

**Comhairle Cathrach na Gaillimhe  
Plean Forbartha Cathrach 2023-2029**

**Galway City Council  
City Development Plan 2023-2029**

**Chief Executives Report on the Proposed  
Variation (No. 3) to the Galway City  
Development Plan 2023-2029**

**April 2026**

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## Section 1: Introduction

### 1.1 Purpose of Report

Galway City Council published notice on 06 March 2026 of proposed Variation No. 3 to the Galway City Development Plan 2023-2029. Public consultation closed on 07 April 2026.

The purpose of Variation No. 3 is to incorporate new revised housing growth requirements arising from the adoption of the National Planning Framework, First Revision in April 2025 and the subsequent publication of the NPF Implementation: Housing Growth Requirements' Guidelines published under Section 28 of the Planning and Development Act 2000, as amended, in July 2025.

Galway City Council's approach to meeting the Government's revised housing growth requirements is a targeted, plan-led strategy to deliver additional housing in the short, medium and long term in line with Ministerial Guidelines. The emerging strategy focuses on four key areas:

1. Regeneration lands (including City Hall environs and adjustments to the Sandy Quarter to improve viability and connectivity),
2. Infill densification in inner suburban and public transport adjacent locations (with clearer development management standards),
3. Targeted greenfield zoning—including a first phase review at Ardaun and a new transport orientated coastal community at Murrough (capacity up to 2,500 homes, sequenced with rail crossing, wastewater and flood resilience works), additional lands to be zoned at Merlin, Rosshill and Letteragh, and
4. Statutory Area Plans for Castlegar and Doughiska to provide ten-year guidance on land use, density and enabling infrastructure.

This integrated approach ensures sustainable growth, compact development, and strategic regeneration while aligning with guidelines on flexibility, phasing, and infrastructure planning. In order to support this strategy, and to meet the future housing needs of Galway City, it is proposed to zone an additional approximate 89 hectares of residential land.

The purpose of this report is to list all persons or bodies who made submissions or observations on the proposed variation, to provide a summary of all submissions and observations received, and to present the Chief Executive's response to the issues raised in the consultation, including recommendations where relevant.

This report is prepared in accordance with Section 58 of the Planning and Development Act 2024.

## **1.2 Consultation Process**

Notice of the proposed variation was published online and in the Galway Advertiser on 06 March 2026 and sent to the Office of the Planning Regulator, the Northern and Western Regional Authority and the Minister for Housing, Local Government & Heritage and other prescribed bodies in accordance with section 58 of the 2024 Act. Documents were made available online, and hard copies were on public display at City Hall and a number of libraries and community centres around Galway City.

The consultation period for the proposed variation was between 06 March 2026 and 07 April 2026. The aim of this consultation was to enable the public and interested parties to give their observations on the proposed variation.

A total of 71 submissions were received during the consultation period with respect to the proposed variation. All submissions have been given careful and serious consideration and Galway City Council wishes to thank all those who engaged in the public consultation process. Section 4 contains a list of all persons and organisations who made submissions.

## **1.3 Format of this Report**

This Chief Executive's report is structured as follows:

Section 1 contains the introduction (this section).

Section 2 summarises the submissions and observations made by statutory agencies, starting with submissions from the Office of the Planning Regulator (Submission no. GLWC-C37-62), the Northern and Western Regional Authority (Submission no. GLWC-C37-67), and the National Transport Authority (GLWC-C37-11) and includes the Chief Executive's Response and Recommendation.

Section 3 summarises the other submissions and observations made to the proposed Variation, grouped by topic and theme, and includes the Chief Executive's response to the issues raised in the submissions and the Chief Executive's recommendation.

Submissions seeking rezonings of lands not included in the advertised variation are addressed in Section 3.2, where it is noted that such sites have not been subject to the SEA, AA and SFRA or Settlement Capacity Audit prepared for Variation No. 3 and are therefore not proposed for rezoning, as discussed below under each new rezoning request.

Section 4 contains a list of all submissions received and a summary matrix of those submissions. This matrix includes the reference for each submission, the person/body

making the submission, a brief summary of the submission and where in the report the Chief Executive's response to the issues raised can be found.

Where changes to the written text are Recommended by the Chief Executive, they are presented in the following format: any additional text proposed in the original variation is shown in green and any deletions from the text are shown in ~~red with a strikethrough~~. Any additions proposed as part of the CE recommendations of this report are shown in **bold blue text**.

## 1.4 Next Steps

The Elected Members on receipt of this Report are obliged to consider the proposed variation and the contents of the CE Report. The legislation requires this to be completed not later than 6 weeks after the submission of the CE Report to the Members. The Members may then by resolution make the variation with or without modification, or the Members can refuse to make the variation.

The Elected Members are in receipt of the CE Report as of 30th April 2026. This means that under the relevant legislation the decision whether or not to vary the Plan must be decided within 6 weeks of receipt of the CE Report. It is proposed to be considered at the June 2026 Plenary Meeting.

In advance of a decision on the proposed variation, it is a statutory requirement to determine if a Strategic Environmental Assessment (SEA) and/or an Appropriate Assessment (AA) are required. SEA and AA screening assessments were carried out and concluded that full SEA/AA assessments were required in relation to the proposed variation. All environmental assessment documentation was made available for consultation in tandem with the details of the proposed variation.

## 1.5 List of Proposed Alterations to the Development Plan

The table below contains a list of the proposed alterations to the Galway City Development Plan 2023-2029. The detail of each of these proposed alterations is set out in the Variation No. 3 Consultation Report.

Ref	Description of Amendment
A.1	Amend Preface Local Planning paragraph (page 12) to Remove reference to Ardaun LAP
A.2	Amend 1.3.2 National Policy (page 17) to update NPF reference to First Revision 2025
A.3	Add paragraph on NPF First Revision 2025 key changes to 1.3.2 National Policy (page 17)
A.4	Add new objective on Revised NPF housing growth requirements to Policy 1.2 National and Regional Framework (page 18)
A.5	Amend 1.4.1 Preparation of Core Strategy (page 19-20) to update policy documents to include 2025 Housing Growth Requirements
A.6	Add text on Core Strategy update alignment to 1.4.2 Population Projections (page 20-21)
A.7	Amend 1.4.6 Housing Target for the Core Strategy (page 25-28) to replace Housing Supply Target with Housing Growth Requirements section
A.8	Amend 1.5.1 General (page 29) to remove reference to Ardaun LAP
A.9	Amend 1.5.2 Settlement Capacity Audit (page 29-30) to update references to Guidelines and remove references to LAPs
A.10	Add Settlement Capacity Audit Update to 1.5.2 Settlement Capacity Audit (page 31)
A.11	Amend 1.5.3 Core Strategy Statement (page 31-33) to add reference to Revised NPF 2025 and remove references to Ardaun LAP
A.12	Add Housing Growth Strategy section to 1.5.3 Core Strategy Statement (page 34)
A.13	Add reference to Revised NPF employment targets to 1.6 Employment Development (page 34)
A.14	Amend 1.9 Core Strategy Map and Core Strategy Table (page 39) to update references to Revised NPF and NPO 101 and remove references to Ardaun LAP
A.15	Remove Objective 12 Review Ardaun LAP from Policy 1.4 Core Strategy (page 42)
A.16	Amend 3.1 Context (page 63) to remove reference to Ardaun LAP
A.17	Update references in Objectives 18 and 24 in Policy 3.1 Housing Strategy (page 67-68)
A.18	Amend Table 3.1 Indicative Neighbourhood Areas (page 70) to remove reference to Ardaun LAP
A.19	Add text in relation to infill development to 3.4 Urban Context (page 72)

<b>A.20</b>	Amend 3.4 Residential Densities (page 72) to update references to 2024 Compact Settlements Guidelines
<b>A.21</b>	Amend 3.4 Residential Densities (page 72) to add new density ranges
<b>A.22</b>	Amend Policy 3.3 Sustainable Neighbourhood Concept (page 73) to update reference to 2024 Compact Settlements Guidelines and add clarifying text with relation to infill development
<b>A.23</b>	Amend 3.5 Sustainable Neighbourhoods: Outer Suburbs (page 78/79) to remove references to Ardaun LAP
<b>A.24</b>	Amend text in 3.6 Sustainable Neighbourhoods: Established Suburbs (page 80) in relation to infill development
<b>A.25</b>	Amend text in Policy 3.5 Sustainable Neighbourhoods: Established Suburbs (page 82) in relation to infill development
<b>A.26</b>	Amend text in 3.7 Sustainable Neighbourhoods: Inner Residential Areas (page 83) in relation to infill development
<b>A.27</b>	Amend text in Policy 3.6 Sustainable Neighbourhoods: Inner Residential Areas (page 84) in relation to infill development
<b>A.28</b>	Amend 4.2 Land Use and Transportation (page 95) to remove references to Ardaun LAP
<b>A.29</b>	Amend 5.3.1 European Designated Sites (page 128) to add consideration for impact of increased visitor pressures
<b>A.30</b>	Amend Policy 5.2 Protected Spaces: Sites of European, National and Local Ecological Importance (page 132-134) to add consideration for impact of increased visitor pressures
<b>A.31</b>	Amend Table 6.1 Galway City and County Retail Hierarchy (page 176) to remove references to Ardaun LAP
<b>A.32</b>	Amend 6.5 Retail Hierarchy – Level 3: District Centres (page 180) to remove references to Ardaun LAP
<b>A.33</b>	Amend 7.5 Community Facilities – Education (page 201) to remove references to Ardaun LAP
<b>A.34</b>	Amend 8.8 Urban Design and Placemaking (page 219/ 220) to remove references to Ardaun LAP and add architectural policy
<b>A.35</b>	Remove Objective 5 Ardaun LAP implementation and add Architectural Policy to Policy 8.7 Urban Design and Placemaking (page 222)
<b>A.36</b>	Amend 9.4 Water Services (page 233/ 235) to remove references to Ardaun LAP
<b>A.37</b>	Amend Figure 10.6 Sandy Road Regeneration Site (page 261) to replace Figure 10.6 with updated map
<b>A.38</b>	Amend 10.X City Hall Site (page 270) to add City Hall Site Opportunity Site
<b>A.39</b>	Amend 10.24 Ardaun LAP (page 273) to remove references to LAP
<b>A.40</b>	Amend Policy 10.5 Ardaun (page 273- 274) to remove reference to LAP and add Objectives for Ardaun area
<b>A.41</b>	Amend 10.25 Murrough LAP (page 274-275) to remove reference to LAP and update section

<b>A.42</b>	Replace Figure 10.22 Murrough LAP (page 275)
<b>A.43</b>	Amend Policy 10.6 Murrough (page 275) and add Objectives for Murrough Masterplan
<b>A.44</b>	Insert text and Policy for Statutory Area Plan in Doughiska in Chapter 10 (page 275)
<b>A.45</b>	Insert text and Policy for Statutory Area Plan in Castlegar in Chapter 10 (page 275)
<b>A.46</b>	Update Specific Objectives for Ardaun and Murrough and add Objective for Doughiska and Castlegar in 10.26 Specific Objectives (page 276)
<b>A.47</b>	Insert Specific Objectives relating to CF lands at Ardaun in 11.2.1 Institutional and Community CF (page 280)
<b>A.48</b>	Insert Specific Objectives relating to rezoned R lands in 11.2.8 Residential R and Residential R2 (page 289)
<b>A.49</b>	Insert Specific Objectives relating to R lands at Merlin Park to 11.2.8 Residential R and Residential R2 (page 292)
<b>A.50</b>	Remove objective relating to R2 lands at Roscam Pitch and Putt and Briarhill from 11.2.8 Residential R and Residential R2 (page 292)
<b>A.51</b>	Update Zoning Objective UVC (page 292) and add Specific Objective relating to lands at Ardaun
<b>A.52</b>	Amend text in 11.3.1 (c) Amenity Open Space provision in Residential Developments (page 299) in relation to infill development
<b>A.53</b>	Add text to 11.3.1 (j) Conversion and Subdivision of Dwellings (page 303) relating to public open space and car parking standards.
<b>A.54</b>	Add text to 11.3.2 (c) Car Parking Standards (page 304) in relation to infill development
<b>A.55</b>	Rezone lands at Murrough from unzoned / LAP / RA to R
<b>A.56</b>	Rezone lands at Rosshill (Cuan an Róis) from R2 to R
<b>A.57</b>	Rezone lands at Rosshill from R2 to R
<b>A.58</b>	Rezone Merlin Lands from RA to R
<b>A.59</b>	Rezone lands at the junction of Doughiska and Dublin Road from R2 to R
<b>A.60</b>	Rezone lands in Ardaun from RA to UVC
<b>A.61</b>	Update reference in Map Key to Ardaun boundary
<b>A.62</b>	Rezone lands in Doughiska from R2 to R
<b>A.63</b>	Rezone lands on Tuam Road from R2 to R
<b>A.64</b>	Rezone lands at Coolough from R2 to R
<b>A.65</b>	Rezone lands at and around City Hall from CF to CI
<b>A.66</b>	Extend the boundary of the Sandy Road Regeneration Site
<b>A.67</b>	Rezone lands east of Circular Road from RA to R
<b>A.68</b>	Rezone lands in Letteragh from A to R
<b>A.69a</b>	Rezone lands west of Circular Road from R2 to R
<b>A.69b</b>	Rezone lands west of Circular Road from R2 to R
<b>A.69c</b>	Rezone lands west of Circular Road from R2 to R

## Section 2: Issues Raised by Statutory Agencies

This section summarises the submissions and observations made by statutory agencies, starting with submissions from the Office of the Planning Regulator, the Northern and Western Regional Authority, and the National Transport Authority, and includes the Chief Executive's Response and Recommendation in respect of each submission.

### 2.1 Office of the Planning Regulator

#### Summary of submission

The submission from the Office of the Planning Regulator (OPR) notes the statutory plan review powers and functions of the Office and that the Office will review any adopted Variation to consider whether it is consistent with its recommendations and whether it sets out an overall strategy for the proper planning and sustainable development of the area.

The OPR acknowledges Galway City Council's work in preparing Variation No. 3. Overall, the OPR is supportive of the Planning Authority's response to the National Planning Framework (NPF) Implementation: Housing Growth Requirements (2025). Noting this, the submission contains five recommendations for consideration. The OPR notes that the recommendations relate to potential breaches of the relevant legislative provisions, of the national or regional policy framework and/or of the policy of Government and should be addressed by Planning Authorities.

The OPR supports the zoning of the Murrough lands, a 34-hectare strategic landbank with the potential to deliver up to 2,500 new homes. The OPR recognises the opportunity for Transport Orientations Development (TOD) at Murrough, aligned with a potential future rail station, but highlights that the site will require active management to ensure coordinated infrastructure delivery, environmental protection and timely housing output. The OPR commends the Planning Authority's sequential approach to upgrading nine Residential 2 zonings to Residential 1 as part of the proposed Variation. In addition, the incorporation of the Ardaun lands, previously subject to a Local Area Plan, is also welcomed, with capacity for approximately 4,640 homes.

The OPR identifies deficiencies in how data is presented, noting background documentation correctly identifies the additional lands released and estimated unit yield, this information has not been consistently carried through to the revised core strategy or Housing Growth Requirement tables. The OPR therefore recommends that these tables be amended for clarity and transparency.

The OPR considers that the variation lacks a Settlement Capacity Audit (SCA). The submission considers that there is no comprehensive audit assessing infrastructure capacity for all newly zoned lands. The OPR recommends that a detailed SCA be prepared, identifying land area, housing yield, density assumptions and infrastructure constraints for each site.

The OPR generally agrees with the Planning Authority's approach, which prioritises regeneration of the city centre, development within existing suburban areas and sites close to public transport before moving to greenfield lands. The identification of regeneration and opportunity sites in the city centre, including at City Hall and Sandy Road, is welcomed, as is alignment with national guidance on density, building height and design quality. It is highlighted that the variation quotes a previous version of the Planning Design Standards for Apartments and this needs to be updated.

The OPR considers that greater strategic direction is required for major greenfield sites. At Murrough, whilst a commitment to prepare a Masterplan is acknowledged and welcomed, the OPR considers this insufficient in isolation. In this context it is recommended that a high-level Concept Masterplan be included as part of the proposed Variation, which sets out key planning principles, phasing, infrastructure delivery and environmental management measures to reduce delivery risk and support compact growth objectives.

Similar concerns are raised in relation to Rosshill, where two adjoining sites have a combined capacity of approximately 500–700 homes. The OPR recommends that these lands be developed as part of a high-level masterplanning approach, including clarity on transport provision and phasing. For Castlegar and Doughiska, which are identified as longer-term growth areas, the OPR supports the preparation of statutory Area Plans but recommends that indicative timelines and commitments to infrastructure capacity assessments be included.

The OPR raises concerns regarding the proposed rezoning of two sites currently designated as Natural Heritage, Recreation and Amenity lands at Merlin and Circular Road East. The OPR questions the justification for these rezonings, noting the strategic importance of both sites as components of the City's green infrastructure network. It highlights that the Merlin lands were previously the subject of a Ministerial Direction requiring retention of their open space zoning. The OPR states that sufficient alternative residential lands have been identified to meet housing targets and therefore considers the rezoning of these open space lands unnecessary.

The importance of the integration of transport and land-use planning is highlighted, with the OPR noting that large residential developments must be supported by walking, cycling and public transport infrastructure to avoid car dependency. It recommends the preparation of Local Transport Plans to inform the Murrough Masterplan, future

development at Ardaun and statutory Area Plans at Castlegar and Doughiska, in consultation with the National Transport Authority and other prescribed bodies. The OPR also highlights the need for transport assessments at Rosshill to accompany the proposed rezonings.

The submission addresses coastal change risk and management, particularly in relation to Murrough. The OPR notes advice from the Office of Public Works indicating that parts of the coastline are vulnerable to erosion and wave overtopping. It recommends that the Planning Authority consider undertaking a Coastal Erosion Risk Management Study and identify areas at risk within the plan.

The OPR notes that the Chief Executive's report to elected members must summarise the recommendations and outline how they are to be addressed. Failure to comply with recommendations must be clearly justified to the OPR following adoption of the Variation. It states that the OPR must be notified within five working days of the decision of the Planning Authority in relation to the proposed Variation.

### **Chief Executive Response**

#### **Recommendation 1 – Implementation of the Housing Growth Requirements**

- (i) Revise the core strategy to identify the quantity of additional lands proposed for zoning (89ha) and the estimated housing units (5006) and clarify Objectives 1 and 2 by identifying the Housing Growth Requirement figure and new additional provision separately within the housing Growth Requirement Table of the proposed Variation at A7 policy amendment;**

#### **Response:**

The Planning Authority acknowledges the Office's recommendation and confirms that the Core Strategy and Housing Growth Requirement Table at Section A.7 of the proposed Variation will be revised for clarity and consistency with the NPF Implementation: Housing Growth Requirements Guidelines (2025).

- (ii) Provide a Settlement Capacity Audit (SCA) to include an assessment of all new Residential 1 zonings including those previously zoned as Residential 2, Tier 2, unzoned;**
- (iii) Provide details on the quantum (ha), density and housing yield (units) of each new Residential 1 zoning within the SCA; and**
- (iv) Identify and review the serviceability of each zoning including accessibility to water and wastewater infrastructure, roads and public transport infrastructure, energy infrastructure and availability of social infrastructure including school and community provision as set out in section 2.4 of the Housing Growth Guidelines.**

#### **Response:**

The Executive is in agreement with the OPR, regarding Murrough being a strategically located landbank where an opportunity exists for Transport Oriented Development (TOD), aligned to the provision of a future train station at northern section of Murrough Lands. The Executive acknowledges that the development of these lands will require careful and active management by the Planning Authority, particularly in relation to infrastructure delivery and environmental management.

### **Settlement Capacity Audit**

The Executive acknowledges the OPR's concerns regarding the SCA and agree that this assessment could be bolstered with additional information. The Executive has therefore combined baseline information and previous reports / on-site assessments, to provide a revised SCA, which is supported by local Social Infrastructure Maps. The revised SCA appears in Appendix A and this assessment provides the relevant information on all new R1 zonings, lands proposed for rezoning from R2 to R and lands proposed for rezoning from 'unzoned' to R. The SCA includes all proposed amendments to the current Galway City Development Plan 2023 - 2029 maps i.e. Amendments A.55 – A.69c.

The SCA was prepared using site assessment and survey data undertaken in accordance with the NPF Implementation: Housing Growth Requirements Guidelines. The assessments include baseline, high-level information on roads, footpaths, cycle facilities, public lighting, water and wastewater services, flooding, and environmental considerations. This evidence informed decisions on the proposed rezonings and is incorporated into the SCA. The SCA is further supported by individual social infrastructure maps for each proposed rezoning site (A.55–A.69c), illustrating the availability of roads, public transport, and education and community facilities, as required under Section 2.4 of the Housing Growth Guidelines.

As requested, the SCA provides detail on the quantum (ha), density and housing yield (units) of each site, including all new R1 zonings. It also provides the requested information, in terms of the serviceability of each zoning e.g. accessibility to water and wastewater infrastructure, using the site assessments previously carried out.

In terms of water supply and wastewater in general, it is of relevant to note that Uisce Éireann recently published the 2026 Water Supply Capacity Register and Wastewater Treatment Capacity Register, both of which now provide additional, up-to-date information that further clarifies network capacity and investment planning for the City. This up-to-date information is discussed below, but also under Section 2.14 'Uisce Éireann'.

### **Water Supply**

According to the 10-Year Water Supply Capacity Register (April 2026), the Lough Corrib Water Resource Zone—serving Galway City and suburbs—has capacity

available to support projected demand to 2035, subject to level-of-service (LoS) improvements through leakage reduction and targeted capital investment.

The completion of the Terryland Raw Water Intake Project (2024) has strengthened resilience in the City's supply system. The planned Terryland Water Treatment Plant Upgrade (increasing capacity from 45,800 m<sup>3</sup>/day to 66,000 m<sup>3</sup>/day by 2031) will ensure continued support for growth under the National Planning Framework – First Revision (2025).

## **Wastewater**

The Wastewater Treatment Capacity Register (April 2026) indicates that Mutton Island WWTP currently provides treatment capacity of 170,000 PE, with c. 25,000 PE of spare capacity available. This suggests that existing treatment capacity can accommodate short- to medium-term population growth envisaged in Variation No. 3.

Since UÉ's submission to Variation No. 3, further detail has been made available through the emerging Galway Wastewater Strategy (GWS). The draft strategy, scheduled for public consultation in Q2 2026, reviews the capacity and long-term function of Mutton Island WWTP and the wider network to 2080. It will guide phased capital investment in both treatment and collection systems over successive investment cycles. In the interim, UÉ continues to deliver localised improvements through network optimisation and infiltration-reduction programmes to mitigate flooding and service risks

Having regard to Section 2.4 of the Housing Growth Guidelines and noting the information provided by Uisce Éireann and the baseline data that is seen in the revised SCA, the overall position is positive. There are no identified strategic water services constraints that would undermine the delivery of the Core Strategy in general. The SCA confirms that sufficient capacity exists or can be made available over the plan / variation period, to support projected growth in a planned and phased manner. Any localised issues can be addressed through infrastructure investment, ongoing engagement with Uisce Éireann and appropriate sequencing of development.

## **Recommendation 2 – Delivering sustainable communities and compact growth**

- (i) Include a high level Concept Masterplan for Murrough Lands setting out key planning concepts (for example the 10 minute town), indicating key infrastructure requirements including an over rail bridge, linkage to existing road and pedestrian networks, dual track rail line and commuter stop, active travel routes, water and sewerage infrastructure, reserved site for primary school and campus location, and identifying measures to**

**manage environmentally sensitive sites, flood risk, coastal management and built heritage assets;**

**Response:**

The Planning Authority acknowledges the OPR's observations regarding the strategic importance of the Murrough lands and fully agrees that their development must be coordinated, plan-led and aligned with National Planning Objective (NPO) 9 and the Compact Settlements Guidelines. The Authority also accepts, in principle, the value of a high-level Concept Masterplan in supporting compact growth, reducing risks/delays associated with the provision of infrastructure, promoting climate action and ensuring a transition to a low-carbon, climate-resilient society.

Policy Amendment A.43 of Variation No. 3 commits the Planning Authority to the preparation of a Masterplan for the Murrough lands. The Planning Authority considers that a high-level concept Masterplan prepared before detailed engagement with key stakeholders and infrastructure providers may not be fully deliverable and could require early revision. It is considered that the most effective approach is to initiate the master planning process through continued and structured engagement with relevant stakeholders (e.g. NTA, Irish Rail, UE, OPW and Corrib Go Coiste), to agree infrastructure requirements, phasing and delivery mechanisms.

While the Planning Authority fully supports the preparation of a high-level Concept Masterplan for the Murrough lands, it is considered that Amendment A.43 represents an appropriate response at this stage, ensuring that the Masterplan is prepared at the correct point in the plan-making sequence and is underpinned by the necessary technical work and stakeholder collaboration to support implementation. Extensive public consultation will be undertaken at a stage where more detailed master planning layouts / scenarios and agreed infrastructure strategies, can be presented.

- (ii) Also include a Phasing and Implementation Plan for the Murrough lands with indicative timelines with a commitment to carry out detailed engagement process with key prescribed bodies and stakeholders including the National Transport Authority, Transport Infrastructure Ireland, Office of Public Works, Uisce Éireann and the Department of Education to develop an Infrastructure Capacity Assessment;**

**Response:**

The matters raised will be addressed as part of the proposed Master planning process for the Murrough lands. The Masterplan will include a Phasing and Implementation Plan, incorporating indicative timelines for development and infrastructure delivery. It is envisaged that the phasing of development will be guided by the adoption of a comprehensive Masterplan for Murrough, with development progressing initially to the north (lands north of the railway line).

This approach will be informed by early, structured and ongoing engagement with key prescribed bodies and relevant stakeholders to support the preparation of a detailed Infrastructure Capacity Assessment. As noted above, extensive public consultation will form a central component of the master planning process and will directly inform the sequencing and delivery of development.

This coordinated approach will ensure that development in Murrough will not be subject to piecemeal development. Development will be appropriately phased and supported by the timely provision of essential physical and social infrastructure where necessary.

- (iii) Include a high-level Concept Masterplan for Rosshill Lands and amalgamate two residential zoning sites at A.56 and A.57 and Ardaun A.61 including the provision of a Phasing and Implementation Plan;**

**Response:**

The Executive's comments in respect of the requirement for a high-level Concept Masterplan at Murrough, also apply to the Rosshill and Ardaun lands, at this point in time. However, it is considered appropriate to require a masterplan for the future development of the lands in question, hence the variation policy around A.56 / A.57 will be amended accordingly.

The recommendation to amalgamate Sites A.56 and A.55 is acknowledged and will be progressed as a minor revision to Variation No. 3. The amalgamation of these sites will provide clear benefits, particularly in terms of facilitating a coherent phasing and implementation strategy, which will support the efficient and coordinated delivery of infrastructure and housing. This approach will also ensure that development across the combined lands is fully integrated in terms of design and layout, which is of particular importance given the ongoing construction activity currently underway on Site A.56.

- (iv) Revise and include indicative timelines for the commencement for the preparation of statutory area plans for Castlegar and Doughiska at policy objectives A.44-46 and commitment to the preparation of Masterplans including the provision of an Infrastructure Capacity Assessment with key prescribed bodies and stakeholders including the National Transport Authority, Transport Infrastructure Ireland, Office of Public Works, Uisce Éireann and the Department of Education; and**

**Response:**

The Chief Executive notes the OPR's request to revise policy objectives A.44–A.46 to include indicative timelines for the commencement of statutory area plans for Castlegar and Doughiska. The Planning Authority is supportive of progressing these statutory area plans and recognises their role in delivering compact growth, sustainable neighbourhoods and coordinated infrastructure-led development.

In progressing the Castlegar and Doughiska Statutory Area Plans, it is noted that the plans may include consideration of rezoning where required to support the proper planning and sustainable development of these areas. Both areas have particular natural features - including sensitive biodiversity and geological features - that must be carefully considered when designing new neighbourhoods. Both neighbourhoods will be designed around high-quality active travel connectivity and permeability, informed by—and informing—the emerging movement strategy and investment priorities being advanced through the GMATS programme, and supported by infrastructure capacity and delivery pathways as these are clarified through the statutory and stakeholder processes.

The commencement and programming of these plans will, however, be informed by available resources and the emerging statutory provisions under the Planning and Development Act 2024, including the commencement of provisions relating to Priority Urban Area Plans, and the expected revisions to statutory timelines associated with development plan review processes. In this context, the sequence of events required is as follows: (i) confirmation of the relevant commenced provisions and any transitional arrangements from central government; (ii) clarification of the statutory requirements, scope and procedural steps applicable to statutory area plans (including any interface with Priority Urban Area Plans); and (iii) alignment of plan initiation and resourcing with the revised statutory development plan review timelines once confirmed.

Following receipt of this clarity, the Planning Authority will establish and progress a coordinated programme of plan preparation and related strategic work. This programme will include the Headford Road Regeneration Plan, the Castlegar and Doughiska Statutory Area Plans, and further consideration of Ardaun and Murrough as transport-oriented communities, ensuring that each element is advanced in a coherent and integrated manner that includes quality stakeholder engagement and the appropriate protection and provision for biodiversity and natural features.

- (v) Revise policy amendment A.22 at Sustainable Neighbourhood Concept section 3.3, to omit reference to the Sustainable Urban Housing Design Standards for New Apartments Guidelines 2020 and replace with Planning Design Standards for Apartments, Guidelines for Planning Authorities, 2025.**

**Response:**

The Executive advises that policy amendment A.22 under the Sustainable Neighbourhood Concept in Section 3.3 will be revised to omit reference to the Sustainable Urban Housing Design Standards for New Apartments Guidelines 2020 and to replace it with the Planning Design Standards for Apartments, Guidelines for Planning Authorities, 2025.

**Recommendation 3 – Residential lands and loss of strategic open spaces**

- (i) **Omit proposing zoning objective A.58 Merlin Lands from Natural Heritage, Recreation and Amenity (RA) to residential (R);**
- (ii) **Omit proposing zoning objective A.67 Circular Road east from Natural Heritage Recreation and Amenity (RA) to Residential (R); and**

**Response:**

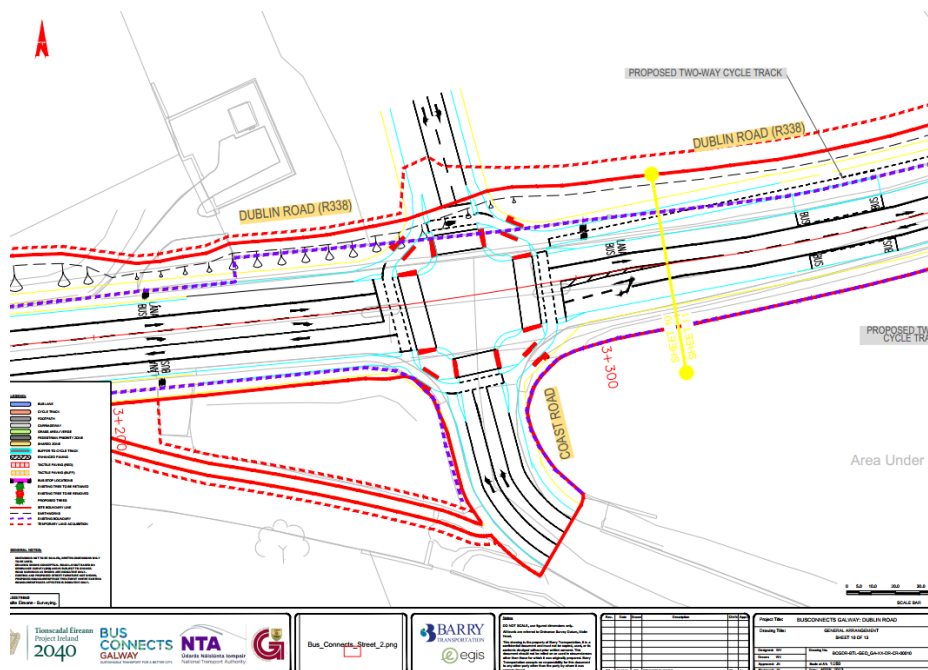
The Executive acknowledges the OPR concerns regarding the proposed change of use of the two site referenced, from Natural Heritage, Recreation and Amenity (RA) to Residential (R) and the contention that the rezoning of the lands is not required to meet housing growth objectives. The Executive acknowledges the sentiment expressed, however, would like to offer further clarification and justification for the rezonings.

**A.58 Merlin Lands**

The proposed rezoning of the Merlin is appropriate and justified in a strategic planning context. The lands in question perform a critical role in enabling access, connectivity and permeability to the wider residentially zoned lands to the north, and their residential zoning will support the coherent and sustainable development of this broader area.

As set out under A.58, the proposed rezoning will facilitate the delivery of a new access road designed as part of the BusConnects programme. This road will provide a direct strategic link from the proposed Dublin Road junction and is critical to unlocking appropriate vehicular, public transport, pedestrian and cycle access to the wider area of Residential (R) zoned lands located to the north. It is worth noting, no objections were raised in relation to this proposed rezoning, as part of the NTA or TII submissions under Variation No. 3.

For illustrative purposes, a drawing demonstrating the proposed direct connection from the Dublin Road junction is included below.



The provision of this new access road is unique to the lands identified under A.58, as no other lands zoned Natural Heritage, Recreation and Amenity (RA) within the local area are capable of facilitating such infrastructure in a manner that is compatible with the BusConnects design requirements. Accordingly, the rezoning of these lands does not establish a precedent for the rezoning of other RA zoned lands in the vicinity. The construction of the new road and its associated junction on the Dublin Road, as designed under the BusConnects project, will be delivered in tandem with, or in advance of, development on the lands, thereby ensuring appropriate access to the wider catchment of Residentially zoned lands and supporting safe, efficient and sustainable movement for all users.

It is also worth noting, future planning applications for development in this location shall demonstrate that it complies with provisions of the Development Plan, as varied, including with respect to open space and the appropriate protection of European sites, habitats and species, landscape, green infrastructure, and both ground and surface waters, as relevant. This includes being accompanied by an Ecological Impact Assessment (EclA) as per Section 5.3.2 of the Development Plan.

In summary, it is considered that the retention of an RA zoning on this site would undermine the proper planning and orderly development of the surrounding lands by unnecessarily restricting connectivity, permeability and integration within the wider Doughiska neighbourhood.

#### **A.67 Circular Road east**

It is considered that the proposed rezoning is both appropriate and sustainable. The subject lands are currently inaccessible to the public and, due to their challenging

topography and the presence of granite close to the surface, are not suitable for active recreation or sports pitches. The lands are largely made up of improved grassland

As such, the retention of a Natural Heritage, Recreation and Amenity (RA) zoning does not deliver meaningful recreational benefit. Rezoning the lands for residential use represents a more efficient use, while supporting compact growth and the orderly development of the area.

The Galway City Green Spaces Strategy (2025–2034) identifies that, at a city-wide level, a key challenge relating to the provision of appropriate and accessible play / recreation facilities rather than the quantity of land zoned for amenity. Given the unsuitability of the subject lands for pitch-based recreation, their rezoning will not result in a deficit of recreational provision and is considered consistent with the strategic objectives of the Development Plan and national policy. However, it is considered a minor revision to the text proposed at A. 67, to provide for the inclusion of local amenity in the form of a Multi-Use Games Area (MUGA) and/or accessible formal play areas, will ensure the delivery of high-quality, inclusive recreational facilities for existing and future residents across the surrounding neighbourhoods.

Future applications for development in this location (Circular Road East) shall demonstrate that it complies with provisions of the Development Plan, as varied, including with respect to open space and the appropriate protection of European sites, habitats and species, landscape, green infrastructure, and both ground and surface waters, as relevant. This includes being accompanied by an Ecological Impact Assessment (EcIA) as per Section 5.3.2 of the Development Plan.

The proposed variation clearly sets out that residential development will necessitate a new connection to one of the adjoining roads, enhancing permeability and connectivity connections to the surrounding estates and to Circular Road to the west and Thomas Hynes Road to the east. This improved access will integrate the site into the wider neighbourhood and will also support the activation and accessibility of the retained RA-zoned lands to the south and the Galway Hockey Club lands to the southwest.

**(iii) Review the SEA and provide analysis, reasoning and mitigation relating to the loss of habitat, biodiversity, open spaces and green infrastructure at zoning objectives A.58 Merlin Lands and A.67 Circular Road.**

**Response:**

The SEA Environmental Report will be updated to include site specific analysis for each of the Variation lands (including Zoning Objectives A.58 Merlin Lands and A.67 Circular Road). This update will provide additional assessment and mitigation measures consistent with the findings of the CE Report, including assessment and associated mitigation of effects on environmental components. This update constitutes a

clarification and strengthening of the SEA Environmental Report and does not represent a modification to the Variation itself.

#### **Recommendation 4 – Integration of transport and land use planning**

- (i) Prepares a Local Transport Plan to inform the Murrough Masterplan in collaboration with the National Transport Authority (NTA) and other relevant stakeholders including Irish Rail which prioritises permeability of cycling and pedestrian routes to the Old Dublin Road and the provision of public transport;**
- (ii) Engages with the NTA and Irish Rail to agree a location, design and connectivity to the railway station at Murrough;**

#### **Response:**

The importance of land use and transportation planning is at the forefront of the settlement strategy set out in the Galway City Development Plan 2023 – 2029, through policies, land use zoning and objectives. Section 4.2 of the development plan notes that 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.

In the context of the above, the Executive advises that the Murrough Masterplan, as referenced in the text of Variation No. 3, will be prepared during the lifetime of the current Development Plan. The Murrough lands occupy a strategically important location on the eastern side of Galway City, directly adjoining an existing railway corridor and in close proximity to established and proposed public transport infrastructure. In this context, the future planning and development of the area will be firmly grounded in the principles of TOD, promoting compact urban form, reduced car dependency and the integration of land use and sustainable transport.

The preparation of the Murrough Masterplan will be informed by a comprehensive and detailed transport assessment, which may take the form of a Local Transport Plan or equivalent strategic transport study. This assessment will examine existing transport plans such as the Galway Transport Plan and the Galway Metropolitan Area Transport Strategy, in addition to future movement patterns, capacity constraints, modal share targets and the delivery of supporting infrastructure for walking, cycling and public transport. The Masterplan will ensure that development is appropriately phased and aligned with the provision of transport infrastructure, including public transport services, active travel connections and necessary road improvements, so as to support sustainable growth and accessibility across the wider eastern corridor of the City.

As part of the detailed assessment and preparation of the Murrough Masterplan, there will be extensive collaboration and structured engagement with key statutory and

transport agencies, including the National Transport Authority (NTA) and Iarnród Éireann (Irish Rail), as well as other relevant prescribed bodies where appropriate. This collaborative approach will ensure the delivery a coordinated framework for the long-term development of the Murrough lands in a manner consistent with the proper planning and sustainable development of Galway City.

**(iii) Revises section 10.26 Specific Objectives to include the need to prepare a supporting Local Transport Plan informed by GMATS at Ardaun;**

**Response:**

Amendment A.46 proposes a revision to the Specific Objective relating to Ardaun i.e. 10.26. It seeks to investigate the feasibility of designating an Urban Development Zone (UDZ) or preparing a Statutory Area Plan for the area. Transport plans would be prepared as part of the statutory process in both scenarios. It is worth noting that all of the lands in the eastern environs, including Ardaun, are being considered as part of a Galway Eastern Environs Transport Plan, which is being prepared in co-ordination with GMATS and in collaboration with Galway Co. Co.

In any case, as requested, Section 10.26 Specific Objectives will be amended to include the need to prepare a supporting Local Transport Plan informed by GMATS, at Ardaun.

**(iv) Prepares Local Transport Plans to inform and accompany the future statutory Area Plans for Castlegar and Doughiska;**

**Response:**

Local Transport Plans will be developed to inform and accompany the future statutory Area Plans for Castlegar and Doughiska.

**(v) Ensures an appropriate assessment of transport requirements and enabling works is provided at Objectives A.56 and A.57 for the new residential zonings at Rosshill.**

**Response:**

The Galway City Development Plan policies and development management standards require transport plans for large developments. Such a transport strategy should be focused on sustainable mobility, reduced car dependency and a movement strategy focused that prioritises walking, cycling and public transport. Any future planning applications on these lands will have to comply with this requirement.

In any case, as noted above under Recommendation No. 1, a masterplan will be required in advance of any new development on the amalgamated site of A.56 and A.57. The masterplan will be subject to the assessment of transport requirements and enabling works, along with the assessment of environmental and ecological sensitivities.

**Recommendation 5 – Coastal change risk and management**

- (i) Consider the merits of undertaking a Coastal Erosion Risk Management Study in consultation with the OPW;**

**Response:**

The Executive acknowledges the recommendation of the OPR to consider the merits of undertaking a Coastal Erosion Risk Management Study in consultation with the Office of Public Works (OPW). It is agreed that coastal erosion and long-term shoreline changing aspects are important considerations in the planning of coastal lands, particularly in the context of climate change adaptation and resilience. It is noted that the OPW have raised similar concerns on file.

In this regard, the Planning Authority confirms that the proposed Murrough Masterplan will provide the appropriate framework to comprehensively assess coastal processes, erosion risk, flood risk and resilience measures at a strategic level. The preparation of the Masterplan will include consultation with the OPW and other prescribed bodies, and will consider whether a standalone Coastal Erosion Risk Management Study, or equivalent assessment, is required to inform the long-term planning and development of the Murrough lands. This staged and evidence-based approach ensures that coastal risks are addressed at the most appropriate scale, while avoiding premature or fragmented assessment in advance of the Masterplanning process.

In addition, the Development Management process will ensure that planning applications on lands identified as potentially subject to coastal erosion are assessed against the policies above. Where appropriate, conditions will be attached to permissions requiring ongoing monitoring or adaptive measures.

- (ii) Identify areas at risk from coastal erosion and in order to limit development in areas that might be subject to coastal change over the long term; and**

**Response:**

It is noted that the coastline along the perimeter of the proposed rezoning of lands at Murrough is predicted to recede as shown on the OPW 2050 Erosion Line (ICPSS 2010-2014). Within the proposed Variation No. 3, new policy text will be inserted at Section 10.6 (Murrough) and within the relevant site-specific objectives to require that *‘Future applications for development in this location shall follow a precautionary approach, that seeks to avoid inappropriate locating of development, taking into account coastal change, any Coastal Erosion Risk Management Study undertaken, and any existing/proposed coastal defence infrastructure’*

**(iii) Identify lands highlighted in OPW coastal mapping, east of Murrough zoning A.55 which are vulnerable to wave overtopping.**

**Response:**

At present there is limited information available regarding wave overtopping directly relating to the subject lands. However, this will be subject of future studies in designing appropriate specifications of enabling flood defence.

As certain lands in the Murrough are identified by the OPW (refer to floodmaps.ie) as Coastal Areas Potentially Vulnerable to Wave Overtopping (CAPOs), the Masterplan and future applications for development in this location shall demonstrate that this vulnerability has been considered.

Within the proposed Variation No. 3, the following policy text will be inserted at Section 10.6 (Murrough) “Certain lands in the Murrough are identified by the OPW (refer to floodmaps.ie) as Coastal Areas Potentially Vulnerable to Wave Overtopping (CAPOs). Future applications for development in this location shall demonstrate that this vulnerability has been taken into account.”

**Chief Executive Recommendation**

Make the variation as proposed, subject to the following modifications:

A.7 Section 1.4.6 Housing Target for the Core Strategy:

...

**Housing Growth Requirement Table**

~~The following table outlines the total housing growth requirement for the City over the Development Plan period to 2029.~~ The housing growth requirements set out in the NPF Implementation Housing Growth Requirements Guidelines run from 2025–2034. **The following table outlines the total housing growth requirement for the City until 2034.** The requirements for the years 2023–2024 have been calculated under the previous Housing Supply Target methodology. This combines with the revised annual requirement for 2025 onwards to produce the housing growth requirement. ~~as follows:~~

Period	2023–2024 Annual (HST 2020)	2025–2034 Annual (NPF 2025)	Additional Provision (50%)	Total Annual	Total 2023–2034
Baseline (Housing Growth Additional)	739 per annum	790 per annum (+51 per annum)	(+395 per annum)	1,185 per annum	13,328 units

Period	Housing Requirement	Additional Provision (50%)	Total Annual Units
2023-2024 (HST 2020)	739 per annum	-	739 per annum
2025-2034 (NPF 2025) (additional requirements)	790 per annum (+51 per annum)	395 per annum	1,185 per annum (+446 per annum)
Total (2023-2034)	13,328 units		
Total Housing Growth Requirement 2025-2034	4,460 units		

*Galway City Housing Growth Requirements Table*

In order to meet the future housing needs of Galway City as set out in the Table 1, Galway City Council has zoned an additional approximately 89 hectares of residential land. In a letter from the Department of Housing, Local Government and Heritage dated 20 February 2026 subject National Planning Framework (NPF) Implementation – Housing Growth Requirements, advice was given that realistic and deliverable residential density assumptions should be applied in accordance with the Guidelines for Sustainable Residential Development and Compact Settlements (2024), with net densities generally comprising 65-80% of the gross area required for zoning purposes, i.e. the difference between lower gross zoned and higher net planning application densities should be accounted for. The below table sets out the estimated number of additional housing units to be provided based on 75% of the gross area zoned and an average density of 75 units per hectare.

Total Combined Housing Growth Requirement 2025-2034	Quantity of additional lands zoned (ha)	Estimated No. of Housing Units
4,460	89	5,006*

*Estimated Additional Housing Units*

*\*using an estimate of 75% of the gross zoned area and an average of 75 units per hectare*

The settlement approach...

## A.22 Policy 3.3 Sustainable Neighbourhood Concept

7. Ensure the design of residential developments have regard to the Sustainable Residential Development and Compact Settlements – Guidelines for Planning Authorities 2024 and, where applicable, the earlier Guidelines for Planning

Authorities on Sustainable Residential Development in Urban Areas (2009), ~~the Sustainable Urban Housing Design Standards for New Apartments Guidelines 2020~~ **Planning Design Standards for Apartments, Guidelines for Planning Authorities, 2025**, and demonstrate compliance with the Urban Design Manual–A Best Practice Guide and the Design Manual for Urban Roads and Streets (2019).

...

#### A.41 Section 10.25 Murrough

...In recognition of this, the Council will, ~~by itself or~~ in cooperation with relevant stakeholders **including the NTA**, prepare a ~~LAP~~ **Masterplan and associated Local Transport Plan** for the Murrough area. The aim...

#### A.43 Policy 10.6 Murrough:

1. Develop the Murrough area in accordance with ~~a Local Area Plan~~ **a Masterplan** 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.~~ **addresses land use mix including provision for local retail, community and education facilities, phasing, transport integration, built heritage, biodiversity, flood risk, and coastal resilience. This Masterplan shall be the subject of an agreed stakeholder engagement and public consultation process.**
2. Provision shall be made for the following infrastructure:
  - a. An over rail bridge connection to lands to the southern portion of the masterplan, **this bridge shall be the principal vehicular connection serving the lands south of the railway line.**
- ...
5. ~~Provide for a new University Campus, with~~ **It is an objective to support the future development on the Murrough Lands in a manner that enables the enhancement and improvement of ATU and its ancillary facilities, providing for a landmark building set towards the coast.**
6. a. All proposed development within the Murrough Area must demonstrate how, in layout, density, design and connectivity, it will be consistent with the comprehensive development of a sustainable, transport orientated coastal community.
- b. **All proposals to the western end of the Masterplan Area– adjacent to Ballyloughane and Renmore - shall positively respond to the established**

**character of this area, protecting third-party residential amenities as appropriate.**

...

8. **a.** Uses on Murrough lands within Flood Zones A and B shall be limited shall be limited to water compatible uses. This limitation shall take primacy over any other provision relating to land use zoning at these lands.

**b.** Future applications for development in this location shall follow a precautionary approach, that seeks to avoid inappropriate locating of development, taking into account coastal change, any Coastal Erosion Risk Management Study undertaken, and any existing/proposed coastal defence infrastructure.

**c.** Certain lands in the Murrough are identified by the OPW (refer to floodmaps.ie) as Coastal Areas Potentially Vulnerable to Wave Overtopping (CAPOs). Future applications for development in this location shall demonstrate that this vulnerability has been taken into account.

...

#### A.44 Policy 10.X Doughiska

1. Develop the predominantly undeveloped lands in north Doughiska in accordance with a Statutory Area Plan, **accompanied by a Local Transport Plan**, which will allow for a residential led development which will integrate into existing and proposed active travel networks, provide connections into Merlin Park Woods, ensure appropriate design in this setting, and explore the potential for undergrounding/diverting of overhead powerlines.

#### A.45 Policy 10.X Castlegar

1. Following from the initial phases provided for in this plan, develop the predominantly greenfield lands in Castlegar in accordance with a Statutory Area Plan, **accompanied by a Local Transport Plan**, which will allow for the coordinated provision of infrastructure to allow for transport-orientated, residential-led development of this strategic growth area.

#### A.46 Section 10.26 Specific Objectives

Ardaun

11. ~~Implement the Local Area Plan for Ardaun~~ Investigate the feasibility of designating **Ardaun as** an Urban Development Zone (UDZ) or preparing a Statutory Area Plan for the area, **accompanied by a Local Transport Plan informed by GMATS.**

...

Murrough

~~12.16. Prepare a Local Area Plan~~ a Masterplan **including supporting Local Transport Plan** for Murrough within the period of this plan.

Doughiska

17. Prepare a Statutory Area Plan **including supporting Local Transport Plan** for Doughiska.

Castlegar

18. Prepare a Statutory Area Plan **including supporting Local Transport Plan** for Castlegar.

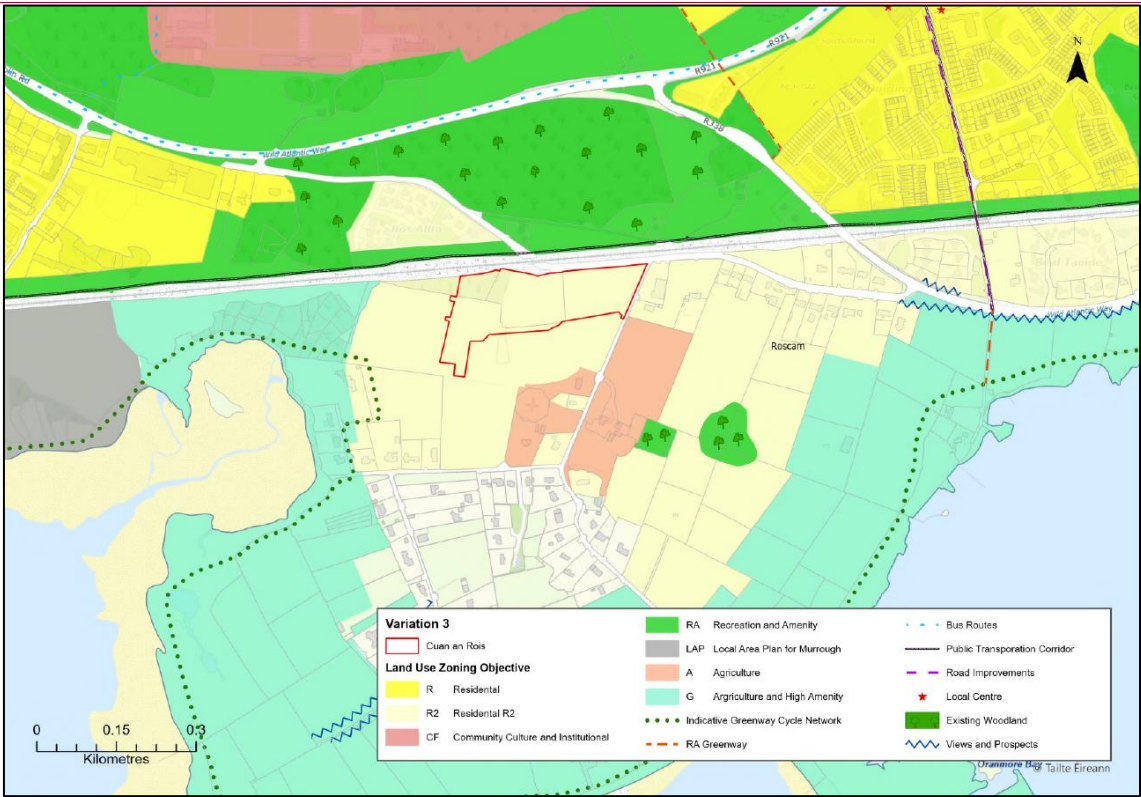
A.48 Section 11.2.8 Residential R and Residential R2 Land Use Zoning Objectives

...

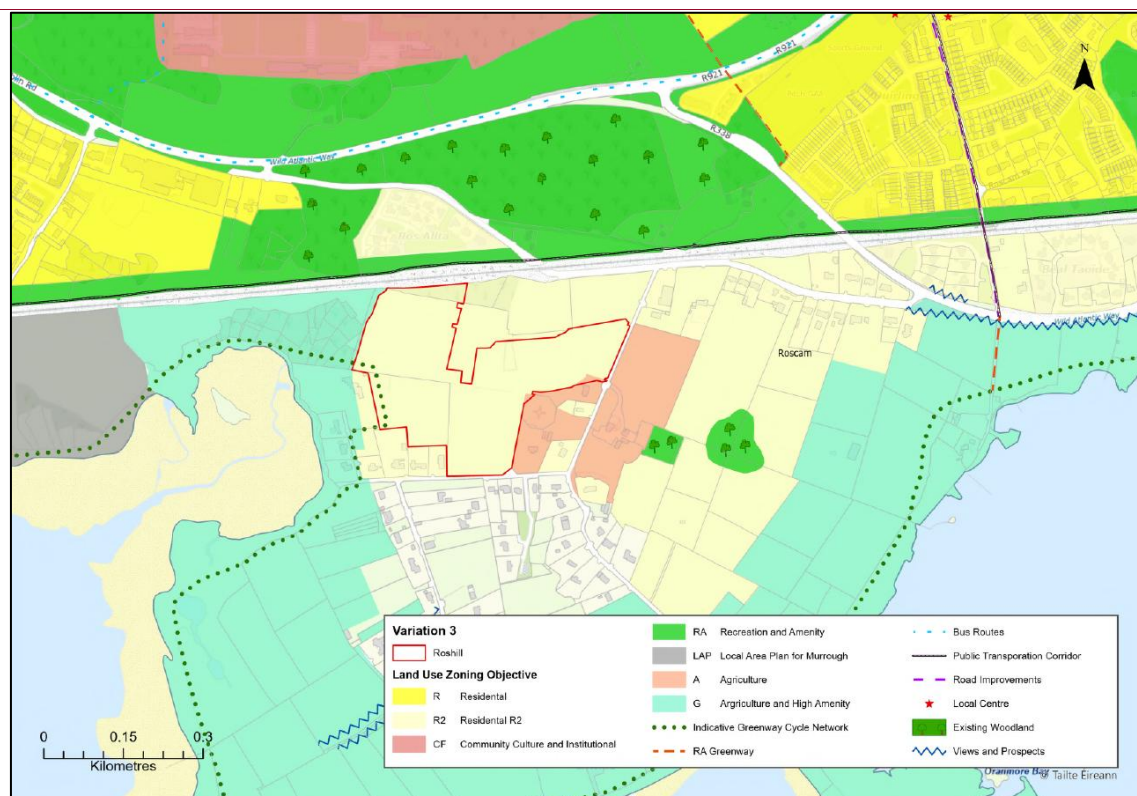
R zoned land between Circular Road, Tudor Lawn and Cherry Park. Any development shall **make provision for high quality publicly accessible recreational amenities, including a Multi-Use Games Area (MUGA) and formal play areas and** ensure permeability, providing connections to the surrounding estates and to Circular Road to the west and Thomas Hynes Road to the east. Development shall ensure appropriate boundary treatment with the public open space to the southeast.

R zoned land bounded by the railway line to the north and Rosshill Road to the south and east. **A masterplan will be required in advance of any new development on site, and the masterplan will be subject to the assessment of transportation requirements and enabling works along with the assessment of environmental and ecological sensitivities.** Development proposals shall facilitate options for the proposed Greenway which will traverse the site and provide active travel routes traversing east-west through the site. The proposed layout shall 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~~ **Uisce Éireann** capacity and programme for investment.

Amalgamate proposed alterations A.56 Rosshill (Cuan an Rois) and A.57 Rosshill into the updated proposed alteration A.56/57 Rosshill and update the proposed specific objective as per CE's Recommendation for A.48 above.

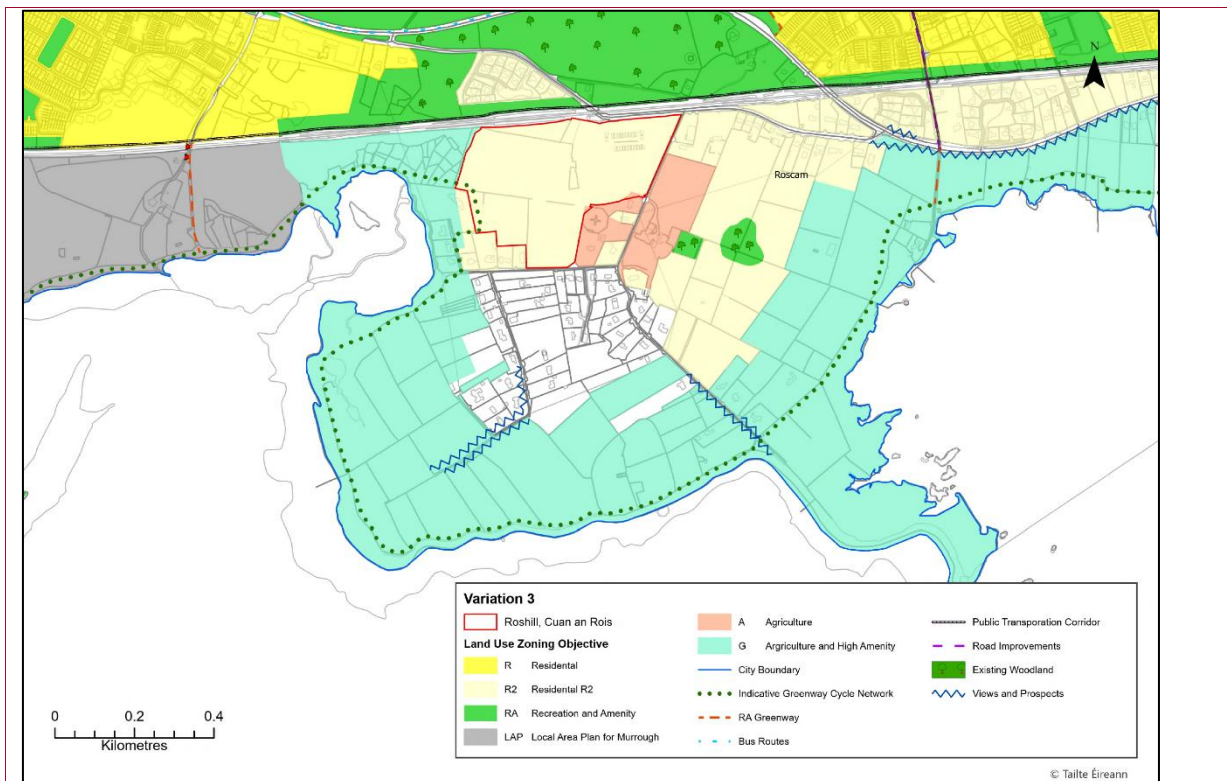
Amendment Reference	Site Location
<b>A.56</b>	<b>Rosshill (Cuan an Rois)</b>
<p>The proposal is to vary the relevant land use zoning map and related text of the City Development Plan to reflect the following:</p> <p>To change the zoning of lands at Rosshill (Cuan an Rois) (area: 3.92ha) from Residential (R2) to Residential (R).</p>	
	

Amendment Reference	Site Location
<b>A.57</b>	<b>Rosshill</b>
<p>The proposal is to vary the relevant land use zoning map and related text of the City Development Plan to reflect the following:</p> <p>To change the zoning of lands at Rosshill (area: 9.46ha) from Residential (R2) to Residential (R).</p>	



Development proposals shall facilitate options for the proposed Greenway which will traverse the site and provide active travel routes traversing east-west through the site. The proposed layout shall 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.

Amendment Reference	Site Location
<b>A.56/57</b>	<b>Rosshill</b>
<p>The proposal is to vary the relevant land use zoning map and related text of the City Development Plan to reflect the following:</p> <p>To change the zoning of lands at Rosshill (area: 13.38ha) from Residential (R2) to Residential (R).</p>	



It is an objective of these lands that:

**A masterplan will be required in advance of any new development on site, and the masterplan will be subject to the assessment of transportation requirements and enabling works along with the assessment of environmental and ecological sensitivities.** Development proposals shall facilitate options for the proposed Greenway which will traverse the site and provide active travel routes traversing east-west through the site. The proposed layout shall 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~~ **Uisce Éireann** capacity and programme for investment.

## 2.2 Northern & Western Regional Assembly

### Summary of submission

The Northern & Western Regional Assembly (NWRA) supports Galway City Council's response to the revised national housing targets, including the update of the Core Strategy and Housing Targets. The Assembly acknowledges the overall strategic approach of focusing on compact growth, regeneration, infill development and transport-oriented development. It also supports the strengthening of development management standards in inner suburban and public transport accessible locations.

In relation to zoning changes, the Assembly considers that the rezoning of Residential Phase 2 (R2) lands to Residential (R) at locations such as Rosshill, Doughiska, Tuam Road, Merlin, Circular Road, Letteragh and Mionlach is generally acceptable. Their rezoning and activation is seen as necessary to facilitate housing delivery at the scale required under the revised national targets. The Assembly also supports the integration of the Ardaun Local Area Plan into the Development Plan.

The Assembly supports the regeneration initiatives outlined under Variation No. 3, within the city centre, particularly at City Hall and Sandy Road. It considers these areas to be strategically important regeneration sites capable of contributing significantly to compact growth and sustainable urban development. The submission supports the early progression of masterplans to guide coordinated development and ensure appropriate integration with transport, heritage, townscape and the public realm.

The NWRA raises concerns regarding the proposed rezoning of approx. 34 hectares at Murrough to Residential (Under A.55 Murrough). It is considered that the scale and extent of this rezoning is not consistent with the RSES, which identifies Murrough primarily for recreation and amenity, with allowance for more limited mixed-use development. The Assembly considers that insufficient justification has been provided in relation to flood risk, coastal resilience and the delivery, phasing and funding of critical infrastructure such as rail and coastal protection measures. It recommends that further assessment and evidence be provided before progressing the Murrough rezoning. It is noted that the remainder of the variation broadly aligns with national and regional policy objectives.

### **Chief Executive Response**

The Planning Authority welcomes the submission of the Northern and Western Regional Assembly (NWRA) and acknowledges the Assembly's overall support for the strategic direction of the Proposed Variation No. 3 to the Galway City Development Plan 2023–2029. The shared objectives of promoting compact growth, regeneration, infill development and transport-oriented development are recognised as central to both the Regional Spatial and Economic Strategy (RSES) and the First Revision of the National Planning Framework (NPF, 2025).

The Planning Authority notes the Assembly's view that the scale and extent of the proposed rezoning at Murrough (Ref. A.55) requires further justification. It is considered that the rezoning proposed under Variation No. 3 is fully consistent with, and indeed directly required by, the recently adopted National Planning Framework (First Revision, 2025) and the accompanying NPF Implementation: Housing Growth Requirements Guidelines for Planning Authorities (2025).

The First Revision of the NPF and associated Guidelines fundamentally alter the national housing policy context, introducing higher population and housing growth

targets to 2034. In accordance with Circular 2025/04 (Planning and Development Act 2024 Commencement), where there is conflict between the RSES and the NPF First Revision, the NPF takes precedence. Therefore, the revised core strategy and zoning approach in Variation No. 3, including the proposed rezoning at Murrough, must be assessed primarily in light of these updated national requirements, rather than the population parameters set out in the 2020–2032 RSES.

Under these new Guidelines, Galway City is required to accommodate at least an additional 4,460 homes by 2034, on top of its existing Development Plan targets. Delivery to date has not met previous targets, resulting in a recognised housing shortfall. In this context, the responsible release of well-located and strategically managed land such as Murrough is a critical enabler for the City to achieve compact, balanced and sustainable growth in accordance with NPOs 8, 9, 10 and 45 of the NPF.

Murrough represents one of the City’s few remaining strategic landbanks capable of supporting significant, transport-oriented housing delivery within the existing development boundary. It is located close to the city centre, major employment areas, the proposed commuter rail corridor, Atlantic Technological University, and existing areas of open space and recreation.

The Galway City Development Plan (2023–2029) has long identified Murrough as a key growth area, suitable for mixed-use development, provided that environmental and infrastructural requirements are fully addressed. Variation No. 3 gives practical effect to this in a manner consistent with both the Compact Settlements Guidelines (2024) and the Housing Growth Requirements Guidelines (2025), by:

- Enabling sustainable housing delivery in a compact and sequential way;
- Embedding a requirement for a comprehensive Masterplan that integrates transport, flood mitigation, coastal resilience, and environmental management;
- Reserving lands for continued recreation and amenity use within and adjacent to the Murrough site; and
- Providing a phasing, implementation and infrastructure delivery strategy / framework in consultation with prescribed bodies, including the OPW and NTA.

It should also be noted that the actual extent of Residential zoning proposed at Murrough, south of the railway line, is approximately 27.05 hectares. This is supported by a detailed site analysis which retains 1.88 hectares of RA (Recreation and Amenity) lands within the red-line boundary and over 15 hectares of adjoining RA lands within the broader coastal area. Accordingly, the mix of “Residential” and “Recreation and Amenity” zoning remains consistent with the intent of the RSES framework while responding appropriately to revised national housing obligations. When read together with the NPF First Revision (2025), which now supersedes earlier quantitative targets, the approach also maintains overall consistency with the RSES policy framework and its emphasis on plan-led, infrastructure-aligned growth.

As noted above, under [Section 2.1](#) 'OPR' the Planning Authority acknowledges the concerns raised regarding infrastructure and coastal resilience. However, the proposed Variation does not permit immediate development. Instead, it provides for a clearly phased and evidence-based progression, via a Masterplan, to be prepared in collaboration with the National Transport Authority, Uisce Éireann, the OPW, and other stakeholders. This will ensure that issues of rail connectivity, flood defence, drainage, and environmental management are fully comprehensively addressed before any development proceeds.

The Planning Authority is satisfied that Variation No. 3, including the rezoning at Murrough, represents a balanced, evidence based and national policy aligned response to the revised housing growth requirements for Galway City. It provides a robust framework to deliver much needed homes in a sustainable, compact and coordinated manner, while maintaining due regard for environmental sensitivities and coastal resilience. Galway City Council looks forward to the NWRA's review of the RSES including a comprehensive new strategy within the Metropolitan Area Spatial Plan.

### **Chief Executive Recommendation**

No change.

## **2.3 National Transport Authority**

### **Summary of submission**

The National Transport Authority (NTA) welcomes Variation No. 3 and supports its plan-led, evidence based approach to meeting revised housing growth targets. It emphasises the need to align land-use zoning with transport accessibility, prioritising compact growth and Transport Oriented Development (TOD) to promote sustainable travel and healthy urban environments.

The NTA notes that the Galway Metropolitan Area Transport Strategy (GMATS) is currently in preparation and will eventually replace the Galway Transport Strategy adopted in 2016. It is noted that until GMATS is finalised, existing transport policies remain in force and must continue to guide development.

The Authority considers that the Settlement Capacity Audit supporting the Variation does not sufficiently identify transport enabling infrastructure. It recommends that the audit be strengthened to clearly specify infrastructure needs for all transport modes, including walking, cycling and public transport, for each proposed zoning.

In relation to Murrough, the NTA supports development in principle due to its proximity to the City and key destinations but raises significant concerns regarding constrained access and poor existing connectivity. It recommends that any development be guided

by a Masterplan supported by a Local Transport Plan, prepared in collaboration with the NTA and Irish Rail, with explicit provision for bus access and active travel.

Concerns are also raised about Rosshill, Circular Road and Letteragh, where inadequate transport infrastructure risks car dependent development. Similar recommendations apply to Merlin, Doughiska and Castlegar, where Local Transport Plans are sought to accompany zoning changes or Statutory Area Plans.

The NTA highlights the importance of Ardaun as a major TOD location, supported by high capacity public transport. It supports the preparation of a Statutory Area Plan or Urban Development Zone and questions the inclusion of low density campus style employment at this strategic site (i.e. Policy 10.5 (3)). It is the view of the NTA that this policy should not be included, and that the mix of development is subject to the outcome of the statutory area plan / UDZ.

The NTA make several recommendations under specific heading, which are listed below.

### **Recommendation No. 1 - Settlement Capacity Audit & Transport requirements**

The NTA recommends, in the interests of sustainable development and to avoid car dependent development, that the Settlement Capacity Audit be amended to more adequately 'highlight infrastructural requirements' and 'specify enabling infrastructure' for transport as required under the Section 28 Guidelines. This should refer to each proposed zoning and should consider all transport modes.

### **Recommendation No. 2 - Murrough**

- Any Masterplan should be accompanied and informed by the preparation of a Local Transport Plan for the area, prepared in collaboration with the NTA and other relevant stakeholders including Irish Rail. In particular, the preparation of such should consider: The location of, design and connectivity to the station; Connectivity to the Old Dublin Road by walking and cycling; Provision for access by bus to and through the subject lands; and, filtered permeability to prioritise walking and cycling.
- *The proposed text in Section 10.25 referring to the preparation of a Masterplan of Murrough should be amended as follows: '...the Council will, ~~by itself or~~ in cooperation with relevant stakeholders **including the NTA**, prepare a Masterplan and associated Local Transport Plan, for the Murrough area.'*
- *Revise Objective (16) in Section 10.26 as follows: 'Prepare a Masterplan **including supporting Local Transport Plan**, for Murrough within the period of this plan.'*
- *Under A.43, Amend Policy 10.6 (2) to include 'Provision shall be made for the following...**access/or bus and associated bus infrastructure through the area.**'*

### **Recommendation No. 3 - Rosshill**

- In order to prevent a scenario whereby new residential development at this location is reliant on the car for local trip making, it is recommended that an appropriate assessment of transport requirements and enabling works is provided as recommended under Section 3) and that this is reflected through revisions to the Galway City Development Plan text and Objectives set out under A.56 & A.57

#### **Recommendation No. 4 - Merlin**

- An Objective should be included with this zoning to provide for north-south connectivity and access to the hospital for walking, cycling and future potential for bus routing.

#### **Recommendation No. 5 - Doughiska**

- Any Statutory Area Plan for Doughiska should be accompanied and informed by the preparation of a Local Transport Plan for the area.
- Section 10.26 (17) should be amended to reflect this as follows: 'Prepare a Statutory Area Plan *including supporting Local Transport Plan* for Doughiska'

#### **Recommendation No. 6 - Castlegar**

- Any Statutory Area Plan should be accompanied and informed by the preparation of a Local Transport Plan for the area.
- Section 10.26 (18) should be amended to reflect this as follows: 'Prepare a Statutory Area Plan *including supporting Local Transport Plan* for Castlegar'

#### **Recommendation No. 7 - Ardaun**

- Revise Section 10.26 Specific Objectives (11) as follows; '*Investigate the feasibility of designating an Urban Development Zone (UDZ) or preparing a Statutory Area Plan for the area and a supporting Local Transport Plan informed by GMATS.*'
- In order to maximise development opportunities and transport investment, consideration should be given to the removal of Policy 10.5 (3) which commits to the development of '*campus type employment opportunities*' within the village core.

#### **Recommendation No. 8 - Circular Road & Letteragh**

- In order to prevent a scenario whereby new residential development at Circular Road & Letteragh are reliant on the car for local trip making, it is recommended that an appropriate assessment of transport requirements and enabling works is provided as recommended under Section 3) and that this is reflected through revisions to the Galway City Development Plan text and Objectives set out under A.68-A.69 (a-c).

#### **Chief Executive Response**

The submission from the National Transport Authority (NTA) is welcomed. The Planning Authority appreciates the NTA's continued support for a plan-led and transport-integrated approach to development under Variation No. 3, ensuring that new residential and mixed-use growth is closely aligned with sustainable transport investment.

The Executive acknowledges the NTA's position to await An Coimisiún Pleanála's determination on the N6 Galway City Ring Road application in order to finalise the draft Galway Metropolitan Area Transport Strategy (GMATS). In this regard, Galway City Council welcomes the recent grant of planning permission by An Coimisiún Pleanála and looks forward to working closely with the NTA on the completion of GMATS. As the NTA notes, GMATS will provide the long-term strategic planning framework for the delivery of transport infrastructure and the integrated development of transport, land use and mobility across the Galway Metropolitan Area.

It is worth noting that all of the lands in the eastern environs, including Ardaun, are being considered as part of a Galway Eastern Environs Transport Plan, which is being prepared in co-ordination with GMATS and in collaboration with Galway Co. Co

The proposed objectives for Ardaun under policy 10.5 have been taken from the established and now expired Ardaun Local Area Plan. They are considered to be appropriate for the development of the Ardaun area in accordance with the wider development plan and Galway MASP objectives. They will be subject to review in future Development Plan reviews.

Many of the matters raised by the NTA—particularly concerning integrated land-use and transport planning and the areas of Murrough, Ardaun, Castlegar, Doughiska and Rosshill, have also been addressed in responses to other submissions, notably from the OPR. Please see [Section 2.1](#) 'OPR' above.

In summary:

- Murrough – The forthcoming Murrough Masterplan will include a comprehensive Local Transport Plan prepared in collaboration with the NTA, Irish Rail and other stakeholders. Policy 10.6 and Objective 10.26 will be updated to reflect this.
- Rosshill, Doughiska and Castlegar – Future Statutory Area Plans will be accompanied by Local Transport Plans to ensure compact, sustainable and accessible development.
- Ardaun – Any Statutory Area Plan or Urban Development Zone designation will be supported by a Local Transport Plan informed by GMATS, in line with a transport-oriented development approach.
- Merlin and Circular Road/Letteragh – Provisions for walking, cycling and bus connectivity will be incorporated into the relevant zoning objectives to strengthen sustainable mobility links.

A number of the above recommended changes form part of the CE Recommendation in response to the OPR. See [Section 2.1](#).

Galway City Council will continue its close partnership with the NTA, TII and other relevant transport providers to coordinate spatial growth and transport delivery, ensuring that GMATS forms the primary strategic framework guiding both land-use planning and sustainable transport investment in Galway City.

### **Chief Executive Recommendation**

Make the variation as proposed, subject to the following modifications:

A.43 Policy 10.6 Murrough

2. Provision shall be made for the following infrastructure:

...

e. **Access for bus and associated bus infrastructure through the area.**

f. and...

A.48 Section 11.2.8 Residential R and Residential R2 Land Use Zoning Objectives:

...

R zoned lands in Letteragh between Letteragh Road and Circular Road. Any development shall ensure connections are provided through the site connecting to Letteragh Road in the south and Circular Road to the east. **Development proposals shall include an assessment of transport requirements and any necessary enabling works, and shall provide for walking, cycling and bus connectivity to support sustainable mobility and integration with the wider transport network.**

...

A.49 Section 11.2.8 Residential R and Residential R2 Land Use Zoning Objectives:

...

- Development on the lands will contribute to compact urban growth, sustainable travel modes, and high quality placemaking, in line with the long-term growth and transport strategies for Galway City.
- **Development proposals shall include an assessment of transport requirements and any necessary enabling works, and shall provide for walking, cycling and bus connectivity to support sustainable mobility and integration with the wider transport network.**

## **2.4 Health and Safety Authority**

**Summary of Submission**

The Health and Safety Authority (HSA) outlines its statutory role under the COMAH Regulations and Planning and Development Regulations and refers the Council to its published “Guidance on technical land-use planning advice” for interpreting the Authority’s approach.

The submission sets out the Authority’s expectations that the Development Plan and variation will, include clear planning policy on major accident hazard establishments, show HSA consultation distances and associated generic advice on plan maps, and contain policy on the siting of new major hazard establishments and development in their vicinity, in line with Article 13 of Directive 2012/18/EU. The HSA requests specific reference in the plan to the notified establishments at Circle K Galway Terminal, Colas Bitumen Emulsion (West) Ltd and Tynagh Energy Ltd, and encloses a note summarising that its advice seeks to maintain appropriate safety distances, protect areas of natural sensitivity and ensure operators take necessary measures so that major accident risks to human health and the environment are not increased

**Chief Executive Response**

The HSA’s guidance document relating to the technical land use planning advice requirements under the Seveso III Directive is noted, however, the referenced sites fall outside the remit of the proposed variation. In the event of development proposals on these lands, the Planning Authority will engage with the Health and Safety Authority in relation to relevant issues, through the development management process.

**Chief Executive Recommendation**

No change.

## **2.5 Transport Infrastructure Ireland**

**Summary of Submission**

Transport Infrastructure Ireland (TII), notes its role in relation to the strategic national road network, including the proposed N6 Galway City Ring Road (N6GCRR). TII recommends early and ongoing engagement with the National Roads Design Office and the Council’s roads staff so that housing delivery on lands in the vicinity of the N6GCRR can proceed in a manner complementary to delivery of the road scheme.

TII supports the preparation of Statutory Area Plans or a potential Urban Development Zone for Ardaun, Doughiska and Castlegar (Material Alterations A.15, A.44, A.45 and A.46) and requests active consultation in that work, given their proximity to the existing and planned national road network. In relation to rezonings at Tuam Road and Mionlach (Material Alterations A.63 and A.64), which adjoin the N6GCRR reservation, TII cites

Section 2.9 of the Spatial Planning and National Roads Guidelines and seeks clarification that the proposed zoning will not compromise the route or viability of the N6GCRR, recommending specific consultation with the project team before the variation is adopted.

### **Chief Executive Response**

The Chief Executive notes and welcomes the submission received from Transport Infrastructure Ireland (TII) and agrees with the matters raised.

In particular, the Executive acknowledges the importance of early and ongoing consultation with TII, the National Roads Design Office and the Council's technical services in relation to plan-making, zoning proposals and the assessment of development in proximity to the strategic national road network, including the proposed N6 Galway City Ring Road, which was recently granted planning permission by An Coimisiún Pleanála.

In relation to the subject lands that adjoin the reservation for the N6 Galway City Ring Road (N6GCRR) Scheme, it is highlighted that there is an existing development plan policy framework to safeguard the route corridor. It is considered that Proposed Variation No. 3 does not give rise to conflict with Section 2.9 of the Section 28 Ministerial Guidelines 'Spatial Planning and National Roads Guidelines for Planning Authorities' (DoECLG, 2012). Any future proposals on these lands will continue to be assessed having full regard to development plan objectives and to and relevant National Guidelines.

The Planning Authority will continue to consult with the N6 GCRR Project Team and TII at plan and project level to ensure that land use designations and any subsequent planning applications do not compromise the implementation of the scheme

### **Chief Executive Recommendation**

No change.

## **2.6 Maritime Area Regulatory Authority**

### **Summary of Submission**

The Maritime Area Regulatory Authority (MARA) outline its statutory remit under the Maritime Area Planning Act 2021 and the Planning and Development Act 2024, and notes that the development plan and any variation must be materially consistent with the National Marine Planning Framework (NMPF), including in the associated environmental assessments.

The submission notes that the proposed variation introduces objectives on integrated transport links, flood risk and coastal resilience, a new university campus and rezoning

of lands at Murrough. MARA advises that these elements should be assessed against the relevant overarching Marine Planning Policies and “Social Engagement with the Sea” objectives of the NMPF given their potential to impact the marine area. MARA also highlights its role in Maritime Area Consents and Marine Usage Licences and requests ongoing consultation on maritime-related planning matters.

### **Chief Executive Response**

The Executive welcomes the submission from the MARA in respect of Proposed Variation No. 3 and acknowledges MARA’s statutory role. The Strategic Environmental Assessment, Natura Impact Report and Strategic Flood Risk Assessment undertaken for Variation No. 3 have had regard to the National Marine Planning Framework and relevant Marine Planning Policies, particularly in relation to coastal resilience, flood risk management and protection of marine-related environmental sensitivities.

The Executive welcomes MARA’s offer of ongoing engagement and confirms that the Council will continue to consult with MARA, as appropriate, in the preparation of development plan variations, statutory plans and the assessment of relevant development proposals, in accordance with legislative requirements.

### **Chief Executive Recommendation**

No change.

## **2.7 Office of Public Works**

### **Summary of Submission**

The Office of Public Work’s (OPW) submission focuses specifically on flooding and flood risk management. The main observations are highlighted under the headings below.

Flood Defence – The submission states that the GCC might provide more detail on the flood defence for the proposed lands at Murrough.

Coastal Wave Overtopping – The submission states that the lands at Murrough may be vulnerable to coastal wave overtopping, in particular, the area to the east of the lands proposed to be rezoned, noting that the flood zones do not consider wave overtopping and those areas may experience flooding.

Coastal Change – The submission states that the coastline along the perimeter of the proposed rezoning at Murrough is predicted to recede, and Galway City Council should have regard the areas that may be at risk or vulnerable to coastal erosion. The submission refers to the 2023 Report on the Inter-Departmental Group on Coastal Change Management Strategy, noting that Planning Authorities should identify in their statutory plans potentially vulnerable locations that could be affected by coastal

change, and that a precautionary approach should be taken where analysis of potential future coastal change has not yet been carried out.

The OPW recommends that statutory plans put in place spatial policies that limit development in areas that may be subject to coastal change over the long term, and policy should avoid intensifying development uses or locating new inappropriate development within the zones most at risk from coastal change.

### **Chief Executive Response**

The Executive welcomes the OPW's submission and agrees with the matters raised.

In relation to flood defence and particularly the referenced linear coastal amenity, it is envisioned that any coastal amenity will be integrated with flood defence infrastructure. Such an approach would ensure that the proposed works perform a dual function, providing both effective flood protection and a high-quality linear coastal amenity, such as a promenade, Esplanade, coastal walkway or cycle path.

As identified under A.41, it is proposed to prepare a Masterplan for the Murrough area. This Masterplan will provide a coordinated framework to guide the appropriate and sustainable development of the lands, phased in accordance with the delivery of necessary infrastructure upgrades. The Masterplan will address key considerations in the area, including flood risk management, coastal resilience and the long-term integration of flood defence measures with public amenity and recreational uses.

It is worth noting that any future development proposals within this location will be required to be supported by detailed site-specific flood risk assessment, demonstrate that appropriate coastal and flood defence measures are provided where necessary, and have regard to best practice guidance and OPW advice to ensure that flood risk is appropriately managed and not increased elsewhere.

In relation to Coastal Wave Overtopping and Coastal Change please see the CE Response / Recommendation outlined under [Section 2.1](#) 'OPR' above.

### **Chief Executive Recommendation**

Please see the CE Recommendation outlined under [Section 2.1](#) 'OPR' above.

## **2.8 Environmental Protection Agency**

### **Summary of Submission**

The submission summarises the role of the Environmental Protection Agency (EPA), noting that the EPA focus on reviewing key sector plans, while providing a 'self-service approach' for land use plans at county and local level, via the guidance document SEA of Local Authority Land Use Plans – EPA Recommendations and Resources.

The submission recommends that the guidance document into account in the proposed Variation, which should also align with relevant higher-level plans and programmes.

The EPA highlights the need for clear mitigation measures where potential significant environmental effects are identified, with firm commitments to implementation. It places particular emphasis on the monitoring programme, recommending flexibility, consideration of cumulative impacts, and clarity on data sources, responsibilities and review mechanisms. Reference should also be made to previous monitoring outcomes and relevant NPF SEA monitoring provisions.

### **Chief Executive Response**

The Executive acknowledges and welcomes the submission from the EPA. It is of relevance to note that the “*SEA of Local Authority Land-Use Plans – EPA Recommendations and Resources*” document has been considered as part of the Strategic Environmental Assessment of the Proposed Variation and is retained on file for reference throughout the SEA process.

It is considered that Variation No. 3 aligns with key relevant higher-level plans and programmes and is consistent with the objectives and policy commitments of the National Planning Framework and the Northern and Western Regional Spatial and Economic Strategy. The SEA Environmental Report for Variation No. 3 addresses the requirements of the SEA Regulations.

Appropriate mitigation measures and monitoring measures are identified in Sections 9 and 10 of the SEA Environmental Report and have been integrated into the Proposed Variation and/or the existing Galway City Development Plan. The preparation of a statutory SEA Statement following the making of the Variation will take account of the EPA guidance and include the required information.

### **Chief Executive Recommendation**

No change.

## **2.9 Department of Education**

### **Summary of Submission**

The Department of Education and Youth acknowledges that the variation identifies lands for long-term residential development beyond the current plan period and introduces additional policies to support the activation of existing residentially zoned lands.

The Department notes that the projected population growth is broadly consistent with existing figures in the adopted Galway City Development Plan and the Regional Spatial and Economic Strategy. It is noted that proposed housing growth requirement of 13,328

residential units between 2023 and 2034 could support an additional population of approximately 33,000 to 35,000 people. The Department highlights that relatively modest increases could place significant pressure on existing school capacity across the City.

Specific concern is raised in relation to areas targeted for higher-density development, particularly Murrough, where it is noted that up to 2,500 residential units could generate a population of over 6,000 people. The Department considers that development of this scale would require the reservation of at least one primary school site (24-classroom) and requests that provision for a future school be incorporated into the proposed Murrough masterplan.

The Department's requests that land buffers around current school sites be protected to facilitate future expansion. It emphasises that schools are essential enabling infrastructure for sustainable communities and should be centrally located, supported by appropriate transport, services and safe access. The submission also highlights the growing need for special educational needs provision and supports ongoing engagement with Galway City Council to ensure adequate and timely educational infrastructure to accompany planned growth.

### **Chief Executive Response**

The submission from the Department of Education and Youth is acknowledged and welcomed.

It is noted that the delivery of additional housing and population growth within the City may require the provision of additional school places, including the development of new schools or the extension of existing facilities and to provide for Special Educational Needs (SEN). It is considered that there are sufficient lands currently zoned within the City to accommodate educational development. In addition, educational facilities are either permitted in principle or open to consideration across a range of zoning objectives within the Development Plan, thereby providing flexibility to respond to future educational infrastructure requirements.

Galway City Council will continue to work collaboratively with the Department of Education and Youth to support the timely delivery of appropriate educational capacity where required. However, it is considered that the reservation of a site for a primary school south of the railway line, would not be appropriate due to traffic and transport considerations, having regard to the specialised patronage of modern primary schools, which will generate significant inward car movements. This would be contrary to the objectives for the Murrough area, which seek to deliver a high-density, transport oriented development focused on sustainable mobility, reduced car dependency and a movement strategy focused that prioritises walking, cycling and public transport.

The Galway City Development Plan contains policy objectives and supporting narrative relating to the provision of educational facilities within the City. The identification of additional lands or the provision of land buffers to support the future expansion of existing schools is outside the remit of the proposed variation, but this can be considered as part of the next review of the City Development Plan, having regard to projected population growth and emerging educational needs.

### **Chief Executive Recommendation**

No change.

## **2.10 Údarás na Gaeltachta**

### **Summary of Submission**

A compressive submission has been received from Údarás na Gaeltachta, which overall supports and welcomes the proposed variation. The submission is divided into 9 no. Sections, which are summarised below.

### **Údarás na Gaeltachta**

Údarás na Gaeltachta outlines its statutory role as the development agency for Gaeltacht areas, with responsibility for economic, social, cultural and language development, and as the implementation body for the 20-Year Strategy for the Irish Language.

### **The Galway City Gaeltacht and the Relevant Language Planning Areas**

Two Gaeltacht Language Planning Areas (LPTs) fall wholly or partly within Galway City. These areas (listed below) are identified as linguistically sensitive and under significant urban development pressure, with statutory language plans requiring protection through planning policy.

#### **1. Limistéar Pleanála Teanga Bhearna agus Chnoc na Cathrach**

This LPT, partly within the City, has experienced rapid population growth linked to suburban expansion, with associated linguistic pressures.

#### **2. Limistéar Pleanála Teanga Oirthear Chathair na Gaillimhe**

This City based LPT has experienced modest population growth but housing shortages and outward migration, affecting language vitality.

### **Galway City Gaeltacht and Challenges Faced**

Population growth, housing shortages and urban expansion are identified as key drivers of declining Irish language use within the City's Gaeltacht areas, with speaker density decreasing despite overall population growth.

## **Population Change – National & Gaeltacht Context**

Both Galway City and the City Gaeltacht areas have experienced notable population growth, increasing pressure on housing and community sustainability within Gaeltacht areas.

## **Use of the Irish Language**

Census data demonstrates declining daily Irish-speaker density within the City LPTs, highlighting the need for targeted planning interventions.

## **National and Regional Planning Context**

The submission references the National Planning Framework (First Revision), the NPF Housing Growth Requirements, and the Northern and Western RSES, all of which support housing delivery while recognising the need to protect Gaeltacht language communities.

## **Proposed Variation No. 3 – Specific Comments on Rezoning**

The overall strategy of increased housing supply is supported, but concerns are raised regarding the potential cumulative linguistic impact of rezonings without enforceable language planning measures. The proposed large-scale, transport-oriented development at Murrough is identified as potentially having significant linguistic impacts, and it is recommended that the required Masterplan include a dedicated language planning chapter.

## **The Housing Needs Demand Assessment (HNDA) Single-Settlement Context**

Galway City's single-settlement status means all new housing directly impacts the same urban area and Gaeltacht LPTs, creating heightened and concentrated linguistic pressure compared to authorities with tiered settlement hierarchies.

## **Recommendations and Conclusion**

Údarás na Gaeltachta seeks enforceable language planning measures across residential and commercial development, including language impact assessments, unit reservation/enurement requirements, bilingual commercial provision, and stronger integration of language objectives into statutory plans, particularly at Murrough and other large growth areas.

## **Chief Executive Response**

The Executive notes the contents of the submission and welcomes the support in principle expressed by Údarás na Gaeltachta. Galway City Council welcomes ongoing collaboration with Údarás na Gaeltachta and is committed to continued engagement to support the two existing Gaeltacht Language Planning Areas (LPTs), as identified in Figure 7.3 of the Galway City Development Plan.

The comments regarding population growth and demographic change are noted. The changes proposed under Proposed Variation No. 3 in relation to the residential zoning of lands are strategic in nature and apply across Galway City in response to revised national housing requirements.

While the rationale for language enurement clauses may be appropriate rural Gaeltacht contexts, their application is not considered appropriate in an urban city context. Cities operate complex, high-turnover housing markets with diverse tenure types e.g. private, social, cost-rental, student and build-to-rent housing, which often delivered in mixed-use and higher-density formats. The introduction of language-based occupancy controls in such circumstances would be impractical and would raise significant legal and deliverability concerns.

Accordingly, Galway City Council's adopted approach, as set out in Chapter 7 and Policy 7.4 "Bilingual City" of the City Development Plan, is to actively promote and support the Irish language as a cultural and community asset, rather than regulate residential occupancy through restrictive conditions. The Development Plan promotes and protects the linguistic and cultural heritage of the Gaeltacht by supporting approved language plans and embedding the visibility and everyday use of Irish within the public realm, including through bilingual place-naming, road names, signage and commercial development, thereby strengthening the bilingual character of the city in a proportionate and plan-led manner.

As advised previously, Proposed Variation No. 3 is underpinned by the reviewed Housing Needs and Demand Assessment (HNDA). The Planning Authority will continue to collaborate with Údarás na Gaeltachta and supports the sustainable development of the Gaeltacht regions, as appropriate and necessary, into the future.

The importance of the two Gaeltacht LPTs within Galway City is acknowledged. The Planning Authority is keen to work collaboratively with relevant stakeholders to facilitate the delivery of appropriate infrastructure and services across the City, including within the LPT areas. The purpose of Proposed Variation No. 3 is to broaden and strengthen options for housing delivery citywide. The Planning Authority recognises the relationship between housing provision and enabling infrastructure and will continue to engage with Údarás na Gaeltachta in this regard.

The Planning Authority engages with Údarás na Gaeltachta during Development Plan reviews, and policy and narrative relating to Gaeltacht areas are informed by national and regional policy, including the National Planning Framework and the Regional Spatial and Economic Strategy.

### **Chief Executive Recommendation**

No change.

## **2.11 An Taisce**

### **Summary of Submission**

An Taisce Galway welcomes the intent of Variation No. 3 but raises concerns regarding the lack of alignment between the Galway City Development Plan (GCDP) 2023–2029 and key updated national policies. The submission highlights the need to reference the Revised National Planning Framework (NPF) 2025, including its revised population target of 122,000 for Galway City and Suburbs by 2040. An Taisce highlights the absence of a robust Transport Oriented Development (TOD) approach, stating that this is required under National Policy Objectives 10 and 97. Light rail is identified as the most effective mode to deliver TOD in Galway.

The submission recommends the preparation of Statutory Area Plans rather than “developer-led masterplans” for key growth and regeneration areas including Ardaun, Murrough, the Headford Road Regeneration Area, Castlegar and Doughiska, to ensure meaningful public participation and coordinated infrastructure delivery.

Concerns are raised in relation to Murrough, where issues such as coastal flood risk, climate resilience, biodiversity impacts, damage to protected habitats / wildlife are highlighted are identified as obstacles to high density development.

An Taisce also calls for updates to reflect the Climate Action Plan 2025 and the completed Galway Drainage Area Plan (2025). The submission supports compact growth and regeneration, including at City Hall, subject to the inclusion of residential uses to ensure vibrancy. The An Taisce’s submission places emphasis on environmental protection, retention of hedgerows, stone walls, heritage features, active travel connectivity and safeguarding natural and recreational lands from inappropriate rezoning.

### **Chief Executive Response**

An Taisce’s comprehensive submission is welcomed. The Executive would note that Variation No. 3 has been prepared to respond to the NPF Implementation: Housing Growth Requirements – Guidelines for Planning Authorities (2025). Accordingly, Amendments A.3 and A.4 place the NPF First Revision (2025) on a clear policy footing by amending the Galway City Development Plan 2023-2029 to explicitly have due regard to the revised NPF.

The Executive agrees with An Taisce on the importance of a TOD approach. As referred under [Section 2.1](#) ‘OPR’ Variation No. 3 embeds TOD principles through the proposed rezoning and Masterplanning of Murrough (A.55), a location identified for a transport-oriented coastal community and through the proposed Statutory Area Plans for Doughiska (A.44) and Castlegar (A.45). This will help guide integrated land-use and transport planning. These measures will enable compact, sequential growth focused on

public transport corridors and active-travel connectivity, directly implementing National Policy Objectives 10 and 97 of the revised NPF.

The preparation of masterplans and statutory area plans will include full stakeholder and community engagement in accordance with the Planning and Development Act 2024, ensuring transparency and meaningful public participation.

Regarding climate action, Variation No. 3 and the adopted City Development Plan will continue to be implemented in conjunction with the Climate Action Plan 2025, ensuring policy coherence across climate, transport and spatial planning objectives.

The primary purpose of Variation No. 3 is to provide an evidence-based response to the revised housing growth requirements. As set out in the consultation documentation, the Variation does not constitute a comprehensive review of all related policies, objectives, or guidance.

Some of the matters raised by An Taisce are also discussed under [Section 3.1](#) below.

### **Chief Executive Recommendation**

No change.

## **2.12 Land Development Agency**

### **Summary of Submission**

The Land Development Agency (LDA) welcomes and supports Variation No. 3 as aligning the City Development Plan with the revised NPF and Section 28 Housing Growth Guidelines and facilitating compact, infrastructure-led housing delivery. It particularly supports amendments that extend the Sandy Road Regeneration Opportunity Site to include the O'Hallorans Joinery lands, noting this can improve permeability and safer access via Tuam Road.

The submission confirms that LDA public land at Terryland, Ballymoneen Road, Sandy Quarter, Galway Harbour, Merlin Park and other sites could collectively deliver c.4,370–5,970 homes in support of the plan's revised core strategy.

### **Chief Executive Response**

The supportive submission from the Land Development Agency is welcomed. The Agency's recognition of the alignment between Proposed Variation No. 3, the *National Planning Framework – First Revision (2025)*, and the NPF Implementation: Housing Growth Requirements Guidelines (2025) is acknowledged.

The Planning Authority also welcomes the LDA's continued collaboration on the regeneration of the Sandy Road and City Centre areas, including the broader

Sandy Quarter site, which represents a key opportunity for compact, mixed-use and infrastructure-led urban renewal consistent with the Core Strategy.

The points raised regarding improved site permeability, phased redevelopment and ongoing engagement with Galway City Council are supported and consistent with the objectives of Variation No. 3.

### **Chief Executive Recommendation**

No change.

## **2.13 Electricity Supply Board**

### **Summary of Submission**

The ESB submission welcomes Variation No. 3 and supports its role in aligning the Plan with the Revised National Planning Framework and updated housing growth targets. The ESB emphasises that increased housing delivery and associated infrastructure, will place significant additional demands on the electricity network. The submission highlights that need to expand and reinforce electricity infrastructure to support the national target of delivering 300,000 homes by 2030.

The submission outlines ESB's wider corporate strategy to decarbonise the electricity system by 2040 through investment in renewable generation, smart networks and system resilience. In a Galway City context, the ESB notes that existing grid capacity is constrained and could hinder the achievement of revised housing and growth targets if not addressed. The submission identifies the need for a new 110kV substation in North Galway City, along with additional medium and low voltage substations, to support sustainable growth and the transition to low-carbon technologies.

The ESB highlights the importance of early and ongoing collaboration with Galway City Council. This includes the proactive identification and zoning of suitable sites for energy infrastructure, ensuring public utilities are permissible across all zoning objectives, and early engagement on roads, public realm and greenway projects to facilitate efficient provision of ducting and underground cabling, thereby supporting timely and cost-effective infrastructure delivery.

### **Chief Executive Response**

The Planning Authority acknowledges ESB's support for the plan-led approach of Variation No. 3 and its recognition of the need to align spatial growth with investment in energy infrastructure and renewable capacity.

The comments regarding close coordination between Galway City Council and ESB Networks in identifying sites for substations, safeguarding existing infrastructure, and integrating future network upgrades into public projects are agreed and consistent

with Policy 9.13 Energy and Associated Infrastructure of the Galway City Development Plan.

The request to ensure that public utilities remain permissible under all zoning objectives is noted and is already supported in Galway City Development Plan.

Ongoing collaboration with ESB will be maintained to ensure timely delivery of energy infrastructure that supports climate action, compact growth and housing delivery.

### **Chief Executive Recommendation**

No change

## **2.14 Uisce Éireann**

### **Summary of Submission**

The submission from Uisce Éireann (UÉ) outlines the current position with regard to availability of water services and provides commentary regarding the site zonings and development plan text amendments outlined under Variation No. 3.

UÉ outlines that the Mutton Island WWTP is currently being assessed as part of the Galway Wastewater Strategy, with interim upgrade works at scoping stage to improve plant optimisation and operational resilience. These works are intended to ensure that the treatment plant can continue to meet projected growth targets set out in the Development Plan, pending longer-term strategic investment decisions.

The submission highlights ongoing challenges within the wastewater network, including tidal infiltration and sewer flooding risk. UÉ notes that monitoring and survey work is underway to better understand the extent of salinity infiltration into the sewer network, with targeted interventions progressing through the Infiltration Reduction Programme.

The provision of a wastewater balancing tank at the Merlin Park Pumping Station is identified as a critical piece of infrastructure to facilitate growth in the eastern parts of the City, including Ardaun, Doughiska and Merlin Park, and this project is currently at construction stage. In parallel, Uisce Éireann has established a Galway City Wastewater Network Feasibility Study Programme to identify solutions to environmental non-compliance issues, provide additional capacity for growth and manage flood risk.

In relation to water supply, the submission outlines recent improvements to the Terryland Water Treatment Plant raw water intake, which have reduced supply risk within the Lough Corrib Water Resource Zone. It notes plans to increase the plant's treatment capacity and confirms that upgrades to the water distribution network are progressing across several areas of the City to support housing delivery.

Uisce Éireann also comments on zoning and site serviceability, welcoming engagement with the City Council on area-based capacity audits and the provision of additional information on expected development loads, particularly for large growth areas such as Murrough. The submission stresses that all new development connecting to Uisce Éireann infrastructure must be assessed through the New Connections process, and it requests that the content of the submission be fully taken into account in the Environmental Reports accompanying the proposed variation.

### **Chief Executive Response**

The submission from Uisce Éireann is welcomed and the clarification provided on the current position regarding water services is acknowledged, particularly in the context of the site zonings and Development Plan text amendments proposed under Variation No. 3. The Planning Authority also acknowledges the strong and established record of collaboration between Galway City Council and Uisce Éireann in supporting sustainable growth and the coordinated delivery of enabling infrastructure.

As referenced under [Section 2.1](#) above, the UÉ submission was made prior to the publication of the 2026 Water Supply Capacity Register and Wastewater Treatment Capacity Register, both of which now provide additional, up-to-date information that further clarifies network capacity and investment planning for the City. The response below reflects this updated context.

### **Water Supply**

According to the 10-Year Water Supply Capacity Register (April 2026), the Lough Corrib Water Resource Zone—serving Galway City and suburbs—has capacity available to support projected demand to 2035, subject to level-of-service (LoS) improvements through leakage reduction and targeted capital investment.

The completion of the Terryland Raw Water Intake Project (2024) has strengthened resilience in the City's supply system, while the planned Terryland Water Treatment Plant Upgrade (increasing capacity from 45,800 m<sup>3</sup>/day to 66,000 m<sup>3</sup>/day by 2031) will ensure continued support for growth under the National Planning Framework – First Revision (2025).

### **Wastewater**

The Wastewater Treatment Capacity Register (April 2026) indicates that the Mutton Island WWTP currently provides treatment capacity of 170,000 PE, with c. 25,000 PE of spare capacity available. This suggests that existing treatment capacity can accommodate short- to medium-term population growth envisaged in Variation No. 3.

Since UÉ's submission to Variation No. 3, further detail has been made available through the emerging Galway Wastewater Strategy (GWS). The draft strategy, scheduled

for public consultation in Q2 2026, reviews the capacity and long-term function of Mutton Island WWTP and the wider network to 2080. It will guide phased capital investment in both treatment and collection systems over successive investment cycles. In the interim, UÉ continues to deliver localised improvements through network optimisation and infiltration-reduction programmes to mitigate flooding and service risks.

### **Engagement and Serviceability**

The Council welcomes UÉ's ongoing commitment to work with the Planning Authority on the serviceability of new residential and mixed-use zonings, especially at Murrough, Doughiska, and Castlegar and notes that this engagement will continue as Settlement Capacity Audits and statutory Area Plans are advanced.

### **General Matters**

The request to update all references from Irish Water to Uisce Éireann is accepted.

### **Summary**

While UÉ's submission preceded the publication of the new capacity registers, the updated data confirm that sufficient water and wastewater capacity exists, supported by planned investment, to meet the Growth Targets and housing delivery objectives of Variation No. 3. The Council will continue close engagement with Uisce Éireann to coordinate the sequencing of development and infrastructure investment in line with national policy and statutory requirements.

### **Chief Executive Recommendation**

Make the variation as proposed, subject to the following modification:

References in the Variation to **Irish Water** shall be replaced with **Uisce Éireann**.

## Section 3: CE Response to Other Submissions

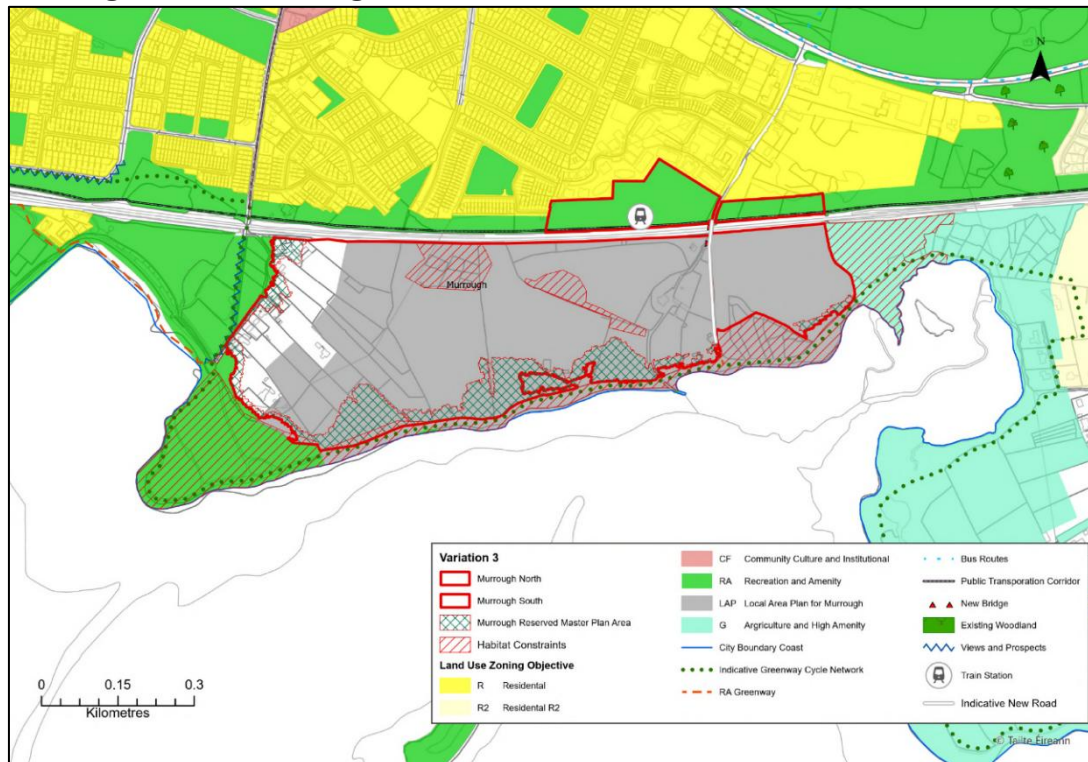
Section 3 summarises the submissions and observations made by people and organisations outside of those summarised in Section 2. All submissions have been given careful and serious consideration and the issues raised have been summarised, and the response and Recommendation of the Chief Executive provided.

### 3.1 Proposed Alterations to the Development Plan Maps

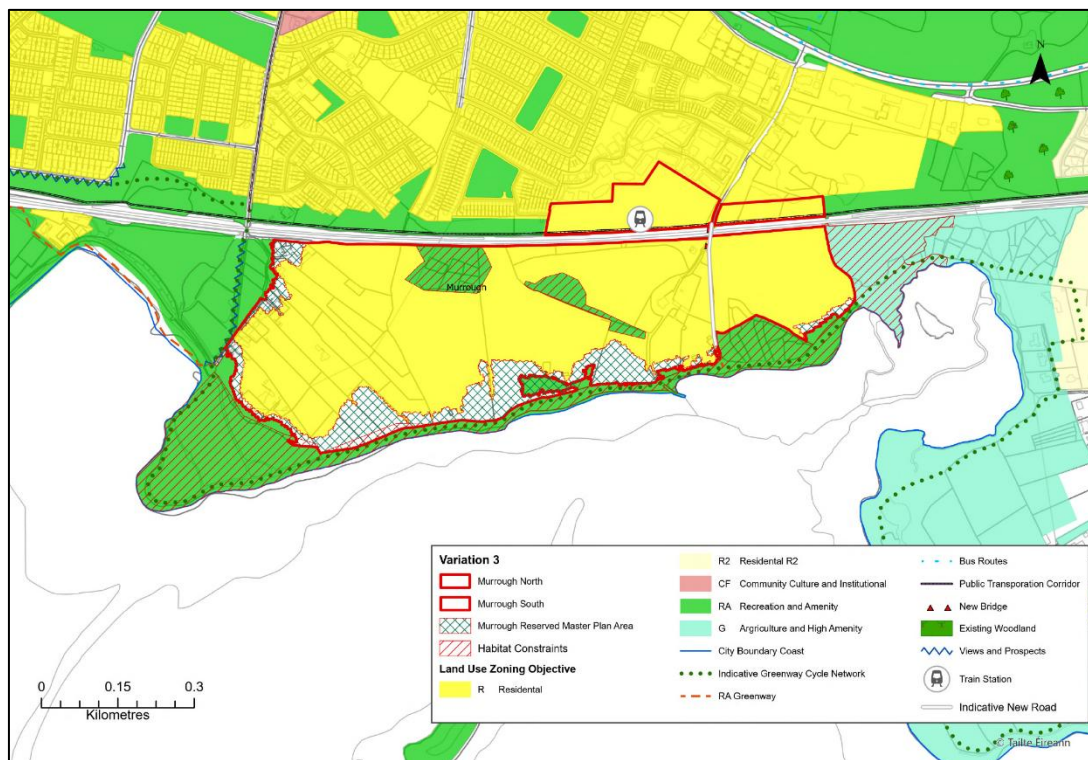
Section 3.1 sets out the other submissions received in relation to proposed amendments to the Galway City Development Plan 2023-2029 Maps as set out in amendments A.55-A.69 of the proposed variation. A summary of the issues raised in respect of each specific Amendment is set out below, followed by the Chief Executive's Response and Recommendation.

Amendment Reference	Site Location
A.55	Murrough
<p>The proposal is to vary the relevant land use zoning map and related text of the City Development Plan to reflect the following:</p> <p>To change the zoning of lands at Murrough (area: 34.82 ha) from Unzoned lands, Murrough Local Area Plan &amp; Natural Heritage, Recreation and Amenity (RA) to Residential (R) zoning and to include a requirement for a Masterplan / Area Plan prior to development.</p> <p>To change the zoning of lands immediately outside of the Murrough red line boundary (as shown in Drawing 1) currently unzoned or zoned Local Area Plan for Murrough (LAP) to Natural Heritage, Recreation and Amenity (RA).</p>	

### Existing Land Use Zoning



### Proposed Land Use Zoning



It is an objective for these lands that:

- Development shall be subject to a Masterplan, addressing land use mix, phasing, transport integration, flood risk, and coastal resilience.

- Provide for a new University Campus, with a landmark building set towards the Coast.
- All proposed development within the Murrough Area must demonstrate how, in layout, density, design and connectivity, it will be consistent with the comprehensive development of a sustainable, transport orientated coastal community.
- Provision shall be made for the following infrastructure:
  - An over rail bridge connection to lands to the southern portion of the Masterplan,
  - A new linear coastal amenity and flood defence,
  - A dual track rail line and commuter rail stop north of the railway line,
  - Active Travel links to Gleann na Rí and Gleann Rua estate to the north and connections west towards Ballyloughane, facilitating options for the proposed Greenway which will traverse east west through the site, and,
  - associated water/wastewater and surface water.
- Development will support compact growth, sustainable mobility, and high-quality placemaking as part of Galway City's long-term growth framework.
- Ensure that Murrough House, and its principal elevation, is recognised through design, treatment and layout as a notable asset within the new Coastal Community with provision being made for a sustainable, long-term use for the building.
- Appropriate treatment, including set-backs and access management, will be required in appropriate areas to safeguard European Sites and areas identified as having particular biodiversity value. Development will support existing historical, ecological and environmental features.
- Uses on Murrough lands within Flood Zones A and B shall be limited shall be limited to water compatible uses. This limitation shall take primacy over any other provision relating to land use zoning at these lands.
- To safeguard the long-term development (beyond the Plan period 2023-2029) of the Murrough area, land within Corrib go Costa future scenario areas have been reserved for potential future Masterplan expansion. Uses in these areas shall be limited shall be limited to water compatible uses for the Plan period 2023-2029. This limitation shall take primacy over any other provision relating to land use zoning at these parts of the lands.
- All appropriate uses will be considered for these lands during future reviews of and/or variations to the City Development Plan and associated Strategic Flood

Risk Assessment processes, however these lands will be reserved for the current Plan period in order to enable future expansion where this is deemed appropriate.

- Detailed, site specific Flood Risk Assessment will be required for any proposal for development within Flood Zones A or B or within the Corrib go Costa future scenario areas.

### **Summary of Submissions**

A number of submissions while recognising the need to provide for additional housing, express concerns regarding the proposed rezoning to Residential (R) at Murrough. A few submissions support the proposed rezoning, while raising specific questions or recommendations regarding the detail of the proposals.

Submissions express concerns over the impact of the proposals on the neighbouring residential areas. They highlight the limited road access into the site, and the limited capacity of the adjoining road network, which is considered to already be at or over capacity with significant congestion and traffic volumes due to commuters seeking to avoid traffic on Dublin Road. Submissions consider that the proposals will exacerbate these issues, highlighting safety and congestion concerns, and request that the proposals address the exiting traffic pressures, implementing traffic calming and quiet streets measures, and avoiding linking into the current road network.

Some submission state there are no plans to provide adequate public transport or active travel measures, and that the proposed variation would undermine active travel proposals in the area, while others highlight the need for investment in active travel infrastructure and improved permeability. One submission states that the proposed greenway is not feasible.

A number of the submissions highlight the need for traffic impact assessments and a local transport plan prior to rezoning or as part of any masterplan.

Submissions highlight the need for adequate infrastructure, utilities and wastewater systems, open space, local amenities and services, including insufficient school and childcare capacity, to support the proposals, expressing concern that the proposals will adversely impact the limited existing provision in the area. Some submissions recommended the provision of services including medical and community facilities, schools, and childcare as part of the masterplan.

Submissions highlighted the cost of the required enabling infrastructure, one stating that this money would be better spent elsewhere. While a number of the submissions support the proposals to provide a railway station, one submission recommends that the location of the station be amended, and that it be car free (except for disabled parking), and provide sheltered platforms, interior cycle storage, and two platforms.

One submission recommends that an underpass be provided instead of a new over-rail bridge.

A number of submissions state that the proposed density is excessive and incompatible with the surrounding area, requesting that density constraints be put in place. Other submissions consider that the density in this part of the Variation is overstated which distorts the potential capacity of the site. One submission states that the site should be at a higher density to comply with national policy and guidance. Some submissions state that the site should be zoned as mixed-use rather than just R, with one questioning the meaning of “land-use-mix”. Submissions state that adequate recreation and amenity space should be provided, with some recommending that a portion of the lands be retained as RA.

A few submissions request the exclusion of Ballyloughane Village from the masterplan area, requesting that it be rezoned as agriculture (A) and a buffer of A land provided between Ballyloughane Village and the masterplan area. A couple of submissions state that other brownfield land should be rezoned prior to Murrough. One submission argued that the lands should be rezoned to RA to preserve the wildlife and habitats, providing sports facilities and active travel and greenway to the east.

A number of submissions express concern that the proposals are likely to negatively impact upon nearby Natura 2000 sites and biodiversity, as well as be at risk from flooding and climate change. They consider that the variation lacks clarity and transparency on how ecology and habitats were taken into account, and that broader biodiversity was not taken into account. One submission requests a Natural Capital Assessment be undertaken prior to rezoning. Another submission states the proposals will destroy sustainable farming practices in the area and UNESCO-recognised dry stone wall heritage. A couple of submissions question the findings of the SEA and Natura Impact Assessment, with one stating that the proposal is in direct conflict with the findings of the SEA Environmental Report, which cautions against “avoidable adverse visual impacts” and the erosion of the City’s visual integrity.

Submissions express concern that the proposals will harm protected views in the vicinity of the site. Some submissions highlight that built heritage in the area must be preserved, including Murrough House, the rail bridge over Ballyloughane Road, and Murrough Level Crossing.

Some submissions are concerned with the lack of public consultation on the proposals for the area, questioning why the plans were not put on display at the local community centre. One submission notes that the plans in the variation do not seem to include the complete masterplan area. Another submission considers that the name “Murrough” is misleading, as it includes lands within Renmore Townland, and that the Renmore area should be excluded from the Murrough Masterplan area.

### **Chief Executive’s Response**

Variation No. 3 has been initiated in the context of the statutory requirement to review the existing Galway City Development Plan to ensure that its objectives remain consistent with the National Planning Framework review and relevant Ministerial guidance issued under section 28, in particular zoning of additional land for residential purposes. In considering the existing City Development Plan across its entirety, it became clear that the existing policy approach for A.55 Murrough in the current City Development is no longer fit for purpose at a strategic level and presents a unique and desirable opportunity to comply with legislative and strategic imperatives driven at central government level while securing a quality and sustainable outcome for Galway City by creating a new desirable coastal neighbourhood with a range of uses.

It was found that the current City Development Plan strategy for these lands, a predominantly Recreation and Amenity outcome, with only a limited residential component (two third Recreation and Amenity, one third Residential), risks driving a form of large, formal play and pitch-based development that would be either prejudicial to the sensitive coastal receiving environment and the biodiversity value of the area by removing existing features including field boundaries and wooded areas or present an inefficient yield with limited additional play facilities. At the same time, Murrough's coastal location—close to the existing urban area and adjoining strategic transport infrastructure—presents an exceptional opportunity to plan proactively for a different, more sustainable and balanced outcome, with environmental safeguarding embedded from the outset.

The Murrough lands represent a unique opportunity for the creation of a sustainable urban coastal community: a new neighbourhood designed around Transport Orientated Development principles, with sustainable mobility, reduced car dependency and high-quality public realm as the defining features. Critically, planning at this scale provides a realistic basis to secure the enabling infrastructure required to serve both the site and the wider City, including the delivery of a new commuter rail stop (and associated access infrastructure) and a comprehensive active travel network that connects through the lands and westwards towards the city centre. Vehicular access and traffic distribution are intended to be focused primarily northwards to the Dublin Road – where the permitted high frequency Dublin Road bus corridor will also ensure a ready quality public transport option. While safe, attractive walking and cycling connections will be developed to integrate the neighbourhood with surrounding communities and the wider greenway/cycle network. A critical piece of enabling infrastructure for the development of these lands, the flood defence infrastructure, will also provide a significant new opportunity for public realm and a coastal amenity, which would represent a major long-term recreational and environmental asset for residents and for the City as a whole. The Variation further provides for the potential of a strategic educational and innovation function in this location, including the prospect of an Atlantic Technological

University (ATU) campus, to be shaped through detailed masterplanning and design to ensure a high-quality, place-making outcome appropriate to this coastal setting.

At Development Plan level, the purpose of the Variation is to establish the appropriate high-level zoning pattern and safeguarding objectives—covering matters such as ecological sensitivity, coastal processes and flood risk, sustainable transport, movement priorities, and placemaking—before the detail is refined through a comprehensive masterplan. That masterplan will be subject to public engagement and informed by detailed technical assessment, with densities, layout and interfaces to be resolved having regard to site-specific considerations, including the need for an appropriate transition in character and form in areas closer to Ballyloughane. What follows, therefore, are the responses to the individual issues that were raised—in one form or another—across the various submissions received. In addition, a number of proposed non-material amendments to the Variation are recommended to clarify these strategic points and to strengthen the accompanying objectives and supporting text.

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The level of interest in the proposed rezoning in relation to A.55 Murrough is noted and welcomed, it is acknowledged that there is a diversity of opinion expressed ranging from support to objection. It is noted that a number of the concerns and recommendations raised in submissions relate to matters of detailed design. As set out in the proposed variation, any development within the site following the proposed rezoning is subject to the creation of a masterplan for the area. The proposed masterplan for the area will be prepared with engagement with local communities, and any future development on the lands will be subject to the development management process, including statutory consultation, to enable engagement in relation to issues of relevance, including the implementation of any mitigation measures where appropriate.

It is highlighted that these lands / masterplan will be centred around the principles of Transport Orientated Development. As such a detailed transport assessment, which may form a Local Transport Plan or similar, will accompany the masterplan for the area. This work will be carried out with key stakeholders such as the NTA and Irish Rail. The assessment should consider the potential for impacts upon the local and wider area, including identification of mitigation measures where relevant. It is not considered that the proposed rezoning will interfere with any current plans for traffic calming in nearby residential areas.

The objectives for the Murrough area seek to deliver a high density, transport oriented development focused on sustainable mobility, reduced car dependency and a movement strategy that prioritises walking, cycling and public transport. As such the Masterplan, informed by the transport assessment, will also address the need for adequate public transport provision and appropriate active travel measures in and

through the site, taking into account the future need. The proposed variation includes specific objectives to incorporate a Greenway running east-west through the site, which will connect to the local cycle network and to proposed national greenways in accordance with the Galway Transport Strategy.

Regarding concerns relating to infrastructural provision in the context of the proposed rezoning, the Development Plan has policies to ensure that new development is accompanied by the required community, educational, transport, drainage, and recreational infrastructure to ensure the protection and enhancement of local amenities and the continued growth of local services. The Residential (R) land use zoning objectives allows for the provision of supporting uses, including open space, shops and services, education and childcare, health, and community uses. It is anticipated that through the development of a masterplan for the area which will set out the appropriate land-use mix, necessary infrastructure will be identified and planned for, including water and drainage, community spaces, additional open space, local amenities and childcare.

Regarding the provision of educational facilities, it is considered that there are sufficient lands currently zoned within the City to accommodate educational development. In addition, educational facilities are either permitted in principle or open to consideration across a range of zoning objectives within the Development Plan, thereby providing flexibility to respond to future educational infrastructure requirements.

Galway City Council will continue to work collaboratively with the Department of Education and Youth to support the timely delivery of appropriate educational capacity where required. However, it is considered that the reservation of a site for a primary school south of the railway line, would not be appropriate due to traffic and transport considerations, having regard to the specialised patronage of modern primary schools, which will generate significant inward car movements. This would be contrary to the objectives for the Murrough area, which seek to deliver a high-density, transport oriented development focused on sustainable mobility, reduced car dependency and a movement strategy focused that prioritises walking, cycling and public transport.

Support for the proposed provision of a commuter rail stop is welcomed. Details of the proposed enabling infrastructure including the bridge, rail station, and flood defences are to be prepared in consultation with relevant agencies, including the NTA and Irish Rail. The plan included in the proposed variation indicates an indicative location of the proposed rail station, which may be subject to change. The provision of an over-rail bridge is considered to be the most likely appropriate solution to providing access across the railway line, given the topography and nature of the lands in this location. However, an underpass or other alternative option has not been ruled out and the proposals are subject to route selection and design.

It is acknowledged that the infrastructure highlighted as part of the proposed variation will give rise to significant costs, which will include public money. As with all such proposals it will have to run through the Infrastructure Guidelines to ensure value for money and efficient delivery.

The number of units proposed to be provided in Murrough masterplan area as set out in the proposed variation is an estimate based upon the quantum of land available, taking into account the increased housing requirements, the Sustainable Residential Development and Compact Settlements Guidelines and other policy and guidance. In developing a plan for the area regard will be had to its existing character, enabling the provision of a range of densities, including own-door family homes in appropriate locations. Considerations such as setback buffers and density will be the subject of detail design to be developed in conjunction with existing landowners.

The protection of Galway City's natural heritage is a key objective of the Galway City Development Plan 2023-2029, with various existing policies and objectives already contributing towards the appropriate protection and management of the environment, including habitats and species, the landscape and views. The proposed Variation adds to these existing measures. Any future applications for development must comply with the existing and recommended policies and objectives.

As part of the proposed variation, a Strategic Environmental Assessment (SEA), a Natura Impact Report and a Strategic Flood Risk Assessment were produced. The SEA has been undertaken on the Proposed Variation in compliance with the SEA Directive and transposing Regulations. The SEA combined with the Variation-preparation process has facilitated the integration of a wide range of environmental considerations into the Proposed Variation. The SEA Environmental Report details the findings of the assessment, including mitigation measures (from both the existing Plan and the Proposed Variation) that lower tiers of decision-making will be required to comply with. Lower tier plans and projects will be subject to their own environmental assessment processes as relevant.

Strategic Environmental Objectives (SEO) are methodological measures developed from policies that generally govern environmental protection objectives established at international, Community or Member State level e.g. the environmental protection objectives of various European Directives that have been transposed into Irish law and which are required to be implemented. SEO L is one of these SEOs.

The SEOs are set out under a range of topics and are used as standards against which the provisions of the Proposed Variation and the alternatives are evaluated in order to help identify which provisions would be likely to result in significant environmental effects and where such effects would be likely to occur, if – in the case of adverse effects – unmitigated.

The SEOs are linked to indicators which can facilitate monitoring the environmental effects of the Proposed Variation as well as identifying targets which the Proposed Variation can help work towards. The text quoted in the submission (“avoidable adverse visual impacts”) is included in one of these indicators and one of these targets.

The SEA identifies the occurrence of adverse visual impacts and conflicts with the appropriate protection of designations relating to the landscape as a potentially significant adverse environmental effect, if unmitigated, of implementing the Variation. Various existing City Development Plan measures already contribute towards the appropriate protection and management of the environment, including the landscape and views. Proposed Variation No. 3 adds to these existing measures. Future applications for development must comply with these measures.

Screening for AA and Stage 2 AA (Natura Impact Assessment) have been undertaken on the Proposed Variation in compliance with the Habitats Directive and transposing Regulations. The AA combined with the Variation-preparation process has facilitated the integration of European site considerations into the Proposed Variation. The AA Natura Impact Report details the findings of the assessment, including mitigation measures (from both the existing Plan and the Proposed Variation) that lower tiers of decision-making will be required to comply with. Lower tier plans and projects will be subject to their own environmental assessment processes as relevant. As identified in the AA Natura Impact Report: “Having incorporated mitigation measures into the Proposed Variation, it has been demonstrated that the Proposed Variation is not foreseen to give rise to any significant adverse effects to any designated European site, alone or in combination with other plans or projects. This demonstration has been made in view of the Conservation Objectives of the habitats and/or species, for which these sites have been designated.”

Ecological considerations informed the provision of different zoning objectives at the Murrough lands taking into account the findings of ecological surveys that indicated the areas of highest ecological sensitivity, given their high botanical species diversity, Annex I status, location within the SAC or importance for breeding bird species. These “Habitat Constraints” areas of highest ecological sensitivity are identified in the Proposed Variation Consultation Report as such, are currently zoned “Local Area Plan for the Murrough” and have informed the zoning of the Proposed Variation – they are proposed to be zoned “Recreation and Amenity”.

Furthermore:

- Various existing City Development Plan measures already contribute towards protection and management of biodiversity and ecological connectivity.
- The Proposed Variation requires, inter alia: the appropriate treatment, including set-backs and access management, will be required in appropriate areas to safeguard European Sites and areas identified as having particular biodiversity

value; and for development to support existing historical, ecological and environmental features.

The SFRA has been undertaken in compliance with the Flood Risk Management Guidelines and the Proposed Variation that was placed on public display complies with these Guidelines. All sites, apart from the Murrough site are situated within Flood Zone C. This is the Flood Zone with the lowest flood risk. At the Murrough site, the areas with the highest levels of flood risk (Flood Zones A and B) have been zoned “Recreation and Amenity” and uses in future climate scenario risk areas (Mid-Range as well as High-End) have been limited to water compatible uses for the Plan period. The SFRA Report details the findings of the assessment, including mitigation measures (from both the existing Plan and the Proposed Variation) that lower tiers of decision-making will be required to comply with. Lower tier plans and projects will be subject to their own environmental assessment processes as relevant.

The inclusion of any coastal amenity and flood defence in a Masterplan for the Murrough would need consider effects including, but not limited to, effects relating to sediment dynamics and effects relating to habitats and species (including intertidal habitats, protected species and their nesting and foraging grounds and designated sites).

With respect to the site’s coastal location, various existing City Development Plan measures already contribute towards protection and management of coastal areas. Proposed Variation No. 3 adds to these existing measures. For responses to additional comments regarding flood defence, coastal wave overtopping and coastal change, see the CE’s response to OPW in [section 2.7](#).

Site specific surveys which consider natural features, ecology and other matters required by the Galway City Development Plan will be necessary at the appropriate time.

The protection of Galway’s built heritage assets, including those on the National Inventory of Architectural Heritage, is ensured through a number of policies and objectives within the Galway City Development Plan, and any development proposals must have regard to such provisions. A specific objective is included to ensure the protection and recognition of Murrough House. The City Development Plan also contains objectives and policies which seek the inclusion of existing stone walls in development layouts.

With regards to the submission from Atlantic Technological University requesting amendments to the related policy text in 10.6(5), which relates to the provision of a university campus. It is considered that the proposed amended text is acceptable subject to the inclusion of a requirement to provide a landmark building set towards the coast.

It is acknowledged that the proposals referred to as Murrough in the proposed variation also affect areas of Renmore townland. The maps included within the variation documentation clearly demonstrate the area proposed to be rezoned and therefore it is not considered to be unduly misleading. Any future plans produced on a neighbourhood level will have to have regard to historical placenames and features as well as character.

In regard to the publication of the variation documentation, it was advertised online and in a local newspaper in accordance with statutory requirements, and made available for viewing, both in soft and hard copy format, online and in a number of locations around Galway City as is the standard practice for Development Plan consultations.

The maps of the proposed rezoning of A.55 Murrough set out specifically the areas of land proposed to be rezoned as part of this variation, and to which the specific objectives relate.

These matters are further responded to in a number of the submissions in Section 2 of this report, where recommendations have been made, in particular the OPR ([Section 2.1](#)) and the NTA ([Section 2.3](#)).

### Chief Executive's Recommendation

Make the variation as proposed, subject to the following modifications:

A.41 Section 10.25 Murrough:

...In recognition of this, the Council will, ~~by itself or~~ in cooperation with relevant stakeholders including the NTA, prepare a LAP Masterplan and associated Local Transport Plan for the Murrough area. The aim...

A.43 Policy 10.6 Murrough:

1. Develop the Murrough area in accordance with ~~a Local Area Plan~~ a Masterplan 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-~~ addresses land use mix including provision for local retail, community and education facilities, phasing, transport integration, built heritage, biodiversity, flood risk, and coastal resilience. This Masterplan shall be the subject of an agreed stakeholder engagement and public consultation process.
2. Provision shall be made for the following infrastructure:
  - a. An over rail bridge connection to lands to the southern portion of the masterplan, this bridge shall be the principal vehicular connection serving the lands south of the railway line.
  - ...
  - e. Access for bus and associated bus infrastructure through the area.

f. and...

5. ~~Provide for a new University Campus, with~~ It is an objective to support the future development on the Murrough Lands in a manner that enables the enhancement and improvement of ATU and its ancillary facilities, providing for a landmark building set towards the coast.

6. a. All proposed development within the Murrough Area must demonstrate how, in layout, density, design and connectivity, it will be consistent with the comprehensive development of a sustainable, transport orientated coastal community.

b. All proposals to the western end of the Masterplan Area– adjacent to Ballyloughane and Renmore - shall positively respond to the established character of this area, protecting third-party residential amenities as appropriate.

...

8. a. Uses on Murrough lands within Flood Zones A and B shall be limited shall be limited to water compatible uses. This limitation shall take primacy over any other provision relating to land use zoning at these lands.

b. Future applications for development in this location shall follow a precautionary approach, that seeks to avoid inappropriate locating of development, taking into account coastal change, any Coastal Erosion Risk Management Study undertaken, and any existing/proposed coastal defence infrastructure.

c. Certain lands in the Murrough are identified by the OPW (refer to floodmaps.ie) as Coastal Areas Potentially Vulnerable to Wave Overtopping (CAPOs). Future applications for development in this location shall demonstrate that this vulnerability has been taken into account.

...

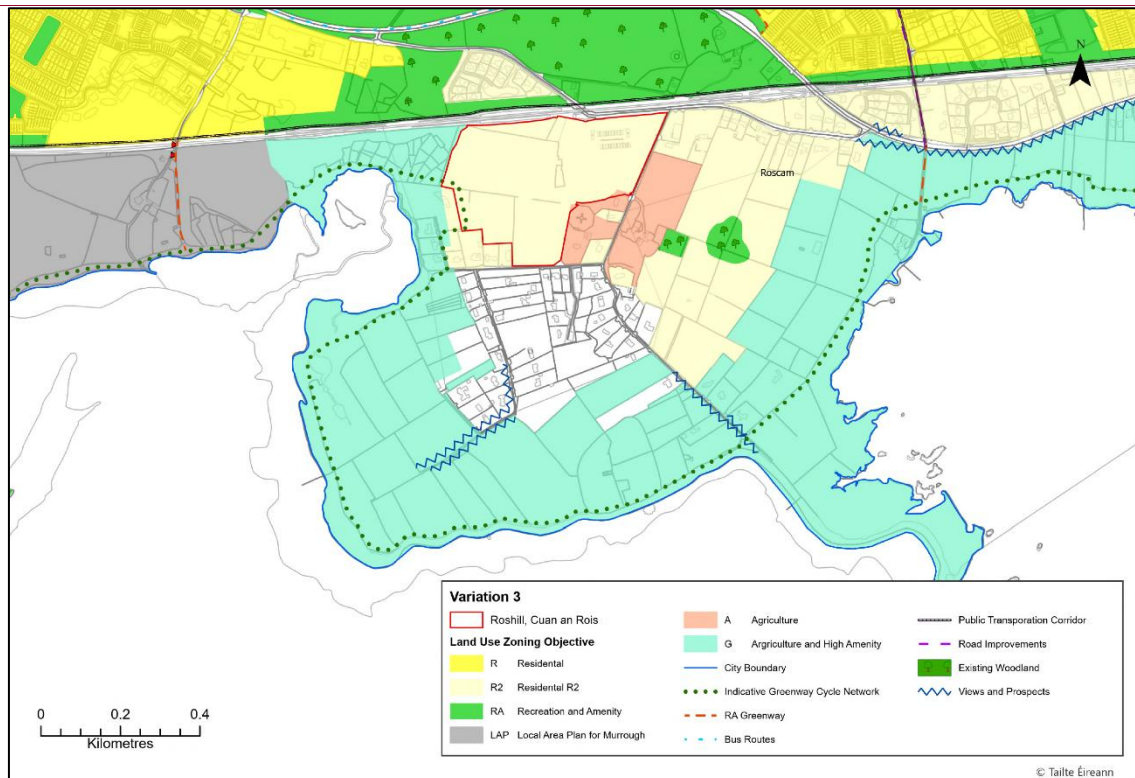
#### A.46 Section 10.26 Specific Objectives

Murrough

~~12.16. Prepare a Local Area Plan~~ a Masterplan including supporting Local Transport Plan for Murrough within the period of this plan.

Amendment Reference	Site Location
A.56/57	Rosshill
The proposal is to vary the relevant land use zoning map and related text of the City Development Plan to reflect the following:	

To change the zoning of lands at Rosshill (area: 13.38ha) from Residential (R2) to Residential (R).



It is an objective of these lands that:

Development proposals shall facilitate options for the proposed Greenway which will traverse the site and provide active travel routes traversing east-west through the site. The proposed layout shall 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.

### Summary of Submissions

Amendment references A.56 (Rosshill, Cuan an Rois) and A.57 (Rosshill) have been combined as per the CE's Recommendation to the OPR submission in [section 2.1](#). All submissions received in relation to either of the proposed amendments are summarised below.

One submission expresses support for the proposed rezoning.

Some submissions state that the proposed scale and density will undermine the areas established residential character. They express concern that the area already has significant traffic and congestion, and that the proposals will exacerbate the issue. One submission goes on to refer to recent Development Plan variations which relate to nearby lands in Rosshill, explaining that those reports state that no further housing is

needed in the Rosshill Area and that the rezoning is not required to meet housing targets, and questions what has changed since those statements were made.

Submissions express concern that the proposals are likely to negatively impact upon nearby Natura 2000 sites and local biodiversity, as well as be at risk from flooding and climate change. They consider that the variation lacks clarity and transparency on how ecology and habitats were taken into account, and that broader biodiversity was not taken into account. One submission requests a Natural Capital Assessment be undertaken prior to rezoning.

One submission states that the proposed rezoning would eliminate the potential to deliver the Oranmore to Galway Greenway. It recommends the lands be rezoned as Agriculture and High Amenity (G) or Natural Heritage, Recreation and Amenity (RA) would enable the greenway along with public green spaces and sports facilities.

Submissions argue that the heritage significance of the lands has not been properly considered and that detailed archaeological studies should be undertaken to avoid further damage from development.

One submission notes that the proposed rezoning appears to just be regularising the land use zoning with an approved Strategic Housing Development (SHD) which appears not to be consistent with the current R2 zoning, and references substantial development work occurring outside of the approved SHD which does not appear to have permission.

### **Chief Executive's Response**

The expression of support for the proposed rezoning in relation to Rosshill is noted and welcomed.

While it is acknowledged that the proposals would result in higher density residential developments than in the surrounding areas, this is considered to be in line with national guidance on residential densities within Galway City. Any development proposals for the area will be expected to have regard to its existing character.

Previous variations to the Galway City Development Plan 2023-2029 have proposed (variation No. 2) and made (variation No. 1) amendments to the Development Plan Maps, including lands at Rosshill. The reports relating to those previous variations explain that the lands which are the subject of the variations are not required to meet housing targets due to the situation and nature of those lands specifically, and this is not a statement for Rosshill area as a whole or Galway City in general.

It is noted that this area of the City experiences high volumes of traffic and congestion. Existing Development Plan policies and development management standards require transport plans for large developments. Such a transport strategy should be focused on sustainable mobility, reduced car dependency and a movement strategy focused that

prioritises walking, cycling and public transport. The proposed specific objective requires any development on site to facilitate the greenway as well as active travel routes through the site.

The protection of Galway City's natural heritage is a key objective of the Galway City Development Plan 2023-2029, with various existing policies and objectives already contributing towards the appropriate protection and management of the environment, including habitats and species, the landscape, and views. Any future applications for development must comply with the existing and recommended policies and objectives including provision of any required assessments.

The Proposed Variation contributes towards compliance with environmental objectives including those in relation to climate action, flood risk management, biodiversity, flora and fauna, and natural capital.

The Strategic Environmental Assessment (SEA) has been undertaken on the Proposed Variation in compliance with the SEA Directive and transposing Regulations. The SEA combined with the Variation-preparation process has facilitated the integration of a wide range of environmental considerations into the Proposed Variation. The SEA Environmental Report details the findings of the assessment, including mitigation measures (from both the existing Plan and the Proposed Variation) that lower tiers of decision-making will be required to comply with. Lower tier plans and projects will be subject to their own environmental assessment processes as relevant.

Screening for Appropriate Assessment (AA) and Stage 2 AA (Natura Impact Assessment) have been undertaken on the Proposed Variation in compliance with the Habitats Directive and transposing Regulations. The AA combined with the Variation-preparation process has facilitated the integration of European site considerations into the Proposed Variation. The AA Natura Impact Report details the findings of the assessment, including mitigation measures (from both the existing Plan and the Proposed Variation) that lower tiers of decision-making will be required to comply with. Lower tier plans and projects will be subject to their own environmental assessment processes as relevant. As identified in the AA Natura Impact Report: "Having incorporated mitigation measures into the Proposed Variation, it has been demonstrated that the Proposed Variation is not foreseen to give rise to any significant adverse effects to any designated European site, alone or in combination with other plans or projects. This demonstration has been made in view of the Conservation Objectives of the habitats and/or species, for which these sites have been designated."

In addition to the SEA and AA, A Strategic Flood Risk Assessment (SFRA) has been undertaken on the Proposed Variation in compliance with the Flood Risk Management Guidelines and the Proposed Variation that was placed on public display complies with these Guidelines. All sites, apart from the Murrough site are situated within Flood Zone

C. This is the Flood Zone with the lowest flood risk. At the Murrough site, the areas with the highest levels of flood risk (Flood Zones A and B) have been zoned “Recreation and Amenity” and uses in future climate scenario risk areas (Mid-Range as well as High-End) have been limited to water compatible uses for the Plan period. The SFRA Report details the findings of the assessment, including mitigation measures (from both the existing Plan and the Proposed Variation) that lower tiers of decision-making will be required to comply with. Lower tier plans and projects will be subject to their own environmental assessment processes as relevant.

The Galway City Development Plan has policies to ensure that new development is accompanied by the required infrastructure, including community, educational, water, drainage, and open space. The Residential (R) land use zoning objectives allows for the provision of supporting uses, including open space, shops and services, education and childcare, health, and community uses.

The protection of Galway’s heritage assets, including built heritage and archaeology, is ensured through a number of policies and objectives within the Galway City Development Plan, and any development proposals must have regard to such provisions.

The references to unauthorised development on these lands are noted. This is a planning enforcement matter and falls outside the scope of this variation.

### Chief Executive’s Recommendation

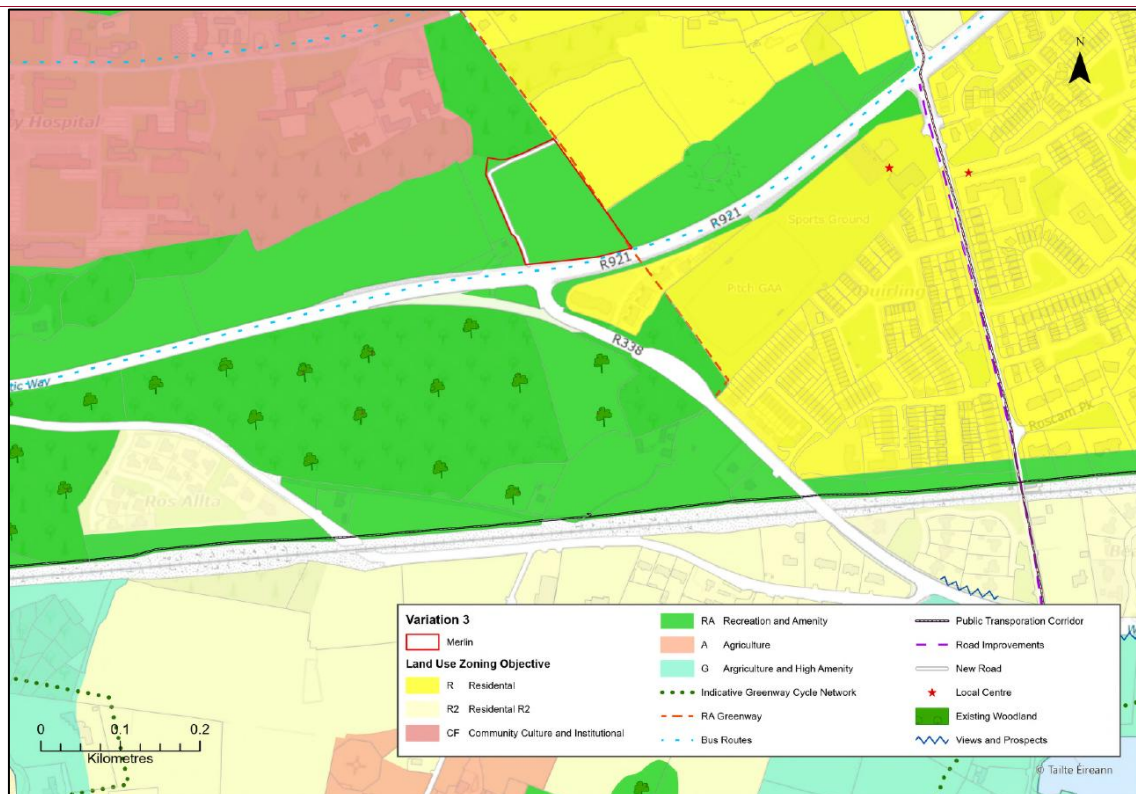
Make the variation as proposed, subject to the following modifications:

It is an objective of these lands that:

**A masterplan will be required in advance of any new development on site, and the masterplan will be subject to the assessment of transportation requirements and enabling works along with the assessment of environmental and ecological sensitivities.** Development proposals shall facilitate options for the proposed Greenway which will traverse the site and provide active travel routes traversing east-west through the site. The proposed layout shall 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~~ Uisce Éireann capacity and programme for investment.

Amendment Reference	Site Location
A.58	Merlin Lands
The proposal is to vary the relevant land use zoning map and related text of the City Development Plan to reflect the following:	

To change the zoning of lands at Merlin (area: 1.7 ha) from Natural Heritage, Recreation and Amenity (RA) to Residential (R).



It is an objective for these lands that:

- Residential development will be subject to detailed design, site-specific environmental assessment, and the provision of services and infrastructure in accordance with the City Development Plan and relevant standards.
- The implementation of the new road and its associated junction off the Dublin Road, designed as part of BusConnects, shall take place in tandem with or prior to the development, ensuring access to the wider catchment of R-zoned lands and supporting safe and efficient movement for all users.
- Development on the lands will contribute to compact urban growth, sustainable travel modes, and high quality placemaking, in line with the long-term growth and transport strategies for Galway City.

### Summary of Submissions

The submissions express concern over the loss of Natural Heritage, Recreation and Amenity (RA) lands, in particular the loss of green space and the breaking of a wildlife corridor, making reference specifically to the area of Merlin Woods which run along the top edge of the site. Specific objectives were requested to retain and protect the woodlands, as well as hedgerows and stone walls within the site. One submission states that no justification is given for the road and for rezoning this site.

## Chief Executive's Response

While not providing a significant amount of additional residentially zoned land, this site is of strategic importance for the continued development of Galway City. It is required to enable the development of the neighbouring junction, providing the fourth arm of the junction designed as part of BusConnects on Dublin Road. In addition, the rezoning of the site would allow a critical permeability link to community facilities, Merlin Woods, and unlock access to undeveloped residentially zoned council owned lands.

It is noted that Friends of Merlin Woods, who champion the protection and improvement of Merlin Woods, raise no objection to the principle of this rezoning, requesting protection for existing natural heritage on the site. The Galway City Development Plan contains objectives and policies which contribute towards the appropriate protection and management of habitats and species, the protection of woodlands, and the integration of support the inclusion of natural features into development layouts, including trees, hedgerows and stone walls.

These issues are further responded to in the CE response to OPR Recommendation 3 in [Section 2.1](#) of this report.

## Chief Executive's Recommendation

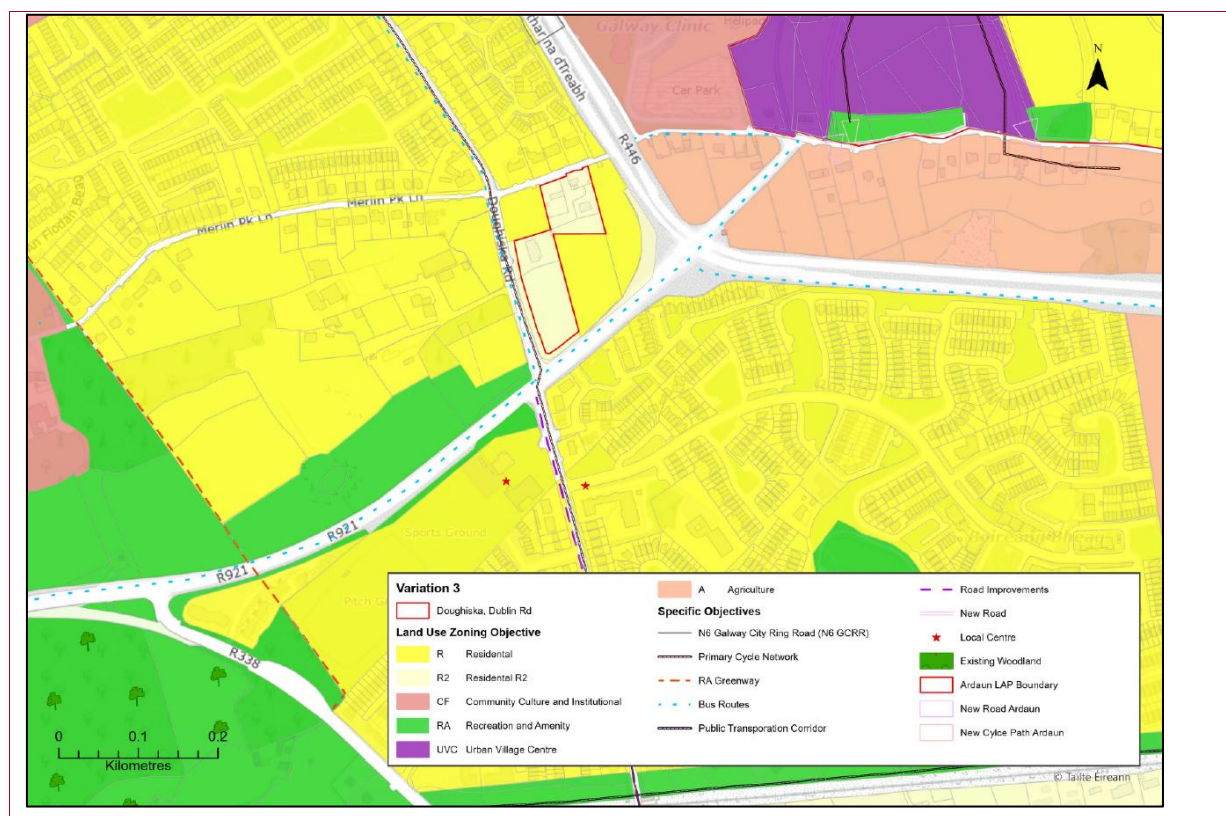
Make the variation as proposed, subject to the following modifications:

It is an objective of these lands that:

...

- Development on the lands will contribute to compact urban growth, sustainable travel modes, and high quality placemaking, in line with the long-term growth and transport strategies for Galway City.
- Development proposals shall include an assessment of transport requirements and any necessary enabling works, and shall provide for walking, cycling and bus connectivity to support sustainable mobility and integration with the wider transport network.

Amendment Reference	Site Location
<b>A.59</b>	<b>Junction of Dublin Road and Doughiska Road</b>
The proposal is to vary the relevant land use zoning map and related text of the City Development Plan to reflect the following:	
To change the zoning of lands at the junction of Dublin Road and Doughiska Road (area: 1.2ha) from Residential (R2) to Residential (R).	



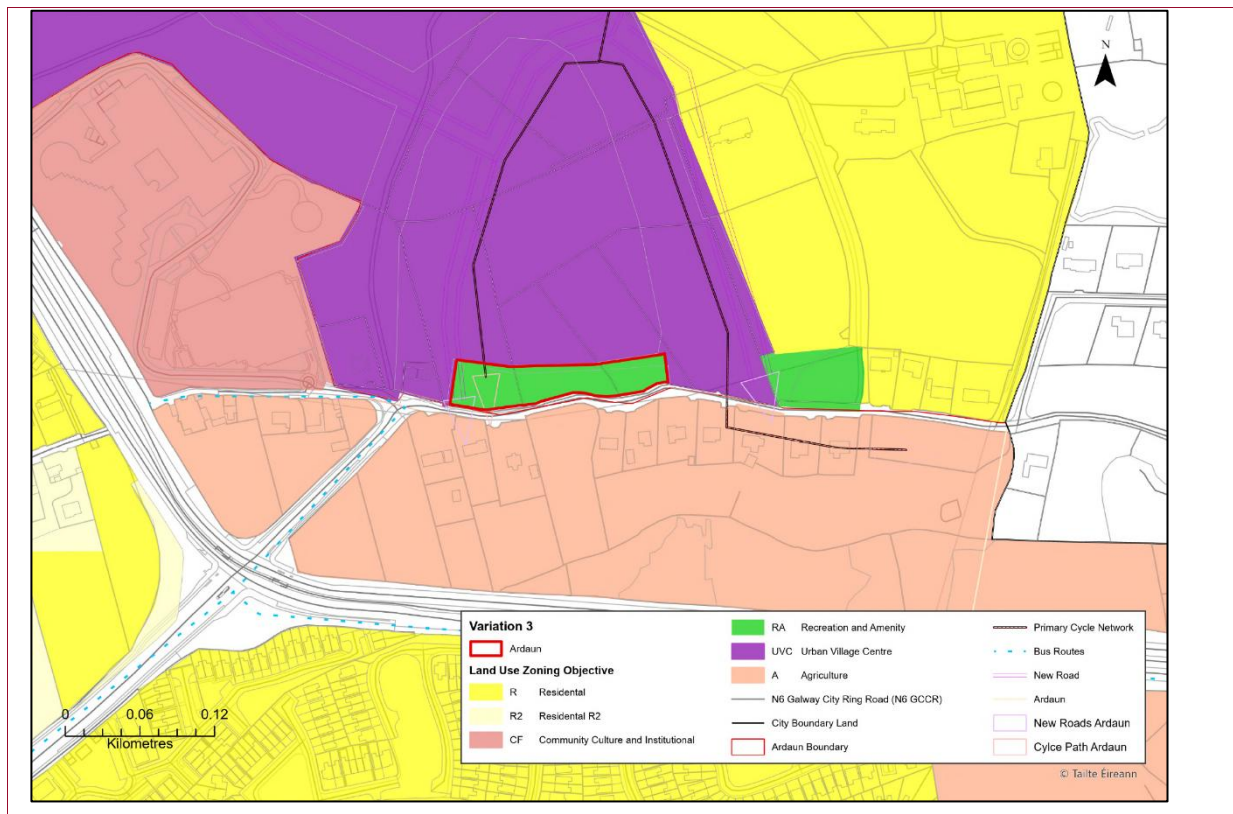
## Summary of Submissions

None

## Chief Executive's Recommendation

No change.

Amendment Reference	Site Location
<b>A.60</b>	<b>Ardaun</b>
<p>The proposal is to vary the relevant land use zoning map and related text of the City Development Plan to reflect the following:</p> <p>To change the land use zoning of the subject lands at Ardaun, currently zoned for Natural Heritage, Recreation and Amenity (RA), to Urban Village Centre (UVC) zoning.</p>	



### Summary of Submissions

One submission recommends that a portion of the lands be retained as Natural Heritage, Recreation and Amenity (RA) to ensure proper provision of recreation and amenity facilities.

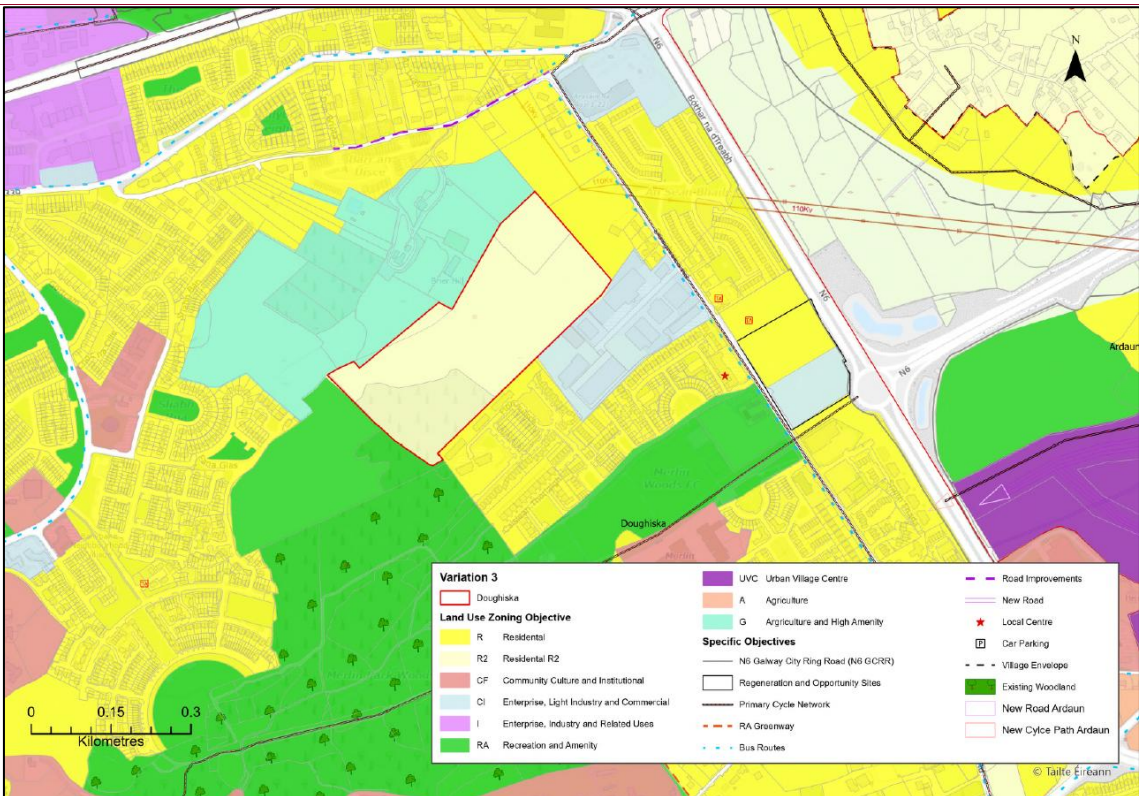
### Chief Executive's Response

The proposed change to Urban Village Centre (UVC) land use zoning will facilitate the delivery of phase 1 of the Urban Village Centre, which is key to the development of the wider Ardaun area, a key growth area in the City Development Plan. This rezoning is proposed to allow for the more considered allocation of open space internal to a future neighbourhood. This area of RA is not ecologically sensitive and it is considered that sufficient RA land is provided within the Ardaun area to serve for the anticipated numbers of potential residents.

In addition, the proposed rezoning to UVC would not preclude the provision of recreation and amenity facilities, as the UVC zoning objective (as amended by this variation) allows for the provision of a variety of uses including indoor and outdoor recreational use.

### Chief Executive's Recommendation

No change.

Amendment Reference	Site Location
<b>A.62</b>	<b>Doughiska</b>
<p>The proposal is to vary the relevant land use zoning map and related text of the City Development Plan to reflect the following:</p> <p>To change the zoning of lands at Doughiska (area: 10.8ha) from Residential (R2) to Residential (R).</p>	
	

## Summary of Submissions

Submissions relating to A.62 raise concerns regarding the ecological sensitivity of the Doughiska lands and, in particular, the presence of limestone pavement habitat, old woodland, biodiversity value and the role of the lands as part of a wider ecological link between Merlin Woods, Merlin Park and nearby European sites. Concerns are also raised regarding cumulative impacts arising from intensified development, including potential effects on habitat connectivity, landscape character, traffic, drainage and the loss of green space in the wider Doughiska area.

Separate submissions support the rezoning of part of the Doughiska lands from Residential 2 (R2) to Residential (R), but seek a wider residential zoning extending onto adjoining lands currently zoned Natural Heritage, Recreation and Amenity (RA) and Agriculture/High Amenity (G), citing compact growth, proximity to services and the sequential location of the lands within the existing urban area.

### Chief Executive's Response

The concerns raised in relation to biodiversity, limestone pavement, woodland and ecological connectivity are noted. It is acknowledged that the lands at Doughiska are located in an environmentally sensitive area and that any future development proposals on these lands will need to be informed by detailed site-specific ecological assessment, including assessment of habitats, protected species, green infrastructure links and any potential pathway for effects on European sites. The City Council's statutory obligations under Appropriate Assessment and environmental assessment processes, together with the relevant objectives of the Galway City Development Plan in relation to biodiversity protection, green infrastructure and sustainable development, will apply to any future planning application on the lands.

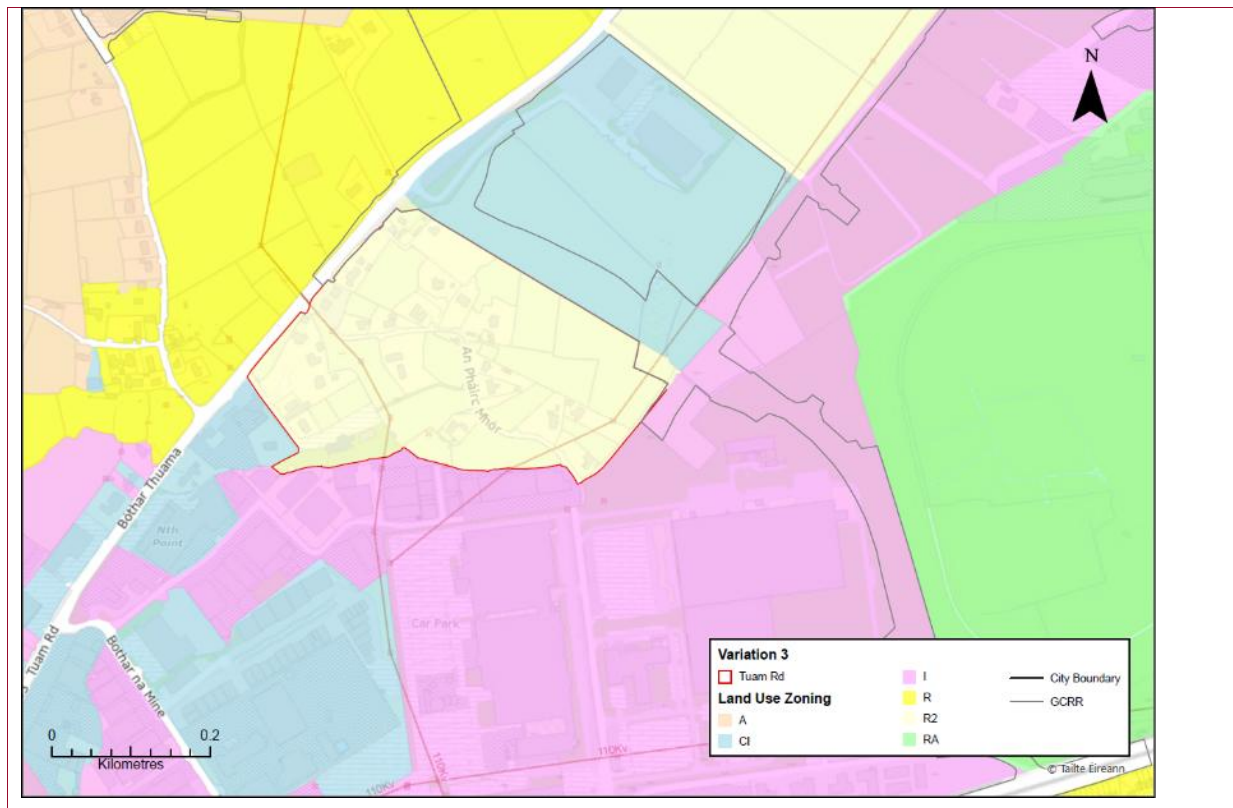
In relation to the request to extend Residential zoning to additional lands currently zoned RA and G, it is considered that this would go beyond the scope of the proposed amendment and would not be appropriate at this time. The proposed variation is limited to the rezoning of identified Residential 2 lands to Residential in order to support compact growth and housing delivery on lands already identified for residential development in principle, while the retention of adjoining RA and G lands remains important in terms of environmental protection, landscape function and amenity value.

As set out in the proposed variation, it is intended to produce a statutory area plan for this part of Doughiska, which will take into account protected features and sensitive areas to the north of Merlin Woods, and will enable the proper planning and sustainable development of the wider Doughiska area around this site.

### Chief Executive's Recommendation

No change.

Amendment Reference	Site Location
<b>A.63</b>	<b>Tuam Road</b>
<p>The proposal is to vary the relevant land use zoning map and related text of the City Development Plan to reflect the following:</p> <p>To change the zoning of lands at Tuam Road (area: 5.87ha) from Residential (R2) to Residential (R).</p>	



### Summary of Submissions

Submissions relating to A.63 generally support the rezoning of lands on the Tuam Road from Residential 2 (R2) to Residential (R), noting the location of the lands within the existing urban footprint, their proximity to Galway City Centre, and their accessibility to employment, services and social infrastructure. It is submitted that the lands are sequentially well located, are capable of contributing to compact growth, and can support a more efficient use of serviced urban land in line with national and local planning policy.

Transport Infrastructure Ireland, in the context of A.63 and A.64, notes the proximity of the subject lands to the proposed N6 Galway City Ring Road and seeks clarification that the proposed rezoning would not compromise the route or viability of that infrastructure. TII recommends consultation with the N6 Galway City Ring Road project team prior to adoption of the proposed alteration

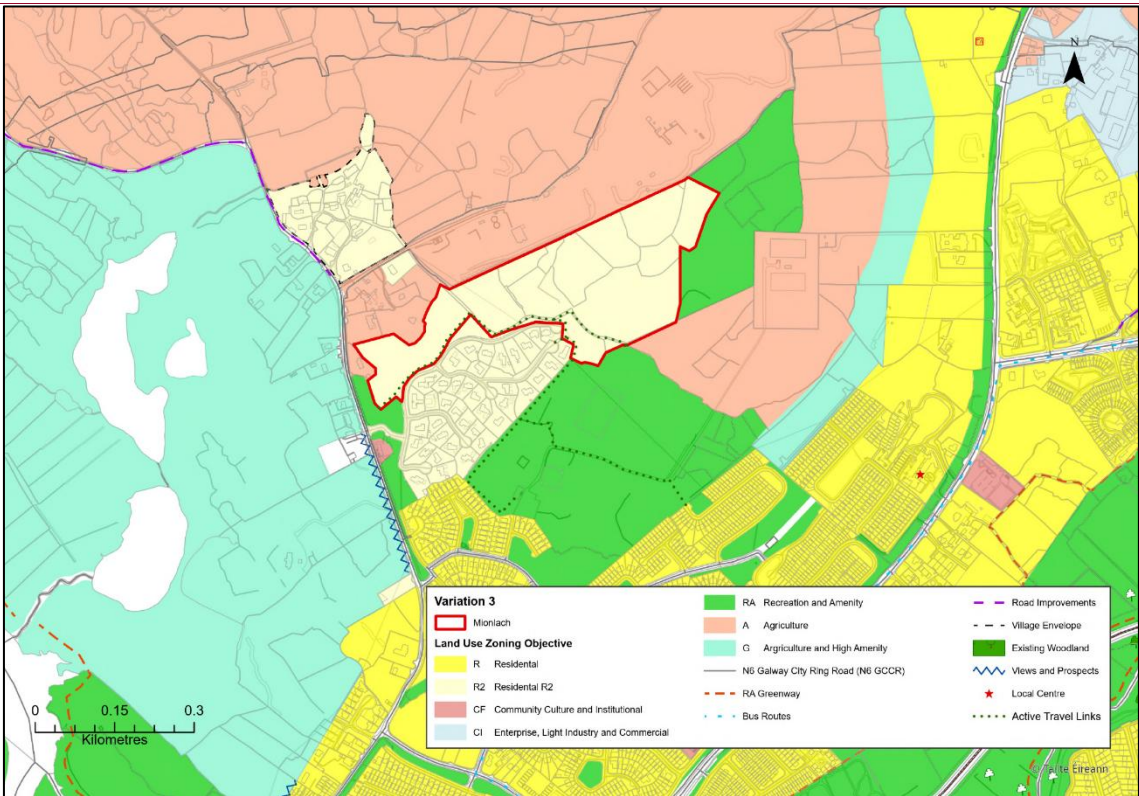
### Chief Executive's Response

Having regard to the location of the subject lands on the Tuam Road within the existing built-up area, and to the strategic objective of delivering additional housing on sequentially preferable and serviceable lands, the proposed rezoning from Residential 2 (R2) to Residential (R) is considered appropriate. The amendment supports compact growth and the activation of lands already identified for residential development in principle, while allowing for a greater degree of flexibility in the delivery of housing within the lifetime of the Development Plan.

The observations of Transport Infrastructure Ireland in relation to the N6 Galway City Ring Road are noted. The Planning Authority will engage further with the National Roads Design Office and the N6 Galway City Ring Road project team, as appropriate, to ensure that the proposed rezoning and any future development proposals do not prejudice the delivery of strategic road infrastructure.

### Chief Executive's Recommendation

No change.

Amendment Reference	Site Location
<b>A.64</b>	<b>Mionlach, Coolough Road (as per CE Response, this title has been revised to Coolough)</b>
<p>The proposal is to vary the relevant land use zoning map and related text of the City Development Plan to reflect the following:</p> <p>To change the zoning of lands at Coolough (area: 10.44ha) from Residential (R2) to Residential (R).</p>	
	
<p>It is an objective for these lands that:</p>	

- Any development shall ensure active travel connections are provided through the site from Coolough Road in the east towards Headford Road in the west and to the outdoor recreational pitches to the south.
- Any development of these lands shall include protection of the mass path together with the original pre-famine stone boundary walls and shall integrate this mass path into any development layout while preserving its historical integrity, allowing only for limited, clearly justified crossing points where required to secure a coherent layout and an active travel network.

### **Summary of Submissions**

Submissions relating to A.64 raise a range of issues regarding the proposed rezoning of lands at Coolough, from Residential 2 (R2) to Residential (R). Issues raised include the presence of limestone pavement and calcareous spring habitat, drainage and freshwater concerns, potential impacts on habitat and wildlife, the protection and future treatment of the Mass Path and associated stone boundary walls, concerns regarding alleged unauthorised development on the access road, and the view that there was inadequate public consultation with local residents in advance of the proposed variation.

A further submission supports the rezoning of A.64 in principle, but seeks the rezoning of adjoining lands at Quarry Road, currently zoned Agriculture (A), to Residential (R), on the basis that these lands are necessary to facilitate suitable access and pedestrian and cycle infrastructure. That submission also considers that the wording of the site-specific objective relating to the Mass Path is overly restrictive and should allow for appropriate crossing points while maintaining protection of the route and its heritage features.

### **Chief Executive's Response**

The concerns raised in relation to limestone pavement, drainage, habitat and wildlife are noted. Any future development proposals on these lands will be required to be informed by detailed site-specific ecological, hydrological and drainage assessments, including assessment of any protected habitats, species, karst features and potential impacts on European sites, as appropriate. The rezoning of lands from Residential 2 (R2) to Residential (R) does not remove the requirement to comply with the environmental assessment, Appropriate Assessment and development management requirements of the Development Plan and planning legislation. Future applications for development at Coolough shall demonstrate compliance with the provisions of the Galway City Development Plan, as varied, in respect of the protection of European sites, habitats and species, and both ground and surface waters, including the requirement for an Ecological Impact Assessment in accordance with Section 5.3.2 of the Plan.

The Mass Path is an important heritage and cultural feature and its protection and integration into any future development layout remains appropriate. It is considered, however, that the wording of the site specific objective secures the protection of the route and associated stone walls while allowing for an appropriate degree of design flexibility, where justified, in the context of a future planning application.

Issues relating to alleged unauthorised development on the access road are separate planning enforcement matters and do not in themselves determine the appropriateness of the proposed zoning amendment. In relation to consultation, the proposed variation has been progressed in accordance with the statutory public consultation requirements under the planning legislation. The request to rezone adjoining Quarry Road lands from Agriculture (A) to Residential (R) is outside the scope of Amendment A.64 and is not recommended as part of this variation.

For purposes of clarity, the title/site location of A.64 has been amended from Mionlach, Coolough Road to Coolough and the relevant specific objective in A.48 is recommended to be updated.

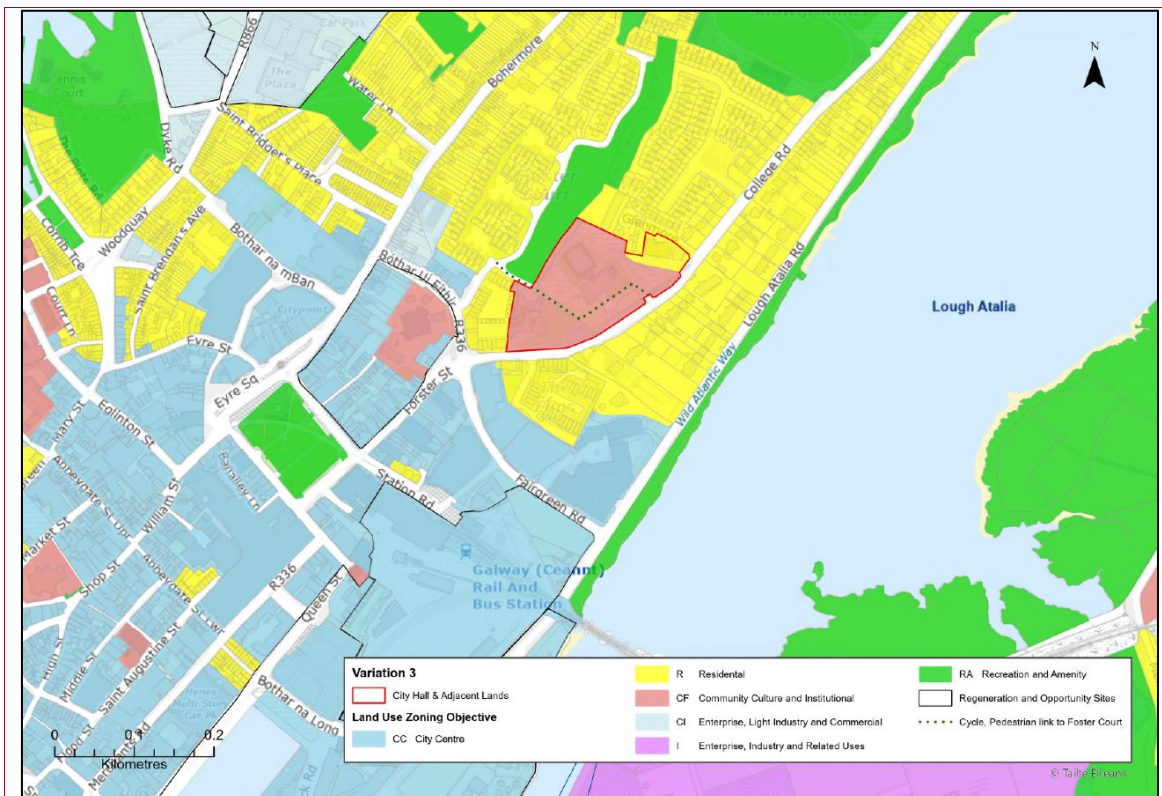
### Chief Executive's Recommendation

Make the variation as proposed, subject to the following modifications:

A.48 Section 11.2.8 Residential R and Residential R2 Land Use Zoning Objectives:

R zoned lands at ~~Mionlach~~ Coolough, off Coolagh Road, located north and east of Carraig Bán. Any development shall ensure active travel connections are provided through the site from Coolough Road in the east towards Headford Road in the west and to the outdoor recreational pitches to the south. Any development of these lands shall include protection of the mass path together with the original pre famine stone boundary walls and shall integrate this mass path into any development layout while preserving its historical integrity.

Amendment Reference	Site Location
A.65	City Hall
The proposal is to vary the relevant land use zoning map and associated text of the City Development Plan to reflect the following:	
To change the zoning of the lands comprising City Hall, Yeats School, and adjoining institutional properties from 'CF – Community and Institutional' to 'CI – Commercial / Industrial'.	



It is an objective for these lands that:

- Redevelopment shall be subject to the preparation of an indicative masterplan for the consolidated regeneration site, inclusive of City Hall, Yeats School, and adjoining institutional lands, prepared in accordance with the Plan's policies for Strategic Regeneration and Opportunity Sites.
- The masterplan will identify phased development areas and set out an indicative phasing strategy, ensuring that the redevelopment of City Hall and adjoining sites proceeds in a coordinated manner, aligned with infrastructure delivery, public realm improvements and the continued functioning of civic uses during transition. The masterplan may be focused on the City Hall lands, but regard being had to adjoining lands. City Hall can be redeveloped independently of the adjoining lands.
- The masterplan will specify site-specific development objectives including the potential for buildings of a significant height, high-quality architectural design, and appropriate integration with the existing and emerging urban environment, having regard to townscape, heritage, and key views.
- The masterplan will secure new permeable pedestrian and cycle links, especially connections to Forster Court, and optimise the site's relationship with public transport, the rail and bus hubs, and core city amenities.

- Mixed uses will be promoted, with emphasis on active ground floor frontages, vibrant street edges, civic and cultural amenities, and excellence in placemaking and public realm design.
- The CI designation supports higher density and diverse city centre-related activities in accordance with the Development Plan objectives for regeneration and compact growth.

### **Summary of Submissions**

Submissions in respect of A.65 generally support the principle of regeneration and compact growth at this central brownfield site, but raise strong concerns about the implications of rezoning from Community and Institutional CF to Commercial Industrial CI.

Submissions note that the City Hall lands are in public ownership and represent a rare, centrally located civic site with significant potential to meet identified deficits in community, social and cultural infrastructure in the city centre. It is contended that rezoning to CI could facilitate disposal to private developers and lead to hotel or high-end residential uses that would not be affordable to most households in Galway, resulting in the loss of a key community asset.

Submissions request that the site be retained in public ownership and used as a multi-purpose community space, including provision for a youth centre, intercultural hub, social enterprises (such as a community café), a biodiversity community garden, a community gym and a memorial space for survivors of the Magdalene Laundries, as well as accessible meeting rooms for local residents' groups who currently have limited affordable options.

It is further submitted that some residential use could be accommodated on the site, but that this should focus on social and affordable housing and assisted-living accommodation for older people, consistent with earlier indications that the site could deliver social/affordable units when the relocation of City Hall was first proposed.

Submissions highlight evidence of high commercial vacancy levels in the City, with approximately one in five commercial premises recorded as vacant in June 2025, and note that new schemes at the Inner Harbour and Crown Plaza will also provide additional office and commercial floorspace. On this basis, it is argued that there is no clear need for additional CI-zoned land at this location and that priority should instead be given to community-oriented uses and smaller-scale social enterprises that cannot afford conventional commercial units.

Concerns are also expressed regarding governance and public participation. Submissions seek the preparation of a Statutory Area Plan for the consolidated regeneration area (City Hall, Yeats School and adjoining institutional lands), rather than

reliance on a non-statutory, potentially developer-led “indicative masterplan”, to ensure meaningful public engagement and strong policy control over land use mix, open space, permeability and public realm. Improved pedestrian connectivity, including a potential link between Forster Court and Bohermore, and the retention and enhancement of green and communal spaces are specifically requested.

### **Chief Executive’s Response**

The proposed rezoning under A.65 forms part of a broader strategy to consolidate and intensify land uses within the city centre, in parallel with the identification of additional residential capacity at Murrough, Rosshill, Merlin, Circular Road and other locations. The CI zoning objective in the Development Plan supports higher-density and diverse city-centre related activities, allowing for a broad range of commercial, civic, cultural and complementary uses in line with compact growth and regeneration objectives. The intent of A.65 is not to exclude civic or community functions from the site, but to provide a more flexible framework for a mixed-use regeneration scheme which can include civic, community, cultural and other appropriate uses, informed by detailed design and stakeholder engagement.

The concerns regarding the future of the lands, public ownership and the importance of community-focused uses are acknowledged. Any future redevelopment of the City Hall site will be subject to the Council’s decision-making role as both planning authority and landowner, and there is clear scope within the CI zoning and the Strategic Regeneration and Opportunity Site policy framework to secure substantial civic, community and public realm benefits as part of any scheme brought forward. The preparation of a masterplan for the consolidated regeneration area, as provided for in the proposed objective, will be a key mechanism to define land use mix, open space, community facilities, permeability and phasing, having regard to the submissions received.

The submissions seeking a Statutory Area Plan are noted. At this time, the Planning Authority considers that the Strategic Regeneration and Opportunity Site framework, supported by a detailed master planning process, provides an appropriate and proportionate mechanism to guide the redevelopment of the City Hall lands, while also enabling meaningful public and stakeholder engagement at master planning and development management stages. This approach is consistent with the overall compact growth and regeneration strategy set out in the Development Plan and Variation No. 3.

The evidence of commercial vacancy and the pipeline of new commercial space at other city-centre locations is also acknowledged. These factors will be an important consideration in shaping the eventual land use mix and quantum of commercial floorspace on the City Hall lands, but they do not of themselves preclude the application of a CI zoning where the intention is to provide a flexible, mixed-use

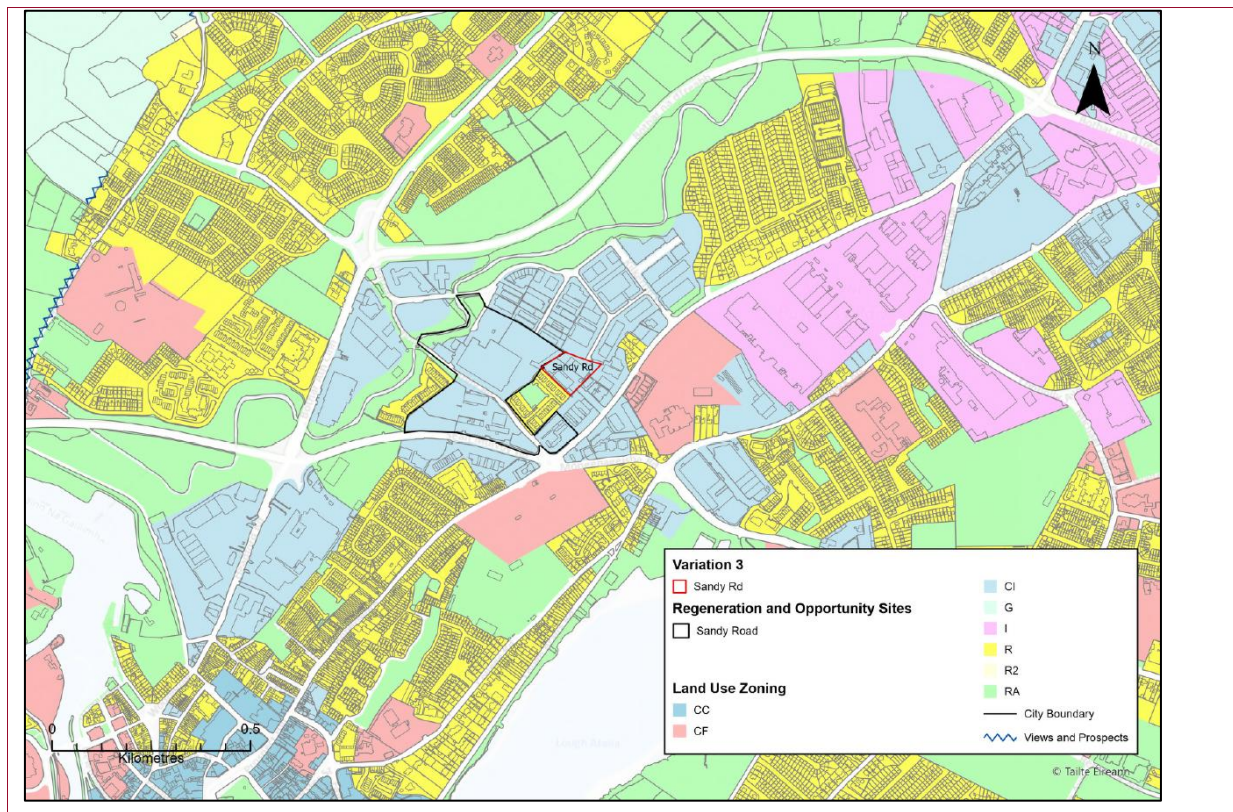
framework capable of accommodating residential, civic, cultural, community and commercial uses in a coordinated regeneration scheme. Detailed decisions regarding the balance between commercial, civic, community and, where appropriate, residential components, along with the overall design and layout will be made at masterplan and planning application stage, having regard to up-to-date evidence on need, viability and the proper planning and sustainable development of the area.

It is therefore considered that the overall approach in A.65 remains appropriate.

### Chief Executive's Recommendation

No change.

Amendment Reference	Site Location
A.66	Sandy Road
<p>This variation proposes to extend the Sandy Road Regeneration and Opportunity Site, as detailed under Figure 10.6 of the Galway City Development Plan 2023 – 2029, to include the site detailed below in Drawing No. 16 (outlined with a red line boundary).</p> <p>The site highlighted currently operates as a joinery known as O'Hallorans Joinery, which incorporates a small area of car parking on site. The site is 0.84 ha in size. The site is zoned under Commercial/Industrial, with the zoning objective being to <i>“provide for light industry and commercial uses other than those reserved in the CC zone.”</i> The zoning of this site will remain the same.</p> <p>The Sandy Road Regeneration and Opportunity Site is a Land Development Agency (LDA) priority site, in partnership with Galway City Council, for the delivery of a large supply of housing. The reason for this proposed variation is to enable connectivity between Liosbaun Enterprise Park and the Tuam Road, making these regeneration lands more accessible and permeable, particularly from an active travel perspective.</p> <p>Note that this amendment does not propose any alterations to the land use zoning designations.</p>	



### Summary of Submissions

Submissions relating to A.66 support the extension of the Sandy Road Regeneration and Opportunity Site and welcome the potential to improve access, permeability and connectivity between the regeneration lands, Liosbán Enterprise Park and the Tuam Road. The submissions support the regeneration of underutilised lands in this area and the broader objective of facilitating brownfield redevelopment and compact growth in a highly accessible urban location.

One submission, while supportive of the inclusion of the O'Halloran Joinery site within the regeneration boundary, seeks the rezoning of the site from Commercial / Industrial (CI) to Residential (R), on the basis that the site is sequentially well located and suitable for residential development.

### Chief Executive's Response

The support for the extension of the Sandy Road Regeneration and Opportunity Site is welcomed. The inclusion of the O'Halloran Joinery site within the wider regeneration boundary will help to support a more co-ordinated approach to permeability, urban structure and future regeneration opportunities in this area, particularly in terms of improving active travel connections between Liosbán Enterprise Park and the Tuam Road.

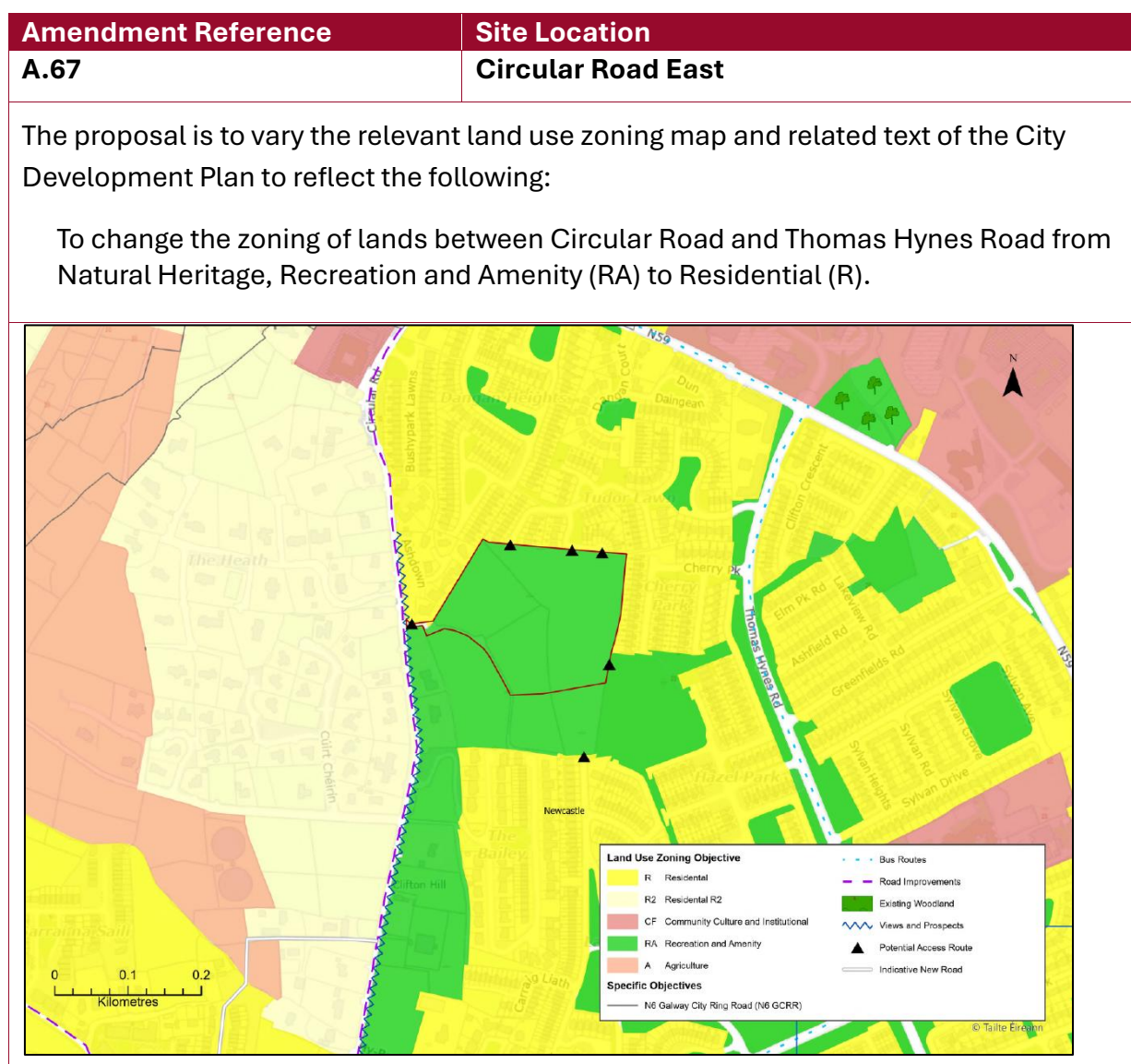
Having regard to the current use of the site, its location within an established commercial area, and the purpose of Amendment A.66, it is considered that the existing

Commercial / Industrial (CI) zoning remains appropriate at this time. The purpose of the amendment is to extend the regeneration boundary rather than to alter the underlying land use zoning of the subject lands. Inclusion of the site within the regeneration area will ensure that any future redevelopment potential can be considered in the context of a wider masterplanned and integrated approach, rather than on a piecemeal basis.

The retention of the existing CI Commercial Industrial zoning is consistent with the Core Strategy and with the Strategic Environmental Assessment and Natura Impact Report prepared for Variation No. 3, which are based on the advertised package of zoning changes. Any future potential change to a residential-led zoning at this location would require separate plan-making and environmental assessment.

### Chief Executive's Recommendation

No change.



It is an objective for these lands that:

- Any development shall ensure permeability, providing connections to the surrounding estates and to Circular Road to the west and Thomas Hynes Road to the east. Development shall ensure appropriate boundary treatment with the public open space to the southeast.

### **Summary of Submissions**

The submission in relation to A.67 recommends that a portion of the lands proposed to be rezoned be retained as Natural Heritage, Recreation and Amenity (RA) to ensure proper provision of recreation and amenity facilities. The submission also highlights the need for improved public transport and cycle facilities to support sustainable movement in the area.

### **Chief Executive's Response**

The issues raised in relation to the retention of recreation and amenity lands, and the need for improved public transport and cycle facilities, are noted. The proposed rezoning of lands at Circular Road East from Natural Heritage, Recreation and Amenity (RA) to Residential (R) has been brought forward in the context of the requirement to provide additional serviced and serviceable residential lands in accordance with the NPF Implementation Housing Growth Requirements and the sequential approach to compact urban growth.

Having regard to the location of the lands within the existing built-up area, their proximity to established residential development and local services, and the objective of promoting permeability between Circular Road and Thomas Hynes Road, it is considered that the proposed Residential (R) zoning remains appropriate. The provision of permeability and connections through the site will support more sustainable movement patterns, while matters relating to detailed public transport, cycle infrastructure, open space provision and layout can be addressed further at development management stage and through wider transport planning for the area.

These issues are further responded to in the CE response to OPR Recommendation 3(ii) in [Section 2.1](#) of this report.

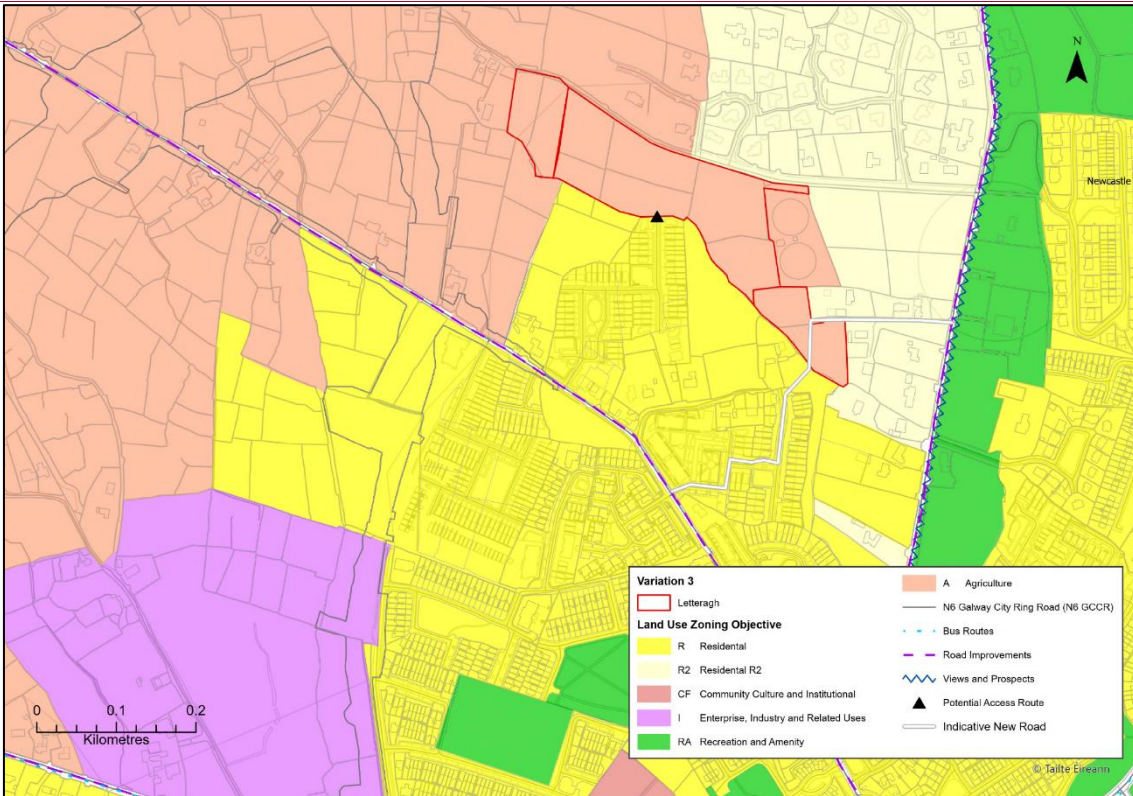
### **Chief Executive's Recommendation**

Make the variation as proposed, subject to the following modifications:

It is an objective for these lands that:

**Any development shall make provision for high quality publicly accessible recreational amenities, including a Multi-Use Games Area (MUGA) and formal play areas and ensure permeability, providing connections to the surrounding estates and to**

Circular Road to the west and Thomas Hynes Road to the east. Development shall ensure appropriate boundary treatment with the public open space to the southeast.

Amendment Reference	Site Location
<b>A.68</b>	<b>Letteragh</b>
<p><u>Proposed Variation</u></p> <p>The proposal is to vary the relevant land use zoning map and related text of the City Development Plan to reflect the following:</p> <p>To change the zoning of lands at Letteragh (area: 4.5 ha) from Agricultural (A) to Residential (R).</p>	
	
<p>It is an objective for these lands that:</p> <ul style="list-style-type: none"> <li>Any development shall ensure connections are provided through the site connecting to Letteragh Road in the south and Circular Road to the east.</li> </ul>	

### Summary of Submissions

Submissions relating to A.68 raise issues regarding the need for improved bus services, cycle facilities and wider active travel infrastructure to support future development in the area. Concerns are also raised regarding car dependency, water and wastewater capacity, and the potential loss of greenfield land, habitat and biodiversity, including the view that the proposed rezoning may undermine the wider greenspace strategy.

A further submission supports the proposed rezoning of the lands at Letteragh from Agriculture (A) to Residential (R), noting that the lands are sequentially located, are not identified as being subject to flood risk or ecological designation, and are capable of contributing to compact growth in the north-west side of the City. That submission also highlights the importance of sustainable movement and recommends that any future connection between Letteragh Road and Circular Road should prioritise pedestrian and cycle permeability.

### Chief Executive's Response

The issues raised in relation to transport infrastructure, car dependency, water and wastewater services, biodiversity and greenspace are noted. The proposed rezoning of lands at Letteragh from Agriculture (A) to Residential (R) has been brought forward having regard to the requirement to identify additional serviced and serviceable residential lands in accordance with the NPF Implementation Housing Growth Requirements and the sequential approach to compact urban growth.

Having regard to the location of the lands contiguous to the existing built-up area, their potential to improve permeability and connectivity in conjunction with adjoining lands, and their role in consolidating the urban edge, it is considered that the proposed Residential (R) zoning remains appropriate. Any future development proposals will be required to address matters relating to access, walking and cycling connectivity, public transport integration, water services, surface water management, biodiversity and open space provision in accordance with the Development Plan and relevant environmental and infrastructure requirements. In this regard, it is considered appropriate that movement through the area should prioritise permeability for sustainable modes, having regard to the detailed design and layout of any future development proposal.

### Chief Executive's Recommendation

Make the variation as proposed, subject to the following modifications:

It is an objective of these lands that:

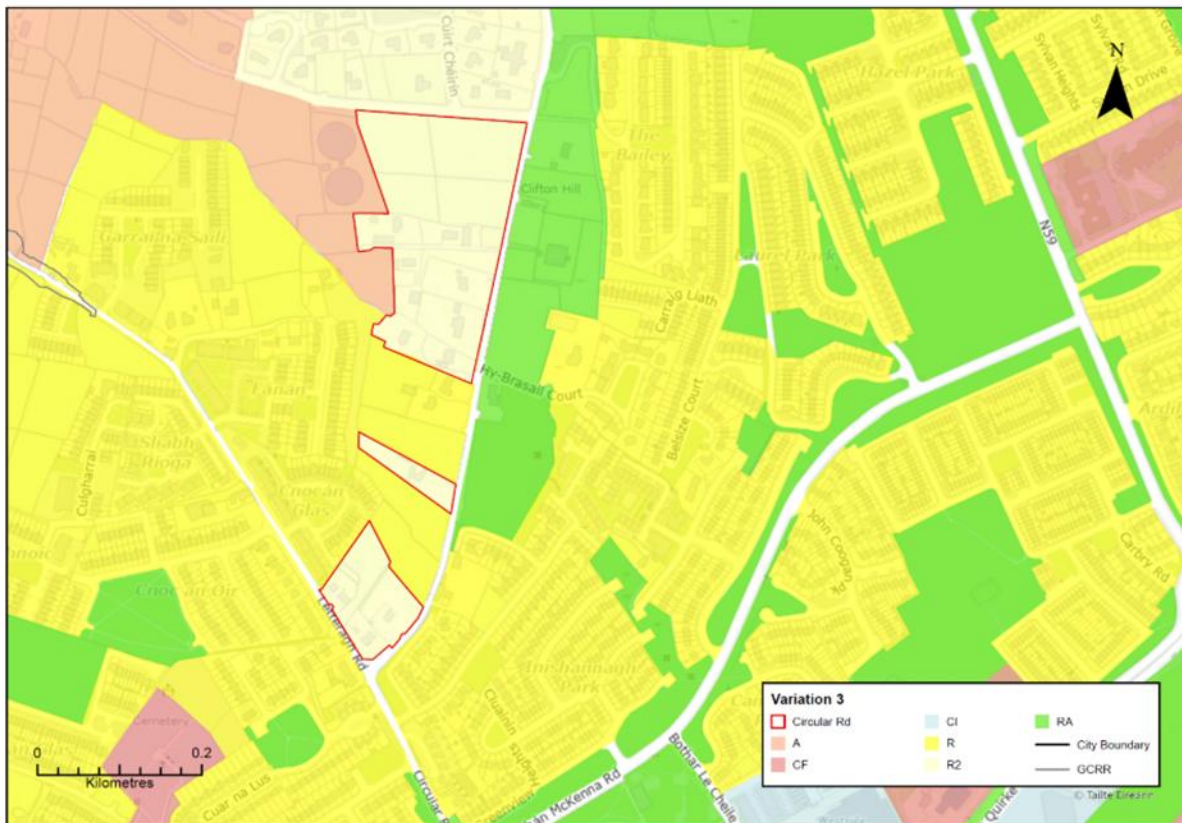
Any development shall ensure connections are provided through the site connecting to Letteragh Road in the south and Circular Road to the east. **Development proposals shall include an assessment of transport requirements and any necessary enabling works, and shall provide for walking, cycling and bus connectivity to support sustainable mobility and integration with the wider transport network.**

Amendment Reference	Site Location
A.69a A.69b A.69c	Circular Road (Sites a b & c)
The proposal is to vary the relevant land use zoning map and related text of the City Development Plan to reflect the following:	

**69a** - To change the zoning of lands at Circular Road (area: 4.64ha) from Residential (R2) to Residential (R).

**69b** - To change the zoning of lands at Circular Road (area: 0.34ha) from Residential (R2) to Residential (R).

**69c** - To change the zoning of lands at Circular Road (area: 1.1ha) from Residential (R2) to Residential (R).



### Summary of Submissions

The submissions raise concerns regarding the proposed rezoning of the subject lands from Residential Phase 2 (R2) to Residential (R). It is submitted that the Circular Road area is currently characterised by limited footpath provision, absence of dedicated cycle facilities, limited bus service provision and a road network which is narrow and car dominated. Concern is expressed that the proposed activation of these lands for residential development could exacerbate congestion and result in increased car dependency unless supported by appropriate active travel and public transport infrastructure.

The submissions also raise concerns regarding the capacity of existing water and wastewater infrastructure to accommodate additional residential development in the area. In addition, concerns are expressed regarding the potential loss of greenfield land, habitat and biodiversity, and it is submitted that further development in this area should

have regard to the Council's Green Space Strategy, Biodiversity Action Plan and wider environmental objectives.

One submission acknowledges the opportunity to consolidate fragmented residential lands west of Circular Road and north of Letteragh Road, but submits that any such rezoning should be tied to the delivery of safe pedestrian, cycling and public transport infrastructure as an integral part of future development proposals. A supporting submission also refers to the strategic location of the lands and their potential to contribute to compact growth, while emphasising the importance of sustainable movement connections in the area.

### **Chief Executive's Response**

The proposed rezoning of lands at A.69a, A.69b and A.69c from Residential Phase 2 (R2) to Residential (R) forms part of the overall strategy under Variation No. 3 to sequentially activate appropriately located residential lands in order to support the delivery of additional housing capacity required under the revised national housing growth requirements. The subject lands are already identified for residential purposes within the Development Plan, and the proposed amendment primarily relates to the bringing forward of these lands within the lifetime of the Plan.

The concerns raised in relation to transport and movement are noted. Any future development proposal on these lands will be required to demonstrate compliance with the policies and objectives of the Galway City Development Plan 2023–2029 in relation to permeability, connectivity, active travel, road safety and sustainable transport. It is considered that these matters are appropriately addressed through the development management process, including the assessment of site layout, access, pedestrian and cycle linkages, and the capacity of the surrounding road network, as part of any future planning application.

The issues raised in relation to water and wastewater infrastructure are also noted. Any future development on these lands will be required to demonstrate that adequate and appropriate servicing infrastructure is available, or can be provided, in accordance with the requirements of Uisce Éireann and the proper planning and sustainable development of the area.

The environmental concerns raised in relation to habitat loss, biodiversity and green space are similarly noted. The proposed variation has been considered in the context of the Strategic Environmental Assessment, Natura Impact Report and Strategic Flood Risk Assessment prepared in support of Variation No. 3, and any future development proposal will remain subject to project-level environmental assessment, as appropriate, including the protection of biodiversity, landscape character and residential amenity. Having regard to the existing residential designation of the lands, the strategic need to provide for additional housing capacity, and the statutory and

policy safeguards that apply at project stage, it is considered that the proposed rezoning of these lands from Residential Phase 2 to Residential is appropriate.

**Chief Executive's Recommendation**

Make the variation as proposed, subject to the following modifications:

**It is an objective of these lands that:**

**Development proposals shall include an assessment of transport requirements and any necessary enabling works, and shall provide for walking, cycling and bus connectivity to support sustainable mobility and integration with the wider transport network.**

### 3.2 Submissions Containing New Rezoning Requests


A number of submissions request that additional rezonings be considered under the proposed variation, specifically relating to lands not already included in the proposed variation. These submissions are listed in the below table for clarity.

Submission Reference	Name of the Person / Organisation	Site	Proposal
GLWC-C37-6	Clearwater Ventures Limited	Lands South of Former Spinaker Hotel, Salthill.	Currently zoned as RA (Natural Heritage, Recreation and Amenity)  Rezone to Residential (R)
GLWC-C37-7	Ballindooley Developments Ltd	Quarry Road, Mionlach	Lands currently zoned as Agriculture (A).  Rezone to Residential (R)
GLWC-C37-10	Eircom Ltd	Monivea Road	Currently zoned as Enterprise, Industry and Related Uses (I)  Rezone to Residential (R)
GLWC-C37-19	Sayvale Group	Headford Road	Currently zoned as Natural Heritage, Recreation and Amenity (RA)  Rezone to Residential (R)
GLWC-C37-23	Atlantic Way Properties	Ballindooley	Currently zoned as Agriculture (A).  Rezone to Residential (R)
GLWC-C37-24	Sandoval Developments Limited	Circular Road/Letteragh	Currently zoned as Agriculture (A).  Rezone to Residential (R)

GLWC-C37-39	Estate of Thomas Feeney and Summix Capital	Cappagh Road	Currently zoned as Residential (R), Natural Heritage, Recreation and Amenity (RA), and Agriculture (A).  Rezone the whole site to Residential (R).
GLWC-C37-40	Musgrave Limited	Musgrave Market Place on the Tuam Road	Currently zoned as Enterprise, Industry and Related Uses (I)  Rezone to Residential (R)
GLWC-C37-43	Laurem Construction Ltd	Rowan Hill	Currently zoned as Natural Heritage, Recreation and Amenity (RA)  Rezone to Residential (R)
GLWC-C37-44	Sean Noone	Curragreen	Currently zoned as Sensitive Residential (R2)  Rezone to Residential (R)
GLWC-C37-47	O'Halloran Joinery Works	Sandy Road	Currently zoned as Enterprise, Light Industry and Commercial (CI)  Rezone to Residential (R)
GLWC-C37-50	Jennifer Carpenter as Legal Personal Representative in the estate of Kathleen Coyne, Deceased	Doughiska	Lands that are currently zoned as Natural Heritage, Recreation and Amenity (RA)  Rezone to Residential (R)

GLWC-C37-53	John Coyne	Doughiska	Fully supports the rezoning of submission GLWC-C37-50.
GLWC-C37-56	Tommie Grogan	Lands behind Castlegar National School	Currently zoned as Agriculture (A).  Rezone to Residential (R)
GLWC-C37-57	Foxfield Inns DAC	Townparks in Headford Road	Currently zoned as Enterprise, Light Industry and Commercial (CI)  Rezone to Residential (R)
GLWC-C37-58	Foxfield Inns DAC	Tuam Road	Currently zoned as Enterprise, Industry and Related Uses (I)  Rezone to Residential (R)
GLWC-C37-63	Ian McGrath	Gleann Rua, Murrough	Currently zoned as Natural Heritage, Recreation and Amenity (RA)  Rezone to Residential (R)
GLWC-C37-68	Breda Feeney	Cappagh Road	Rezone to Residential (R)

Summaries of each submission containing a proposed new zoning request are set out individually below, followed by the Chief Executive's response and recommendation. For clarity, the proposed package of zoning changes under Variation No. 3, including the identification of approximately 89 hectares of additional residential land and the activation of existing Residential Phase 2 lands, has been the subject of a Settlement Capacity Audit, Strategic Environmental Assessment, Natura Impact Report and Strategic Flood Risk Assessment. The submissions seeking rezonings of lands set out in this Section have not been subject to the Settlement Capacity Audit, SEA, AA and SFRA prepared for Variation No. 3 and are therefore not proposed for rezoning.

Submission Reference	Author
GLWC-C37-6	Clearwater Ventures Limited
<b>Summary</b>	
<p>The submission requests the rezoning of lands south of the Former Spinnaker Hotel from Natural Heritage, Recreation and Amenity (RA) to Residential (R).</p>  <p>The submission notes that the site comprises approximately 862sqm, and is located south of the R zoned Former Spinnaker Hotel, with RA zoned lands to the east and west. The submission states that the lands currently contain a surface car park, and do not offer any substantial recreation or amenity value and suggests that the continued RA zoning on the site is unsuitable and inappropriate.</p> <p>The submission references pl. ref. 95/159 where retention was granted to establish a car park, concluding that while the car park was considered a non-conforming use with the zoning, there was a lack of car parking spaces serving the hotel. It was concluded that the car park would meet the demand of the hotel and be consistent with the non-conforming uses policy set out in the relevant development plan. The submission notes that despite this regularisation of the car park, the site has been zoned RA in each of the subsequent Development Plans.</p> <p>The submission requests that, having regard to the nature of the site and its use as a car park, the lands should be rezoned to R. It states that the submitted rezoning would not represent any loss in terms of recreation or amenity value as there is no such value at present, and that the rezoning would not adversely affect the overall quantity of RA land in the area as the wider surrounding area would remain RA, suggesting that the</p>	

remaining RA land would have greater validity given the existing recreation and amenity uses on the lands such as the golf course.

It finally states that the rezoning of this land would enable a wider redevelopment potential of the Former Spinnaker Hotel.

#### **Chief Executive's Response**

Following the release of the NPF guidelines, a strategic analysis of the population and land use within the City has been undertaken, taking into account a range of factors, in particular proximity to public and sustainable travel facilities, accessibility, availability of water and wastewater infrastructure, proximity to services and amenities.

The subject site is not located within a strategic area for Residential developments, and there are currently more strategic sites zoned for Residential uses in this Proposed Variation. The subject site is a non-conforming use and is currently functioning as a car park for the former Spinnaker Hotel.

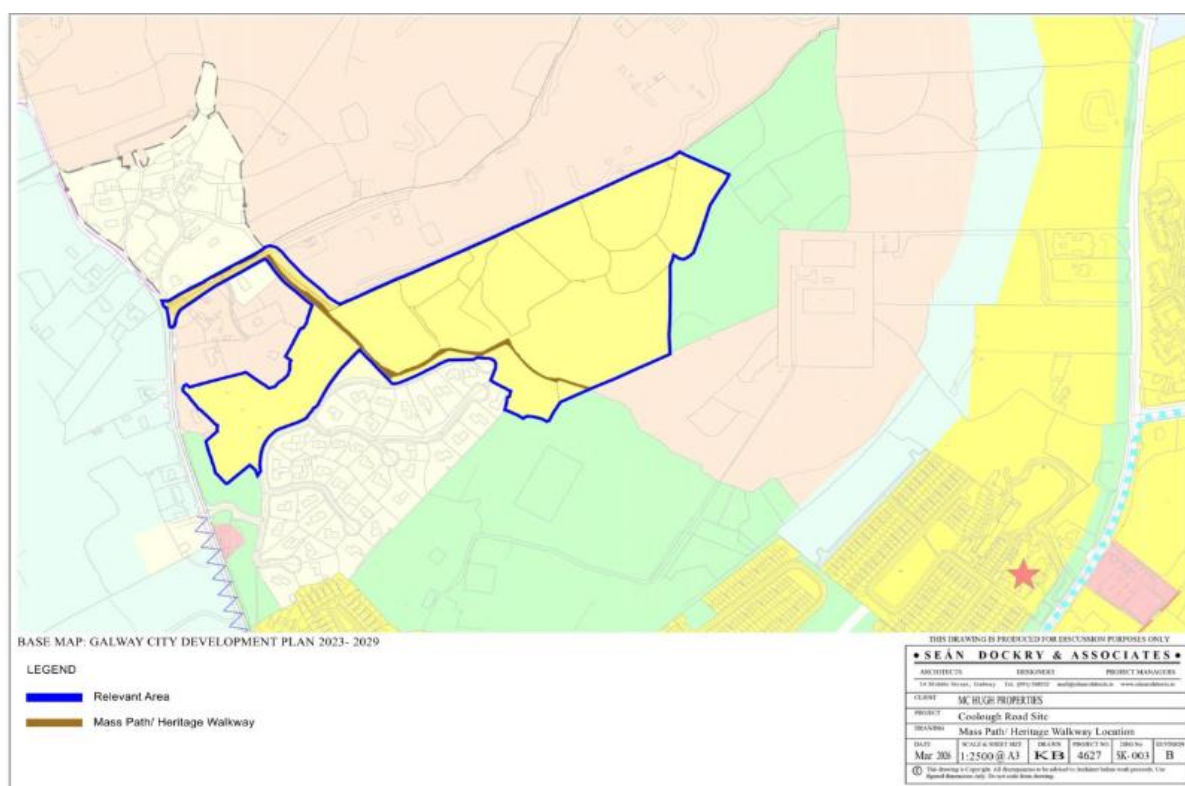
Development plans are required to follow a sequential approach to land use zoning for residential development. The subject lands are surrounded on the east, south and west by undeveloped lands zoned as Natural Heritage, Recreation and Amenity, as such zoning these lands as Residential currently would create a pocket of inconsistent zoning with the other lands. It is considered there are more centrally located and strategic lands that are better serviced which have the potential to be zoned for residential use. Those lands, along with the existing residentially zoned lands, are deemed sufficient to meet the objectives for compact growth, and the requirement to implement the sequential approach to zoning. The rezoning of this site may be suitable for consideration under the future review of the Development Plan.

#### **Chief Executive's Recommendation**

It is recommended that the Natural Heritage, Recreation and Amenity (RA) land use zoning be retained for this current plan period.

<b>Submission Reference</b>	<b>Author</b>
<b>GLWC-C37-7</b>	<b>Ballindooley Developments Ltd.</b>
<b>Summary</b>	
<p>The submission is supportive of the rezoning of lands at Mionlach (A.64) to Residential (R) with the lands currently zoned as Residential (R2). The submission however notes that there are two material inconsistencies that would undermine the delivery of residential development on the subject site. The submission highlights that retaining 'Agriculture' zoning for the lands at Quarry Road, that facilitates access to the lands at Mionlach (A.64), is inconsistent with the proposed rezoning of Mionlach (A.64).</p>	

It mentions that the lands on Quarry Road should be rezoned as Residential (R), and the delivery of residential lands is subject to the provision of a safe and suitable access, in accordance with the Design Manual for Urban Roads and Streets (DMURS). Additionally, the submission notes that the absence of rezoning this specific site means that the necessary upgrade of pedestrian and cycle infrastructure cannot be reasonably facilitated, as it is contrary to plan-led and infrastructure enabled development. The submission notes that the wording of the site-specific objective regarding the mass path is overly prescriptive. While supporting the protection of cultural heritage features, the current wording lacks flexibility for necessary crossing points. This is inconsistent with proper planning and could sterilise part of the zoned lands. A proportionate amendment is proposed to allow for appropriate crossings while maintaining the protection and integration of the Mass Path and its features.



The submission finally notes that the mentioned amendments are necessary to ensure the zoned lands are developed in a coherent, infrastructure-led and policy compliant manner, and in the absence of these amendments the variation would not be consistent with the provisions of the NPF as it would not provide an adequate basis for the delivery of residential development.

### Chief Executive's Response

The submission from Ballindooley Developments Ltd is noted, including its support for the proposed rezoning of lands at Coolough under Amendment A.64 and its requests

regarding the access lands at Quarry Road and the wording of the site specific objective for the mass path.

The Quarry Road lands were not included in the strategic package of lands identified for rezoning under Variation No. 3 and have not been assessed in the Settlement Capacity Audit, Strategic Environmental Assessment, Natura Impact Report or Strategic Flood Risk Assessment that support the variation. Introducing new Residential zoning at Quarry Road at this stage would therefore extend the scope of the current variation, and would not be consistent with the plan-led, evidence-based approach.

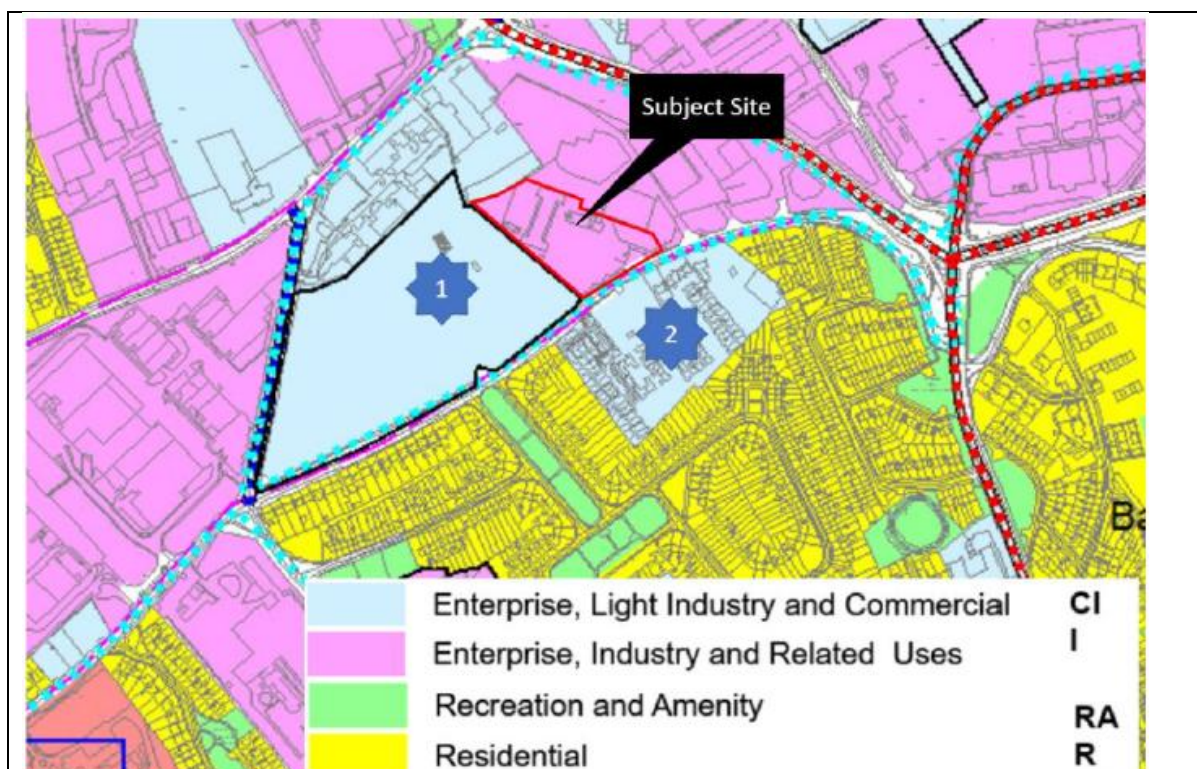
Introducing new residential zoning at Quarry Road at this stage would therefore extend the scope of the current advertised variation and go beyond the specific purpose of Variation No 3. Access, pedestrian and cycle connections to Coolough can be addressed at masterplan and development management stage through design and agreements, without changing the current Agricultural zoning of the Quarry Road lands.

The objective for the mass path is intended to secure the protection and meaningful integration of this historic route and its stone boundary walls, consistent with the Plan's heritage and placemaking policies. It is accepted that limited and carefully designed crossing points may be required to achieve a coherent layout and active travel network, and this can be facilitated while maintaining the integrity and continuity of the path.

#### **Chief Executive's Recommendation**

It is recommended that the request to rezone the Quarry Road lands from Agriculture A to Residential R is not accepted as part of this variation.

<b>Submission Reference</b>	<b>Author</b>
<b>GLWC-C37-10</b>	<b>Eircom Ltd</b>
<b>Summary</b>	
The submission by Eircom Ltd is requesting that a site owned by themselves which is currently zoned as Enterprise, Industry and Related Uses (I) be rezoned to Residential (R). The site is located on Monivea Road and is shown below.	



The submission mentions that the subject site is a brownfield infill site and is available for immediate redevelopment. The submission recommends that the site is well-suited for student accommodation, considering its vacant status, policies on reusing vacant buildings, compact urban development, and student housing. Its location near the city centre and ATU, and access to active travel modes, surrounding facilities, and ATU's support further support the sites development as student accommodation.

There submission mentions that the rezoning of the subject site aligns with the National Student Accommodation Strategy 2026-2035, as well as policies on repurposing vacant buildings, addressing dereliction and making efficient use of existing stock, as outlined in the Vacant Homes Action Plan 2023–2026.

The submission references the Revised NPF emphasis on the importance of accelerated housing delivery, supporting the rezoning of suitable sites like this one for residential development to meet housing targets.

The submission concludes by stating that rezoning the subject site is fully compliant with the urgency to deliver additional housing at sustainable locations with nearby regeneration sites being completed residential and mixed-use commercial development.

#### **Chief Executive's Response**

The submission requesting the rezoning of the Eircom site on Monivea Road from Enterprise, Industry and Related Uses I to Residential R is noted. The submission

outlines the merits of the site as a brownfield infill location and its potential suitability for student accommodation or residential development.

The purpose of Variation No. 3 is to provide an evidence-based response to the revised housing growth requirements, while also ensuring a balanced approach to land use and the retention of an adequate supply of employment lands within the City. The City Council is currently creating a new Joint Economic Development Strategy for the City and Metropolitan area with Galway County Council supported by Grant Thornton consultants. This strategy will assess the requirements for employment related lands including the quantity, location and nature of provision. The outcome of this study and strategy will be known in advance of the future statutory review of the City Development Plan.

In this context and having regard to the need to maintain an adequate supply of Industrial, employment and commercial lands within the City, it is not proposed to rezone the subject site from Commercial Industrial to Residential as part of this Variation. The appropriate mechanism to consider any change of zoning for this site is through a future statutory review or variation of the Development Plan informed by a full assessment of employment land capacity, core strategy requirements and environmental effects.

The City Council is not, through this variation, proposing the rezoning of employment lands where there are ongoing and potential future demands for such lands. It is considered that any future review of the land use zoning of the subject site, including any potential for mixed-use or residential-led redevelopment, should be undertaken in the context of a broader statutory review of the City Development Plan, supported by an assessment of employment land requirements, servicing and environmental effects, rather than by way of an isolated amendment through this variation.

#### **Chief Executive's Recommendation**

It is recommended that the existing Enterprise, Industry and Related Uses (I) land use zoning be retained for this current plan period. No change is recommended.

<b>Submission Reference</b>	<b>Author</b>
<b>GLWC-C37-19</b>	<b>Sayvale Group</b>
<b>Summary</b>	
This submission welcomes the variation however it notes that it is not considered to achieve the requirements set out in the NPF Guidelines, mentioning that the calculations rely on an unrealistic density of delivery, and the submission notes that the most likely scenario is a much lower density.	



The submission notes that most of the 89 hectares of land in Variation 3 is not considered to realistically deliver housing in the short to medium term. The submission wishes to propose a 2ha site located on the Headford Road that is currently zoned as Natural Heritage, Recreation and Amenity (RA) be rezoned as Residential (R). The site is surrounded by long established residential developments.

The submission mentions that there has been attempts to deliver the site for recreational uses with planning applications, however these were withdrawn or refused due to impacts on residential amenity. The submission notes that the land would be better suited to residential compatible uses, noting the surrounding residential developments making the site more compatible for residential development, and how additional residential development would help identify shortfalls in housing provision in the City into the medium term. The submission includes a flood risk assessment, which suggests that there are no technical engineering barriers to the development of the subject site in terms of the issue of flood risk, and the justification test can be met.

The submission discusses how the subject lands are suitable for residential use as they are:

- 1) Serviced by utilities and infrastructure,
- 2) Within the CSO settlement boundary,
- 3) Potential for clustering development,
- 4) Served by footpaths, public lighting, and public transport,
- 5) Fulfilling the requirements of a capacity audit and no flood risk obstacles arising.

In support of this zoning request the submission provides information on flood risk, including a 2017 site-specific flood risk assessment (SSFRA). The 2017 SFRA

identifies that the site is situated within Flood Zone A but will be defended by the Dyke Road embankment. The 2017 SFRA provides a Development Management Plan Justification Test.

Overall, the submission states that the zoning of the subject lands as residential is in accordance with proper planning and would greatly assist in achieving additional housing and is also compatible with the compact footprint requirement of the NPF.

#### **Chief Executive's Response**

It is highlighted that the 2017 SFRA does not take into account information related to flood risk that was issued since 2017. Recent Corrib go Costa flood risk mapping shows that the site is mostly situated within Flood Zone B, with a central part of the site at risk under the mid-range future climate scenario. Therefore, Residential uses at this site would not be appropriate.

Having regard to the sequential approach to zoning, the referenced flood risk issues on site and the fact that the strategic package of residential lands identified under Variation No. 3 is sufficient to meet the revised housing growth requirements, the site is not considered suitable for residential zoning in this variation.

#### **Chief Executive's Recommendation**

It is recommended that the Natural Heritage, Recreation and Amenity (RA) land use zoning be retained for this current plan period.

<b>Submission Reference</b>	<b>Author</b>
<b>GLWC-C37-23</b>	<b>Atlantic Way Properties</b>
<b>Summary</b>	
This submission requests a change of zoning from Agriculture (A) to Residential (R) on a site located in Ballindooley shown below. The site is 1.48ha in size.	



The submission mentions that the subject site is located in a strategic location and within close proximity to the Galway City Ring Road, which would mean that the main employment centres in the City could be accessed in minutes by car. This route will provide key access to the City and national roads, highlighting the site's strategic location for residential development. They further mention how the site should be rezoned for Residential (R) as this rezoning would replace lost residential lands with high-quality, accessible housing within the community.

The submission mentions how the site is well connected to existing services which includes being in close proximity to commercial services, Religious facilities, Sports Facilities, Community and Civil Service Facilities and Education Facilities. The submission discusses how the site is particularly suitable for residential development as there is no physical, environmental or ecological factors mitigating residential development nor is the land prone to flooding.

The submission includes a preliminary layout for the development of 20 housing units, and the site layout plan created by Taylor McCartney Architects is shown below.



It is hoped that a residential development would offer residents a high-quality, family-friendly environment, with the preliminary layout being set back from the road to reduce noise and improve safety, with the elevated housing providing scenic views of nearby natural areas including Ballindoooley Lough and the Northeast Galway Landscape in the distance.

The submission discusses the need for additional residential accommodation discussing national policy particularly the NPF, the City Development Plan and the Housing Guidelines 2024.

The submission concludes by stating that the site's strategic location near the proposed N6 GCRR and existing residential land offers significant opportunities for enhanced accessibility, economic growth, and transit-oriented development, supporting Galway’s sustainability goals. It finally states that rezoning the site for residential use would help address the housing crisis, promote sustainable growth, and strengthen the social and economic vitality of the Western region.

**Chief Executive’s Response**

Following the release of the NPF guidelines, a strategic analysis of the population and land use within the City has been undertaken, taking into account a range of factors, in particular proximity to public and sustainable travel facilities, accessibility, availability of water and wastewater infrastructure, proximity to services and amenities.

Noting the above, the site is not adequately serviced and is at a remove from the services mentioned in the submission i.e. over 500m. The site is not adequately

served by public transport with only one bus route (456) serving the subject sites nearest bus stop, which is not regular. Other bus routes that are in walking distance from the site do not come into the City regularly, therefore making potential residents excessively car dependant which would result in a proposed residential development on this specific site contrary to national, regional and local policy objectives relating to compact growth and sustainable mobility.

A Part 10 application (ABP-313723-22) to develop a number of residential units on a nearby site was refused by An Coimisiun Pleanála due to its peripheral location, lack of safe pedestrian, cycle, and bus links and associated facilities and services. Therefore, zoning this site as Residential would be contrary to proper planning and sustainable development of the area.

Having regard to the sequential approach to zoning, the site's peripheral and largely agricultural context, its servicing and accessibility characteristics, and the fact that the strategic package of residential lands identified under Variation No. 3 is sufficient to meet the revised housing growth requirements, the site is not considered suitable for residential zoning in this variation.

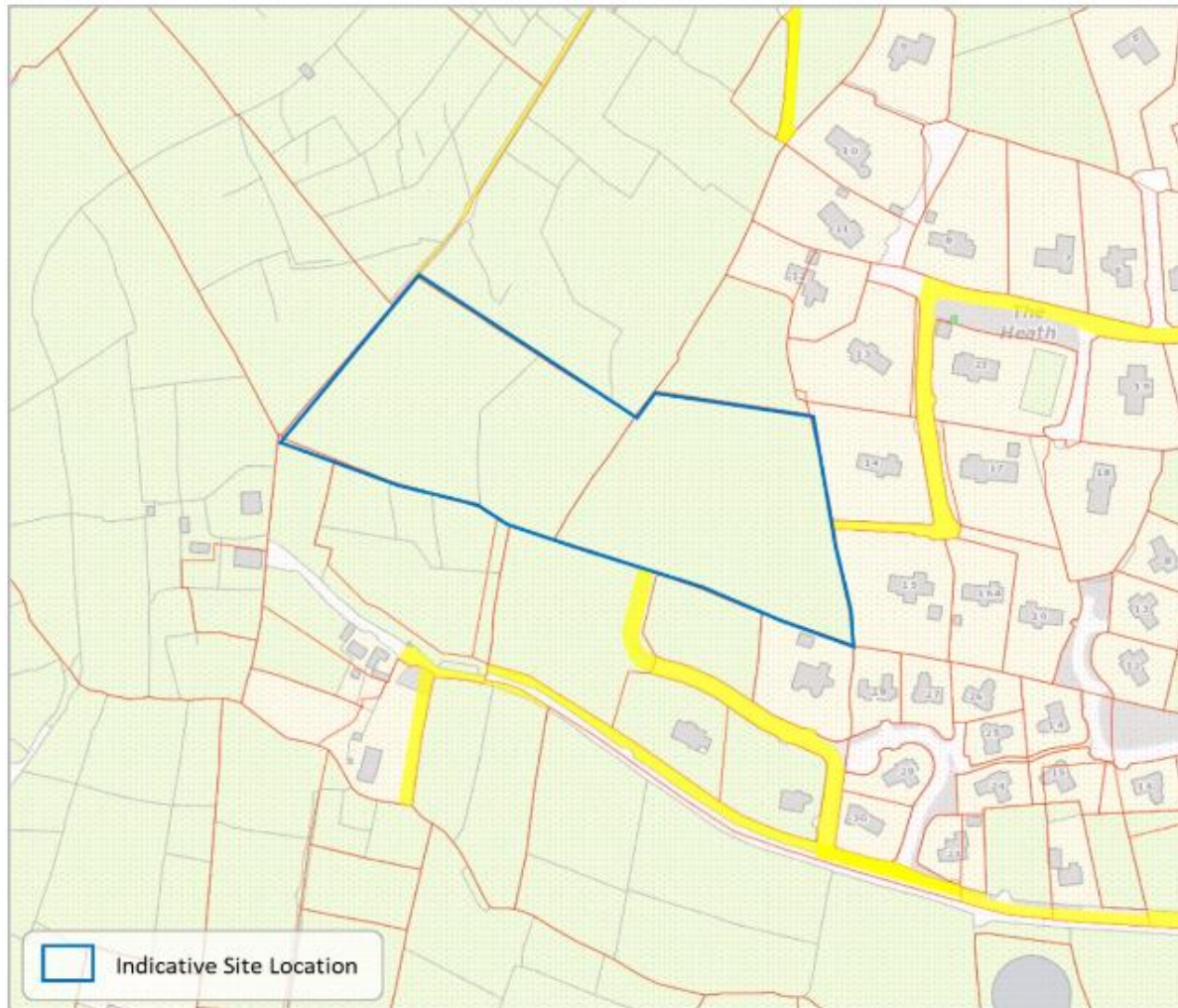
It is considered that there are more centrally located or strategic lands that are better serviced which have the potential to be zoned for residential use. Those lands, along with the existing residentially zoned lands, are deemed sufficient to meet the objectives of the Guidelines, having regard to national and regional policy objectives for compact growth, and the requirement to implement the sequential approach to zoning.

#### **Chief Executive's Recommendation**

It is recommended that the Agriculture (A) land use zoning be retained for this current plan period.

<b>Submission Reference</b>	<b>Author</b>
<b>GLWC-C37-24</b>	<b>Sandoval Developments Limited</b>
<b>Summary</b>	

This submission requests a change of zoning from Agriculture to Sensitive Residential (R2) on a site located on Circular Road. The site is 3.3ha in size.



The submission mentions policy objective 2 of the NPF Housing Growth Requirements, and that 50% of the targeted new housing for the Northern and Western Region are to be in Galway. The submission mentions that leaving the subject lands zoned Agricultural would create a pocket of inconsistent zoning within an otherwise residential block and would result in an anomalous zoning boundary, and that the site is suitable for residential development in line with the sequential approach and would represent a logical extension of the existing and planned pattern of development. The site is well serviced by existing infrastructure in the surrounding area, including access to Irish Water and there is no planning constraints associated with the subject site. The site is also well served by a variety of services including education, healthcare, retail and recreational facilities. The lands are strategically located for Residential development as it is within 3.3km of Galway City Centre, located within the recently granted Galway City Ring Road and is also surrounded by residential developments.

#### Chief Executive's Response

Following the release of the NPF guidelines, a strategic analysis of the population and land use within the City has been undertaken, taking into account a range of factors, in particular proximity to public and sustainable travel facilities, accessibility, availability of water and wastewater infrastructure, proximity to services and amenities.

At the time of adoption of the Galway City Development Plan 2023-2029, Irish Water (now Uisce Eireann) advised that these lands were not currently serviced. Small water pipes connected to the water distribution network serve the neighbouring residential buildings, but it is unclear whether this would be sufficient to serve any residential development on the subject lands. There is no immediate access to the wastewater network, but the adjoining residential development to the east of the subject site is connected to the wastewater network on Circular Road. No roads or footpaths adjoin or provide access to the site.

Development plans are required to follow a sequential approach to land use zoning for residential development. The subject lands are surrounded on three sides by predominantly undeveloped agricultural lands and are considered to currently be poorly serviced. It is considered there are more centrally located and strategic lands that are better serviced which have the potential to be zoned for residential use. Those lands, along with the existing residentially zoned lands, are deemed sufficient to meet the objectives for compact growth, and the requirement to implement the sequential approach to zoning.

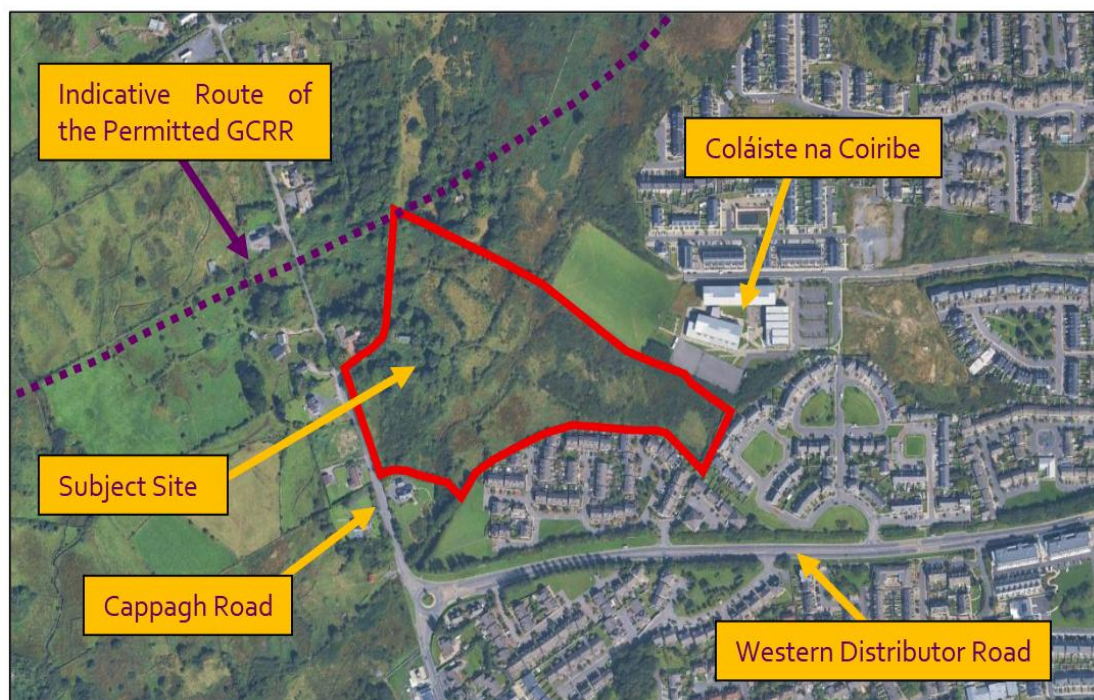
#### **Chief Executive's Recommendation**

It is recommended that the current Agriculture (A) land use zoning be retained for this current plan period.

<b>Submission Reference</b>	<b>Author</b>
<b>GLWC-C37-39</b>	<b>Estate of Thomas Feeney and Summix Capital</b>
<b>Summary</b>	
<p>The submission relates to the partial rezoning of a site that is currently zoned as Natural Heritage, Recreation and Amenity (RA), Agriculture (A) and Residential (R) with the submission wishing to rezone the whole site as fully Residential (R), allowing for its immediate development for housing, ecology and amenity.</p>	
<p>The site area is 6.85ha and is located in close proximity to a number of facilities and services such as bus stops, Cappagh Park, Childcare facilities and a community centre all being within 400 metres of the site. There are schools, Health Centres and a food store all being located within 1km of the site. Additionally the subject site is</p>	

adjacent to other specific objectives including the Galway City Ring Road, road improvements to Cappagh Road, bus routes at Western Distributor Road, the RA greenway and a local centre at Bóthar Bhaile na mBúrcach.

Surface water would be managed on-site using SuDS and existing watercourses, with potential to utilise nearby drainage networks. The site has no flood risk, and wastewater, potable water, and site access would be coordinated with existing infrastructure.



The submission has made a number of observations from Variation 3 that may delay the delivery of housing. Many sites need a masterplan or statutory area plan for development, many of the sites have an oversimplified land use zoning designation without the consideration, and many are heavily dependent on the delivery of large infrastructure. They use examples of other proposed sites and how these issues also arise from these sites in relation to the development of housing. They further mention how this site is a prime candidate for immediate residential zoning in order to fulfil the NPF objectives of delivering additional housing. Enclosed within the submission includes a draft plan layout of residential units that could be potentially developed within the site.

### Chief Executive's Response

The submission requesting the rezoning of the full site at Cappagh Road to Residential R is noted. The subject lands comprise a mix of existing zonings, including Residential R, Natural Heritage, Recreation and Amenity RA and Agriculture A. The submission contends that the site is well located and can deliver housing in the short term.

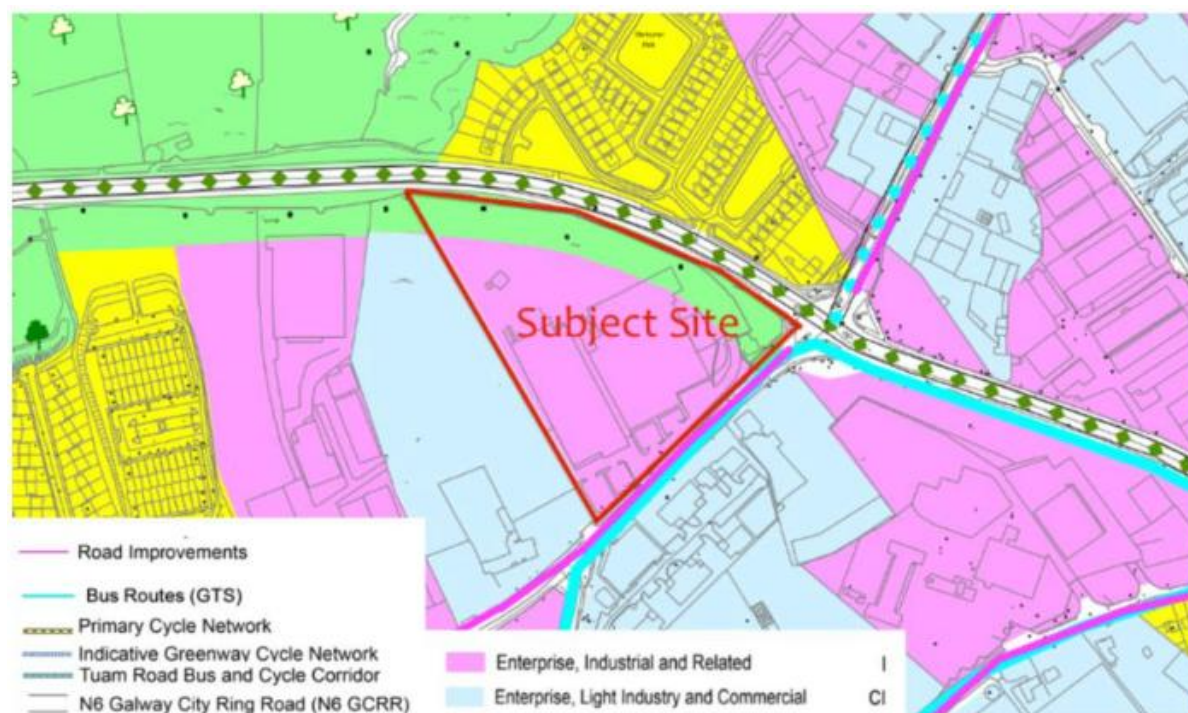
While the merits of the site have been advanced in the submission, the additional lands sought to be rezoned do not form part of the strategic package of lands assessed under Variation No. 3. The proposed variation has identified sufficient lands to meet the updated housing growth requirements and seeks to do so through a planned and evidence-based approach. In this context, it is not considered appropriate to alter the zoning of the additional RA and Agriculture lands through the current variation in advance of a broader strategic assessment of the area, including open space, access, servicing, environmental and cumulative considerations. Any such review would be more appropriately undertaken through a future statutory review of the Development Plan.

#### **Chief Executive's Recommendation**

It is recommended that the existing zonings on the subject lands be retained. No change is recommended.

<b>Submission Reference</b>	<b>Author</b>
<b>GLWC-C37-40</b>	<b>Musgrave Limited</b>
<b>Summary</b>	
<p>The submission relates to the rezoning of a site that is predominantly zoned as Enterprise, Industrial and Related Uses (I) to Residential (R) which is located at Musgrave Market Place on the Tuam Road.</p> <p>The submission discusses how the site occupies a prominent and strategically located site along the Tuam Road with surrounding land uses being employment lands and Residential lands. The site is within a highly accessible and serviced urban environment and benefits from direct connectivity to the wider national road network. The submission mentions National Policy Objectives that wish to increase the supply of housing in the City as support for the rezoning of this site as Residential. The proposed zoning aligns with the City Development Plans objectives on compact growth, optimisation of serviced lands, sustainable settlement patterns, increasing housing supply, integration of land use and transport, and promotion of mixed-use environments.</p> <p>The submission advocates that the current low intensity use of this site does not reflect its strategic importance or development potential within the City, and its current zoning restricts residential development, limits the efficient use of well-located sites and applies a rigid, single use approach to a site that is transitional in nature. The submission finally notes that without rezoning this site that it may remain underutilised, opportunities for a mixed use development is missed and the City development plan</p>	

will remain misaligned with National Policy, therefore the site should be rezoned as residential in order to allow a residential-led mixed use development.



### Chief Executive's Response

The submission requesting the rezoning of lands at Musgrave Market Place on the Tuam Road from Enterprise, Industry and Related Uses I to Residential R is noted. The submission emphasises the site's strategic urban location, servicing and potential for residential-led mixed use redevelopment.

The City Council acknowledges the locational attributes of the site. However, the purpose of Variation No. 3 is to secure the delivery of additional housing through a planned approach while maintaining an appropriate balance between residential and employment generating uses across the City. The Council is not, through this variation, proposing the rezoning of employment lands where there are ongoing and potential future demands for such lands.

The City Council is currently creating a new Joint Economic Development Strategy for the City and Metropolitan area with Galway County Council supported by Grant Thornton consultants. This strategy will assess the requirements for employment related lands including the quantity, location and nature of provision. The outcome of this study and strategy will be known in advance of the future statutory review of the City Development Plan.

It is considered that any future review of the zoning of this site, including any potential for mixed-use redevelopment, should be undertaken in the context of a wider statutory review of the City Development Plan, where the role of employment lands can be

assessed in a co-ordinated manner having regard to strategic land use, transport, infrastructure and employment objectives.

### Chief Executive's Recommendation

It is recommended that the existing Enterprise, Industry and Related Uses I land use zoning be retained for this current plan period. No change is recommended

Submission Reference	Author
GLWC-C37-43	Laurem Construction Ltd

### Summary

The submission relates to the rezoning of a site from Natural Heritage, Recreation and Amenity (RA) to Residential (R) which is located at Rowan Hill, Knocknacarra.



The submission mentions that the site is immediately to the west of several housing developments, within walking distance of shops, schools and public transport links, and is also within proximity to the Public Mains Water Supply and the public sewer network. There is no planning history on the subject site however planning permission was granted by the same landowner for a residential development on a nearby site, which also included connection to the public watermain and sewer, and noting that this would be the case for a residential development on the subject site.

The submission mentions how the location is optimal for a residential development on the subject site, and how the lands are much more suitable for development than many R2 zoned lands in the City due to the lands location and serviceability. The submission highlights how the rezoning of this site is compliant with the National

Planning Framework and the Regional Spatial and Economic Strategy, particularly in relation to housing and urban development.

The submission finally notes that the rezoning of this site will facilitate the provision of additional housing in the City, and that the lands have been zoned as recreation and amenity since 2005 and still remain underutilised.

#### **Chief Executive's Response**

Following the release of the NPF guidelines, a strategic analysis of the population and land use within the City has been undertaken, taking into account a range of factors, in particular proximity to public and sustainable travel facilities, accessibility, availability of water and wastewater infrastructure, proximity to services and amenities.

The subject lands are located in the west of the City, between Ballymoneen Road and Clybaun Road, just off the end of Rowan Hill. The site is an undeveloped greenfield land zoned as Natural Heritage, Recreation and Amenity (RA). The lands form part of a coherent area of RA zoned lands, with the eastern boundary adjoining developed Recreation R lands.

The subject lands appear to be largely unserviced, despite being located adjacent to serviced and developed lands. Rowan Hill leads past the boundary of the site but appears to be a gravel single-lane track leading only to no.4 Rowan Hill at that point. Prior to the junction with Ros Aitinn Rowan Hill does have footpaths and lighting. An additional walking track does lead to the southwest corner of the site. There is no apparent water or wastewater services connected to the site. The nearest locations are in Ros Aitinn and Ard Fraoigh, neither of which directly adjoin the site.

Development plans are required to follow a sequential approach to land use zoning for residential development. It is considered that there are more centrally located or strategic lands that are better serviced which have the potential to be zoned for residential use. Those lands, along with the existing residentially zoned lands, are deemed sufficient to meet the objectives of the Guidelines, having regard to national and regional policy objectives for compact growth, and the requirement to implement the sequential approach to zoning.

#### **Chief Executive's Recommendation**

It is recommended that the current Natural Heritage, Recreation and Amenity (RA) land use zoning be retained for this current plan period.

<b>Submission Reference</b>	<b>Author</b>
<b>GLWC-C37-44</b>	<b>Sean Noone</b>

### Summary

The submission relates to the rezoning of a site from Sensitive Residential (R2) to Residential (R) which is located in the townland of Curragreen in Roscam.



The submission mentions that the site is serviced by public watermain and sewer, and the Merlin Park Pumping Station is located to the north of the site with a connection to this facility being feasible. The Residential zoning would be consistent with policy that supports the development of infill and brownfield sites for residential development, while also enabling a higher residential density consistent with the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (DHLG, 2024).

The proposed zoning is in keeping with the NPF Housing Growth Guidelines, and the site's current zoning only allows for low density residential developments which is contrary to the principles of compact growth and consolidated urban development.

The area is well served by public transport with Oranmore Train station being only 1.7km away and a high frequency bus corridor being only 1km away.

### Chief Executive's Response

Following the release of the NPF guidelines, a strategic analysis of the population and land use within the City has been undertaken, taking into account a range of factors, in particular proximity to public and sustainable travel facilities, accessibility, availability of water and wastewater infrastructure, proximity to services and amenities.

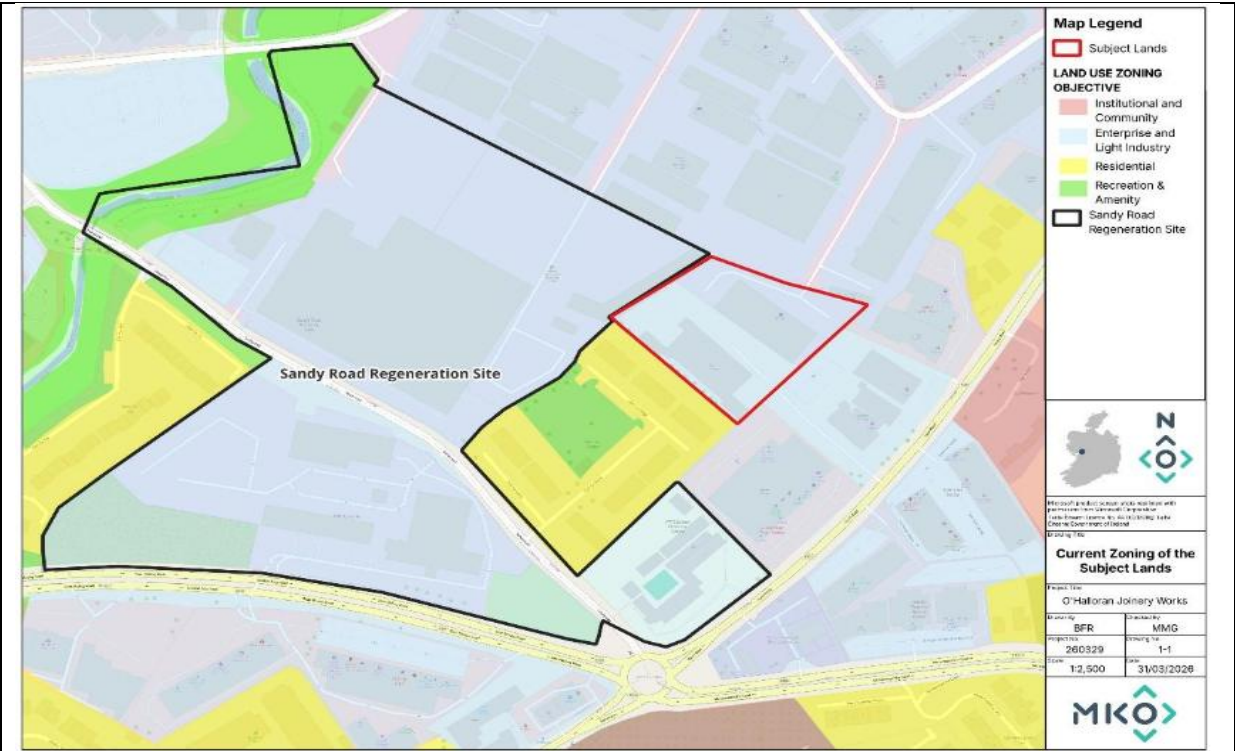
The current land use zoning objective (R2) is *“To provide for sensitive residential infill where such infill will not have an impact on the environmental and visual sensitivities in the area, including those in particular the subject of Policy 5.2 and where such infill can be assimilated satisfactorily through design, layout and amenity impact in a manner that does not detract from the character of the area.”* A zoning of Residential (R) may have an adverse effect on the area’s visual amenity.

Access to the site is via the Coast Road a busy regional route. There are no footpaths or streetlight along this section of the road, and any residential development here would be largely car dependent due to the lack of public transportation.

#### **Chief Executive’s Recommendation**

It is recommended that the current Residential (R2) land use zoning be retained for this current plan period.

<b>Submission Reference</b>	<b>Author</b>
<b>GLWC-C37-47</b>	<b>O'Halloran Joinery Works</b>
<b>Summary</b>	
<p>The submission relates to the O’Halloran Joinery site that is to be included in the Sandy Road Regeneration site, which the submission is supportive of. The submission states that the site should be rezoned as Residential (R), as they believe the current CI zoning limits the opportunity for providing residential development, and any attempts to bring forward a residential development without the R zoning would likely be deemed premature.</p>	



The submission references policy and objective 2 of the NPF guidelines in support of their argument to rezone the site as Residential. In support of rezoning the submission also mentions the sequential nature of the subject lands and the established residential development of the area, the need to increase residential density in appropriate locations and the suitability and assessment of the subject lands for residential development.

The submission mentions the 2024 NPF guidelines in support of rezoning the subject site, and the guidelines renewed focus on the development of existing settlements and on the interaction between residential density, housing standards and quality urban design and placemaking to support sustainable and compact growth.

The submission notes that the subject lands can deliver residential developments and that they meet the Settlement Capacity Audit criteria as well as being in close proximity to a number of social and community facilities.

**Chief Executive’s Response**

The support for the inclusion of the O’Halloran Joinery lands within the Sandy Road Regeneration and Opportunity Site is welcomed. The request to rezone the site from Commercial Industrial CI to Residential R has been considered in the context of the purpose of Variation No. 3, which is to provide an appropriate planning response to the NPF Implementation Housing Growth Requirements through a plan led and infrastructure informed approach.

In this regard, the Sandy Road lands form part of a wider regeneration area of strategic importance for the delivery of compact growth on serviced urban land. The purpose of

Amendment A.66 is to extend the regeneration boundary in order to improve permeability and connectivity between Liosbán Enterprise Park and the Tuam Road, particularly from an active travel perspective, and not to alter the underlying land use zoning of the subject site.

The City Council is currently creating a new Joint Economic Development Strategy for the City and Metropolitan area with Galway County Council supported by Grant Thornton consultants. This strategy will assess the requirements for employment related lands including the quantity, location and nature of provision. The outcome of this study and strategy will be known in advance of the future statutory review of the City Development Plan.

In this context and having regard to the need to maintain an adequate supply of employment and commercial lands within the City, it is not proposed to rezone the O'Halloran Joinery site from Commercial Industrial to Residential as part of this Variation. The appropriate mechanism to consider any change of zoning for this site is through a future statutory review or variation of the Development Plan informed by a full assessment of employment land capacity, core strategy requirements and environmental effects.

#### **Chief Executive's Recommendation**

It is recommended that the existing Enterprise, Light Industry and Commercial (CI) zoning of the subject site be retained for this current plan period.

<b>Submission Reference</b>	<b>Author</b>
<b>GLWC-C37-50</b>	<b>Jennifer Carpenter as Legal Personal Representative in the estate of Kathleen Coyne, Deceased</b>
<b>Summary</b>	
<p>The submission relates to the rezoning of a site located in Doughiska that is proposed to be partially zoned from Sensitive Residential (R2) to Residential (R). The submission welcomes this partial zoning, however the submission is requesting that the whole site be zoned as Residential (R) on lands that are currently zoned as Natural Heritage, Recreation and Amenity (RA) and Agriculture and High Amenity (G). The submission mentions Policy and Objective 2 of the NPF, in support of zoning the full site as Residential (R).</p>	



The submission discusses how the area is well-served by public transport and various services, making it suitable for additional residential development and that zoning these lands to 'Residential' would be an efficient use of land, supporting the delivery of housing in line with policy. The submission mentions that the location of the subject lands is consistent with the sequential approach given the close proximity of the lands to residential development in the surrounding area.

The submission mentions that Compact Growth is the first National Strategic Outcome set out in the National Planning Framework Revision 2025 (NPF). Within this, there is a target to achieve at least 40% of new residential development within the existing built-up area. The subject lands are well-placed to support compact growth and the 15-minute city concept, with nearby community facilities, employment hubs, and improved public transport. Rezoning the land for residential development will enable higher-density, sustainable housing close to amenities and public transit, aligning with national policies for efficient land use and reduced reliance on private vehicles. The submission finally notes that the subject lands fulfil the guidelines set out in the 'Settlement Capacity Audit' specifically in relation to road and cycle access, water supply and infrastructure and its social amenities and services.

#### Chief Executive's Response

Following the release of the NPF guidelines, a strategic analysis of the population and land use within the City has been undertaken, taking into account a range of factors, in particular proximity to public and sustainable travel facilities, accessibility, availability of water and wastewater infrastructure, proximity to services and amenities.

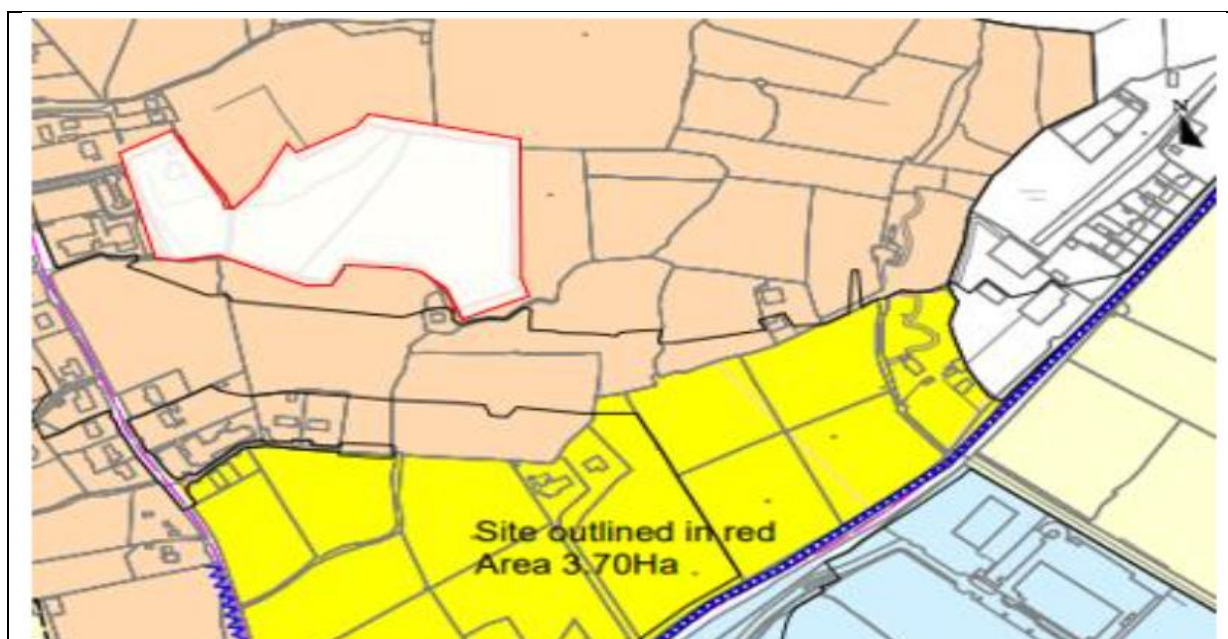
Variation No. 3 includes for the provision of a Statutory Area Plan for Doughiska, which will include all lands that form part of the submission in question. The appropriate mechanism to consider any change of zoning of the lands, not being rezoned R under Variation No. 3, is through this Statutory Area Plan process.

#### **Chief Executive's Recommendation**

No change

<b>Submission Reference</b>	<b>Author</b>
<b>GLWC-C37-53</b>	<b>John Coyne</b>
<b>Summary</b>	
<p>This submission relates to the submission made by the Legal Representative in the Estate of Kathleen Coyne and should be read in conjunction of same. The submission fully supports Variation 3 in rezoning part of the site as residential however the submission wishes that the whole site be zoned as residential but emphasises that all lands of the estate should be included in the council's consideration. The submission mentions that maps can be provided if needed.</p>	
<b>Chief Executive's Response</b>	
<p>This has been noted.</p>	
<b>Chief Executive's Recommendation</b>	
<p>No change.</p>	

<b>Submission Reference</b>	<b>Author</b>
<b>GLWC-C37-56</b>	<b>Tommie Grogan</b>
<b>Summary</b>	
<p>This submission relates to the rezoning of a site from Agriculture (RA) to Residential (R) that is located at the rear of Castlegar National School. As part of the extension to the National School Tommie Grogan bestowed 0.9 ha of land to the school in return for legal access to his lands. A 6m wide access road was also constructed along the northern boundary of the of the school with a 2m wide foot path.</p>	



The lands are to be part of the Castlegar Statutory Area Plan by 2026, and as mentioned in Variation 3 Castlegar has been identified as a Strategic Growth Area for Galway City, with the aim to develop a new neighbourhood with new homes.

The R zoning would support increased housing, as the site is now fully serviced with sewer and water infrastructure, as it is connected to Irish Water's new 150mm sewer and 80mm water main, reducing the need for on-site treatment systems.

The proposed Residential zoning would be in keeping with the existing and emerging character of the area and would be consistent with the Ministerial guidelines "Sustainable Residential Development and Compact Settlements", and more compatible with the principles of compact growth.

#### **Chief Executive's Response**

Following the release of the NPF guidelines, a strategic analysis of the population and land use within the City has been undertaken, taking into account a range of factors, in particular proximity to public and sustainable travel facilities, accessibility, availability of water and wastewater infrastructure, proximity to services and amenities.

The site is surrounded by Agriculture zoned lands, therefore rezoning this site as Residential would create a pocket of inconsistent zoning. Having regard to the lack of site services and footpaths and lighting in the general area, it is considered not appropriate for zoning at this time. The rezoning of this site will be considered with a site-specific assessment in the preparation of the Castlegar Statutory Area Plan, therefore it is not suitable for the purpose of this Variation at this time.

Furthermore, it is considered there are more centrally located and strategic lands that are serviced which have the potential to be zoned for residential use. Those lands, along with the existing residentially zoned lands, are deemed sufficient to meet the objectives

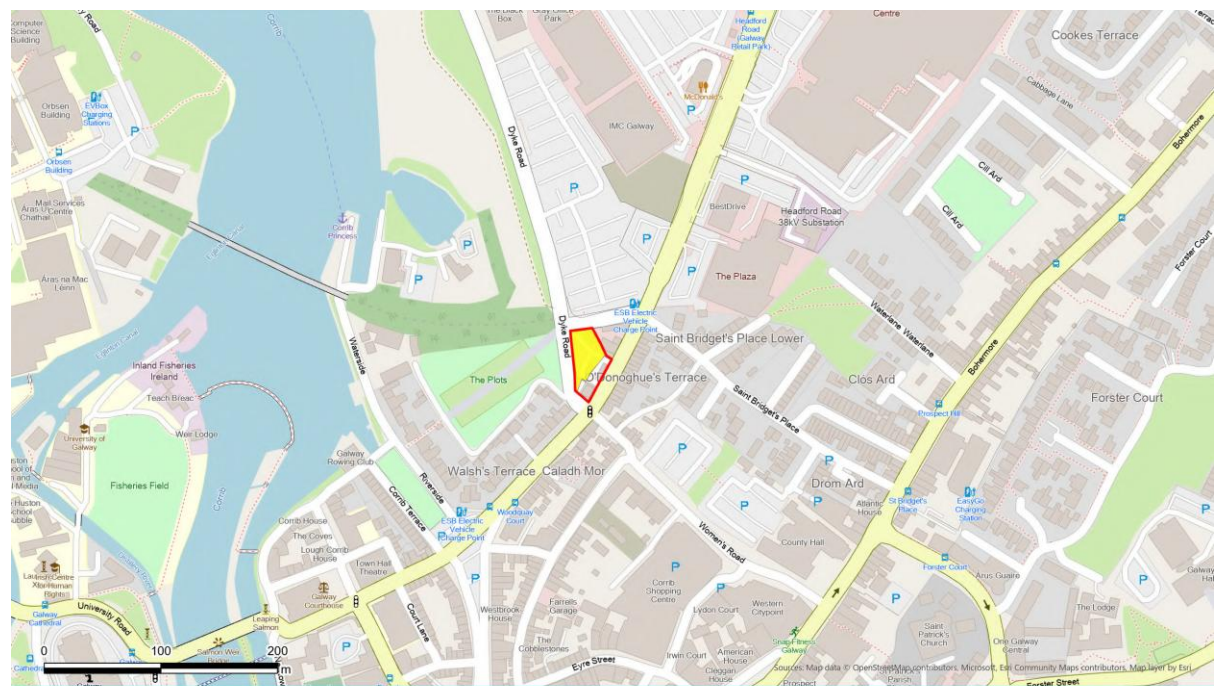
for compact growth, and the requirement to implement the sequential approach to zoning.






## Chief Executive's Recommendation

No change.

<b>Submission Reference</b>	<b>Author</b>
<b>GLWC-C37-57</b>	<b>Foxfield Inns DAC</b>
<b>Summary</b>	

The submission relates to the rezoning of a site from Enterprise, Light Industry and Commercial (CI) to Residential (R) which is located in the townland of Townparks in Headford Road. The site is infill in nature and is currently occupied by a car wash facility and a residential dwellinghouse.



 	Drawing Title			<b>Legend</b>  Site Boundary  Wayleave	 MKO Development Plans
	Project Title				
	Headford Road				
	Project No.				
	260231	Drawing No.	1	Scale	1:3,000
	Drawn By	BOC	Checked By	AG	Date
					03/04/2026

The land's location offers excellent access to amenities, employment, education, and public transport and rezoning the site would support urban growth, aligning with national and local planning guidelines, while promoting efficient land use in order to deliver the additional housing needed in the City.

This site aligns with the sequential approach for residential development prioritising infill, regeneration, and well-connected sites within existing urban areas to promote sustainable, compact growth.

The submission mentions how the site aligns with the Settlement Capacity Audit criteria for residential development specifically in relation to road and cycle access, water supply and infrastructure and its social amenities and services. The site is serviced and can accommodate residential development within the lifetime of the current development Plan.

The subject site is accessible to support compact growth and consolidation of the city centre. Re-zoning the site would contribute to the efficient use of land while supporting a vibrant, sustainable city centre.

The submission concludes by further stating its support for rezoning the site and how it would facilitate the delivery of residential developments and aligns directly with the objectives set out in Variation 3.

#### **Chief Executive's Response**

The submission requesting the rezoning of lands at Townparks, Headford Road from Enterprise, Light Industry and Commercial (CI) to Residential R is noted. While the site is described in the submission as an infill location with access to services, amenities, employment and public transport, the purpose of this Variation is to implement a planned and evidence-based response to the NPF Implementation Housing Growth Requirements, having regard to the sequential approach to zoning, infrastructure capacity, and the wider settlement strategy for the City.

The proposed package of zoning changes under Variation No. 3, including the identification of approximately 89 hectares of additional residential land and the activation of existing Residential Phase 2 lands, has been subject to a Settlement Capacity Audit, Strategic Environmental Assessment, Natura Impact Report and Strategic Flood Risk Assessment. This assessment work does not include the subject lands, and introducing a new Residential zoning at this location would fall outside the scope of the current variation and the associated environmental evaluation.

In this regard, the City Council has undertaken a strategic assessment of lands across the City, taking into account proximity to services and sustainable transport, accessibility, infrastructure servicing, and the need to secure compact growth in a coordinated manner. Notwithstanding the locational attributes identified in the submission, the subject lands are currently zoned for employment-generating uses and are occupied by existing commercial activity, including a car wash facility, together with an existing dwellinghouse. Having regard to the need to protect the City's stock of employment lands, and to avoid ad hoc erosion of commercially zoned sites through

the Variation process, it is considered that the current CI zoning should be retained and that the requested Residential zoning would not be justified at this time.

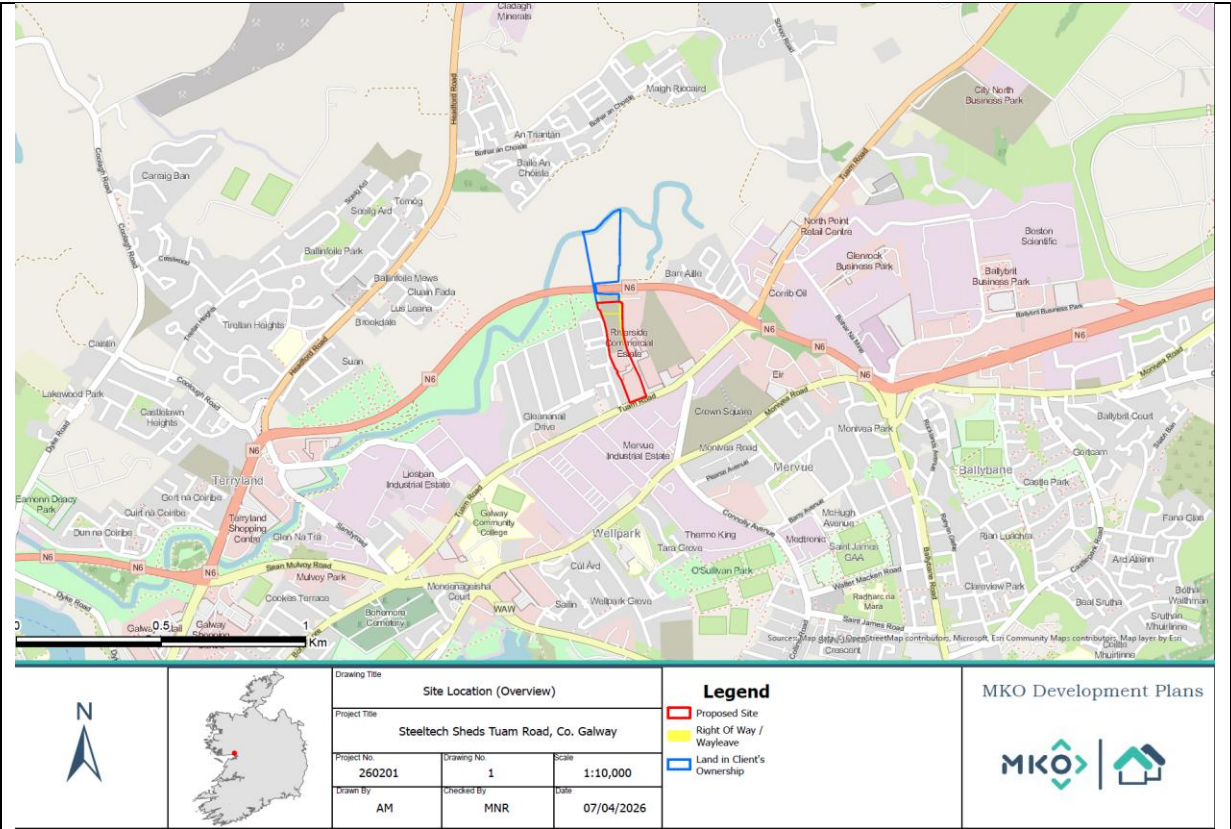
The City Council is currently creating a new Joint Economic Development Strategy for the City and Metropolitan area with Galway County Council supported by Grant Thornton consultants. This strategy will assess the requirements for employment related lands including the quantity, location and nature of provision. The outcome of this study and strategy will be known in advance of the future statutory review of the City Development Plan. This land will be considered as part of a statutory plan to be progressed pursuant to the City Development Plan objective for the Headford Road Regeneration Area Plan.

It is considered that a rezoning of these lands to Residential R outside of a broader strategic review would be premature. While the site may have some redevelopment potential in the longer term, any such consideration would be more appropriately examined in the context of a future statutory review of the City Development Plan and Headford Road Regeneration Plan, where the role of the site can be assessed alongside wider land use, infrastructure, transport and employment considerations. On that basis, the requested rezoning is not supported as part of this Variation.

#### **Chief Executive's Recommendation**

It is recommended that the existing Enterprise, Light Industry and Commercial CI land use zoning be retained for this current plan period.

<b>Submission Reference</b>	<b>Author</b>
<b>GLWC-C37-58</b>	<b>Foxfield Inns DAC</b>
<b>Summary</b>	
<p>This submission relates to the rezoning of a site located on the Tuam Road that is currently zoned as Enterprise, Industrial and Related Uses (I) to Residential (R). The site is located along the Tuam Road 3km from eyre square, and it has access to a wide variety of employment options, as well as being within walking distance to a number of community and social facilities. The submission states that the rezoning proposal aligns with national, regional, and local planning policies, promoting sustainable urban growth. The submission also mentions that an alternative option of partially rezoning the site to residential would also be welcomed, although not the preferred option.</p>	



In support of rezoning the site as residential, the submission mentions that additional, suitably located sites should be identified to be zoned Residential. They mention how the subject site, by virtue of its underutilised nature, location within the existing urban footprint, and its proximity to Galway City Centre, and accessibility to services and infrastructure, is well placed to contribute to meeting these revised housing targets. The subject site aligns with the principles of sequential urban development prioritising infill and regeneration within the existing urban footprint. It supports the objective of promoting compact growth, making efficient use of existing infrastructure, and reducing pressure for outward expansion of urban areas. The sequential suitability is reinforced by its proximity to established residential neighbourhoods including Ashbrook and Mullán Mór to the west. The submission mentions how the site aligns with the Settlement Capacity Audit criteria for residential development specifically in relation to road and cycle access, water supply and infrastructure and its social amenities and services. The site is serviced and can accommodate residential development within the lifetime of the current development Plan.

The submission concludes by reiterating the sites suitability for residential development and it would support compact growth, efficient land use and contribute positively to sustainable urban growth.

Chief Executive's Response
The submission requesting the rezoning of lands on the Tuam Road from Enterprise, Industry and Related Uses I to Residential R is noted. The submission states that the

site is underutilised, located within the existing urban footprint, accessible to employment, services and community facilities, and would support compact growth and the efficient use of serviced land. The submission also suggests that, if full rezoning is not considered appropriate, a partial rezoning to Residential may be considered as an alternative.

The purpose of this Variation is to provide a plan-led and evidence-based response to the NPF Implementation Housing Growth Requirements, having regard to the sequential approach to residential zoning, infrastructure capacity, and the proper planning and sustainable development of the City. In this regard, the City Council has undertaken a strategic assessment of lands across the City, including consideration of proximity to services and sustainable transport, accessibility, servicing, and the need to ensure a balanced approach to land use and employment provision.

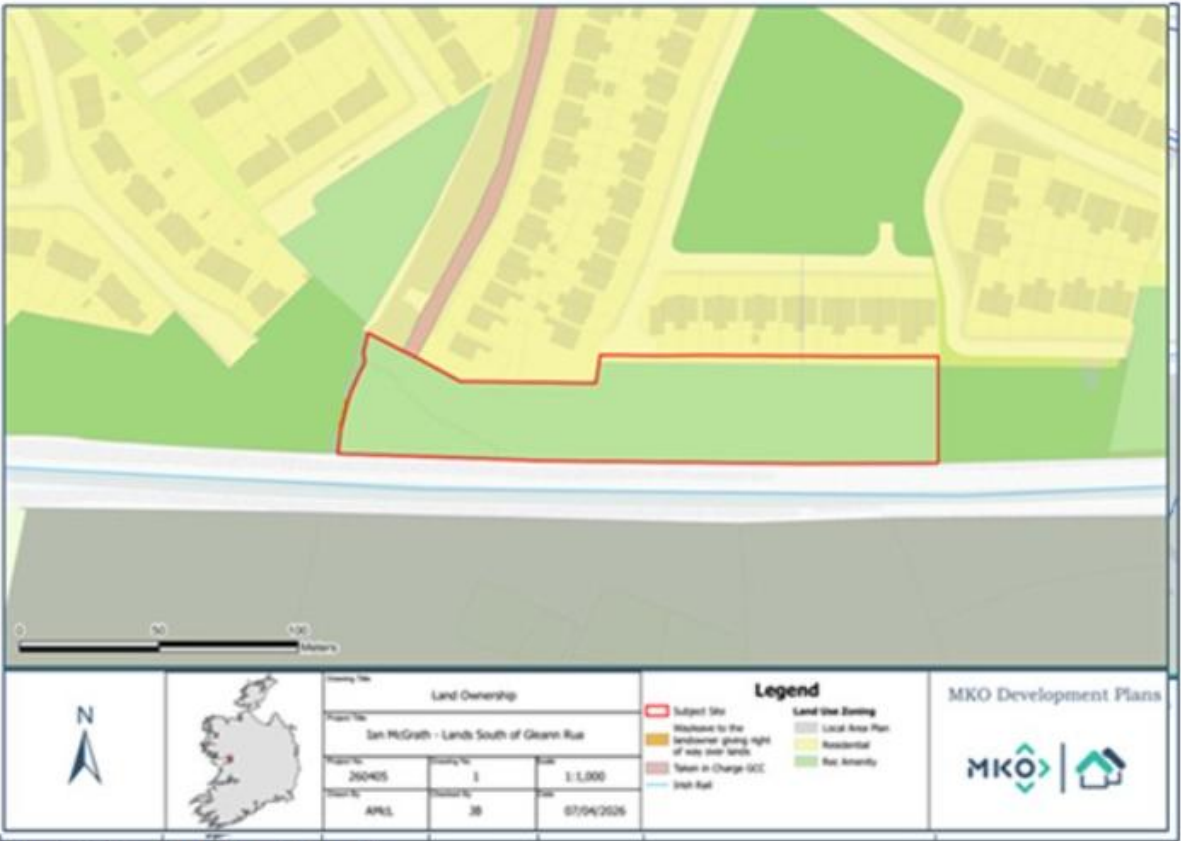
While the subject site has locational attributes which are acknowledged, it is currently zoned for employment-generating uses and forms part of the City's stock of industrial and enterprise lands along an important urban corridor. Having regard to the need to retain an adequate supply of employment lands within the City, and to avoid piecemeal erosion of such lands through the current Variation process, it is considered that the existing I zoning remains appropriate at this time. The City Council is not, through this Variation, proposing the rezoning of employment lands where there are ongoing and potential future demands for such lands within the City.

The City Council is currently creating a new Joint Economic Development Strategy for the City and Metropolitan area with Galway County Council supported by Grant Thornton consultants. This strategy will assess the requirements for employment related lands including the quantity, location and nature of provision. The outcome of this study and strategy will be known in advance of the future statutory review of the City Development Plan.

It is considered that any future review of the land use zoning of the subject site, including any potential for mixed-use or residential-led redevelopment, should be undertaken in the context of a broader statutory review of the City Development Plan rather than by way of an isolated amendment through this Variation. This would allow the role of the site to be considered in a co-ordinated manner, having regard to wider strategic land use, infrastructure, transport and employment objectives. On that basis, the requested rezoning, including any partial rezoning, is not supported as part of the current Variation

#### **Chief Executive's Recommendation**

It is recommended that the existing Enterprise, Industry and Related Uses I land use zoning on this site be retained for this current period.

Submission Reference	Author
GLWC-C37-63	Ian McGrath
Summary	
<p>This submission relates to the rezoning of lands zoned as Natural Heritage, Recreation and Amenity (RA) to Residential (R) that is in Gleann Rua in the townland of Murrough approximately 580m south of the Old Dublin Road. It mentions that the land is key for the sequential and strategic delivery of housing, and as the lands to the south and east of the site are to be development as part of the Murrough Masterplan, and the Murrough area is identified as a strategic growth area by the City Development Plan. The area is well served by services and public transport making it an appropriate location for residential development.</p>	
<div><p>Figure 1: Subject Site and Land Ownership</p></div>	
<p>The submission mentions that the subject lands are consistent with the sequential approach given the close proximity of the lands to residential development in the surrounding area and future residential developments at Murrough to the South. Rezoning the site would enable a more cohesive and sustainable expansion of the residential area, supporting infill and compact growth, and allow for the inclusion of recreational and biodiversity features in future development, aligning with planning guidelines and the development strategy for Murrough.</p>	
<p>The submission mentions the 2024 Guidelines for sustainable residential development which emphasises development in existing settlements with a focus on density, quality</p>	

urban design, and compact growth, aiming for at least 40% of new homes within the existing built-up areas. The submission mentions that rezoning the subject lands for residential use supports this goal by promoting higher density, transit-oriented development near public transport routes and community facilities, aligning with national policies for sustainable, active, and connected communities.

The submission mentions that the subject site is located outside of a flood zone and there are no protected structures on the site.

#### **Chief Executive's Response**

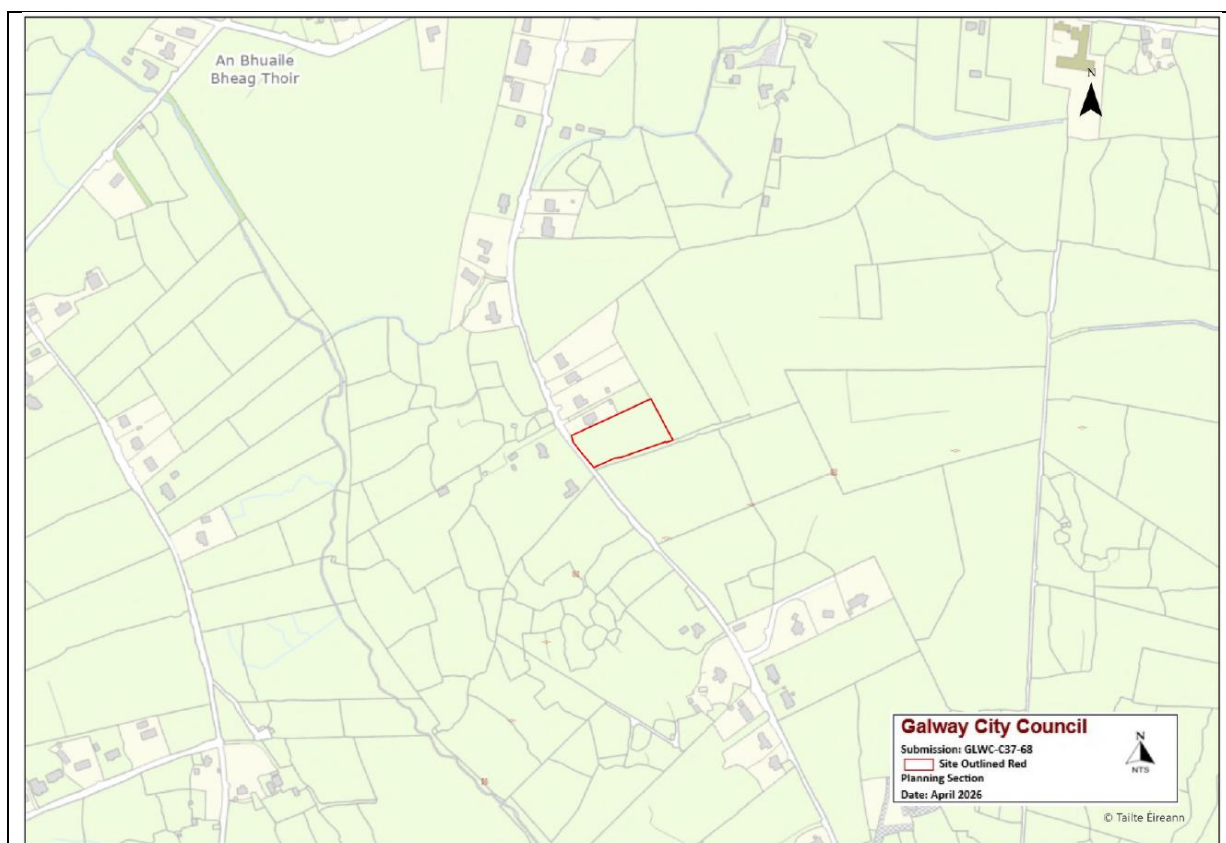
It is acknowledged that the subject lands are in proximity to the proposed Murrough Masterplan area, an identified area of strategic growth for the City. The development of the Murrough lands is contingent on several factors, including provision of a masterplan and required enabling infrastructure.

It is not considered appropriate at this stage to rezone additional recreation and amenity lands, prior to the development of the masterplan, which will be subject to public consultation and engagement with key stakeholders such as Irish Rail. These lands could be considered as part of the wider Development Plan review which is scheduled to begin towards the end of this year.

#### **Chief Executive's Recommendation**

It is recommended that the current Natural Heritage, Recreation and Amenity (RA) land use zoning be retained for the current plan period.

<b>Submission Reference</b>	<b>Author</b>
<b>GLWC-C37-68</b>	<b>Breda Feeney</b>
<b>Summary</b>	
The submission relates to a rezoning request for lands at Cappagh Road and the subject site is shown below. The land is owned by the author Breda Feeney.	



As well as the submission justifying the rezoning, it is also accompanied by an AA screening, a site suitability assessment, a site characterisation report, a site recommendation report, an NIS and FRA.

The submission states that these documents demonstrate that the lands are suitable for residential development, are capable of being serviced and do not give rise to significant environmental, ecological, or flood-related constraints.

### Chief Executive's Response

Following the release of the NPF guidelines, a strategic analysis of the population and land use within the City has been undertaken, taking into account a range of factors, in particular proximity to public and sustainable travel facilities, accessibility, availability of water and wastewater infrastructure, proximity to services and amenities.

The subject site is located in Cappagh Road, 1.5km from Cappagh Park and Knocknacarra Community Centre. There is no access way from the main road to the site, and there are no footpaths or public lighting in the area. The site is poorly served by public transport, with the nearest bus stop located 1.3 km away, which would require residents to rely on cars as their primary mode of transportation. Additionally, its distance from nearby amenities and services further diminishes its suitability for residential development.

The subject lands are surrounded by lands zoned as Agriculture (A), as such zoning these lands as Residential currently would create a pocket of inconsistent zoning with the other lands. The site is outside the scope of this Variation. It is considered there are more centrally located and strategic lands that are better serviced which have the potential to be zoned for residential use. Those lands, along with the existing residentially zoned lands, are deemed sufficient to meet the objectives for compact growth, and the requirement to implement the sequential approach to zoning.

**Chief Executive's Recommendation**

It is recommended that the current Agriculture (A) land use zoning be retained for this current plan period.

### **3.3 Other Matters Raised**

Some submissions raised additional matters which are not directly related to a proposed alteration to the Development Plan Maps or to a new rezoning request. These are summarised below along with the Chief Executive's response and recommendation. A number of these matters have been addressed previously in this report and reference has been made to previous responses where relevant.

#### **3.3.1 Area Plans**

Submissions recommend the preparation of Statutory Area Plans rather than "developer-led masterplans" for key growth and regeneration areas including Ardaun, Murrough, the Headford Road Regeneration Area, Castlegar and Doughiska, to ensure meaningful public participation and coordinated infrastructure delivery.

Submissions welcome the proposals to produce statutory area plans for Doughiska and Castlegar. They note specific details that should be addressed as part of these plans and question the timeframe for delivery.

#### **Chief Executive's Response**

Statutory Area Plans are proposed for Doughiska (A.44) and Castlegar (A.45). This will help guide integrated land use and transport planning. These measures will enable compact, sequential growth focused on public transport corridors and active travel connectivity, directly implementing National Policy Objectives 10 and 97 of the revised NPF.

The preparation of masterplans and statutory area plans will include full stakeholder and community engagement in accordance with the Planning and Development Act 2024, ensuring transparency and meaningful public participation.

For a detailed response regarding the preparation of Statutory Area Plans see the CE's response to OPR Recommendation 2(iv).

#### **Chief Executives Recommendation**

No change.

#### **3.3.2 Environmental Matters**

A number of submissions raise concerns regarding biodiversity, ecological connectivity, climate action, flood risk, coastal change, natural capital and insufficient integration of biodiversity measures such as pocket forests and wildlife corridors. Some submissions have questioned the Strategic Environmental Assessment and screening for Appropriate Assessment undertaken alongside the variation. One submission states that the SEA.

## Chief Executive's Response

The Proposed Variation contributes towards compliance with environmental objectives including those in relation to climate action, flood risk management, biodiversity, flora and fauna, and natural capital. These matters were considered through the Strategic Environmental Assessment, Appropriate Assessment and Strategic Flood Risk Assessment undertaken for Proposed Variation No. 3. The assessments identify mitigation measures integrated into the variation and confirm that lower-tier masterplans, statutory area plans and development proposals will remain subject to further environmental assessment, including project-level Appropriate Assessment and site-specific Flood Risk Assessment, where required.

SEA has been undertaken on the Proposed Variation in compliance with the SEA Directive and transposing Regulations. The SEA combined with the Variation-preparation process has facilitated the integration of a wide range of environmental considerations into the Proposed Variation. The SEA Environmental Report details the findings of the assessment, including mitigation measures (from both the existing Plan and the Proposed Variation) that lower tiers of decision-making will be required to comply with. Lower tier plans and projects will be subject to their own environmental assessment processes as relevant.

Screening for AA and Stage 2 AA have been undertaken on the Proposed Variation in compliance with the Habitats Directive and transposing Regulations. The AA combined with the Variation-preparation process has facilitated the integration of European site considerations into the Proposed Variation. The AA Natura Impact Report details the findings of the assessment, including mitigation measures (from both the existing Plan and the Proposed Variation) that lower tiers of decision-making will be required to comply with. Lower tier plans and projects will be subject to their own environmental assessment processes as relevant. As identified in the AA Natura Impact Report: "Having incorporated mitigation measures into the Proposed Variation, it has been demonstrated that the Proposed Variation is not foreseen to give rise to any significant adverse effects to any designated European site, alone or in combination with other plans or projects. This demonstration has been made in view of the Conservation Objectives of the habitats and/or species, for which these sites have been designated."

In addition to the SEA and AA, SFRA has been undertaken on the Proposed Variation in compliance with the Flood Risk Management Guidelines and the Proposed Variation that was placed on public display complies with these Guidelines. All sites, apart from the Murrough site are situated within Flood Zone C. This is the Flood Zone with the lowest flood risk. At the Murrough site, the areas with the highest levels of flood risk (Flood Zones A and B) have been zoned "Recreation and Amenity" and uses in future

climate scenario risk areas (Mid-Range as well as High-End) have been limited to water compatible uses for the Plan period. The SFRA Report details the findings of the assessment, including mitigation measures (from both the existing Plan and the Proposed Variation) that lower tiers of decision-making will be required to comply with. Lower tier plans and projects will be subject to their own environmental assessment processes as relevant.

**Chief Executive's recommendation**

No change.

**3.3.3 Amendments to Land Use Zoning Objectives**

A number of submissions recommended changes to various Land Use Zoning Objectives including Commercial/Industrial (CI) to allow for higher residential provision, and Residential (R), Residential (R2), Natural Heritage, Recreation and Amenity (RA), Institutional and Community (CF), Commercial/Industrial (CI) and City Centre (CC) uses to specify 'public transportation facilities'. One submission suggestion the creation of a new land use zoning objective to allow for Sustainable Transport, Recreation and Amenity.

**Chief Executive's Response**

The primary purpose of Variation No. 3 is to provide an evidence-based response to the revised housing growth requirements, while also ensuring a balanced approach to land use and the retention of an adequate supply of employment lands within the City. Changes to the Land Use Zoning Objectives such as these would need to be considered in the context of a statutory review of the Development Plan informed by a full assessment of land capacity, core strategy requirements and environmental effects.

**Chief Executives Recommendation**

No change.

**3.3.4 Land Use and Housing Need**

Submissions expressed concern that no additional lands are proposed to be zoned for open space or recreation, highlighting the loss of Natural Heritage, Recreation and Amenity (RA) land through proposals to rezone to Residential.

Some submissions questioned the need for housing, the capacity assessments of existing zoned lands, and the overall approach and rationale behind the calculations for the anticipated quantum, density and yield of the lands proposed to be zoned.

**Chief Executive's Response**

The primary purpose of Variation No. 3 is to provide an evidence-based response to the revised housing growth requirements. The Variation documentation acknowledges its limited scope, pending the forthcoming full review of the City Development Plan, and notes that it does not constitute a comprehensive review of all related policies, objectives, or guidance. New developments will continue to be required to comply with the existing Development Standards with regards to the provision of adequate open space for new residential developments.

The NPF First Revision and the subsequent National Planning Framework (NPF) Implementation: Housing Growth Requirements Guidelines for Planning Authorities (2025) sets out the national need for additional housing along with the requirements for Galway City. An interim Housing Need and Demand Assessment along with an Assessment of residentially zoned lands in Galway City were prepared to inform the proposed Variation (Appendix 4 to the Proposed Variation No. 3 consultation report). Additional information regarding the anticipated quantum, density and yield of the lands proposed to be zoned has been prepared in response to OPR Recommendation 1 (ii, iii, & iv).

#### **Chief Executives Recommendation**

No change.

#### **3.3.5 Suburban Expansion**

A submission considers that there is an over-reliance on suburban expansion rather than compact, inner-city, brownfield-first development. It is also considered that regeneration and infill development, whilst encouraged, is not mandated strongly enough.

#### **Chief Executive's Response**

The Executive advises that Variation No. 3 has been prepared to respond to the NPF Implementation: Housing Growth Requirements – Guidelines for Planning Authorities (2025) and does not alter the overarching settlement strategy of the Galway City Development Plan.

The existing Development Plan places a strong and explicit emphasis on compact growth, regeneration and a brownfield-first approach. The settlement strategy prioritises the regeneration and redevelopment of underutilised and brownfield lands within the existing urban footprint, particularly in locations well served by existing and planned public transport, amenity provision, and social and community infrastructure.

In this regard, Chapter 10 of the Development Plan highlights the requirement to focus growth on regeneration and infill, supporting a compact urban form and reducing reliance on suburban expansion. A total of 17 regeneration and opportunity sites are

identified within the Plan, with capacity to accommodate significant growth within the plan period and into the longer term. These sites are considered capable of supporting transformative redevelopment in a manner consistent with national and regional policy objectives.

These regeneration and opportunity sites have the potential to deliver a mix of uses, including residential development with capacity for affordable housing, within high-quality, well-designed living environments. Their development can add vitality to the city centre, existing neighbourhoods and designated commercial centres, while supporting sustainable patterns of movement and land use.

Accordingly, the Executive is satisfied that the Development Plan provides a robust policy framework that not only encourages but actively supports regeneration and infill development.

### **Chief Executives Recommendation**

No change.

### **3.3.6 Insufficient Requirements for Low-Carbon Energy Solutions**

A submission feels the variation provides insufficient requirements for low-carbon energy solutions such as district heating and NZEB standards.

### **Chief Executive's Response**

The Executive advises that Variation No. 3 has been prepared specifically to respond to the NPF Implementation: Housing Growth Requirements – Guidelines for Planning Authorities (2025) and does not replace or dilute the wider climate and energy policy framework of the Galway City Development Plan.

The Galway City Development Plan contains comprehensive provisions relating to climate action and low-carbon energy. In particular, Chapter 10 (Climate Action) sets out the overarching policy approach to mitigation and adaptation measures across the City. In addition, Section 2.3 – Planning & Sustainability explicitly addresses the achievement of sustainable planning outcomes, including the promotion of renewable energy and low-carbon energy solutions as a critical component of the transition to a low-carbon economy and the reduction of greenhouse gas emissions.

This policy position is underpinned by Policy 2.3 – Renewable Energy, which applies to all development within the City and supports the integration of low-carbon and renewable energy technologies, where appropriate, at plan-making and development management stages.

Furthermore, it is noted that all new buildings are required to achieve nearly Zero Energy Building (nZEB) standards in accordance with the transposition of the European Energy

Performance of Buildings Directive (EPBD) through Part L of the Building Regulations, ensuring high levels of energy efficiency and reduced carbon emissions as a statutory baseline.

Accordingly, the Executive is satisfied that the Development Plan, taken as a whole, already provides a strong and comprehensive framework for the delivery of low-carbon energy solutions, including nZEB standards, and that Variation No. 3 does not undermine these requirements.

### **Chief Executives Recommendation**

No change.

### **3.3.7 Greater Flexibility to CI Zoned Lands**

A submission received on file CI element argues that Galway City Council should apply greater flexibility to CI zoned lands so they can accommodate more residential use where this would not undermine the primary enterprise/light industrial/commercial function, because some of these lands may no longer be viable for mainly office-led development in current market conditions. It also says this flexibility would help unlock underused sites, support compact growth, and contribute to meeting Galway's increased housing targets, while still respecting sustainable neighbourhood principles.

### **Chief Executive's Response**

The submission is noted, but the Council considers that any increase in residential use within CI zones must be assessed against the plan's design, layout and land-use criteria, including optimum site conditions, open space, landscaping, access, parking, waste storage, water services, noise mitigation and the protection of amenities. Residential provision may be considered on specific CI, particularly regeneration and opportunity sites identified in Chapter 10, but only where it aligns with the relevant vision and remains consistent with the maximum plot ratio, site coverage and proper planning and sustainable development of the area.

The City Council is currently creating a new Joint Economic Development Strategy for the City and Metropolitan area with Galway County Council supported by Grant Thornton consultants. This strategy will assess the requirements for employment related lands including the quantity, location and nature of provision. The outcome of this study and strategy will be known in advance of the future statutory review of the City Development Plan.

It is considered that any potential for greater flexibility on CI zoned lands, so they can accommodate more residential use, would be premature outside of a broader strategic regarding employment lands. Any such consideration would be more appropriately examined in the context of a future statutory review of the City Development Plan,

where the role of CI zoned lands can be assessed alongside wider land use, infrastructure, transport and employment considerations.

**Chief Executives Recommendation**

No change.

**3.3.8 Other**

a) Submissions expressed concerns that the current infrastructure in Galway City does not have sufficient capacity to support the additional lands proposed to be zoned as part of the variation.

b) Submissions note that the Development Plan Written text references out of date and superseded National policy and guidance.

c) One submission states that it would be useful to be able to build where complying with the land use zoning without the need for an extended planning process.

**Chief Executive's Response**

a) See the Chief Executive's Response to the OPR Recommendation 1(iv)

b) The primary purpose of Variation No. 3 is to provide an evidence-based response to the revised housing growth requirements. As set out in the consultation documentation, the Variation does not constitute a comprehensive review of all related policies, objectives, or guidance.

c) The planning and development management processes are set out in national legislation and as such this would be beyond the scope of the Galway City Development Plan.

**Chief Executives Recommendation**

No change.

## Section 4: Submissions Received

### 4.1 List of Submissions

Submission Reference	Name of the Person / Organisation	Link to Submission
GLWC-C37-1	Rebecca Mooney	<a href="#">Link</a>
GLWC-C37-2	Health and Safety Authority	<a href="#">Link</a>
GLWC-C37-3	Richard Browne	<a href="#">Link</a>
GLWC-C37-4	Maritime Area Regulatory Authority	<a href="#">Link</a>
GLWC-C37-5	Transport Infrastructure Ireland	<a href="#">Link</a>
GLWC-C37-6	Clearwater Ventures Limited	<a href="#">Link</a>
GLWC-C37-7	Ballindooley Developments Ltd	<a href="#">Link</a>
GLWC-C37-8	Office of Public Works	<a href="#">Link</a>
GLWC-C37-9	Linda Ni Choinin	<a href="#">Link</a>
GLWC-C37-10	Eircom Ltd	<a href="#">Link</a>
GLWC-C37-11	National Transport Authority	<a href="#">Link</a>
GLWC-C37-12	Atlantic Technological University	<a href="#">Link</a>
GLWC-C37-13	Environmental Protection Agency	<a href="#">Link</a>
GLWC-C37-14	Pádraig Mac Donnacha	<a href="#">Link</a>
GLWC-C37-15	Irene Whyte	<a href="#">Link</a>
GLWC-C37-16	Martin Cronin	<a href="#">Link</a>
GLWC-C37-17	James McCarthy	<a href="#">Link</a>
GLWC-C37-18	Brian Bruton	<a href="#">Link</a>
GLWC-C37-19	Sayvale Group	<a href="#">Link</a>
GLWC-C37-20	Cairn Homes Properties Ltd	<a href="#">Link</a>
GLWC-C37-21	Mairead Madden	<a href="#">Link</a>
GLWC-C37-22	Patrick Spelman, Renmore Area Traffic Committee	<a href="#">Link</a>
GLWC-C37-23	Atlantic Way Properties	<a href="#">Link</a>
GLWC-C37-24	Sandoval Developments Limited	<a href="#">Link</a>
GLWC-C37-25	Patrick J Maguire	<a href="#">Link</a>
GLWC-C37-26	Paul Finnegan	<a href="#">Link</a>
GLWC-C37-27	Kevin Corcoran	<a href="#">Link</a>
GLWC-C37-28	Rachel Nolan	<a href="#">Link</a>
GLWC-C37-29	Franck Martinaud	<a href="#">Link</a>
GLWC-C37-30	Ronan Duke	<a href="#">Link</a>
GLWC-C37-31	Donal Corcoran	<a href="#">Link</a>
GLWC-C37-32	Paula Cullen	<a href="#">Link</a>
GLWC-C37-33	Friends of Merlin Woods	<a href="#">Link</a>
GLWC-C37-34	Renmore Residents Association	<a href="#">Link</a>
GLWC-C37-35	Roisin King	<a href="#">Link</a>
GLWC-C37-36	Burkeway Homes Limited	<a href="#">Link</a>
GLWC-C37-37	Breda Fox	<a href="#">Link</a>
GLWC-C37-38	The Duffy Property Group	<a href="#">Link</a>
GLWC-C37-39	Estate of Thomas Feeney and Sum mix Capital	<a href="#">Link</a>

GLWC-C37-40	Musgrave Limited	<a href="#">Link</a>
GLWC-C37-41	Renmore Community Sustainable Planning Group	<a href="#">Link</a>
GLWC-C37-42	Suzanne Meade	<a href="#">Link</a>
GLWC-C37-43	Laurem Construction Ltd	<a href="#">Link</a>
GLWC-C37-44	Sean Noone	<a href="#">Link</a>
GLWC-C37-45	Department of Education	<a href="#">Link</a>
GLWC-C37-46	Údáras na Gaeltachta	<a href="#">Link</a>
GLWC-C37-47	O'Halloran Joinery Works	<a href="#">Link</a>
GLWC-C37-48	Galway Commuter Coalition	<a href="#">Link</a>
GLWC-C37-49	Marian Rabitte	<a href="#">Link</a>
GLWC-C37-50	Jennifer Carpenter as Legal Personal Representative in the estate of Kathleen Coyne, Deceased	<a href="#">Link</a>
GLWC-C37-51	Lisa Fahy	<a href="#">Link</a>
GLWC-C37-52	Letizia Gorini	<a href="#">Link</a>
GLWC-C37-53	John Coyne	<a href="#">Link</a>
GLWC-C37-54	Derrick Hambleton, An Taisce	<a href="#">Link</a>
GLWC-C37-55	CIF Galway Branch	<a href="#">Link</a>
GLWC-C37-56	Tommie Grogan	<a href="#">Link</a>
GLWC-C37-57	Foxfield Inns DAC	<a href="#">Link</a>
GLWC-C37-58	Foxfield Inns DAC	<a href="#">Link</a>
GLWC-C37-59	Land Development Agency (LDA)	<a href="#">Link</a>
GLWC-C37-60	Catherine Walsh	<a href="#">Link</a>
GLWC-C37-61	Galway City Community Network	<a href="#">Link</a>
GLWC-C37-62	Office of the Planning Regulator	<a href="#">Link</a>
GLWC-C37-63	Ian McGrath	<a href="#">Link</a>
GLWC-C37-64	Electricity Supply Board	<a href="#">Link</a>
GLWC-C37-65	Rosshill/Roscam Residents Association	<a href="#">Link</a>
GLWC-C37-66	Uisce Éireann	<a href="#">Link</a>
GLWC-C37-67	Northern & Western Regional Assembly	<a href="#">Link</a>
GLWC-C37-68	Breda Feeney	<a href="#">Link</a>
GLWC-C37-69	COPE Galway	<a href="#">Link</a>
GLWC-C37-70	GLUAS Light Rail Committee	<a href="#">Link</a>
GLWC-C37-71	Michael J. Duffy	<a href="#">Link</a>

## 4.2 Summary of Submissions Received

Submission Reference	Author
GLWC-C37-1	Rebecca Mooney
<b>Summary</b>	
<p>This submission welcomes the opportunity to comment on the proposed variations and emphasises that future growth should focus on compact, inner-city development rather than further suburban sprawl. The submission raises concern that increased housing is not being matched by a detailed transport plan and argues that no additional housing should be permitted unless residents can access key destinations by active travel and public transport rather than private car.</p> <p>The submission advocates removal of on-street parking (particularly free parking) in central and inner areas, delivery of segregated cycle lanes, widened footpaths, permeability measures and bus-priority corridors in advance of occupation of new housing, and development of 15-minute neighbourhoods across both inner and outer suburbs. It further recommends making brownfield-first regeneration and infill development mandatory, reducing car-dependent greenfield expansion, and embedding measures such as district heating, NZEB (Nearly Zero Energy Building) standards, SuDS and biodiversity features (pocket forests, wildlife corridors) into all new schemes.</p>	
<b>Section Addressed in Report</b>	
<a href="#">2.1</a> , <a href="#">2.3</a> , <a href="#">2.5</a> , <a href="#">3.1 (various)</a> and <a href="#">3.3</a>	

Submission Reference	Author
GLWC-C37-2	Health and Safety Authority
<b>Summary</b>	
<p>The Health and Safety Authority (HSA) outlines its statutory role under the COMAH Regulations and Planning and Development Regulations and refers the Council to its published “Guidance on technical land-use planning advice” for interpreting the Authority’s approach.</p> <p>The submission sets out the Authority’s expectations that the Development Plan and variation will, include clear planning policy on major accident hazard establishments, show HSA consultation distances and associated generic advice on plan maps, and contain policy on the siting of new major hazard establishments and development in their vicinity, in line with Article 13 of Directive 2012/18/EU. The HSA requests specific reference in the plan to the notified establishments at Circle K Galway Terminal, Colas</p>	

Bitumen Emulsion (West) Ltd and Tynagh Energy Ltd, and encloses a note summarising that its advice seeks to maintain appropriate safety distances, protect areas of natural sensitivity and ensure operators take necessary measures so that major accident risks to human health and the environment are not increased

#### Section Addressed in Report

[2.4](#)

Submission Reference	Author
GLWC-C37-3	Richard Browne
<b>Summary</b>	
<p>This submission notes that densification in Galway City East must be matched by improved amenities and green space. It requests clear ratios of play space per new housing unit, timely delivery of public amenities and infrastructure via development contributions, early enactment of the Dyke Road LAP, and incorporation of the National Cycle Design Manual 2023 into the plan to support low-car development.</p>	
<b>Section Addressed in Report</b>	
<a href="#">3.3</a>	

Submission Reference	Author
GLWC-C37-4	Maritime Area Regulatory Authority
<b>Summary</b>	
<p>The Maritime Area Regulatory Authority (MARA) outline its statutory remit under the Maritime Area Planning Act 2021 and the Planning and Development Act 2024, and notes that the development plan and any variation must be materially consistent with the National Marine Planning Framework (NMPF), including in the associated environmental assessments.</p> <p>The submission notes that the proposed variation introduces objectives on integrated transport links, flood risk and coastal resilience, a new university campus and rezoning of lands at Murrough and advises that these elements should be assessed against the relevant overarching Marine Planning Policies and “Social Engagement with the Sea” objectives of the NMPF given their potential to impact the marine area. MARA also reminds the Council of its role in Maritime Area Consents and Marine Usage Licences and requests ongoing consultation on maritime-related planning matters.</p>	
<b>Section Addressed in Report</b>	
<a href="#">2.6</a>	

Submission Reference	Author
GLWC-C37-5	Transport Infrastructure Ireland
<b>Summary</b>	
<p>Transport Infrastructure Ireland (TII), notes its role in relation to the strategic national road network, including the proposed N6 Galway City Ring Road (N6GCRR). TII recommends early and ongoing engagement with the National Roads Design Office and the Council's roads staff so that housing delivery on lands in the vicinity of the N6GCRR can proceed in a manner complementary to delivery of the road scheme.</p> <p>TII supports the preparation of Statutory Area Plans or a potential Urban Development Zone for Ardaun, Doughiska and Castlegar (Material Alterations A.15, A.44, A.45 and A.46) and requests active consultation in that work, given their proximity to the existing and planned national road network. In relation to rezonings at Tuam Road and Mionlach (Material Alterations A.63 and A.64), which adjoin the N6GCRR reservation, TII cites Section 2.9 of the Spatial Planning and National Roads Guidelines and seeks clarification that the proposed zoning will not compromise the route or viability of the N6GCRR, recommending specific consultation with the project team before the variation is adopted.</p>	
<b>Section Addressed in Report</b>	
<a href="#">2.5</a>	

Submission Reference	Author
GLWC-C37-6	Clearwater Ventures Limited
<b>Summary</b>	
<p>The submission requests the rezoning of lands south of the Former Spinnaker Hotel from Natural Heritage, Recreation and Amenity (RA) to Residential (R).</p>	



The submission notes that the site comprises approximately 862sqm, and is located south of the R zoned Former Spinnaker Hotel, with RA zoned lands to the east and west. The submission states that the lands currently contain a surface car park, and do not offer any substantial recreation or amenity value, and suggests that the continued RA zoning on the site is unsuitable and inappropriate.

The submission references pl. ref. 95/159 where retention was granted to establish a car park, concluding that while the car park was considered a non-conforming use with the zoning, there was a lack of car parking spaces serving the hotel. It was concluded that the car park would meet the demand of the hotel and be consistent with the non-conforming uses policy set out in the relevant development plan. The submission notes that despite this regularisation of the car park, the site has been zoned RA in each of the subsequent Development Plans.

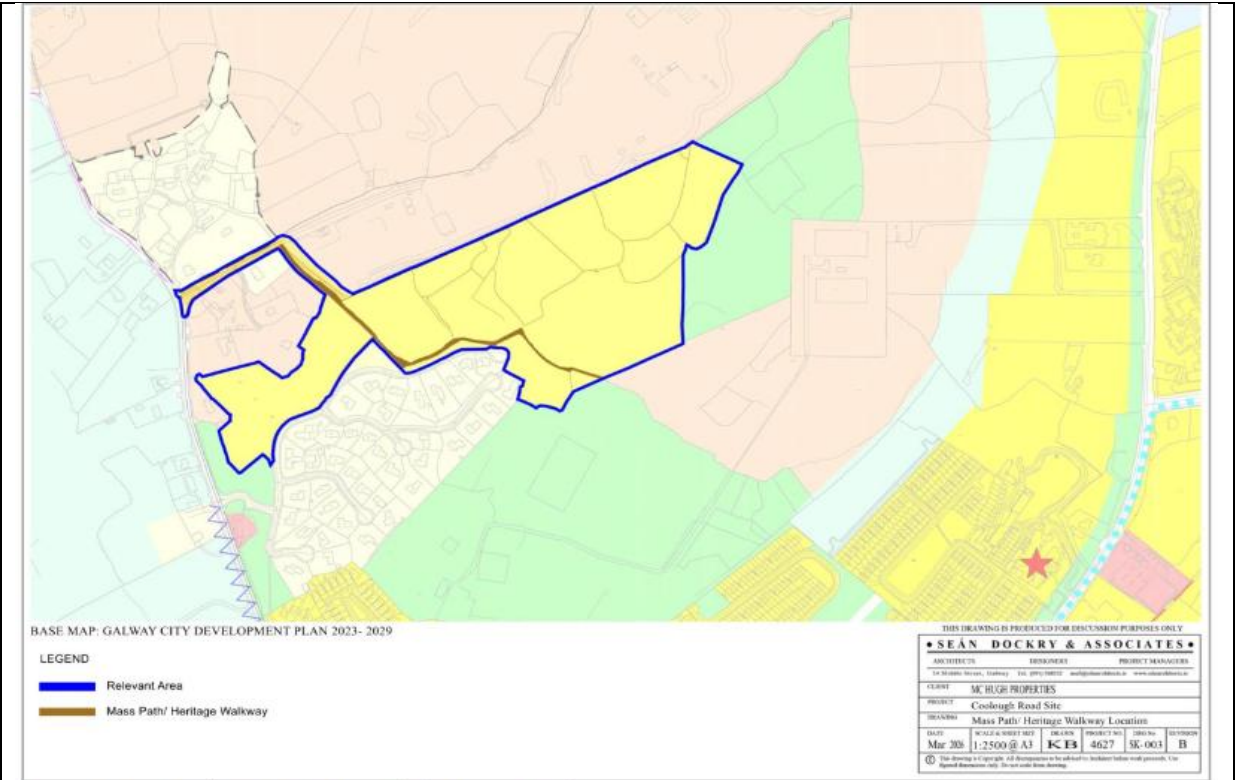
The submission requests that, having regard to the nature of the site and its use as a car park, the lands should be rezoned to R. It states that the submitted rezoning would not represent any loss in terms of recreation or amenity value as there is no such value at present, and that the rezoning would not adversely affect the overall quantity of RA land in the area as the wider surrounding area would remain RA, suggesting that the remaining RA land would have greater validity given the existing recreation and amenity uses on the lands such as the golf course.

It finally states that the rezoning of this land would enable a wider redevelopment potential of the Former Spinnaker Hotel.

#### **Section Addressed in Report**

## 3.2

Submission Reference	Author
GLWC-C37-7	Ballindooley Developments Ltd.
<b>Summary</b>	
<p>The submission is supportive of the rezoning of lands at Mionlach (A.64) to residential (R) that is currently zoned as Sensitive Residential (R2). The submission however notes that there are two material inconsistencies that would undermine the delivery of residential development on the subject site. The submission highlights that retaining 'Agriculture' zoning for the lands at Quarry Road, that facilitates access to the lands at Mionlach (A.64), is inconsistent with the proposed rezoning of Mionlach (A.64).</p> <p>It mentions that the lands on Quarry Road should be rezoned as Residential (R), and the delivery of residential lands is subject to the provision of a safe and suitable access, in accordance with the Design Manual for Urban Roads and Streets (DMURS). Additionally, the submission notes that the absence of rezoning this specific site means that the necessary upgrade of pedestrian and cycle infrastructure cannot be reasonably facilitated, as it is contrary to plan-led and infrastructure enabled development. The submission notes that the wording of the site-specific objective regarding the mass path is overly prescriptive. While supporting the protection of cultural heritage features, the current wording lacks flexibility for necessary crossing points. This is inconsistent with proper planning and could sterilise part of the zoned lands. A proportionate amendment is proposed to allow for appropriate crossings while maintaining the protection and integration of the Mass Path and its features.</p>	



The submission finally notes that the mentioned amendments are necessary to ensure the zoned lands are developed in a coherent, infrastructure-led and policy compliant manner, and in the absence of these amendments the variation would not be consistent with the provisions of the NPF as it would not provide an adequate basis for the delivery of residential development.

Section Addressed in Report

3.2

Submission Reference	Author
GLWC-C37-8	Office of Public Works
Summary	
<p>The Office of Public Work’s (OPW) submission focuses specifically on flooding and flood risk management. The main observations are highlighted under the headings below.</p> <p><u>Flood Defence</u> – The submission states that the GCC might provide more detail on the flood defence for the proposed lands at Murrough.</p> <p><u>Coastal Wave Overtopping</u> – The submission states that the lands at Murrough may be vulnerable to coastal wave overtopping, in particular, the area to the east of the lands proposed to be rezoned, noting that the flood zones do not consider wave overtopping and those areas may experience flooding.</p>	

Coastal Change – The submission states that the coastline along the perimeter of the proposed rezoning at Murrough is predicted to recede, and Galway City Council should have regard the areas that may be at risk or vulnerable to coastal erosion. The submission refers to the 2023 Report on the Inter-Departmental Group on Coastal Change Management Strategy, noting that Planning Authorities should identify in their statutory plans potentially vulnerable locations that could be affected by coastal change, and that a precautionary approach should be taken where analysis of potential future coastal change has not yet been carried out.

The OPW recommends that statutory plans put in place spatial policies that limit development in areas that may be subject to coastal change over the long term, and policy should avoid intensifying development uses or locating new inappropriate development within the zones most at risk from coastal change.

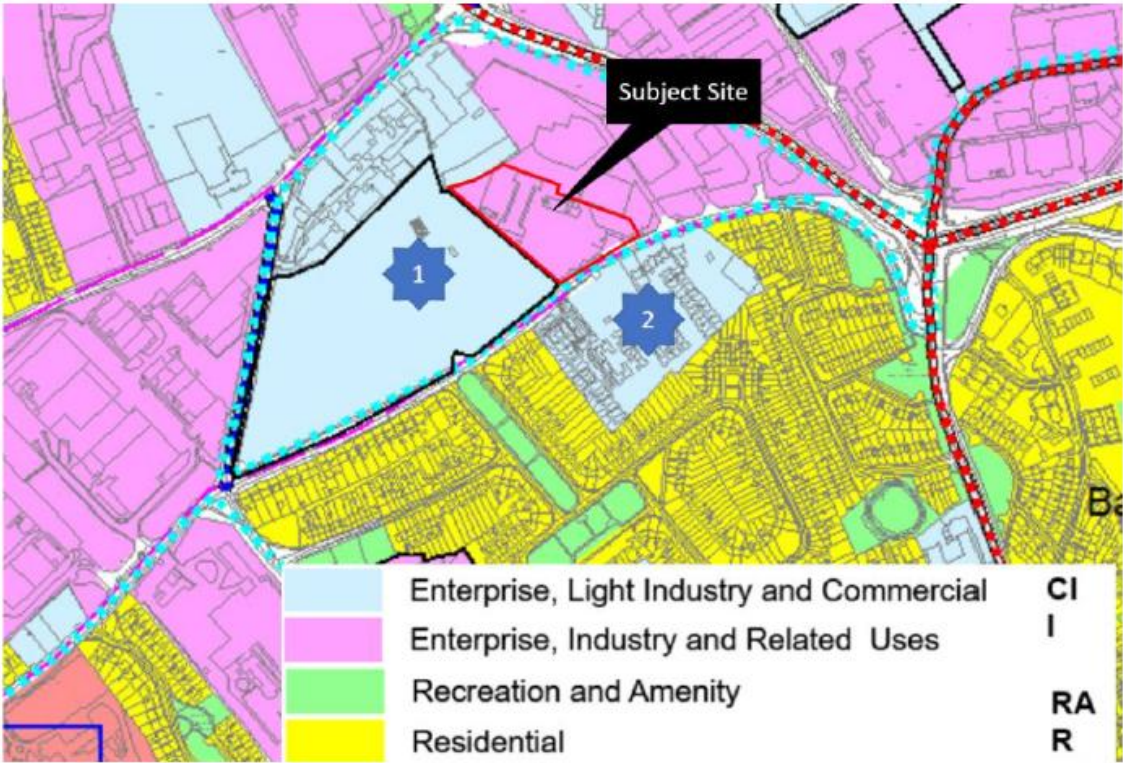
#### **Section Addressed in Report**

[2.7](#)

<b>Submission Reference</b>	<b>Author</b>
<b>GLWC-C37-9</b>	<b>Linda Ni Choinin</b>
<b>Summary</b>	
<p>The submission objects to Material Alteration A.64 and argues that the lands are not a conventional brownfield site but a limestone pavement and calcareous spring habitat listed under Annex I of the EU Habitats Directive and forming part of Lough Corrib SPA, one of very few European sites within Galway City. It contends that rezoning would conflict with Galway City Development Plan policies on protected spaces, Natura 2000 ecological networks and rare habitats, and highlights the adjacent historic Mass Path as part of the area's vernacular and natural heritage.</p> <p>The author notes that habitat damage and boundary wall removal have already occurred at the quarry entrance and that enforcement notices have not been heeded. The submission emphasises that the lands are subject to Appropriate Assessment requirements and argues instead for their treatment as green and blue infrastructure, suggesting a greenway-type amenity corridor and high-amenity use consistent with climate action, biodiversity and sustainable mobility objectives.</p>	
<b>Section Addressed in Report</b>	
<a href="#">3.1 A.64</a>	

<b>Submission Reference</b>	<b>Author</b>
<b>GLWC-C37-10</b>	<b>Eircom Ltd</b>
<b>Summary</b>	

The submission by Eircom Ltd is requesting that a site owned by themselves which is currently zoned as Enterprise, Industry and Related Uses (I) be rezoned to Residential (R). The site is located on Monivea Road and is shown below.



The submission mentions that the subject site is a brownfield infill site and is available for immediate redevelopment. The submission recommends that the site is well-suited for student accommodation, considering its vacant status, policies on reusing vacant buildings, compact urban development, and student housing. Its location near the city centre and ATU, and access to active travel modes, surrounding facilities, and ATU’s support further support the sites development as student accommodation.

There submission mentions that the rezoning of the subject site aligns with the National Student Accommodation Strategy 2026-2035, as well as policies on repurposing vacant buildings, addressing dereliction and making efficient use of existing stock, as outlined in the Vacant Homes Action Plan 2023–2026.

The submission references the Revised NPF emphasis on the importance of accelerated housing delivery, supporting the rezoning of suitable sites like this one for residential development to meet housing targets.

The submission concludes by stating that rezoning the subject site is fully compliant with the urgency to deliver additional housing at sustainable locations with nearby regeneration sites being completed residential and mixed-use commercial development.

Section Addressed in Report

### 3.2

Submission Reference	Author
GLWC-C37-11	National Transport Authority
<b>Summary</b>	
<p>The National Transport Authority (NTA) generally welcomes Variation No. 3 and supports its plan-led, evidence-based approach to meeting revised housing growth targets. It emphasises the need to align land-use zoning with transport accessibility, prioritising compact growth and Transport Oriented Development (TOD) to promote sustainable travel and healthy urban environments.</p> <p>The NTA notes that the Galway Metropolitan Area Transport Strategy (GMATS) is currently in preparation and will eventually replace the Galway Transport Strategy adopted in 2016. It is noted that until GMATS is finalised, existing transport policies remain in force and must continue to guide development.</p> <p>The Authority considers that the Settlement Capacity Audit supporting the Variation does not sufficiently identify transport enabling infrastructure. It recommends that the audit be strengthened to clearly specify infrastructure needs for all transport modes, including walking, cycling and public transport, for each proposed zoning.</p> <p>In relation to Murrough, the NTA supports development in principle due to its proximity to the city and key destinations but raises significant concerns regarding constrained access and poor existing connectivity. It recommends that any development be guided by a Masterplan supported by a Local Transport Plan, prepared in collaboration with the NTA and Irish Rail, with explicit provision for bus access and active travel.</p> <p>Concerns are also raised about Rosshill, Circular Road and Letteragh, where inadequate transport infrastructure risks car dependent development. Similar recommendations apply to Merlin, Doughiska and Castlegar, where Local Transport Plans are sought to accompany zoning changes or Statutory Area Plans.</p> <p>The NTA highlights the importance of Ardaun as a major TOD location, supported by high capacity public transport. It supports the preparation of a Statutory Area Plan or Urban Development Zone and questions the inclusion of low density campus style employment at this strategic site (i.e. Policy 10.5 (3)). It is the view of the NTA that this policy should not be included, and that the mix of development is subject to the outcome of the statutory area plan / UDZ.</p>	
<b>Section Addressed in Report</b>	
2.3	

Submission Reference	Author
GLWC-C37-12	Atlantic Technological University

## Summary

The submission introduces the proposed Variation and summarises the proposals in relation to Murrough. It states that proposed R zoning and wider policy objective of creating a new coastal community in Murrough is positively received by Atlantic Technological University (ATU), who are a significant landowner in the area.

The submission sets out the policy context, with particular reference to Revised NPF NSO no. 10 relating to Access to Quality Childcare, Education and Health Services, an expectation in the NPF that there will be increased demand for third-level education spaces, and a need for increased provision of student accommodation to meet this demand. It mentions references to the importance of ATU within the Galway MASP and Galway City Development Plan, including Policy 7.6 (3) which aims to facilitate and support the development of existing and new educational facilities including ATU.

The submission reiterates its support for the residential zoning for the Murrough Lands and supports the creation of a new coastal community through the proposed Transport Oriented Development. It notes that the proposed R zoning can deliver a range of housing options including student accommodation that can support the development of ATU, however, it is essential that any specific objective for the Murrough lands offers an appropriate level of flexibility that can enable ATU to achieve their own vision for the development of their lands.

The submission goes on to set out ATUs strategic ambition, which is guided by an overarching vision from the ATU Strategic Plan 2024-2028, that seeks to achieve the wider vision of becoming “an internationally renowned university that enhances the quality of life in our region and creates a sustainable future for all.” It states that in order to achieve this vision, it is important that ATU is appropriately supported in Variation 3, noting that ATU owns approx. 7.5ha of land in Murrough, including Murrough House, a protected structure. The submission notes the importance of Murrough House and welcomes the inclusion of Policy 10.6 (7).

The submission states that ATU are committed to research and development across a wide range of sectors including the marine and freshwater industries, and that the dedicated Marine and Freshwater Research Centre will work with stakeholders to develop solutions and policies to conserve marine biodiversity and ecosystems. It notes that any future development on the lands will appropriately consider and protect the existing features including Galway Bay SPA and Galway Bay Complex SAC.

The submission notes the proposed Policy 10.6 (5) which states:

“Provide for a new University Campus, with a landmark building set towards the coast”.

ATU consider that this policy objective is not sufficiently flexible so as to support the future ambition of ATU in Murrough, and consider it important that ATUs interest in

Murrough is recognised through the including of a site specific objective that ensures a degree of flexibility in the future use of the ATU lands.

The submission requests the omission of 10.6 (5) and the inclusion of a new objective as follows:

“It is an objective to support the future development on the Murrough Lands in a manner that enables the enhancement and improvement of ATU and its ancillary facilities.”

#### Section Addressed in Report

[3.1 A.55](#)

Submission Reference	Author
GLWC-C37-13	Environmental Protection Agency
<b>Summary</b>	
<p>The submission summarises the role of the Environmental Protection Agency (EPA), noting that the EPA focus on reviewing key sector plans, while providing a ‘self-service approach’ for land use plans at county and local level, via the guidance document SEA of Local Authority Land Use Plans – EPA Recommendations and Resources.</p> <p>The submission recommends that the guidance document into account in the proposed Variation, which should also align with relevant higher-level plans and programmes.</p> <p>The EPA highlights the need for clear mitigation measures where potential significant environmental effects are identified, with firm commitments to implementation. It places particular emphasis on the monitoring programme, recommending flexibility, consideration of cumulative impacts, and clarity on data sources, responsibilities and review mechanisms. Reference should also be made to previous monitoring outcomes and relevant NPF SEA monitoring provisions.</p>	
<b>Section Addressed in Report</b>	
<a href="#">2.8</a>	

Submission Reference	Author
GLWC-C37-14	Pádraig Mac Donnacha
<b>Summary</b>	
<p>Submission argues that the proposed rezoning would legitimise a series of alleged unauthorised developments and conflicts with previous directions from the Minister, the Office of the Planning Regulator and City Manager regarding this site. It raises</p>	

concerns about repeated, improper use of CPO powers and alleged non-compliance with Chief Executive Orders, ministerial directives and High Court order linked to the N6 Galway City Ring Road.

The submission emphasises the long-established Mass Path, described as a public right-of-way with an active freshwater spring and cultural/archaeological features, and criticises both the decision to delete its protection in the original plan and the absence of any explicit protection or public access reference in A.64. It also highlights wider health and safety and environmental issues, including risks to Galway's freshwater supply and emergency access, and contends that there was no public consultation with local residents prior to bringing forward Variation No. 3.

### Section Addressed in Report

#### [3.1 A.64](#)

Submission Reference	Author
GLWC-C37-15	Irene Whyte
<b>Summary</b>	
<p>The submission recognises the need for additional housing but considers the proposed development in Renmore is an over-intensive use of the site without the necessary supporting infrastructure. It raises the following concerns regarding the suitability of the development given existing infrastructure constraints in the area.</p> <p>Transport and traffic: Local access roads (Glen Rua, Lurgan Park, Mournie) are narrow and already congested. The development would significantly worsen congestion and pose safety risks. There is inadequate public transport, no confirmed plans for improved bus services, and a heavy reliance on private cars, making reduced car parking unrealistic.</p> <p>Lack of public transport and connectivity: Existing bus services are insufficient. There is no clarity on new routes, park-and-ride facilities, train station parking, or how residents would commute to employment hubs and the city, risking congestion and reduced quality of life.</p> <p>Education capacity: Local schools are already under pressure. There is no provision outlined for additional school places, raising concerns about overcrowding, longer travel distances, and further traffic due to school commuting.</p> <p>Childcare provision: There is no clear provision for childcare facilities within or near the development, which should be a requirement.</p>	

Local services & amenities: There is no clarity on whether local retail or service amenities will be provided and how additional demand on existing services will be managed.

Infrastructure capacity: The application does not adequately address capacity issues relating to roads, drainage, or public services. An infrastructure plan should be provided.

#### Section Addressed in Report

[3.1 A.55](#)

Submission Reference	Author
GLWC-C37-16	Martin Cronin
<b>Summary</b>	
<p>The submission raises concerns that higher-rise development would cause overshadowing, increased heating costs, and loss of solar gain to existing homes, as well as significant loss of privacy through overlooking.</p> <p>The author cites traffic and safety risks on the Coolough Quarry Road, including construction traffic, lack of footpaths and cycle lanes, absence of a Traffic Impact Assessment, and unresolved issues around the “Right of Way” serving existing homes. The submission also questions the developer’s previous assurances regarding low-density, single-storey development and highlights environmental and amenity impacts, including disturbance to protected Peregrine Falcons, red squirrels and Lesser Horseshoe bats that use the quarry and adjoining lands.</p>	
<b>Section Addressed in Report</b>	
<a href="#">3.1 A.64</a>	

Submission Reference	Author
GLWC-C37-17	James McCarthy
<b>Summary</b>	
<p>The submission provides observations on the proposed variation with particular focus on A.55 (Murrough), A.56 (Rosshill), A.57 (Rosshill) and A.58 (Merlin).</p> <p>General Observations:</p> <p>Climate Change and Flood Risk: The submission states that the proposed rezonings A.55 and A.57 conflict with the City’s Climate Objectives, citing the high exposure of the low-lying coastal lands to future flood and storm events, and the requirement for substantial coastal protection and flood defence infrastructure, which will likely fall to</p>	

the public sector, money which could be more efficiently invested in less vulnerable inland locations. It states that the areas currently function as carbon sinks, and that rezoning would turn them into carbon-emitting landscapes, undermining climate targets.

**Biodiversity:** The submission asserts that A.55 and A.57 would result in significant irreversible loss of existing habitats and biodiversity, disrupts the east Galway sea-land wildlife ecological corridor, and adversely affect adjacent Natura 2000 sites. It contends that the Natura Impact Report and SEA do not adequately detail all the impacts of the proposed rezonings, and that the referenced mitigation measures are insufficient in scale to address the level of impact.

**Natural Capital:** The submission states that neither A.55 or A.57 have adequately addressed the Natural Capital Value of the areas, stating that any rezoning should be deferred until a complete Natural Capital Audit Report has been published.

**Sustainable Transport:** The submission states that A.55 and A.57 are in conflict with Galway City's sustainable transport objectives, arguing that the proposed coastal greenway is unrealistic and impractical, citing erosion risk, ecological constraints, cost and route indirectness. It recommends an alternative greenway, named #OranmoretoGalwayGreenway, which would be climate and biodiversity positive, cost less, and would require much of the greenfield lands in A.55 and A.57, utilising them as RA uses.

**Existing Housing Capacity:** The submission questions the evidential basis for zoning additional land as residential, suggesting the proposed variation does not clearly demonstrate the housing unit capacity of existing residentially zoned lands, and the potential of existing brownfield sites in Galway City.

**Open Space and Recreation:** The submission states that despite proposing significant additional housing, the variation does not propose any new sports facilities, public parks, open spaces. It suggests an alternative rezoning proposal for A.57 Rosshill to provide for recreational and community uses, including two playing pitches.

**Consultation matters:** Concerns are raised by the submission regarding the presentation of rezoning maps without side by side comparison to existing zoning, and environmental impacts being aggregated in tabular formats, which the submission believes obscures the relative scale of impacts of individual rezonings.

**A.55 Murrough:**

The submission objects on the grounds of flood risk, biodiversity sensitivity, and natural capital value.

It raises concerns regarding the costs associated with proposed infrastructure, including flood defences, bridges, rail station provision, and service connections, suggesting the money could be better spent elsewhere.

It suggests that the area would be more appropriately addressed through a future masterplan focused on recreation, biodiversity protection, and active travel rather than residential development at this stage.

A.56 Rosshill:

The submission views this rezoning as fait accompli – aligning the zoning with an approved SHD development.

A concern is raised regarding development related works extending beyond the approved site boundary, with a request for clarity on planning authorisation for such works.

A.57 Rosshill:

The submission strongly objects to the proposed residential zoning, considering it contrary to multiple Development Plan objectives, including Climate and Biodiversity goals. Issues raised include impacts on biodiversity, traffic, heritage/archaeology, loss of recreational potential, and elimination of a proposed strategic greenway corridor.

It proposes to rezone the lands to Agriculture and High Amenity (G) or Natural Heritage, Recreation and Amenity (RA). Arguments include protection of Natura 2000 sites and adjacent protected woodlands, avoidance of traffic growth in a poorly connected area, preservation of archaeological and heritage assets, enabling the #OranmoretoGalwayGREENWAY, and provision of badly needed public sports and open space.

The submission highlights contradictions between A.57 and Variations 1 and 2 stating that no further rezoning for housing in Rosshill is necessary.

A.58 Merlin:


The submission contends that the proposed rezoning is not justified, raising concern over the loss and fragmentation of a well established public green space (Merlin Meadows), the disruption of wildlife corridors and long term biodiversity degradation.

It questions whether housing and road access objectives could be achieved through alternative alignments or nearby brownfield lands to avoid damaging Merlin Meadows.

#### **Section Addressed in Report**

[2.1](#), [3.1 A.55](#), [A.56/57](#) and [A.58](#), and [3.3](#)

Submission Reference	Author
GLWC-C37-18	Brian Bruton
<b>Summary</b>	
<ul style="list-style-type: none"> <li>• Welcomes the zoning of unused land to residential and the development of masterplans to activate lands.</li> <li>• It would be useful if once zoned for housing and specific types agreed that an actionable permit to build was issued without the need for an extended planning process</li> <li>• With respect to the proposed wholesale rezoning from Recreation and Amenity to Residential in Murrough, it is recommended that a portion of these lands (15%) are retained as zoned RA to ensure proper provision of recreation and amenity facilities, which should be a key part of any masterplan.</li> <li>• Similar provision should be made in other areas e.g. Ardaun and Circular Road</li> </ul>	
<b>Section Addressed in Report</b>	
<a href="#">3.1 A.55</a> , <a href="#">A.60</a> and <a href="#">A.67</a> , and <a href="#">3.3</a>	

Submission Reference	Author
GLWC-C37-19	Sayvale Group
<b>Summary</b>	
<p>This submission welcomes the variation however it notes that it is not considered to achieve the requirements set out in the NPF Guidelines, mentioning that the calculations rely on an unrealistic density of delivery, and the submission notes that the most likely scenario is a much lower density.</p>	
	

The submission notes that most of the 89 hectares of land in Variation 3 is not considered to realistically deliver housing in the short to medium term. The submission wishes to propose a 2ha site located on the Headford Road that is currently zoned as Natural Heritage, Recreation and Amenity (RA) be rezoned as Residential (R). The site is surrounded by long established residential developments.

The submission mentions that there has been attempts to deliver the site for recreational uses with planning applications, however these were withdrawn or refused due to impacts on residential amenity. The submission notes that the land would be better suited to residential compatible uses, noting the surrounding residential developments making the site more compatible for residential development, and how additional residential development would help identify shortfalls in housing provision in the city into the medium term. The submission includes a flood risk assessment prepared by Ryan Hanley Consulting Engineers, which suggests that there are no technical engineering barriers to the development of the subject site in terms of the issue of flood risk, and the justification test can be met.

The submission discusses how the subject lands are suitable for residential use as they are:

- 1) Serviced by utilities and infrastructure,
- 2) Within the CSO settlement boundary,
- 3) Potential for clustering development,
- 4) Served by footpaths, public lighting, and public transport,
- 5) Fulfilling the requirements of a capacity audit and no flood risk obstacles arising.

Overall, the submission states that the zoning of the subject lands as residential is in accordance with proper planning and would greatly assist in achieving additional housing and is also compatible with the compact footprint requirement of the NPF.

### Section Addressed in Report

#### [3.2](#)

Submission Reference	Author
GLWC-C37-20	Cairn Homes Properties Ltd
<b>Summary</b>	
<p>The submission supports the proposal while highlighting ongoing infrastructure constraints, particularly in relation to transport (including the pending N6 Galway City Ring Road) and water and wastewater services. It outlines that coordinated delivery of multi-modal corridors and utility upgrades is essential to unlock zoned land and realise the housing potential envisaged in the variation.</p>	

The submission that Galway City Council should apply greater flexibility to CI zoned lands so they can accommodate more residential use where this would not undermine the primary enterprise/light industrial/commercial function, because some of these lands may no longer be viable for mainly office led development in current market conditions. It also says this flexibility would help unlock underused sites, support compact growth and contribute to meeting Galway's increased housing targets, while still respecting sustainable neighbourhood principles.

#### Section Addressed in Report

[2.1](#) and [3.3](#)

Submission Reference	Author
GLWC-C37-21	Mairead Madden
Summary	
A.67 (East of Circular Road), A.68 (Letteragh) & A.69 (west of Circular Road)	
<p>The submission broadly supports the zoning of additional residential land under Variation No. 3 but seeks safeguards for specific Circular Road and Letteragh variations. For A.67 at Circular Road East, the submission requests that any Residential (R) zoning be explicitly conditioned so that development does not impede the V.1 Panoramic Protected View of Galway City and the River Corrib, for example by requiring reduced ground levels and building heights to maintain the scenic citywide vista.</p> <p>For A.68, A.69, A.69a–c, the submission recognises the opportunity to consolidate fragmented residential areas west of Circular Road and north of Letteragh Road, but stresses that rezoning must be tied to delivery of safe active travel infrastructure along Circular Road, which is currently narrow, lacks footpaths, lighting and cycle lanes, and is unsafe for pedestrians and cyclists despite serving a major primary school. It calls for a specific objective that future development on these lands must bring forward, as integral elements of proposals, adequate pedestrian, cycling and public transport facilities in line with existing CDP objectives on modal shift and road network upgrades.</p>	
Section Addressed in Report	
<a href="#">3.1 A.67</a> , <a href="#">A.68</a> and <a href="#">A.69</a>	

Submission Reference	Author
GLWC-C37-22	Patrick Spelman, Renmore Area Traffic Committee
Summary	
<p>The submission states that they represent residents across Renmore who are concerned about traffic volumes, road safety, and the liveability of Renmore, and it</p>	

raises serious concerns about the traffic and transport implications for Renmore as a result of the proposals.

The submission notes that the scale of residential development proposed in the Murrough area could dramatically increase the local population without adequate or credible transport planning to accommodate the impact.

The submission raises concern that the Murrough development could result in additional traffic into the existing Renmore residential network. These streets already experience excessive rat running. Any increase would worsen congestion, undermine safety for pedestrians and cyclists, contradict the benefits of active travel proposals currently being considered, and conflict with national and local policy and guidance. The submission highlights that proposals directly contradict years of collaborative work with the City Council to reduce through traffic in Renmore.

To address these issues, the submission calls for explicit safeguards in the variation:

- A. Prohibiting new vehicular links into the existing residential network,
- B. Requiring low traffic or filtered permeability street layouts, and
- C. Completing a comprehensive traffic impact assessment with community input.

The submission concludes by urging the Council to protect Renmore from further through traffic, uphold sustainable transport objectives, and fully incorporate these recommendations into the final variation.

#### **Section Addressed in Report**

[3.1 A.55](#)

<b>Submission Reference</b>	<b>Author</b>
<b>GLWC-C37-23</b>	<b>Atlantic Way Properties</b>
<b>Summary</b>	
This submission requests a change of zoning from Agriculture to Residential on a site located in Ballindooley shown below. The site is 1.48ha in size.	



The submission mentions that the subject site is located in a strategic location and within close proximity to the Galway City Ring Road, which would mean that the main employment centres in the city could be accessed in minutes by car. This route will provide key access to the city and national roads, highlighting the site's strategic location for residential development. They further mention how the site should be rezoned for Residential (R) as this rezoning would replace lost residential lands with high-quality, accessible housing within the community.

The submission mentions how the site is well connected to existing services which includes being in close proximity to commercial services, Religious facilities, Sports Facilities, Community and Civil Service Facilities and Education Facilities. The submission discusses how the site is particularly suitable for residential development as there is no physical, environmental or ecological factors mitigating residential development nor is the land prone to flooding.

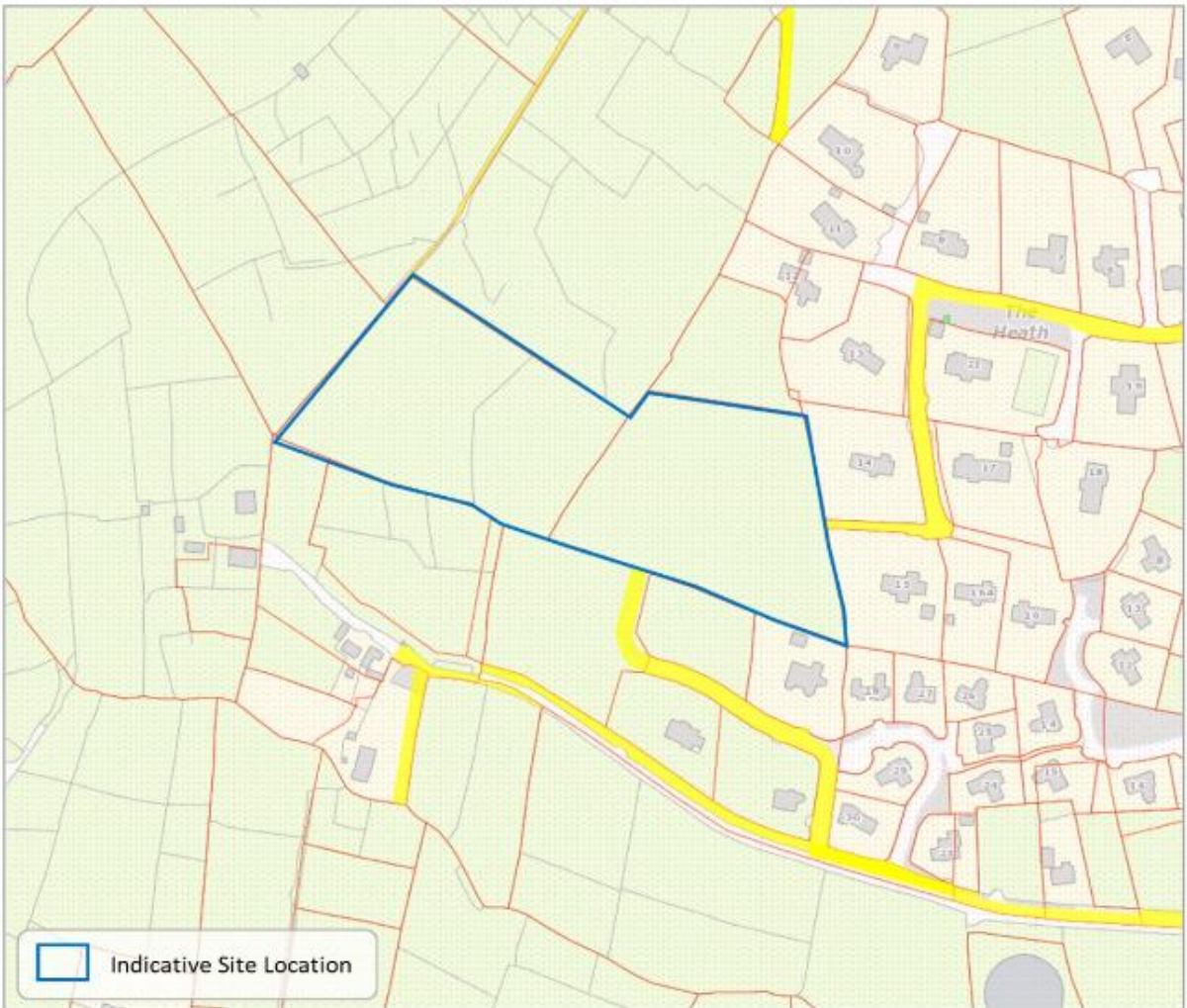
The submission includes a preliminary layout for the development of 20 housing units. It is hoped that a residential development would offer residents a high-quality, family-friendly environment, with the preliminary layout being set back from the road to reduce noise and improve safety, with the elevated housing providing scenic views of nearby natural areas including Ballindooly Lough and the Northeast Galway Landscape in the distance.

The submission discusses the need for additional residential accommodation discussing national policy particularly the NPF, the City Development Plan and the Housing Guidelines 2024.

The submission concludes by stating that the site's strategic location near the proposed N6 GCRR and existing residential land offers significant opportunities for enhanced accessibility, economic growth, and transit-oriented development, supporting Galway's sustainability goals. It finally states that rezoning the site for residential use would help address the housing crisis, promote sustainable growth, and strengthen the social and economic vitality of the Western region.

### Section Addressed in Report

[3.2](#)

Submission Reference	Author
GLWC-C37-24	Sandoval Developments Limited
Summary	
<p>This submission requests a change of zoning from Agriculture to Sensitive Residential (R2) on a site located on Circular Road. The site is 3.3ha in size.</p>	
	

The submission mentions policy objective 2 of the NPF Housing Growth Requirements, and that 50% of the targeted new housing for the Northern and Western Region are to be in Galway. The submission mentions that leaving the subject lands zoned Agricultural would create a pocket of inconsistent zoning within an otherwise residential block and would result in an anomalous zoning boundary, and that the site is suitable for residential development in line with the sequential approach and would represent a logical extension of the existing and planned pattern of development. The site is well serviced by existing infrastructure in the surrounding area, including access to Irish Water and there is no planning constraints associated with the subject site. The site is also well served by a variety of services including education, healthcare, retail and recreational facilities. The lands are strategically located for Residential development as it is within 3.3km of Galway City Centre, located within the recently granted Galway City Ring Road and is also surrounded by residential developments.

#### Section Addressed in Report

[3.2](#)

Submission Reference	Author
GLWC-C37-25	Patrick J Maguire
<b>Summary</b>	
The submission accepts the need for housing but argues that doubling Renmore's population is unrealistic without clear plans for medical services, public transport, and other community facilities. It also criticises the lack of any attempt to address the concerns of existing residents and questions why the plans were not put on public display at the community centre.	
<b>Section Addressed in Report</b>	
<a href="#">3.1 A.55</a>	

Submission Reference	Author
GLWC-C37-26	Paul Finnegan
<b>Summary</b>	
This is a brief objection to Proposed Variation No. 3 expressing concern that the city is already too crowded. The submission requests that no further development be permitted, stating that "everything is grand as it is."	
<b>Section Addressed in Report</b>	
<a href="#">1</a>	

Submission Reference	Author
GLWC-C37-27	Kevin Corcoran
<b>Summary</b>	
<p>The submission requests the inclusion of an agricultural zoned buffer between the rear of their property and the proposed residential development to help protect the rural character of Ballyloughane Village. It notes that the exact boundary of the Murrough masterplan is unclear.</p>	
<b>Section Addressed in Report</b>	
<a href="#">3.1 A.55</a>	

Submission Reference	Author
GLWC-C37-28	Rachel Nolan
<b>Summary</b>	
<p>The submission opposes rezoning Ballyloughane's agricultural land, arguing it would destroy sustainable farming practices, UNESCO-recognised dry-stone wall heritage, and the habitats of legally protected wildlife. It warns that rezoning would also erase generations of local farming history and culturally significant place names, including a site linked to a children's burial ground. The submission concludes that the proposed variation conflicts with national and international protections for the area's natural, social, and built heritage.</p>	
<b>Section Addressed in Report</b>	
<a href="#">3.1 A.55</a>	

Submission Reference	Author
GLWC-C37-29	Franck Martinaud
<b>Summary</b>	
<p>MA. 67,68, 69 Letteragh/Circular Road</p> <p>The submission highlights the lack of footpaths, cycling facilities and bus services for existing estates, notes that BusConnects does not plan to serve these roads, and raises concerns about increased car dependency, congestion and long peak-hour delays on Circular Road, Siobhán McKenna Road and Newcastle Road.</p> <p>The author also questions whether wastewater infrastructure can accommodate the c.750 houses envisaged along Circular Road, given the absence of confirmed Uisce Éireann upgrades, and contends that rezoning 4 ha under A.67 would remove valuable natural habitat and undermine the Council's Green Spaces Strategy and Biodiversity Action Plan. Overall, the submission considers that moving from RA/Agriculture/R2 to</p>	

higher-density Residential zonings in A.67–A.69 risks “developer-led” high-density growth in an area already under pressure, to the detriment of existing and future residents’ quality of life.

#### Section Addressed in Report

[2.3](#), [3.1 A.67](#), [A.68](#) and [A.69](#)

Submission Reference	Author
GLWC-C37-30	Ronan Duke
<b>Summary</b>	
<p>The submission is made in relation to proposed alteration A.64. It emphasises the karst limestone setting, citing extremely high groundwater vulnerability, rapid flow paths, minimal natural filtration and the need for pumped wastewater infrastructure with 24-hour storage, and contends that higher density would significantly increase pollution risk and potential indirect effects on Lough Corrib SAC.</p> <p>It notes that AA screening for the Variation could not exclude significant effects on European sites and that the Natura Impact Report relies on future mitigation and project-level assessment, which the author views as insufficient to demonstrate environmental capacity at plan stage. Additional concerns are raised about car-dependent traffic impacts on Coolough Road in the absence of enhanced public transport, and about possible prejudice to the N6 Galway City Ring Road corridor if higher-intensity zoning proceeds without clear confirmation from TII that the scheme will not be compromised.</p>	
<b>Section Addressed in Report</b>	
<a href="#">3.1 A.64</a>	

Submission Reference	Author
GLWC-C37-31	Donal Corcoran
<b>Summary</b>	
<p>The submission is concerned with the density of housing proposed and its impact upon Ballyloughane Village. It requests the inclusion of an agricultural zoned buffer between their property and the Murrough masterplan area to lessen its impact. The submission proposes that the lands currently unzoned be rezoned as agriculture (A) rather than Residential (R) to reflect its current and historic use.</p> <p>The submission references the Murrough Reserved Master Plan area and notes that the complete Master Plan area was not included on the variation maps.</p>	
<b>Section Addressed in Report</b>	

[3.1 A.55](#)

Submission Reference	Author
<b>GLWC-C37-32</b>	<b>Paula Cullen</b>
<b>Summary</b>	
<p>The submission raises concerns about rezoning the Murrough lands for residential use, focusing on biodiversity and ecological connectivity. It notes that Murrough is recognised in the SEA Environmental Report as an area of high ecological sensitivity, containing Annex I habitats and forming part of a wider coastal ecological network along Galway Bay.</p> <p>The submission argues that while the Natura Impact Report finds no adverse effects on European sites (with mitigation), the broader biodiversity value of the area has not been adequately reflected in the spatial zoning decision. They highlight a lack of clarity on how ecological sensitivity, habitat connectivity, and “habitat constraint” mapping influenced the choice of Murrough’s preferred zoning approach and development location.</p> <p>The submission concludes that rezoning Murrough for residential use should have a clear and explicit justification, including a clear explanation of how biodiversity, ecological connectivity, and habitat-constraint mapping informed the choice of this site over others. It states that greater transparency on these points is needed to ensure the environmental soundness of the proposed variation.</p>	
<b>Section Addressed in Report</b>	
<a href="#">3.1 A.55</a>	

Submission Reference	Author
<b>GLWC-C37-33</b>	<b>Friends of Merlin Woods</b>
<b>Summary</b>	
<p>This submission looks at two proposed variations in light of the climate and biodiversity emergency. It aims to protect the important habitats in Merlin Woods and Merlin Park, while still recognising that more housing is needed in the area.</p> <p>For A.58 (Merlin BusConnects access, RA to R), the group does not oppose the principle of access for housing but is concerned about loss and fragmentation of woodland, hedgerows and stone walls that function as a wildlife corridor linking Merlin Woods to the quarry lands. They ask for specific objectives to retain existing woodland and linear features, and to ensure any housing is designed so the woodland is not treated as an afterthought or source of conflict, noting the area supports high</p>	

biodiversity including red-listed kestrel, red squirrel (one of two strongholds in the city), and hundreds of recorded species.

For A.62 (Doughiska, R2 to R), the submission strongly opposes upzoning because the site extends Merlin Park Woods and contains old woodland with specimen oak, Scots pine and beech, priority Annex I 8420 limestone pavement, and one of the main city locations for Juniper communis, all forming a link between European sites and priority habitats. They argue past housing has already destroyed part of the limestone pavement and that, in light of Storm Eowyn and earlier management guidance against further woodland loss, remaining woodland must be protected, with only the lower part of the site (away from key habitats and corridors) considered for development.

The submission also notes cumulative impacts of building on every green space in Doughiska, including traffic congestion, loss of woodland buffers that protect homes from storms and floods, increased littering where houses back directly onto woods, and reduced access to natural areas that support health and wellbeing in a densifying city. It concludes that rezoning large tracts of green areas without robust ecological planning will damage wildlife connections and that old “wild” areas must be retained within any new development to comply with the Galway City Biodiversity Action Plan, Development Plan and Climate Action Plan.

#### **Section Addressed in Report**

[3.1 A.58](#) and [A.62](#)

<b>Submission Reference</b>	<b>Author</b>
<b>GLWC-C37-34</b>	<b>Renmore Residents Association</b>
<b>Summary</b>	
<p>The submission acknowledges the urgent housing crisis in Galway city and, in principle, supports initiatives to address it. However, regarding the proposed rezoning of lands in Murrough, it stresses that any large-scale development must be accompanied by clear and substantial upgrades to local infrastructure and services.</p>	
<p>The submission highlights existing, well-documented traffic and road safety issues and insist that improved transport and mobility measures—such as safer roads, pedestrian paths, cycleways, and enhanced public transport—must be delivered before or at least alongside new residential development.</p>	
<p>The submission also emphasises that any masterplan for the area needs to provide for adequate recreational and amenity spaces, primary and secondary education facilities, and childcare facilities, noting the severe lack of playground and play facilities in Renmore, and the shortage of in particular secondary school options in the east side of Galway city.</p>	

Finally, the submission urges the local authority to carefully consider impacts on utilities and wastewater systems and to ensure that sustainability and environmental protection inform all plans from the outset.

#### Section Addressed in Report

[3.1 A.55](#)

Submission Reference	Author
GLWC-C37-35	Roisin King
<b>Summary</b>	
<p>The submission supports the objections already raised by the Renmore Area Traffic Committee and outlines serious concerns regarding the proposed rezoning and scale of residential development adjacent to Renmore.</p> <p>The proposal would introduce more than double the population of Renmore into an area half its size, without providing comparable amenities, green spaces, or community infrastructure. Renmore is a mature, well-serviced area, and the development appears to rely on existing amenities, which would lead to overcrowding, reduced quality of life, and erosion of community cohesion.</p> <p>While acknowledging the need for housing, the submission argues that the proposed density is excessive and incompatible with the character, capacity, and lifestyle of the surrounding area. A reduced housing yield, combined with significant on-site amenities and green spaces, should be required, or alternatively the development should be relocated to an area better suited to its scale.</p> <p>Renmore is already experiencing severe traffic congestion due to traffic diverting from the Dublin Road. Residential roads such as those in Murrough and Gleann Rua are not designed to accommodate high traffic volumes and are already suffering from safety issues, pollution, and road degradation. The proposed development could add between 1,000 and 2,000 additional cars, which would be untenable. Any development would require dedicated access routes directly to the Dublin Road and robust public transport connections, avoiding existing residential streets. Until traffic issues in Renmore and along the Dublin Road are resolved, further development of this scale would be detrimental to residents' health and safety.</p> <p>To conclude, the submission strongly opposes the proposed variation and rezoning on the grounds that the scale of housing is inappropriate, essential amenities are not adequately provided for, and traffic impacts are not addressed.</p>	
<b>Section Addressed in Report</b>	
<a href="#">3.1 A.55</a>	

Submission Reference	Author
GLWC-C37-36	Burkeway Homes Limited
<b>Summary</b>	
<p>In support of the proposed alteration A.68 and A.69, the submission outlines that the 7.04 ha lands are sequentially located on the north-west side of the city, are outside flood zones and ecological designations, and have no protected structures or recorded monuments, so present limited physical constraints for housing.</p> <p>The submission highlights existing and planned road, cycling and pedestrian connections (including Circular Road improvements and CycleConnects), proximity to public transport routes and social/community infrastructure such as schools and the Gateway Retail Park, and notes that Uisce Éireann indicates available wastewater and water-supply capacity subject to service improvements. It welcomes the proposed R-Residential zoning as an opportunity for transport-oriented, compact growth and urges that any indicative new road between Letteragh Road and Circular Road be reconsidered in favour of pedestrian and cycle links, to align with sustainable mobility objectives.</p>	
<b>Section Addressed in Report</b>	
<a href="#">3.1 A.68</a> and <a href="#">A.69</a>	

Submission Reference	Author
GLWC-C37-37	Breda Fox
<b>Summary</b>	
<p>The submission objects to the proposed development at Murrough/Renmore without first addressing existing and worsening traffic problems in the surrounding residential area.</p> <p>The submission highlights that Murrough Avenue and Renmore Park already function as an informal rat run between the Dublin Road and Renmore/Ballyloughane, with almost 5,000 vehicle movements per day on residential streets. This level of traffic, combined with excessive vehicle speeds, undermines road safety, residential amenity, air quality and quality of life. It argues that the proposed variation would significantly add to this unless robust mitigation measures are implemented in advance.</p> <p>The submission notes that the variation is being progressed without a credible plan for traffic calming and quiet street measures in Renmore, enhanced public transport provision, or safe and continuous walking and cycling infrastructure linking the lands to schools, services and the city centre, contrary to local policy and Transport Strategy. It argues that land use intensification is being brought forward ahead of, and in isolation</p>	

from, the transport and public realm measures needed to support sustainable development, contrary to an integrated land use and transport approach.

The submission requests the proposed variation for Murrough/Renmore be refused or deferred until a detailed local traffic and transport plan for Renmore is prepared, and a funded “Quiet Streets Renmore” package is agreed to eliminate rat running and reduce traffic speeds and volumes. Any future development should be conditional on the prior delivery of traffic calming, improved bus services, high-quality active travel links, and a traffic impact assessment demonstrating that additional traffic will not be routed through residential streets.

In conclusion, the submission accepts that the Murrough/Renmore lands may have long-term regeneration potential but insists that development should not proceed at the expense of existing residents, calling for a clear “transport first” and “quiet streets first” approach.

#### **Section Addressed in Report**

[3.1 A.55](#)

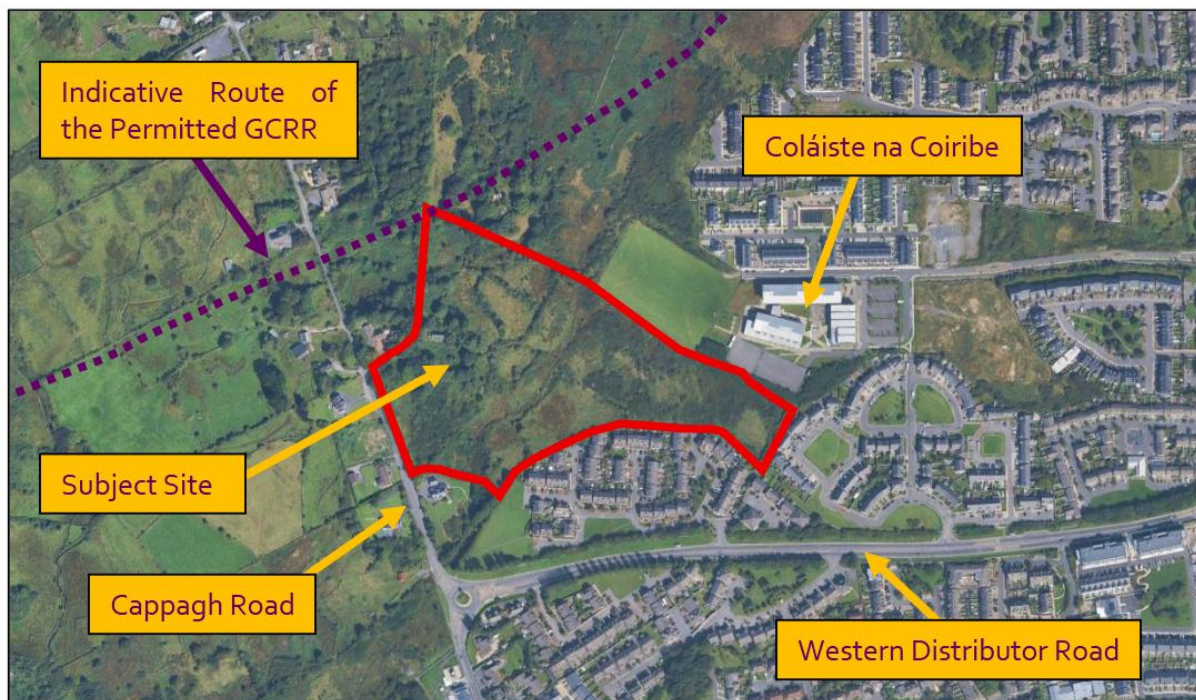
<b>Submission Reference</b>	<b>Author</b>
<b>GLWC-C37-38</b>	<b>The Duffy Property Group</b>
<b>Summary</b>	
<p>The submission by Stephen Little &amp; Associates on behalf of Duffy Property Group, supports Proposed Variation. The submission notes that Phase 1 SHD (102 dwellings, crèche and retail) is under construction at Rosshill (A.56) and will provide key roads, social infrastructure and water/wastewater connections to enable further residential development on the Phase 2 lands (A.57).</p> <p>It welcomes the new R zoning, removal of the previous 0.2:1 plot ratio control, and the site-specific objective requiring facilitation of an east–west greenway/active travel route, protection of existing trees and Roscam Folly, and phasing in line with Irish Water capacity. The submission confirms that an LRD application for Phase 2 is being advanced with an appointed multidisciplinary team and that the developer intends to work collaboratively with the Council to deliver higher density, A-rated residential development consistent with the revised plan and national housing policy.</p>	
<b>Section Addressed in Report</b>	
<a href="#">3.1 A.56/57</a>	

<b>Submission Reference</b>	<b>Author</b>
<b>GLWC-C37-39</b>	<b>Estate of Thomas Feeney and Summix Capital</b>

### Summary

The submission relates to the partial rezoning of a site that is currently zoned as Natural Heritage, Recreation and Amenity (RA), Agriculture (A) and Residential (R) with the submission wishing to rezone the whole site as fully Residential (R), allowing for its immediate development for housing, ecology and amenity. The site is 6.85ha in size and is in close proximity to a number of facilities and services such as bus stops, Cappagh Park, Childcare facilities and a community centre all being within 400 metres of the site. There are schools, Health Centres and a food store all being located within 1km of the site. Additionally the subject site is adjacent to other specific objectives including the Galway City Ring Road, road improvements to Cappagh Road, bus routes at Western Distributor Road, the RA greenway and a local centre at Bóthar Bhaile na mBúrcach.

Surface water would be managed on-site using SuDS and existing watercourses, with potential to utilise nearby drainage networks. The site has no flood risk, and wastewater, potable water, and site access would be coordinated with existing infrastructure.



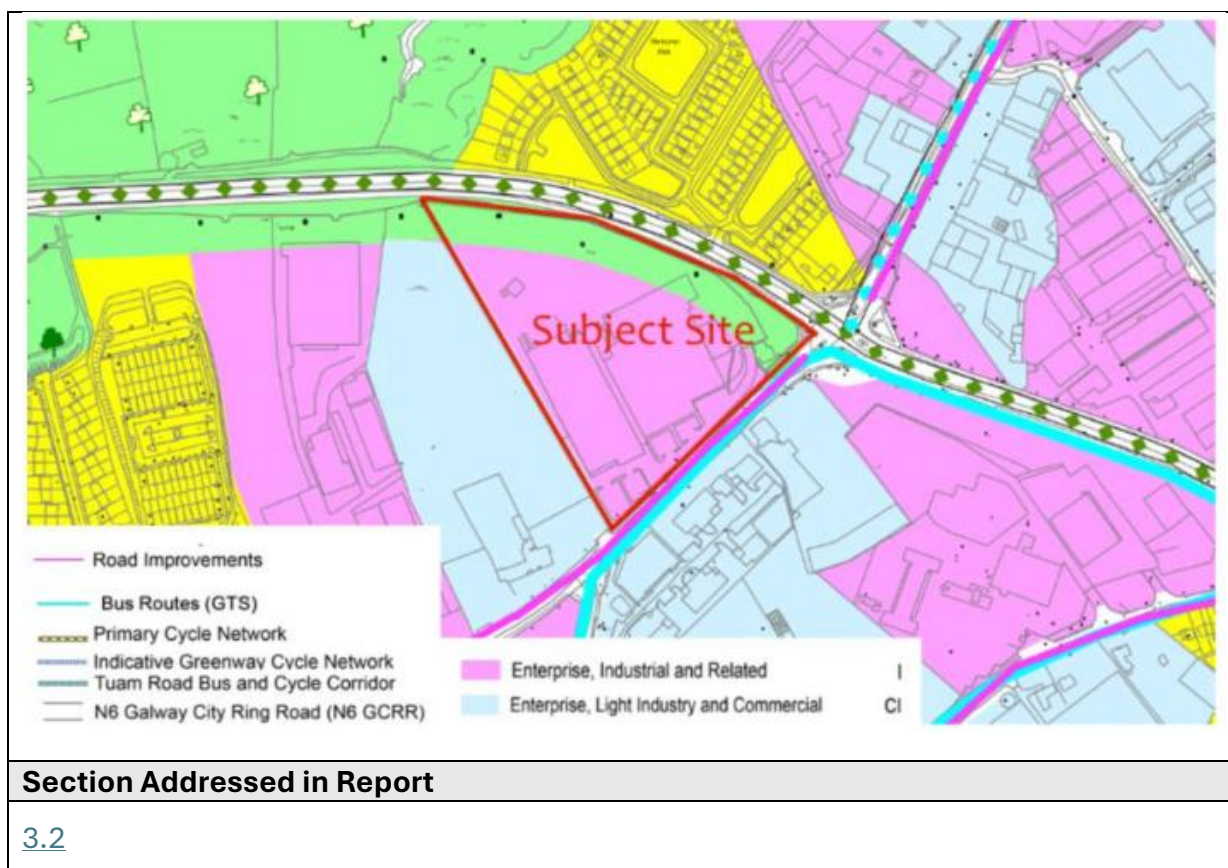
The submission has made a number of observations from Variation 3 that may delay the delivery of housing. Many sites need a masterplan or statutory area plan for development, many of the sites have an oversimplified land use zoning designation without the consideration, and many are heavily dependent on the delivery of large infrastructure. They use examples of other proposed sites and how these issues also arise from these sites in relation to the development of housing. They further mention how this site is a prime candidate for immediate residential zoning in order to fulfil the NPF objectives of delivering additional housing. Enclosed within the submission

includes a draft plan layout of residential units that could be potentially developed within the site.

### Section Addressed in Report

[3.2](#)

Submission Reference	Author
GLWC-C37-40	Musgrave Limited
Summary	
<p>The submission relates to the rezoning of a site that is predominantly zoned as Enterprise, Industrial and Related Uses (I) to Residential (R) which is located at Musgrave Market Place on the Tuam Road.</p> <p>The submission discusses how the site occupies a prominent and strategically located site along the Tuam Road with surrounding land uses being employment lands and Residential lands. The site is within a highly accessible and serviced urban environment and benefits from direct connectivity to the wider national road network. The submission mentions National Policy Objectives that wish to increase the supply of housing in the city as support for the rezoning of this site as Residential. The proposed zoning aligns with the City Development Plans objectives on compact growth, optimisation of serviced lands, sustainable settlement patterns, increasing housing supply, integration of land use and transport, and promotion of mixed-use environments. The submission advocates that the current low intensity use of this site does not reflect its strategic importance or development potential within the city, and its current zoning restricts residential development, limits the efficient use of well-located sites and applies a rigid, single use approach to a site that is transitional in nature. The submission finally notes that without rezoning this site that it may remain underutilised, opportunities for a mixed use development is missed and the City development plan will remain misaligned with National Policy, therefore the site should be rezoned as residential in order to allow a residential-led mixed use development.</p>	



Submission Reference	Author
GLWC-C37-41	Renmore Community Sustainable Planning Group
<b>Summary</b>	
<p>This submission relates to the rezoning and proposed development of lands at Murrough, and focuses on the inclusion of lands within the townland of Renmore.</p> <p>While acknowledging the need for additional housing and welcoming the proposed rail station, the submission raises fundamental concerns about the scale, density, infrastructure capacity, environmental impact, governance, and community effects of the proposal as currently framed.</p> <p>Key Issues Raised:</p> <ol style="list-style-type: none"> <li>1. Misclassification of Renmore Lands: Parts of the Murrough Master Plan extend into the townland of Renmore, which has a distinct settlement character. The plan has been titled Murrough Masterplan which is misleading. The areas should be treated separately, and lands in Renmore include existing family homes and should not be treated as greenfield. ATU does not own land in Renmore, yet could have disproportionate influence over it.</li> <li>2. Excessive and Inappropriate Density: The proposal would rezone c. 34 ha for up to 2,500 dwellings. Once other uses (Institutional), flood risk, ecological buffers, open</li> </ol>	

space, and infrastructure are accounted for, true residential densities could reach 110–125+ dph. This is wholly incompatible with Renmore’s established density of 25–30 dph and would necessitate apartment-led, medium- to high-rise development. This is a significant intensification of development on constrained, environmentally sensitive lands. Such densities trigger the need for a Site-Specific Context Analysis under Section 28 guidelines, which has not been provided.

3. Infrastructure Deficit and Prematurity: The proposal is dependent on major infrastructure (rail bridge, flood defences, transport upgrades, water services), however there is no confirmed funding, delivery timeline, or phasing strategy. Under the National Planning Framework, the lands are at best Tier 2 (infrastructure-constrained) and should not be zoned at this scale. Development in Renmore would be effectively sterilised, being dependent on infrastructure located to the east of Murrough.

4. Transport and Access Constraints: Access through Ballyloughane relies on a narrow railway underbridge with safety and capacity issues. The scale of development would significantly worsen congestion and accessibility without committed upgrades.

5. Population and Services Impact: 2,500 units could introduce 7,500–10,000 new residents. The Variation does not clearly provide for schools, healthcare, community, or recreational facilities. Existing services in Renmore could not absorb this growth sustainably.

6. Impact on Renmore Community: Including Renmore within the Murrough Master Plan would adversely affect an established low density coastal community. The scale and density proposed would create abrupt, incompatible transitions, leading to overlooking, loss of privacy, increased traffic, and pressure on local services. Extremely low density housing along Ballyloughane Road would be particularly impacted. Higher density development may be appropriate elsewhere in Murrough, but it is not suitable for Renmore; accordingly, Renmore should be excluded from the Master Plan.

7. Landscape, Coastal and Visual Impacts: Renmore forms part of a sensitive coastal landscape with significant visual and amenity value. The proposed intensity of development risks urbanising a transitional coastal landscape, introducing visually intrusive built form and eroding the defining character of the area.

The proposal conflicts with the SEA Environmental Report, which warns against avoidable visual impacts and loss of visual integrity.

8. Governance and Master Planning Concerns: No clear, publicly led governance or implementation framework is defined for the masterplan. There is a risk of disproportionate influence by major landowners. The proposal fails to consider transitional zoning, sub-area planning, or context-sensitive approaches for Renmore lands.


The submission requests:

1. Add the following to Policy 10.6 Murrough:  
 “The townland of Renmore will be excluded from the Murrough Masterplan. Any development within this area shall be subject to a density consistent with existing patterns (max 30 dph) and must demonstrate strict adherence to Seascape and Landscape Character Assessments, specifically regarding Protected Views from Hawthorn Drive, Military Walk, Ballyloughane Beach Area and Roscam.”
2. Inserting a map clearly outlining the townland of Renmore within the Murrough mapping used in public documentation to ensure clarity for the community and outlining that is outside of the Murrough Master Plan.”


#### Section Addressed in Report

[3.1 A.55](#)

Submission Reference	Author
GLWC-C37-42	Suzanne Meade
<b>Summary</b>	
<p>The submission acknowledges the need for housing, but objects to the proposed rezoning of lands at Murrough for high-density residential development on the grounds of traffic safety and sustainability.</p> <p>The submission states that the Renmore area, which adjoins the proposed lands, is already experiencing severe traffic pressures, with over 4,400 vehicles using Murrough Avenue daily and rat-running through Renmore Park. Residents have repeatedly sought traffic-calming measures, which the submission states must be agreed and implemented before any new development proceeds.</p> <p>The area has a mixed population, including young families and older residents, and existing traffic conditions are described as unsafe, with several serious accidents occurring in recent years, including a fatality. The submission contends that without prior traffic interventions, through-traffic in Renmore could potentially double due to increased housing and car ownership levels.</p> <p>The submission concludes that the proposal, as currently framed, is unsustainable and inconsistent with national and city commitments to liveable communities and safe streets. It requests that the Variation include clear, binding conditions to address existing and worsening traffic impacts on Murrough Avenue and Renmore Park before development is permitted.</p>	
<b>Section Addressed in Report</b>	
<a href="#">3.1 A.55</a>	

Submission Reference	Author
GLWC-C37-43	Laurem Construction Ltd
<b>Summary</b>	
<p>The submission relates to the rezoning of a site from Natural Heritage, Recreation and Amenity (RA) to Residential (R) which is located at Rowan Hill, Knocknacarra.</p>	
	
<p>The submission mentions that the site is immediately to the west of several housing developments, within walking distance of shops, schools and public transport links, and is also within proximity to the Public Mains Water Supply and the public sewer network. There is no planning history on the subject site however planning permission was granted by the same landowner for a residential development on a nearby site, which also included connection to the public watermain and sewer, and noting that this would be the case for a residential development on the subject site.</p>	
<p>The submission mentions how the location is optimal for a residential development on the subject site, and how the lands are much more suitable for development than many R2 zoned lands in the city due to the lands location and serviceability. The submission highlights how the rezoning of this site is compliant with the National Planning Framework and the Regional Spatial and Economic Strategy, particularly in relation to housing and urban development.</p>	
<p>The submission finally notes that the rezoning of this site will facilitate the provision of additional housing in the city, and that the lands have been zoned as recreation and amenity since 2005 and still remain underutilised.</p>	
<b>Section Addressed in Report</b>	

3.2

Submission Reference	Author
GLWC-C37-44	Sean Noone
Summary	
<p>The submission relates to the rezoning of a site from Sensitive Residential (R2) to Residential (R) which is located in the townland of Curragreen in Roscam.</p> 	
<p>The submission mentions that the site is serviced by public watermain and sewer, and the Merlin Park Pumping Station is located to the north of the site with a connection to this facility being feasible. The Residential zoning would be consistent with policy that supports the development of infill and brownfield sites for residential development, while also enabling a higher residential density consistent with the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (DHLG, 2024).</p> <p>The proposed zoning is in keeping with the NPF Housing Growth Guidelines, and the sites current zoning only allows for low density residential developments which is contrary to the principles of compact growth and consolidated urban development.</p> <p>The area is well served by public transport with Oranmore Train station being only 1.7km away and a high frequency bus corridor being only 1km away.</p>	
Section Addressed in Report	

[3.2](#)

Submission Reference	Author
GLWC-C37-45	Department of Education
<b>Summary</b>	
<p>The Department of Education and Youth acknowledges that the variation proposes changes to land-use zoning, identifies lands for long-term residential development beyond the current plan period and introduces additional policies to support the activation of existing residentially zoned lands.</p> <p>The Department notes that the projected population growth is broadly consistent with existing figures in the adopted Galway City Development Plan and the Regional Spatial and Economic Strategy. It is noted that proposed housing growth requirement of 13,328 residential units between 2023 and 2034 could support an additional population of approximately 33,000 to 35,000 people. While this aligns in general terms with previous projections, the Department highlights that relatively modest increases could place significant pressure on existing school capacity across the city.</p> <p>Specific concern is raised in relation to areas targeted for higher-density development, particularly Murrough, where up to 2,500 residential units could generate a population of over 6,000 people. The Department considers that development of this scale would require the reservation of at least one primary school site (24-classroom) and requests that provision for a future school be incorporated into the proposed Murrough masterplan. The importance of safeguarding education zoned lands at Ardaun is also referenced, given its designation as a key growth area with capacity for substantial residential development.</p> <p>The Department's requests that land buffers around current school sites be protected to facilitate future expansion. It emphasises that schools are essential enabling infrastructure for sustainable communities and should be centrally located, supported by appropriate transport, services and safe access. The submission also highlights the growing need for special educational needs provision and supports ongoing engagement with Galway City Council to ensure adequate and timely educational infrastructure to accompany planned growth.</p>	
<b>Section Addressed in Report</b>	
<a href="#">2.9</a>	

Submission Reference	Author
GLWC-C37-46	Údáras na Gaeltachta
<b>Summary</b>	

Údarás na Gaeltachta's submission broadly supports the need to align the Plan with the revised National Planning Framework housing growth targets and acknowledges the urgency of addressing Galway City's housing shortage. It highlights Galway City's unique status as Ireland's only bilingual city and its designation as a Gaeltacht Service Town and in this regard notes increased housing supply is essential to sustaining Irish-speaking communities.

The submission places strong emphasis on the presence of two Gaeltacht Language Planning Areas (LPTs) within the city boundary which are stated to be under significant pressure from urban growth. Census data is cited to demonstrate rising populations alongside declining daily Irish speaker densities, highlighting the risk that continued development without targeted safeguards will further erode the linguistic vitality of these areas.

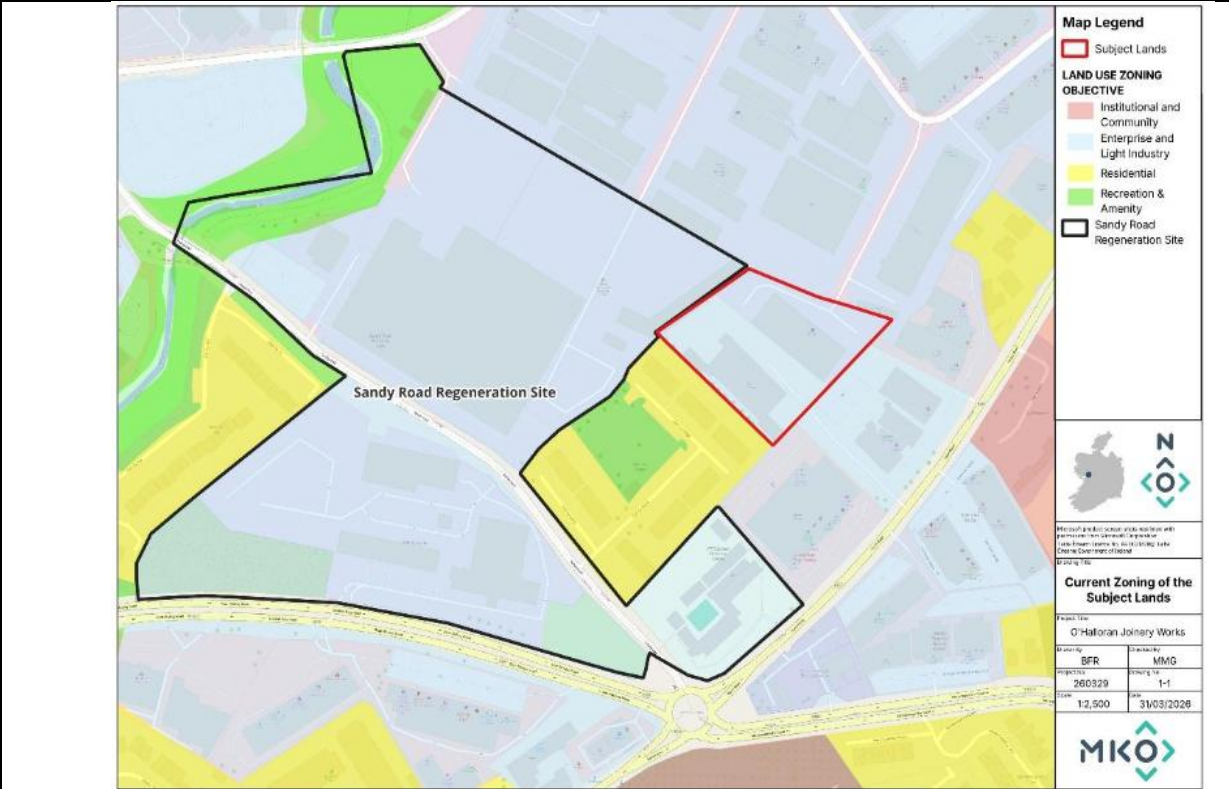
Údarás na Gaeltachta highlights that Galway City operates within a single-settlement planning context, meaning all population growth is concentrated within the same urban area as the LPTs. This, it argues, creates a heightened requirement for robust language planning measures. It is considered that housing delivery, must be accompanied by enforceable policies that protect Irish as a living community language.

In response to specific rezonings e.g. Murrough, Castlegar and Doughiska, along with other suburban sites, the submission recommends mandatory language enurement conditions, linguistic impact assessments and the integration of Irish language community infrastructure. It also raises concerns regarding infrastructural constraints, including transport corridors, flood risk, wastewater capacity and ground conditions, which may affect housing deliverability.

#### **Section Addressed in Report**

[2.10](#)

<b>Submission Reference</b>	<b>Author</b>
<b>GLWC-C37-47</b>	<b>O'Halloran Joinery Works</b>
<b>Summary</b>	
<p>The submission relates to the O'Halloran Joinery site that is to be included in the Sandy Road Regeneration site, which the submission is supportive of. The submission states that the site should be rezoned as Residential (R), as they believe the current CI zoning limits the opportunity for providing residential development, and any attempts to bring forward a residential development without the R zoning would likely be deemed premature.</p>	



The submission references policy and objective 2 of the NPF guidelines in support of their argument to rezone the site as Residential. In support of rezoning the submission also mentions the sequential nature of the subject lands and the established residential development of the area, the need to increase residential density in appropriate locations and the suitability and assessment of the subject lands for residential development.

The submission mentions the 2024 NPF guidelines in support of rezoning the subject site, and the guidelines renewed focus on the development of existing settlements and on the interaction between residential density, housing standards and quality urban design and placemaking to support sustainable and compact growth.

The submission notes that the subject lands can deliver residential developments and that they meet the Settlement Capacity Audit criteria as well as being in close proximity to a number of social and community facilities.

Section Addressed in Report
<a href="#">3.1 A.66</a> and <a href="#">3.2</a>

Submission Reference	Author
GLWC-C37-48	Galway Commuter Coalition
Summary	

The submission supports the development of Murrough as a Transport Oriented Development (TOD) but raises some concerns it would like to see addressed to enhance Murrough and the nearby communities.

Land use and zoning: Recommends the inclusion of additional lands north of the railway to support sustainable transport and greenways.

Proposes a new zoning objective - Sustainable Transport, Recreation & Amenity (STRA) to provide for and protect current / future sustainable transport corridors, recreational uses, open space, amenity uses, natural heritage and biodiversity.

Requests that “public transportation facility” be included as a compatible use across multiple land use zoning objectives, noting that the proposed station will be in a residential zoned area, which does not currently allow development of a ‘public transportation facility’.

Active Travel & Permeability: Highlights significant severance issues caused by rail infrastructure, walls, gated estates and military lands, and encourages removal of barriers and improved permeability.

Advocates for a rail-adjacent greenway delivered alongside proposed rail upgrades.

Roads & Local Infrastructure: Ballyloughane Road – the current bridge is unsuitable for future cycling and traffic demand, but should be retained due to its heritage value. Recommends either filtered permeability underneath the railway bridge, or a new adjacent underpass connecting to existing cycle lanes.

Murrough Road – Requires significant investment in active travel infrastructure to be viable.

Station & Railway Infrastructure: Strongly supports a Murrough rail station, delivered early alongside dual tracking. It considers the station an essential component of successful TOD communities.

Concerned about the proposed station location, which is too far from ATU, and recommends an alternative location adjacent to Gleann Rua and Seagrove which would provide shorter walking times and a larger catchment area.

Requests an option selection report and local transport plan prepared with Iarnród Éireann before committing to a final site.

Recommends the proposed station should be car free (except accessible spaces), with facilities including indoor waiting areas, rain canopies, indoor secure cycle parking, and two platforms from the outset with sufficient future capacity.

Level Crossings & Access: Supports elimination of all level crossings in the area.

States that the existing level crossing should be replaced with an underpass, with the retention and reuse of protected heritage elements (cast iron gates and limestone piers). The submission considers that underpasses are preferred for permeability, accessibility, and urban legibility, and requests that references to an over-rail bridge be replaced with underpass or underpasses.

Bus Services: Still anticipate need for high-frequency (5-10 mins) bus services linking two ATU campuses, and suggests either an ATU shuttle bus or an enhanced Bus Éireann PSO service (preferred). Strongly believes there should be free travel between ATU campuses and the station.

Suggests rerouting BusConnects Route 4 through Murrough, and requests the Local Transport Plan for Murrough extends to adjacent areas north of the railway to facilitate planning.

Density: Supports high density housing for the site in line with best practice for TODs. Considers the stated target of 2,500 homes as unambitious and overly prescriptive. Notes proposed densities (69–72dph) fall below national minimums (50–200dph for Galway urban neighbourhoods). Argues current proposals conflict National Planning Framework population targets, TOD principles, housing demand, and ATU student growth. Proposes the removal of the density cap, with suggested low/medium-rise apartments in Murrough north and medium/high-rise development in Murrough south.

Proposes the following changes to the Variation:

Policy 10.6 Murrough:

2. Provision shall be made for the following infrastructure:

- a. An ~~over rail bridge connection~~ underpass/es to lands to the southern portion of the masterplan,
- b. A new linear coastal amenity and flood defence
- c. A dual track rail line and commuter rail stop north of the railway line;
- d. Active Travel links to Gleann na Ri and Gleann Rua estate to the north, and connections west towards Ballyloughane and connections east towards Tearmann Eala, Beach Close and Seagrove, facilitating options for the proposed Greenway which will traverse east-west through the site. Additional permeability measures between existing ways, within the vicinity of the masterplan area, will also be considered in line with the NTA's 'Permeability - A Best Practice Guide'
- e. and associated water/wastewater and surface water.

A.12:

3. Targeted greenfield zoning This includes a first phase review at Ardaun and a new transport-orientated coastal community at Murrough (capacity up to 2,500 homes; sequenced with rail crossing and dual tracking of the line, wastewater and

flood resilience works), with additional lands to be zoned at Merlin, Rosshill and Letteragh.

Map changes:

Remove specific references to the proposed location of the train station.

Zone additional lands north of the railway line as lands open to sustainable transport corridors (STRA or an amended RA zoning).

#### Section Addressed in Report

[3.1 A.55](#)

Submission Reference	Author
GLWC-C37-49	Marian Rabitte
<b>Summary</b>	
<p>The submission submits an objection to proposed amendment A.64, alleging a lack of prior public consultation, raises concern about impacts on the adjacent Mass Path (an asserted long-standing public right of way) and questions the use of CPO-acquired lands and quarry entrance for development access, including the legality and transparency of this arrangement.</p> <p>The author notes that the developer has already cleared parts of the entrance road and site, characterising these as unauthorised works undertaken without regard to residents, wildlife (including protected species) or the Mass Path, and points to concurrent student accommodation schemes with limited parking already exacerbating traffic on Coolough Road. The submission argues that upzoning to high density would have unacceptable cumulative impacts on flooding, sewerage, wildlife displacement, traffic and landscape, and contends that the appropriate course would be to revert the lands from R2 back to agricultural use rather than intensify residential zoning.</p>	
<b>Section Addressed in Report</b>	
<a href="#">3.1 A.64</a>	

Submission Reference	Author
GLWC-C37-50	Jennifer Carpenter as Legal Personal Representative in the estate of Kathleen Coyne, Deceased
<b>Summary</b>	
<p>The submission relates to the rezoning of a site located in Doughiska that is proposed to be partially zoned from Sensitive Residential (R2) to Residential (R). The submission welcomes this partial zoning, however the submission is requesting that the whole site be zoned as Residential (R) on lands that are currently zoned as Natural Heritage,</p>	

Recreation and Amenity (RA) and Agriculture and High Amenity (G). The submission mentions Policy and Objective 2 of the NPF, in support of zoning the full site as Residential (R).

The submission discusses how the area is well-served by public transport and various services, making it suitable for additional residential development and that zoning these lands to 'Residential' would be an efficient use of land, supporting the delivery of housing in line with policy. The submission mentions that the location of the subject lands is consistent with the sequential approach given the close proximity of the lands to residential development in the surrounding area.

The submission mentions that Compact Growth is the first National Strategic Outcome set out in the National Planning Framework Revision 2025 (NPF). Within this, there is a target to achieve at least 40% of new residential development within the existing built-up area. The subject lands are well-placed to support compact growth and the 15-minute city concept, with nearby community facilities, employment hubs, and improved public transport. Rezoning the land for residential development will enable higher-density, sustainable housing close to amenities and public transit, aligning with national policies for efficient land use and reduced reliance on private vehicles. The submission finally notes that the subject lands fulfil the guidelines set out in the 'Settlement Capacity Audit' specifically in relation to road and cycle access, water supply and infrastructure and its social amenities and services.

#### **Section Addressed in Report**

[3.1 A.62](#) and [3.2](#)

<b>Submission Reference</b>	<b>Author</b>
<b>GLWC-C37-51</b>	<b>Lisa Fahy</b>
<b>Summary</b>	
<p>The submission is made on behalf of one of the landowners in Murrough. It welcomes the recognition of Murrough as a well-located area for development on the east side of Galway City and supports the proposal to rezone for residential use.</p> <p>However, the submission raises concern that the revised wording signals a shift away from the previous commitment to mixed-use development. It seeks clarity on what is meant by "land use mix" and caution that zoning Murrough solely for residential use risks creating housing without supporting services such as healthcare, retail, childcare, along with hotel accommodation, arguing that a mixed-use approach will ensure the Murrough is well placed to become a sustainable coastal community.</p> <p>The submission also highlights that the projected population growth will require transport and infrastructure investment, welcoming the identification of proposed new</p>	

transport infrastructure. It notes that the masterplan should provide clarity on these requirements and ensure collaboration between relevant agencies.

#### Section Addressed in Report

[3.1 A.55](#)

Submission Reference	Author
GLWC-C37-52	Letizia Gorini
<b>Summary</b>	
<p>The submission considers that the proposed rezoning of lands at Murrough is premature and would negatively affect the Renmore community. It highlights several key concerns.</p> <p>Traffic pressures: Roads like Ballyloughane Road are already congested and unsafe, especially for children travelling to nearby schools. Additional development would worsen these issues.</p> <p>There is already a lack of basic community facilities, such as a long awaited playground. How can a new neighbourhood be planned when existing needs remain unmet.</p> <p>Environmental impact: The Murrough lands are described as a valuable natural habitat and local amenity. The loss or degradation of this environment would be a significant and irreversible impact.</p> <p>Infrastructure questions: Issues such as sewage and wastewater capacity appear unresolved, and the submission does not believe this area is suitable for high-density development at this time.</p> <p>The submission acknowledges the need for housing, and suggests prioritising development of existing brownfield sites before expanding into sensitive areas like Renmore and Murrough.</p> <p>The submission concludes that the rezoning proposal does not adequately address current pressures or environmental value and should not proceed until these concerns are properly resolved.</p>	
<b>Section Addressed in Report</b>	
<a href="#">3.1 A.55</a>	

Submission Reference	Author
GLWC-C37-53	John Coyne
<b>Summary</b>	

This submission relates to the submission made by the submitters late mother Kathleen Coyne. The submission is to read in accordance with the submission made by Jennifer Carpenter as Legal Personal Representative in the estate of Kathleen Coyne. The submission fully supports Variation 3 in rezoning part of the site as residential however the submission wishes that the whole site be zoned as residential but emphasises that all lands of the estate should be included in the council's consideration. The submission mentions that maps can be provided if needed.

#### **Section Addressed in Report**

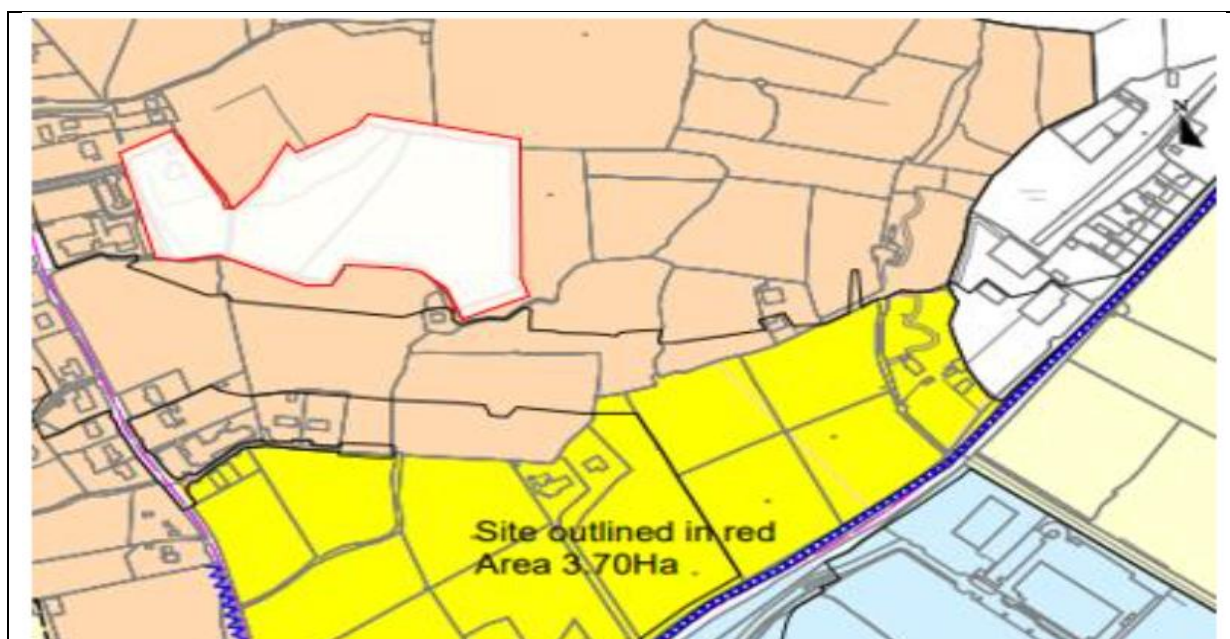
[3.1 A.62](#) and [3.2](#)

<b>Submission Reference</b>	<b>Author</b>
<b>GLWC-C37-54</b>	<b>Derrick Hambleton, An Taisce</b>
<b>Summary</b>	
<p>An Taisce Galway welcomes the intent of Variation No. 3 but raises concerns regarding the lack of alignment between the Galway City Development Plan (GCDP) 2023–2029 and key updated national policies. The submission highlights the need to reference the Revised National Planning Framework (NPF) 2025, including its revised population target of 122,000 for Galway City and Suburbs by 2040. An Taisce highlights the absence of a robust Transport Oriented Development (TOD) approach, stating that this is required under National Policy Objectives 10 and 97. Light rail is identified as the most effective mode to deliver TOD in Galway.</p> <p>The submission recommends the preparation of Statutory Area Plans rather than “developer-led masterplans” for key growth and regeneration areas including Ardaun, Murrough, the Headford Road Regeneration Area, Castlegar and Doughiska, to ensure meaningful public participation and coordinated infrastructure delivery.</p> <p>Concerns are raised in relation to Murrough, where issues such as coastal flood risk, climate resilience, biodiversity impacts, damage to protected habitats / wildlife are highlighted are identified as obstacles to high density development.</p> <p>An Taisce also calls for updates to reflect the Climate Action Plan 2025 and the completed Galway Drainage Area Plan (2025). The submission supports compact growth and regeneration, including at City Hall, subject to the inclusion of residential uses to ensure vibrancy. The An Taisce's submission places emphasis on environmental protection, retention of hedgerows, stone walls, heritage features, active travel connectivity and safeguarding natural and recreational lands from inappropriate rezoning.</p>	
<b>Section Addressed in Report</b>	

[2.11](#)

Submission Reference	Author
<b>GLWC-C37-55</b>	<b>CIF Galway Branch</b>
<b>Summary</b>	
<p>The CIF Galway Branch strongly supports Proposed Variation No. 3, describing it as a necessary, evidence-based response to a structural housing shortfall in the city and to revised NPF/Housing Growth Requirements targets. It endorses the full package of residential and mixed-use rezonings, updated density standards, integration of strategic growth areas and regeneration sites, and urges adoption of the variation in full alongside an active programme of enabling infrastructure (water/wastewater, multimodal corridors, BusConnects, N6 GCRR, schools and community facilities) coordinated through an infrastructure delivery forum.</p>	
<b>Section Addressed in Report</b>	
<a href="#">2.1</a>	

Submission Reference	Author
<b>GLWC-C37-56</b>	<b>Tommie Grogan</b>
<b>Summary</b>	
<p>This submission relates to the rezoning of a site from Agriculture (RA) to Residential (R) that is located at the rear of Castlegar National School. As part of the extension to the National School Tommie Grogan bestowed 0.9 ha of land to the school in return for legal access to his lands. A 6m wide access road was also constructed along the northern boundary of the of the school with a 2m wide foot path.</p>	



The lands are to be part of the Castlegar Statutory Area Plan by 2026, and as mentioned in Variation 3 Castlegar has been identified as a Strategic Growth Area for Galway City, with the aim to develop a new neighbourhood with new homes.

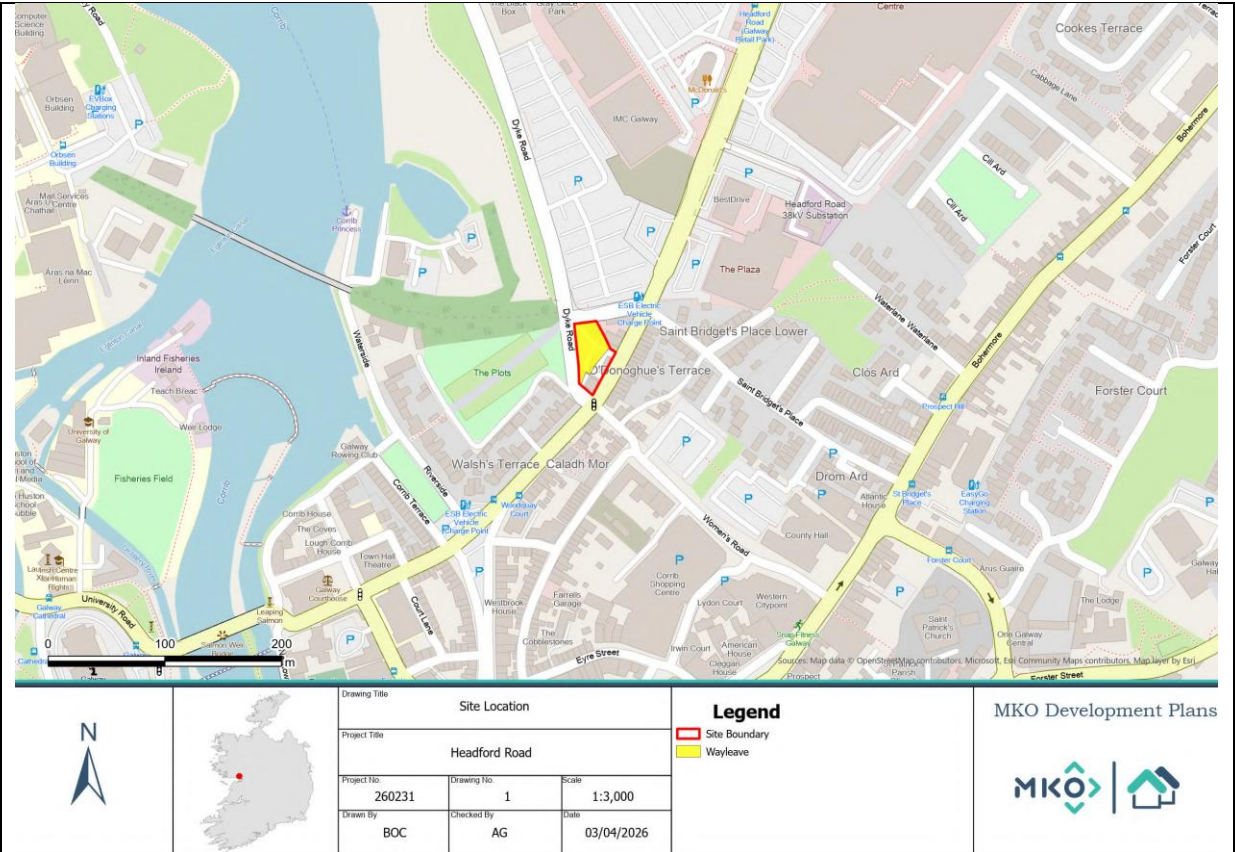
The R zoning would support increased housing, as the site is now fully serviced with sewer and water infrastructure, as it is connected to Irish Water's new 150mm sewer and 80mm water main, reducing the need for on-site treatment systems.

The proposed Residential zoning would be in keeping with the existing and emerging character of the area and would be consistent with the Ministerial guidelines "Sustainable Residential Development and Compact Settlements", and more compatible with the principles of compact growth.

#### Section Addressed in Report

[3.2](#)

Submission Reference	Author
GLWC-C37-57	Foxfield Inns DAC
Summary	
The submission relates to the rezoning of a site from Enterprise, Light Industry and Commercial (CI) to Residential (R) which is located in the townland of Townparks in Headford Road. The site is infill in nature and is currently occupied by a car wash facility and a residential dwellinghouse.	



The land’s location offers excellent access to amenities, employment, education, and public transport and rezoning the site would support urban growth, aligning with national and local planning guidelines, while promoting efficient land use in order to deliver the additional housing needed in the city.

This site aligns with the sequential approach for residential development prioritising infill, regeneration, and well-connected sites within existing urban areas to promote sustainable, compact growth.

The submission mentions how the site aligns with the Settlement Capacity Audit criteria for residential development specifically in relation to road and cycle access, water supply and infrastructure and its social amenities and services. The site is serviced and can accommodate residential development within the lifetime of the current development Plan.

The subject site is accessible to support compact growth and consolidation of the city centre. Re-zoning the site would contribute to the efficient use of land while supporting a vibrant, sustainable city centre.

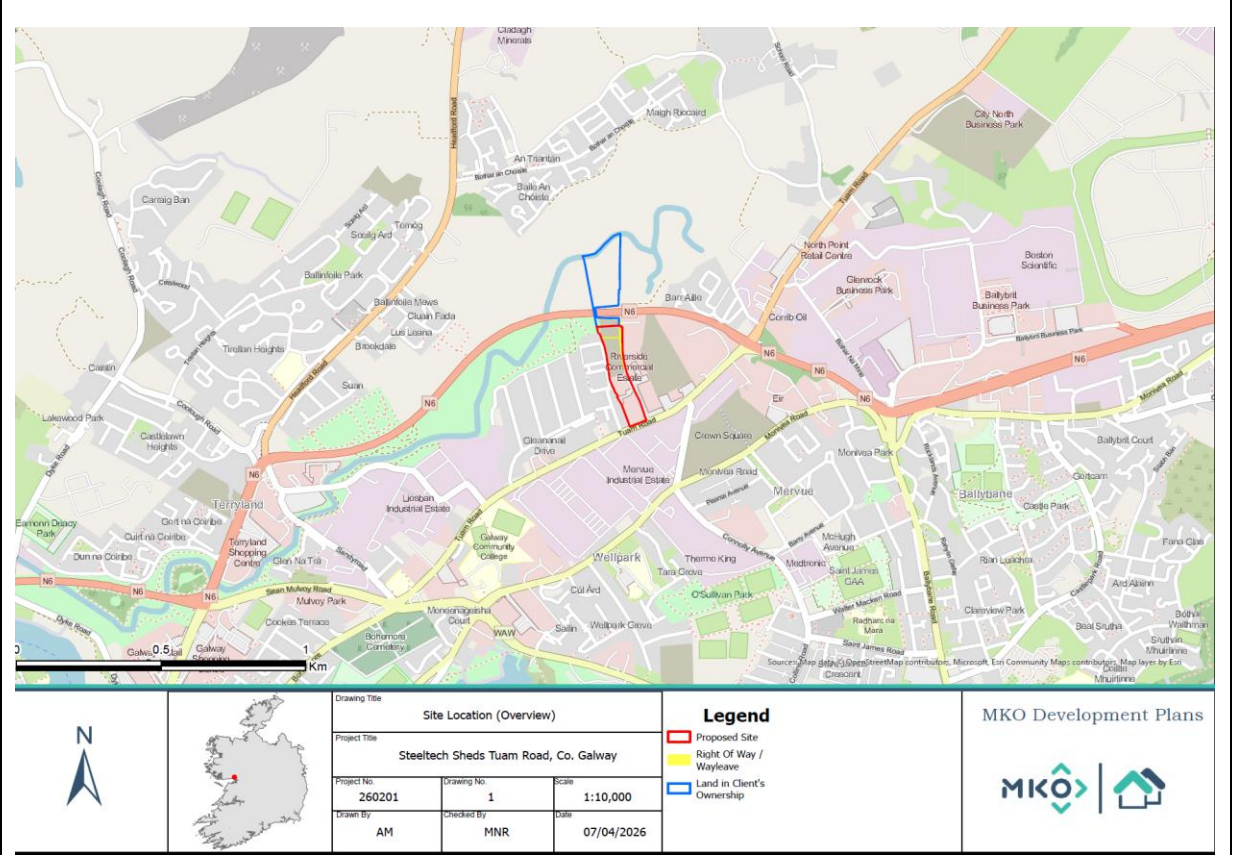
The submission concludes by further stating its support for rezoning the site and how it would facilitate the delivery of residential developments and aligns directly with the objectives set out in Variation 3.

Section Addressed in Report

3.2

Submission Reference	Author
GLWC-C37-58	Foxfield Inns DAC
Summary	

This submission relates to the rezoning of a site located on the Tuam Road that is currently zoned as Enterprise, Industrial and Related Uses (I) to Residential (R). The site is located along the Tuam Road 3km from eyre square and it has access to a wide variety of employment options, as well as being within walking distance to a number of community and social facilities. The submission states that the rezoning proposal aligns with national, regional, and local planning policies, promoting sustainable urban growth. The submission also mentions that an alternative option of partially rezoning the site to residential would also be welcomed, although not the preferred option.



In support of rezoning the site as residential, the submission mentions that additional, suitably located sites should be identified to be zoned Residential. They mention how the subject site, by virtue of its underutilised nature, location within the existing urban footprint, and its proximity to Galway City Centre, and accessibility to services and infrastructure, is well placed to contribute to meeting these revised housing targets. The subject site aligns with the principles of sequential urban development prioritising infill and regeneration within the existing urban footprint. It supports the objective of

promoting compact growth, making efficient use of existing infrastructure, and reducing pressure for outward expansion of urban areas. The sequential suitability is reinforced by its proximity to established residential neighbourhoods including Ashbrook and Mullán Mór to the west. The submission mentions how the site aligns with the Settlement Capacity Audit criteria for residential development specifically in relation to road and cycle access, water supply and infrastructure and its social amenities and services. The site is serviced and can accommodate residential development within the lifetime of the current development Plan.

The submission concludes by reiterating the sites suitability for residential development and it would support compact growth, efficient land use and contribute positively to sustainable urban growth.

#### Section Addressed in Report

[3.2](#)

Submission Reference	Author
GLWC-C37-59	Land Development Agency (LDA)
<b>Summary</b>	
<p>The Land Development Agency welcomes and supports Variation No. 3 as aligning the City Development Plan with the revised NPF and Section 28 Housing Growth Guidelines and facilitating compact, infrastructure-led housing delivery. It particularly supports amendments that extend the Sandy Road Regeneration Opportunity Site to include the O'Hallorans Joinery lands, noting this can improve permeability and safer access via Tuam Road, and confirms that LDA public land at Terryland, Ballymoneen Road, Sandy Quarter, Galway Harbour, Merlin Park and other sites could collectively deliver c.4,370–5,970 homes in support of the plan's revised core strategy.</p>	
<b>Section Addressed in Report</b>	
<a href="#">2.12</a>	

Submission Reference	Author
GLWC-C37-60	Catherine Walsh
<b>Summary</b>	
<p>The submission states that there is a need to implement traffic calming and quiet streets before any further development.</p>	
<b>Section Addressed in Report</b>	
<a href="#">3.1 A.55</a>	

Submission Reference	Author
GLWC-C37-61	Galway City Community Network
<b>Summary</b>	
<p>The Galway Community Network (GCCN) welcomes the intent of Variation No. 3 but raises concerns regarding the lack of alignment between the Galway City Development Plan (GCDP) 2023–2029 and key updated national policies. The submission highlights the need to reference the Revised National Planning Framework (NPF) 2025, including its revised population target of 122,000 for Galway City and Suburbs by 2040.</p> <p>The GCCN highlights the absence of a robust Transport Oriented Development (TOD) approach, stating that this is required under National Policy Objectives 10 and 97. Light rail is identified as the most effective mode to deliver TOD in Galway.</p> <p>The submission recommends the preparation of Statutory Area Plans rather than “developer-led masterplans” for key growth and regeneration areas including Ardaun, Murrough, the Headford Road Regeneration Area, Castlegar and Doughiska, to ensure meaningful public participation and coordinated infrastructure delivery.</p> <p>Concerns are raised in relation to Murrough, where issues such as coastal flood risk, climate resilience, biodiversity impacts, damage to protected habitats / wildlife are highlighted are identified as obstacles to high density development.</p> <p>The GCCN also calls for updates to reflect the Climate Action Plan 2025 and the completed Galway Drainage Area Plan (2025).</p> <p>In relation to the Galway City Council site, the GCCN recommends that the site remain in public ownership and is utilised as a community space. Given its central location and the significant need for community resources in the city centre, GCCN members ask that this site be used as a multi-purpose community space, small scale social enterprise units and a residential element, including assisted living housing for older people.</p> <p>The GCCN submission raises issues such as environmental protection, retention of hedgerows, stone walls, heritage features, active travel connectivity and safeguarding natural and recreational lands from inappropriate rezoning.</p>	
<b>Section Addressed in Report</b>	
<a href="#">2.1</a> , <a href="#">2.11</a> , <a href="#">3.1 A.55</a> , <a href="#">3.1 A.65</a> , and <a href="#">3.3</a>	

Submission Reference	Author
GLWC-C37-62	Office of the Planning Regulator
<b>Summary</b>	

The submission from the Office of the Planning Regulator (OPR) notes the statutory plan review powers and functions of the Office and that the Office will review any adopted Variation to consider whether it is consistent with its recommendations and whether it sets out an overall strategy for the proper planning and sustainable development of the area.

The OPR acknowledges Galway City Council's work in preparing Variation No. 3. Overall, the OPR is supportive of the Planning Authority's response to the National Planning Framework (NPF) Implementation: Housing Growth Requirements (2025). Noting this, the submission contains five recommendations for consideration. The OPR notes that the recommendations relate to potential breaches of the relevant legislative provisions, of the national or regional policy framework and/or of the policy of Government and should be addressed by Planning Authorities.

The OPR supports the zoning of the Murrough lands, a 34-hectare strategic landbank with the potential to deliver up to 2,500 new homes. The OPR recognises the opportunity for Transport Orientations Development (TOD) at Murrough, aligned with a potential future rail station, but highlights that the site will require active management to ensure coordinated infrastructure delivery, environmental protection and timely housing output. The OPR commends the Planning Authority's sequential approach to upgrading nine Residential 2 zonings to Residential 1 as part of the proposed Variation. In addition, the incorporation of the Ardaun lands, previously subject to a Local Area Plan, is also welcomed, with capacity for approximately 4,640 homes.

The OPR identifies deficiencies in how data is presented, noting background documentation correctly identifies the additional lands released and estimated unit yield, this information has not been consistently carried through to the revised core strategy or Housing Growth Requirement tables. The OPR therefore recommends that these tables be amended for clarity and transparency.

The OPR considers that the variation lacks a Settlement Capacity Audit (SCA). The submission considers that there is no comprehensive audit assessing infrastructure capacity for all newly zoned lands. The OPR recommends that a detailed SCA be prepared, identifying land area, housing yield, density assumptions and infrastructure constraints for each site.

The OPR generally agrees with the Planning Authority's approach, which prioritises regeneration of the city centre, development within existing suburban areas and sites close to public transport before moving to greenfield lands. The identification of regeneration and opportunity sites in the city centre, including at City Hall and Sandy Road, is welcomed, as is alignment with national guidance on density, building height

and design quality. It is highlighted that the variation quotes a previous version of the Planning Design Standards for Apartments and this needs to be updated.

The OPR considers that greater strategic direction is required for major greenfield sites. At Murrough, whilst a commitment to prepare a Masterplan is acknowledged and welcomed, the OPR considers this insufficient in isolation. In this context it is recommended that a high-level Concept Masterplan be included as part of the proposed Variation, which sets out key planning principles, phasing, infrastructure delivery and environmental management measures to reduce delivery risk and support compact growth objectives.

Similar concerns are raised in relation to Rosshill, where two adjoining sites have a combined capacity of approximately 500–700 homes. The OPR recommends that these lands be developed as part of a high-level masterplanning approach, including clarity on transport provision and phasing. For Castlegar and Doughiska, which are identified as longer-term growth areas, the OPR supports the preparation of statutory Area Plans but recommends that indicative timelines and commitments to infrastructure capacity assessments be included.

The OPR raises concerns regarding the proposed rezoning of two sites currently designated as Natural Heritage, Recreation and Amenity lands at Merlin and Circular Road East. The OPR questions the justification for these rezonings, noting the strategic importance of both sites as components of the City's green infrastructure network. It highlights that the Merlin lands were previously the subject of a Ministerial Direction requiring retention of their open space zoning. The OPR states that sufficient alternative residential lands have been identified to meet housing targets and therefore considers the rezoning of these open space lands unnecessary.

The importance of the integration of transport and land-use planning is highlighted, with the OPR noting that large residential developments must be supported by walking, cycling and public transport infrastructure to avoid car dependency. It recommends the preparation of Local Transport Plans to inform the Murrough Masterplan, future development at Ardaun and statutory Area Plans at Castlegar and Doughiska, in consultation with the National Transport Authority and other prescribed bodies. The OPR also highlights the need for transport assessments at Rosshill to accompany the proposed rezonings.

The submission addresses coastal change risk and management, particularly in relation to Murrough. The OPR notes advice from the Office of Public Works indicating that parts of the coastline are vulnerable to erosion and wave overtopping. It recommends that the Planning Authority consider undertaking a Coastal Erosion Risk Management Study and identify areas at risk within the plan.

The OPR notes that the Chief Executive's report to elected members must summarise the recommendations and outline how they are to be addressed. Failure to comply with recommendations must be clearly justified to the OPR following adoption of the Variation. It states that the OPR must be notified within five working days of the decision of the Planning Authority in relation to the proposed Variation.

### Section Addressed in Report

[2.1](#)

### Submission Reference

**GLWC-C37-63**

### Author

**Ian McGrath**

### Summary

This submission relates to the rezoning of lands zoned as Natural Heritage, Recreation and Amenity (RA) to Residential (R) that is in Gleann Rua in the townland of Murrough approximately 580m south of the Old Dublin Road. It mentions that the land is key for the sequential and strategic delivery of housing, and as the lands to the south and east of the site are to be development as part of the Murrough Masterplan, and the Murrough area is identified as a strategic growth area by the City Development Plan. The area is well served by services and public transport making it an appropriate location for residential development.

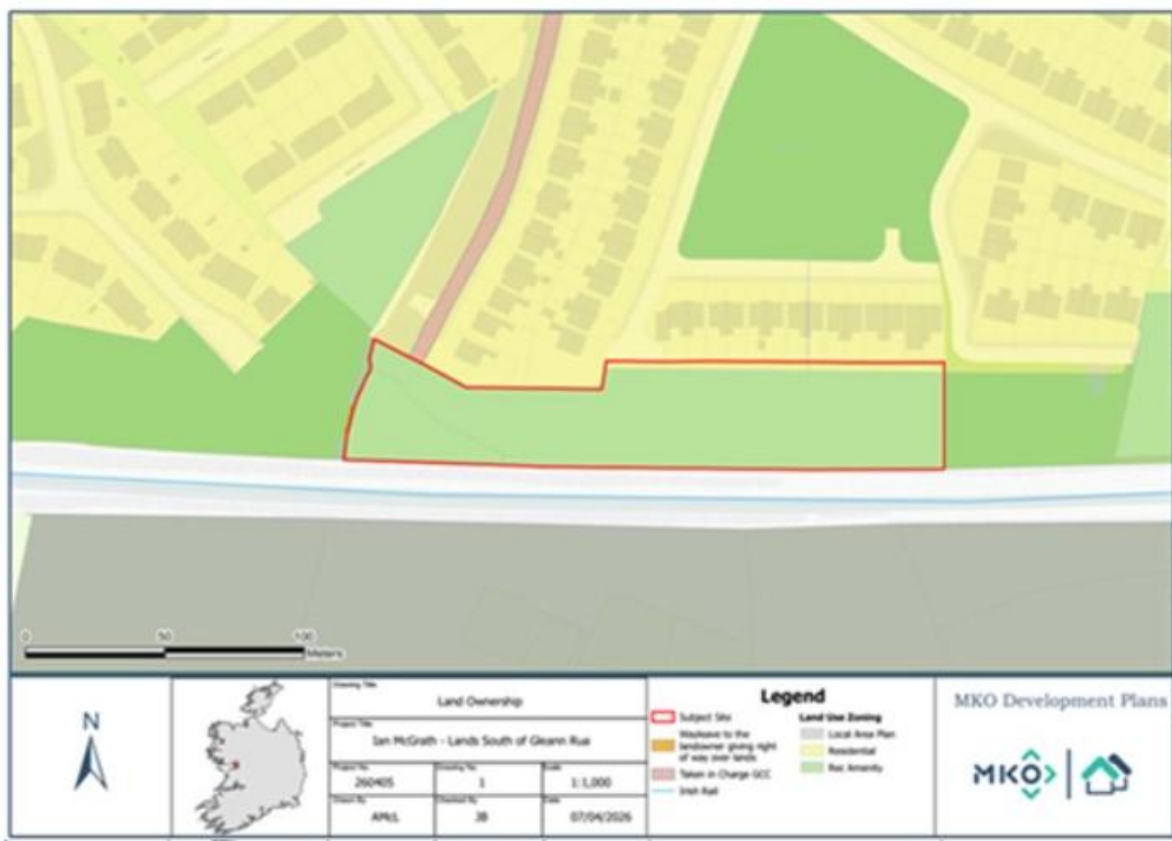


Figure 1: Subject Site and Land Ownership

The submission mentions that the subject lands are consistent with the sequential approach given the close proximity of the lands to residential development in the surrounding area and future residential developments at Murrough to the South. Rezoning the site would enable a more cohesive and sustainable expansion of the residential area, supporting infill and compact growth, and allow for the inclusion of recreational and biodiversity features in future development, aligning with planning guidelines and the development strategy for Murrough.

The submission mentions the 2024 Guidelines for sustainable residential development which emphasises development in existing settlements with a focus on density, quality urban design, and compact growth, aiming for at least 40% of new homes within the existing built-up areas. The submission mentions that rezoning the subject lands for residential use supports this goal by promoting higher density, transit-oriented development near public transport routes and community facilities, aligning with national policies for sustainable, active, and connected communities.

The submission mentions that the subject site is located outside of a flood zone and there are no protected structures on the site.

#### **Section Addressed in Report**

#### [3.2](#)

<b>Submission Reference</b>	<b>Author</b>
<b>GLWC-C37-64</b>	<b>Electricity Supply Board</b>
<p>The ESB submission welcomes Variation No. 3 and supports its role in aligning the Plan with the Revised National Planning Framework and updated housing growth targets. The ESB emphasises that increased housing delivery and associated infrastructure, will place significant additional demands on the electricity network. The submission highlights that need to expand and reinforce electricity infrastructure to support the national target of delivering 300,000 homes by 2030.</p> <p>The submission outlines ESB's wider corporate strategy to decarbonise the electricity system by 2040 through investment in renewable generation, smart networks and system resilience. In a Galway City context, the ESB notes that existing grid capacity is constrained and could hinder the achievement of revised housing and growth targets if not addressed. The submission identifies the need for a new 110kV substation in North Galway City, along with additional medium and low voltage substations, to support sustainable growth and the transition to low-carbon technologies.</p> <p>The ESB highlights the importance of early and ongoing collaboration with Galway City Council. This includes the proactive identification and zoning of suitable sites for energy infrastructure, ensuring public utilities are permissible across all zoning</p>	

objectives, and early engagement on roads, public realm and greenway projects to facilitate efficient provision of ducting and underground cabling, thereby supporting timely and cost-effective infrastructure delivery.

#### Section Addressed in Report

[2.13](#)

Submission Reference	Author
GLWC-C37-65	Rosshill/Roscam Residents Association
<b>Summary</b>	
<p>This submission from the Rosshill/Roscam Residents Association, objects to the proposed rezoning of Rosshill lands from Residential R2 to higher-density Residential R. The submission argues that the scale and density of the envisaged development would be disproportionate to the existing Rosshill housing cluster of approximately 64 dwellings, many of long-standing, and would undermine the area's established residential character and quality of life.</p> <p>It highlights existing severe peak-hour congestion on the Rosshill Road and at the R338 Galway Crystal junction, noting that traffic queues already extend past Ross Alta and the Rosshill Road turn-off along the Old Dublin Road, even before the Cuan an Róis scheme is occupied. On this basis, the Association contends that adding a large-scale, high-density scheme without resolving current traffic constraints is unacceptable and that the proposed density increase should not be permitted.</p>	
<b>Section Addressed in Report</b>	
<a href="#">3.1 A.56/57</a>	

Submission Reference	Author
GLWC-C37-66	Uisce Éireann
<b>Summary</b>	
<p>The submission from Uisce Éireann outlines the current position with regard availability of water services and provides commentary regarding the site zonings and development plan text amendments outlined under Variation No. 3.</p> <p>Uisce Éireann outlines that the Mutton Island WWTP is currently being assessed as part of the Galway Wastewater Strategy, with interim upgrade works at scoping stage to improve plant optimisation and operational resilience. These works are intended to ensure that the treatment plant can continue to meet projected growth targets set out in the Development Plan, pending longer-term strategic investment decisions.</p>	

The submission highlights ongoing challenges within the wastewater network, including tidal infiltration and sewer flooding risk. Uisce Éireann notes that monitoring and survey work is underway to better understand the extent of salinity infiltration into the sewer network, with targeted interventions progressing through the Infiltration Reduction Programme.

The provision of a wastewater balancing tank at the Merlin Park Pumping Station is identified as a critical piece of infrastructure to facilitate growth in the eastern parts of the city, including Ardaun, Doughiska and Merlin Park, and this project is currently at construction stage. In parallel, Irish Water has established a Galway City Wastewater Network Feasibility Study Programme to identify solutions to environmental non-compliance issues, provide additional capacity for growth and manage flood risk.

In relation to water supply, the submission outlines recent improvements to the Terryland Water Treatment Plant raw water intake, which have reduced supply risk within the Lough Corrib Water Resource Zone. It notes plans to increase the plant's treatment capacity and confirms that upgrades to the water distribution network are progressing across several areas of the city to support housing delivery.

Uisce Éireann also comments on zoning and site serviceability, welcoming engagement with the City Council on area-based capacity audits and the provision of additional information on expected development loads, particularly for large growth areas such as Murrough. The submission stresses that all new development connecting to Irish Water infrastructure must be assessed through the New Connections process, and it requests that the content of the submission be fully taken into account in the Environmental Reports accompanying the proposed variation.

#### **Section Addressed in Report**

[2.14](#)

<b>Submission Reference</b>	<b>Author</b>
<b>GLWC-C37-67</b>	<b>Northern &amp; Western Regional Assembly</b>
<b>Summary</b>	
<p>The Northern &amp; Western Regional Assembly (NWRA) supports Galway City Council's response to the revised national housing targets, including the update of the Core Strategy and Housing Targets. The Assembly acknowledges the overall strategic approach of focusing on compact growth, regeneration, infill development and transport-oriented development. It also supports the strengthening of development management standards in inner suburban and public transport accessible locations.</p> <p>In relation to zoning changes, the Assembly considers that the rezoning of Residential Phase 2 (R2) lands to Residential (R) at locations such as Rosshill, Doughiska, Tuam</p>	

Road, Merlin, Circular Road, Letteragh and Mionlach is generally acceptable. Their rezoning and activation is seen as necessary to facilitate housing delivery at the scale required under the revised national targets. The Assembly also supports the integration of the Ardaun Local Area Plan into the Development Plan.

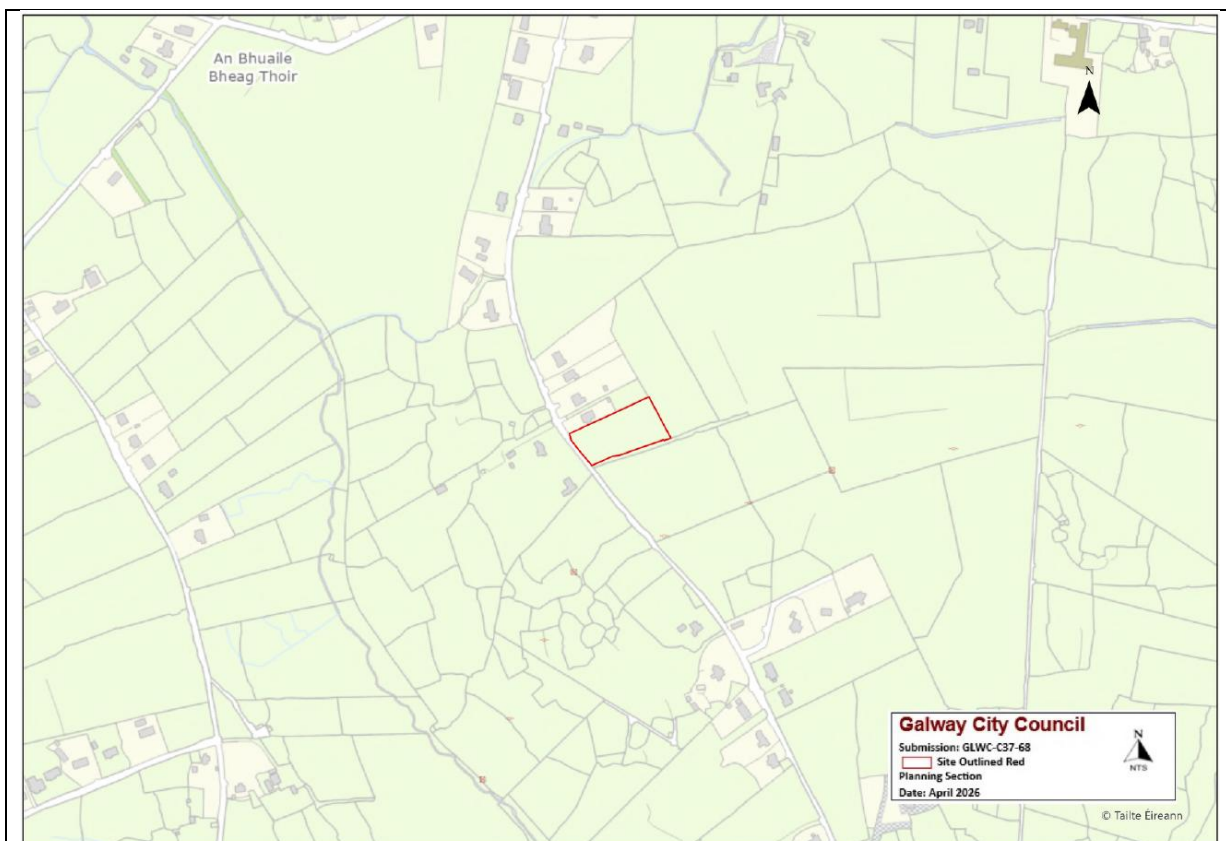
The Assembly supports the regeneration initiatives outlined under Variation No. 3, within the city centre, particularly at City Hall and Sandy Road. It considers these areas to be strategically important regeneration sites capable of contributing significantly to compact growth and sustainable urban development. The submission supports the early progression of masterplans to guide coordinated development and ensure appropriate integration with transport, heritage, townscape and the public realm.

The NWRA raises concerns regarding the proposed rezoning of approx. 34 hectares at Murrough to Residential (Under A.55 Murrough). It is considered that the scale and extent of this rezoning is not consistent with the RSES, which identifies Murrough primarily for recreation and amenity, with allowance for more limited mixed-use development. The Assembly considers that insufficient justification has been provided in relation to flood risk, coastal resilience and the delivery, phasing and funding of critical infrastructure such as rail and coastal protection measures. It recommends that further assessment and evidence be provided before progressing the Murrough rezoning. It is noted that the remainder of the variation broadly aligns with national and regional policy objectives.

#### Section Addressed in Report

[2.2](#)

Submission Reference	Author
GLWC-C37-68	Breda Feeney
Summary	
<ul style="list-style-type: none"> <li>The submission relates to a rezoning request for lands at Cappagh Road and the subject site is shown below. The land is owned by the author Breda Feeney.</li> </ul>	



- As well as the submission justifying the rezoning, it is also accompanied by an AA screening, a site suitability assessment, a site characterisation report, a site recommendation report, an NIS and FRA.
- The submission states that these documents demonstrate that the lands are suitable for residential development, are capable of being serviced and do not give rise to significant environmental, ecological, or flood-related constraints.

### Section Addressed in Report

#### 3.2

Submission Reference	Author
GLWC-C37-69	COPE Galway
<b>Summary</b>	
<p>The submissions relates to the rezoning of City Hall, and while the submission does not have an issue with the site being rezoned they take issue with the proposed pedestrian/cycle link running alongside the boundary of the COPE Galway site.</p> <p>The submission states that the link significantly threatens the safety, security and confidentiality of their refuges as many of them are fleeing domestic violence, abuse and other threats, with Modh Eile House protecting refuges from potential perpetrators, stalking, harassment and other forms of harm.</p>	

The submission states that the proposed route reduces site security by creating a new publicly accessible path next to a sensitive boundary, increasing surveillance risks and undermining resident confidentiality, while also introducing safeguarding concerns not present in the current layout, which offers natural isolation.

The submission notes that the proposed link is incompatible with the safe and confidential operation of Modh Eile House, and on the grounds of safeguarding vulnerable people and the security of this essential facility they request that the pedestrian and cycle route be scrapped.

#### **Section Addressed in Report**

[3.1 A.65](#)

<b>Submission Reference</b>	<b>Author</b>
<b>GLWC-C37-70</b>	<b>GLUAS Light Rail Committee</b>
<b>Summary</b>	
<p>The submission supports the overall intent of Variation No. 3 but argues that the Development Plan should be updated more comprehensively to integrate the Revised National Planning Framework (April 2025) and a clear Transport Oriented Development (TOD) strategy for Galway. It notes that the plan still references the 2018 NPF, and calls for explicit incorporation of the revised 2040 population target of 122,000 for Galway City and Suburbs and of National Policy Objectives 10 and 97, which require large-scale TOD at locations served by high-capacity public transport.</p> <p>The submission contends that, given historic declines in the city’s population growth rate, “something transformational” such as TOD anchored by a light rail system will be needed to meet the revised housing and population targets, and asserts that light rail is the most effective mode to deliver TOD. It cites correspondence from the former Chair of the Climate Change Advisory Council emphasising that transport-oriented development and new public transport infrastructure in Galway (including light rail) are essential to tackle congestion, reduce emissions and align with climate targets, and urges that transport investment be rolled out in tandem with housing rather than road-capacity expansion, which is said to induce additional traffic.</p>	
<b>Section Addressed in Report</b>	
<a href="#">2.11</a> and <a href="#">3.3</a>	

<b>Submission Reference</b>	<b>Author</b>
<b>GLWC-C37-71</b>	<b>Michael J. Duffy</b>
<b>Summary</b>	

Mr. Duffy considers that the statutory process requires Galway City Council to comply with objectives set down in the National Planning Framework (NPF). It is considered that Objective 103 of the NPF precludes zoning for development where the required infrastructure is not in place or will not be in place during the lifetime of the plan.

It is stated that the existing wastewater network serving the area lacks capacity even for existing demand, with unmonitored storm and emergency overflows resulting in untreated discharges to surface and coastal waters and placing the system in breach of the Urban Wastewater Treatment Directive. It is stated that no adequate assessment has been carried out of actual treatment or network capacity to support the proposed additional zoning for development.

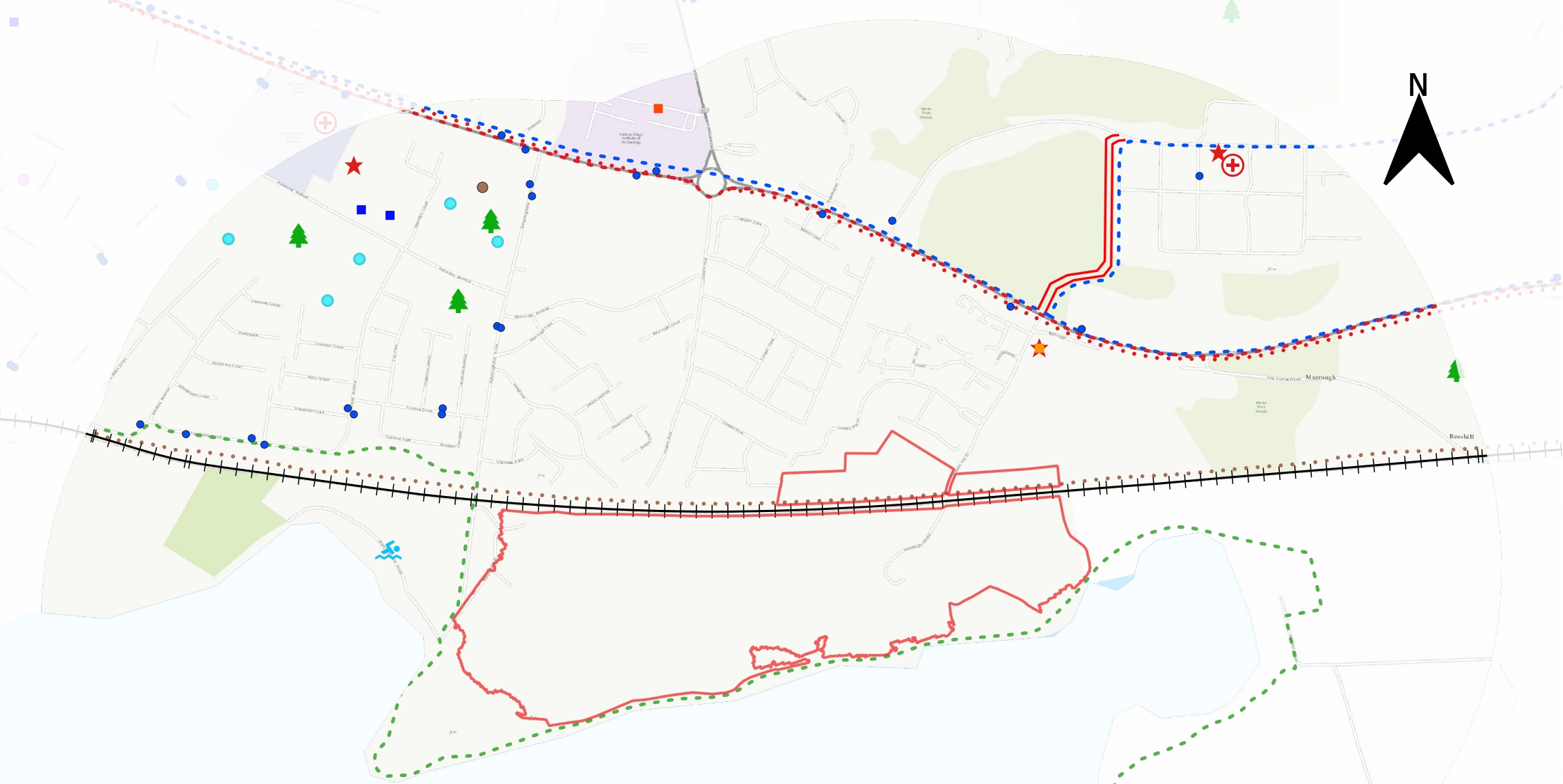
It is contended that there should be no increase in zoning for residential development until such time as adequate wastewater treatment including compliant stormwater overflows or emergency overflows are provided. It is also contended that the review should consider de-zoning where it is found that capacity does not exist and will not be provided in the lifetime of this plan.

<b>Section Addressed in Report</b>
<a href="#">2.1</a> and <a href="#">2.14</a>

## **Appendix 1: Settlement Capacity Audit and Local Social Infrastructure Maps for the Lands Subject to the Variation**

### Variation No. 3 - Settlement Capacity Audit for the Lands Subject to the Variation

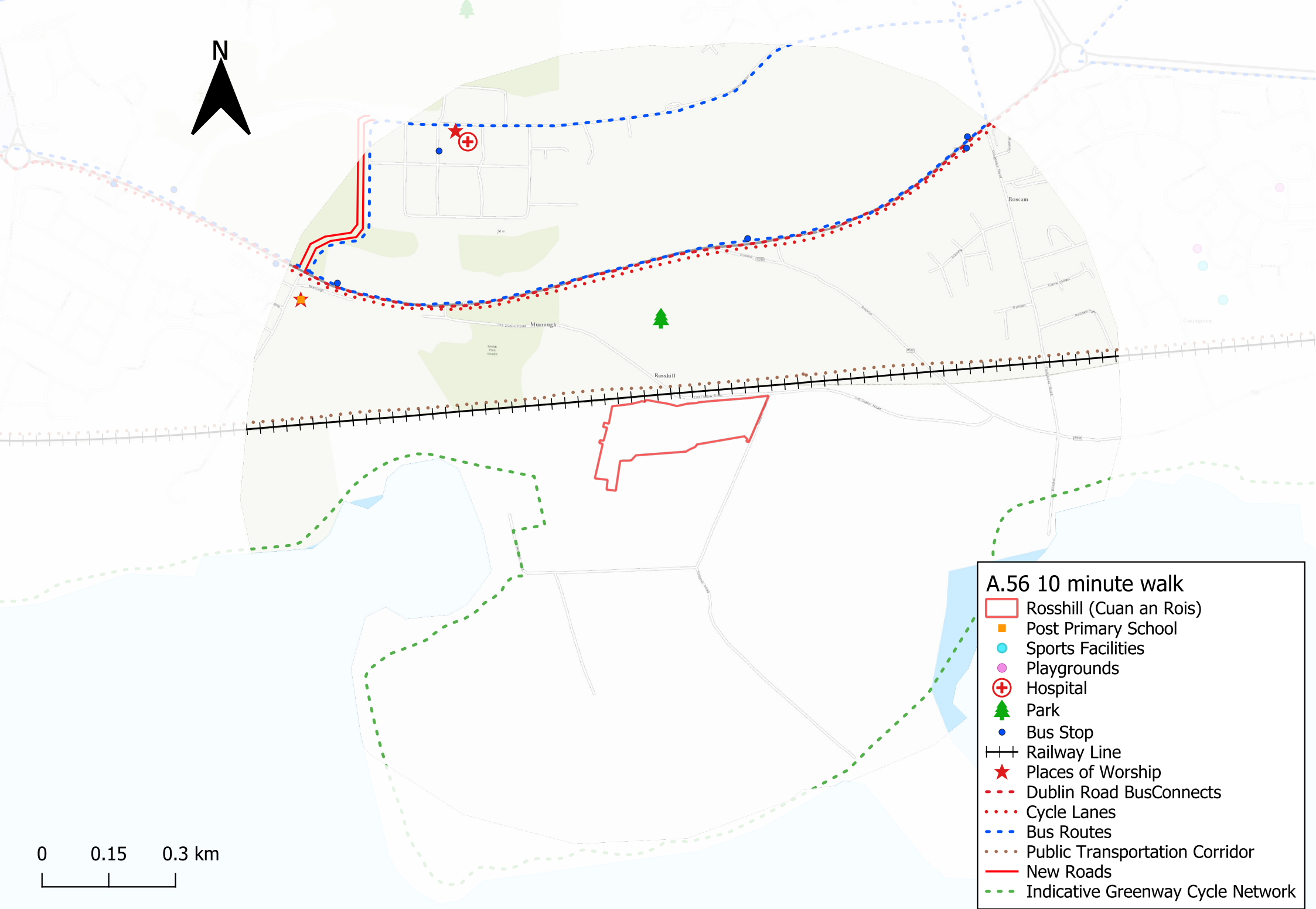
Ref. No.	SPA	Settlement	Tier	Roads Access	Footpath Access	Public Lighting	Foul Sewer Drainage	Surface Water Drainage	Water Supply	Density per ha	Gross Area (ha)	Units
A55	Inner Galway Bay	Murrough	1							75	30.6	2295
A56	N/A	Rosshill (Cuan an Rois)	1							0	3.92	0
A57	N/A	Roshill	1							50	9.46	473
A58	N/A	Merlin( Bus Connects)	1							75	1.7	127
A59	N/A	Dougiska (Junction Dublin Rd and Doughiska)	1							45	1.2	55
A62	N/A	Doughiska	1							75	10.8	810
A63	N/A	Tuam Rd	1							10	5.87	58
A64	N/A	Coolagh	1							50	10.44	522
A67	N/A	Circular Rd East	1							45	4	180
A68	N/A	Letteragh	1							75	4.5	338
A69A	N/A	Circular Rd	1							32	4.64	148
A69B	N/A	Circular Rd	1							0	0.34	0
A69C	N/A	Circular Rd	1							0	1.1	0
											88.57	5006

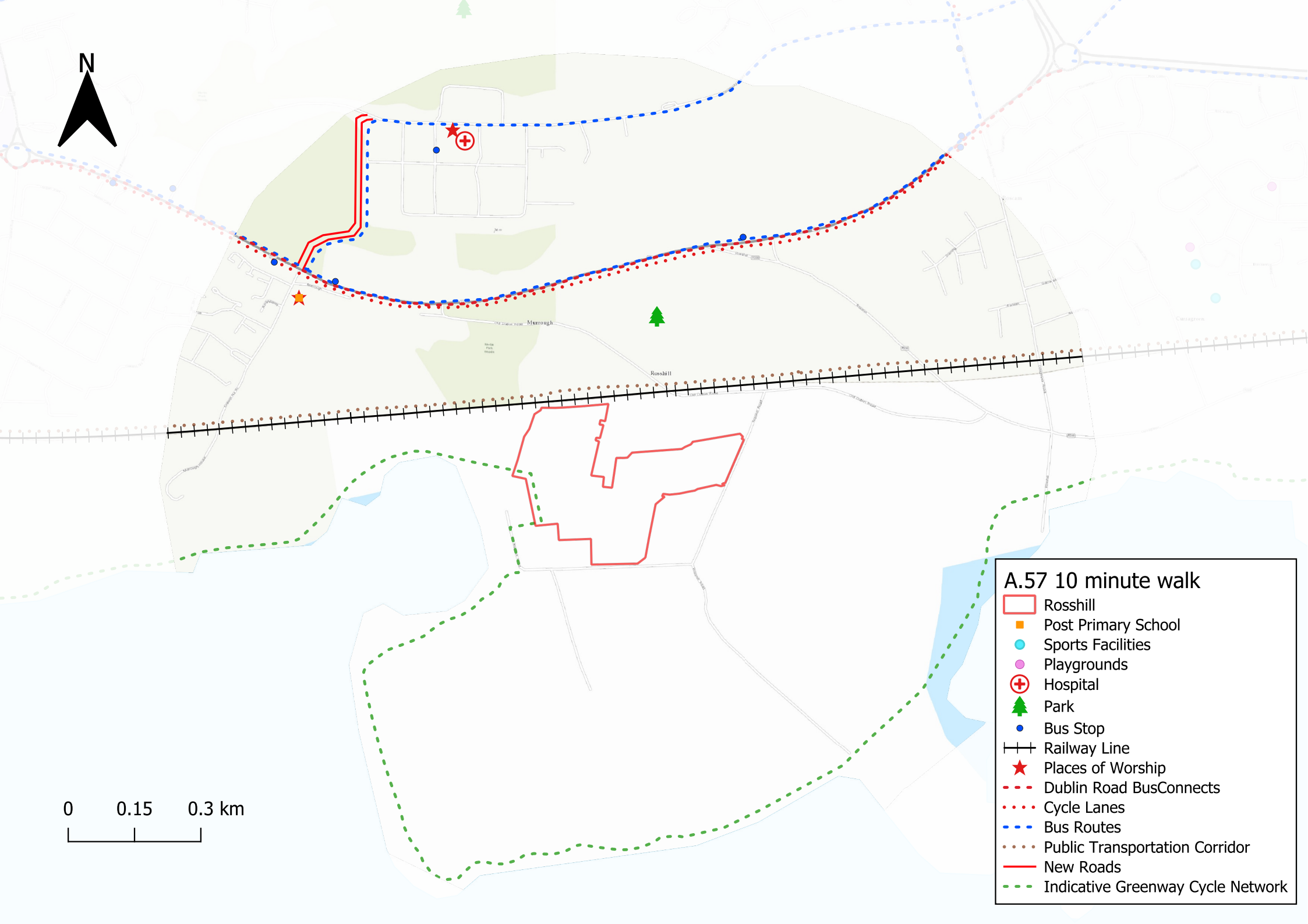


## A.55 10 minute walk

- |   |  |  |
|---|--|--|
| <span style="border: 1px solid red; display: inline-block; width: 15px; height: 10px; vertical-align: middle;"></span> Murrough | <span style="color: red; font-size: 1.2em; vertical-align: middle;">⊕</span> Hospital                    | <span style="color: red; font-size: 0.8em; vertical-align: middle;">.....</span> Cycle Lanes                         |
| <span style="color: orange; font-size: 0.8em; vertical-align: middle;">■</span> Third Level Education                           | <span style="color: blue; font-size: 1.2em; vertical-align: middle;">⋈</span> Beach                      | <span style="color: blue; font-size: 0.8em; vertical-align: middle;">- - -</span> Bus Routes                         |
| <span style="color: yellow; font-size: 0.8em; vertical-align: middle;">■</span> Post Primary School                             | <span style="color: green; font-size: 1.2em; vertical-align: middle;">🌲</span> Park                      | <span style="color: brown; font-size: 0.8em; vertical-align: middle;">.....</span> Public Transportation Corridor    |
| <span style="color: blue; font-size: 0.8em; vertical-align: middle;">■</span> Primary Schools                                   | <span style="color: blue; font-size: 0.8em; vertical-align: middle;">●</span> Bus Stop                   | <span style="color: red; font-size: 0.8em; vertical-align: middle;">—</span> New Roads                               |
| <span style="color: cyan; font-size: 0.8em; vertical-align: middle;">●</span> Sports Facilities                                 | <span style="color: black; font-size: 0.8em; vertical-align: middle;">+ + +</span> Railway Line          | <span style="color: green; font-size: 0.8em; vertical-align: middle;">- - -</span> Indicative Greenway Cycle Network |
| <span style="color: pink; font-size: 0.8em; vertical-align: middle;">●</span> Playgrounds                                       | <span style="color: red; font-size: 1.2em; vertical-align: middle;">★</span> Places of Worship           |  |
| <span style="color: brown; font-size: 0.8em; vertical-align: middle;">●</span> Community Centres                                | <span style="color: red; font-size: 0.8em; vertical-align: middle;">- - -</span> Dublin Road BusConnects |  |
















0 0.15 0.3 km

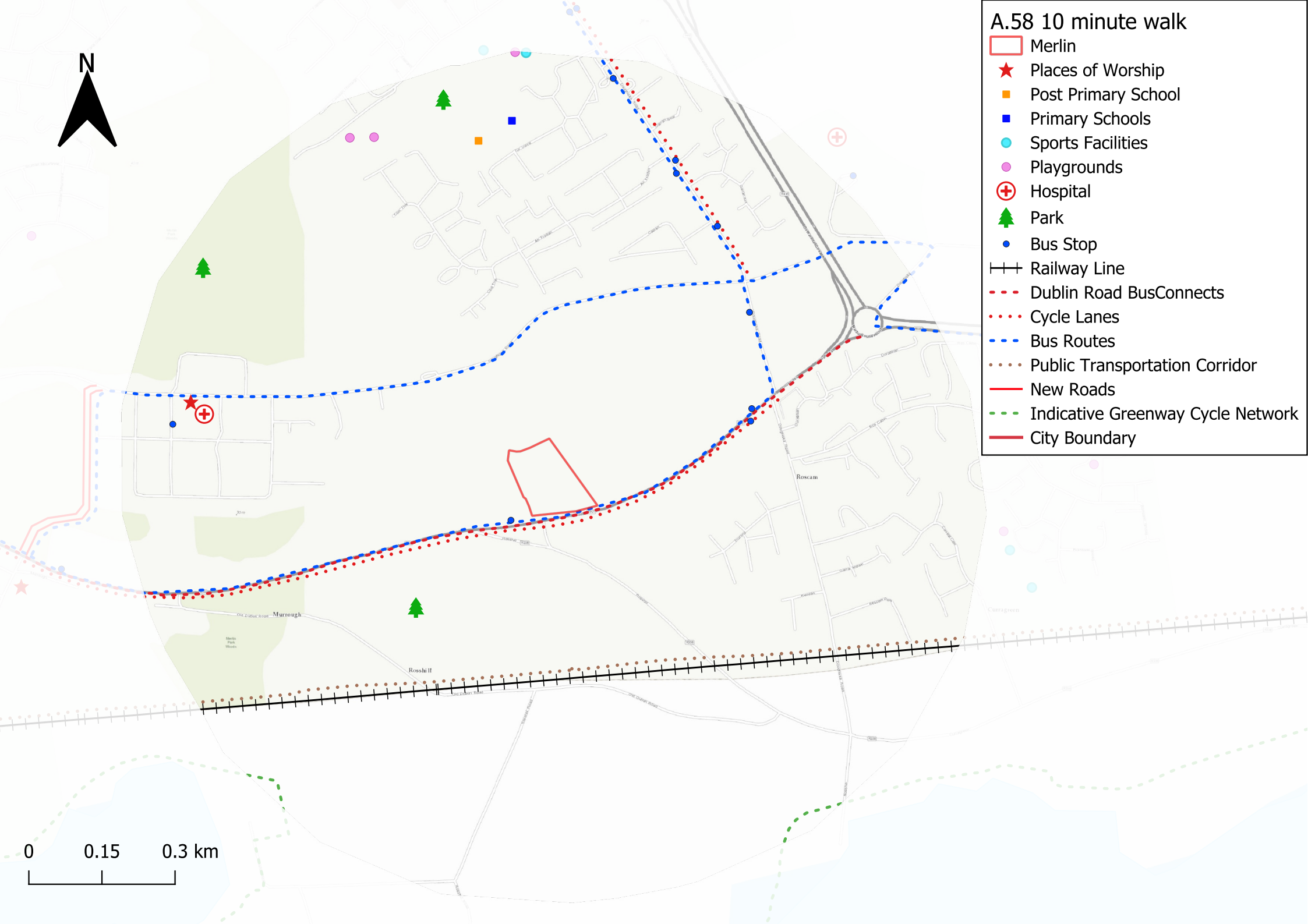


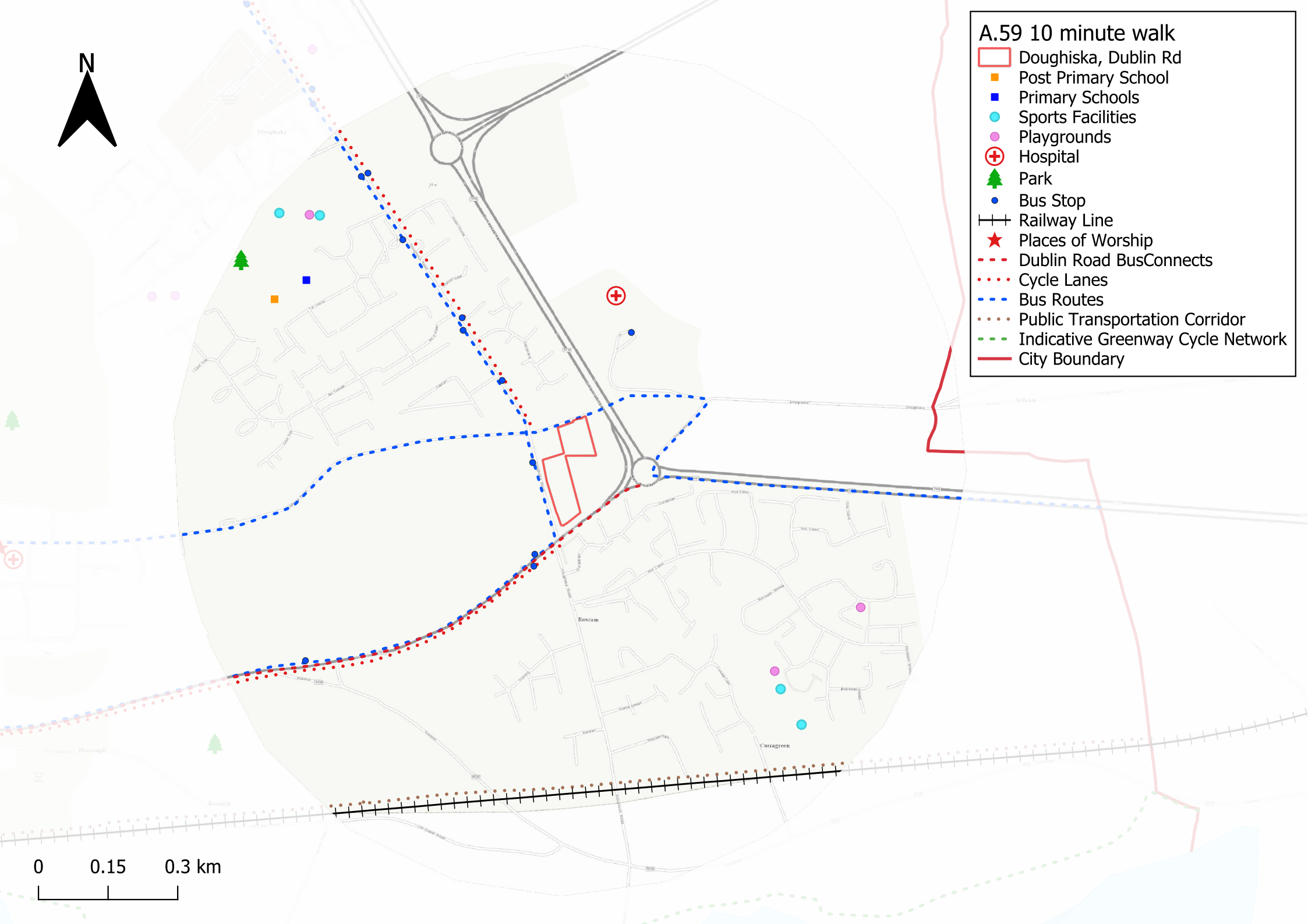


0 0.15 0.3 km


















### A.57 10 minute walk

-  Rosshill
-  Post Primary School
-  Sports Facilities
-  Playgrounds
-  Hospital
-  Park
-  Bus Stop
-  Railway Line
-  Places of Worship
-  Dublin Road BusConnects
-  Cycle Lanes
-  Bus Routes
-  Public Transportation Corridor
-  New Roads
-  Indicative Greenway Cycle Network



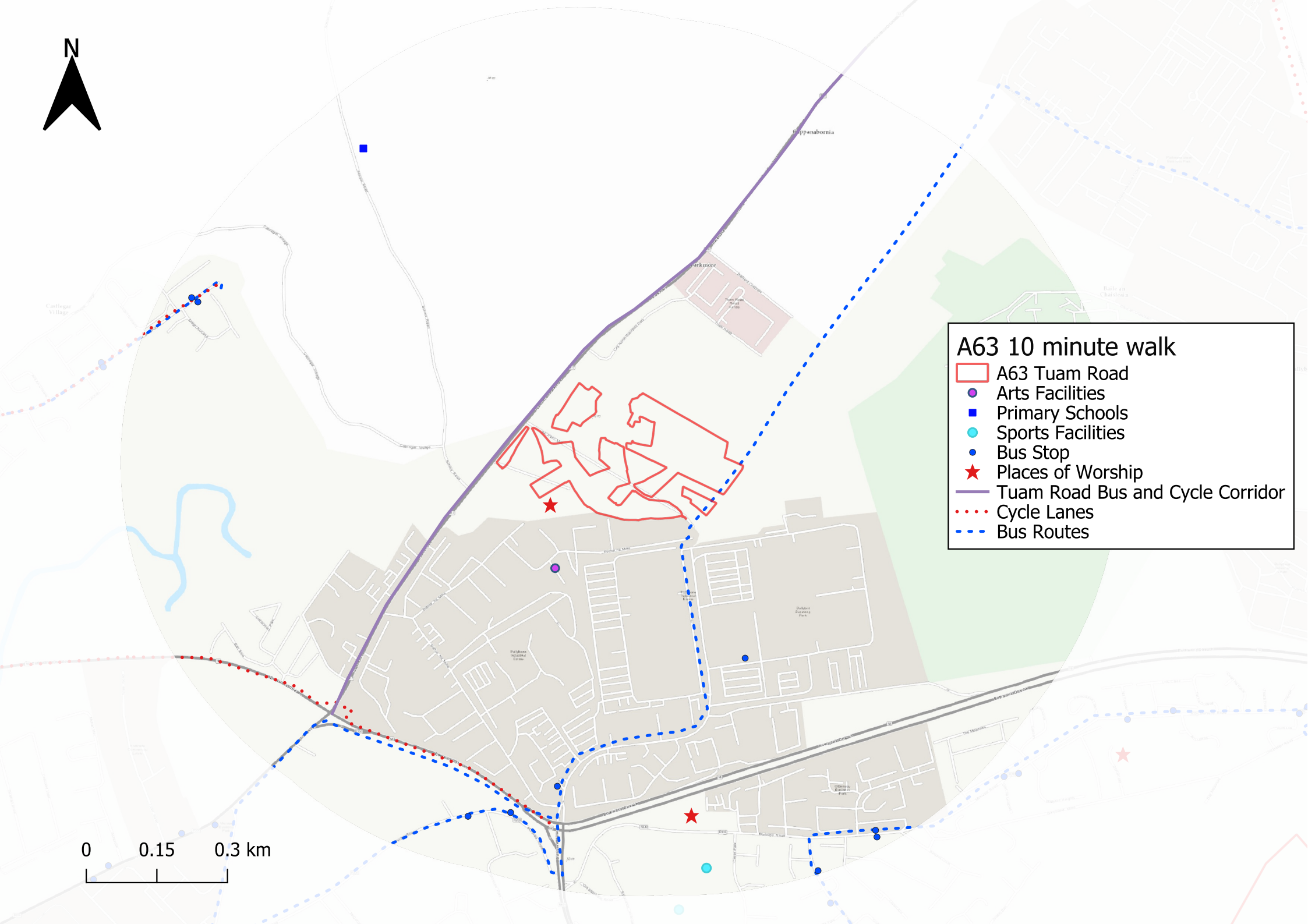


## A62 10 minute walk

-  A62 Doughiska
-  Third Level Education
-  Arts Facilities
-  Post Primary School
-  Primary Schools
-  Sports Facilities
-  Playgrounds
-  Community Centres
-  Libraries
-  Hospital
-  Park
-  Bus Stop
-  Places of Worship
-  Dublin Road BusConnects
-  Cycle Lanes
-  Bus Routes
-  New Roads

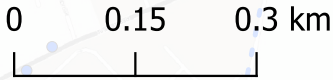


0      0.15      0.3 km



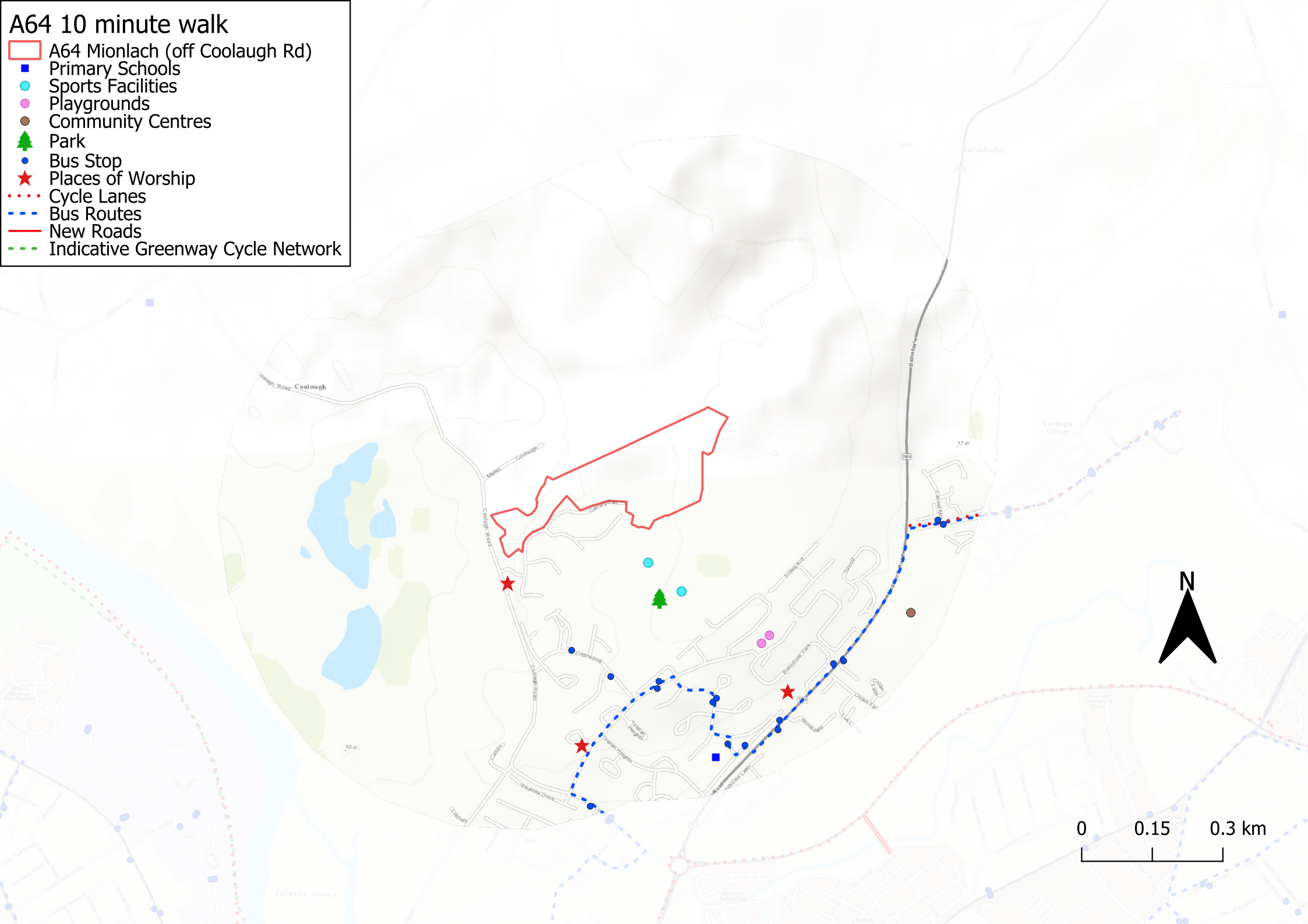
### A63 10 minute walk

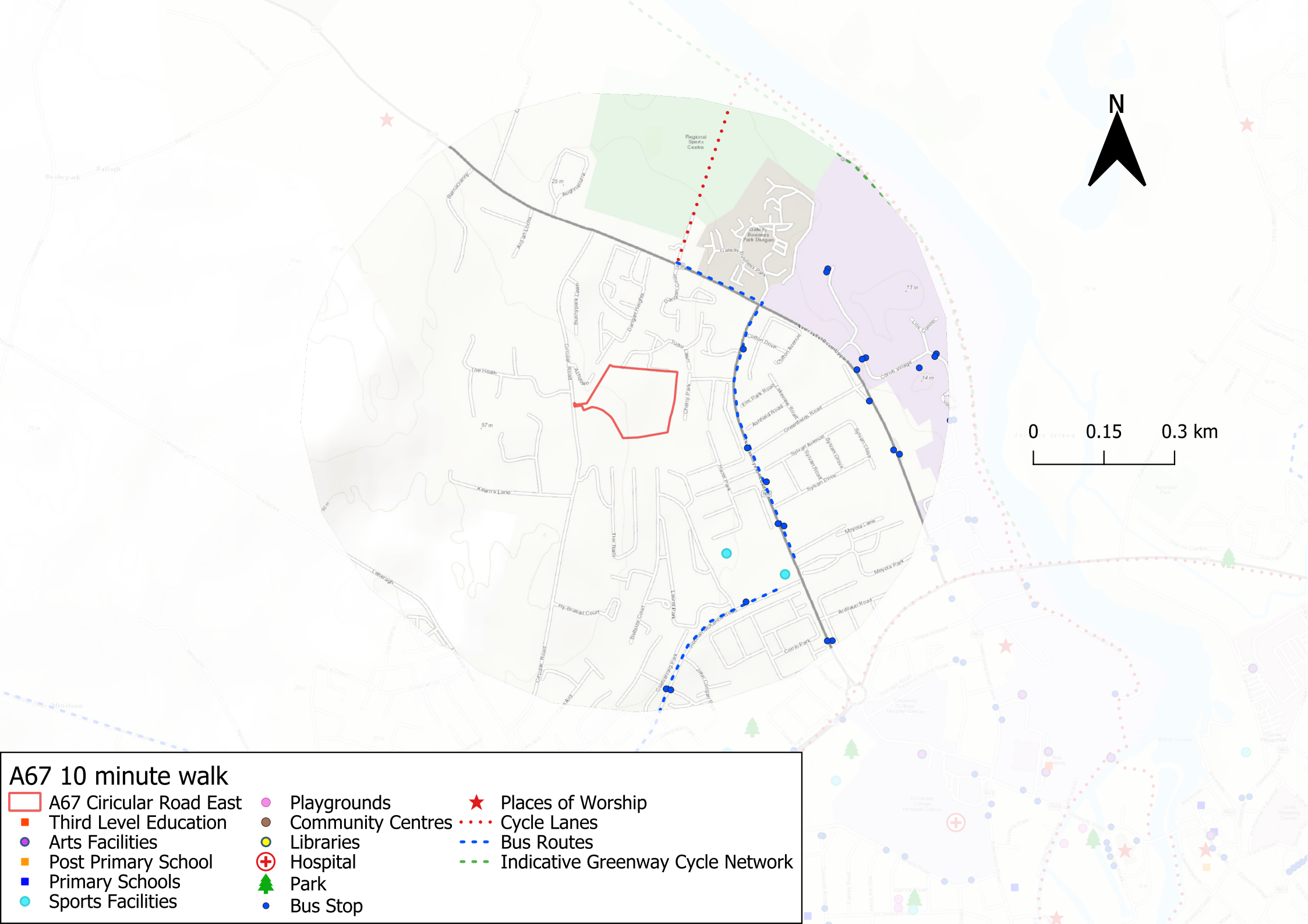
- A63 Tuam Road
- Arts Facilities
- Primary Schools
- Sports Facilities
- Bus Stop
- Places of Worship
- Tuam Road Bus and Cycle Corridor
- Cycle Lanes
- Bus Routes



# A64 10 minute walk

- A64 Mionlach (off Coolaugh Rd)
- Primary Schools
- Sports Facilities
- Playgrounds
- Community Centres
- Park
- Bus Stop
- Places of Worship
- Cycle Lanes
- Bus Routes
- New Roads
- Indicative Greenway Cycle Network









### A67 10 minute walk

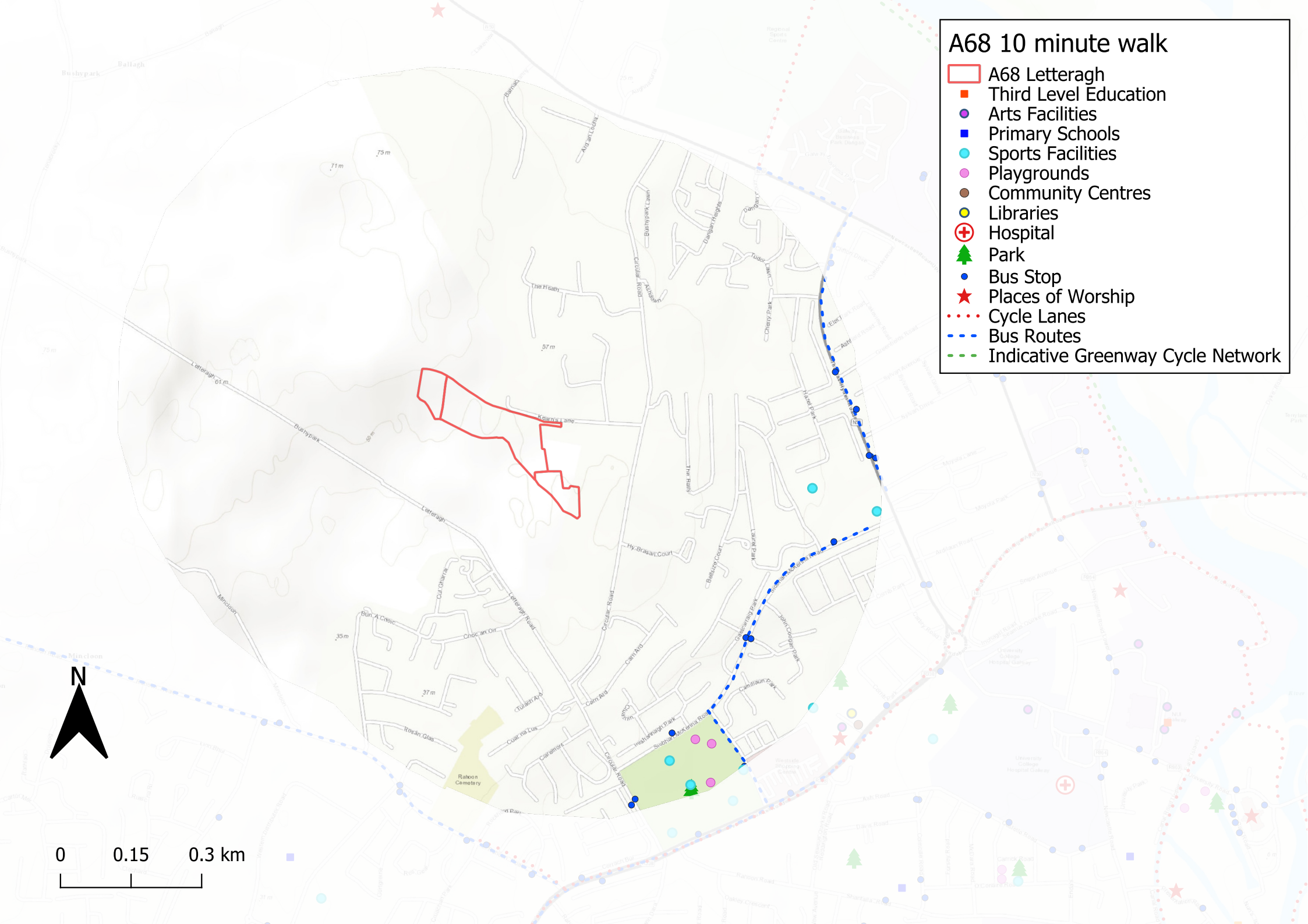
A67 Circular Road East	Playgrounds	Places of Worship
Third Level Education	Community Centres	Cycle Lanes
Arts Facilities	Libraries	Bus Routes
Post Primary School	Hospital	Indicative Greenway Cycle Network
Primary Schools	Park	
Sports Facilities	Bus Stop	

## A68 10 minute walk

-  A68 Letteragh
-  Third Level Education
-  Arts Facilities
-  Primary Schools
-  Sports Facilities
-  Playgrounds
-  Community Centres
-  Libraries
-  Hospital
-  Park
-  Bus Stop
-  Places of Worship
-  Cycle Lanes
-  Bus Routes
-  Indicative Greenway Cycle Network



0 0.15 0.3 km



## A69 10 minute walk

-  A69 Circular Road A
-  Third Level Education
-  Arts Facilities
-  Primary Schools
-  Sports Facilities
-  Playgrounds
-  Community Centres
-  Libraries
-  Hospital
-  Park
-  Bus Stop
-  Places of Worship
-  Cycle Lanes
-  Bus Routes
-  Indicative Greenway Cycle Network

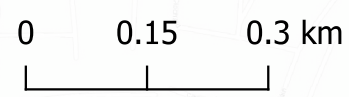


0 0.15 0.3 km




☐ A69b Circular Road B

- Cycle Lanes  
●●●●● Bus Routes



# A69c 10 minute walk

-  A69c Circular Road C
-  Arts Facilities
-  Primary Schools
-  Sports Facilities
-  Playgrounds
-  Community Centres
-  Libraries
-  Park
-  Bus Stop
-  Places of Worship
-  Cycle Lanes
-  Bus Routes
-  New Roads

- # A69c 10 minute walk
-  A69c Circular Road C
  -  Arts Facilities
  -  Primary Schools
  -  Sports Facilities
  -  Playgrounds
  -  Community Centres
  -  Libraries
  -  Park
  -  Bus Stop
  -  Places of Worship
  -  Cycle Lanes
  -  Bus Routes
  -  New Roads



0      0.15      0.3 km

