTACC Local Traveller Accommodation Consultative Committee

LTL Long term leasing

MASP Metropolitan Area Strategic Plan

N6 GCRR N6 Galway City Ring Road

NAMA National Asset Management Agency

NAP Noise Action Plan

NAAMP National Ambient Air Quality Monitoring Programme

NBS Nature Based Solutions

NDA National Disability Authority

NDP National Development Plan

NHA Natural Heritage Area

NIR Natura Impact Report

NMPF National Marine Planning Framework

NPF National Planning Framework

NPWS National Parks and Wildlife Service

NRA National Roads Authority

NSO – National Strategic Outcomes (as in NPF Section 1.3)

NSS National Spatial Strategy 2002-2020

NTA National Transport Authority

NUI Galway National University of Ireland Galway

NWRA Northern and Western Regional Assembly

NZEB Nearly Zero Energy Building

OPR Office of the Planning Regulator

OPW Office of Public Works

ORC Office of Revenue Commissioners

OS Ordnance Survey

RANS Recreation and Amenity Needs Study

RAS Rental Accommodation Scheme

RBMP River Basin Management Plan

RMP Record of Monuments and Places

RSES Regional Spatial and Economic Strategy

RPG Regional Planning Guidelines for West Region 2010-2020

RPO Regional Policy Objective

RPS Record of Protected Structures

SAC Special Area of Conservation

SDGs Sustainable Development Goals

SEA Strategic Environmental Assessment

SEAI Sustainable Energy Authority of Ireland

SEC Sustainable Energy Community

SEMRU Socio-Economic Marine Research Unit

SFRA Strategic Flood Risk Assessment

SI Statutory Instrument

SPA Special Protection Areas

SRD Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas DECLG2009

SuDS Sustainable Urban Drainage Systems

TII Transport Infrastructure Ireland

TTA Transport and Transport Assessment

TPO Tree Preservation Order

UDBHS Galway City Urban Density and Building Heights Study

UTMC Urban Traffic Management Centre

UNFCCC United National Framework Convention on Climate Change

UNCRPD UN Convention on the Rights of People with Disabilities in 2018

WFD Water Framework Directive

WHO World Health Organisation

WRBD Western River Basin District

WWTW Waste Water Treatment Works

Appendix 6 – Section 31 Ministerial Direction

An Roinn Tithíochta,
Rialtais Áitiúil agus Oidhreachta
Department of Housing,
Local Government and Heritage

3rd May 2023

For the Attention of: Mr. Brendan McGrath, Chief Executive

Galway City Council
City Hall
College Road
Galway
H91 X4K8

Section 31 of the Planning and Development Act 2000 (as amended)

Decision to Issue a Direction to Galway City Council regarding the

Galway City Development Plan 2023 – 2029

Dear Brendan,

I am writing to inform you of the following in relation to the section 31 draft Direction that issued to Galway City Council on 13th January 2023, and the subsequent consideration by the Office of the Planning Regulator ('the Office') of your report and the submissions made directly to the Office in connection with the Galway City Development Plan 2023 – 2029, as adopted by the elected members of Galway City Council on 24th November 2022.

The Office notified the Minister pursuant to section 31AN(4) of the Planning and Development Act 2000 ('the Act') on 23rd March 2023 and recommended that I, as Minister, issue the Direction as attached to the *Notice of Intention to Issue a Direction*, with minor amendments.

The draft Direction contained the following parts:

- Part 2(a) - reinstate zoning objectives to that of the draft Plan in the case of fourteen (14) identified locations in Galway City;
- Part 2(b) - delete eleven (11) zoning objectives from the adopted Plan: i.e. the subject land is unzoned.

Oifig an tAire Stáit atá freagrach as an Rialtas Áitiúil agus Pleanáil
Minister of State for Local Government and Planning

Teach an Chustaim, Baile Átha Cliath, D01 W6X0
Custom House, Dublin, D01 W6X0
T +353 1 888 2405 | ministerofstate@housing.gov.ie
www.gov.ie/housing

A copy of the notice letter and proposed final Direction was submitted to the Minister by the Office along with supporting documentation, which included the following:

- Galway City Council Chief Executive's Report issued under section 31(8) of the Act;
- A copy of submissions received by the Office pursuant to section 31(10) of the Act.

Having reviewed and considered the Office's notification letter under section 31AN(4), your report on the draft Direction and submissions received, and the submissions made directly by elected members of the Council to the Office, I am of the opinion that the Direction should be issued in line with the recommendations of the Office (with minor renumbering to address a typographical issue), and in that regard I refer you to the Statement of Reasons set out in the enclosed Direction.

Having noted your recommendations as Chief Executive under section 31(9) of the Act in relation to the best manner in which to give effect to the draft Direction, I am in agreement with the Office's recommendation to also omit identified specific development objectives from the plan that correspond to individual land use zonings included in the Direction and in this regard you will note the insertion of Part 2(c) in the final Direction as issued.

In relation to your recommendation to consider the insertion of appropriate alternative land use zoning objectives on certain identified lands, I am of the opinion that should the planning authority consider alternative zoning objectives are necessary, this is a matter that would be most appropriately determined by the elected members of Galway City Council in exercise of their reserved function to vary the development plan pursuant to section 13 of the Act. This process would be informed by environmental assessment, as well as public consultation, and would provide an opportunity for further engagement with the Office. In relation to specific matters raised in submissions relating to the development of land which previously had the benefit of a grant of permission, I am specifically precluded by section 30 of the Planning and Development Act 2000 (as amended) from exercising any power or control in relation to any particular case

with which a planning authority is or may be concerned. I am of the opinion that matters relating to such lands are most appropriately dealt with at the local level by the City Council as planning authority.

Accordingly, Galway City Council should **TAKE NOTICE** that on the 3rd day of May, 2023 I have issued a Direction pursuant to section 31 of the Planning and Development Act 2000 (as amended). Pursuant to section 31(17) of the Act this Direction is deemed to have immediate effect and its terms are considered to be incorporated into the plan. A copy of this Direction is enclosed.

In light of the foregoing, Galway City Council is required, pursuant to section 31(2) of the Planning and Development Act 2000 to comply with this Direction so as to rectify the matter in a manner that, in my opinion, will ensure that the Galway City Development Plan 2023 – 2029 sets out an overall strategy for proper planning and sustainable development and meets the requirements of the Act.

The Council should ensure that the Direction is available for inspection at its offices and on its website.

My officials remain available to assist you, as necessary, in complying with the foregoing process.

Yours sincerely,

Kieran O'Donnell

Kieran O'Donnell TD
Minister of State for Local Government and Planning

Copied to:

- Cathaoirleach, Galway City Council, City Hall, College Road, Galway, H91 X4K8
- Office of the Planning Regulator, Fourth Floor (West Wing) Park House, Grangegorman, 191-193A North Circular Road, Dublin 7, D07 EWV4.
- Director, Northern and Western Regional Assembly, The Square, Ballaghaderreen, County Roscommon F45 W674.

DIRECTION IN THE MATTER OF SECTION 31

OF THE PLANNING AND DEVELOPMENT ACT 2000 (as amended)

Galway City Development Plan 2023 – 2029

"Development Plan" means the Galway City Development Plan 2023 – 2029

"Planning Authority" means Galway City Council

The Minister of State at the Department of Housing, Local Government and Heritage in exercise of the powers conferred on him by section 31 of the Planning and Development Act 2000 (No.30 of 2000) and the Housing, Local Government and Heritage (Delegation of Ministerial Functions) Order 2023 (S.I. No. 116 of 2023), and consequent to a recommendation made to him by the Office of the Planning Regulator under section 31AN(4) of the Act, hereby directs as follows:

(1) This Direction may be cited as the Planning and Development (Galway City Development Plan 2023 – 2029) Direction 2023.

(2) The Planning Authority is hereby directed to take the following steps with regard to the Development Plan:

(a) Reinstate the following zoning objectives to that of the draft Plan:

(i) A.4 Coolagh Road – i.e. subject land reverts to Agriculture and High Amenity (G) from Enterprise, Light Industry and Commercial (CI).

(ii) A.9 Off Headford Road and Sandyvale Lawn – i.e. subject land reverts to Recreation and Amenity (RA) from Residential (R).

(iii) A.11 Dublin Road – i.e. subject land reverts to Recreation and Amenity (RA) from Residential (R).

1

(iv) A.13 Terryland – i.e. subject land reverts to Recreation and Amenity from Residential.

(v) A.15 Quarry Road, Menlo – i.e. subject land reverts to Agriculture (A) from Residential (R2).

(vi) A.16 Ballindooley – i.e. subject land reverts to Agriculture (A) from Residential (R2).

(vii) A.17 Off Circular Road – i.e. subject land reverts to Agriculture (A) from Residential (R2).

(viii) A.18 Off Circular Road – i.e. subject land reverts to Agriculture (A) from Residential (R2).

(ix) A.19 Menlo Village Extension – i.e. subject land reverts to Agriculture and High Amenity (G) from Residential (R2).

(x) A.20 Quarry Road – i.e. subject land reverts to Agriculture and High Amenity (G) from Residential (R2).

(xi) A.21 Roscam – i.e. subject land reverts to Agriculture and High Amenity (G) from Residential (R2).

(xii) A.23 Roscam – i.e. subject land reverts to Agriculture and High Amenity (G) from Residential (R2).

(xiii) A.24 Menlo Village Extension – i.e. subject land reverts to Agriculture and High Amenity (G) from Residential (R2).

(xiv) A.25 Headford Road – i.e. subject land reverts to Recreation and Amenity (RA) from Residential R2.

(b) Delete the following zoning objectives from the adopted Plan: i.e. the subject land is unzoned:

(i) Land zoned Residential R2 in the adopted Plan at Cappagh consistent with the recommendation of the chief executive's report dated 16th June 2022.

(ii) Figure 11.20 Ballindooley.

(iii) Figure 11.26 Coolagh area.

(iv) Figure 11.31 Coolagh area.

(v) Figure 11.29 Quarry Road Menlo and two further sites on Monument Road Menlo.

(vi) Figure 11.27 in the Castlegar area.

(vii) Figure 11.28 in the Castlegar area.

(viii) Figure 11.24 in the Roscam area.

(ix) Figure 11.30 in the Roscam area.

(x) Figure 11.14 in the extended Roscam area.

(xi) Figure 11.25 Murrough.

(c) Omit the specific development objectives in Section 11.2.8 of the Development Plan for the following lands as set out in the Chief Executive recommendations in the Chief Executive's Report dated 3rd March 2023:

- A.15 Quarry Road, Menlo.
- A.16 Ballindooley.
- A.19 Menlo Village Extension.
- A.20 Quarry Road.
- A.23 Roscam.
- A.24 Menlo Village Extension.
- Land zoned Residential R2 in the adopted Plan at Cappagh consistent with the recommendation of the chief executive's report dated 16th June 2022.
- Figure 11.20 Ballindooley.
- Figure 11.26 Coolagh area.
- Figure 11.31 Coolagh area.
- Figure 11.29 Quarry Road Menlo and two further sites on Monument Road Menlo.

- Figure 11.27 in the Castlegar area.
- Figure 11.28 in the Castlegar area.
- Figure 11.24 in the Roscam area.
- Figure 11.30 in the Roscam area.
- Figure 11.14 in the extended Roscam area.
- Figure 11.25 Murrough.

STATEMENT OF REASONS

I. Pursuant to section 31(1)(b), section 31(1)(ba)(i) and section 31(1)(c)

The Development Plan as made includes land zoned for residential development that individually and cumulatively are not consistent with the Core Strategy, national and regional planning policy, and the proper planning and sustainable development of the area, including:

a. Land zoned for residential development that is not consistent with the Core Strategy in the adopted Plan.

b. Land zoned for residential development in peripheral and unserviced locations in a piecemeal and non-sequential manner inconsistent with the requirement for compact growth in NPO 3(a-b) of the NPF and RPO 3.2 of the RSES and to strengthen the value of greenbelts and green spaces under NPO 62, the requirement under section 10(2)(n) of the Act for objectives to promote sustainable settlement and transport strategies to reduce energy use and to reduce greenhouse gas emissions, and fails to have regard to the sequential approach to development having regard to the policy and objective of the Development Plans Guidelines for Planning Authorities (2022) ("the Development Plan Guidelines") regarding the sequential approach to zoning for residential development (section 6.2.3)

II. Pursuant to section 31(1)(ba)(i) and section 31(1)(c)

The Development Plan as made includes extensive areas of land zoned Residential R2 in a piecemeal manner in unserviced and peripheral and/ or isolated locations, and more often in areas otherwise zoned Agriculture or Agriculture and High Amenity, that would undermine the potential of the city to deliver its 50% compact growth target in NPO 3(a-b) of the NPF, and inconsistent with NPO 62 to strengthen the value of greenbelts and green spaces at a city level.

III. Pursuant to section 31(1)(ba)(i) and section 31(1)(c)

Land zoned for Enterprise, Light Industry and Commercial (CI) at an unserviced and remote location at Coolagh Road (material amendment A.4) inconsistent with the tiered approach to zoning under NPO 72 (a-c) of the NPF, the requirement under section 10(2)(n) of the Act for objectives to promote sustainable settlement and transport strategies to reduce energy use and to reduce greenhouse gas emissions, and fails to have regard to Development Plans Guidelines regarding sequential development in a city context, in particular in relation to the prioritisation of new development along high quality public transport corridors.

IV Pursuant to section 31(1)(ba)(i) and section 31(1)(c)

Land zoned for residential development in areas known to be at risk of flooding inconsistent with NPO 57 of the NPF, which seeks to avoid inappropriate development in areas at risk of flooding in accordance with Ministerial Guidelines issued under Section 28 of the Act, The Planning System and Flood Risk Management, Guidelines for Planning Authorities (2009) ("the Flood Guidelines").

V Pursuant to section 31(1)(c)

No adequate reasons nor explanations relating to the proper planning and sustainable development of the area have been provided to explain why lands have been zoned in such a way and how this approach (involving a failure to zone lands having regard to the Development Plan Guidelines and

Flood Guidelines) is consistent with an overall strategy for the proper and sustainable development of the area.

VI Pursuant to section 31(1)(a)(i)(II)

The Development Plan has not been made in a manner consistent with, and has failed to implement, the recommendations of the Office of the Planning Regulator under Section 31AM of the Act.

GIVEN under my hand,

Kieran O'Donnell TD
Minister of State for Local Government and Planning

3 May, 2023

6

Comhairle Cathrach
na Gaillimhe
Galway City Council

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