

**Tuam Local Area Plan  
2011-2017**



Forward Planning  
Galway County Council  
February 28<sup>th</sup> 2011



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**TABLE OF CONTENTS**

<b>SECTION 1. INTRODUCTION AND CONTEXT .....</b>	<b>1</b>
1.1 Introduction .....	1
1.2 Legislative Context .....	1
1.2.1 Planning and Development Acts and Regulations .....	1
1.2.2 SEA Directive, Regulations and Guidelines .....	2
1.2.3 Habitats Directive, Regulations and Guidelines .....	2
1.3 Policy Context.....	2
1.3.1 Hierarchy of Plans .....	3
1.3.2 Other Relevant Policy Documents.....	3
1.3.3 Role of Tuam Local Area Plan (LAP) .....	4
1.3.4 Vision Statement.....	5
<b>SECTION 2. EXISTING TUAM PROFILE AND DEVELOPMENT STRATEGY .....</b>	<b>6</b>
2.1 Existing Tuam Profile.....	6
2.1.1 Location and Access.....	6
2.1.2 Historical Development of Tuam – ‘Tuaim Dá Ghualann’ .....	6
2.1.3 Existing Town Structure and Land-Use Profile.....	7
2.1.4 Demographic Trends and Socio-Economic Profile.....	8
2.2 Development Strategy .....	12
2.2.1 Strategic, Statutory and Local Context .....	12
2.2.2 Development Strategy Options.....	13
2.2.3 Preferred Development Strategy - Preferred Option – Option 3 .....	14
2.2.4 Strategic Development Policies .....	15
2.2.5 Land Use Zoning Framework .....	15
2.2.6 Land Use Zoning Objectives.....	16
<b>SECTION 3. SERVICES AND INFRASTRUCTURE .....</b>	<b>23</b>
3.1 Water Services .....	23
3.1.1 Context.....	23
3.1.2 Water Services Policies .....	24
3.1.3 Water Services Objectives.....	24
3.2 Surface Water and Flooding.....	25
3.2.1 Context.....	25
3.2.2 Surface Water and Flooding Policies .....	27
3.2.3 Surface Water and Flooding Objectives .....	28
3.3 Waste Management .....	28
3.3.1 Context.....	28
3.3.2 Waste Management Policies .....	28





---

3.3.3	Waste Management Objectives.....	29
3.4	Climate Change and Energy .....	30
3.4.1	Context.....	30
3.4.2	Climate Change and Energy Policies .....	31
3.4.3	Climate Change and Energy Objectives.....	32
3.5	ICT Telecommunications.....	33
3.5.1	Context.....	33
3.5.2	Information and Communication Technology Policies .....	33
3.5.3	Information and Communication Technology Objectives .....	33
<b>SECTION 4. TRANSPORTATION AND MOVEMENT .....</b>		<b>34</b>
4.1	Sustainable Transport .....	34
4.1.1	Context.....	34
4.1.2	Sustainable Transport Policies .....	35
4.1.3	Sustainable Transport Objectives.....	36
4.2	Roads, Traffic Management and Parking.....	37
4.2.1	Context.....	37
4.2.2	Road and Traffic Management Policies.....	39
4.2.3	Road and Traffic Management Objectives .....	40
<b>SECTION 5. SUSTAINABLE ECONOMIC DEVELOPMENT, EMPLOYMENT &amp; ENTERPRISE ..</b>		<b>43</b>
5.1	Sustainable Economic Development.....	43
5.1.1	Sustainable Development.....	43
5.1.2	Realising Future Economic Development Potential .....	43
5.2	Employment Strategy for Tuam.....	43
5.3	Tuam's Current Economic/Employment Profile .....	44
5.3.1	Financial Services.....	44
5.3.2	Retail Opportunities .....	44
5.3.3	Accommodation/Restaurants.....	44
5.3.4	Existing Industrial/Enterprise Profile.....	44
5.4	Future Industrial/Enterprise/Transportation Strategy for Tuam.....	46
5.4.1	Context.....	46
5.4.2	Employment and Economic Development Policies .....	48
5.4.3	Employment and Economic Development Objectives.....	49
5.5	Retail Development .....	50
5.5.1	Context.....	50
5.5.2	Retail Development Policies .....	52
5.5.3	Retail Development Objectives.....	53
<b>SECTION 6. RESIDENTIAL AND NEIGHBOURHOOD DEVELOPMENT .....</b>		<b>54</b>





---

6.1	Context .....	54
6.1.1	Planning and Policy Context.....	54
6.1.2	Residential Density .....	54
6.1.3	Residential and Neighbourhood Development.....	55
6.1.4	Tuam Environs – Urban Fringe.....	58
6.2	Residential and Neighbourhood Development Policies .....	58
6.3	Residential and Neighbourhood Development Objectives.....	61
<b>SECTION 7. SOCIAL INCLUSION AND COMMUNITY FACILITIES .....</b>		<b>63</b>
7.1	Social Inclusion.....	63
7.1.1	Context.....	63
7.1.2	Poverty Impact Assessment and the Plan Making Process.....	63
7.1.3	Implementing Social Inclusion .....	63
7.1.4	Social Inclusion Policies .....	64
7.1.5	Social Inclusion Objectives .....	65
7.2	Community Facilities .....	65
7.2.1	Context.....	65
7.2.2	Community Facilities Policies .....	69
7.2.3	Community Facilities Objectives.....	70
<b>SECTION 8. BUILT HERITAGE AND URBAN DESIGN.....</b>		<b>71</b>
8.1	Urban Design and the Public Realm .....	71
8.1.1	Context.....	71
8.1.2	Urban Design/Public Realm Policies .....	72
8.1.3	Urban Design/Public Realm Objectives.....	72
8.2	Architectural Heritage .....	72
8.2.1	Context.....	72
8.2.2	Architectural Heritage Policies.....	73
8.2.3	Architectural Heritage Objectives .....	74
8.3	Archaeological Heritage .....	75
8.3.1	Context.....	75
8.3.2	Archaeological Heritage Policies .....	76
8.3.3	Archaeological Heritage Objectives.....	77
<b>SECTION 9. NATURAL HERITAGE, ENVIRONMENT AND AMENITY.....</b>		<b>78</b>
9.1	Natural Heritage & Biodiversity .....	78
9.1.1	Context.....	78
9.1.2	Habitats Directive, Natura 2000 Network and Legislation .....	78
9.1.3	Protected Species.....	79
9.1.4	Ecological Networks .....	79





---

9.1.5	Trees, Urban Parkland/Woodlands and Hedgerows .....	79
9.1.6	Geomorphology .....	80
9.1.7	Peatlands/Bogs.....	80
9.1.8	Rivers, Streams and Groundwater .....	80
9.1.9	Invasive Species .....	80
9.1.10	Natural Heritage & Biodiversity Policies .....	81
9.1.11	Natural Heritage & Biodiversity Objectives.....	83
9.2	Landscape .....	85
9.2.1	Context.....	85
9.2.2	Landscape Policies .....	85
9.2.3	Landscape Objectives .....	86
9.3	Air Quality and Noise.....	86
9.3.1	Context.....	86
9.3.2	Air Quality and Noise Policies.....	87
9.3.3	Air Quality and Noise Objectives .....	87
9.4	Open Space, Amenity and Green Network .....	87
9.4.1	Context.....	87
9.4.2	Public Open Space Strategy.....	88
9.4.3	Walking .....	89
9.4.4	Green Network.....	90
9.4.5	Open Space, Amenity & Green Network Policies.....	90
9.4.6	Open Space, Amenity & Green Network Objectives .....	91
<b>SECTION 10. DEVELOPMENT MANAGEMENT STANDARDS AND GUIDELINES.....</b>		<b>93</b>
10.1	Introduction.....	93
10.2	Sustainable Land Use, Design and Communities .....	93
10.2.1	Land Use Zoning Matrix.....	93
10.2.2	Sustainable Design .....	96
10.3	Impact Assessment .....	98
10.3.1	Surface Water Drainage .....	98
10.3.2	Flood Risk Management and Assessment.....	98
10.3.3	Environmental Impact Assessment .....	99
10.3.4	Appropriate Assessment.....	99
10.4	Residential Development Standards and Guidelines.....	100
10.4.1	General Residential Standards and Guidelines.....	100
10.4.2	Apartments.....	105
10.4.3	Road /Street Layout.....	107
10.4.4	General Design Issues .....	107





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10.4.5	Infill Housing .....	108
10.4.6	Extensions .....	108
10.4.7	Backland Developments .....	109
10.4.8	Social and Affordable Housing .....	109
10.4.9	Rural Housing demand on Agricultural or Residential Phase 2 zoned lands .....	109
10.4.10	Site Size for Single Houses using Individual On-Site Waste Water Treatment Systems 110	
10.5	Retail, Commercial, Office and Industrial Use Standards .....	110
10.5.1	Retail Developments and Permitted Locations .....	110
10.5.2	Shopping Centres .....	111
10.5.3	Retail Warehousing .....	112
10.5.4	Office Development .....	112
10.5.5	Industry, Wholesale and Warehousing Development .....	112
10.5.6	Public Bars/Nightclubs/Amusement Centres/Bookmakers/Fast Food/Take-Aways .....	114
10.5.7	Petrol Filling Stations .....	114
10.5.8	Home-Based Economic Activities .....	115
10.5.9	Bed and Breakfast .....	115
10.5.10	Open Air Events/Concerts .....	116
10.6	Other Development Categories .....	116
10.6.1	Automatic Teller Machines .....	116
10.6.2	Shop-front Design .....	116
10.6.3	Canopies and Awnings .....	117
10.6.4	Security Screens .....	117
10.6.5	Advertising and Signage .....	117
10.7	Social and Community Facilities .....	119
10.7.1	Community Facilities .....	119
10.7.2	Childcare Facilities .....	119
10.7.3	Nursing Homes .....	119
10.7.4	Care Facilities .....	120
10.7.5	Conversion of Existing Dwellings to Medical/Dental Surgeries .....	120
10.8	Built Heritage .....	120
10.8.1	Archaeological Impact Assessment Report .....	120
10.8.2	Protected Structures .....	121
10.8.3	Architectural Conservation Areas .....	121
10.9	Natural Heritage and Environment .....	123
10.9.1	Biodiversity .....	123
10.9.2	Tree and Hedgerow Preservation .....	123





10.9.3	Designated Sites.....	123
10.10	Transportation and Movement Standards.....	124
10.10.1	Design and Road/Street Layout Standards for Development.....	124
10.10.2	Transport and Traffic Impact Assessments.....	125
10.10.3	Mobility Management Plans.....	125
10.10.4	Car Parking Facilities.....	125
10.10.5	Multi-Storey Car Parks.....	127
10.10.6	Bicycle Facilities.....	127
10.10.7	Loading Bays and Service Vehicles.....	128
10.10.8	Taxi/Hackney Bases.....	128
10.10.9	Access for Persons with Disabilities and Mobility Impaired.....	128
10.10.10	Vehicular Access.....	129
10.11	Infrastructure and Services Standards.....	129
10.11.1	Surface Water Drainage.....	129
10.11.2	Watercourses.....	129
10.11.3	Water Supply.....	130
10.11.4	Wastewater Disposal.....	130
10.11.5	Waste Management.....	130
10.11.6	Street Lighting.....	131
10.11.7	Public Utilities.....	131
10.11.8	Telecommunication Antennae.....	131
10.11.9	Maintenance and Management.....	131
10.12	Implementation of Planning Permission.....	131
10.12.1	Development Contributions.....	131
10.12.2	Bonds and Phasing.....	132
10.12.3	Taking in Charge.....	132
10.12.4	Residential Estate and Street Names.....	132
10.12.5	Compliance with Conditions and Unauthorised Development.....	132
10.12.6	Monitoring and Implementation of the Plan.....	132

**List of Tables**

Table 2.1	Population Trends.....	8
Table 2.2	Primary Pupil Attendance Figures 2008-2009.....	9
Table 2.3	Post Primary Pupil Attendance Figures 2008-2009.....	9
Table 2.4	Analysis of Employment within Tuam.....	9
Table 2.5	Capacity of Zoned Land within the 2005-2011 Tuam LAP.....	10
Table 2.6	Minimum Population Targets for Tuam Hub 2016 & 2022 (DEHLG).....	11
Table 2.7	Regional Planning Guidelines Housing Demand & Residential Zoning.....	11
Table 2.8	Total Land Zoned as Residential & Undeveloped Residential-2005-2011 LAP.....	12
Table 2.9	Total Zoned & Undeveloped Areas within Tuam LAP 2011-2017.....	18
Table 5.3	Tuam LAP 2005-2011 Zoning Capacity.....	44





Table 5.5.1.4	Change in Retail Goods Type within main County Towns 2002-2007 .....	51
Table 6.1.2.1	Residential Density Guidelines .....	55
Table 9.4.2	Zoned and Undeveloped Recreation & Amenity Zoned Lands .....	88
Table 10.2.1.1	Best Practice Design Guide Criteria .....	97
Table 10.4.1.1	Residential Density Standards .....	100
Table 10.4.1.2	Plot Ratio Standards .....	101
Table 10.4.1.3	Site Coverage Standards .....	101
Table 10.4.1.10	Public Open Space Standards for Residential Development .....	104
Table 10.4.1.11	Private Open Space Standards for Residential Development .....	105
Table 10.4.2.2	Minimum Floor Area & Room Dimensions for Apartment Units .....	105
Table 10.10.4	Car Parking Standards .....	126
Table 10.10.4.1	Car Parking Design Standards .....	127
Table 10.10.6	Bicycle Parking Standards .....	128

### List of Figures

Figure 1.1 Hierarchy of Plans .....	3
Figure 1.2 Other Relevant Policy Documents .....	3

### Appendices

#### Appendix 1: List of Maps

Map 1A:	Land Use Zoning Map;
Map 1B:	Land Use Zoning Map (Town Centre);
Map 2A:	Specific Objectives/Green Network Map;
Map 2B:	Specific Objectives/Green Network Map (Town Centre);
Map 3A:	Historical Flood Data Map;
Map 3B:	Historical Flood Data Map (Town Centre);
Map 4A:	Record of Monuments & Places;
Map 4B:	Record of Monuments & Places and; Zone of Archaeological Potential (ZAP);
Map 5A:	Record of Protected Structures (RPS) & Architectural Conservation Area (ACA)

#### Appendix 2: Record of Protected Structures (RPS) List.

#### Appendix 3: Record of Monuments and Places





## **SECTION 1. INTRODUCTION AND CONTEXT**

### **1.1 Introduction**

The Tuam Local Area Plan (LAP) 2011-2017 is the local statutory framework for the future sustainable growth and development of Tuam Town and environs over the period 2011-2017. The role of the LAP is to set out a vision and growth strategy for the Tuam Hub, to identify important features and landmarks that should be protected, to identify areas and zones that are suitable for particular types of development, to set out policies and objectives that will guide the manner in which development is carried out and to clarify proposals including planned projects within the LAP boundary and its environs.

The Tuam LAP has been prepared by Galway County Council (GCC) in accordance with the policies and objectives of the Galway County Development Plan (GCDP) 2009-2015. The GCDP is the overarching statutory framework for the development of the County and the LAP must be consistent with the objectives of the GCDP 2009-2015.

### **1.2 Legislative Context**

The Tuam LAP 2011-2017 has been prepared in accordance with the legislative framework for planning and development, including the following:

- Planning and Development Act 2000 (as amended)
- Planning and Development (Strategic Environmental Assessment) Regulations 2004
- EU Directives and associated national legislation, including the EU Habitats Directive 92/43/EEC, in particular requirements under Article 6(3) and (4) in relation to Appropriate Assessment.

#### **1.2.1 Planning and Development Acts and Regulations**

The legal basis for the preparation of the Tuam LAP 2011-2017 is Section 19 of the Planning and Development Act 2000 (as amended) and associated Regulations. The statutory requirements are that the LAP must:

- Be consistent with the objectives of the Galway County Development Plan 2009-2015.
- Set out an overall strategy for the proper planning and sustainable development of the Tuam area and its environs.
- Consist of a written statement and a plan or plans which may include objectives for the zoning of land for the use solely or primarily of particular areas for particular purposes.
- Include such other objectives in such detail as may be determined by the planning authority for the proper planning and sustainable development of the area to which it applies including detail on community facilities and amenities and on standards for the design of developments and structures.
- Indicate the period for which the LAP is to remain in force.
- Have regard to current legislation, national plans, policies or strategies that relate to proper planning and sustainable development.
- Contain information on the likely significant effects on the environment of implementing the LAP.
- Be reviewed at least every 6 years following the making of the LAP or under the Planning and Development (Amendment) Act 2010 the Plan can be extended by resolution by the Elected Members for a period of not more than 5 years.

### **1.2.2 SEA Directive, Regulations and Guidelines**

The EU Directive 2001/42/EC of 2001, also known as the SEA Directive, has been transposed into Irish Law in the form of the Planning and Development (Strategic Environmental Assessment) Regulations 2004 (S.I. 436 of 2004). The SEA Regulations apply to the preparation, review and amendment of land use plans. The Minister has also issued SEA Guidelines for Regional Authorities and Planning Guidelines 2004 that provide additional guidance on the preparation, scope and content of SEA.

As part of the preparation of the Tuam LAP, the Council has prepared a SEA Screening Report and SEA to assess the need for an SEA as required under Article 14A of the SEA Regulations and including consultation with the appropriate Environmental Authorities. The Plan is also accompanied by an SEA statement.

Having assessed the potential environmental effects of implementing the LAP, having regard to the SEA Directive, Regulations and Guidelines including Schedule 2A of the SEA Regulations 2004, and having consulted with the prescribed environmental authorities, the Council has determined that the proposed LAP is not likely to have significant effects on the environment. Full SEA is therefore not required for the LAP. Although full SEA is not required, the mitigation measures identified in the SEA Screening Report have been incorporated into the LAP as policies and objectives where appropriate. These will avoid potential significant adverse effects due to the implementation of the LAP. The SEA screening process and the reasons for this decision are set out in the SEA Screening Report and including the final SEA statement on the Plan as adopted.

### **1.2.3 Habitats Directive, Regulations and Guidelines**

Article 6(3) of the EU Habitats Directive (92/43/EEC) requires that Appropriate Assessment (AA), or screening for AA, be undertaken to determine the impact of plans and projects on Natura 2000 sites, which would include land use plans such as the Tuam LAP. The Habitats Directive has been transposed into Irish law through the European Communities (Natural Habitats) Regulations 1997 (SI No. 94/1997) (as amended) and guidelines have been issued by the Department of the Environment, Heritage and Local Government (DEHLG) – Appropriate Assessment of Plans and Projects in Ireland: Guidance for Planning Authorities 2009.

As part of the preparation of the Tuam LAP, the Council has prepared a Stage 1 AA Screening. The area which is designated for conservation within the LAP area is the River Clare and some adjoining lands on the north western aspect of the LAP area, which is protected under the Lough Corrib SAC (Site Code: 000297). The AA screening of the Tuam LAP has been based on ecological information available to the Council and on an adequate description of the LAP and its likely environmental impacts. This assessment concludes that, subject to the incorporation of the proposed policies and objectives protecting Natura 2000 sites, the LAP will not adversely affect the integrity of any Natura 2000 sites. The AA screening process and the reasons for this decision are set out in the AA Screening Report and including the final AA statement on the Plan as adopted.

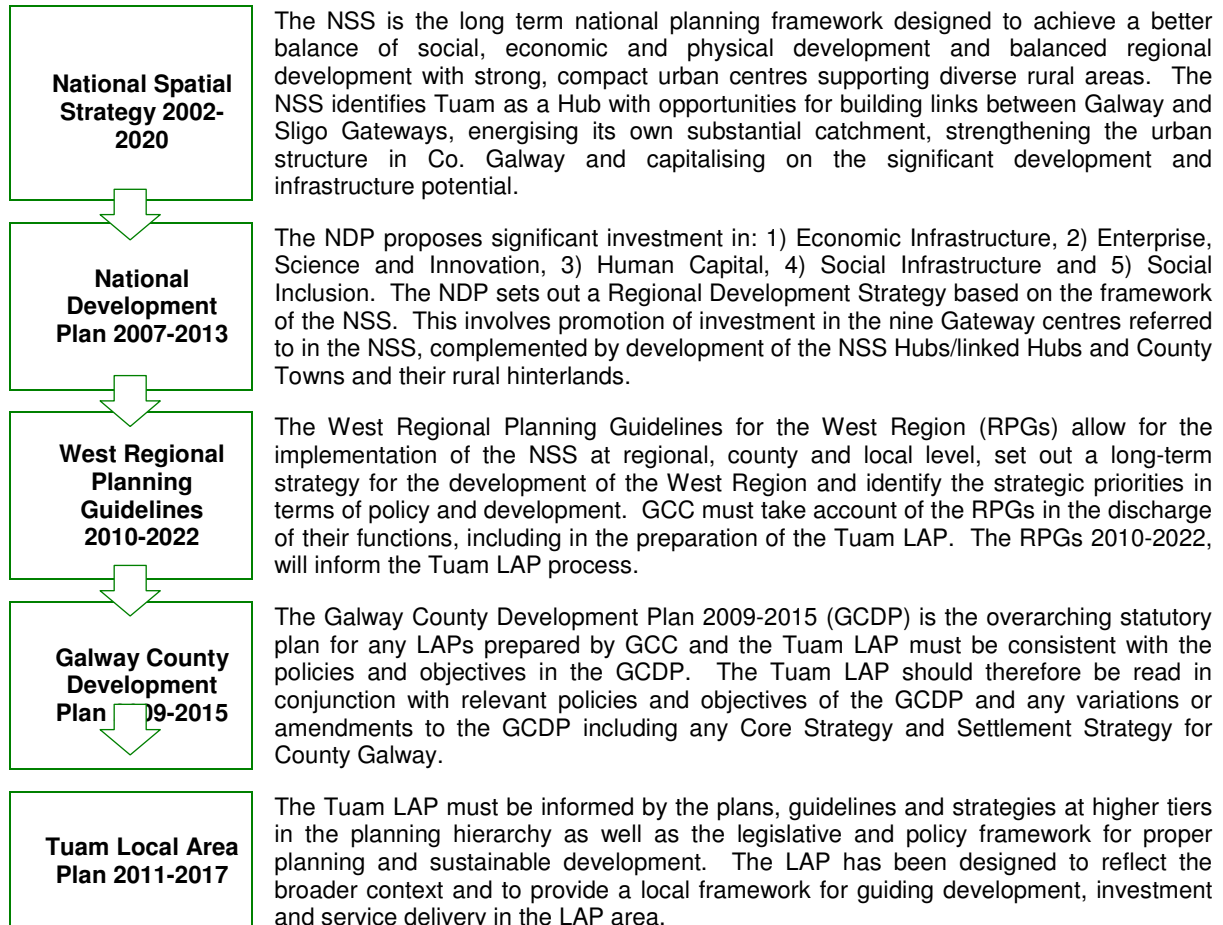
## **1.3 Policy Context**

The Planning and Development Act 2000 (as amended) requires that a plan shall have regard to current legislation, national plans, policies and strategies, which relate to the proper planning and sustainable development of an area covered by a LAP. Sustainable development is the foundation of the policy framework and can be described as a pattern of resource use that aims to meet human needs, while respecting the environment, so that these needs can be met not only in the present, but in the indefinite future. Sustainable development is founded on the three interdependent and mutually reinforcing pillars of economic development, social development and environmental protection.

### 1.3.1 Hierarchy of Plans

In preparing the Tuam LAP, the Council has had due regard to the hierarchy of plans at national, regional and local level. The hierarchy of plans on which this LAP is based is headed by the National Spatial Strategy (NSS) 2002-2020 and the National Development Plan (NDP) 2007-2013. The LAP is also guided by the West Regional Planning Guidelines (RPGs) 2010-2022 and the Galway County Development Plan (GCDP) 2009-2015.

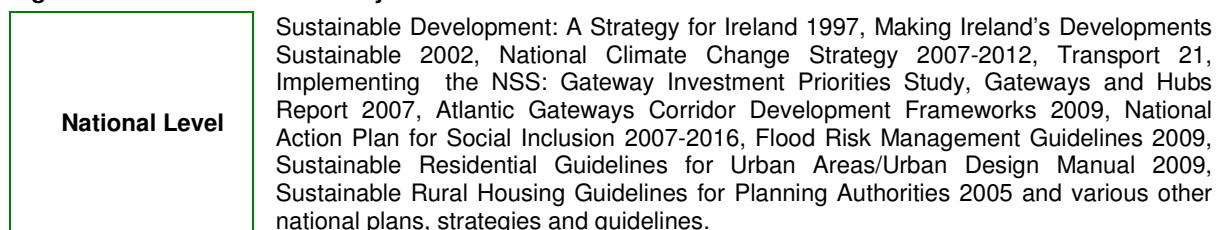
Figure 1.1: Hierarchy of Plans



### 1.3.2 Other Relevant Policy Documents

There are also a number of other policy developments with particular relevance to the Tuam LAP at national, regional/sub-regional and local levels. This includes a range of plans, strategies, guidelines and studies, as indicated in Figure 1.2.

Figure 1.2: Other Relevant Policy Documents



<b>Regional and Sub-Regional Level</b>	The Connaught Waste Management Plan 2006-2011, the Atlantic Corridor Strategy, Galway City Development Plan 2009-2015, the White Paper on Rural Development, the BMW Regional Operational Programme 2007-2013, Galway Transportation and Planning Study (GTPS) and the Galway County Development Board Strategy for Economic, Social and Cultural Development 2002-2012.
<b>Local Level</b>	Traffic Management Plan for Tuam 2007, Galway Heritage Plan 2004-2008, Galway Biodiversity Plan 2009-2015, Social Inclusion Plan for Galway County Council 2010-2014 and the Galway Clustered Housing Guidelines.

### 1.3.3 Role of Tuam Local Area Plan (LAP)

Within the plan making process, land-use policies and controls are central to the achievement of sustainability. The Tuam LAP therefore has an important role in terms of the local implementation of the planning policy framework and the promotion of sustainable development. To facilitate this, the following strategic aims have been identified within Tuam LAP to:

- Promote balanced and sustainable economic development that will enable Tuam Hub to fulfil its sub-regional role regarding retail provision, employment and community facilities in particular education and health care as outlined within the NSS and including the RPG's 2010-2022.
- Improve connectivity of the Hub Town as outlined within Transport 21 in a sustainable manner to bring about the economic, cultural and social development of Tuam.
- The establishment in Tuam of an Integrated Public Transport Facility.
- Support energy efficiencies and renewable energy sources/technologies in order to enable the greening of Tuam and its promotion as a 'Green Hub'.
- Minimise the consumption of natural, non-renewable resources, including land.
- Avoid development in flood plains and within areas of significant risk of flooding.
- Sustain biodiversity and the natural ecology networks within the Plan area.
- Preserve the quality of the landscape, open space, architectural and cultural heritage, material assets and natural resources.
- Protect the integrity of the built environment from damage caused by insensitive development proposals.
- Underpin the local community with social inclusion as a positive priority.

The achievement of these aims will involve in land-use terms the adoption of policies/objectives within the LAP which:

- Permit a mix of land uses that are appropriate under each of the LAP's land use zoning matrix.
- Promote a more compact urban form, particularly higher residential densities close to the town centre and to public transport infrastructure.
- Promote the development of undeveloped/under used or derelict land and buildings.
- Promote community health.
- Promote the use of walking and cycling and reduce the reliance on the private car.
- Control the development of inappropriate single houses in the urban-fringe.
- Ensure the protection of flora, fauna, quality landscapes and the promotion of bio-diversity.
- Provide a high quality public water/waste water supply and drainage system throughout the LAP area.
- Promote waste prevention, reduction, recycling and reuse.
- Work towards an inclusive community.

### 1.3.4 Vision Statement

The vision for Tuam can be described as:

#### Tuam 'Green Hub – A Greener Way/A Better Place'

*A Hub town that is vibrant, self sufficient and innovative and which provides a high quality of life, an educated workforce and a high quality built and natural environment through a sustainable development strategy and appropriately zoned and serviced lands in order to attract and anchor smart business ventures/technologies, to nurture and support existing enterprises and to encourage residential growth and consolidation in a manner that is balanced and sustainable for Tuam and the rural hinterland/environs that it serves.*

The Council will seek to achieve this vision through a number of initiatives including:

1. The promotion of Tuam Hub as a strategic location on the Atlantic Corridor (M18/17) and Atlantic Technology Corridor.
2. The establishment of Tuam as an integrated transportation Hub Town by reducing car use and emissions, by increasing the demand for public transport, park and ride facilities and to become fossil fuel free centre as new innovative and green technologies become mainstream.
3. The promotion of Tuam as a 'Green Hub' by:
  - Facilitating and diversifying existing 'green projects' that have already been established within Tuam.
  - Promoting Tuam Hub as a 'sustainable energy zone'.
  - Implementing Galway County Council's Energy Action Plan regarding energy efficiencies in relation to Tuam.
  - Reducing the carbon footprint of the community and buildings in the Town.
  - Galway County Council will have regard to best practice in the future proofing of buildings.
  - By implementing a 'Green Network' with local businesses to reduce waste, water and energy usage.
  - Improving the energy efficiency of the business community.
  - Creating employment that is located and connected to Tuam Hub in order to achieve sustainable employment.
  - Encouraging the implementation of the SEI Energy MAP process as the initial step towards achieving the IS393 Energy Management Standard for Tuam Hub.
  - By encouraging and enhancing biodiversity and ecology and in endeavouring to facilitate the majority of the population within 300m of green areas.
  - By supporting the establishment of a 'Green Town Index' – including CO2 emissions, energy, buildings, transportation, water, air quality, waste and land use, and environmental governance;
  - By encouraging public awareness within the general public, schools and the businesses community through workshops and seminars (e.g. the delivery of a 'Green IT Seminar' in order to promote energy efficiency in the IT business sector, Green Schools Programme).
  - To promote Tuam as a Heritage Town with a strong ecclesiastical presence.
4. Creating a high quality sustainable environment through the protection and conservation of the built (Record of Protected Structures/Architectural Conservation Area) and archaeological heritage (Sites and Monuments/Zone of Archaeological Potential) and by encouraging high quality urban design.
5. Implementing the recommendations of the BMW/GCC initiative 'Connecting Tuam, People, Places, Public, Private', the objective of which is to improve connectivity of the Hub Town in a sustainable manner to bring about the economic, cultural and social development of Tuam.

## SECTION 2. EXISTING TUAM PROFILE AND DEVELOPMENT STRATEGY

### 2.1 Existing Tuam Profile

#### 2.1.1 Location and Access

Tuam town is located on an expanse of flat low-lying land north-east of Galway City. It is surrounded by good agricultural land and drained by the River Nanny, a tributary of the Clare River which flows south-westwards into Lough Corrib. The land is relatively flat and imposes few physical constraints on further development.

The geographical location of Tuam makes it accessible to most major towns and tourist attractions in Connaught. Tuam is located approximately 32km north east of Galway City on the N17 Galway to Sligo National Primary route. The town lies within close proximity to two regional airports, Galway Regional Airport at Carnmore and Ireland West International Airport at Knock. Both airports serve domestic and UK routes, and additional charter services to holiday destinations on the continent.



Source: Regional Competitiveness Agendas: West 2009

In terms of physical access to the West Region as a whole, substantial progress has been made on major road links within the region, particularly the M6 Galway-Dublin route, which has recently been completed to Galway City. The completion of the Ennis bypass has also enhanced connectivity to Shannon airport from the region.

Tuam Hub is also strategically located on the Atlantic Corridor (M18/17) and on the Atlantic Technology Corridor, both of which will be key to the future long term development potential of the Town. The 'Atlantic Corridor' roadway (N17 and N18) and the planned Western Rail Corridor represent a combined north-south transport corridor for the region, which connects the gateways of the west coast, and links all three of the airports serving the west. This corridor could become the spine for future development, and planning around important nodes on this route should seek to maximise the benefits of future investment in transport connections on the corridor.

#### 2.1.2 Historical Development of Tuam – 'Tuaim Dá Ghualann'

The origins of Tuam Town date back to the 6<sup>th</sup> century when St. Jarlath founded a monastery in Tuam, which led to its development as an ecclesiastical centre. In 1049, Hugh O'Connor turned Tuam into a fortress and made the town a royal capital. In 1118, Turlough O'Connor, King of Connaught, became High King of Ireland making Tuam the capital of Ireland for a period. In 1235 Tuam was firmly established as an ecclesiastical centre.

During the 1600s, King James I granted a Charter to the town outlining a specific civic layout which had the main routes converging on the market square. The mapped historical growth of Tuam to 1892



by Claffey (from the Irish Historical Town Atlas 2009), displays the area around Teampall Jarlath and St Mary's Cathedral leading to the market square as the cradle of Tuam pre-1600 AD. Other developments noted with this period include a number of abbeys, a dispensary, a turf market and the Chair of Tuam. The main development up to 1777 was the formal layout of the main approach roads into Tuam including the Ballygaddy Road, Tullinadaly Road, Dublin Road, Galway Road, Church View Road and Sun Street.

The years 1778-1839 saw most development occurring on ecclesiastical lands to the north, to the east and to the south of the market square with some infill development between the newly formed approach roads. This era also saw the growth of many of the existing schools, an orphanage, a Catholic Church on Chapel Lane, the Court House and jail, the Protestant Bishop's Palace and the formal layout of the Palace Grounds.

The period 1840-1892 saw the development of the Cathedral of the Assumption, St. Jarlath's College, the present day cemetery; the Children's Home, electricity works; a railway station and dual railway line were also developed. A race course and grand stand is noted at Parkmore on the Dublin Road. Townparks 1<sup>st</sup> 2<sup>nd</sup> 3<sup>rd</sup> and 4<sup>th</sup> Divisions and the Tuam Town Boundary were also fully established within this period.

Tuam town was established as a zone of archaeological potential by the Urban Archaeological Survey of County Galway and received statutory protection under the National Monuments (Amendment) Act 1994.

### **2.1.3 Existing Town Structure and Land-Use Profile**

Tuam has emerged as an important regional centre offering a range of educational services and employment functions and currently serves a hinterland of approximately 27,000 persons. The town tends to gravitate towards the market square the dominant feature of which is the Town Hall. The main streets including High Street, Bishop Street, Vicar Street and Shop Street radiate from the market square and are the centre of retail and commercial activity.

The existing land uses in the town highlights some important elements to the town structure. Large areas of the town are currently in public institutional use, which have an impact on and influence the town's form and development.

The town has a tight commercial core, which is concentrated along Shop Street, Market Square, Bishop Street, Dublin Road and the Galway Road. In addition to this, some additional commercial development has been established along the N17/Milltown and Dunmore Road (N83). Most of the other commercial developments around the town are small scale local neighbourhood type shops. The industrial developments are located on the outskirts of the town at the Weir Road Industrial Estate, the IDA Industrial Estate on the Dunmore Road and at Airglooney.

Most residential estate development has occurred in the centre and to the north and west of the town centre with recent housing estates tending to develop along the roads radiating from the town. Linear development comprising of detached houses on detached sites has occurred along all approach roads leading to the town centre.



## 2.1.4 Demographic Trends and Socio-Economic Profile

### 2.1.4.1 Demographic Trends

#### Population

The population of the West Region increased similar to that of the national average between 2002 and 2006. Galway City increased its population at a higher rate than most of the rest of the West Region. Tuam has also experienced high population growth.

The age profile of the West Region aligns with that of the State overall. An analysis of the 1996, 2002 and 2006 census show that the West Region maintained nearly all its 15 to 19 year cohort over this period, which is positive for the region and can be attributed to the presence of Galway City, a large industrial base, third-level education facilities and an attractive quality of life.

Tuam has emerged as an important regional centre offering a range of educational services and employment functions and currently serves a hinterland of approximately 27,000 persons. The Environs boundary, as adopted by successive Tuam and Environs Development Plans, is not co-incident with the Tuam Rural boundary, as adopted by the Census, and the rate of growth within the LAP area has accordingly been estimated from available data.

**Table 2.1: Population Trends**

Year	Tuam Town		Tuam Environs		Tuam Town & Environs	
	No.	% Change	No.	% Change	No.	% Change
1986	4,109	-6% (1981)	1,960	+12% (1981)	6,093	-
1991	3,448	-16%	2,092	+7%	5,540	-6%
1996	3,487	+1%	2,140	+2%	5,627	+1%
2002	3,104	-11%	2,843	+32%	5,947	+6%
2006	2,997	-3.4%	3,888	+37%	6,885	+16%

*Source: CSO, Census of Population*

The above figures as displayed within Table 2.1, indicates a significant increase in the population of Tuam Town and its Environs for the first time in twenty years and have reversed the trend of decline during the eighties and early nineties.

The Census and other information, point to a trend of population increase on zoned land outside the town core notwithstanding the availability of zoned and serviced land within the centre of Tuam.

In 2006, there were 1,908 (1.2% of the usually resident population) members of the Irish Traveller Community in County Galway, a decrease of 49 on the 2002 figure. At 1.2% of the population, County Galway had the highest proportion of Travellers of all local authority areas in the country. The corresponding figure in the State was 0.5%. At electoral area level, the Tuam Electoral Area had the largest number of Travellers at 810 people or 2.3% of the usually resident population. Under the 2006 Census Return, circa 13% of the population of Tuam were non-Irish nationals.

#### Education

Tuam has been noted as a centre of learning throughout its history. It is essential that primary and secondary educational facilities are provided to the highest standards to cater for existing and envisaged future needs. Under the LAP, specific lands have been reserved for community facilities, including schools, and the LAP also supports the provision of adequate school facilities in the LAP area.

Tuam has five primary schools, a Special School, a Gaelscoil and four post primary schools (St. Patrick's College and St. Jarlath's College amalgamated in September 2009 and the newly amalgamated school is known as St. Jarlath's College). General trends indicate that enrolment



numbers have risen for all Primary and Post Primary schools within Tuam in comparison to 2006 figures.

**Table 2.2: Primary Pupil Attendance Figures for 2008-2009**

Name of School	Total	Girls	Boys
S.N. Scoil Mhuire Mercy Convent	178	129	49
S.N. Na mBraithre	221	–	221
S.N. Presentation Convent	349	259	90
S.N. Ceathru na nGarrdhanta	125	67	58
Special School: St Oliver’s Child Education	11	6	5
Gaelscoil Iarfhatha	131	–	–

*Department of Education and Skills*

**Table 2.3: Post Primary Pupil Attendance Figures for 2008-2009**

Name of School	Total	Girls	Boys
St Jarlaths College*	416	–	416
St Patrick’s College*	165	–	165
Presentation Convent Currylea	400	400	–
St Brigids Mercy Convent	354	354	–
Archbishop Mc Hale College (Vocational)	162	64	98

*Department of Education and Science*

<sup>1</sup>\* See footnote

While most schools are currently housed in permanent accommodation, Gaelscoil Iarfhatha, the Tuam Gaelscoil, is currently in rented accommodation in the former Community Centre complex on Bishop Street. A site consisting of 1.14ha (2.8 acres) will be required for a purpose built facility.

The closest Third Level institutes include the National University of Ireland, Galway (NUIG) and the Galway Mayo Institute of Technology (GMIT). County Galway VEC is involved in various VTOS programmes operating from Mc Hale College. Other education centres include the VTOS centre in Airgloney House, St. Benen’s Senior Traveller Training Centre and the Tuam Community Centre.

**2.1.4.2 Employment Profile**

**Employment**

Recent years have seen Tuam emerge as an industrial, commercial, services, residential and distribution centre for a large hinterland. Table 2.4 below outlines a recent breakdown of the areas of employment associated with those people working and living in Tuam town.

**Table 2.4 Analysis of Employment within Tuam**

Sector	Tuam Hub Town	State
Agricultural, Forestry, Fisheries	1%	4.6%
Mining, Quarrying and Turf Production	0.4%	0.4%
Manufacturing	20.8%	12.6%
Electricity, Gas and Water Supply	0.5%	0.6%
Construction	12.1%	11.1%
Wholesale & Retail Trade	15.8%	13.3%
Hotels and Restaurants	4.9%	5.2%
Transport, Storage and Communications	3.7%	5.5%
Banking and Financial Services	2.5%	4.4%

<sup>1</sup> Both of these schools amalgamated in September 2009 and the newly amalgamated school is known as St. Jarlath’s College – Roll Number 68074M

Real Estate, Renting & Business Activities	6.6%	9.4%
Public Administration and Defence	2.5%	5.2%
Education	6.9%	6.6%
Health and Social Work	4.1%	9.9%
Other Community, Social and Personal Service Activities	4.1%	4.2%
Industry not stated	8.3%	6.8%

Source: CSO website

Tuam traditionally has been a centre of indigenous manufacturing in the region. The bias towards Manufacturing and Wholesale and Retail as indicated within Table 2.4 above reflects the urban nature of employment. Tuam also maintains a higher than national average for the delivery of education.

### Unemployment and the Live Register

Between 1998 and 2007 unemployment trends in the West Region were positive, falling from an unemployment rate of 6.9% in 1998 to a low of 3.9% in 2001 and then stabilising at 4.5% for the next 6 years. Unemployment figures have risen substantially throughout the country, however, since the 2006 census figures due to an economic downturn in the global economy. Unemployment levels at a national level in 2009 were over 10% and this trend is also displayed within the rising unemployment levels within Tuam since 2006.

The Census for 2006 identifies that there was a total of 2,996 people living in Tuam at work with a further 412 unemployed, representing 13.7% of those available for work. These statistics indicate that 36% of those signing on in the Welfare Office in Tuam were unemployed. The live register in Tuam in 2006 (which covers a wider catchment area than that included within the Census 2006) indicates that 1,133 persons were signing on in the Social Welfare Office. The corresponding figure for July 2009 is 3,457 representing an increase of 205% in less than 3 years.

#### 2.1.4.3 Capacity of Zoned Lands

The Tuam LAP 2005-2011 has significant capacity for the future development of the town. The amount of land area zoned within the LAP boundary is 1,845.57ha, of which 1064ha is zoned agricultural. The amount of zoned and undeveloped land within the LAP Boundary is 1267.06ha which has been broken down as follows per each zone within Table 2.5 below.

**Table 2.5: Capacity of Zoned Lands within the 2005-2011 Tuam LAP**

Land Use Zone	Zoned Land (Ha)	Undeveloped Land (Ha)
Residential	496	173.3
Commercial	52	12.39
Industrial	140	81
Industrial/Commercial	3.7	3.3
Community Facilities	49.4	29.6
Recreation and Amenity	40.5	22.3
Agricultural	1064	958

Taking an average density of 25 units per hectare (as per Galway County Council and Ballinasloe Town Council Joint Housing Strategy 2009-2015) and an average household size of 2.6 persons per unit, the Undeveloped Residential Land within the existing Tuam LAP 2005-2009 has the potential to provide for a population increase of **11,264 persons** (173.3ha x 25 x 2.6). However it is recognised that such a population increase was not achieved during the recent period of sustained population growth and therefore given the current economic environment such a population increase is unlikely to arise during the plan period.

### 2.1.4.4 Population Projections and Household Targets

#### Population Projections

Population trends and projections are critical to the plan making process, in order to maintain a supply of land to meet development demands and to make efficient sustainable decisions regarding other resources such as essential infrastructure provision including public waste water capacity and transportation investment. The anticipated future growth in population and households in Tuam is based primarily on regional targets as set out by the DEHLG (October 2009) and contained in the Regional Planning Guidelines for the West Region 2010-2022. These targets are set within the context of the NSS and reflect the intended role of Tuam Hub and are predicated on the implementation of the NSS.

The Regional Planning Guidelines population projections for Tuam to 2022 indicate that the total population for Tuam will grow from 6,885 in 2006 to 9,500 persons by 2022. This corresponds to an actual growth in population of 2,615 persons to 2022 as a minimum target. The figure for Tuam Hub is currently defined by the DEHLG as being within the CSO Tuam Urban and Tuam Rural Boundaries. The Tuam LAP must be consistent with these projections as the desired future scale of Tuam Hub and ensure that future development needs are planned for in a strategic and plan-led manner. The following Table 2.6 depicts the population targets produced for Tuam Hub by DEHLG in 2009 for the purposes of the West Regional Authority RPGs Review and is based on a low population projection scenario.

**Table 2.6: Minimum Population Targets for Tuam Hub 2016 and 2022 (DEHLG)**

Hub	2002	2006	2010	2016	2022
Tuam	5,947	6,885 (1.7%)	7,600 (1.7% *)	8,600 (1.8% *)	9,500 (1.8% *)

*\*Based on % of DEHLG Regional Population Target for the West Region;  
Source: DEHLG, 2009 and Table 13 of RPG for West Region 2010-2022*

#### Household Targets

The RPGs 2010-2022 set out the projected housing demand and the consequential housing land requirements or residential zoning to accommodate the population targets for the West Region including Gateway/Hub/Linked Hub. This will form the basis of the Core Settlement Strategy for the West Region. The following are the minimum requirements as set for Tuam Hub in the RPGs:

**Table 2.7 RPG's Housing Demand and Residential Zoning for Tuam Hub for period 2010-2016**

Settlement	Population 2010-2016 (Based on Minimum Population Targets)	Consequential No. of Residential Units required over period 2010-2016 (Projected Av. Household Size)	Consequential Zoned Housing Land Required over period 2010-2016 (incorporating 50% over zoning)
Tuam	1,000*	420 units (Based on 2.4 projected average household size)	26Ha based on average housing density of 25 units per hectare
Remaining Share for County Galway	14,760	5,700 Units (Based on 2.6 projected average household size)	
Remaining share for West Region (consisting of Counties: Galway/Mayo/Roscommon)	28,085 Counties - Galway: 14,760; Mayo: 8,840; Roscommon: 4,485	11, 234 Units approximately (Based on 2.5 projected average household size)	

*\*As set out in DEHLG Minimum Population Targets October 2009; ha= hectares. Please note 'consequential' column figures have been rounded. All town figures are CSO based.*

*Source: Tables 17 and 18 of the Regional Planning Guidelines 2010-2022 as adopted on the 19<sup>th</sup> October 2010*

It is a subsequent function of the City/County Development Plans/Local Area Plans and their Housing Strategies to set out more specific figures for other towns and planning authorities within their functional areas, working within the overall Regional Planning Guidelines Targets and Estimates.

The following Table 2.8 provides a breakdown in relation to the total amount of lands zoned residential and the amount of undeveloped residential land available both within the 2005-2011 LAP Boundary and within the CSO Boundary for Tuam. Under the RPG's as adopted on the 19/10/2010, in relation to Tuam Hub, the Total Zoned Housing Land required from 2010-2016 (incorporating 50%over zoning) is **26Ha**.

**Table 2.8: Total Land Zoned as Residential & Undeveloped Residential within 2005-2011 LAP Boundary, and within the CSO Boundary**

	Total Area Zoned as Residential (Ha)	Undeveloped Residential (Ha)	Land Required (Ha)
LAP Boundary (2005-2011)	496	173.3	–
CSO Boundary	293.7	61.11	–
RPGs Land Allocation 2010-2016	–	–	26

## 2.2 Development Strategy

### 2.2.1 Strategic, Statutory and Local Context

The overall development strategy for the Tuam LAP has been derived from the strategic and local role of Tuam as envisaged in national, regional and local plans and policies.

The development strategy has also been informed in particular by the following strategic, statutory and local factors and aims that are considered central to the proper planning and sustainable development of Tuam:

- 1) Progressing the development of Tuam as a Hub town that can fulfil its strategic role in relation to national, regional and local policy and in accordance with any Core Strategy and Settlement Strategy for County Galway.
- 2) Providing for the needs of Tuam's growing population, including that of its hinterland, through the sustainable development of the town and environs and the provision of adequate support services, facilities and infrastructure.
- 3) Ensuring consistency with national and regional population growth targets and providing an appropriate quantity and type of zoned lands for future development.
- 4) Capitalising on the significant development potential of the town due to the existing infrastructure capacity, the reopening of the Western Rail Corridor to Tuam, the establishment in Tuam of an integrated transportation hub, the progression of the Atlantic Corridor (N17/18), the delivery of gas and broadband to the town and its attractive location in proximity to Galway Gateway.
- 5) Assessing and addressing the potential environmental effects of implementing the Tuam LAP to avoid degradation of the environment and heritage of the LAP area, particularly with regard to protected sites, habitats and species, biodiversity, water quality, landscape and built heritage. This will include that full consideration will be afforded to the provisions of the Habitats Directive (92/43/EEC), in relation to the protection of Natura 2000 sites.



- 6) Managing and avoiding the risks from flooding and ensuring that different types of development are directed into appropriate locations where flood risk can be avoided, managed or mitigated.
- 7) Maintaining and enhancing the unique identity and character of Tuam through the protection and enhancement of the built and natural environment and the promotion of high quality development in appropriate locations in the town.

On the basis of the above, the Tuam LAP proposes a number of revisions and amendments to the 2005-2011 LAP policies and objectives and to the land use zoning provisions to ensure consistency with the broader planning framework, to strengthen the town centre, to provide for the consolidated growth of the town and to avoid and minimise environmental impacts and flood risk.

### 2.2.2 Development Strategy Options

The Council has identified four alternative development strategy options for the future development of the Tuam LAP area:

#### 1. **Option 1 – Continuation of 2005-2011 LAP**

This is a continuation of the current land use zonings and LAP boundary which facilitated and controlled development in the previous plan period and which could be continued. No significant new zonings would be proposed. The outcome of this option is relatively certain. However, the opportunity to make positive amendments would not be availed of.

#### 2. **Option 2 – Down Zoning within a reduced LAP Boundary**

This would envisage a reduction in both the plan boundary and the amount of zoning provided for. This would reduce flexibility and development options and may lead to inconsistencies in terms of removal of zonings or the location of development either inside or outside the new boundary. The outcome in practical terms would be uncertain and given the recent growth history of Tuam and the current economic environment this approach may stifle growth in the Hub Town and may hinder Tuam Hub in achieving even its minimum growth target as set out in the Regional Planning Guidelines.

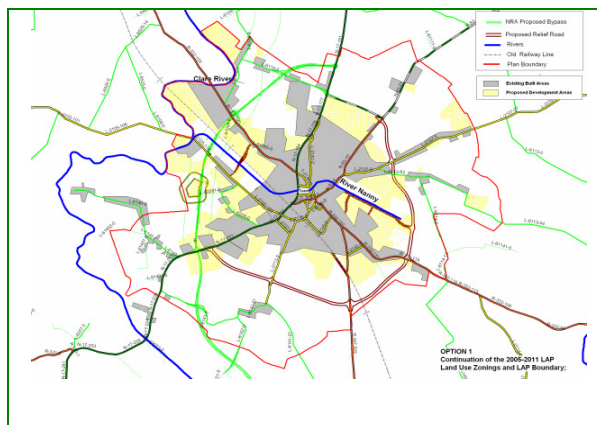
#### 3. **Option 3 – Consolidation of existing urban structure with phased development.**

This option while retaining the existing plan area and zonings would encourage commercial growth in the town centre and would seek to restrict residential development in Residential Phase 2 zoning areas during the plan period. The objective would be to encourage development in areas closest to the town centre, the rail station and the neighbourhood centre areas. No significant new zonings would be proposed.

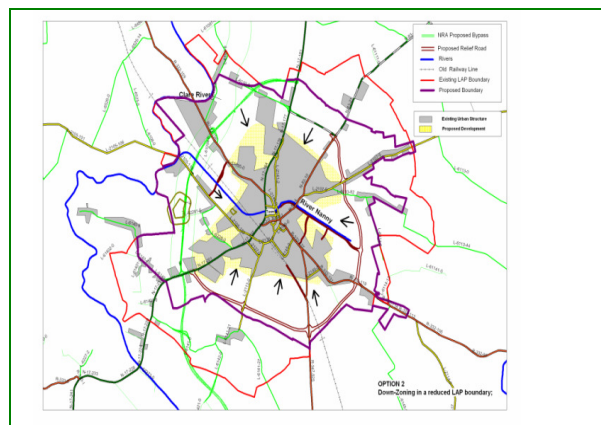
#### 4. **Option 4 – Urban expansion options**

This option would see the significant expansion of the town in a number of areas and would require significant additional zonings. Given the zonings available it is not clear that any additional zonings are required either generally or at any particular location in order to assist the further development of the town.

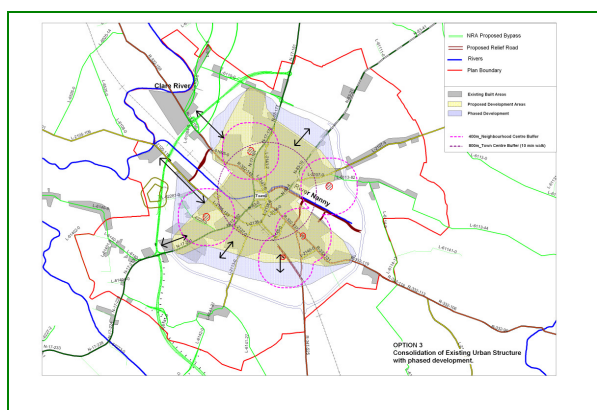




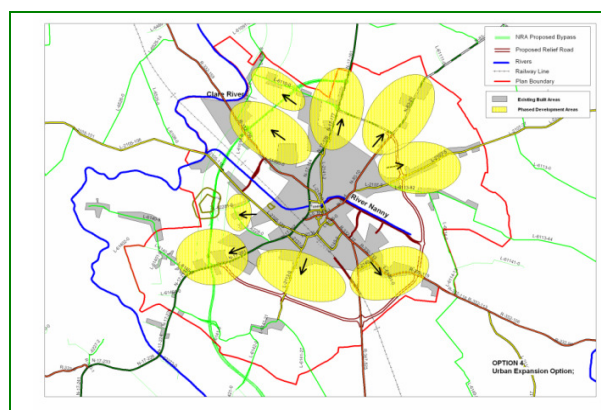
**Option 1** –Continuation of 2005-2011 LAP



**Option 2** – Down-Zoning within a Reduced LAP Boundary



**Option 3** -Consolidation of Existing Urban Structure with phased development



**Option 4** – Urban Expansion Option

**2.2.3 Preferred Development Strategy - Preferred Option – Option 3**

Development shall adhere to any Core Strategy and to the Galway County Development Plan 2009-2015, which in turn is informed by the Regional Planning Guidelines as adopted and the provisions of the National Spatial Strategy.

Zoning objectives as set out in the 2005-2011 Plan have been carried forward to the current Plan, except where amendment was necessary to achieve environmental objectives and to ensure compatibility with any Core Strategy of the County Development Plan. The zoning matrix clarifies the type of development permitted in each zoning and lands considered to be at risk of flooding have been highlighted.

Lands have been identified as R1 – phased for residential development within the lifetime of the plan and R2 – generally not developable during the lifetime of the plan.

However, if required, residential development can be considered, in a phased manner on some R2 lands where it is apparent that R1 lands cannot or will not be developed within the plan period. The requirement for this will be dependent on the level of growth being experienced in Phase 1 lands and where required, consideration will generally be given to Phase 2 lands that are contiguous to existing residentially developed lands that lie within 800m of the town centre, within 400m of neighbourhood

centres; within 1500m of the town centre and; thereafter in remaining areas subject to normal servicing and planning considerations.

Residential R2 lands outside the Tuam Bypass or the route of the Inner Relief Road are not considered to be suitable for development within the lifetime of the plan.

This approach has considered that during the peak construction period the population of the town only grew by approximately 1,000 persons and therefore the projected minimum population increase for the Hub Town in the period to 2016 will not be achieved without a reasonable level of flexibility and choice in development locations. Overall this is considered to be the best option for securing the continued growth of the Hub Town in an orderly manner while taking full account of environmental and other planning and sustainable development considerations and ensuring adherence to the Core Strategy in the County Development Plan 2009 - 2015.

#### 2.2.4 Strategic Development Policies

Based on the preferred development strategy option and the vision statement set out in Section 1.3.4 the strategic development policies for Tuam Hub town are set out below.

<b>Policy DS1</b>	Ensure that Tuam Hub town and environs plays its role in achieving balanced growth and development across County Galway and the West Region in accordance with any Core Strategy/Settlement Strategy included in the Galway County Development Plan
<b>Policy DS2</b>	Ensure that population growth of Tuam is appropriate in scale in order for it to fulfil its identified role as a Hub within the NSS, the RPGs and any Core Strategy/Settlement Strategy included in the Galway County Development Plan.
<b>Policy DS3</b>	Direct the development of different types, mixes, forms and densities of land use into appropriate locations to promote the consolidation of the urban structure and sequential development of the town and to protect and enhance the character, heritage and amenity of the town, to provide optimum use of existing services and infrastructure and to ensure that the main facilities and amenities are within walking/cycling distance of the majority of the population of the town.
<b>Policy DS4</b>	Ensure that any plans/projects with the potential to give rise to significant adverse direct, indirect or secondary impacts on Natura 2000 Sites (either individually or in combination with other plans or projects) are subject to a Habitats Directive Assessment (Appropriate Assessment) under Article 6 of the Habitats Directive (92/43/EEC) and associated legislation and guidelines.

#### 2.2.5 Land Use Zoning Framework

The land use framework is a key mechanism for implementing the development strategy, vision and strategic development policies of the LAP. Section 2.1.4.4: Household Targets, demonstrates that there are adequate lands zoned in the 2005-2011 LAP to serve the needs of Tuam over the forthcoming six years and beyond. National policies and guidelines state that areas closest to the centres of urban areas should be given first preference when zoning for development and that there should be no 'leapfrogging' of zoning over serviced and zoned sites to more remote locations within the LAP area.

The following factors have also been taken into account in the development of land use zoning principles and objectives:

- Current development and trends within Tuam.
- Current land use zoning objectives contained in the Tuam LAP 2005-2011.

- The amount of developed and undeveloped zoned and serviced land within the development boundary of the LAP.
- Accessibility, availability and location of land for development.
- Existing and proposed services such as schools, community facilities, etc.
- Existing and proposed infrastructure such as public transport, water, wastewater, etc.
- The scale and pattern of existing development within Tuam.
- The natural and built environment and amenities of the town.
- The principles of proper planning and sustainable development.

### 2.2.6 Land Use Zoning Objectives

The LAP identifies a number of zones for specific types and mixes of land use in accordance with the factors outlined above and the principles of proper planning and sustainable development. The land use zoning objectives are set out below and reflect those shown on the Land Use Zoning Map:

<b>Objective DS1</b>	<p>Ensure that different types, mixes, forms and densities of land use are located in appropriate land use zones in accordance with the following provisions and those set out in relation to the land use matrix:</p> <p><b>Zone R1 Residential (Phase 1):</b> To provide for Residential Development within the lifetime of this Plan.</p> <p><b>Zone R2 Residential (Phase 2):</b> To provide for future Residential Development on lands generally not developable during the lifetime of this Plan other than as a replacement for Phase 1 lands which will not be developed.</p> <p>Residential zoned lands in locations outside the N17 Tuam Bypass and Inner Relief Road are not considered to be suitable for development within the lifetime of the Plan.</p> <p><b>Zone C1: Town Centre / Commercial</b> To protect and provide for town centre uses.</p> <p><b>Zone C2: Commercial/Mixed Use</b> To provide for commercial, office and mixed uses.</p> <p><b>Zone C: Commercial</b> To provide for commercial uses.</p> <p><b>Zone I: Industry</b> To provide for industrial and employment uses.</p> <p><b>Zone BT: Business and Technology</b> To provide for business and technology park uses.</p> <p><b>Zone BE: Business and Enterprise</b> To provide for business and enterprise uses.</p> <p><b>Zone CF: Community Facilities</b> To provide for community facilities and public/institutional uses.</p> <p><b>Zone OS: Open Space, Recreation and Amenity</b> To provide for open space, recreation, amenity and green networks.</p> <p><b>Zone EM: Environmental Management Area</b> To protect and conserve designated sites, rare and threatened habitats, conserve protected sites and provide for 'an ecological corridor' and for environmental management.</p>
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	<p><b>Zone A: Agriculture</b> To protect rural character and provide for agricultural and non-urban uses.</p> <p><b>Plans or projects</b> within the different zoning objectives as listed within Objective DS1 which may have the potential to give rise to significant adverse direct, indirect or secondary impacts on Natura 2000 Sites (either individually or in combination with other plans or projects) are subject to the Habitats Directive Assessment (Appropriate Assessment) under Article 6 of the Habitats Directive (92/43/EEC) and associated legislation and guidelines.</p>
<b>Objective DS2</b>	Promote the consolidation of the existing urban structure through the encouragement of the development of vacant and under-utilised sites in the town and ensuring that those lands close to the town are a primary focus for development.
<b>Objective DS3</b>	<p>Ensure that future development occurs in a phased, plan-led manner with a positive presumption in favour of developing from the centre most point of the town outwards.</p> <p>In a situation whereby development must be restricted having regard to overall growth rates or the availability of infrastructural or other services, the assessment of competing development proposals would take the following into consideration when deciding on priority:</p> <ul style="list-style-type: none"> <li>• Developments that incorporate and/or promote the delivery of important community facilities and/or amenities to serve the local community.</li> <li>• Developments that are well located with respect to the existing Town Centre.</li> <li>• Developments that can be served with an adequate level of road, pedestrian, cycling and public transport access, services and infrastructure, particularly public wastewater services.</li> </ul>
<b>Objective DS4</b>	Protect and enhance the vitality and viability of the town centre by ensuring that it remains the primary retail, commercial and mixed use centre in the town and prohibiting a proliferation of any individual use which, in the opinion of the Planning Authority, does not contribute to the vitality and viability of the town centre.
<b>Objective DS5</b>	Ensure that new developments are accompanied by improvements in services and infrastructure and the provision of adequate facilities and amenities to support the development and the growing population in the town.
<b>Objective DS6</b>	Ensure that development proposals comply with the provisions set out under any Core Strategy/Settlement Strategy and the Policies, Objectives and Development Management Standards as contained within the Galway County Development Plan and this LAP, including those in relation to the Land Use Matrix and the Detailed Zoning Provisions.
<b>Objective DS7</b>	Development under this Local Area Plan shall be phased as necessary so as to ensure adherence to the Core Strategy contained in the County Development Plan
<b>Objective DS8</b>	Promote the development of Neighbourhood Centres at appropriate locations within the Plan area with convenience retail and local services. These shall be as indicated on Map 1A Land Use Zoning or as otherwise deemed suitable by the Planning Authority

### 2.2.6.1 Land Use Zoning Matrix

A land use zoning matrix is included in Section 10 of the LAP that indicates the uses and types of development that the Council considers to be appropriate for each zone. This is intended to provide guidance to those seeking permission for development as well as the general public. The indication

that a proposal is ‘permitted in principle’ in the matrix does not necessarily imply that a grant of permission will follow or that a planning application will be successful as each planning application will be determined on an individual basis by the Planning Authority. There may also be cases where a particular type of development that is not permitted in a particular zone may be considered where a substantiated case can be made for the proposal, where it would benefit the local community or where it can be demonstrated that it would be in the interests of the proper planning and sustainable development of the area. Where a development type is proposed that is not listed in the matrix, this will be considered on the merits of the individual planning application, the general policies and zoning objectives for the area including the proper planning and sustainable development of the area. Proposals will also need to be consistent with the CDP 2009-2015.

### 2.2.6.2 Detailed Zoning Provisions

The LAP provides for a mix of different land use zones in appropriate locations including the following:

**Table 2.9: Total Zoned & Undeveloped Areas within the Tuam Local Area Plan 2011-2017**

Plan Zonings	Total Area Zoned in Ha	Undeveloped Zoned in Ha
Environmental Management Area (EM)	26.59 (65.7acres)	25.65 (63.38 acres)
Town Centre/Commercial (C1)	31.32 Ha (77.39 acres)	21.35 Ha (52.75 acres)
Commercial/Mixed Use (C2)	12Ha (29.65 acres)	10.03Ha (24.78 acres)
Commercial (C)	2.34Ha (5.78 acres)	2.34Ha (5.78 acres)
Residential (R1 + R2)	427.48Ha (1,056.3 acres)	201.98Ha (499.10 acres)
R1 Residential (Phase1)	277.5Ha (685.7acres)	52Ha (128.49 acres)
R2 Residential (Phase 2)*	149.9 Ha (370.4 acres)	149.9Ha (370.4 acres)
Business & Enterprise (BE) **	28.36Ha (70.07 acres)	10.4Ha (25.69 acres)
Business & Technology (BT)	46.29 (114.38 acres)	25.64Ha (63.35 acres)
Industrial (I)	89.02Ha (219.97acres)	55.4Ha (136.89 acres)
Community Facilities (CF)	40.39Ha (99.80 acres)	21.4Ha (52.88 acres)
Agriculture (A)**	1,142.5Ha (2,823.16 acres)	956.02Ha (2,362.36acres)
Open Space/Recreation/Amenity & Green Network (OS)	71.65Ha (177.05acres)	66.18Ha (163.53acres)
Public Utilities (PU)	4.5Ha (11.11acres)	1.97Ha (4.86acres)

**Note:** \* Assuming all Residential Phase 2 are undeveloped

\*\* Zonings which include road area.

### Residential Development (Zone R)

The Tuam LAP, in accordance with the DEHLG’s Guidelines for Sustainable Residential Development in Urban Areas, will permit higher residential density in appropriate locations, especially in conjunction with improved public transport facilities subject to ensuring that a high quality of residential amenity is achieved. The LAP also acknowledges that there is a need for a variety of density provisions, including low densities, so as to provide a choice of housing types and locations catering for different lifestyles and social mix in the LAP area.

Appropriate densities will be considered at locations identified on strategic planning grounds as follows:

**High residential densities** will be considered on serviced lands with good pedestrian accessibility or transport links to the town centre. These lands tend to be located in relative proximity to the town



centre/railway station and within a 5 minute walking distance, or 400m radius of Town Centre/Railway station

**Medium to high residential densities** will be generally located on serviceable lands adjacent to existing residential estate developments and are in keeping with the general context of development densities established in the area.

**Low residential densities** will be considered to apply in areas that are further from the town centre and within an area deemed to be part of the 'urban fringe or environs' of the town. These lands would need to be developed on a sequential basis to ensure the consolidated growth of the town.

In general, densities and house types shall be compatible with established densities and housing character in the area. The Planning Authority may use its discretion in varying density standards. In the mixed use zones, including C1: Town Centre, C2: Mixed Uses and NC: Neighbourhood Centre, residential densities may be flexible so as to encourage the re-use of underutilised and/or vacant buildings and to encourage the concept of 'living over the shop'.

### **Town Centre/Commercial (Zone C1)**

The Tuam LAP proposes that the existing centre of the town be expanded at appropriate locations and zoned as Town Centre/Commercial Zoning (C1). This zone has been identified in accordance with the Retail Planning Guidelines, which recommend that the 'core shopping areas' are defined in development plans and allows for 'edge of centre sites' within 300m-400m from the edge of the prime shopping area for retail purposes.

It is expected that the expanded town centre will encourage the protection and enhancement of the special physical and social character of the existing town centre core and to provide for new and improved town centre facilities and uses such as shopping and retail stores, office development, tourism-related activities and appropriate public services, and any over the shop type uses. It is also expected that this zoning will facilitate the refurbishment and adaptation of older buildings and will ensure flexibility in terms of securing new uses for such buildings.

In an effort to integrate transport and land use policy, specifically in the vicinity of the railway station, the existing Mart Site has been identified as a key site within the LAP and it is considered that a C1 zoning is more appropriate, with potential to deliver an integrated transportation facility for Tuam. It is also considered that where older land use types that are under-going transition, a mixed use zone is more appropriate for these areas.

The aim of the LAP shall be to protect and enhance the vitality, function and form of the town centre having regard to any Architectural Conservation Area and the overall status of the heritage in the area. The LAP also aims to improve civic amenity by requiring high standards of urban design and to encourage the regeneration of backlands and derelict buildings, particularly the use of upper floors, preferably for residential/mixed use. Consideration shall also be made for the provision for a range of residential and commercial facilities within an attractive accessible environment with adequate provision for associated vehicular requirements including parking and loading. A diversity of uses for both day and evening is also encouraged. The LAP shall also require the inclusion of appropriate open spaces in development in this zone and shall encourage urban enhancement and regeneration proposals.

### **Commercial/Mixed Use (Zone C2)**

This zoning has been applied to two sites which already have a similar zoning from the existing town plan. Commercial/mixed use zones in those areas adjacent to the town centre/edge of Zone C1: Town Centre/Commercial can assist in supporting the town core and provide alternatives for larger type retail outlets where it has been established that the capacity within the Town Centre is inadequate to meet the size and type of development sought. The LAP will encourage the phasing of commercial development within the LAP area in line with the sequential approach as advocated within the Retail





Planning Guidelines 2005. The uses permitted on such a zoning will have regard to the actual location of the site and its proximity to the town centre.

The LAP shall require that provision be made for and facilitate mixed residential and business uses in existing mixed use areas. For example, consideration shall also be made for the development of mixed-use neighbourhood areas containing a mixture of residential, retail and commercial facilities in an integrated, sustainable setting. This zoning will also allow for the provision of appropriate development on infill sites including residential development and upper floor apartments. The LAP shall also promote improved civic amenity within this zoning by requiring high standards of urban design.

### **Commercial Zone (Zone C)**

Commercial zoning has been retained on this site to the north east of the Plan area on the Dunmore Road (N83). The uses permitted on such a zoning will have regard to the actual location of the site, its proximity to the town centre and to the principles of proper planning and sustainable development.

### **Industry (Zone I)**

Areas zoned for industry, particularly manufacturing and processing of materials, are mainly located around the fringes of the town within the Tuam Business Park and Enterprise Centre on the Weir Road, at the former Sugar Factory Site on the Ballygaddy Road at Airglooney. The LAP has distinguished between heavy and light industry locations and has introduced Business and Technology Park and Business and Enterprise zonings in order to encourage greater diversity and locational opportunities for such uses.

Zone I will be taken to include the use of land for industry/manufacturing, repairs, science and technology, warehousing, distribution, open-storage, waste materials treatment and recovery and transport operating centres. The development of inappropriate mixes of uses will not normally be encouraged.

### **Business and Technology Park (Zone BT)**

The areas zoned BT will provide for the development of high quality business and technology uses to reinforce Tuam's role as a location for innovative and international companies, to advance Tuam as a location for innovative enterprise including incubation or starter units and to ensure that Tuam is well positioned to keep the Hub Town competitive and to be able to adapt to the demands of the 'SMART Economy'. Science and technology based industry as well as office park developments will accordingly be considered under this zoning. This zoning shall also provide for manufacturing and service industry, light industry and enterprise units including ancillary uses, storage facilities including logistics as well as ancillary facilities such as training, education, childcare, financial, parking and recycling facilities.

The Council will also facilitate the development of 'energy zones' within this zoning that will showcase initiatives in the reduction of energy costs and to promote energy efficiencies, and help establish Tuam as a Green Hub within the 'Smart Economy'. The LAP will also encourage other innovative indigenous SME's to establish elsewhere within this zoning and will promote renewable energy technologies, efficiencies, processes and products.

In general, the development of inappropriate or non-complementary uses, and which would be more appropriately located on lands zoned for industry and town centre/commercial/mixed use will not normally be permitted within business and technology park zoning.

### **Business and Enterprise (Zone BE)**

This zone includes sites on the Galway approach road on the N17 (which contains a mixture of industrial and commercial lands including the N17 Business Park, MG Business Park, Lidl and Coca





Cola), lands near the Weir Road/N17 Junction (subject to the requirements of the NRDO) and the Pulse site on the Dunmore Road. This zoning will reflect the existing uses currently in operation at these particular locations within the LAP area and will help to improve consolidation and consistency of a contiguous zoning type.

This zoning will provide for uses that are compatible with, or reinforce the business and enterprise function of the subject areas as a whole. The use of the land shall be taken to include the use for primarily business, light industry/warehousing and the facilitation of enterprise park/office park type use, as appropriate. Retailing (non food) and which will not impact on the town centre, is 'open for consideration' within this zoning objective, subject to applying the sequential test on identifying the optimum location, the Retail Planning Guidelines 2005 and in accordance with proper planning and sustainable development of the area. Uses which conflict with the objective of maintaining the viability and vitality of the town centre will not normally be considered.

#### **Community Facilities (Zone CF)**

The use of land as Community Facilities/Education shall be taken to include the use of land for the above stated uses, which generally include community related development (including the provision of schools, community halls, health care institutions, utilities, libraries and development for other community uses). Ancillary facilities such as dedicated open space or sports facilities will normally be facilitated within this zoning objective.

#### **Open Space, Recreation and Amenity & Green Network (Zone OS)**

The use of land within this zoning shall be taken to include the use of land for playgrounds, housing estate open spaces, parks and development incidental to the enjoyment of open space including sport centres, outdoor recreation centres and landscaped areas, the provision of shelters, walks, cycleways, sanitary conveniences, play equipment, dressing rooms and similar facilities for games, educational and recreational purposes. High standards of accessibility are essential. It is proposed to include an amenity corridor of up to 20m in width where appropriate along the River Nanny and to advance a river walkway/cycleway from Curraghgreen in the east towards the Weir Road Bridge in the western aspect of the LAP area.

#### **Environmental Management Area (Zone EM)**

The use of land as 'Environmental Management Area' shall be taken to include the use of land primarily for the protection of land located within a Natura 2000 site or other sites with nature conservation designations, including NHAs and pNHAs and which are liable to flooding.

This zoning shall establish an 'ecological corridor' along the River Clare, comprising of the Lough Corrib cSAC designated area or a 30m wide buffer on either side of the River Clare (Lough Corrib cSAC) where appropriate within the LAP area. This zoning will limit any new development potential within the flood plain of the River Clare along the north western boundary of the LAP area and will help promote 'ecological connectivity' whilst protecting the qualifying interests and conservation objectives of Lough Corrib cSAC.

#### **Other Uses**

Proposed land uses which are not listed within the land use zoning matrix will be considered on an individual basis. Regard shall be afforded to the proper planning and sustainable development of the area and compliance with the relevant policies and objectives, development management standards and guidelines required under the GCDP 2009-2015, to guidelines issued by the DEHLG and other government bodies/agencies.

#### **Neighbourhood Centre (NC)**

Whilst a specific zoning category has not been established for Neighbourhood Centres, typically the provision within proposed neighbourhood centres is primarily for convenience goods type that serves





the immediate local population. The locations for NC'S in the LAP correspond with lands where there is likely to be large increases in population or where existing provision is limited. It should be noted that ultimately the assessment and decision on a proposed NC will depend on the situation at that time and the locations while being the preferred locations, are indicative and therefore subject to change.

The indicative locations of the Neighbourhood Centres have been decided on strategic grounds. They are mainly located on key access routes to the town centre and approximately equidistant from the town centre they serve:

- Eastern Area – Parkmore/Athenry Road Area;
- Southern Area – Gilmartin Road/Tirboy Area;
- North-western Area – Blackacre/Milltown Road;
- South-western Area – Weir Road/Killaloonty Area;
- North-eastern Area – Curraghgreen area, northeast of the River Nanny.

Proposed NC developments may allow for a mix of residential, limited commercial/retail uses and community facilities around a public/focal space, where appropriate, with associated facilities, within walking distance from the existing town centre, where practicable, which will serve the needs of a new/existing residential area.

The Council shall also require Master Plans and/or Design Statements/Development Briefs for the proposed Neighbourhood Centres where appropriate. The mix of uses allowed will depend on the location of proposed NC's, the amount of residential development that it will serve and the provision of good access, but the uses allowed will only be such as to serve the immediate neighbourhood without negatively affecting the town centre. Consideration shall also be given to provide sustainable transport linkages such as adequate cycle and walkways from neighbourhood centres to the town centre and peripheral areas.

#### **Established Use/Non Conforming Use**

In general where an established use does not conform with the designated land use zoning objective of the area as set out within the Plan, improvement works maybe permitted where it is considered by the Planning Authority that the proposed development would not be injurious to the amenities of the area and is consistent with the proper planning and sustainable development of the area.

The Land Use Zoning Matrix in Section 10 Development Management Standards provides additional guidance with regard to the types of uses acceptable in each of the above zones. In particular reference to the **N17 Business Park/MG Business Park existing businesses that are currently permitted** which may require extension and/or refurbishment in relation to their existing uses, shall be viewed favourably by the planning authority, subject to the principles of proper planning and sustainable development. However, if a change of use is proposed, planning permission may be required and this shall be subject to assessment in accordance with the policies, objectives and land use zoning matrix of the Tuam Local Area Plan 2011-2017.



## **SECTION 3. SERVICES AND INFRASTRUCTURE**

### **3.1 Water Services**

#### **3.1.1 Context**

Galway County Council has a primary role in providing and/or facilitating the provision of adequate water services at a local scale within its administrative area i.e. wastewater treatment plants, water treatment facilities, etc. The Council's Water Services Assessment of Needs examines how and where the provision of public water services (water supply, wastewater disposal and surface water drainage) should be provided and/or improved and the prioritisation of projects and the scheduling of construction works is set out under the Water Services Investment Programme (WSIP).

The EU Water Framework Directive (WFD) rationalises and updates existing water legislation and provides for the future management of all waters on the basis of River Basin Districts (RBDs). There are two river basins districts applicable to County Galway, including the Western RBD and the Shannon RBD. Tuam is located in the Western RBD. The River Basin Management Plan for the Western River Basin District, covering the period 2010 to 2015, aims to protect all waters within the district and, where necessary, improve waters and achieve sustainable water use. The implementation of the Plan will bring incremental improvement leading to the majority of waters reaching at least 'good status' at the latest by 2027, benefiting the whole community by providing long-term sustainable access to and use of those waters.

The Council must also comply with a range of other EU directives and national legislation in relation to water and wastewater. The water bodies of relevance for water protection in Tuam are surface water (rivers and streams) and groundwater. Groundwater is stored in the void spaces in underground layers of rock or gravels. These are known as aquifers. The groundwater body underlying the Tuam area has been assigned poor status and the Western River Basin Management Plan requires the groundwater body achieve good status by 2021. It is anticipated that the delivery of the Tuam Drainage Scheme will have a positive contribution to water quality status in the LAP area.

The River Clare flows along the north-western boundary of the LAP area. This portion of the River Clare has been assigned moderate status by the EPA. The Western RBD Management Plan requires that the river achieves good status by 2021. The River Nanny flows through Tuam with the section above Tuam classed as high status and section below Tuam and above the confluence with the Clare River classed as moderate status. The Western RBD Management Plan requires that there is no deterioration from high status, while the section at moderate status must achieve good status by 2021.

#### **3.1.1.1 Wastewater Treatment and Disposal**

The continued improvement of wastewater drainage infrastructure within Tuam is essential for the town's growth as a Hub Town. The proposed Tuam Main Drainage Scheme commenced in April 2010 will ensure that public water and wastewater infrastructure will be significantly enhanced. The existing Wastewater Treatment Plant (WWTP) has a spare capacity of 2,000 Population Equivalent (PE) but the separation of the surface water and the foul network will also result in an increased PE capacity. Under the LAP, a 100m buffer has been established around the WWTP site.

#### **3.1.1.2 Water Supply**

The availability of a water supply of sufficient quality and quantity is essential for public health and the physical and economic growth of Tuam. The Tuam Drainage Scheme will significantly enhance water infrastructure and support the growth and development of the town. The Scheme will replace the existing water mains network, leading to reduced leakage and increased security of the water supply. It is expected that the delivery of these works will further enhance water quality and status in the Tuam LAP area.

The Council has provided Tuam with a substantial water supply from a Lough Corrib source at Luimnagh. The Tuam Regional Water Supply Scheme (RWSS) at Luimnagh has 10,000m<sup>3</sup>/day spare capacity at present, provided that the current level of leakage detection and maintenance is maintained. Water conservation work is ongoing on the Tuam RWSS. The level of leakage in Tuam town has been reduced from over 70% to about 50% at present.

### 3.1.2 Water Services Policies

<b>Policy WS1:</b>	Ensure that the provision of water and wastewater treatment facilities is undertaken in accordance with EU policies and Directives, relevant national legislation and national/regional policies and guidelines and delivered through the Water Services Investment Programme.
<b>Policy WS2:</b>	Continue to develop and expand, in a sustainable manner and as resources permit, the public wastewater and water supply systems for the town in order to facilitate the supply of serviced land for residential, commercial and industrial development.
<b>Policy WS3:</b>	Ensure that new developments are properly serviced with water, wastewater and surface water drainage infrastructure.
<b>Policy WS4:</b>	Protect and improve water quality, in conjunction with other agencies and stakeholders, in accordance with the EU Water Framework Directive and the Western River Basin District Management Plan.
<b>Policy WS5:</b>	Achieve and maintain required standards for drinking water in Tuam,
<b>Policy WS6:</b>	Encourage and support measures that promote water conservation and reduce water wastage.
<b>Policy WS7:</b>	Continue to improve and upgrade water supplies within the LAP area and implement as appropriate the relevant recommendations set out in The Provision and Quality of Drinking Water in Ireland for the Years 2007-2008 (Office of Environment Enforcement – EPA, 2009).
<b>Policy WS8:</b>	Promote and make available to the public the EPA Advice Notes which cover lead compliance, e-coli in drinking water, disinfection by-products in drinking water, turbidity in drinking water and restoring public water supplies affected by flooding.
<b>Policy WS9:</b>	Implement and enforce, where appropriate, relevant national legislation in relation to water services and quality, including the provisions of Water Pollution Legislation, the European Communities (Good Agricultural Practice for Protection of Waters) Regulations 2009, the European Communities (Drinking Water) (No. 2) Regulations 2007.

### 3.1.3 Water Services Objectives

<b>Objective WS1</b>	Provide and/or facilitate where appropriate the refurbishment and or upgrading of water and wastewater treatment schemes in order to comply with the applicable urban waste water treatment disposal standards and to protect the River Clare and <b>Lough Corrib cSAC</b> and its qualifying interests.
<b>Objective WS2</b>	Extend and improve both foul and storm water sewer collection networks in accordance with the Tuam Drainage Scheme.
<b>Objective WS3</b>	Ensure that any proposed developments outside the public wastewater system are assessed in terms of site suitability and, if suitable, are serviced by an appropriate wastewater treatment system, correctly sited and designed in accordance with the EPA Wastewater Manuals and Code of Practice.
<b>Objective WS4</b>	Support the protection of groundwater resources and associated habitats and species in accordance with the Groundwater Directive 2006/118/EC and the European Communities Environmental Objectives (Groundwater) Regulations, 2010 (S.I. No. 9 of 2010) and have regard to any groundwater protection schemes and groundwater protection zones where data has been made



	available by the Geological Survey of Ireland.
<b>Objective WS5</b>	Provide and protect a 100m buffer around the Wastewater Treatment Plant site and appropriate buffer zones around any other treatment plant.
<b>Objective WS6</b>	Ensure that any development that would have an unacceptable impact on the water environment, including drinking water, surface water and groundwater quality and quantity, river corridors and associated wetlands will not be permitted.
<b>Objective WS7</b>	Implement the Water Services Investment Programme 2007-2009, and any subsequent Water Service Investment Programme of works relating to Tuam town over the lifetime of the Tuam LAP.
<b>Objective WS8</b>	Support the implementation of the relevant recommendations and measures as outlined in the Western River Basin District Management Plan.
<b>Objective WS9</b>	Require, where it is deemed necessary, contributions from developers for the upgrading of the water supply and/or wastewater disposal infrastructure to accommodate their developments.

## 3.2 Surface Water and Flooding

### 3.2.1 Context

Galway County Council has a primary role in providing and/or facilitating the provision of adequate surface water drainage at a local level within its administrative area. The Council also has a role in avoiding, reducing and managing flood risk in conjunction with the Office of Public Works (OPW), which is the lead agency on flooding for Ireland.

Adequate stormwater drainage and retention facilities are necessary to accommodate increased surface water run-off resulting from current and future developments. Existing wetland areas in the LAP area also need to be protected as they act as natural stormwater retention facilities. The use of Sustainable Drainage Systems (SuDS) in developments can also contribute to surface water retention and help to reduce and prevent flooding.

#### 3.2.1.1 Sustainable Drainage Systems

Sustainable Drainage Systems (SuDS) refers to the use of natural drainage and engineering works designed to manage, or attenuate, storm water runoff in a manner similar to the natural drainage of the site or area, by using permeable paving and controlling the rainwater runoff flow rates at source (using retention ponds, bunds, green roofs etc). The use of SuDS alleviates the risk of flooding, reduces pollutants, increases biodiversity and preserves the existing capacity of the drainage network. SuDS are a more sustainable alternative to the traditional collection of surface storm-water and discharging through pipe-work to watercourses.

#### 3.2.1.2 Flood Risk Management

Flooding is a natural phenomenon of the hydrological cycle and cannot be completely eliminated but must be managed appropriately to avoid and minimise risk and damage to human health, property and infrastructure. The effects of climate change, more severe rainfall events and rising sea levels, have increased risks of flooding and have put areas at risk that may not have flooded in the past.

National guidelines were issued by the DEHLG entitled The Planning System and Flood Risk Management: Guidelines for Planning Authorities in 2009. These guidelines require the planning system at national, regional and local levels to:

- Avoid development in areas at risk of flooding by not permitting development in flood risk areas, particularly floodplains, unless where it is fully justified that there are wider sustainability grounds for appropriate development and unless the flood risk can be managed to an acceptable level without increasing flood risk elsewhere and where possible, reducing flood risk overall.

- Adopt a sequential approach to flood risk management based on avoidance, reduction and then mitigation of flood risk as the overall framework for assessing the location of new development in the development planning processes.
- Incorporate flood risk assessment into the process of making decisions on planning applications and planning appeals.

The LAP has been prepared with due consideration of the guidelines, including the need for strategic flood risk assessment, the sequential approach to flood risk identification and management and the justification test for development.

Information available in relation to flooding in Tuam, including the area liable to flooding, historic and contemporary flood events and data available from the OPW has also been considered.

The current sources of information regarding flooding and flood risk areas are as follows:

- Historical recording of spatial information prepared by the OPW in consultation with LA's (sourced at [www.floodmaps.ie](http://www.floodmaps.ie));
- OPW Benefitting lands mapping which shows lands that would have benefitted from arterial drainage works (available as a layer on [www.floodmaps.ie](http://www.floodmaps.ie)), which is a surrogate indicator of flood risk;
- Extent of historical flooding shown on 6 inch Ordnance Survey Mapping;
- Preliminary Draft Flood Risk Assessment in consultation with the OPW;
- The National Soils and Alluvial Soils Maps (GSI);
- DTM and DSM Mapping available from the OSI;
- OPW Flood Relief Schemes (e.g. Corrib Clare Arterial Drainage Scheme);
- OPW Record of November 2009 Flood.

The assessment and mapping of areas of flood risk, in particular, still awaits the publication both of the Catchment based Flood Risk Assessment Management Plan (CFRAMS) and the findings of the Strategic Flood Risk Assessment (SFRA) of Tuam. Accordingly, all information in relation to flooding is provided as general guidance only and updated flood risk information will be provided following future assessments and analysis. Furthermore, having regard to the limited flood information available at present, and in accordance with the precautionary approach, all development proposals in areas where a potential risk of flooding is identified shall be accompanied by individual FRAs until such time as a SFRA has been completed. In due course, the flood risk areas will be refined and redefined on the basis of any updated information that becomes available and these updated maps shall be considered to be the guiding mapping for flood risk at that time.

Based on available data, the following broad flood risk areas have been identified within the LAP area:

- River Clare and its associated floodplain along the western LAP boundary both upstream and downstream of the Weir Bridge.
- River Nanny and its associated floodplain, from its confluence with River Clare, running parallel to the railway line, through the town centre and extending eastwards, including its tributary extending north-eastwards from the town.
- Contemporary and/or historic localised flooding points in a number of locations including a number of roads, including Bobby Burke Road, Dublin Road at Parkmore, Birmingham Road downstream of the road bridge and at Ballymoate.

The Tuam LAP has not incorporated any new zonings, adopts a precautionary and sequential approach and incorporates specific measures to address flood risk to ensure that risk can be avoided, reduced and mitigated in accordance with the Flood Risk Management Guidelines.

The specific measures incorporated in the LAP to address flood risk and management include the following:

- The areas at flood risk have been identified and mapped based on available data and this has been included within the LAP in Historical Flood Data Maps 3A/3B.
- The zoning of an amenity corridor along the River Clare and River Nanny, generally with a width of at least 10m outside the built envelope of the town and a narrower width within the built envelope of the town to reflect the existing river channels running through the town centre.
- No new zonings are included in the plan.
- A presumption against the development of lands identified as flood risk in the Historical Flood Data Maps 3A/3B unless and until it can be shown that development can take place through a full flood risk assessment.
- The inclusion of policies and objectives within the LAP to ensure that new development generally avoids areas of flood risk and that where there is a strategic case for allowing development in such areas, that these proposals be subject to the 'justification and sequential tests' in the Flood Risk Management Guidelines and assessed to ensure that flood risk can be reduced and mitigated as appropriate.

### 3.2.2 Surface Water and Flooding Policies

<b>Policy SW1</b>	Support the provision of adequate surface water drainage infrastructure, promote the use of a sustainable drainage system (SuDS) approach and techniques and manage flood risk through the protection of natural drainage systems, the appropriate location and design of different types of development and the incorporation of flood risk assessments and works where necessary.
<b>Policy SW2</b>	Support the implementation of the legislative requirements, policy guidance and development standards relevant to surface water drainage and flood risk management in carrying out County Council functions.
<b>Policy SW3</b>	Protect, preserve and support the establishment of areas providing natural drainage, stormwater retention and water-retaining vegetation to help reduce the occurrence and extent of flooding.
<b>Policy SW4</b>	Liaise and co-operate with the OPW in addressing flood risk, implementing the EU Flood Risk Directive (2007/60/EC) and developing any Catchment-based Flood Risk Management Plan (CFRAM) where these have relevance for Tuam. Have due regard to any relevant recommendations and outputs arising from the CFRAM.
<b>Policy SW5</b>	Prepare a Strategic Flood Risk Assessment (SFRA), in accordance with the Department Guidelines on the Planning System and Flood Risk Management (November 2009). This shall incorporate measures to address the likely increased risk of flooding within the LAP area due to climate change. The SFRA when completed will inform the Development Management process until such time as the zoning provisions of the plan are reviewed in light of the findings of the SFRA.
<b>Policy SW6</b>	Improve flood defences within the Tuam LAP area in conjunction with the OPW, if required.
<b>Policy SW7</b>	Only zone/designate additional land for development in areas with a high or moderate risk of flooding only where it can be clearly demonstrated, on a solid evidence base, that the zoning or designation will satisfy the justification test as set out in Chapter 4 of the Planning System and Flood Risk Management Guidelines 2009.

### 3.2.3 Surface Water and Flooding Objectives

<b>Objective SW1</b>	Ensure that the provisions of the DEHLG/OPW publication 'The Planning System and Flood Risk Management: Guidelines for Planning Authorities' 2009 are implemented in respect of the Council's functions, where relevant, including the assessment of planning applications. Under this objective the precautionary approach shall be applied and any proposed development shall be subject to the 'justification and sequential test' as appropriate as set out under the Flood Risk Guidelines.
<b>Objective SW2</b>	Protect and maintain, where feasible, undeveloped riparian strips and natural floodplains along the Rivers Clare and Nanny and their tributaries, where appropriate.
<b>Objective SW3</b>	Prevent the curtailment of natural drainage systems and in the case of development works, require the provision of acceptable mitigation measures in order to minimise the risk of flooding and negative impacts to water quality (run-off, erosion and sedimentation).
<b>Objective SW4</b>	Ensure that development will only be authorised where it can be demonstrated that it does not significantly reduce, either individually or cumulatively, the flood storage capacity of the River Nanny, River Clare, their tributaries and all associated floodplains, or compromise safety standards.
<b>Objective SW5</b>	Require all development proposals in areas where a potential risk of flooding is identified to be accompanied by a detailed flood risk assessment in accordance with the provisions of the DEHLG's The Planning System and Flood Risk Management, Guidelines to Planning Authorities 2009, including a 'Justification Test' and a 'Sequential Approach' in order to address flood risk management in the detailed design of development, as set out in Appendix B of the Guidelines
<b>Objective SW6</b>	Ensure that all significant development proposals and greenfield developments where appropriate incorporate SuDS in accordance with current best practice.
<b>Objective SW7</b>	Provide for the protection, management and as appropriate, enhancement of existing wetland habitats where flood protection/management measures are necessary.
<b>Objective SW8</b>	Ensure that screening for EIS/EIA, and full EIS/EIA where necessary, is an integral part of all planning applications in areas at risk of flooding.

### 3.3 Waste Management

#### 3.3.1 Context

A regional approach is taken to tackling waste in Ireland with County Galway covered by the Connaught Waste Management Plan 2006-2011. The Council operates three recycling centres Tuam, Clifden and Ballinasloe, and provides 91 Bring Bank Centres throughout the County for the collection of glass and beverage cans for recycling. Significant progress has been made towards recycling in Tuam and this has been largely due to the introduction of a segregated waste collection service, bring banks and a recycling centre.

#### 3.3.2 Waste Management Policies

<b>Policy WM1</b>	Implement the Connacht Waste Management Plan 2006-2011, the Galway County Council's Litter Management Plan 2007-2010, the National Waste Prevention Programme and any superseding plans/programmes over the lifetime of the LAP.
<b>Policy WM2</b>	Ensure that the following priorities are applied in relation to waste management:

	<p>(a) To prevent and minimise the harmful effects of waste;</p> <p>(b) To encourage and support the recycling and recovery of waste including green, organic and construction and demolition waste and the recovery of energy from waste;</p> <p>(c) To ensure that waste that cannot be prevented, recycled or recovered is disposed of without causing environmental pollution;</p> <p>(d) To ensure that effect is given as far as possible to the polluter pays principle.</p>
<b>Policy WM3</b>	Ensure the provision of quality cost effective waste infrastructure and services, which reflect and meet the needs of the community and to ensure that the polluter pays principle is adhered to in all waste management activities.
<b>Policy WM4</b>	Use statutory powers to prohibit the illegal deposit, movement and disposal of waste materials, refuse and litter, and to authorise and regulate waste disposal within the County in an environmentally sustainable manner.
<b>Policy WM5</b>	Facilitate the provision of transfer stations, civic amenity and bring sites in Tuam, which will not adversely affect residential amenities.
<b>Policy WM6</b>	Promote environmental awareness measures and action programmes to ensure good environmental practices, the prevention of littering and the recycling of waste.

### 3.3.3 Waste Management Objectives

<b>Objective WM1</b>	Developments will be expected to take account of the provisions of the Waste Management Plan and adhere to those elements of it that relate to waste prevention and minimisation, waste recycling facilities, and the capacity for source segregation.
<b>Objective WM2</b>	Require the provision of bring banks, bottle banks or other appropriate recycling facilities as part of the overall development in the case of new or extended shopping centre developments, commercial neighbourhood centres, and other significant developments, where appropriate
<b>Objective WM3</b>	Encourage the private sector to provide appropriately sited and designed facilities for the transfer, sorting and recovery of waste streams in existing and new developments.
<b>Objective WM4</b>	Encourage the provision of a garden green waste/organic composting service.
<b>Objective WM5</b>	Require that developers of projects with significant potential for the generation of construction and demolition waste prepare a Project Construction and Demolition Waste Management Plan including adequate provisions for storage of source-segregated waste.
<b>Objective WM6</b>	Ensure that planning proposals on contaminated lands include appropriate remediation measures.

### **3.4 Climate Change and Energy**

#### **3.4.1 Context**

##### **3.4.1.1 Climate Change**

The National Strategy on Climate Change 2007-2012 sets out the cross-sectoral measures necessary to achieve Ireland's Kyoto Protocol commitments. The national target under the Kyoto Protocol is to limit greenhouse gas emissions for 2008-2012 to 13% above the 1990 level as part of its commitment to the overall EU target.

At a local level, Galway County Council must contribute to the stabilisation and reduction of national greenhouse gas emissions and including climate change adaptation through the promotion of renewable energy sources and energy conservation in policies and objectives regarding the environment and infrastructure. The policies and objectives within the Tuam LAP will contribute to the national commitment to limit the impact of climate change and reduce energy consumption and greenhouse gas emissions.

##### **3.4.1.2 Energy Efficiency and Building**

The construction or refurbishment of buildings can demonstrate the practical application of sustainable measures, which include reduction of heat loss by various methods of insulation, solar orientation and passive solar heating. Improved thermal efficiency can contribute to reduced energy consumption and is environmentally beneficial.

The National Energy Action Plan 2009-2020 sets out a commitment to achieving a 20% energy efficiency saving across the economy by 2020 and a 33% reduction in public sector energy use.

The DEHLG Sustainable Residential Development in Urban Areas Guidelines for Planning Authorities 2009 encourages more energy efficient housing layouts, maximising access to sunlight and daylight, facilitation of greater movement by pedestrians and cyclists, facilitation of the use of public transport and the use of efficient energy supply. The Building Regulations seek to enhance the thermal performance of new and refurbished buildings.

The Dwelling Energy Assessment Procedure (DEAP), published by Sustainable Energy Ireland (SEI), is the official Irish procedure for calculating and assessing the energy performance of dwellings.

Galway County Council will also continue to implement the Council's Energy Action Plan regarding energy efficiency and conservation in existing and future residential, commercial and industrial buildings within Tuam and will lead initiatives supporting the establishment of a 'Green Town Index', including CO<sub>2</sub> emissions, energy, buildings, transportation, water, air quality, waste and land use, and environmental governance.

##### **3.4.1.3 Renewable/Green Energy**

Renewable energy sources include wind, hydro, wave/ocean, solar power, geothermal/CHP and biomass. National policy recognises the need to reduce dependence on fossil fuels and reduce greenhouse gas emissions by encouraging alternative renewable energy sources.

The new Planning and Development Regulations 2008 provide exemptions from planning permission for solar panels, heat pumps, wind turbines and wood pellet burners subject to certain conditions.

Galway County Council has been working with the Tuam Chamber of Commerce since 2008 to identify ways to 'Green' the Town. This has involved looking at Tidy Towns Projects, visiting Sustainable Energy Ireland, learning from the Dundalk 2020 initiative and working with the Galway

Mayo Institute of Technology (GMIT) about energy initiatives for the Town including the delivery of outreach BER training in Tuam.

#### 3.4.1.4 Energy Supply and Associated Infrastructure

Diverse and secure power supplies contribute towards sustainable economic and social development. Although the Council is not a direct provider of services, it facilitates the provision of many services such as gas and electricity networks. The Tuam Drainage Scheme will facilitate the provision of gas to Tuam. The Council also encourages the provision of alternative energy generation such as wind, solar or combined heat and power, whether domestic or commercial.

The Council supports infrastructural renewal and the development of electricity networks in the LAP area.

#### 3.4.2 Climate Change and Energy Policies

<b>Policy CE1</b>	Have regard to and support the implementation of, as appropriate, the following: <ul style="list-style-type: none"><li>• EU Energy Performance of Buildings Directive (Directive 2002/91/EC), as transposed into Irish law in 2006;</li><li>• National Energy Action Plan 2009-2020 and its commitment to achieving a 20% energy efficiency saving across the economy in 2020 and a 33% reduction in public sector energy use;</li><li>• EPA's State of the Environment Report 2008, in order to promote a balance between conservation, mitigation of greenhouse gas emissions and efficient sustainable use of resources;</li><li>• Grid 25 – A Strategy for the development of Ireland's Electricity Grid for a Sustainable and Competitive Future (Eirgrid 2009), to deliver a sustainable electricity system and ensure transition to a low-carbon economy.</li></ul>
<b>Policy CE2</b>	Support and promote, in conjunction with other agencies, local, national and international initiatives for limiting emissions of greenhouse gases and encouraging the development of renewable energy sources, where such initiatives are consistent with the proper planning and sustainable development of the town.
<b>Policy CE3</b>	Promote energy conservation and efficiency measures and facilitate renewable/micro-renewable energy and innovative building design.
<b>Policy CE4</b>	Continue to promote initiatives that increase public awareness of energy best practice and that promote innovation in the fields of energy conservation and renewable energy resources and research.
<b>Policy CE5</b>	Promote the incorporation of appropriate climate change adaptation (including increased risk of flooding and increased occurrence of drought) and mitigation measures in relation to a Strategic Flood Risk Assessment (SFRA) for Tuam when developed.
<b>Policy CE6</b>	Promote and facilitate the development and installation of renewable sources of energy in order to showcase Tuam as a 'Green Hub' in accordance with national initiatives and agencies.
<b>Policy CE7</b>	Support and facilitate the delivery of the Tuam Drainage Scheme in the infrastructure renewal and development of electricity, gas and broadband networks in the town.
<b>Policy CE8</b>	Facilitate the upgrade of utilities including electricity and gas to serve the projected demand in the town over the lifetime of this plan period.
<b>Policy CE9</b>	Prohibit the unsightly siting of power lines in the vicinity of existing housing, schools or community facilities and encourage the sharing of support structure for telecommunications infrastructure.
<b>Policy CE10</b>	Ensure that electricity substations and other utility services are adequately



	screened and/or landscaped where necessary.
<b>Policy CE11</b>	Promote the usage of electric cars, collaborate and work in co-operation with the ESB and the local commercial and industrial sector in achieving the maximum usage of electric car charging point infrastructure.
<b>Policy CE12</b>	Consider the preparation of 'An Energy Conservation Strategy' and associated awareness campaign for Tuam within the lifetime of the Plan, as resources permit.

### 3.4.3 Climate Change and Energy Objectives

<b>Objective CE1</b>	All new single or mixed use development above 1,000m <sup>2</sup> and residential development (whether or not part of a mixed use scheme) above 10 units may be required to submit an Energy Statement by a qualified and accredited person.
<b>Objective CE2</b>	Encourage where appropriate the use of sustainable building materials and the re-use of materials, including the use of recycled aggregates in the construction of buildings, roads, footpaths etc.
<b>Objective CE3</b>	Implement the DEHLG Guidelines on Sustainable Residential Development in Urban Areas, 2009 in the assessment of any proposals for residential development, including inter alia those in respect of energy efficiency, passive solar design, renewable energy sources, more energy efficient design/layouts and use of materials
<b>Objective CE4</b>	Require non residential development to conform at a minimum to the current Building Regulations and Building Energy Rating requirements and to any updated versions as required.
<b>Objective CE5</b>	Proposals in relation to renewable energy shall be considered provided that: a) There would be no significant impact on the character and amenity of the surrounding area; b) There would be no significant impact on the transportation network; c) There would be no adverse environmental impacts.
<b>Objective CE6</b>	Encourage the improvement of energy efficiencies in the business community by implementing a 'Green Network' with local businesses to reduce waste, water and energy usage.
<b>Objective CE7</b>	Encourage the creation of employment that is located and connected to Tuam in order to achieve sustainable development and to reduce the need to travel.
<b>Objective CE8</b>	Facilitate the development of 'energy zones' and 'low-energy' or 'energy positive districts' that showcase initiatives in the reduction of energy costs, promote energy efficiencies and help establish Tuam as a Green Hub within the 'Smart Economy'.
<b>Objective CE9</b>	Promote and facilitate the development of renewable sources of energy within the LAP area and support local initiatives, in conjunction with other agencies/institutions.
<b>Objective CE10</b>	Actively encourage the integration of micro-renewable energy sources into the design and construction of single and multiple housing developments as appropriate within the LAP area.
<b>Objective CE11</b>	Support the maintenance, upgrading and provision of renewable energy and electricity infrastructure within the LAP area.
<b>Objective CE12</b>	Support the statutory providers of the National Grid infrastructure by safeguarding such strategic corridors from encroachment by other developments that might compromise the provision of electricity networks where strategic route corridors have been identified.
<b>Objective CE13</b>	Facilitate the delivery of recharging points for electric powered vehicles at appropriate locations within Tuam for domestic, transition and end of journey type travel.





### 3.5 ICT Telecommunications

#### 3.5.1 Context

Tuam Hub is located on the Atlantic Technology Corridor which is an alliance of knowledge based and technology companies working for the promotion and expansion of the sector.

Tuam has been selected as a project town with a 3 year lead time for Zapa Technology - Near Field Communication which is a short range high frequency communication technology which enables exchange of data between devices. This technology is being implemented in the retail sector within Tuam.

High speed broadband is an important asset in order to attract inward investment into Tuam. The delivery of the Metropolitan Area Broadband Network (MANS) is being rolled out as part of the Tuam Drainage Scheme and will help in enabling efficient communication and will also strengthen the town's role as a competitive location for industry and business.

#### 3.5.2 Information and Communication Technology Policies

<b>Policy IT1</b>	Implement the broadband strategy for Tuam by supporting the roll out of broadband infrastructure in the town to serve the needs of industry/business and residents.
<b>Policy IT2</b>	Ensure that developers of masts facilitate the co-location of antennae with other operators in order to avoid an unnecessary proliferation of masts. Where this is not possible, operators will be encouraged to co-locate so that masts and antennae may be clustered.
<b>Policy IT3</b>	Encourage the siting of facilities such as public telephones, internet access points and other services into areas that lack such facilities or where demand and need is greatest.
<b>Policy IT4</b>	Encourage the siting of new mobile phone installations to follow the hierarchy of suitable locations proposed in the DEHLG Telecommunications Antennae and Support Structures Guidelines.

#### 3.5.3 Information and Communication Technology Objectives

<b>Objective IT1</b>	Restrict the unsightly siting of telecommunications infrastructure in the vicinity of existing housing, schools or community facilities and encourage the sharing of support structure for telecommunications infrastructure.
<b>Objective IT2</b>	Have regard to the following in considering proposals for the development of telecommunications masts, antennae and ancillary equipment: a) The visual impact of the proposed equipment on the natural, built and historic environment; b) The removal or modification of features of architectural importance; c) The impact any such development may have on protected structures or their setting; d) The potential for co-location of equipment on existing masts; e) The DEHLG publication entitled "Guidelines for Planning Authorities" (July 1996), or any superseding version of this document over the lifetime of the LAP.
<b>Objective IT3</b>	Support and encourage the development of underground telecommunications broadband infrastructure for road, commercial and residential schemes.
<b>Objective IT4</b>	Ensure, by way of planning condition, that telecommunications infrastructure is adequately screened, integrated and/or landscaped, so as to minimise adverse visual impacts on the environment where practicable.
<b>Objective IT5</b>	Promote the co-location of telecommunications masts and facilities where practicable and technically feasible. It shall be the responsibility of the developer of such facilities to demonstrate to the satisfaction of the Planning Authority why co-location is not possible.

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## **SECTION 4. TRANSPORTATION AND MOVEMENT**

### **4.1 Sustainable Transport**

#### **4.1.1 Context**

The Department of Transport (DoT) in its recent publication *Smarter Travel – A Sustainable Transport Future 2009-2020* sets out a long-term vision and five key goals for sustainable transportation: to improve the quality of life, improve economic competitiveness, minimise negative impacts of transport on local and global environment, reduce overall travel demand and commuting distances and reduce dependency on fossil fuels.

##### **4.1.1.1 Integration of Land Use and Transportation**

An integrated approach between land use and transport is essential in creating sustainable places to live, work and visit. It also plays a key role in the reduction of the number of journeys and length of journeys undertaken by motor vehicle, reducing travel demand, car dependence, traffic congestion and the associated adverse environmental consequences. It also provides the opportunity for alternative means of travel including public transport, walking and cycling. The integration of land use and transportation continues to be promoted by the Galway County Council and the Tuam LAP through the policies and objectives throughout the plan.

##### **4.1.1.2 Public Transport**

The improvement of physical and other connections between the Galway Gateway and Tuam Hub will ensure that the capabilities and critical mass of the Gateway can be used more effectively to the benefit of the Gateway, the Hub, other towns, villages and rural areas.

#### **Rail**

The major focus of Iarnród Éireann's Investment Plan which is of relevance to the Tuam LAP is on the development of enhanced rail accessibility within the region as well as improved rail links to other regions and the Capital, which is a core objective of the NSS.

##### **Western Rail Corridor (WRC)**

It is proposed to reinstate the Western Rail Corridor (WRC) on a phased basis -

Phase 1: Ennis – Athenry: Operational.

Links Limerick to Galway, and has significantly enhanced accessibility both within county Galway and other adjoining Regions.

Phase 2: Under Transport 21 (T21) the Athenry –Tuam line, is scheduled for completion by 2011.

Phase 3: Tuam – Claremorris is scheduled for 2014 with all 3 Phases to be completed by 2014. The line from Claremorris to Collooney is to be preserved.

#### **Bus**

Bus services continue to play a vital role in connecting Tuam and its environs to Galway and to other important destinations, Tuam is well served by Bus Eireann along with a number of private bus companies which provide a variety of services. School bus services are also important to the transportation of pupils to and from school, reducing individual car trips by families for these journeys. Notably, the North East Galway Rural Transport Programme caters for the transport needs of the people living in North East Galway and serves Tuam.

### **Integrated Transportation Hub**

Objective RT49 of the Galway County Development Plan 2009-2015 identifies Tuam as a location for an integrated transportation hub. Galway County Council is committed to supporting and facilitating the development of an Integrated Public Transport Facility in Tuam at a suitable location.

The Mart Site on the Galway approach road is one potential location for an integrated bus/rail terminal. This Plan proposed re-zoning the site to Town Centre/Commercial (C1) zoning, with a specific objective to facilitate the development of an integrated transport hub.

### **Park and Ride**

Park and Ride facilities can intercept commuter traffic entering into Tuam and induce a modal shift from the private motor vehicle to public transport, thus reducing traffic congestion and through traffic in the town. This Plan shall seek to facilitate Park and Ride facilities at suitable locations in the town on approach roads and at public transport interchanges.

### **Taxis and Hackneys**

The Council recognises the role of taxis and hackneys as part of the overall development of an integrated transportation system and they will be accommodated at suitable locations, within major new developments including any integrated transportation hub, where appropriate.

#### **4.1.1.3 Walking and Cycling**

Walking and cycling are healthy, efficient and environmentally friendly forms of transport which can reduce congestion, improve the health of citizens while providing activity and vibrancy on the streets. Given the relatively compact urban form of Tuam, there is great potential for a modal shift from the private car towards walking and cycling as a mode of transport.

The provision and maintenance of high quality walking and cycling infrastructure is critical to promoting a culture of walking and cycling along with the provision of suitable and secure cycle parking facilities at suitable locations. Permeability, legibility and connectivity are also necessary for pedestrians and cyclists, to create direct, secure, connected links from residential areas to services and amenities.

#### **4.1.1.5 Smarter Travel Measures**

Smarter Travel also encompasses a variety of methods, initiatives, actions and measures aimed at reducing the negative impacts of travel and movement and bringing about change in current behaviour to achieve more sustainable travel patterns. The plan recognises the significant impact that softer smarter travel initiatives such as marketing, information provision, education and awareness, car sharing/pooling, walking buses, park 'n strides and mobility management plans can have on travel patterns and will seek to promote same, as appropriate.

### **4.1.2 Sustainable Transport Policies**

<b>Policy ST1</b>	Facilitate the provision of transport infrastructure in the Tuam town area in line with national policy as outlined in Transport 21 and the National Development Plan 2007-2013 and also in line with the Council's own programme of works.
<b>Policy ST2</b>	Promote, facilitate and co-operate with all relevant agencies in the implementation of a sustainable, integrated and efficient transportation system and infrastructure for Tuam Hub.
<b>Policy ST3</b>	Foster sustainable economic and population growth in Tuam, by encouraging balanced investment in the town, maintaining an efficient transport system and increasing the level of access among the population of Tuam to a choice of transport modes by promoting forms of development that reduce levels of the dependence on private car transport.



<b>Policy ST4</b>	Ensure the integration of land use and transportation planning, which ensures a phased approach to new development, encourages higher densities proximate to public transport options, minimising environmental impacts and placing a strong emphasis on the use of public transportation and walking and cycling.
<b>Policy ST5</b>	Promote the location of employment centres, residential developments, neighbourhood centres, local centres and community facilities in proximity to each other, in order to reduce the demand for travel and car reliance and to encourage sustainable transport modes such as public transport, walking and cycling.
<b>Policy ST6</b>	Support the principles and actions set out in the Department of Transport's 'Smarter Travel, A Sustainable Transport Future 2009-2020' document, including the <i>National Cycle Policy Framework 2009-2022</i> and any other national policy documents relating to sustainable transportation or smarter travel.
<b>Policy ST7</b>	Seek to promote modal shift from the private motor vehicle towards more sustainable forms of transport through encouraging the provision of sustainable transport initiatives such as use of electric vehicles, car pooling, car sharing, park 'n stride, mobility management plans, school travel plans and safe routes to school in the plan area.
<b>Policy ST8</b>	Seek to facilitate and encourage walking and cycling as a more convenient, popular and safer method of transport. Promote connectivity, permeability and accessibility for pedestrians and cyclists in all new developments and connect new developments to existing linkages as appropriate.
<b>Policy ST9</b>	Encourage and support the establishment of public transport initiatives within the plan area and work with public transport providers to improve the public transport system in Tuam.
<b>Policy ST10</b>	Encourage the development and early delivery of an integrated bus/rail public transportation facility within Tuam with required ancillary services.
<b>Policy ST11</b>	The Planning Authority recognises that the mart site/livestock co-op in the town centre has significant potential to be developed more intensively in the future which could include an integrated transport use. Should the existing mart/livestock co-op seek to relocate to edge of town locations, thus allowing for the development of the mart site for an integrated transport use, this will be considered positively, subject to normal planning requirements and development management standards.

#### 4.1.3 Sustainable Transport Objectives

<b>Objective ST1</b>	Seek to ensure high quality design and layout of residential developments, support higher densities proximate to public transport locations, so as to reduce reliance on the motor vehicle, support movement by pedestrians and cyclists through promoting accessibility, permeability and linkages to the wider community.
<b>Objective ST2</b>	Facilitate the provision of park and ride schemes at strategic locations on approach roads to Tuam and at key modal change locations.
<b>Objective ST3</b>	Promote and facilitate provision of rail transport in particular Phase 2 of the WRC and make provision for the integration of rail with bus and other transport modes.
<b>Objective ST4</b>	Provide for an integrated bus/rail public transportation facility/hub within Tuam with all the required ancillary services in consultation with public transport providers and local landowners. Ensure that both the Mart Site and the railway station location are provided with a 'connectivity corridor'.



<b>Objective ST5</b>	Support the Rural Transport Initiative including its extension around Tuam and its environs during the lifetime of the plan.
<b>Objective ST6</b>	Co-operate with the relevant transport providers and other relevant stakeholders to support and encourage the provision of safe and suitable locations for bus services including bus stops and bus shelter provision.
<b>Objective ST7</b>	Support the recommendations as set out within The Department of Transport (DoT) document <i>Smarter Travel – A Sustainable Transport Future 2009-2020</i> and prepare a Smarter Travel Strategy for Tuam during the lifetime of the Tuam LAP, as resources permit, and seek to establish Tuam as a Smarter Travel destination.
<b>Objective ST8</b>	Facilitate footpaths and cycle routes in new housing developments as well as linkages between estates, community facilities (especially schools), significant retail areas in the town and transport nodes as per the Smarter Travel agenda.
<b>Objective ST9</b>	Continue to develop and extend the River Nanny pedestrian way/‘greenway’ from the railway line bridge in the west of the town to Parkmore in the east.
<b>Objective ST10</b>	Require mobility management plans to be submitted for medium to large scale residential, commercial or industrial developments, as appropriate.
<b>Objective ST11</b>	Require new developments, in particular commercial or industrial developments, to provide for sustainable travel facilities such as shower rooms and dry rooms, as appropriate.

## 4.2 Roads, Traffic Management and Parking

### 4.2.1 Context

The aim of the Planning Authority is to promote efficiency of traffic circulation and management around Tuam and to encourage and facilitate the provision of parking convenient to the town centre.

The Tuam Traffic Management Plan 2007 is currently being implemented by Galway County Council. The delivery of the Tuam N17 Bypass and the Inner Relief Roads/Streets will help relieve commuter traffic through Tuam.

The provision of car parking spaces can be a very effective instrument to bring about a change in people’s travel patterns and in particular, the decision to travel by car or by public transport. Car parking standards can also have a major impact on the density of development that can be achieved.

#### 4.2.1.1 Roads

Transport 21 identified the Atlantic Corridor as a specific spatial strategy route. The Atlantic Corridor runs from Letterkenny to Waterford via Sligo, Tuam, Ennis, Limerick, Mallow and Cork (N15, M17 N17, M18, N18, N20 & N25). The upgrading of this route is intended to improve access to and between the major towns and cities it serves, or passes close to, and their respective hinterlands. A number of road schemes have been developed by Galway County Council to assist with the establishment of the Atlantic Corridor.

A number of new road projects for Tuam have been proposed and/or approved. For the purpose of this Plan these roads and their required building line setbacks have been identified on the **Specific Objectives Maps 2A/2B** and include the following:

- M18/M17 Gort to Tuam (Motorway);
- N17 Tuam to Claremorris Road Scheme;
- N17 Tuam Bypass (Type 2 Dual Carriageway)
- Inner Relief Road/Inner Relief Streets

**M18/M17 Gort to Tuam (Motorway)**

Work on the proposed M18/M17 from Gort to the south of Tuam is due to commence in March 2011 with an anticipated completion date in 2014. It is proposed to identify and protect the route of this road within the area covered by this plan.

- A building set back of 90m minimum shall be required on each side of the route edge for the M18/M17 Gort to Tuam route in areas of >50Kph.

**N17 Tuam Bypass (Type 2 Dual Carriageway)**

The provision of the N17 Tuam Bypass in Tuam is supported by the Roads and Transportation Objectives of the Galway County Development Plan 2009-2015. It is proposed to identify and protect the route of this road within the area covered by this plan.

- A building set back of 35m minimum shall be required on each side of the route edge for the N17 Tuam Bypass route Scheme.

**N17 Tuam Claremorris Road Scheme (National Route)**

Galway County Council is currently at Emerging Preferred Route Stage for a new national primary route between Tuam and Claremorris as part of the Atlantic Corridor. It is proposed to protect the route of this road within the area covered by this plan.

- The Emerging Preferred Route corridor (400m) shall be reserved free of development until such time as the road is approved, at which stage a minimum building set back of 35m on either side of the road shall apply.

**Tuam proposed Inner Relief Roads/Streets (Local Routes)**

The radial nature of the street pattern and its focus on narrow streets leading to the town square has led to a history of traffic congestion. In order to address this, a number of schemes have been proposed including the delivery of the Inner Relief Roads/Streets within Tuam town which have been adopted under Part 8 planning process (LA 08/08). The Tuam Relief Roads/Streets has been included in the 3 Year Roads Capital Programme and was adopted in the Galway County Council Budget 2008. This plan shall seek to prohibit development on lands which are reserved for the provision of the Inner Relief Road/Streets where development would affect the route, line, level or layout of the new roads.

- A building set back of 25m minimum shall be required on each side of the route edge for the Inner Relief Roads/Streets in areas of >50Kph.
- No specified minimum building set back shall be required on the Inner Relief Road/Streets in areas of 50kph or less, in order to allow for a more flexible, context sensitive approach that will enable the development of urban streetscapes at appropriate locations.

**Access Audits for County Galway Local Authorities Roads and Streets under the Disability Act 2005 Tuam**

As part of the Disability Act 2005, all public roads and public places should be subject to an accessibility audit. The Tuam Accessibility Audit 2006 which identified barriers to free movement within the town centre and key access routes will be implemented within Tuam either directly or in conjunction with development proposals.

**Road Safety and Safety Improvement Works/Measures within Tuam**

At a County level the Council will publish the Road Safety Plan 2010-2012 which the Road Safety Together Committee will actively promote road safety.

**4.2.1.2 Traffic Calming**

The Sustainable Residential Development in Urban Areas Guidelines for Planning Authorities 2009 promotes the concept of sustainable neighbourhoods with the emphasis on developing a network of

spaces rather than a hierarchy of roads. This Plan seeks to achieve a safer and more balanced approach to car movement within residential areas.

#### 4.2.2 Road and Traffic Management Policies

<b>Policy RT1</b>	Have regard to and support the implementation of the following as appropriate: <ul style="list-style-type: none"><li>• NRA's Guidance document 'Policy Statement on Development Management and Access to National Roads' 2006;</li><li>• The NRA Traffic and Transport Assessment Guidelines (TTA);</li><li>• Any future statutory guidance that may issue from the DEHLG, Department of Transport and the National Roads Authority on road planning, development planning and development management processes.</li><li>• Spatial Planning and National Road, Guidelines for Planning Authorities Consultation Draft 2010, including any updated version of this document.</li><li>• NRA Design Manual for Roads and Bridges (2000).</li></ul>
<b>Policy RT2</b>	Comply with the requirements of the EU Transportation Noise Directive 2002/49/EC, S.I. No. 140 of 2006 Environmental Noise Regulations, and the proposed Galway County Council Transportation Noise Plan in the exercise of its Development Management Functions and in the planning and development of its own projects.
<b>Policy RT3</b>	Provide a safe and modern road network within the plan area of Tuam, having due regard to national and regional policies and guidelines.
<b>Policy RT4</b>	Promote and facilitate the continuing development of the Atlantic Corridor including a number of road schemes as identified by NRA/Galway County Council.
<b>Policy RT5</b>	Recognise the importance of protecting lands from development, which will be needed for the construction of national routes and prohibit development on lands which are reserved for the provision of the M18/M17 Gort to Tuam Motorway, N17 Tuam Bypass, N17 Tuam Claremorris Road Scheme, Inner Relief Roads/Streets and where development would affect the route, line, level or layout of the new roads.
<b>Policy RT6</b>	<p>As a general policy, the location of new means of access to the National Primary Road and National Secondary Road Network, for residential, commercial, industrial or other development dependent on such means of access, shall not be permitted, except in areas where a speed limit of 50 kph applies, or in the case of infilling, in the existing built up areas, or in limited cases 50-60 kph where appropriate and where safety issues can be enhanced, in consultation with the NRA.</p> <p>The Planning Authority shall in the first instance, seek to channel traffic from new development onto existing local roads, and in this way, use established access points to gain entry onto national roads.</p>
<b>Policy RT7</b>	Promote road and traffic safety measures in conjunction with Government Departments and other agencies through the provision of appropriate signage, minimising or removing existing traffic hazards and preventing the creation of additional or new traffic hazards.
<b>Policy RT8</b>	Implement a programme of road construction/improvement works and local measures to improve road safety closely integrated with existing and planned land uses.
<b>Policy RT9</b>	Ensure the provision of adequate public parking facilities to meet the commuter parking requirements and short term parking requirements of local residents for shopping, business and leisure use.

<b>Policy RT10</b>	Promote and facilitate the implementation and delivery of Galway County Council's Road Safety Plan 2010-2012 within Tuam.
<b>Policy RT11</b>	Promote traffic management measures to reduce the potential for traffic congestion and associated vehicular emissions within the Plan area.
<b>Policy RT12</b>	Encourage the preparation of an integrated traffic management plan for existing and proposed new urban development as appropriate through the plan area. This approach should address the short/medium/long-term traffic management requirements within the plan area.
<b>Policy RT13</b>	Promote and facilitate the implementation of the Tuam Accessibility Audit 2006.
<b>Policy RT14</b>	Explore the possibility of different road surfaces and traffic calming within the town centre to slow traffic and create a safe environment for pedestrians and cyclists and encourage and support the provision of high quality pedestrian and cycle linkages throughout the town.
<b>Policy RT15</b>	Explore the possibility of pedestrianisation in the Town Centre as part of any review of the current Tuam Traffic Management Plan 2007.

#### 4.2.3 Road and Traffic Management Objectives

<b>Objective RT1</b>	Support the National Roads Authority (NRA) programme in the delivery of the M18/M17 Gort to Tuam Motorway, N17 Tuam Bypass, N17 Tuam Claremorris Scheme.
<b>Objective RT2</b>	<p><b>M18/M17 Gort to Tuam Motorway:</b> Protect from future development the route of the M18/M17 Gort to Tuam Motorway which is located within the area covered by the Tuam LAP. In this regard the following shall apply:</p> <ul style="list-style-type: none"> <li>A building setback of 90m minimum shall be required on each side of the route edge for the M18/M17 Gort to Tuam route in areas &gt;50kph.</li> </ul>
<b>Objective RT3</b>	<p><b>N17 Tuam Bypass Scheme:</b> Protect from future development the N17 Tuam Bypass Scheme as shown on the <b>Specific Objectives Maps 2A/2B</b> and which is located within the area covered by the Tuam LAP.</p> <ul style="list-style-type: none"> <li>A building set back of 35m minimum shall be required on each side of the route edge for the N17 Tuam Bypass Scheme.</li> <li>Where an overlap occurs between the N17 Tuam Bypass and the N17 Tuam Claremorris Road Scheme, the 400m reservation shall apply until approval is received (for the N17 Tuam Claremorris Road Scheme) from an Bord Pleanála, at which point the building setback will be reduced to 35m on both sides.</li> </ul>
<b>Objective RT4</b>	<p><b>N17 Tuam Claremorris Road Scheme:</b> Protect from future development the Emerging Preferred Route corridor (400m) of the N17 Tuam to Claremorris Road Scheme, and which is located within the area covered by the Tuam LAP. In this regard the following shall apply:</p> <ul style="list-style-type: none"> <li>The Emerging Preferred Route corridor (400m) shall be reserved free of development until such time as the road is approved, at which stage a minimum building set back of 35m on either side of the road shall apply. For the purpose of this Plan, the Emerging Preferred Route Corridor shall be identified by the hatched green area on the <b>Specific Objectives Maps 2A/2B</b>.</li> <li>Where an overlap occurs between the N17 Tuam Claremorris Road Scheme and the N17 Tuam Bypass, the 400m reservation shall apply until approval is received (for the N17 Tuam Claremorris Road Scheme)</li> </ul>



	<p>from an Bord Pleánála, at which point the building setback will be reduced to 35m.</p> <ul style="list-style-type: none"> <li>In the event that the Route Corridor(s) is amended by GCC, the new route corridor(s) shall supersede that shown on the <b>Specific Objectives Maps 2A/2B</b> for the purposes of this objective.</li> </ul>
<b>Objective RT5</b>	<p><b>Tuam Inner Relief Roads/Streets Scheme:</b> Protect from future development the Tuam Inner Relief Roads/Streets scheme, which are located within the area covered by the Tuam LAP. In this regard the following shall apply:</p> <ul style="list-style-type: none"> <li>A building set back of 25m minimum shall be required on each side of the route edge for the Inner Relief Roads/Streets in areas of &gt;50Kph.</li> </ul> <p>No minimum specified building set back shall be required on the Inner Relief Road/Streets in areas of 50kph or less, in order to allow for a more flexible, context sensitive approach that will enable the development of urban streetscapes at appropriate locations.</p>
<b>Objective RT6</b>	On Inner Relief Roads/Streets in areas with a speed limit of 50kph or less – seek to provide footpaths/cycle lanes on both sides, as appropriate.
<b>Objective RT7</b>	Seek to provide bridge links for traffic, pedestrians & cyclists from the Inner Relief Roads/Streets at Curraghgreen to residentially zoned land north of the River Nanny.
<b>Objective RT8</b>	Require an appropriate development setback (which may in some cases be greater than the minimum building setbacks as stated elsewhere in the LAP) adjacent to strategic routes, their associated interchanges and junctions, so as to provide for future improvements, to allow for improvement of the aesthetic appearance of the development through tree planting or other means and/or to address any noise related requirements. A high quality of design will be required for residential and other developments which are visible from these strategic routes.
<b>Objective RT9</b>	Ensure the protection of the safety, carrying capacity and efficiency of the existing and future national road network within the Plan area. In general, any proposed development that may contribute to the premature obsolescence or would serve to undermine the strategic transport function of national roads, including interchanges and would be more appropriately served by the local or regional road network, will not be permitted.
<b>Objective RT10</b>	Ensure the early delivery of the Inner Relief Roads/Streets as resources permit. Protect from future development the route of the Inner Relief Roads/Streets.
<b>Objective RT11</b>	Require all new proposed commercial, industrial, residential and retail developments and significant extensions to submit Road Safety Audits and Traffic Impact Assessments as part of their planning application documentation. For large scale developments a Transport Assessment will also be required.
<b>Objective RT12</b>	Continue to implement the recommendations of the Tuam Accessibility Audit 2006.
<b>Objective RT13</b>	Seek to promote the provision of greater accessibility to backland areas of Shop Street, Bishop Street, High Street/Galway Road, Vicar Street and Dublin Road.
<b>Objective RT14</b>	Seek to provide cycle and pedestrian infrastructure on all road schemes where roads are being upgraded or where new local roads are being constructed, as appropriate.
<b>Objective RT15</b>	Evaluate controlled pelican pedestrian facilities and traffic lights to ensure that an audible signal is installed to assist the visually impaired in crossing the street.
<b>Objective RT16</b>	Ensure that all new vehicular accesses are designed to the appropriate standards of visibility to ensure the safety of other road users.



<b>Objective RT17</b>	Introduce measures to prevent through traffic and reduce speed on routes along which schools are located.
<b>Objective RT18</b>	Seek to continually review parking requirements and introduce new or amended measures to effectively manage parking throughout the town so as to ensure sustainable levels of car parking.
<b>Objective RT19</b>	Encourage the use of innovative measures that reduces the requirement for carparking such as car sharing/carpooling.
<b>Objective RT20</b>	Ensure, where possible, that adequate off-street parking and loading/ unloading facilities or other innovative carparking measures (e.g. car pooling) are provided as part of each development, to ensure that parked vehicles do not cause a traffic hazard, obstruct vehicle or pedestrian movement or create a negative visual impact. Where this cannot be provided on site consideration may be given to the payment of a levy to the Council for such a provision off-site.
<b>Objective RT21</b>	Provide designated car parking spaces for the disabled driver in all public carparks as well as at specific priority locations.
<b>Objective RT22</b>	Liaise with service providers when planning road infrastructure in order to co-ordinate development works and services for the area
<b>Objective RT23</b>	Identify opportunities to improve bends and junctions within the Plan area and develop a strategy that facilitates the appropriate improvement of such bends and junctions.
<b>Objective RT24</b>	Improve bridges, culverts and all roadside drainage as necessary within the Plan area in accordance with best engineering practices and having regard to the bridge's age, materials and traditional construction methods.
<b>Objective RT25</b>	Facilitate the NRA and OPW to improve river crossings and drainage works within the Plan area.
<b>Objective RT26</b>	Consider the provision of additional bus shelters/stops, taxi/hackney ranks at appropriate locations as part of any review of the Tuam Traffic Management Plan 2007.
<b>Objective RT27</b>	Encourage grouped parking and multi-use parking in mixed use schemes and locations and that such parking be provided for in accordance with Section 10 Development Management Standards of the Tuam LAP.
<b>Objective RT28</b>	Encourage a mix or cluster or uses in appropriate locations that promote multiple activities in a single trip.
<b>Objective RT29</b>	Any agencies undertaking river works in the future shall include measures to protect brook lampreys and their remaining habitats in the River Nanny as appropriate
<b>Objective RT30</b>	Improve traffic management on the existing N17 in the Townlands of Kilmore and Farranmartin by the provision of a 4 lane divided roadway with suitable junctions, between the proposed Inner Relief Road Junction and Local Road L6140 to Cloonfush.
<b>Objective RT31</b>	Provide for future upgrades at the M17/N17 Roundabout at Kilmore through the provision of free flow slip roads.
<b>Objective RT32</b>	All new or modified culverts or bridges in the Plan area shall be designed and constructed to allow for the safe passage of Otter where this is required.



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## **SECTION 5. SUSTAINABLE ECONOMIC DEVELOPMENT, EMPLOYMENT & ENTERPRISE**

### **5.1 Sustainable Economic Development**

#### **5.1.1 Sustainable Development**

To be sustainable:

*'Development must strike a balance between the economic, social and environmental objectives of society in order to maximize wellbeing in the present without compromising the ability of future generations to meet their needs'.<sup>2</sup>*

In providing for economic development in the Tuam Plan area, priority should be given for the need to provide a choice of locations to the investor (for land zoned for Industry (I), Business Enterprise (BE), Business Technology Parks (BT), Commercial/Retail (C1, C2) as well as a choice of transport modes for the employee. It is particularly important that new development should be located within existing developed and serviced areas that will aid economic diversification and networking between related business/sectors and enhances the degree of employment choice.

The Tuam LAP's overall aim for sustainable economic development is to prepare a framework that supports Tuam as an integrated employment centre which will act as a focus for economic and population growth in accordance with national, regional and local policies.

#### **5.1.2 Realising Future Economic Development Potential**

Balanced Regional Development is a goal of the National Spatial Strategy, the National Development Plan and the Regional Planning Guidelines and is defined within the NSS as:

*'developing the full potential of each area to contribute to the optimal performance of the state as a whole- economically, socially and environmentally'.*

According to the West Regional Authority Regional Planning Guidelines 2010-2022 enhanced Gateway and Hub performance will have positive spill-over effects on the surrounding areas and ultimately on the region as a whole.

Government policy is focused on supporting the **'Smart Economy'** which has been defined as an economy that combines the successful elements of the enterprise economy and the innovation or 'ideas' economy while promoting a high quality environment, improving energy security and promoting social cohesion and human capital. Another element of the Smart Economy is the **'greening'** of the economy and the development of 'green enterprise' which may have the potential to keep talented Irish people working within in Ireland as well as attracting talented people from around the world.

### **5.2 Employment Strategy for Tuam**

Industry and Enterprise within County Galway is supported by the IDA, Enterprise Ireland and Galway County Enterprise Board who assist all aspects of industrial promotion, including the provision of financial support, securing international trade and creating new partnerships.

The Galway County Development Board (GCDB) in co-operation with Galway County Council has worked to gain RAPID status for Tuam and has established multi-agency RAPID Area Implementation Teams within the town.

**The Galway County Development Plan** highlights Tuam Hub within the Infrastructure/Transport Corridor (N17/N18 Atlantic Corridor and WRC) and as an Economic Engine/Rural Settlement &

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<sup>2</sup> EU Commission of EU Communities – 'Towards a global partnership for Sustainable Development', 2002, p.3

Farmland with key development components such as logistics, conference, transport, sport, education, industrial and heritage. Industry, Enterprise and commercial/retail development are of fundamental importance to the economic and social development of Tuam.

The promotion of economic development in general, and industry and enterprise in particular depends heavily on the policies, objectives and guidelines as set out in other Sections of this Plan. The economic development measures outlined within the Plan also need to be paralleled by initiatives in education, training and physical infrastructure.

### 5.3 Tuam's Current Economic/Employment Profile

An analysis of the employment profile of Tuam as contained within Section 2.1.4.2: Employment Profile/Table 2.4 Analysis of Employment of this Plan which are based on statistical data from the 2006 Census, indicate that the number of persons involved in Manufacturing is higher in Tuam (20.8%) compared to National level (12.6%), Wholesale and Retail Trade is higher in Tuam (15.8%) compared to National level (13.3%), the Construction Sector is higher in Tuam (12.1%) compared to National level (11.1%) and the provision of Education is higher in Tuam (6.9%) compared to National level (6.6%).

**Table 5.3:** Displays the existing Zoning Capacity in relation to Economic Development within the Plan Area.

**Table 5.3: Tuam Local Area Plan 2005-2011 Zoning Capacity**

Zoning Category	Amount of Undeveloped Zoned Land Available (Hectares)
I (Industrial)	81Ha.
Commercial	12.39 Ha.
Industry & Enterprise	3.3Ha.

#### 5.3.1 Financial Services

Tuam offers a full range of financial services including all major banks, building societies and a Credit Union.

#### 5.3.2 Retail Opportunities

There is a broad range of well established shops available, including supermarkets, hardware, electrical stores, travel agents, shoe shops, draperies and garden centres.

Tuam is currently underprovided for in terms of national and multinational retailer representation. Addressing this shortfall will address the retail needs of the town and has the potential to provide significant employment opportunities directly and indirectly through servicing, operation and construction of new retail floorspace.

#### 5.3.3 Accommodation/Restaurants

Tuam has three hotels and a variety of restaurants ranging from coffee shops, gourmet dining and ethnic restaurants to fast food outlets. The town has over 20 pubs many of which provide bar food.

#### 5.3.4 Existing Industrial/Enterprise Profile

In recent years Tuam has become a location for a number of Foreign owned companies which have been assisted by the IDA Ireland, by Enterprise Ireland and by Galway County Enterprise Board. Industry, particularly manufacturing and processing of materials is mainly located around the fringes of the Town:

- within the Tuam Business Park and Enterprise Centre on the Weir Road;
- within the IDA Industrial Estate on the Dunmore Road (N83);
- at the former Sugar Factory Site on the Ballygaddy Road at Airglooney;
- the Coca Cola Plant on the Galway Road.

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***The following are the main industrial sectors and their locations within Tuam:***

**1. N83 Dunmore Road:**

The IDA shall continue to support growth of the regions and Tuam is being marketed by the IDA as a priority location after Galway Gateway. The IDA own two sites within Tuam – The IDA Industrial Estate and IDA Business and Technology Park both sites are located on existing Industrial zoned lands on the N83 Dunmore Road. The latter site although fully serviced remains undeveloped although it benefits from a live planning permission for a 2,000sqm Technology Building.

The IDA Industrial Estate also has a number of IDA clients including –

- Transition Optics – a MNC company who supply and manufacture optical lenses, considered large in size by IDA criteria;
- Valeo Systems- a subsidiary of a major international car manufacturing firm including a future R&D programme for the Tuam plant, considered large in size by IDA criteria;
- Logstrup - design and manufacture design switch gear, considered medium in size by IDA criteria;
- Pulse – engineering company, considered small in size by IDA criteria (located on the eastern aspect of the N83).

Other industries located within this site include SSL Logistics, KN Network Services, Skill Zone CAPS, Flex Link Conveyors and Packaging Limited.

**2. L2135 The Weir Road Industrial Estate:**

This Industrial Estate has a number of diverse and traditional light industries including some of the following:

- Larkin Engineering and Enterprise Ltd.,
- TD Engineering;
- Kettle Lynch Foods;
- EFP Ltd. Environmentally Friendly Products;

**3. The L61095 - Ballygaddy Road, Airglooney/Former Tuam Sugar Factory Site**

This area has a number of traditional light industries including some of the following:

- Airglooney Business Park;
- Tuam Engineering;
- Maughan Engineering;
- Easy Access Ltd;
- Connaught Gold Agri Foods.

The industrial lands are presently the location for a range of engineering, manufacturing and warehousing companies. It is important to acknowledge that the redevelopment of brownfield sites is inherently more sustainable than the development of greenfield sites and should be encouraged.

The VTOS Adult Education Centre is located at Airglooney House.

**4. The N17 Galway Approach Road**

This comprises of a mix of commercial and industrial uses at Kilmore which straddle both sides of the N17 Tuam Bypass and which are also located both north and south of the existing N17 road. Existing access is directly onto the N17.

## 5.4 Future Industrial/Enterprise/Transportation Strategy for Tuam

### 5.4.1 Context

#### 5.4.1.1 Green Technologies

The Council has supported ways to 'Green Tuam' by promoting and using 'green technology/industry' as well as in the promotion and education of resource efficiency and green energy initiatives. A number of joint projects have commenced with various agencies/institutions including the Western Development Commission (WDC), SEI, GMIT, the IDA Ireland and Enterprise Ireland:

- Incubation or starter units should be considered to encourage industrial/enterprise as this is an area for improvement which can bring balanced development in and around the Hub.
- The Council will facilitate the development of '**energy zones**' at appropriate locations with the Plan area that will showcase initiatives in the reduction of energy costs and to promote energy efficiencies.
- The Council will promote and encourage the establishment of green factories/productions. The concept of **Competitive Sustainable Manufacturing (CSM)** including development and implementation of the **Factories of the Future Public-Private Partnership (FoF PPP)** shall also be promoted.
- The Council shall promote the use of electric cars and will collaborate with the ESB eCars Team and other relevant agencies in the provision of charging posts and their infrastructure at appropriate locations within Tuam LAP area.

It is essential that Tuam is well positioned to keep County Galway's Hub Town competitive and to be able to adapt to the demands of the 'SMART Economy'. The concept of '**Eco-Factory Models**' and '**green product manufacturing**' would allow for the design and production of sustainable products that would drastically reduce energy consumption, enhance advanced manufacturing processes based on renewable resources and safety and ergonomics for operators.

#### 5.4.1.2 Land Use Zonings

As part of preparing the Plan GCC will ensure that sufficient land is available (including flexible zoning potential) within the Plan Boundary to facilitate inward investment, local indigenous economic development, expansion of existing enterprises and cross-sectoral employment opportunities.

#### 5.4.1.3 Industrial Land on the N83, N17

The Planning Authority considers that existing Industrial Zoning on the Dunmore Road (N83) including the IDA sites and Industrial lands on the Bobby Burke Road and Milltown Road (N17) to be more appropriately re-zoned as **Business and Technology Park (BT) Zoning**.

The Council will also facilitate the development of '**energy zones**' within this zoning that will showcase initiatives in the reduction of energy costs and to promote energy efficiencies. The IDA lands may facilitate the development of energy zones that may showcase such initiatives and help establish Tuam as a Green Hub within the 'Smart Economy'.

It is also hoped that the Plan will encourage other innovative indigenous Small Medium size Enterprises (SME's) to establish elsewhere within this zoning that will promote renewable energy technologies, efficiencies, processes and products. Incubation or starter units shall also be considered to encourage business/enterprise as this is an area for improvement which can bring balanced development in and around the Hub.

The Pulse site on the eastern aspect of the N83 has been re-zoned as Business and Enterprise to reflect existing uses.

#### **5.4.1.4 Industrial & Industrial/Commercial Lands on the Weir Road (L2135)**

Industrial lands to the north west of the Plan area that are bordered by the Clare River (i.e. lands located within the Designated SAC Site (Site Code: 000297) including a 30m buffer where appropriate) have been re-zoned as Environmental Management Area (EM). This zoning will limit any new development on these designated sites and will help promote 'ecological connectivity'.

Lands on the Weir Road that are zoned as Industrial/Commercial zoning and adjoining agricultural zoned lands under the 2005-2011 LAP and on which permission has been granted are proposed to be re-zoned as Industrial (I) within this Plan.

#### **5.4.1.5 Industrial Lands at Airglooney/Former Tuam Sugar Factory lands (L61095)**

The north western aspect of these industrial lands, are bordered by the Clare River and are liable to flooding. The Planning Authority have re-zoned industrial lands (lands located within the Designated SAC Site (Site Code: 000297) including a 30m, where appropriate) as Environmental Management Area. This zoning will limit any new development potential on these designated sites and will help promote 'ecological connectivity'.

In addition existing Residential lands to the south have been re-zoned as Industrial to reflect existing uses.

The Tuam to Claremorris section of the WRC passes alongside industrial lands at Airglooney. It is hoped that the reopening of this railway link will also re-establish the former rail freight service and facilities at this location.

#### **5.4.1.6 Commercial/Industrial/ Residential lands at Kilmore/Farranmartin (N17)**

The Galway approach road on the N17 contains a mixture of industrial, commercial and residential lands including the N17 Business Park and MG Business Park. The Planning Authority considers that the majority of the lands be re-zoned as Business and Enterprise in order to more appropriately reflect the majority of existing uses for this area. The Plan, through the land use zoning matrix has indicated the type of development considered appropriate for this location in the future, and which will ensure that this area complements and does not compete with the town centre.

#### **Residential land near the Weir Road/N17 Junction:**

The present use on these residential lands is commercial-industrial in nature and employs a significant workforce for its size. The NRDO recommend that a portion of the lands be reserved for junction improvement purposes. The lands shall be considered for re-zoning to Business & Enterprise to reflect existing uses.

#### **5.4.1.7 Office Development**

The Tuam LAP 2005-2011 encouraged over-counter office development to be located within Commercial land and the promotion of the use of vacant or under-utilised upper floors for office development.

The Planning Authority considers that two types of office development are required within the Plan:

1. Office Town Centre (100 m<sup>2</sup> to 1000m<sup>2</sup>);
2. Office Parks (>1000 m<sup>2</sup>).

Outside C1-C2 Zones the Planning Authority will only consider future office park development within Business and Technology; Business and Enterprise Zonings or within Industrially Zoned lands.

Change of use from shops to offices in the Town Centre Zone will be judged on the merits of the proposal on a case by case basis.

- Property suitable for single family residential accommodation will under the Plan be considered as suitable for conversion to offices based on the merits of the individual proposals.

There are ample opportunities for small to medium scale office development within the town centre and associated backlands. These underutilised backlands are located predominately behind Shop Street, Bishop Street and High Street and are situated in what is considered the Town Centre and the Commercial Core. It is considered that the potential for office type developments within these areas may lead to their rejuvenation and revitalisation over the Plan period.

#### 5.4.1.8 Electronic Courtyards

The objective of Electronic Courtyards is to generate incremental business activity by offering the entrepreneur a turn-key residential and business solution with all the convenience of advanced facilities in a quality lifestyle location.

'Courtyard Buildings' which are suitable for town centre locations subject to the relevant planning and sustainable development considerations, maybe composed of detached homes, townhouses, apartments as well as up to 10,000 square foot (929.030m<sup>2</sup>) of wired office accommodation and including the provision of Broadband. One such residential/business unit may have the capacity to accommodate 5 persons in knowledge-based enterprise such as software development, graphic design, and web development.

In the absence of the Urban Renewal Programme this strategy has the potential for regeneration and enhancement of brownfield sites that may fall into dereliction. It would also provide an opportunity to consolidate the town centre.

#### 5.4.1.9 Tourism

Tourism makes a contribution to the local economy and to the prosperity of Tuam. The Council can facilitate the commercial residential developments such as hotels, B&B's and self-catering accommodation. In addition the Council can support other tourism infrastructure such as the Mall Theatre, The Mill Centre and Complex, the Shambles, Town Hall and including ecclesiastical buildings and ruins.

Significant work has already been undertaken by the Council in conjunction with Failte Ireland to develop a walking trail in Tuam. Audio material and brochures have been developed to accompany this trail as well as urban enhancements including enhancing pedestrian routes in the town that are linked to the town trail, tree planting and improving the permeability of the streetscape.

Failte Ireland has profiled Tuam as a 'Historic Town' as part of their key Heritage/Cultural attractions and the town is now part of its 19 Historic Towns nationally and is referenced as such by the Royal Irish Academy.

### 5.4.2 Employment and Economic Development Policies

<b>Policy EE1</b>	Support the strategy for economic development as set out by the West Regional Authority Regional Planning Guidelines 2010-2022 and the County Development Plan 2009-2015.
<b>Policy EE2</b>	Foster networks and clusters of local economic activity, so that together their concentration becomes more important in the regional and national economy.
<b>Policy EE3</b>	Actively encourage, facilitate and provide for the location and development of knowledge-intensive and renewable energy technology based specialisation companies within Tuam.
<b>Policy EE4</b>	The Council will protect zoned lands from inappropriate development that would undermine future economic activity or the sustainable development of such areas.
<b>Policy EE5</b>	Co-operate with local, regional and national enterprise authorities in the attraction of investment into Tuam, including the provision of employment/enterprise within the Town
<b>Policy EE6</b>	Encourage the Galway County Development Board (GCDB) in its support of indigenous





	Enterprises/SME's, incubator units for start-up firms, Smaller Office/Electronic Courtyard type development and Knowledge Sector High Potential Start Up Units (HPSU's).
<b>Policy EE7</b>	Facilitate the promotion and implementation of 'greening initiatives' including 'energy zones' and emerging new technologies within Tuam.
<b>Policy EE8</b>	Actively encourage the redevelopment of brownfield sites for enterprise and employment creation throughout the Plan area.
<b>Policy EE9</b>	Provide for a diverse range of employment needs within the community in order to promote employment opportunities within Tuam.
<b>Policy EE10</b>	Apply a flexible approach to entrepreneurial start up business and small scale industrial and employment generating activities, where it can be demonstrated that the proposed use would have minimal impact on adjoining uses, primarily residential property.
<b>Policy EE11</b>	Maximise the use of available land, including the intensification and re-use of existing land and buildings.
<b>Policy EE12</b>	Promote the concept of Competitive Sustainable Manufacturing (CSM) and including the development and implementation of the Factories of the Future Public-Private Partnership (FoF PPP) within the Plan area.
<b>Policy EE13</b>	Facilitate and support sustainable tourism development which is based on and reflects Tuam's distinctive history, culture and environment.
<b>Policy EE14</b>	Support the aims and objectives of 'Developing Sustainable Tourism in Galway': A Framework for Action 2003-2012.
<b>Policy EE15</b>	Seek to support the development of the services sector, including retailing and tourism both of which will be critical to the success of the regional economy.

#### 5.4.3 Employment and Economic Development Objectives

<b>Objective EE1</b>	Facilitate and encourage the establishment of industry/business/enterprise/technology which are considered compatible with surrounding uses on suitably zoned sites.
<b>Objective EE2</b>	Co-operate and seek to facilitate local based development groups in developing industrial/business/enterprise/technology clusters as appropriate.
<b>Objective EE3</b>	In consolidating the urban form, support the location of quality employment and residential developments in proximity to each other in order to reduce the need to travel and dependence on private transport.
<b>Objective EE4</b>	Ensure that a high standard of design, layout and amenity is provided and maintained at locations selected for Business Enterprise (BE), Business Technology (BT) Parks and Industrial development (I).
<b>Objective EE5</b>	Facilitate the development of High Potential Start-Up Units (HPSU's) and Small Office Home Office (SOHO) at appropriate locations within Tuam.
<b>Objective EE6</b>	Facilitate the provision of 'Courtyard' type developments within the town centre so as to accommodate economic activity and job creation, where appropriate.
<b>Objective EE7</b>	Where industrial sites are developed adjacent to residential areas and community facilities, buffer zones shall be provided as well as adequate screening in the form of planting, landscaping and mounding as appropriate.
<b>Objective EE8</b>	Facilitate the provision of childcare facilities in appropriate locations thereby promoting labour market participation, access to training, education and employment among parents of young children.
<b>Objective EE9</b>	Promote and encourage the establishment of Third Level facilities and including Research & Development (R & D) within Tuam.
<b>Objective EE10</b>	Facilitate the promotion and development of Competitive Sustainable



	Manufacturing (CSM) and including development and the implementation of the Factories of the Future Public-Private Partnership (FoF PPP) within appropriate lands.
<b>Objective EE11</b>	Where uses exist as non-conforming uses it is the policy of the Council to facilitate their relocation to a more sustainable location on zoned lands.
<b>Objective EE12</b>	Facilitate the delivery of sustainable tourism projects/infrastructure within the Plan area.
<b>Objective EE13</b>	Promote the concept of 'energy zones' and emerging new technologies within Tuam. Consider lands zoned as Business and Technology (BT) as a location for same.

## 5.5 Retail Development

### 5.5.1 Context

Retail is a significant contributor to the commercial life of the local economy of Tuam. The town is located within Tier 4 of the National Retail Hierarchy. The retail policy within the Tuam LAP has had regard to the requirements of the Retail Planning Guidelines for Planning Authorities (RPG) 2005 DEHLG.

#### 5.5.1.1 Current Role and Qualitative Assessment of Tuam Town Centre

##### Convenience Sector:

There are some franchise convenience retailers located within the Town Centre. In addition to the units in the town centre, there are also a number of small convenience units within and on the edge of the town centre, most of which are attached to petrol filling stations on the arterial routes into Tuam.

##### Comparison Sector:

The comparison sector of Tuam is characterised by smaller shops offering a range of clothing and footwear, gifts and household goods. A variety of pharmacies, clothes shops, and furniture stores are clustered around Market Square and the streets leading off it. Outside of the town centre, two business parks contain some retail units which add to the comparison floorspace of the catchment area. Tuam needs to exploit its potential and realise retail, commercial and local investment within the town if it is to evolve into a Third Tier settlement within the RPG hierarchy and as a Hub in the West Regional Authority Regional Planning Guidelines. Most Third Tier Level Towns have national supermarket chain representation and also significant comparison goods shopping. The Hub Town of Tuam will need to improve the retail offer, increasing competition and address current shortfalls in convenience and comparison floorspace.

#### 5.5.1.2 Retail Floorspace Survey

The draft Retail Strategy for Galway City Galway County 2005 commented that Tuam contained 24% of the total retail floor space with the County. The total retail floor space was 13,286 of which 4,252m<sup>2</sup> was convenience, 3,503m<sup>2</sup> was comparison and 5,531m<sup>2</sup> was bulky, there was 2,200m<sup>2</sup> of vacant space. The draft strategy also stated that there was a strong commercial centre with a selection of higher order goods and services. Shopping was focused on the central area of High Street, Bishop Street, Vicar Street and Shop Street with additional activity on the Galway Road. 80% of shoppers arrived by car. In the absence of an adopted Retail Strategy for the County, the information sourced from a Retail Floorspace Survey undertaken in 2007 by the Council (which compared a breakdown between retail provision in 2002 and 2007) was used to inform this Plan.

**Table 5.5.1.4: Change in Retail Goods Type within Main County Towns (2002-2007)**

Town	Change in Total Net Retail Floorspace	Change in Total Convenience	Change in Total Comparison	Change in Total Bulky	Change in Total No. Of Retail Units	Change in Total Vacant Floorspace
Ballinasloe	2685	794	2130	-239	N/A	N/A
Tuam	5755	1642	3302	811	7	1163
Loughrea	879	-167	735	311	-2	-355
Gort	241	303	-266	204	11	-270
Oranmore	1887	1377	633	48	11	N/A
Athenry	4214	2186	657	1571	24	987
Clifden	1652	1301	-85	436	9	1099
Portumna	867	324	179	364	-9	-930
<b>Total</b>	18181	7759	7285	3506	51	1973

**Notes:**

1. All measurements are in m<sup>2</sup>

Source: Retail Floorspace Survey by GCC 2007

Findings from the above table confirm that Tuam has the largest amount of total vacant floorspace within all of the towns surveyed, the highest amount of comparison provision and the second highest provision of bulky goods of all the towns surveyed at that time (2002-2007).

Retail Impact Assessments submitted with all significant retail proposals should contain up-to-date information on retail floorspace figures, retail planning extents and capacity estimates in line with the provisions of the Retail Planning Guidelines.

**5.5.1.3 Principles for Future Retail Development Strategy**

The Retail Planning Guidelines recommends that the ‘core shopping areas’ be defined in development plans. This definition allows for the endorsement of ‘edge of centre sites’ that is a site within 300-400m from the edge of the prime shopping area for retail purposes.

This Plan has a specific zoning objective for **Town Centre/Commercial Zoning (C1)** with provision to extend Town Centre Zoning in locations that are appropriate.

The purpose of this is to:

- Support the Sequential Approach in the context of the Retail Hierarchy and to promote the vitality and viability of the existing town centre;
- Support the objective of providing sustainable transport and travel patterns into the future, an objective less well supported by large out-of-town retail centres;
- Increase the commercial footfall in and around the town centre;
- Reduce the dependency on the private car;
- Stem the retail leakage from Tuam by providing a stimulus for the development of independent and varied retail options;
- Implement sustainable planning that will encourage the reuse of redundant and under-used buildings that would be compatible with their character and significance;
- To help create Tuam town centre as a multi use destination that is heavily used by the local population.
- To address the retail deficiency that currently exists in Tuam.

### Commercial and Mixed Use Zoning (C2)

This zoning category shall be applied to existing Commercial lands located at edge of centre sites and/or within a distance of 400m -800m from the edge of the prime shopping area for retail purposes. Periphery sites that are not serviced shall not be considered for commercial/mixed use development in the interests of proper planning and sustainable development.

It is expected that all types of retail provision including the provision of bulky goods shall be increased within the lifetime of this Plan. Additional retail development within Tuam will benefit from the future vitality and viability and sustainability of the town especially those that are located within easy walking distance from the core shopping area.

The provision of two potential proposed mixed use developments within Town Centre/Edge of Town Centre will greatly enhance the retail provision within Tuam as well as making provision for other social and public amenity facilities.

It is expected that such developments will act as a catalyst for other development happening in the town, as movements in retail offer mean that the town is more attractive to residents and companies alike to locate within a thriving and self sufficient centre. Such development will also assist in the building of a critical mass of retailers within Tuam and help increase the town's attractiveness to other quality retailers offering convenience/comparison and choice shopping. The potential benefits to the town will have knock-on effects, not only will the retail offer improve and better serve the residents of Tuam and its catchment area, but in turn Tuam will become more attractive as a location to both live and work thus reducing the need to travel. With more people physically shopping in the town, other retailers and services can benefit from spending in other sectors of the local economy.

It is expected that Tuam will in the medium term become self sufficient in convenience goods and that the leakage and inflows to Galway and other locations will be reduced.

### Bulky Goods:

Bulky goods by definition require access by car and when located in a grouped manner with communal car parking facilities these are termed retail parks. Where bulky goods are being accommodated they should comply with the requirements of the Retail Planning Guidelines for Planning Authorities 2005. There is potential for Tuam to increase its share of bulky goods provision over the Plan period at appropriate locations.

#### 5.5.2 Retail Development Policies

<b>Policy RD1</b>	Implement the principles established in the Retail Planning Guidelines for Planning Authorities (2005) and any future Retail Strategy prepared for County Galway within the lifetime of the plan, as the primary basis for the control of future retail development.
<b>Policy RD2</b>	Promote land assembly within the Town Centre and achieve sustainable development through the intensification of land use and to facilitate the adoption of a sequential approach to retail planning with a preferential order as follows: <ol style="list-style-type: none"><li>1. The Town Centre,</li><li>2. Edge of Centre</li><li>3. Out- of -Town locations.</li></ol>
<b>Policy RD3</b>	Promote and maintain the realisation of the town's full retail capacity; increase desirability and ensure the long-term vitality/viability of the town centre.
<b>Policy RD4</b>	Protect and preserve the town centre and support healthy retail competition in accordance with the Retail Planning Guidelines 2005.
<b>Policy RD5</b>	Encourage the consolidation of all retail warehouse activity and large commercial goods such as car sales in the form of a retail park.

<b>Policy RD6</b>	Adopt a parking strategy including provision for the disabled that provides for multi-purpose shopping, and ease of access so as to provide commercial synergy and promote sustainable movement patterns for all community needs.
<b>Policy RD7</b>	Secure the regeneration of areas in need of renewal using all instruments available.
<b>Policy RD8</b>	Promote initiatives or programmes to enhance the character and urban design quality in Tuam to ensure that the town remains attractive for investment in commerce and in retailing.
<b>Policy RD9</b>	A proliferation of fast food outlets and betting shops will not be permitted in the Town Centre.
<b>Policy RD10</b>	Encourage the extension of retail provision in Tuam throughout the Plan period in a way which will not detract from the town centre but will address the significant leakage from the town being experienced at present.
<b>Policy RD11</b>	It is Council policy in the case of town centre zoning, to prohibit a proliferation of any individual use which in the opinion of the Planning Authority, does not contribute to the vitality and viability of town centres.

### 5.5.3 Retail Development Objectives

<b>Objective RD1</b>	Promote Town Centre development including Shop Street, Bishop Street, High Street, Dublin Road, Vicar Street and all associated backlands.
<b>Objective RD2</b>	Ensure that retail development (except local, small scale shopping facilities) respect the sequential approach by prioritising retail development to occur in the following order: <b>1. Town Centre, 2. Edge-of-Centre, 3. Out-of-Centre.</b>
<b>Objective RD3</b>	Support local shopping facilities where their provision has already been established.
<b>Objective RD4</b>	Encourage and facilitate the reuse and regeneration of derelict land and buildings for retail uses with due regard to the Sequential Approach.
<b>Objective RD5</b>	Acknowledge the fact that many retail centres have an interspersed residential element. Give consideration to proposed changes of use to retail, where a dwelling has adjacent non-residential uses on both sides.
<b>Objective RD6</b>	Encourage the retention of traditional shop fronts and pub fronts of high quality character and design.
<b>Objective RD7</b>	Ensure that all new retail and commercial development proposals respect the scale and character of the existing streetscape within which they are proposed.
<b>Objective RD8</b>	Continue to promote/develop the living over the shop initiative.
<b>Objective RD9</b>	Implement and assess new major developments in accordance with the RPG 2005 Guidelines.
<b>Objective RD10</b>	Assess the impact of significant proposed expansions of retail floor space on traffic movement taking into account impact on road capacity and access to public transport.
<b>Objective RD11</b>	Improve access to the town centre by facilitating opportunities for public transport, cycling and walking and pedestrian priority, whilst also ensuring sufficient short term parking is achievable to meet the needs of car borne shoppers.
<b>Objective RD12</b>	Encourage the retention of the existing character of shop subdivisions so as to preserve the historic character of the town centre.
<b>Objective RD13</b>	Encourage the development of Neighbourhood Centres (NC) as indicated on the Land Use Zoning Map so as to provide incidental shopping facilities within walking distance of residential areas.

## **SECTION 6. RESIDENTIAL AND NEIGHBOURHOOD DEVELOPMENT**

### **6.1 Context**

The principal aim of housing policy is to enable every household to avail of an affordable dwelling of good quality that is suited to its needs, in a good environment and, as far as possible, through the tenure of its choice. Recent national guidance also places far greater emphasis on the importance of good urban design and the creation of sustainable communities. There is also a need to ensure that social/economic development and the delivery of housing meet the lifelong needs of the community it serves including the concept of *'Lifetime Homes'*.

#### **6.1.1 Planning and Policy Context**

There have been significant changes to the planning and policy environment applicable to residential development in urban areas since the previous Tuam LAP. In particular, a range of national guidelines and policy statements have been issued in relation to residential and urban development, including the following from the DEHLG:

- *Delivering Homes – Sustaining Communities: Statement on Housing Policy, 2007*
- *Quality Housing for Sustainable Communities: Best Practice Guidelines for Quality Housing for Sustainable Communities Delivering Homes Sustaining Communities, 2007*
- *Urban Design Manual: A Best Practice Guide – A Companion Document to the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, 2009*
- *Sustainable Residential Developments in Urban Areas: Guidelines for Planning Authorities, 2009*
- *Flood Risk Guidelines for Planning Authorities, 2009*

In addition to the above, residential development within Tuam will be guided by the Galway County Settlement Strategy, any Core Strategy and by the recommendations as set out under the Regional Planning Guidelines for the West Region 2010-2022. The RPGs indicate a minimum population growth for Tuam of 1,000 persons over the period 2010-2016.

Given Tuam's designation as a Hub Town under the NSS, its growth in population is set to increase, albeit at a more modest rate in the short to medium term given the economic climate. Minimum population figures from the DEHLG 2009 suggest a population target of 8,600 persons by 2016 and 9,500 persons by 2022 within the CSO Tuam boundary. This corresponds to an actual growth in population from 2006 of 1,717 persons by 2016 and 2,615 persons by 2022.

Under Section 2, the preferred development strategy option has been identified as Option 3 – Consolidation of Existing Urban Structure with Phased Development. This strategy is supported and reinforced by recent national/regional guidelines which encourage the creation of sustainable residential communities and good quality urban design, promoting high residential densities in co-ordination with improved essential infrastructure and transport systems. The protection of existing neighbourhoods and sustainable communities in the town centre is an important aspect of the neighbourhood concept and is essential to maintaining a vibrant town centre. Sustaining and nurturing a *'sense of place'* is critical to the vision for Tuam as set out in Section 5.1.1 Sustainable Development of the Tuam Local Area Plan.

#### **6.1.2 Residential Density**

The Planning Authority recognises that appropriate design and layout providing a high quality living environment, including the availability of proper shopping, transport and leisure infrastructure, are essential if increased residential densities are to be acceptable.

The Guidelines for Sustainable Residential Development in Urban areas promote higher residential densities in appropriate locations, especially in conjunction with improved public transport facilities subject to ensuring that the highest quality of residential development is achieved. In the design and

assessment of higher density residential development, regard shall be had to these guidelines and the accompanying design manual which sets out certain criteria including:

- Acceptable building heights;
- Avoidance of overshadowing and overlooking;
- Provision of adequate private and public open space, including
- Landscaping where appropriate and provision of safe play areas;
- Adequate internal space standards;
- Suitable parking provision;
- Provision of ancillary facilities such as community facilities and local services.

It is national policy to encourage more sustainable urban communities through the avoidance of excessive suburbanisation and through the promotion of well planned and properly designed higher density development at appropriate locations, which are well-serviced in terms of public transport and community facilities.

The principal benefits of increased residential density are seen as:

- More economic use of existing infrastructure and serviced land.
- A reduced need for the development of 'greenfield' sites, urban sprawl and ribbon development.
- Reduced need for investment in new infrastructure.
- Better access to existing services and facilities.
- More sustainable commuting patterns.

The LAP has identified areas that are potentially suitable for higher residential densities in accordance with national policy and guidelines. These areas include lands within and adjacent to the town centre, future neighbourhood centres and public transport hubs and corridors. Lower densities would be more appropriate in peripheral locations, outside of convenient walking distance from support facilities and on lands where adequate services were limited or unavailable. The following guidance is given for a range of densities within the LAP area:

**Table 6.1.2.1: Residential Density Guidelines**

Density	Units/Ha	Units/Acre	Appropriate Locations
<b>High-Medium</b>	35-50 units	14-20 units	Town centre (typically within 800m of walking distance of centre point), public transport hubs/rail station (typically within 400m walking distance of hub/rail station)
<b>Medium-Low</b>	15-35 units	6-14 units	Neighbourhood centres (typically within 400m walking distance of centre point), inner urban suburbs, public transport corridors
<b>Low</b>	5-15 units	2-6 units	Urban periphery, outlying lands, lands with limited or inadequate services, areas with capacity/environmental constraints

The development of higher densities will need to be appropriate to the context and will be assessed based on the merits of the proposal and subject to good design, compliance with both qualitative and quantitative standards, location, capacity of the site and infrastructure to absorb development, existing character of the area, established densities on adjoining sites, protection of residential amenities, proximity to public transport, etc. The appropriate density will be determined by a combination of actual density limits (i.e. plot ratio / site coverage) and other standards relating to public open space, private open space, privacy, overlooking car parking, design and layout, servicing and access, etc. In general, densities and house types shall be compatible with established densities and housing character in the area. The Planning Authority may use its discretion in varying these density standards.

### 6.1.3 Residential and Neighbourhood Development

The Government Policy on Architecture 2009-2015 promotes sustainable 'place making' which draws on best practice in creating and maintaining integrated sustainable places in terms of architectural and

urban design quality as well as social engagement. Neighbourhoods are areas where an efficient use of land, high quality design and effective integration in the provision of physical and social infrastructure are combined to create 'places' where people wish to live and prosper. Sustainable neighbourhoods can create 'quality places', help contribute to fostering community spirit, help reduce traffic movements and aid the provision of high quality residential environments.

The LAP continues to promote the neighbourhood concept within Tuam in existing residential areas and within new development proposals. The Council will protect and seek to enhance all residential neighbourhoods through Development Management Standards and Guidelines and through the implementation of environmental improvements. In addition, GCC will require planning applications for large scale residential developments or planning applications within sensitive areas to include a design statement which describes the proposed development in terms of its context, the movement within the site, the relationship to adjoining developments and the contribution to good urban design. This will include a character appraisal for the area indicating how the proposed development responds to and enhances the character of the area in question.

Generally, a neighbourhood centre should serve a residential catchment that is within approximately 5 minutes, or 400m, walking distance. The LAP has accordingly made provision for the establishment of neighbourhood centres in indicative locations around the town centre, where they can serve the local needs of a surrounding residential catchment of approximately 400m. These centres may vary in terms of scale and mix of uses to reflect the residential catchment and needs of the area. In cases where there is a substantial existing or proposed residential catchment, a neighbourhood centre may develop to include a greater number of uses or range of facilities and services that would allow it to serve a larger area within 10 minutes, or 800m, walking distance.

#### 6.1.3.1 Homezones

Homezones are residential environments that consist of shared surfaces, indirect traffic routes, areas of planting and features to encourage the use of the street for amenity purposes. These features allow for traffic calming and include design features to discourage or prevent through traffic. They also allow streets to become play and amenity areas and can help contribute to a child friendly area.

#### 6.1.3.2 Residential Streets

The layout of new residential developments needs to create spaces where the car becomes secondary and where the street has an important public realm function beyond the movement of traffic. The Guidelines for Sustainable Residential Development in Urban Areas 2009 set out a number of design principles to consider in the layout and design of streets in residential areas including:

- Connectivity and permeability – to provide convenient access to places, particularly to services such as schools and places of work. Routes should be accessible and as direct as possible.
- Sustainability – to prioritise the needs of walking, cycling, public transport and the need for car borne trips to be minimised.
- Safety – to provide for safe access/egress onto streets, paths and cycle routes for users of all ages and degrees of mobility.
- Legibility – to ensure residents and visitors can easily find their way around an area.
- Sense of place – to ensure streets contribute to the creation of attractive and lively mixed-use places. Streets should not just serve for movement rather their design should include consideration of appropriate opportunities for resting. The use of street names with a connection to the area can also help reinforce a sense of place and civic pride.

Key components to successful residential streets include the following:

- Streets need to be **two-sided** to form real streetscapes;
- Streets need to be **well framed** (predominately continuous building lines) and have a **good sense of enclosure**;



- **Greenery** is an important feature in residential streets and can substantially improve the aesthetics of the streetscape.
- **Small front gardens** have a number of benefits – they allow for a good definition between the public and private realm, they allow for some plantings and greenery of the street, improve privacy for the residents without impacting on passive surveillance and connection with the street.
- **Well defined but un-obtrusive boundary treatments** between the front garden and the public street;
- **Footpaths** are often too small, especially if there is a possibility of being encroached upon (e.g. car-parking, tree planting).
- **Parking on-street** should be carefully integrated to avoid cars dominating the streetscape.
- Large schemes should contain a **mixture of street typologies** to ensure variety, legibility and a 'sense of place'. Dedicated **cycle lanes** should also be included at appropriate locations and would be an important component of the active connecting avenues in many developments.<sup>3</sup>

#### 6.1.3.3 Mix of House Types and Tenures

Sustainable neighbourhoods should be able to respond to people's changing needs over various life stages and should also allow for established areas to grow over time, providing a mix of house types and tenures can help create neighbourhoods for people of different ages, lifestyles and mobility levels. Such neighbourhoods provide for '**lifetime communities**' where people can move house to suit their requirements without moving out of their neighbourhood. The Planning Authority will encourage innovative and well-designed schemes with a mix of house types within the Tuam LAP as it allows for more sustainable use of community services and increased **Social Inclusion**. It also provides a more attractive residential development due to diversity of scale and form.

#### 6.1.3.4 Sustainable Housing

The creation of sustainable neighbourhoods can be enhanced through the integration of energy efficiency into the design and layout of the development. This involves optimising the benefits of sunlight, daylight and solar gain through the consideration of the surrounding topography, building orientation, building height, and layout. It will also involve the consideration of sustainable heating systems and district level heating. The LAP is committed to ensuring that new development proposals should aim for high levels of BER Rating (Level A) regarding design and insulation materials with high levels of natural daylight entering buildings in order to maximise solar gain including dual aspect design and southerly orientation if possible. Other measures to be considered within design proposals include the provision of shelter through planting and walling.

#### 6.1.3.5 Residential Provision

The Council is both the housing authority and the planning authority, and in these roles it has the capacity to influence the supply, location and scale of new housing within their functional areas. Tuam has seen the housing stock grow and evolve from detached bungalows to housing estates of detached, semi-detached, terraced houses and apartments. Housing needs over the lifetime of the LAP will arise from an overall increase in the number of households; obsolescence of existing stock, subdivision of existing households and in migration.

#### 6.1.3.6 Social, Affordable, Voluntary Housing

The Council is currently implementing an extension of the four year Multi Annual Programme 2004-2008 (extended until 2011); this will guide the provision of Social, Affordable and Voluntary houses throughout the County, including Tuam. Each programme element will seek to provide an appropriate housing mix taking into account national economic circumstances, local demand and affordability, and the outputs of the Joint Housing Strategy 2009-2015.

Under the current Housing Strategy 2009-2015, there is a requirement that 20% of the land zoned for residential development would be developed specifically for social and affordable housing.

<sup>3</sup> INFO Sheet; Residential Street Design, Rock; S. 2006

The Council has a **Voluntary Housing Programme** and has constructed 15 units at Cluide Glebe.

**A Traveller Accommodation Programme 2009-2013 is also being implemented and** includes a stated policy to provide for the accommodation needs of Travellers, as far as is reasonable and practicable using the full range of housing options available to the Council in consultation with the travelling community, the settled community and with various other statutory and voluntary agencies concerned. Galway County Council has through experience and consultation identified conventional housing as the preferred accommodation option for the majority of Traveller households. A further need exists within the Traveller Community for accommodation for those waiting for housing and unable to access private rented accommodation. The Council will continue to deliver housing for travellers primarily through standard lettings which is the preferred option of the families.

#### **6.1.3.7 Residential Development on Agricultural Zoned Lands**

Rural generated housing needs arise for people who are an intrinsic part of the rural community by way of background or the fact that they work full-time or part-time on agricultural lands. As a general principle, subject to good planning practice in matters of location, siting, design, access, servicing and the protection of environmentally sensitive areas, rural generated housing needs should be accommodated in areas where they arise within the LAP area, subject to the rural housing need requirements as set out within the GCDP 2009-2015. Each application shall be judged by the Planning Authority on its own merits on a case by case basis and shall be informed by the Sustainable Rural Housing Guidelines 2005 and by the EPA Guidelines: Code of Practice Wastewater Treatment and Disposal Systems Serving Single Houses (p.e.  $\leq 10$ ) 2009 where applicable.

With regard to urban generated rural housing within agricultural zoned lands, this type of demand should take place within the residentially zoned and serviced land as indicated within the Land Use Zoning Map and within the context of phased residential development as outlined within the LAP.

#### **6.1.4 Tuam Environs – Urban Fringe**

Typically the urban fringe, or outer limit of a town's built environment, is visually poor in quality and definition. It tends to consist of sporadic low-density residential development that gradually intensifies on approach to the town core.

Developments within a 2.4 km radius buffer from the LAP boundary, or a wider area if considered as an area under urban pressure, which are not connected with agriculture or related to the provision of infrastructure services for the common good would need to be restricted, except where they provide for essential rural housing needs in accordance with the provisions of Section 5 of the GCDP 2009-2015 and associated policies (in particular Policy HP16) and Development Management Standards, in particular Section 11.3 Guidelines for Residential Development (DM 6: Permissible Rural Housing) and Section 11.5 Standards for Transportation, Roads, Parking, Loading and Storage (DM 16: Access to National and Other Restricted Roads for Residential Developments, within Section 10 of the Tuam LAP and including applicable Government policies and Council Guidelines where relevant. All permissible single houses in un-sewered rural areas would also need to comply fully with the EPA document: A Code of Practice: Wastewater Treatment and Disposal Systems Serving Single Houses (p.e. less than or equal to 10) 2009 (or any updated version) for the protection of the environment and specifically water quality.

## **6.2 Residential and Neighbourhood Development Policies**

### **Policy RN1**

Have regard to and support the implementation of, as appropriate, the relevant provisions of the following strategies, guidelines and programmes in the Tuam LAP area:

- Joint Galway County Council and Ballinasloe Town Council Housing Strategy 2009-2015;

	<ul style="list-style-type: none"><li>• Sustainable Residential Developments in Urban Areas: Guidelines for Planning Authorities, 2009;</li><li>• Urban Design Manual: A Best Practice Guide – A Companion Document to the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, 2009;</li><li>• Galway Clustered Housing Guidelines, where appropriate, in the assessment of any proposals of new multiple unit housing developments within Tuam LAP area;</li><li>• Traveller Accommodation Programme;</li><li>• Derelict Sites Acts, to prevent or remove injury to amenity arising from dereliction.</li></ul>
<b>Policy RN2</b>	Encourage the development of housing at suitable locations and in appropriate mixes, densities, scale, extent, layout and design that reflects the status of Tuam as a Hub town.
<b>Policy RN3</b>	<p>Encourage phased residential development in accordance with the preferred development strategy option as set out in this Local Area Plan. This shall include a positive presumption in favour of suitably zoned and serviced Residential - Phased 1 lands.</p> <p>Residential lands outside the Tuam Bypass or the route of the Inner Relief Road are not considered to be suitable for development within the lifetime of the plan.</p> <p>Lands have been identified as R1 – phased for residential development within the lifetime of the plan and R2 – generally not developable during the lifetime of the Plan.</p> <p>However, if required, residential development can be considered in a phased manner on some R2 lands where it is apparent that R1 lands cannot or will not be developed within the plan period. The requirement for this will be dependent on the level of growth being experienced in Phase 1 lands and where required, consideration will generally be given to Phase 2 lands that are contiguous to existing residentially developed lands, that lie within 800m of the town centre; within 400m of neighbourhood centres; within 1500m of the town centre and; thereafter in remaining areas subject to normal servicing and planning considerations.</p> <p>Residential Phase 2 lands located within the Tuam Bypass or the route of the Inner Relief Road maybe considered for development if it is apparent that Residential Phase 1 lands cannot be developed within the lifetime of the Plan. Consideration shall be given to the development of Residential Phase 2 lands in lieu of a similar portion of R1 lands which are constrained from development. This shall be undertaken primarily in relation to lands that are contiguous to existing Residential Phase 1 zoned lands, are not identified in a flood area, are considered serviceable by the Planning Authority and are in accordance with proper planning and sustainable development of the area.</p> <p>Residential - Phase 2 lands outside the Tuam Bypass or the route of the Inner Relief Road would not be considered to be suitable for development within the lifetime of the Plan.</p> <p>Notwithstanding the above, each proposal will be considered on its merits and having regard to the proper planning and sustainable development of the area.</p>
<b>Policy RN4</b>	Direct residential development to lands zoned and serviced for such uses within



	the town and ensure that where housing is proposed on agriculturally zoned land this complies with the local housing need policies and objectives set out under the GCDP 2009-2015
<b>Policy RN5</b>	Maintain the character of the area outside the town centre by encouraging residential development to reflect the DEHLG's Guidelines on Sustainable Residential Development in Urban Areas and its accompanying Urban Design Manual 2009, Galway County Council's Housing Design Guidelines for Clustered Housing and any other such guidelines as may be published by the DEHLG or by the Council during the lifetime of the LAP.
<b>Policy RN6</b>	Encourage the provision of appropriately designed and located residential units to meet the needs of the elderly, people with disabilities, and other special needs households or those in need of sheltered accommodation, either as stand alone developments or integrated into new residential development projects.
<b>Policy RN7</b>	Implement schemes to maximise the utilisation of the existing social and private housing stock in the town.
<b>Policy RN8</b>	Work with the voluntary, public sector and the County Council in the provision of emergency crisis accommodation.
<b>Policy RN9</b>	Ensure the implementation of proper management regimes for all property under the control of the Council in co-operation with, and with the participation of, all tenants.
<b>Policy RN10</b>	Encourage social inclusion through the development of fully integrated neighbourhoods catering for people with different ages, incomes and cultural diversity.
<b>Policy RN11</b>	Ensure that people have adequate access to basic facilities such as childcare facilities, open space, recreation and community centres and local neighbourhood shopping.
<b>Policy RN12</b>	Promote the location of residential development within the existing town centre, utilising brownfield sites, infill sites, and the upper floors of town centre buildings, where appropriate.
<b>Policy RN13</b>	Adopt pro-active measures to prevent the further decline in housing standards in the older residential areas.
<b>Policy RN14</b>	Explore and facilitate new directions in the provision of housing, which might see the development of 'live and work units', 'home zones,' energy efficient units, the concept of sustainable housing and unconventional residential layouts (internally and in site design).
<b>Policy RN15</b>	Promote the location of quality employment and residential developments in proximity to each other, in order to reduce the demand for travel and dependence on private car transport.
<b>Policy RN16</b>	Promote development on serviced land in Tuam, in accordance with the ' <i>Sustainable Residential Development in Urban Areas Guidelines</i> ', having regard to the development strategy for the town, adequacy of existing / planned facilities, services and planned public transport.
<b>Policy RN17</b>	Provide adequate accommodations facilities for the Traveller Community in accordance with the Traveller Accommodation Programme.
<b>Policy RN18</b>	Require contributions from developers to contribute towards the provision of footpaths, street lighting and amenities in the interests of public safety.
<b>Policy RN19</b>	Require the naming of residential developments to reflect local place names, heritage, language or topographical features as appropriate and incorporate townland names from the locality insofar as is possible.
<b>Policy RN20</b>	Co-ordinate the provision of road, cycle and pedestrian networks and other services to new residential areas as appropriate
<b>Policy RN21</b>	Require that the design of housing layouts include the use of clusters and over looked open spaces. Layouts should also consider play space, other informal



	recreational facilities as well as road access, to ensure future linkage to backland development where it exists, as well as critical linkages within the town.
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### 6.3 Residential and Neighbourhood Development Objectives

<b>Objective RN1</b>	Facilitate the development of residential neighbourhoods based on the provision of Neighbourhood Centres as shown on the Land Use Zoning Map. Small pocket parks or “village greens” may be required as an integral part of all neighbourhood centres. The Planning Authority may require the submission of Masterplans and/or Design Statements for these developments.
<b>Objective RN2</b>	Facilitate the implementation of the Joint Galway County Council and Ballinasloe Town Council Housing Strategy 2009-2015 as adopted.
<b>Objective RN3</b>	Provide adequate accommodations facilities for the traveller community in accordance with the Traveller Accommodation Programme.
<b>Objective RN4</b>	New developments that incorporate residential uses will be required to comply with the Development Management Standards as set out in this LAP.
<b>Objective RN5</b>	Require that a suitable variety and mix of dwelling types and sizes are provided in developments to meet different needs, having regard to demographics and social changes, social inclusion, life time changes, smaller household sizes, lower formation age, immigration etc.
<b>Objective RN6</b>	Promote more compact development form, higher density development on appropriate serviced lands and including backland development, where appropriate, while restricting the degree of ribbon development on approach roads where required.
<b>Objective RN7</b>	Ensure where possible that housing or proposals for day care centres for Special Needs Groups are integrated into existing communities and shall be located where possible close to existing communities and to convenience retail facilities, subject to normal planning requirement.
<b>Objective RN8</b>	Ensure where possible that the provision of elderly housing is in close proximity to local shops, churches, and public transport and community facilities.
<b>Objective RN9</b>	Generally permit higher residential densities at appropriate locations and particularly in and adjacent to the Town Centre (Zone C1) and at key transportation nodes, high to medium densities in existing suburban areas and lower densities in appropriate locations at the edge of town in accordance with the outlined phased approach to development. Notwithstanding this principle, each proposal will be considered on its merits and have regard to the proper planning and sustainable development of the area.
<b>Objective RN10</b>	Ensure that adequate access points are reserved along public roads to provide access to backland areas and that adequate access points/routes are incorporated into developments to provide linkages to surrounding lands to ensure connectivity and permeability. Identify access points and necessary way leaves and ensure lane ways are reserved to permit the further development of residential land.
<b>Objective RN11</b>	Direct residential development into appropriately zoned and serviced areas that support a phased development framework.
<b>Objective RN12</b>	Require more comprehensive backland development and development to the rear of road frontage properties where appropriate, in preference to additional ribbon development patterns.
<b>Objective RN13</b>	Promote and encourage high quality developments that have a distinctive and attractive character but also have regard for the local townscape and identity.
<b>Objective RN14</b>	Ensure that priority is given to pedestrian safety within housing developments, rather than vehicular movement.



<b>Objective RN15</b>	Facilitate the development of appropriate, compatible uses within residential areas, including local facilities and services, and discourage non-compatible uses within residential areas. Non-compatible uses include those that may generate large amounts of traffic and/or machinery or uses that generate significant residential amenity or pollution impacts in the form of emissions, noise, odour, etc.
<b>Objective RN16</b>	Encourage residential development in town centre zones and on residential zoned land having regard to the town ethos.
<b>Objective RN17</b>	Encourage and in some cases, require the retention or incorporation of local place names for new housing developments.
<b>Objective RN18</b>	Encourage the high quality design and layout of residential developments that reduces reliance on the motor car, supports movement by pedestrians and cyclists, provides adequate and convenient access to public transport and connects well with the wider locality.
<b>Objective RN19</b>	Ensure that new dwellings are visitable and accessible by people with disabilities or mobility impairments and new houses are designed as 'Lifetime Homes' for an ageing population.
<b>Objective RN20</b>	There shall be a general presumption in favour of the development of nursing homes and retirement facilities within or adjacent to the established town centre or as suitable re-use for protected structures or other buildings which would have a limited re-development potential given their size and architectural character, subject to normal planning, access and servicing requirements.
<b>Objective RN21</b>	Encourage the provision of adequate small, self-contained living units including those within a complex of facilities, for persons with special needs to maintain their privacy and independent living qualities whilst having the protection of the wider sheltered environment.
<b>Objective RN22</b>	Essential rural generated housing needs within agricultural zoned lands or lands zoned as R2- Residential (Phase 2) shall be considered on a case-by-case basis in accordance with the rural housing need provisions within the GCDP 2009-2015, including the relevant policies, objectives and development management standards, and the relevant national guidelines.
<b>Objective RN23</b>	Require that 20% of all new eligible residential sites are set aside for the development of new social and affordable units, unless addressed through suitable alternative arrangements by agreement with the Planning Authority, in accordance with the Council's Housing Strategy 2009-2015 and Part V of the Planning & Development Act 2000, as amended.



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## **SECTION 7. SOCIAL INCLUSION AND COMMUNITY FACILITIES**

### **7.1 Social Inclusion**

#### **7.1.1 Context**

An important asset in a town can often be the community spirit and co-operation that exists. Community vitality is an important asset in a town and can be the prime element of the magnetism of an area.

The concept of **social exclusion** recognises that for many people life is difficult and not just because of the absence of money or resources. Social exclusion can be described as a set of processes which push people to the edge of society, therefore preventing them from being able to participate fully in society in a number of ways.

**Social inclusion** refers to a series of positive actions to achieve equality of access to services and goods, to assist all individuals to participate in their community and society, to encourage the contribution of all persons to social and cultural life and to be aware of and to challenge all forms of discrimination. Social inclusion seeks the creation of an inclusive and fair society, combating inequality, social exclusion and poverty.

#### **7.1.2 Poverty Impact Assessment and the Plan Making Process**

The National Action Plan for Social Inclusion 2007-2016 (*NAP Inclusion*) provides for the undertaking of Poverty Impact Assessment (PIA) as a evaluation framework which allows policy makers to consider the issues of poverty within the policy making process (for plans/projects) with a view to achieving a reduction in poverty and must not result in a significant negative impact on a target population.

A Poverty Impact Assessment (PIA) has been undertaken on the Tuam LAP as a pilot project by the DEHLG and will be available from Galway County Council (GCC) together with the Plan.

#### **7.1.3 Implementing Social Inclusion**

The Sustainable Residential Development in Urban Areas Guidelines for Planning Authorities (PA's) 2009 promotes access for all and states that circulation within housing layouts, including access to individual buildings, should have regard to the varying needs of occupants over their lifetimes including needs associated with mobility difficulties. Innovative design, which facilitates life-time adaptability and accessibility, is encouraged in housing.

Good local area planning can help to prevent social exclusion. Provision and good access to services such as childcare, health, education, play and youth facilities, employment, public transport and facilities for older persons are vital for building sustainable inclusive communities.

##### **7.1.3.1 RAPID**

In 2002 Tuam was chosen as one of the 20 areas included in Strand II of the RAPID (Revitalising Areas by Planning, Investment and Development) Programme. The Programme aims to ensure that priority attention is given to tackling the spatial concentration of poverty and social exclusion within the 45 designated areas (including Tuam) through targeting state resources, available under the National Development Plan. The Programme also calls on Government Departments and State Agencies to bring about better co-ordination and closer integration in the delivery of services.

The Council has also received funding from a successful application to the Border Midland Western (BMW) Region Gateways and Hubs ERDF Grants Scheme. The Council has been allocated grant aid of €1.35million towards a number of projects that will be implemented in the Town of Tuam.

Under the theme - **Connecting Community through developing the Public Realm** the following are proposed:

1. Urban enhancement of Streets of Tuam to include improvement of disability access and regeneration of the Shambles, Market Square and roads linking the two. Incorporating Tree planting at approaches to Tuam, Town Signage Programme;
2. Physical refurbishment of public areas in Local Authority Residential Areas at - Tirboy, Gilmartin Road, Parkmore Estate, St Joseph's Park, and the Parkmore multipurpose games facility.

An Area Implementation Team (AIT) made up of representatives of the Public Sector, Community Organisations, Social Partners and Private Sector has been in place since 2002. The Tuam AIT has undertaken a programme of consultation to prioritise a list of environmental enhancement and upgrading of community infrastructure proposals. In January 2009 a list of capital projects were costed and prioritised by the AIT in consultation with the Town Engineer and agreed for implementation as the first phase of a new round of physical and environmental investment in Tuam.

#### **7.1.3.2 People with Disabilities**

The Tuam LAP supports the implementation of the requirements of the Disability Act 2005, and the Council's Disability Action Plan 2007-2015. The Council will give consideration to the needs and the requirements of people with disabilities in the location of all street furniture, street installations, in the laying of footpaths/kerbing and car parking requirements. Standards for the provision of all public facilities will accord with Part M of the Building Regulations to ensure that they are accessible to those with disabilities.

#### **7.1.3.3 Cultural Diversity**

It is an objective of the Council that all groups should be enabled to participate fully in the life of the community and that language or other barriers should be addressed so that all groups have the opportunity to live full, active lives and to integrate and contribute to community life.

#### **7.1.3.4 Older People**

Galway County Council endorses the need for the local community to plan and provide a range of services and supports to enable older people throughout the town and its environs to maintain the optimal level of health, independence and dignity. Despite the fact that the local Planning Authority does not have direct responsibility for providing such services, it has responsibility for regulating the development and use of land in the public interest to meet the requirements for development.

The Rural Transport Initiative is an important factor for this group to ensure accessibility to social outlets, health services and shops. Good design is also fundamental in creating a safe and barrier-free environment which is easily accessible and manageable by Older People.

#### **7.1.4 Social Inclusion Policies**

<b>Policy SI 1</b>	Support the principles of social inclusion and universal access to ensure that all individuals have access to goods and services and to assist them to participate in and contribute to social, economic and cultural life.
<b>Policy SI 2</b>	Ensure that inclusion is an integral part of the design and delivery of all programmes and services and ensure effectiveness and efficiency in the delivery of social inclusion work.
<b>Policy SI 3</b>	Continue to develop linkages between agencies and organisations and co-ordinate social inclusion work in Tuam.
<b>Policy SI 4</b>	Encourage and promote the renewal of disadvantaged areas within the Plan Area, with specific reference to the improvement of existing community and recreational facilities and the funding of new facilities in disadvantaged areas.
<b>Policy SI 5</b>	Ensure that development is balanced to cater for the needs of all of those living in



	Tuam including the disabled, the elderly and people of different ethnic origins.
<b>Policy SI 6</b>	Support the objectives of the action plan/work programme of the Council's Social Inclusion Unit and RAPID.
<b>Policy SI 7</b>	Proactively promote all forms of social inclusion, where feasible, in land use planning, in the built environment and public realm, housing, community facilities, education and employment opportunities, public transport and accessibility.
<b>Policy SI 8</b>	In addressing the issues associated with poverty ensure that the physical planning function takes a pro-active approach to meeting the high level goals of the National Action Plan for Social Inclusion 2007-2016 ( <i>NAP Inclusion</i> ) and any recommendations of the Poverty Impact Assessment that has been undertaken on the Plan.
<b>Policy SI 9</b>	Consider the incorporation of anti-poverty measures within planning proposals, in areas considered at risk of poverty and social exclusion.
<b>Policy SI 10</b>	Support the implementation of the requirements and provisions of the Disability Act 2005 and Galway County Council's Disability Action Plan 2007-2015.
<b>Policy SI 11</b>	Support the implementation of the provisions of Galway County Council's Social Inclusion Plan 2010 – 2014.

### 7.1.5 Social Inclusion Objectives

<b>Objective SI 1</b>	Support the provision of a wide range of house types including the promotion of 'lifetime communities' in order to promote social integration and provide accommodation for a diverse range of household types and age groups.
<b>Objective SI 2</b>	Consider the recommendations of the Poverty Impact Assessment on this Plan as set out in the Statement of Significance document.
<b>Objective SI 3</b>	Consideration should be given to the needs of the elderly and disabled people in the location, layout and design of housing developments, commercial, communal facilities, public spaces and transport services.

## 7.2 Community Facilities

### 7.2.1 Context

Access to social, community, educational and cultural facilities play an invaluable role in promoting social cohesion and a sense of community. The availability of a range of such facilities can often have a significant bearing upon where people decide to reside or locate a business. It also contributes to sustainable residential neighbourhoods and fosters '*placemaking*'.

The Sustainable Residential Development in Urban Areas Guidelines to Planning Authorities 2009 outlines that sustainable neighbourhoods and integrated communities require a range of community, social and cultural facilities and services at a local level or within a wider locality.

Tuam has a wide range of different community, cultural facilities and social services ranging from those of a regional importance such as education, social and health facilities to those of a local importance such as places of worship, community centres and crèches. It is also important to facilitate the development and expansion of such services in order to improve the quality of life for all.

Providing environmentally sustainable modern community facilities at the heart of the town will encourage greater links between the newer communities emerging at the fringe of Tuam and attract people into the centre of the town helping to create a vibrant inclusive urban area.

### 7.2.1.1 BMW Region NSS Gateways and Hubs European Regional Development Grants Scheme

The BMW/GCC initiative '*Connecting Tuam, People, Places, Public, Private*' has a number of regeneration works to enhance aesthetically Tuam's town centre and revitalise and replenish the town in its entirety in a properly planned and sustainable manner by:

#### 1. Connecting Community and Public Buildings

- Upgrading the Mill Complex - a community owned building which has been used in the past as a museum and a Tourism Office. Plans are underway to restore the buildings in the Mill complex to provide community meeting and training rooms something which is lacking in Tuam at present. This proposed project' will involve improving the energy efficiency of the buildings in the Mill Complex and to increase the community usage of these resources.
- Greening of the Mall Theatre - a community run theatre in the heart of Tuam Town and hosts 30-50 performance events during the year. Plans are also underway to improve the insulation of this building and the installation of a Solar powered heating system.
- Energy Proofing the Community Gym and Resource Facility – an energy audit has been carried out and contains recommendations for improving the building in making it more attractive and to increase its use.
- Green refurbishment of a Community House on a LA housing estate in Parkmore – refurbished as a demonstrative model for the residents to inform them what can be done in their own households
- Provision of a combined heat and power system to supply energy to the Swimming Pool as a model facility in energy reduction costs.

#### 2. Connecting Community through developing the Public Realm

- Physical refurbishment of Public Areas in LA's Residential Areas – which involves small scale capital works to improve signage, walkways, traffic calming and public lighting.
- Landscaping the River Nanny amenity area – by providing a pedestrian friendly corridor linking public amenity areas;
- Tree planting programme - this will involve softening hard landscaping in the Town Centre and at road approaches;
- Enhancing central tourism focal points – signage for the Audio Town Trail on a pedestrian walkway between Town Park and the Centre of the Town.
- Public lighting project in the Palace Grounds Town Park - to retain and enhance these parklands by the installation of public lighting along public walkways to increase community safety
- The Shambles Development – this existing public space is strategically located within the Town Centre and fronts onto Vicar Street one of Tuam's most trafficked streets. The proposal for the areas regeneration has been sought under Part 8 planning process and involves the development of a pedestrian linkage to the Mall area, landscaping, street furniture, possible water feature and paving details. It is also proposed to re-instate this area back to its original use and facilitate the provision of both a civic open space and an outdoor market area, for the local community of Tuam.
- Co-ordination of street furniture - including public lighting, bollards, litter bins planters, signs and services distribution apparatus.
- Common signage programme for Tuam - Historical Walking Trail by enhancing the pedestrian routes in the town that are linked to the Town Trail. The Trail consists of 8 sites comprising an hour long town centre walk over 5km.
- Improving accessibility of Tuam with reference to the Access Audit 2006 – which identified the hazards and obstructions that reduce the accessibility of the Town for people in wheelchairs.

#### 3. Connecting Technology

- The delivery of the MAN scheme for Tuam Hub – to install ducting and fibre as part of the Water Services Infrastructure Project – Tuam Drainage Scheme;

- The use of Tuam as a demonstrative project to test the potential of Near Field Technology (ZAPA Technology used in the Retail Sector) with a 3 year lead time over the rest of the EU. It is also proposed to expand the use of this technology within the Library Services.
- Development of a wireless hot spot in the new Civic Offices - provision of open access WiFi internet services for the general public.
- Extending CCTV system to reduce anti-social behaviour.

### **7.2.1.2 Children and Youth**

Increasing numbers of people in the workforce and changing lifestyles have increased the demand for childcare facilities in our communities. The Council recognises that the provision of properly run and conveniently located childcare facilities throughout Tuam and its environs is a fundamental element of social infrastructure required to enable people to engage in accessing education, employment and social networks. Play, childcare and youth facilities shall be encouraged within development proposals throughout the plan area.

The provision of childcare facilities at appropriate locations will continue to be supported during the Plan period. There is a requirement of one childcare facility to cater for every 75 new houses. However there are increasing concerns about the blanket application of this rule.

The Council shall consider the following:

- The provision of one purpose-built facility with more than minimum capacity shared between housing developments;
- The conversion of existing dwellings within residential areas, where they do not have an undue negative effect on the residential environment. In order to safeguard residential amenities, the Council may limit the scale of development;
- In large developments within industrial/business and technology zonings and in other developments that generate large employment opportunities, the Council shall encourage the provision of on-site childcare facilities as part of these developments.
- In large-scale retail, leisure or tourism developments in particular in shopping centres, the provision of a drop-in childcare facility for shoppers shall be encouraged by the Planning Authority.

The provision of sports and recreation facilities, youth clubs and supervised places to meet will help youths to develop skills and abilities, will reduce incidence of anti-social behaviour and increase the security and quality of life for all members of the community.

Significant resources have been invested by the Council in sport and recreational facilities in Tuam in recent years. This includes the development of the new public swimming pool, skate park and playground facilities. A community support scheme is also being implemented which will provide aid to four community projects.

### **7.2.1.3 Educational Facilities**

Education and the provision of adequate education facilities have an integral role to play in developing sustainable and balanced communities. The Planning Authority will liaise with the relevant Departments concerning site reservations and will support the provisions of schools in appropriate locations within the Plan area.

#### **Educational Capacity**

The Provision of Schools and the Planning System, A Code of Practice for Planning Authorities sets out the best practice approach that should be followed by Planning Authorities to ensure the timely, cost-effective and sustainable provision of schools, particularly primary schools, and school-related infrastructure.

### **Primary and Secondary Education**

The re-organisation of primary and post-primary schools in Tuam is currently being considered. An application was submitted to the Department to amalgamate St. Patrick's Primary School, Scoil Mhuire and the Presentation Convent and this proposed amalgamation is currently under consideration by the Department.

In addition it is proposed to rationalise the post-primary provision in the Tuam area, to establish a single boys and a single girls school. There were five post-primary schools in Tuam, four of which were the subject of rationalisation. These four are outlined as follows:

- St Jarlath's Secondary School (Boys);
- Tuam CBS (St Patricks Boys);
- Presentation College (Girls);
- St Brigid Convent of Mercy (Girls).

In relation to the boys post primary school, the amalgamation process has occurred and the newly amalgamated school is occupying St. Jarlath's school building until their major capital project is progressed.

In addition to any extra accommodation required due to population growth there has been long standing proposals to amalgamate the girl's post-primary schools'. There is the possibility of two new standalone post primary schools being required for (a) the amalgamated boys' post primary and (b) the amalgamated girls' post primary (should this happen). Potentially two new sites maybe required each of which will necessitate 4.86 Ha/12 acres: Total 9.72 Ha/24 acres.

Presently the Gaelscoil in Tuam is temporarily located in the former Community Centre complex on Bishop Street and will require a permanent site.

A primary school site consisting of 1.14Ha (2.8 acres) will be required for Gaelscoil Iarfhilatha in Tuam. Based on population projection increase from 2006-2022 it would also appear that a new primary school maybe required and it would be prudent to reserve a site of 1.6Ha (4 acres) for future primary provision.

The provision of any new school should be driven and emerge from an integrated approach between the school authorities, the Department of Education and Science and the Council, in ensuring the provision of all school sites as indicated above.

### **Third Level**

The closest Third Level institutes include the National University of Ireland, Galway (NUI, G) and the Galway Mayo Institute of Technology (GMIT). It is hoped that Third Level outreach courses will be expanded within Tuam and that on-line lectures may be used to deliver such courses in the future.

### **Adult Education**

County Galway VEC is involved in various VTOS programmes operating from Mc Hale College. Other education centres include the VTOS centre in Airlooney House, St Benen's Senior Traveller Training Centre, and the Tuam Community Centre.

### **Institutional Lands**

A considerable amount of land in Tuam is in institutional use of an educational, health, residential or other character and varies in size, layout and in function. Some institutional lands with substantial open grounds, may be accessible to the wider community, and are valuable assets to their surrounding environments. The Plan considers that some institutional lands that may become surplus to requirements will in the future be appropriate locations for Town Centre/Residential uses while other institutional lands due to their location, and/or character should be retained for institutional or community uses for the long term benefit of Tuam. Any development of these lands will normally be

required to retain buildings of character and some of the original open character. Public access should be promoted where traditionally enjoyed or where there is significant amenity associated with the lands.

#### 7.2.1.4 Health and Other Community Facilities

The HSE provides health and social services to the people of Tuam and its hinterland from its premises in Vicar Street, Hermitage Court and Arus Mhuire. The Irish Wheelchair association has a centre along the Sean Purcell Road and provides a day care centre at both a local and county level. The HSE also operate a training centre at Toghermore.

The Bon Secour Hospital now owned by the HSE has been closed for some time and it is hoped that the campaign for its re-opening and provision of a range of in-patient and day patient services adequate to serve Tuam and its north Galway catchment will be successful. Plans are also underway to develop an ambulance centre for the town on the Sean Purcell Road.

#### 7.2.1.5 Arts and Culture

The Mall Theatre facilitates a wide range of cultural and musical events that range from visiting professional artists to community groups and youth groups. The performances range from music to theatre and drama.

#### 7.2.1.6 Other Community Facilities

Other community facilities consist of a public Library located at the new Civic Offices, a Garda station, a fire station with proposals to develop a new fire station on the Milltown Road, a post office, a tourist information office, an adult education and training centre, a Social Community and Family Affairs Office and a Court House. Tuam graveyard is located on Athenry Road and has adequate spare capacity for the duration of this Plan period.

### 7.2.2 Community Facilities Policies

<b>Policy RCF 1</b>	Ensure new developments comply with the Disability Acts. All new buildings which provide for public access must conform with the design guidelines set out in National Disability Authority's "Building for Everyone" and the Technical Document – Part M of the Building Regulations, 1997-2009.
<b>Policy RCF 2</b>	Facilitate the development of a broad range of educational facilities including the provision of Third Level.
<b>Policy RCF 3</b>	Promote the potential and delivery of training/education facilities within Tuam by encouraging linkages with Third Level Educational Institutions and training agencies including the potential of the establishment of outreach facilities.
<b>Policy RCF 4</b>	Facilitate the development of childcare facilities in suitable locations throughout the town in neighbourhood/residential areas and in areas of concentrated employment.
<b>Policy RCF 5</b>	Continue to support and reinforce communities, by empowering residents to maintain and protect their open space and to upgrade their gardens by competition, grants, or other means.
<b>Policy RCF 6</b>	Co-operate with all statutory and voluntary bodies responsible for the provision of new community and civic facilities and services.
<b>Policy RCF 7</b>	Encourage the development of art, crafts and town markets within Tuam.
<b>Policy RCF 8</b>	Promote cultural events in the town and environs as a means of promoting development and regeneration in the town and contributing to its economic vitality.
<b>Policy RCF 9</b>	Ensure that adequate lands and services are reserved/zoned to cater for the establishment, improvement or expansion (where possible) of primary and post primary educational facilities within the Plan Boundary



<b>Policy RCF 10</b>	Support the delivery of an integrated education and training plan to enable access to further and third level education, ensure ongoing adult education and training, and ensure that quality lifelong learning opportunities are available to all.
<b>Policy RCF 11</b>	Promote the development of outreach programmes between businesses and the third level institutions in Galway City.
<b>Policy RCF 12</b>	Ensure that adequate lands and services are available for the improvement, establishment and expansion of health and related services.
<b>Policy RCF 13</b>	Support local sports and community groups in the development of facilities through the reservation of suitable land where available and appropriate.
<b>Policy RCF 14</b>	Facilitate the accommodation of healthcare functions at suitable locations in liaison with the appropriate health authorities
<b>Policy RCF 15</b>	Facilitate the delivery of the BMW/GCC initiative ' <i>Connecting Tuam, People, Places, Public, Private</i> ' regeneration works to enhance aesthetically Tuam's town centre and revitalise and replenish the town
<b>Policy RCF 16</b>	Retain any existing open character of institutional lands where Town Centre/Residential development is permitted and reserve a minimum of 20% of the total site area for communal open space, where appropriate.
<b>Policy RCF 17</b>	Site reservation for primary and post-primary schools shall be implemented in consultation and in accordance with the Department of Education and Science Guidelines and recommendations and in co-operation with the Archbishop of Tuam in reserving lands for school development.
<b>Policy RCF 18</b>	Endeavour to continue to develop and improve the services provided on an ongoing basis through the provision of a high standard of library services

### 7.2.3 Community Facilities Objectives

<b>Objective RCF 1</b>	Generally require the provision of one childcare facility to cater for 20 children for each 75 dwellings. Childcare facilities should be provided having regard for the existing geographical distribution of current facilities. Consideration should be given to the provision of such facilities at neighbourhood centres. The Council shall be open to consider alternative arrangements where the overall objectives of providing childcare facilities within new housing areas can be otherwise achieved.
<b>Objective RCF 2</b>	Provide, maintain and improve pedestrian access to existing and proposed recreational areas.
<b>Objective RCF 3</b>	Encourage the overlap of users and uses of different facilities as a means of maximising on the physical infrastructure and built fabric of the town. For example, school halls could be used for night-time leisure facilities or commercial leisure purposes.
<b>Objective RCF 4</b>	Seek to reserve lands for education use as appropriate and facilitate the development of primary, post primary and third level Educational/R&D facilities and including other training methods in order to meet the needs of the widest range of residents within Tuam and its environs.



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## SECTION 8. BUILT HERITAGE AND URBAN DESIGN

### 8.1 Urban Design and the Public Realm

#### 8.1.1 Context

Good urban design is essential in the creation of attractive living environments facilitating communities to adapt and grow. A range of national policy documents set out a framework for achieving good urban design – ‘The Sustainable Residential Development in Urban Areas 2009’ sets out the key urban design principles for residential development in urban areas. These guidelines are accompanied by a companion document, the ‘Urban Design Manual – A Best Practice Guide’ which sets out the criteria to cover the range of design considerations for residential development. Government policy on Architecture 2009-2015, *Towards a Sustainable Future: Delivering Quality within the Built Environment*, seeks to promote the awareness and understanding of the contribution of good design to the general well being of the area.

The following principles are critical in the consideration of good urban design:

- **Character** – the promotion of character by reinforcing the local distinctiveness, identity and sense of place;
- **Legibility** – the creation of places that are easily recognisable with their own identity through recognisable landmarks and/or streets;
- **Ease of movement** – the promotion of accessibility making places easy to get to and move within;
- **Quality of the public realm** – the promotion of streets and public spaces that are attractive and safe and that allow for social interaction.
- **Continuity of enclosure** – the promotion of the continuity of street frontages and the enclosure of spaces by clearly defined edges which distinguish public and private areas;
- **Diversity and adaptability** – the creation of places that have a variety and choice through a mix of uses which are compatible and viable and which can adapt to changing socio-economic conditions.

#### 8.1.1.1 Other Elements of Good Urban Design

Other elements of good urban design also include the framework of the streets/spaces and how they relate to each other, how they connect locally and within the wider area, consideration of the urban grain which relates to the layout and intensity of blocks, plots and buildings, the density of development. The mix, type and location of uses are also key considerations which impact on the vitality/viability of a place. The scale of development in terms of height and massing can have a significant impact on other buildings and spaces as well as view and skylines. The design of a building, the use of materials and how attractive it is within the context of the area and its character is also an important consideration. The greening of the town through soft landscaping, innovative design and layout that demonstrates a high level of energy conservation/efficiencies and the use of renewable energy sources are other key consideration in achieving good urban design standards and quality.

#### 8.1.1.2 The Public Realm

The public realm is the space between buildings; the streets, footpaths, amenity areas, squares, and roadways. Its coherent management and development contributes to the “*sense of place*” in Tuam which makes it unique. The design of the Public Realm should be upgraded and improved in a strategic and co-ordinated manner within the context of the ACA Appraisal and Management Plan.

The enhancement of the ‘**Shambles**’ public space in Tuam is a key cornerstone project within the BMW Gateway/Hub regional development grant scheme promoting rejuvenation of the Shambles square and construction of a pedestrian access route on to Church Lane.

### 8.1.2 Urban Design/Public Realm Policies

<b>Policy UR1</b>	Encourage high quality urban design in all new development proposals
<b>Policy UR2</b>	Ensure that high quality urban design contributes to the creation of urban regeneration in the Town Centre and other areas.
<b>Policy UR3</b>	Continue to enhance residential and other areas through the implementation of environmental improvement schemes.
<b>Policy UR4</b>	Improve the public realm of the Town Centre, Market Square, Tuam ACA and residential areas such as Parkmore estate, Gilmartin Road, Athenry Road, the Pottery, Tirboy.
<b>Policy UR5</b>	Promote and encourage the greening of Tuam through soft landscaping, innovative design and layout that demonstrates a high level of energy conservation/efficiencies and the use of renewable energy sources in achieving good urban design standards and quality.
<b>Policy UR6</b>	Ensure that both new build adjoining and extensions to vernacular buildings are of an appropriate design and do not detract from the building's character.
<b>Policy UR7</b>	Implement an integrated and co-ordinated design for street furniture including public street lighting, bollards, litter bins, planters, signage and service distribution apparatus including bicycle lock up facilities at appropriate locations.

### 8.1.3 Urban Design/Public Realm Objectives

<b>Objective UR1</b>	Restrict shop front advertisements to fascia signs placed immediately above the shop window. Fascia lettering and logos are best in a style and colour that harmonises with the shop and helps portray its use.
<b>Objective UR2</b>	Implement the key urban design principles for urban areas as set out in 'The Sustainable Residential Development in Urban Areas 2009 including its companion document, the 'Urban Design Manual – A Best Practice Guide'.
<b>Objective UR3</b>	Encourage the use of Design Statements and/or Master Plans for large scale development where appropriate including proposed Neighbourhood Centres if required. Design Statements can also be used to explore the merits of unique once-off formats of development such as single use operators.

## 8.2 Architectural Heritage

### 8.2.1 Context

The architectural heritage of County Galway is a unique and special resource and forms an important and irreplaceable part of the character and heritage of the landscape. It consists not only of artistic achievements but also the everyday works and craftsmanship of the past. Sympathetic reuse can allow the architectural heritage to be enjoyed and used into the future.

#### 8.2.1.1 Architectural Heritage

Tuam shares certain characteristics with many small and medium towns, in County Galway and throughout Ireland, yet each is also a uniquely distinctive place, possessing many features of local importance alongside some of national standing. Tuam's street layout reflects its ancient past and the town centre derives its character from the combination of buildings of significant architectural and historical value and simple vernacular architecture.

The Council shall seek to promote an urban form that is composed of contemporary architecture and design which will play an important role in the design of buildings that make the best use of their location, while blending into and enhancing the existing town/landscape. GCC recognises the value of



the built heritage to the vitality of Tuam and is committed to the protection and enhancement of this heritage through the measures contained in planning legislation.

#### **8.2.1.2 Record of Protected Structures (RPS)**

A statutory framework for protecting, managing and enhancing historic towns is set out in the Planning and Development Act 2000. It is a reserved function of the Council to add to or delete structures from the RPS. The inclusion of a structure on the RPS does not preclude appropriate use or development. Protection is offered to the interior of the structure, land lying within the curtilage of the structure, and any other structures lying within that curtilage and their interiors, and all fixtures and fittings which form part of the interior or exterior of any structure.

#### **8.2.1.3 Architectural Conservation Area (ACA)**

An architectural conservation area (ACA) is a place, area, group of structures or townscape, which is of special architectural, historical, archaeological, artistic, cultural, scientific, social, or technical interest. The ACA can also include areas which contribute to the appreciation of a Protected Structure. An Architectural Conservation Area (ACA) may or may not include Protected Structures. Planning permission must be obtained before significant works can be carried out to the exterior of a structure in an ACA, which might alter the character of a structure, or of the ACA.

In the historic town of Tuam the purpose of the ACA is to engender a vision that not only embraces preservation or enhancement of its character, but also acknowledges that good conservation practice provides for change and growth consistent with that character.

#### **Statement of significance for ACA**

Tuam is significant as an historic town on account of its ancient origins, with a number of archaeological sites within and around the town. Its principal significance however, lies in the combination of its ancient street pattern, plot sizes and architectural coherence. The vast majority of buildings span the late 18<sup>th</sup> to late 19<sup>th</sup> centuries and share many characteristics. Surviving traditional shopfronts are important features. Although possessing individual buildings of national and regional significance, it is the Town Centre as a whole that presents a level of inventiveness and variety in use, design and ornament to delight its own population, hinterland and visitors.

#### **ACA Boundary Rationale**

The proposed ACA boundary is derived from the perceived age, quality and continuity of buildings and sites within the historic core area and is set out in Map 5A: Tuam Protected Structures (RPS) and Architectural Conservation Area (ACA).

#### **Architectural Characteristics**

Apart from ecclesiastical, public and institutional buildings, there is a remarkable degree of consistency in the buildings that line the principal streets. The vast majority of them are of similar form. The predominant style is one developed by local craftsmen based on classical elements, and executed in endless variations. The resulting collection of often richly ornamented facades develops its distinctive character through individual buildings, groups, streetscapes and finally the whole town layout. The character of Tuam is thus locally distinctive while sharing characteristic forms and styles unique to Ireland.

### **8.2.2 Architectural Heritage Policies**

<b>Policy BH1</b>	Promote the protection of the built environment which is of architectural heritage value within the Tuam LAP boundary.
<b>Policy BH2</b>	Protect those buildings and other structures identified in the Record of Protected Structures (RPS).
<b>Policy BH3</b>	Demonstrate best practice with regard the custodianship of Protected Structures, Recorded Monuments and elements of architectural heritage in the Council's

	ownership and care.
<b>Policy BH4</b>	Adopt a strategy of minimum intervention in relation to proposals concerning Protected Structures (or proposed Protected Structures) and those of local interest that contribute to local distinctiveness.
<b>Policy BH5</b>	Protect existing street patterns, spaces and relationships which contribute to the setting of the ACA.
<b>Policy BH6</b>	Respect the character of existing buildings, important views, spaces and the historic settlement in terms of scale, height, grouping, density, design and materials.
<b>Policy BH7</b>	Avoid the waste of unnecessary building demolition, foster the development of specialised conservation skills, and maintain the contribution of old buildings to the character of their area.
<b>Policy BH8</b>	Prepare and publish an ACA Appraisal and Management Plan for the Tuam ACA to preserve, protect and enhance the character of these areas including the public realm over the lifetime of the plan.

### 8.2.3 Architectural Heritage Objectives

<b>Objective BH1</b>	Protect all structures included in the Record of Protected Structures (RPS) within the plan area, that are of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest within the plan area.
<b>Objective BH2</b>	Raise public awareness of the value of the architectural heritage within the town.
<b>Objective BH3</b>	Promote best practice conservation standards in the appropriate use/re-use and repair of Protected Structures, including the implementation of the various Conservation Grants Schemes.
<b>Objective BH4</b>	Require the design of any proposed building adjoining or in the same setting of a Protected Structure to have regard to the architectural context of the building.
<b>Objective BH5</b>	Carry out an audit and assessment of condition of all Protected Structures in the ownership of the Council within the LAP area and devise a management/maintenance plan for these structures.
<b>Objective BH6</b>	Consider amendments to the Record of Protected Structures following the publication of the National Inventory of Architectural Heritage of the County.
<b>Objective BH7</b>	Undertake a detailed assessment of the ACA as part of the ACA Appraisal and Management Plan which shall be undertaken during the lifetime of this plan.
<b>Objective BH8</b>	Support and encourage the re-use of suitable redundant or obsolete buildings within Tuam ACA in accordance with best conservation practice.
<b>Objective BH9</b>	Demolition of structures and parts of structures will only be permitted in an ACA where the structure, or parts of a structure, is considered not to contribute to the special or distinctive character of Tuam.
<b>Objective BH10</b>	Ensure that alterations or extensions to protected buildings and structures will only be permitted if the proposals respect the character of the building and preserve the architectural and historic features of the structure.
<b>Objective BH11</b>	Planning applications are required to be accompanied by an assessment undertaken by a suitably qualified professional, detailing the impacts of the relevant development upon the special interest and the character of the surrounding architectural heritage. The Council shall be consulted at an early stage in this regard in order to determine whether there is a need for such an assessment or for specific mitigation measures.

<b>Objective BH12</b>	Ensure that any interventions to Protected Structures (or proposed Protected Structures) are undertaken in accordance with best conservation practice and use sustainable and appropriate materials.
<b>Objective BH13</b>	The Council will not normally permit development which would adversely affect the setting of a protected structure.
<b>Objective BH14</b>	Permission may only be granted in exceptional circumstances for the demolition of a Protected Structure.
<b>Objective BH15</b>	Preserve the essential character of the ACA through the control of the location, layout, design, scale, materials and finishes of new developments or the alteration of existing ones.
<b>Objective BH16</b>	Require proposals for development outside the ACA but which would affect its setting or views into and out of it, to respect its character and appearance.
<b>Objective BH17</b>	Require the conservation and retention of traditional features and building elements such as shop fronts, windows, doors and door cases. Where replacements are necessary to ensure that they respect the original character of the building or setting in which they are situated.
<b>Objective BH18</b>	Encourage rehabilitation of an existing building as a more sustainable option than redevelopment.
<b>Objective BH19</b>	Have regard to the key urban design principles for urban areas as set out in 'The Sustainable Residential Development in Urban Areas 2009 including its companion document, the 'Urban Design Manual – A Best Practice Guide'.
<b>Objective BH20</b>	Protect vernacular buildings where they contribute to the character of areas and/or where they are rare examples of a structure type.

## 8.3 Archaeological Heritage

### 8.3.1 Context

Tuam town is classified as a monastic town and is a recorded monument (GA029:199). The town has developed a special historical archaeological interest especially with regard to its medieval importance and the fact that it was a strategically important ecclesiastical centre.

Archaeology is the study of the impact of past human settlement and activity on the landscape and this helps explain how communities, societies and cultures develop. Tuam's archaeological heritage includes structures, constructions, groups of buildings, developed sites, all recorded monuments as well as their contexts. It also includes movable objects, situated both on land and underwater. Through archaeology, the current and future generations can achieve an understanding of the factors that shaped Tuam.

#### 8.3.1.1 Archaeological Protection

The National Monuments Acts 1930-2004 provides for the protection of the archaeological heritage of an area. The Record of Monuments and Places (RMP) were established under Section 12 of the National Monuments (Amendment) Act 1994 and is an inventory of archaeological sites and monuments. Structures, features, objects or sites listed in the RMP are known as Recorded Monuments. An archaeological exclusion zone is shown around each monument. This zone is usually between 20m-30m.

The Minister for the Environment, Heritage and Local Government is responsible for the protection of our archaeological heritage, including the licensing of archaeological excavations under the National Monuments Acts 1930-2004. When the owner or occupier of a property, or any other person proposes to carry out, or to cause, or to permit the carrying out of any work at or in relation to a Recorded

Monument they are required to give notice in writing to the Minister 2 months before commencing that work.

It is important to note that archaeological sites and monuments may in some circumstances be considered to be of architectural heritage importance and may be afforded dual protection both under the National Monuments Acts and The Planning and Development Acts and be a recorded site or monument and also be a protected structure.

### 8.3.1.2 Zone of Archaeological Potential (ZAP)

This zone is an area around known archaeological sites where there is the possibility of further archaeological remains. Given the important archaeological legacy of Tuam, most of the town centre is designated a Zone of Archaeological Potential (ZAP). In advance of any new development on a site of archaeological significance or within a ZAP there is a requirement for consultation with the Monument Service of the DEHLG. It is the continued policy of the Council to ensure that development within an area of archaeological significance/potential does not adversely impact on the archaeological heritage. The Council will continue to have regard to any archaeological advice received from the DEHLG when considering proposed development.

**Burial Grounds** often contain the standing remains or sites of earlier structures and they also can contain a great diversity of natural heritage. Burial Grounds, which are included in the Records of Monuments and Places, are afforded protection under Section 12 of the National Monuments (Amendment) Act 1994. Teampall Jarlath Church and Graveyard (GA 029: 180B and 180C) holds a dominant position within the Town Centre, the site is part of the Tuam Architectural Walking Tour and is opened to the public daily during the summer.

### 8.3.2 Archaeological Heritage Policies

<b>Policy AH1</b>	Protect archaeological sites, monuments and the integrity of their settings within the Tuam LAP Boundary, including those that are listed in the Record of Monuments and Places and other Monument Services listings or newly discovered sub-surface archaeological remains. Ensure that full consideration is given to the protection of archaeological heritage when undertaking, approving or authorising development in order to avoid unnecessary conflict between development and the protection of the archaeological heritage.
<b>Policy AH2</b>	Promote public awareness and knowledge of the rich archaeological heritage in Tuam.
<b>Policy AH3</b>	Favour the preservation in-situ of archaeological remains or objects and their settings.
<b>Policy AH4</b>	Ensure that development within the vicinity of Recorded Sites and Monument(s) or Zone(s) of Archaeological Potential do not detract from the setting of the feature, and is sited and designed appropriately.
<b>Policy AH5</b>	Protect historical burial grounds within Tuam and encourage their maintenance in accordance with conservation principles.
<b>Policy AH6</b>	Provide guidance to developers and property owners regarding the protection of the archaeological heritage of Tuam and the archaeological implications of proposed development.
<b>Policy AH7</b>	Where possible facilitate public access to National Monuments that are in the Council's guardianship or ownership or are in the care of the Monument Service of the DEHLG
<b>Policy AH8</b>	Continue to highlight Teampall Jarlath Church and graveyard through the Tuam Archaeological Walking Tour and emphasise the historical and archaeological importance to the town.



### 8.3.3 Archaeological Heritage Objectives

<b>Objective AH1</b>	Protect all archaeological monuments included in the Record of Monuments and Places as established under Section 12 of the National Monuments (Amendment) Act 1994, their setting and associated 'Zones of Archaeological Potential' .
<b>Objective AH2</b>	Seek archaeological impact assessments that will be undertaken by licensed archaeologists for planning applications for new development, redevelopment, any ground works, refurbishment, and restoration/conservation within or adjoining sites included in the 'Record of Monuments and Places', as established under National Monuments (Amendment) Act, 1994 or within their 'Zone(s) of Archaeological Potential, as appropriate. The Council shall have regard to the advice and recommendations of the Prescribed Bodies in relation to undertaking, approving or authorising development.
<b>Objective AH3</b>	Ensure that when an unrecorded archaeological object or site is discovered, any works that threaten the object or site are immediately suspended and the Monument Service of the DEHLG and the National Museum are informed.
<b>Objective AH4</b>	Encourage the reference to or the incorporation of significant archaeological finds into a development scheme where appropriate and where agreed with the Council, the developer and the Monument Service of the DEHLG.
<b>Objective AH5</b>	Development, which would destroy, alter or damage monuments or archaeological sites, or cause inappropriate change to their settings and character will normally be prohibited
<b>Objective AH6</b>	Outside the Zone of Archaeological Potential of a Recorded Monument (RMP), where it is the opinion of the Council and the Monument Service of the DEHLG that a development involves major ground disturbance; archaeological conditions may be applied.
<b>Objective AH7</b>	Ensure that development within the vicinity of a Recorded Monument(s) or Zone(s) of Archaeological Potential does not seriously detract from the setting of the site or monument and is sited and designed appropriately.
<b>Objective AH8</b>	Require archaeological surveys, test excavations and/or monitoring for development proposals in areas of archaeological importance, if the application is likely to impact upon in-situ archaeological structures or deposits. A report of the results of the testing programme should be submitted to the Planning Authority and to the DEHLG.
<b>Objective AH9</b>	Development proposals which the Planning Authority consider may have a significant impact on the historic town of Tuam shall be referred to the National Monuments Service of the DEHLG and will be managed within the normal planning process.



## **SECTION 9. NATURAL HERITAGE, ENVIRONMENT AND AMENITY**

### **9.1 Natural Heritage & Biodiversity**

#### **9.1.1 Context**

Natural heritage includes the variety of life we see around us every day and this includes the landscape and its geological foundation. The variety of life is often referred to as biological diversity or biodiversity. In essence, biodiversity is a word used to describe the natural world that includes people, animals, plants, microbes as well as the places they live which are called habitats. It includes everything from trees to seeds, from mammals to birds, from our back gardens, public open spaces, our countryside and to our rivers, bogs and hedgerows.

#### **9.1.2 Habitats Directive, Natura 2000 Network and Legislation**

The Habitats Directive (92/43/EEC) requires EU Member States to create a network of protected wildlife areas, known as Natura 2000, across the European Union. This network consists of Special Areas of Conservation (SACs) and Special Protection Areas (SPAs). These sites are part of a range of measures aimed at conserving important or threatened habitats and species. There is a legal requirement that all land-use plans comply with this Directive.

The EU Strategic Environment Assessment (SEA) Directive (2001/42/EC) or SEA Directive also requires that all land-use plans legally comply with the SEA Directive.

#### **Special Areas of Conservation (SACs)**

A Special Area of Conservation (SAC) is defined in the European Union's Habitats Directive (92/43/EEC), also known as the *Directive on the Conservation of Natural Habitats and of Wild Fauna and Flora*. They are to protect the 220 habitats and approximately 1000 species listed in Annex I and II of the Directive which are considered to be of European interest following criteria given in the Directive.

#### **Natural Heritage Areas (NHAs)**

The basic designation for wildlife is the Natural Heritage Area (NHA). This is an area considered important for the habitats present or which holds species of plants and animals whose habitat needs protection. To date, 75 raised bogs have been given legal protection, covering some 23,000 hectares. These raised bogs are located mainly in the midlands. A further 73 blanket bogs, covering 37,000ha, mostly in western areas are also designated as NHAs.

In addition, there are 630 proposed NHAs (pNHAs), which were published on a non-statutory basis in 1995, but have not since been statutorily proposed or designated. These sites are of significance for wildlife and habitats. The pNHAs cover approximately 65,000ha and designation will proceed on a phased basis over the coming years. Site Synopses are not currently available for pNHAs.

The Geological Survey of Ireland (GSI) is compiling a list of geological/geo-morphological sites in need of protection through NHA designation.

#### **Special Protection Areas (SPAs)**

Special Protection Areas (SPAs) are natural areas of European importance designated under the EU Birds Directive (79/409/EEC) that support populations of particular bird species that are rare or threatened in Europe, which require measures including the designation of protected areas to conserve them. The EU Birds Directive requires member states to manage, create and restore a variety of biotopes for wild birds and to designate Special Protection Areas (SPA) for birds. Species listed in Annex 1 of the Directive require strict conservation measures, while the other Annexes regulate the hunting of other species. The Bird's Directive is transposed to Irish law through the Wild Birds Regulations, 1985

The Wildlife Act, 1976 and the Wildlife (Amendment) Act, 2000 are two of the principal legal instruments governing the protection of wild flora and fauna in Ireland. Under the *Wildlife (Amendment) Act 2000* provision was made for the designation of Natural Heritage Areas (NHAs). These areas include nationally important semi-natural and natural habitats, landforms and geomorphological features, plant and animal species, or a diversity of these natural heritage attributes.

### 9.1.3 Protected Species

Certain plant, animal and bird species are protected by law. This includes plant species listed in the Flora Protection Order 1999 and animals and birds listed in the Wildlife Act, the Habitats Directive and the Birds Directive. The planning process seeks to protect and enhance species protected by law and their habitats.

### 9.1.4 Ecological Networks

The various habitats within Tuam and surrounding areas form part of an “ecological network” that facilitates the movement of species between areas and ensures the effective functioning and survival of the diverse range of habitats and species. Ecological networks provide ‘corridors’ or ‘stepping stones’ that support species migration, dispersal and daily movements between the ‘core areas’ and thereby contribute to a more integrated and functional ecological system.

Inland waterways, which include lakes, rivers, and streams, are living systems that function as ‘ecological corridors’ that connect related habitats/designated sites which enables species to move from place to place. The River Clare, which has salmonid status and is a tributary of the Corrib, forms part of the north western boundary of the plan area. Its tributary, the River Nanny, flows east to west through the centre of the town and is therefore an important natural amenity providing long-term benefits for both people and wildlife.

Ecological networks are supported at EU level through the *European Spatial Development Perspective* and *Natura 2000* and underpin the *Pan-European Biological and Landscape Diversity Strategy* (PEBLDS), which has been ratified by Ireland.

### 9.1.5 Trees, Urban Parkland/Woodlands and Hedgerows

Trees make a valuable contribution to the landscape, local visual amenity and biodiversity of Tuam town. They are valuable as a habitat for invertebrates and bird life. Trees can help to absorb pollutants, filter dust, reduce noise, produce oxygen and reduce carbon dioxide as well as enhancing the aesthetics of the built environment and public realm. It is important to protect and maintain existing trees or groups of trees in the town. In addition, it is also important that new planting is promoted to ensure continued regeneration of tree cover and to replace trees in key tree groupings that are becoming increasingly old, over sized and unhealthy or are lost due to development. The most significant urban woodland/parkland areas are to be found within the Palace Grounds Town Park, within the grounds of St Mary’s Cathedral, on lands to the rear of the former Bon Secour Hospital, in areas to the south of Tuam at Tirboy and Farranmartin, to the northwest of the Plan boundary at Blackacre, and along by the Clare River leading to Ballygaddy House. Other smaller, though significant tree groups are located within St Jarlath’s Grounds within the town, and as displayed on Maps 2A/2B: Specific Objectives Maps.

The Planning and Development Act 2000 (as amended) sets out the legal framework and procedures to make a Tree Preservation Order (TPO). There are currently no TPO’s in Tuam town.

Native hedgerows are a significant part of Ireland’s cultural and natural heritage. They provide food and shelter for a myriad of insects, birds and other animal and they also provide shelter and screening for housing and road users, and absorb road noise while at the same time they improve the scenic appearance of the landscape. Townland boundary hedgerows are of particular interest because in many cases they tend to have larger banks and ditches than other hedges, and are often among the oldest hedges in the landscape. Galway County Council’s ‘The Hedgerows of County Galway’ booklet

aims to promote the protection and conservation of native hedgerows, to inspire people to plant native hedgerows and to encourage the retention of native hedgerows on new development sites.

### **9.1.6 Geomorphology**

Geomorphology is the study of landforms, their classification, origin, development and history.

### **9.1.7 Peatlands/Bogs**

Peatlands or bogs are a unique habitat, rich in wildlife possessing a combination of plants and animals that have evolved especially to thrive in a bog. 'Bogs are important controllers of water levels in river catchments, providing a source of water in dry conditions and soaking up excess water during wetter periods'.

The south western end of the town is located within peat soils, while the north and north east of the Town had good quality agricultural land. The north and north eastern approaches to the town present an attractive town setting, framed in well-maintained field systems with good stone wall boundaries and hedgerow.

### **9.1.8 Rivers, Streams and Groundwater**

The inland waterways, which include lakes, rivers and streams, are living systems that are home to a wide variety of habitats and species and are important in terms of biodiversity because they contain a range of habitats and species, which are different from those in the surrounding landscape. Wetlands associated with rivers and streams, such as wet grasslands (callows) and marshes, also provide many benefits. They are important for biodiversity. They reduce the flow of pollutants to both surface waters and ground-waters. They provide recreational benefits for the local community and tourists. They ease the impacts of flooding by retaining floodwaters, releasing them slowly back into the river or stream.

The nearest area which is designated for conservation within the Plan Area is the River Clare. The River Clare is part of Lough Corrib SAC/SPA/NHA catchment and is afforded the following protection: Lough Corrib SAC site code: 000297. The river flows south westwards from the Ballygaddy Bridge to the Corrib and is located to the north west of the Plan boundary. The River Nanny and the Grange River are both tributaries of the River Clare. The River Nanny flows through the town and joins the Clare River to the North West of the Plan Boundary.

Groundwater is water located beneath the ground surface in pore spaces and fractures of geologic formations. If the geologic formation can yield enough water for a significant water supply then the term aquifer is often used. Aquifers can be water-bearing permeable rock or unconsolidated materials such as gravel, sand, silt or clay. Groundwater is an important natural resource. It supplies water and is important in maintaining wetlands and river flows during dry periods.

An aquifer of regional importance lies under the area bounded by the Tuam Local Area Plan. The vulnerability of this aquifer ranges from medium in the town centre to high and extreme in the north east. Areas to the northwest, south and south east of the River Nanny range from medium to low vulnerability.

### **9.1.9 Invasive Species**

Invasive alien species are non-native species that, as a result of human activity, have been transported further than they could naturally travel and have subsequently disrupted their newly colonised environments.

Alien species can belong to any groups of organisms including birds, mammals, reptiles, amphibians, micro-organisms and invertebrates.

Invasive alien species negatively impact Irish biodiversity through competition, herbivory, predation, habitat alteration, introduction of parasites or pathogens and dilution of gene pools.



### 9.1.9.1 Threats to Biodiversity

Development and the expansion of urban areas can cause significant habitat destruction, fragmentation and degradation of habitats such as hedgerows, wetlands, woods and grasslands, which are cleared or fragmented to accommodate new development. It is important that natural heritage and biodiversity issues are factored in at initial stages of all aspects of planning and project development, as a balance can be achieved between the needs of the environment and the need for development to achieve a harmonious co-existence between people and nature.

By carrying out ecological assessments at the initial stages of a plan or project, potential impacts and threats can be identified, avoided, reduced or mitigated.

Galway County Council Heritage Plan 2010-2016 and Biodiversity Action Plan 2008-2013 both contain actions to increase awareness and knowledge and manage and protect the county's natural heritage and biodiversity.

Galway County Council has produced clear and informative guidelines in relation to protecting and enhancing nature, habit assessment and management:

- *Biodiversity Guidelines for Homes and Communities*
- *Biodiversity Guidelines for Developers*
- *Biodiversity Guidelines for Staff of Galway County Council*

### 9.1.10 Natural Heritage & Biodiversity Policies

<b>Policy NH1</b>	Promote awareness and knowledge of the rich natural heritage and biodiversity of Tuam.
<b>Policy NH2</b>	Seek to maintain and enhance, as far as practical and prudent, the natural heritage and amenity of Tuam and its environs by seeking to encourage the preservation and retention of parklands/woodlands, hedgerows, stone walls and wetlands. Where their removal or interference cannot be avoided, appropriate measures to replace like for like should be considered, subject to considerations of safety and practicality.
<b>Policy NH3</b>	Liaise with and support national agencies, local and community groups in the management, conservation, enhancement and protection of the natural heritage and biodiversity.
<b>Policy NH4</b>	Have regard to the Convention on Biological Diversity and support the implementation of the National Heritage and Biodiversity Plans and the Galway County Heritage Plan and Galway County Biodiversity Action Plan.
<b>Policy NH5</b>	Implement the EU Directives and associated national legislation and directives with regard to the protection and enhancement of the natural environment, including the EU Birds Directive, Habitats Directive, Wildlife Act, Flora Protection Order, Ramsar Sites, Water Framework Directive and any other directives, Acts or policies which may be issued during the lifetime of this plan.
<b>Policy NH6</b>	Conserve, protect and where feasible, enhance rare and protected species, including those that are legally protected under the Wildlife Acts, 1976-2000, Flora Protection Order, 1999, EU Birds Directive, EU Habitats Directive, & European Communities (Natural Habitats) Regulations, 1997, and other species that are rare or threatened including those listed in Red Data Books, and Birds of Conservation Concern in Ireland (BoCCI) Red and Amber list bird species.
<b>Policy NH7</b>	Seek to conserve, protect and where feasible, enhance rare and threatened habitats, including those listed on Annex I of the EU Habitats Directive and all fens and natural/semi-natural woodlands of ecological value, and the habitats of species listed above.



<b>Policy NH8</b>	Protect and conserve geological and geo-morphological systems, sites and features from inappropriate development that would detract from their heritage value and interpretation.
<b>Policy NH9</b>	Promote greater habitat and species biodiversity through appropriate planting of native trees and shrubs and promote the planting of native broadleaf woodland/parklands where such planting is environmentally acceptable.
<b>Policy NH10</b>	Seek to retain and properly protect individual trees, groups of trees, hedgerows, stone walls, and other associated features such as streams and wetlands and consider the use of tree preservation orders or other suitable mechanism to protect important trees or groups of trees.
<b>Policy NH11</b>	Encourage the creation, development and maintenance of ecological corridors where possible within Environmental Management (EM) lands along the River Clare and other appropriate locations.
<b>Policy NH12</b>	Protect bats and their roosts by maintaining woodlands, hedgerows and tree lines that serve as feeding areas, flight paths and commuting routes. Seek advice from bat experts in relation to the conservation, restoration and demolition of buildings and structures that may be used as roost sites.
<b>Policy NH13</b>	Seek to prevent and promote measures to prevent the spread of invasive and alien invasive species. Require a landscaping plan to be produced for developments near water bodies and ensure that such plans do not include alien invasive species.
<b>Policy NH14</b>	It is the policy of Galway County Council to implement Article 6(3) of the EU Habitats Directive, and to subject proposed projects likely to impact on Natura 2000 or European Sites (SACs, SPA's), whether directly (in situ), indirectly (ex-situ) or in combination with other plans or projects, to an Appropriate Assessment/Screening in order to inform decision making.
<b>Policy NH15</b>	Consult with the DEHLG in relation to proposed developments within or adjoining designated conservation sites.
<b>Policy NH16</b>	Have regard to the joint publication by Galway County Council and the Heritage Council entitled 'The Hedgerows of County Galway' and any other relevant publications by Galway County Council and the Heritage Council over the lifetime of the plan.
<b>Policy NH17</b>	Maintain protect and preserve the aesthetic value of all waterways and their corridors within the Plan area from the impacts of highly visible development and also protect their water quality.
<b>Policy NH18</b>	Seek to restrict agricultural or forestry practices which contribute to nutrient enrichment.
<b>Policy NH19</b>	Seek to identify, create and develop opportunities for the enhancement of natural heritage and biodiversity within the Tuam LAP area and have cognisance to the National Biodiversity Data Centre (NBDC) where high quality information on all aspects of biodiversity can be obtained.
<b>Policy NH20</b>	Prepare a Biodiversity Action Plan for Tuam and its environs.
<b>Policy NH21</b>	Establish a tree planting programme for the town in conjunction with the Border Midland and Western Assembly/Galway County Council initiative 'Connecting Tuam, People, Places, Public, Private' programme of works and other such initiatives.
<b>Policy NH22</b>	Continue to promote partnership with the local community or the management and improvement of local open spaces through schemes such as a community planting initiative.
<b>Policy NH23</b>	Ensure that, wherever appropriate, local rivers, streams and watercourses within the Plan area are sustainably promoted for heritage, amenity and recreational benefits for the local community.
<b>Policy NH24</b>	Seek to enhance public access to inland waterways.



<b>Policy NH25</b>	Have regard to Guidance Documents by Inland Fisheries Ireland (Regional Fisheries Boards) which promote sustainable development within and adjacent to watercourses of fisheries importance.
<b>Policy NH26</b>	<p>Have regard to Guidance Documents -</p> <ul style="list-style-type: none"> <li>• <i>Fishery Guidelines for Local Authority Works</i> (DCENR, 2008) where relevant and appropriate. See: <a href="http://www.nrfb.ie/environment/las.htm">http://www.nrfb.ie/environment/las.htm</a></li> <li>• <i>Guidelines on the Planning, Design, Construction &amp; Operation of Small-Scale Hydro-Electric Schemes and Fisheries</i> (DCENR, 2007). See: <a href="http://www.cfb.ie/publications/hydro.htm">http://www.cfb.ie/publications/hydro.htm</a></li> <li>• Eastern Regional Fisheries Board Guidance Notes '<i>Requirements for the Protection of Fisheries Habitat during Construction and Development Works at River Sites</i>' (Eastern Regional Fisheries Board, 2006). See: <a href="http://www.fishingireland.net/environment/constructionanddevelopment.htm">http://www.fishingireland.net/environment/constructionanddevelopment.htm</a></li> <li>• <i>Maintenance and Protection of the Inland Fisheries Resource during Road Construction and Improvement Works - Requirements of the Southern Regional Fisheries Board</i> (Southern Regional Fisheries Board, 2007).</li> </ul>

**9.1.11 Natural Heritage & Biodiversity Objectives**

<b>Objective NH1</b>	Conserve and protect Lough Corrib cSAC (including the River Clare), and any new or extended sites that are notified or designated in the lifetime of this Plan, and including the conservation interests for which the sites have been proposed or designated, in compliance with the requirements of the Habitats Directive. This will include Annex I Habitats and Annex II Species (and including among others the Atlantic Salmon, Otter <i>Lutra</i> , Brook Lampreys, White – Clawed Crayfish and the Lesser Horseshoe Bat).
<b>Objective NH2</b>	Liaise with the NPWS and the OPW regarding any enhancement/ maintenance works along the River Nanny and River Clare.
<b>Objective NH3</b>	Encourage and support in so far as is practicable the conservation, enhancement of, and access to, the geological and geo-morphological system, sites and features in Tuam and its environs and protect them from inappropriate development that would detract from their heritage value and interpretation.
<b>Objective NH4</b>	Enhance biodiversity richness by protecting all rivers/streams and water bodies within the plan area by reserving riparian zones/ecological corridors, maintaining them free from inappropriate development.
<b>Objective NH5</b>	Seek to ensure that a minimum setback of 10 metres is maintained in any new development proposals along the River Nanny and its tributaries, save for the exceptional circumstances where it can be reasonable demonstrated that this setback is not feasible.
<b>Objective NH6</b>	Require screening for Appropriate Assessment and/or Appropriate Assessment with all applications where it is considered that the proposed development may impact (directly or indirectly), or in combination with other projects, on a Natura 2000 designated site i.e. a Special Area of Conservation (SAC) or a Special Protection Area (SPA) to inform decision making. A Natura Impact Statement will be required with all such applications in accordance with the Appropriate Assessment of Plans and Projects in Ireland Guidance for Planning Authorities 2009. The need for an Appropriate Assessment should be discussed with the Planning Section of the Council prior to the submission of the application. The Appropriate Assessment shall be carried out in accordance with Article 6 of the Habitats Directive and with Section 18 of the European Communities (Natural Habitats) Regulations 1997 and shall identify and evaluate the direct and



	indirect effects, which the development would be likely to have upon the designated site.
<b>Objective NH7</b>	Require an ecological assessment by a suitably qualified person, to inform decision making of all proposed significant planning applications, where it is considered that the proposed development may have an adverse impact on the environment or designated site. The need for an ecological assessment should be discussed with the Planning Section prior to the submission of an application and should include consideration of impacts in relation to biodiversity, ecological linkages, water quality and drainage. The Council will generally require ecological assessments for developments proposed within a zone between the boundary of a national designated site (i.e. NHA or pNHA) to the next field boundary or to a distance of 50 meters, whichever is greater.
<b>Objective NH8</b>	Have regard to the recommendations of the DEHLG and any national guidance documents that are produced during the lifetime of this Plan, with respect to potential impacts on nature conservation, when considering development applications relating to activities on and/or adjoining sites of nature conservation importance.
<b>Objective NH9</b>	Minimise disturbance to wildlife, including fish, mammals (e.g. Otters), birds and bats, by reducing external lighting, and prevent spotlighting of trees, rivers, or other features of ecological significance.
<b>Objective NH10</b>	Seek to retain trees and discourage the felling of mature trees to facilitate development and encourage tree surgery rather than felling, where possible. All these works should be carried out in accordance with the provisions in the Forestry Act 1946.
<b>Objective NH11</b>	Protect the parkland areas and trees stands identified in the Plan's Specific Objectives Map and including those in the following locations: <ul style="list-style-type: none"><li>• Palace Grounds Town Park;</li><li>• within the grounds of St. Mary's Cathedral;</li><li>• on land to the rear of the former Bon Secour Hospital;</li><li>• St Jarlath's College Grounds</li></ul>
<b>Objective NH12</b>	Protect native and other significant trees, tree-lines and hedgerows, including their root systems, and any valuable areas of scrub, in new developments through the implementation of proper mitigation measures and promote the planting of additional trees and other vegetation where appropriate.
<b>Objective NH13</b>	Ensure that where flood alleviation works take place the natural heritage and landscape character of rivers, streams and watercourses are protected and enhanced to the greatest extent possible.
<b>Objective NH14</b>	Have regard to the recommendations of the DEHLG and any national guidance documents, which may come about during the lifetime of this plan, with respect to potential impacts on flood plains and flood risk areas, when considering new development applications or flood prevention measures.
<b>Objective NH15</b>	Implement water protection measures to prevent any deterioration of 'good status' waters, and to restore substandard waters to 'good status'.
<b>Objective NH16</b>	Ensure that proposed developments do not adversely affect groundwater resources.
<b>Objective NH17</b>	Protect the River Clare/Nanny and associated floodplain(s), wetlands and natural drainage courses for reasons of flood control, and for reasons of biodiversity, natural heritage tourism/angling.
<b>Objective NH18</b>	New developments proposals shall be required to conform with relevant regulatory provisions for the prevention of pollution, nuisance or other environmental effects likely to affect the status of the Natura 2000 site. i.e.



	Lough Corrib cSAC and/or protected habitats/protected species. If successful in receiving planning permission, development may be subject to stringent mitigation measures to protect the qualifying interests/status of the cSAC and to safeguard the protected habitats/protected species.
<b>Objective NH19</b>	Where the 30m buffer from the Clare River (Lough Corrib cSAC) which is now zoned Environmental Management Area includes an area which has already been developed, consideration will be given to any proposals required for the continuation or enhancement of the established activities on that site provided that it can be established that the proposal will not have any negative impact on the Clare River (Lough Corrib cSAC) either during development or from its operations. In the case of proposals for development (e.g. agricultural building, leisure, public service installation, water based cultural/recreational) in the 30m-wide Environmental Management Area, an Appropriate Assessment will be required.
<b>Objective NH20</b>	Conserve and protect Knockavanny Turlough (pNHA) and Killower Turlough (pNHA) and any new or extended sites in or near the Plan area that are notified or designated in the lifetime of this Plan.

## 9.2 Landscape

### 9.2.1 Context

All aspects of our heritage come together in the landscapes we experience every day. Landscapes give us a sense of place. Tuam town has a rich historical landscape that has been shaped and framed by its undulating topography. The Rivers Clare/Nanny have also played a key role in shaping the shape and form of development within the town and its environs.

Ireland, having signed and ratified the European Landscape Convention 2000, are committed to introducing policies to effect landscape protection and management. The Planning and Development Act, 2000 (as amended) includes both mandatory and discretionary development plan objectives in relation to landscape. In line with the DEHLG's '*Draft Landscape and Landscape Assessment Guidelines 2000*', Galway County Council has carried out a Landscape Character Assessment for County Galway, which divides the County into five Landscape Sensitivity Classes ranging from Class One (Low Sensitivity) to Class Five (Unique).

Tuam and its environs are located predominately within Landscape Sensitivity Class One – Low Sensitivity. There is, however, still a need to protect the visual and natural amenity of Tuam, its setting, townscape and its historic context and traditions. The amenities of the town consist of the built environment including ecclesiastical buildings, cathedrals and historical ruins, the riverside character, the Palace Grounds Town Park, the sports arenas, parklands and the rich agricultural environs. Developments should be encouraged to complement and enhance these amenities.

### 9.2.2 Landscape Policies

<b>Policy NH27</b>	Protect the visual and natural amenity of Tuam in the interests of heritage, local residential amenity and tourism development.
<b>Policy NH28</b>	Ensure that development reflects and reinforces where possible the distinctiveness and sense of place of the townscape and landscape, including the retention of important features or characteristics, taking into account the various elements which contribute to their distinctiveness such as their built, natural and cultural heritage, and their land-use, tranquillity and scenic quality.
<b>Policy NH29</b>	As part of the preparation of a detailed scheme of listed views for protection at County level, the Planning Authority shall promote the protection of designated

	scenic landscapes such as Knockavanny Turlough and Killower Turlough within the environs of Tuam and other scenic views, routes and landscape features of local, county and regional level as deemed appropriate.
<b>Policy NH30</b>	Continue to exercise the powers vested in the Planning Authority under the Derelict Sites Act.

### 9.2.3 Landscape Objectives

<b>Objective NH21</b>	Require that necessary assessments are made when undertaking, authorising or approving any significant development proposals and, where necessary, require a Landscape/Visual Impact Assessment to accompany any such significant proposals with potential to impact adversely on significant landscape features within the Plan area.
<b>Objective NH22</b>	Ensure that any development on or near such a site or landscape feature should avoid any significant adverse impact on the features for which the site is considered to be of local importance.
<b>Objective NH23</b>	Development that would have a detrimental effect on listed views and prospects will generally not be permitted.
<b>Objective NH24</b>	Ensure that all proposed developments are sited and designed appropriately having regard to the visual impact on the landscape within which they are located.
<b>Objective NH25</b>	Encourage the renovation of derelict and under-utilised areas within the Town Centre or on its urban fringe that contribute to a negative image of Tuam in terms of its attractiveness.
<b>Objective NH26</b>	Upgrade the visual aspects, streetscapes and landscaping of the approach roads to the town, especially the Galway Road and Dublin Road.
<b>Objective NH27</b>	Protect views of amenity value as identified in the Plan's Specific Objectives Map.
<b>Objective NH28</b>	Continue to support the refurbishment of lanes and streets within the town centre.

## 9.3 Air Quality and Noise

### 9.3.1 Context

The adoption of the EU Framework Directive on Air Quality Assessment and Management has fundamentally changed the entire approach to air quality monitoring and assessment in member states. The implementation of this Directive, which prescribes new and revised limit values for a wide range of air pollutants, has required a radical restructuring and expansion of monitoring networks in Ireland and other member states. Greater emphasis is placed on data dissemination and the need to keep the public informed on the state of air quality. New or extended monitoring networks have been established for the main traffic related pollutants. The information on these pollutants indicates that nitrogen oxides and particulate matter will present the greatest challenge in meeting the new EU standards in urban areas in the future with associated implications for traffic management and transport policy. The air quality within the Tuam LAP area is generally good and pollution is limited to that generated from traffic fumes and domestic heating systems. Noise levels are typical for a rural town environment and are mainly associated with early commuter traffic, retail and school traffic.

Radon is a naturally occurring radioactive gas produced in the ground by the decay of uranium present in all rocks and soils. It seeps into cavities beneath and within buildings through cracks in floors or gaps around pipes or cables. Minor amounts of radon may also come from building materials and water supplies. It is carcinogenic and can cause lung cancer in humans where it accumulates to high and unsafe concentrations. Tuam town is located within an area where Radon gas is >20%.

The legislation regulating radon is:

The Safety, Health and Welfare at Work Act, 2005  
The Radiological Protection Act, 1991 (Ionising Radiation) Order, updated in 2000 by Statutory Instrument 125 of 2000  
Employers must ensure that they are not exposing their employees to excessive levels of radon (>400 Bq/m<sup>3</sup>).

It is anticipated that both air and noise quality will improve with the delivery of the Tuam N17 Bypass, through the review of the Tuam Traffic Management Plan, the introduction of proposed pedestrianisation of the Town Centre and the re-opening of the WRC to Tuam. It is the vision of the Plan to promote Tuam as a 'green hub' and in so doing the Plan seeks to improve the living environment of Tuam for its people through all sections of the Plan.

### 9.3.2 Air Quality and Noise Policies

<b>Policy NH31</b>	Maintain good air quality and acceptable noise levels within the town.
<b>Policy NH32</b>	Implement the provisions of National legislation and EU Directives on air, Radon and noise pollution in conjunction with other agencies as appropriate.
<b>Policy NH33</b>	Facilitate the minimisation of emissions of greenhouse gases to the air in order to contribute to a reduction and avoidance of human induced climate change in accordance with the Kyoto Protocol, any subsequent international agreements, and the National Climate Change Strategy.
<b>Policy NH34</b>	Support any initiatives taken to provide for more sustainable forms of energy use, including the implementation the provisions of the Government's Energy White Paper 'Delivering a Sustainable Energy Future for Ireland' The Energy Policy Framework 2007-2020 (DCMNR, 2007), and any other document that may supersede it during the lifetime of the Plan.
<b>Policy NH35</b>	Protect and enhance the natural heritage of the town, in particular trees and other vegetation, as a means of air purification, the filtering of suspended particles and the improvement of the town's micro-climate.
<b>Policy NH36</b>	Encourage the initiatives of the National Transport Authority (NTA) <i>Smarter Travel Workplaces Strategy 2010</i> in conjunction with the private sector, including the promotion of Mobility Management Plans.
<b>Policy NH37</b>	Support public transport and non-motorised transportation as a key measure to reduce locally generated air pollutants.

### 9.3.3 Air Quality and Noise Objectives

<b>Objective NH29</b>	Ensure that all significant development proposals comply with UK standard BS5228:1997 and to the EPA Draft Guidance notes on limiting noise emissions. Condition planning applications for construction works to be limited to between 8.30 and 18.00 Monday–Saturday and by any other methods as deemed appropriate.
<b>Objective NH30</b>	Encourage landscaping and tree planting as a means of air purification, the filtering of suspended particles and the improvement of the town's micro-climate.

## 9.4 Open Space, Amenity and Green Network

### 9.4.1 Context

Amenities and open spaces ensure a good quality of life for residents of an area and visitors in providing opportunities for recreational activities and interaction between locals. Amenities, open spaces and buildings are locations of local significance that give a sense of place and provide a useful role for local people as congregational points or play/amenity areas. Amenities, open spaces and leisure facilities can also help to create a high quality environment for attracting new residents, visitors and investment into the urban setting.

Open spaces can accommodate both active and passive recreational activities. Active recreation includes organised sporting activities such as athletics, soccer and GAA. Informal sporting activities include street sports, kick-about, roller skating and skate boarding. Passive recreation can include an appreciation of the heritage and natural environment, for example in a park setting, expression of the artistic spirit through painting and/or craftwork and other leisurely activities such as picnicking, walking and cycling.

The Council has an important role in providing and maintaining public amenities and opportunities for active and passive recreation. The private sector also plays an important role in the provision of leisure facilities such as gyms and in some cases form strategic partnerships with the Local Authorities.

Existing open space within Tuam is made up of active open space (i.e., sports grounds, pitch and putt greens and playgrounds) and passive open space (i.e. parklands, natural amenity areas and incidental open space in housing estates). Tuam has a number of existing amenity, recreational and leisure facilities that form an important part of the sense of place, attractiveness and quality of life in the town, including the following:

- Palace Grounds Town Park;
- River Nanny walkway;
- 18-hole par 72 golf course with a mature parkland course, playable all year round;
- Indoor heated public swimming pool;
- Community gym;
- Public/school tennis courts;
- Indoor squash and handball alley;
- Football and rugby pitches at Parkmore;
- Tuam GAA Stadium.

Tuam also once had a vibrant racecourse at Parkmore and the majority of these lands remain undeveloped. There is also significant potential for expanding and enhancing the recreational amenities and facilities available in the town, for example along the River Nanny. With the anticipated growth of participation in sports and recreation across all ages, together with the predicted growth in the town's overall population, the Council recognises that there is a continuous need for additional indoor and out-door amenities and facilities required throughout the Plan period.

#### 9.4.2 Public Open Space Strategy

A general standard for active open space provision is 2.4ha per 1000 population. Population projections for the town to 2016 (based on minimum RPG/DEHLG requirements) will be 8,600 persons. This corresponds to an actual growth in population of 1715 persons to 2016. Based on an open space standard this will require an additional 5Ha of Open Space.

**Table 9.4.2 Zoned and Undeveloped Recreation & Amenity Zoned Lands**

Recreation and Amenity	Zoned	Undeveloped
<b>2005-2011 Local Area Plan</b>	40.5 Ha	22.3 Ha
<b>2011-2017 Local Area Plan</b>	71.65Ha	66.18Ha

The strategy for open space in the town is based on the following general principles:

- Landscape and Topography Assessment – Identify for protection the most important landscape and topographical areas of high landscape and amenity value;
- Planned Urban Structure – All residential areas should have ease of access to a variety of inter-connected open space;



- Existing Open space structure – There should be a balance in the location and type of open space provisions to provide equal access to all open space types for every member of the community;
- Inter-connectivity and Linkages – Links and connections should where possible, be created between different areas of open space. Interconnections between open space areas are important to improve public accessibility, but also to create corridors or 'stepping stones' to facilitate the movement of wildlife through a range of different habitats.

The open space strategy shall comprise of the following components:

1. The protection of the woodland and open space areas within the Palace Grounds Town Park and St Jarlath's College grounds.
2. The protection and promotion of the River Clare/Nanny and associated floodplain for reasons of flood control, protection of the biodiversity, ecological and wildlife interests, tourism, walking amenities and angling.
3. The provision of a linear park along the River Nanny and at any locations which are feasible to serve passive recreational needs for the town.
4. The exploration of improvements to the lands of the former Parkmore Racecourse, to ensure the area is utilised to its full potential.
5. The provision of pocket parks/green civic spaces to provide a focus for neighbourhood centres for passive recreation and children's play areas.
6. Where open space is under-utilised and in poor condition consideration should be given to the redistribution of open space from these areas to areas that are more appropriate.
7. Ensure that there is proper development of the existing facilities.

#### **9.4.3 Walking**

Within Tuam town, leisure walking is increasing in popularity – The Palace Grounds Town Park is a very popular walking route for many people living in Tuam and the Council have reserved this parkland for amenity purposes. The Kilcloghans walk is another popular route within the Tuam environs.

Consideration will be given to the reservation of lands parallel to the railway line between the former rail station area and the Mart Site for the provision of pedestrian linkage/cycle lane, as part of future proposals for the re-opening of the Western Rail Corridor and the provision of an integrated public transportation facility (Objective ST8).

Well maintained pedestrian areas, with a high level quality in terms of attractiveness and shopping in an historical environment, meet with a very high general level of approval and reinforce the feeling of belonging. Reducing, or channelling traffic generated by private cars is also important, as are traffic calming measures.

As part of the enhancement of Tuam Town Centre and as part of the review of the Tuam Traffic Management Plan 2007, consideration should be given to the pedestrianisation of Market Square, Shop Street, part of Bishop Street, High Street and the Dublin Road.

Fáilte Ireland has profiled Tuam as a 'Historic Town' as part of their key Heritage/Cultural attractions. Significant work has already been undertaken by the Council in conjunction with Fáilte Ireland to develop a walking trail in the town known as the 'Tuam Architectural Walking Tour'. Audio material and a brochure have been developed to accompany this trail as well as urban enhancements, including enhancing pedestrian routes in the town that are linked to the town trail, tree planting and improving the permeability of the streetscape.

The Council shall continue to promote and enhance the Tuam Architectural Walking Tour and its associated sites in order to promote Tuam as a 'Historical Town' and ecclesiastical centre.

#### 9.4.4 Green Network

A green network provides a strategic integrated approach to sustainable use and management of natural heritage areas and recreational and amenity open spaces. It also supports the linkage and connection of natural heritage areas creating wildlife corridors, preventing habitat fragmentation and increasing biodiversity.

While many open spaces are on publicly owned lands, privately owned open spaces are also a significant component of open space within the town, including institutional and agricultural lands.

A network of public open space and greenways shall be expanded as part of the Tuam Local Area Plan and shall play an important role in the recreational amenity of the town and in linking residential areas to the Town Centre and to places of amenity. The plan shall also promote such a network as an alternative to car transport and shall identify key connections and linkages including:

1. A walkway/cycleway along the **Nanny Riverbank** would link the existing town with angling and walking activities thereby providing an attractive recreational and tourism amenity in the town. This walkway/pedestrian link and cycleway could potentially link Curraghgreen in the east of the Town towards the Weir Road Bridge in the north west of the Plan area.
2. Consideration should also be given to the enhancement of the biodiversity and the natural setting of the River Nanny and the Mill Complex area (an area adjacent to the bridge on Shop Street).

The Council shall seek to develop a Biodiversity Action Plan for Tuam. This will include an appropriate planting scheme along the banks of the River with particular emphasis on the Mill Complex area and along the riverbank within the Palace Grounds Town Park and address the issue of alien species and examine mechanisms for increasing the biodiversity of the plan area.

#### 9.4.5 Open Space, Amenity & Green Network Policies

<b>Policy OAG1</b>	Continue to promote an awareness of the rich archaeological, built and natural heritage of Tuam.
<b>Policy OAG2</b>	Provide additional open space to ensure that there is a variety and balance of open space types available to include passive and active recreational needs; formal and informal; large and small open spaces and the need to maintain areas of natural built and visual amenity.
<b>Policy OAG3</b>	Ensure that where there is a reduction in open space that it is redistributed to appropriate locations in order to utilise land appropriately for open space.
<b>Policy OAG4</b>	Encourage the improvement of existing open space by landscaping, planting, environmental works and the provision of recreational facilities, to increase the attractiveness of the current provision of open space.
<b>Policy OAG5</b>	Ensure that all areas within the floodplain of the Rivers Clare/Nanny and their tributaries are protected from inappropriate development, so as to maintain the river's natural course, surface and groundwater, associated wetlands and preserve the biodiversity, habitats and species found within this area.
<b>Policy OAG6</b>	Encourage local community involvement in the upgrading and improvement of open space, to add a sense of place and provide better areas for the residents and visitors.
<b>Policy OAG7</b>	Encourage where feasible the provision of tree planting and other enhancement proposals to provide a focus to Market Square, the Mill Complex area and proposed neighbourhood centres.
<b>Policy OAG8</b>	Ensure that a network of open space is provided to encourage a range of recreational and amenity activities, including walking and cycling in the town.
<b>Policy OAG9</b>	The loss of existing public or private recreational open space will normally be resisted by the planning authority unless alternative recreational facilities are provided in a suitable location, or if it can be demonstrated that there is no

	longer sufficient demand to sustain the facility.
<b>Policy OAG10</b>	Retain where appropriate the grounds of schools, colleges, sports clubs and other institutional facilities for recreation and amenity use allowing for an increase in the physical capacity of the institutions or clubs and for policies in relation to Community Facility/Educational zoned lands.
<b>Policy OAG11</b>	Retain, extend and enhance opportunities for recreation and access to the Palace Grounds Town Park, playgrounds, amenity areas and within the green network/green oasis for all members of the community including the elderly and people with disabilities.
<b>Policy OAG12</b>	Continue to promote Tuam as a 'Historic Town'.
<b>Policy OAG13</b>	Seek to enhance and extend the Tuam Architectural Walking Tour as appropriate in conjunction with Community & Enterprise and Heritage sections of the Council, Fáilte Ireland, the Old Tuam Society and the Royal Irish Academy and other organisations.
<b>Policy OAG14</b>	Carry out an Action and Management Plan for the Palace Grounds Town Park to improve the amenity and recreational value through landscaping and to maximise its usage.
<b>Policy OAG15</b>	Establish a tree planting programme for the town in conjunction with the Border Midland and Western Assembly/Galway County Council initiative ' <i>Connecting Tuam, People, Places, Public, Private</i> ' programme of works
<b>Policy OAG16</b>	Upgrade visual aspects of the approach roads to the town especially the Dublin Road and the Galway Road.

#### 9.4.6 Open Space, Amenity & Green Network Objectives

<b>Objective OAG1</b>	Provide walkway along the Nanny Riverbank in conjunction with private owners/developers potentially linking Curraghgreen in the east of the Town towards the Weir Road Bridge in the north west of the Plan area. The precise location and form of the linear walkway will be agreed with the Planning Authority in the context of specific development proposals or otherwise through discussion with the landowners/developers.
<b>Objective OAG2</b>	Develop a pedestrian link/amenity wedge along the railway corridor. The precise location and form of the linear walkway/cycleway will be agreed with the Planning Authority in the context of specific development proposals or otherwise through discussion with the landowners/developers.
<b>Objective OAG3</b>	Continue to enhance and extend the potential of the Tuam Architectural Walking Tour and other heritage tourism products.
<b>Objective OAG4</b>	Maintain and sensitively enhance Teampall Jarlath Church and graveyard and consider improving public access and availability to the site taking cognisance of its archaeological heritage.
<b>Objective OAG5</b>	Preserve pedestrian links / amenity wedges at the following locations- <ul style="list-style-type: none"> <li>• from the Palace Grounds Town Park northwards;</li> <li>• from the Cathedral of the Assumption to Parkmore;</li> <li>• from the residential areas on the Dunmore Road to the schools on the Dublin Road;</li> <li>• from Curraghgreen to the Weir Road Bridge following the course of the River Nanny, where appropriate.</li> </ul>
<b>Objective OAG6</b>	Reserve an area of amenity and provide open space links and connections as part of an overall network of open space in the Parkmore area.
<b>Objective OAG7</b>	Consider the provision of amenity areas to the south of the town within Gilmartin and Tirboy Housing Estates.
<b>Objective OAG8</b>	Continue to highlight St Mary's Cathedral and the Cathedral of the Assumption as 'gateways' to Tuam.



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<b>Objective OAG9</b>	Enhance linkages and connectivity within the 'green network' as identified on the Plan's Specific Objectives Maps.
<b>Objective OAG10</b>	Ensure that all passive and active recreational proposals are considered in the context of potential impact on the environment and heritage including sites of ecological and biodiversity importance, general amenity and archaeology.



## SECTION 10. DEVELOPMENT MANAGEMENT STANDARDS AND GUIDELINES

### 10.1 Introduction

Development management is the process that regulates development in accordance with established planning principles and best practice guidelines in the interests of the common good. Applicants are advised that pre-planning meetings with officials of the Council prior to the submission of planning applications can assist in the identification and clarification of relevant policy objectives, applicable development standards and guidelines and other issues at an early stage in the development management process. Such discussions take place without prejudice to the final decision of the Council.

***This section should be read in conjunction with the relevant policies, objectives of this plan and Section 11 Development Management Standards and Guidelines of the County Development Plan (CDP) 2009-2015.***

### 10.2 Sustainable Land Use, Design and Communities

#### 10.2.1 Land Use Zoning Matrix

The land use zoning matrix details those land uses permitted in principle, open for consideration and not normally permitted, under each use class. It should be noted that this section should be read in conjunction with Section 2.2.5.1: Land Use Zoning Objectives.

Use Classes Related to Use Zones:

#### Key:

- **P:** Permitted in Principle – A use which is *Permitted in Principle* is one which the local authority accepts in theory in the relevant zone, subject to compliance with the relevant policies, objectives, standards and requirements set out in this Local Area Plan (LAP).
- **O:** Open for Consideration – An *Open for Consideration use* is one which the local authority may permit where it is satisfied that the suggested form of development will be compatible with the policies and objectives for the zone, will not conflict with permitted uses and conforms to the proper planning and sustainable development of the area including the policies and objectives of this Local Area Plan (LAP).
- **N:** Not Normally Permitted – Development which is classified as *Not Normally Permitted* in a particular zone is one which, except in exceptional circumstances, will not be permitted by the local authority. This may be due to its perceived effect on existing and permitted uses, its incompatibility with the policies, objectives, standards and requirements contained in this LAP or the fact that it may be inconsistent with the proper planning and sustainable development of the area.

#### Matrix Key:

Zone C1:	Town Centre/Commercial;
Zone C2:	Commercial/Mixed Use;
Zone C:	Commercial
Zone R:	Residential
Zone I:	Industrial;
Zone BT:	Business & Technology;
Zone BE:	Business & Enterprise;
Zone CF:	Community Facilities;
Zone OS:	Open Space, Recreation & Amenity;
Zone EM:	Environmental Management Area;
Zone A:	Agriculture



Uses	C1	C2	C	R	BE	BT	I	CF	A	OS	EM
Abattoir	N	N	N	N	N	N	O	N	O	N	N
Advertisement	O	O	O	N	O	O	O	O	N	N	N
Agricultural building	N	N	N	N	N	N	N	N	P	N	O
Airfield	N	N	N	N	N	N	N	N	O	N	N
Amusement	O	O	O	N	N	N	N	N	N	N	N
Apartments	P	P	O	O	N	N	N	N	N	N	N
ATM	P	P	O	O	O	O	O	O	N	N	N
Bank	P	P	O	N	N	N	N	N	N	N	N
Breakfast B&B**	P	P	O	O	N	N	N	N	O**	N	N
Betting office	O	O	O	N	N	N	N	N	N	N	N
Boarding kennel	N	N	N	N	N	N	N	N	O	N	N
Buildings for the health, safety and welfare of the public	P	P	O	O	O	O	N	P	N	N	N
Building Society	P	P	O	N	N	N	N	N	N	N	N
Café	P	P	O	N	O	O	O	O	N	N	N
Car park	P	P	O	O	O	O	P	O	N	N	N
Car park multi-storey	P	P	O	N	O	O	O	N	N	N	N
Caravan park- holiday	N	N	N	N	N	N	N	N	O	N	N
Cash and carry	O	O	O	N	O	O	O	N	N	N	N
Casual trading	O	O	O	N	N	N	N	N	N	N	N
Cemetery	N	N	N	N	N	N	N	P	P	O	N
Childcare facilities (crèche/nursery)	P	P	O	O	P	O	O	P	N	N	N
Cinema	P	O	O	N	O	N	N	O	N	N	N
Club house and associated facilities	P	P	O	O	N	N	N	P	O	O	N
Community Facility	P	P	O	O	O	N	N	P	O	O	N
Conference centre	P	P	O	N	O	O	N	O	N	N	N
Cultural/recreational building	P	P	O	O	O	N	N	P	N	O	N
Dancehall	P	P	O	N	P	N	N	O	N	N	N
Data-Centres/Web-Hosting Centres	P	P	O	N	P	P	O	N	N	N	N
Drive-through restaurant	O	O	O	N	P	O	N	N	N	N	N
Education (excluding a night-time use)	P	P	O	O	O	O	O	P	O	O	N
Enterprise centre/campus industry	O	O	O	N	P	P	O	N	N	N	N
Enterprise unit	O	O	O	N	P	P	P	O	N	N	N
Extractive Industry	N	N	N	N	N	N	N	N	O	N	N
Funeral home	O	O	O	N	N	N	N	O	N	N	N
Garden centre	O	P	O	N	P	P	P	N	O	O	N
Guesthouse**	P	P	O	O	N	N	N	N	O**	N	N
Hair Dressing Salon	P	P	O	O	N	N	N	N	N	N	N
Halting site	N	N	N	O	N	N	N	O	O	N	N
Home-based economic activity**	O	O	O	O	N	N	N	N	O**	N	N
Hospital	O	O	O	N	N	N	N	O	N	N	N
Hostel	P	P	O	N	N	N	N	O	N	N	N
Hotel	P	P	O	N	N	N	N	N	N	N	N
Household fuel depot	N	N	N	N	O	N	P	N	N	N	N
Internet Cafe	P	P	O	N	N	N	N	O	N	N	N
Industrial – Light Use	N	O	O	N	P	P	P	N	N	N	N
Industrial – General	N	N	N	N	P	P	P	N	N	N	N





Uses	C1	C2	C	R	BE	BT	I	CF	A	OS	EM
Use incl. Logistic, Storage & Distribution Units											
Leisure	P	P	O	O	O	N	O	P	O	O	O
Library	P	P	O	O	N	N	N	P	N	N	N
Live and work units	O	O	O	O	N	N	N	O	O**	N	N
Mart/Co-op	N	N	N	N	N	N	P	N	P	N	N
Media recording and general media associated uses	O	O	O	N	O	O	O	O	N	N	N
Medical and related consultants	P	P	O	O	O	N	N	O	N	N	N
Motor sales showroom	O	O	O	N	O	O	N	N	N	N	N
Golf course	N	N	N	N	N	N	N	N	O	O	N
Night-club	O	N	N	N	O	N	N	N	N	N	N
Night-time education use	P	P	O	N	P	P	O	P	N	N	N
Office Town Centre (100 m <sup>2</sup> to 1000m <sup>2</sup> )	P	P	O	N	N	N	N	O	N	N	N
Office Park (>1000 m <sup>2</sup> )	O	O	O	N	P	P	O	N	N	N	N
Open space	P	P	O	P	P	P	P	P	P	P	P
Park and ride facility	O	O	O	O	O	O	P	P	O	O	N
Petrol station	O	O	O	N	O	N	O	N	N	N	N
Place of public worship	O	O	O	N	O	N	N	O	N	N	N
Public house	P	P	O	N	N	N	N	N	N	N	N
Public service installation	O	O	O	O	O	O	O	O	O	O	O
Refuse landfill/tip	N	N	N	N	N	N	N	N	N	N	N
Residential	P	P	O	P	N	N	N	N	O**	N	N
Restaurant	P	P	O	N	O	N	N	N	N	N	N
Retirement home	O	O	O	O	N	N	N	O	N	N	N
Science and technology based industry	O	O	O	N	P	P	P	N	N	N	N
Scrap yard	N	N	N	N	N	N	O	N	N	N	N
Service garage	O	O	O	N	O	N	O	N	N	N	N
Shop comparison	P	P	O	N	O	N	N	N	N	N	N
Shop convenience	P	P	O	O	O	N	N	N	N	N	N
Shopping centre (large scale convenience comparison)	P	P	O	N	P	N	N	N	N	N	N
Small scale manufacturing	O	O	O	N	O	O	P	N	O	N	N
Storage depot	N	N	N	N	O	O	P	N	N	N	N
Take-away	O	O	O	N	O	N	N	N	N	N	N
Third level institution	O	O	O	N	O	P	O	O	N	N	N
Training centre	O	O	O	N	P	P	P	O	N	N	N
Transport depot	O	O	O	N	O	O	O	N	N	N	N
Veterinary surgery	O	O	O	N	N	N	O	N	O	N	N
Warehousing (incl. wholesale)	N	N	N	N	O	O	P	N	N	N	N
Warehousing (retail/non-food <700m <sup>2</sup> ) *	P	O	N	N	P	P	P	N	N	N	N
Warehousing (Retail/Non-food/Bulky)	N	O	N	N	O	P	O	N	N	N	N



Uses	C1	C2	C	R	BE	BT	I	CF	A	OS	EM
Goods Household 700m <sup>2</sup> -5,000 m <sup>2</sup> )*											
Water based recreational/cultural activities	O	O	O	O	O	O	O	O	O	O	O
Wind Energy	N	N	N	O	O	O	P	O	O	O	N

**Notes on Land Uses:**

- Dancehall relates to activities such as Irish dancing, ballet, ball room dancing, salsa, etc. especially where lessons are given or where such facilities are used for evening time recreational purposes. It does not include night-club, music clubs or disco activity which has been treated as a separate use in the matrix.
- Data Centre may be defined as a facility, which has information technology equipment installed and operated, as well as storing and distributing electronic data.

\* The subdivision of stores into less than 700m<sup>2</sup> shall not be permitted. All areas noted in the above matrix are **gross areas**.

\*\*These uses will be considered subject to Policy RN 5, Objective RN22 of this LAP, to the rural housing need provisions within the GCDP 2009-2015 as appropriate, and to proper planning and sustainable development.

**10.2.2 Sustainable Design**

The design of new urban housing developments should take full account of the characteristics of the natural and built environment of the site, the views and vistas to and from the site and its surrounding areas. It is imperative that a high standard of design and quality of environment are created, which in turn will contribute to a sense of place and an identity being created.

All applications for new developments shall, in addition to compliance with policies and objectives set out in the Tuam LAP 2011-2017 and with the CDP 2009-2015 will be assessed, having regard to the following Government policy guidance documents or any superseding policy documents over the lifetime of the plan:

- Sustainable Residential Developments in Urban Areas Guidelines, published by the DEHLG, 2009.
- Urban Design Manual: A Best Practice Guide – A Companion Document to the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, DEHLG, 2008.
- The Planning System and Flood Risk Management – Guidelines for Planning Authorities, DEHLG, 2009.
- Quality Housing for Sustainable Communities – Best Practice Guidelines for Delivering Homes, Sustaining Communities, published by the DEHLG, 2007.
- Sustainable Urban Housing: Design Standard for New Apartments, published by the DEHLG, 2007.
- Delivering Homes – Sustaining Communities: Statement on Housing Policy, published by the DEHLG, 2007.
- Ireland’s National Climate Change Strategy 2007-2012, published by the DEHLG, 2007.
- Traffic Management Guidelines, published jointly by the DEHLG, DOT and DTO, 2003.
- Recommendations for Site Development Works for Housing Areas, published by the DEHLG, 1998.
- Galway County Council Clustered Housing Design Guidelines.
- Galway County Council Design Guidelines for the Single Rural House.



### 10.2.2.1 Urban Design

The Urban Design Manual, which is a companion document to the Sustainable Residential Developments in Urban Areas Guidelines, sets out 12 principle criteria to create sustainable urban residential development and demonstrates how new developments can be integrated and facilitated across a range of scales and locations. These 12 criteria have been set out in Table 11.1.3 below and shall be used both in pre-planning consultations and in assessing individual planning applications.

**Table 10.2.1.1: Best Practice Design Guide Criteria**

1	<b>Context:</b>	How does the development respond to its surroundings?
2	<b>Connections:</b>	How well is the new neighbourhood / site connected?
3	<b>Inclusivity:</b>	How easily can people use and access the development?
4	<b>Variety:</b>	How does the development promote a good mix of activities?
5	<b>Efficiency:</b>	How does the development make appropriate use of resources, including land?
6	<b>Distinctiveness:</b>	How do the proposals create a sense of place?
7	<b>Layout:</b>	How does the proposal create people-friendly streets and spaces?
8	<b>Public realm:</b>	How safe, secure and enjoyable are the public areas?
9	<b>Adaptability:</b>	How will the buildings cope with change?
10	<b>Privacy/amenity:</b>	How do the buildings provide a decent standard of amenity?
11	<b>Parking:</b>	How will the parking be secure and attractive?
12	<b>Detailed design:</b>	How well thought through is the building and landscape design?

*Source: Urban Design Manual (2008)*

### 10.2.2.2 Design Statements

A Design Statement is a short document consisting of both text and graphics and should include an appraisal of the distinctive site character, setting and context together with concise explanations and illustrations of the suitability and main elements of the design solution proposed for a site.

Significant large-scale or sensitively located development proposals i.e. ACA, close proximity to a Protected Structure or Special Area of Conservation, will be required to submit 'Design Statements' as part of their planning applications. This requirement will be assessed on a case-by-case basis by the Planning Authority.

### 10.2.2.3 Universal Access and Design

Universal design is the design of an environment so that it can be accessed, understood and used to the greatest extent possible by all people regardless of their age, size, ability or disability. Circulation within housing layouts, including access to individual buildings, should have regard to the varying needs of occupants over their lifetimes, including needs associated with mobility difficulties and the normal frailty associated with old age. Innovative dwelling design shall be encouraged in order to facilitate the potential future provision of adaptable and accessible accommodation.

### 10.2.2.4 Energy Efficiency

Sustainable residential development involves settlement patterns that can help minimise transport-related energy consumption and encourage energy-efficient housing layouts, which maximise access to sunlight and daylight, facilitate greater movement by pedestrians and cyclists, facilitates the use of public transport and using efficient energy supply. Passive solar design of new housing schemes

contributes to a reduction in energy demand and thus in CO<sup>2</sup> emissions. Sustainable approaches to improve energy efficiency in new housing schemes can include the following:

- Dwellings, play areas, courtyards and gardens to be orientated, where possible, within 30° of south to take maximum advantage of available day-light and passive solar gain.
- A minimum distance of 22 metres to be provided between two-storey dwellings to provide reasonable sunlight in winter, due to the low angle of the sun.
- Encourage the use of trees in shelter belts to protect dwellings from the winds and/or create sun-traps within a scheme, provided that they do not overshadow south-facing elevations.
- Limit the extent of overshadowing of buildings, play areas and other areas that will be extensively used by residents.
- Encourage the use of renewable energy sources. The Planning and Developments Regulations were amended in 2007 to allow the erection or installation of certain micro-renewable technologies within the curtilage of a dwelling without planning permission in specified circumstances.
- The Council shall also consider the concept of low-energy or energy positive districts in a stepped approach on a case by case basis. Refer to Section 3.4.1.3 Renewable/Green Energy.

### 10.3 Impact Assessment

#### 10.3.1 Surface Water Drainage

The planning process can help mitigate against the potential for flooding through the design and layout of new development and by promoting sustainable approaches to urban drainage.

#### 10.3.2 Flood Risk Management and Assessment

The Planning Authority will have regard to the recently published DEHLG Guidelines - *Planning System and Flood Risk Management Guidelines for Planning Authorities 2009* in the assessment of developments within the plan area.

##### 10.3.2.1 Development Management Process

The following key requirements for the management of development in areas at risk of flooding shall be adhered to:

- Developers should adopt the sequential approach in site selection and seek sites with low flood risk potential, as advocated in the guidelines. All development proposals within, or incorporating, areas at moderate to high risk of flooding will require the application of the **development management justification test** in accordance with *The Planning System and Flood Risk Management (and Technical Appendices) Guidelines for Planning Authorities* (DEHLG, OPW, 2009);
- All development proposals within, or incorporating, areas at moderate to high risk of flooding will require a site-specific and appropriately detailed **flood risk assessment**.
- Any proposal that is considered acceptable in principle shall demonstrate the use of the sequential approach to inform the site layout and design of development. Proposals shall also demonstrate that appropriate **mitigation and management** measures can be put in place and that the development will not increase flood risk elsewhere;
- Minor proposals for development, for example small extensions to existing houses or changes of use, in areas at moderate to high risk of flooding shall be assessed in accordance with Planning Guidelines: *The Planning System and Flood Risk Management (and Technical Appendices) Guidelines for Planning Authorities* (DoEHLG, OPW, 2009).

- Where the information is not sufficient to fully assess the issues involved, the development may not be approved on the basis of flood risk and / or on the grounds of prematurity prior to addressing flood risk as part of the normal review.
- Flood risk may constitute a significant environmental effect of a development proposal, that in certain circumstances may trigger a sub-threshold EIS. Flood risk assessment should therefore be an integral part of any EIA.

### 10.3.3 Environmental Impact Assessment

The Planning Authority may require the submission of an Environmental Impact Statement (EIS) in accordance with the provisions of Part 10 of the *Planning and Development Regulations 2001, (as amended)*. This will be done to facilitate the proper assessment of development proposals where a proposed development would be likely to have significant effects on the environment. The Regulations (Schedule 5) specify mandatory thresholds above which Environmental Impact Statements are required in relation to types and scale of development proposal (e.g. in relation to proposals involving the construction of more than 500 dwellings or a site greater than 2 hectares in commercial areas). A request can be made to the Planning Authority for a written opinion regarding the information to be included in an EIS, known as a scoping request.

An EIS may also be required for development proposals below the statutory thresholds. The Planning Authority will have regard to Schedule 7 of the Planning Regulations in deciding whether a proposed development is likely to have significant effects on the environment and also the supporting DEHLG guidelines entitled *Environmental Impact Assessment (EIA) Guidance for Consent Authorities regarding sub-threshold development (2003)*. A “sub-threshold / discretionary EIS” can be requested by notice in writing by the Planning Authority under Article 103 of the Planning & Development Regulations 2001, as amended.

### 10.3.4 Appropriate Assessment

Screening for appropriate assessment and/or appropriate assessment will be required with all applications where it is considered by the Planning Authority that the proposed development may impact (directly or indirectly), or in combination with other projects, on a Natura 2000 designated site i.e. a Special Area of Conservation (SAC) or a Special Protection Area (SPA), to inform decision making. If the screening process determines that a full AA is necessary, it shall be undertaken in accordance with Article 6 of the Habitats Directive.

The requirement for an AA and the matters to be included in an AA should be discussed with the Planning Authority prior to the submission of an application. It is also advised that potential applicants consult with the National Parks and Wildlife Service (NPWS) in order, to clarify the need for and possible contents of an AA.

The appropriate assessment shall be carried out in accordance with Article 6 of the Habitats Directive and Section 18 of the European Communities (Natural Habitats) Regulations 1997 and shall identify and evaluate the direct and indirect effects, which the development would be likely to have upon the designated site. Data and information on the project and on the site and an analysis of potential effects on the site must be obtained and presented in a Natura Impact Statement (previously known as a Statement for Appropriate Assessment). Ecological specialists will be required to undertake the surveys, research and analysis, with input from other experts (e.g. hydrologists or engineers) as necessary to prepare the Natura Impact Statement. It is the responsibility of the proponent of the plan or project to have the Natura Impact Statement prepared for submission to the competent authority, i.e. the consent authority. Having satisfied itself that the Statement is complete and objective, the competent authority carries out the AA on the basis of the Statement and any other necessary information.

Additional guidance on AA can be obtained in the following documents:

- Assessment of plans and projects significantly affecting Natura 2000 sites: Methodological guidance on the provisions of Article 6(3) and (4) of the Habitats Directive 92/43/EEC, 2001.
- Managing Natura 2000 Sites: The provisions of Article 6 of the 'Habitats' Directive 92/43/EEC, 2000.
- Guidance document on Article 6(4) of the 'Habitats Directive' 92/43/EEC – Clarification of the Concepts of: Alternative Solutions, Imperative Reasons of Overriding Public Interest, Compensatory Measures, Overall Coherence, Opinion of the Commission, 2007.

## 10.4 Residential Development Standards and Guidelines

### 10.4.1 General Residential Standards and Guidelines

#### 10.4.1.1 Density

Three density ranges have been set out in Table 10.4.1.1 below for residential development on residentially zoned lands within the plan boundary, subject to good design, compliance with both qualitative and quantitative standards, location, capacity of the site and infrastructure to absorb development, existing character of the area, established densities on adjoining sites, protection of residential amenities, proximity to public transport etc. In general densities and house types shall be compatible with established densities and housing character in the area. The Planning Authority may use its discretion in varying density standards.

**Table 10.4.1.1: Residential Density Standards**

Density	Units/Ha	Units/Acre	Appropriate Locations
<b>High-Medium</b>	35-50 units	14-20 units	Town centre (typically within 800m of walking distance of centre point), public transport hubs/rail station (typically within 400m walking distance of hub/rail station).
<b>Medium-Low</b>	15-35 units	6-14 units	Neighbourhood Centres (typically within 400m walking distance of centre point), inner urban suburbs, public transport corridors.
<b>Low</b>	5-15 units	2-6 units	Urban periphery, outlying lands, lands with limited or inadequate services, areas with capacity/environmental constraints.

Where residential proposals do not conform to the specified quantitative density standards, each proposal will be considered on their own merits, subject to the achievement of qualitative design standards, innovative design solutions and other quantitative standards set out in this section. In order to promote high density developments within the town centre area no density standards have been set. Each development will be assessed on their merits, subject to the following safeguards:

- Compliance with the qualitative guidance set out in the DEHLG Urban Design Manual and the Sustainable Residential Developments in Urban Areas Guidelines.
- Compliance with quantitative standards such as plot ratio, site coverage standards, public and private open space provisions, parking, overlooking and overshadowing.
- Avoidance of undue adverse impact on the amenities of existing or future adjoining neighbours.
- Good internal space standards of development;
- Conformity with the character and urban form of the adjoining buildings and street(s).
- Preserving protected buildings and their settings and of preserving or enhancing the character or appearance of an Architectural Conservation Area.
- Suitability to density, character and amenity of the context of the proposed development and its location with respect to the town centre.

#### 10.4.1.2 Plot Ratio

Plot ratio is the relationship between site area and the total floor area of the buildings erected on it. The plot ratio is calculated by dividing the gross floor area of the building by the site area. The gross floor area is the sum of all floor space within the external walls of the building(s), excluding plant, tanks room, attic and basement storage areas (where floor to ceiling height is less than 2.2 metres) and parking areas. The purpose of plot ratio control is to prevent the adverse effects of both over-development and under-development on the amenity and layout of buildings, to achieve desirable massing, form and heights of buildings, to balance the capacity of the site and the capacity of frontage onto streets.

**High Plot Ratios (1 to 1.5)** will be considered within medium to high density locations such as within 400m-800m of Town Centre, public transport/rail station.

**Medium Plot Ratios (0.4 to 1)** will be considered within medium to high density locations such as areas within 400m walking distance of Neighbourhood Centres, inner urban suburbs and public transport corridors.

**Low Plot Ratios (0.1 to 0.4)** will be considered within low density locations such as un-serviced peripheral sites that are adjacent to the delineated Plan Boundary and are largely in agricultural use.

Table 10.4.1.2 below indicates the general plot ratio standards permitted within the various zoning categories; however, in some cases it may not be feasible to achieve these standards due to site constraints. The Planning Authority may use its discretion in varying plot ratios.

**Table 10.4.1.2: Plot Ratio Standards**

Zones	Plot Ratio
C1	1 to 1.5
C2/ I/BE/BT/CF	0.4 to 1
R	0.1 to 1

#### 10.4.1.3 Site Coverage

Site coverage is expressed as a percentage, determined by dividing the total site area by the ground floor area of the building. Site coverage is controlled in order to provide for light and space within the urban fabric. It aims to ensure that the urban fabric is not inappropriately overloaded with building mass. The maximum recommended standards for site coverage are outlined below, but these standards are intended to be indicative only. Each site and its proposed development will be assessed in the context of the immediate surrounding town.

**High Site Coverage (up to 90%)** will be considered within medium to high density locations such as within 400m-800m of Town Centre, public transport/rail station;

**Medium Site Coverage (up to 70%)** will be considered within medium to high density locations such as areas within 400m walking distance of Neighbourhood Centres, inner urban suburbs and public transport corridors;

**Low Site Coverage (up to 50%)** will be considered within low density locations such as un-serviced peripheral sites that are adjacent to the delineated Plan Boundary and are largely in agricultural use.

Table 10.4.1.3 below indicates the permitted site coverage standards within the various zoning categories; however, the Planning Authority may use its discretion in varying site coverage.

**Table 10.4.1.3: Site Coverage Standards**

Zones	Site Coverage (%)
C1	90%
C2, I/BE/BT & CF	70%
R	50%

#### **10.4.1.4 Overshadowing**

Overshadowing will generally only cause problems where buildings of significant height are involved or where new buildings are located very close to adjoining buildings. The Planning Authority will require that daylight and shadow projection diagrams shall be submitted with all such proposals. The recommendations of "Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice" (B.R.E. 1991) or B.S. 8206 "Lighting for Buildings, Part 2 1992: Code of Practice for Day-lighting should be followed in this regard.

#### **10.4.1.5 Privacy and Overlooking**

Privacy is an important element of residential amenity and contributes towards the sense of security of residents. Where dwellings have little or no front gardens in urban settings, it is important that "defensible space" is created behind the public footpath, for example, by means of a planting strip and the design of ground floor windows will need to be carefully considered. Similarly at the rear of dwellings, there should generally be a minimum separation of 22 metres between opposing first floor windows for 2-storey dwellings, if development is over two storeys a greater distance may be required.

#### **10.4.1.6 Boundary Treatment**

Screen walls of 2 metres in height shall be provided where the house site boundaries abut roads, pedestrian ways or public open spaces. Where these walls abut public open spaces, streets, pedestrian paths, they should be treated to create an attractive edge e.g. soft landscaping, articulation of wall to landscaping features etc. General, such walls shall be capped and rendered or otherwise finished to be consistent with the design/finish of the house design. A uniform treatment for the boundaries of individual sites shall be implemented throughout a residential development. In general front boundaries shall be defined by walls or fences at least 0.5 metres high in keeping with the house design.

#### **10.4.1.7 Side Separation Distance**

A minimum separation distance of 2 to 3 metres shall be provided between dwellings for the full length of the flanks of detached, semi-detached and end terrace houses. Where garages are provided as single storey annexes to houses, this separation distance may be reduced; providing that a direct through access from front to rear of the dwelling is maintained.

#### **10.4.1.8 Building Lines**

- The Planning Authority will generally seek to ensure that development maintains the established building line. Consistent building lines will also be encouraged in the design of medium to large scale commercial/industrial/business park developments, where buildings should have a clear relationship with each other.
- In deciding where a building line should be located, the form of development to which it is related will be considered.
- Where located along roads of traffic importance, increased setbacks may be determined to provide for greater amenity and safety of road users and residents and for future road widening.

The following minimum requirements shall apply:

##### **1. M18/M17 Gort to Tuam Motorway**

A building set back of 90m minimum shall be required on each side of the route edge for the M17 Gort to Tuam route in areas of >50Kph (Objective RT 2).

##### **2. N17 Tuam Bypass Scheme**

- A building set back of 35m minimum shall be required on each side of the route edge for the N17 Tuam Bypass Scheme.
- Where an overlap occurs between the N17 Tuam Bypass and the N17 Tuam Claremorris Road Scheme, the 400m reservation shall apply until approval is received (for the N17

Tuam Claremorris Road Scheme) from an Bord Pleanála, at which point the building setback will be reduced to 35m on both sides. (Objective RT3)

### 3. N17 Tuam Claremorris Road Scheme

#### The following shall apply:

- The Emerging Preferred Route corridor (400m) shall be reserved free of development until such time as the road is approved, at which stage a minimum building set back of 35m on either side of the road shall apply. For the purpose of this Plan, the Emerging Preferred Route Corridor shall be identified by the hatched green area on the **Specific Objectives Maps 2A/2B**.
  - Where an overlap occurs between the N17 Tuam Claremorris Road Scheme and the N17 Tuam Bypass, the 400m reservation shall apply until approval is received (for the N17 Tuam Claremorris Road Scheme) from an Bord Pleanála, at which point the building setback will be reduced to 35m.
  - In the event that the Route Corridor(s) is amended by GCC, the new route corridor(s) shall supersede that shown on the **Specific Objectives Maps 2A/2B** for the purposes of this objective. (Objective RT4).
4. **Tuam proposed Inner Relief Roads/Streets Scheme (Local Routes)**
- A building set back of 25m minimum shall be required on each side of the route edge for the Inner Relief Roads/Streets in areas of >50Kph.
  - No specified minimum building set back shall be required on the Inner Relief Road/Streets in areas of 50kph or less, in order to allow for a more flexible, context sensitive approach that will enable the development of urban streetscapes at appropriate locations (Objective RT 5).
5. Encourage the provision of landscaping belts or tree planting/tree lined buffers where appropriate, in accordance with the requirements of the EU Transportation Noise Directive 2002/49/EC, S.I. No. 140 of 2006 Environmental Noise Regulations, and the proposed Galway County Council's Transportation Noise Plan.
6. On Inner Relief Roads/Streets in areas with a speed limit of 50kph or less – seek to provide footpath/cycle lanes on both sides, as appropriate (Objective RT 6).
7. Seek to provide bridge links for traffic, pedestrians and cyclists from the Inner Relief Road to the residentially zoned land north of the River Nanny (Objective RT 7).
- Building lines may be relaxed in the following cases:
    - To incorporate key landscape features into the development layout,
    - To incorporate key landmark buildings,
    - For innovative designs which can positively enhance the townscape
    - To provide important areas of public open space, i.e., squares
    - In order to facilitate traditional building forms, such as open courtyards, etc.

#### 10.4.1.8 Building Heights

The following factors will be considered in assessing building height:

- Excessive overshadowing and loss of light.
- The scale and rhythm of an existing streetscape.
- The extent to which the building distracts from structures or spaces of architectural or historic importance.

- The extent to which the building detracts from important landmarks.
- Attractive public views from significant vantage points that would be obscured by the building.
- The degree of obtrusion of the building on the skyline.
- The degree to which the building may contribute to the overall townscape. In particular, care will be required in the treatment of roof-tops and all machine/mechanical rooms/air conditioning units/vents will need to be adequately screened or designed as an integral part of the building.
- The degree to which its prominence is justified in the townscape. Traditionally, only public buildings received prominence in height.
- The scale of the building in relation to the surrounding urban space, together with the effect of the building on the quality of the space.

#### 10.4.1.9 Public Open Space

Public open space is one of the fundamental elements of good quality design and a key consideration in successful urban communities. In calculating the area of the public open space, roads, roundabouts, footpaths, grass margins and other areas of incidental open space shall not qualify for open space. The minimum public open space standards for residential developments have been set out in Table 10.4.1.10 below. The design of public open space shall adhere to the following principles:

- Provide for a hierarchy of public open space including play space for older as well as younger children and space for the older population.
- Be adequately supervised, allow for passive surveillance, have appropriate boundary treatment, lighting, litter bins where appropriate and play facilities.
- Site characteristics, topography, orientation and existing natural features should be incorporated into the design.
- The space should be adequately sized to accommodate a range of uses and users.
- Be easily accessible by all sectors of society with clear and direct routes through the area for pedestrians and cyclists.
- Incorporate a range of local materials and surfacing, used to improve the visual as well as functionality of the space
- Communal open space should generally be located within 50 metres of every dwelling served.
- Where dwellings are built in a large estate of over 100 dwellings, at least one space should generally be in excess of 1000sqm.
- The public open space provided within a development should include both soft and hard surfaces.

**Table 10.4.1.10: Public Open Space Standards for Residential Development**

Area	Public Open Space
Greenfield Sites	Minimum of 15%
Brownfield or Infill Sites	Minimum of 10%
Institutional Lands	Minimum of 20% (subject to site specific analysis)

#### 10.4.1.10 Private Open Space

All houses (terraced, semi-detached and detached) should have an area of private open space behind the building line. Smaller patio-type rear gardens may be acceptable in more innovative layouts where communal open space in the form of a courtyard is also available. For terraced houses in particular, this can often be more appropriate as it offers a method of accessing the rear of all dwellings (by residents only) and can be visually more attractive than narrow fenced-in gardens. The minimum private open space standards for residential developments have been set out in Table 10.4.1.11 below. The design of private open space should adhere to the following principles:

- Be easily accessible from the main living areas of the dwelling.
- Be properly landscaped (grassed and capable of cultivation).



- Be of a suitable gradient to allow full use by residents.
- Be adequately screened with appropriate boundary treatments including a 2 metre high permanent durable rear boundary of suitable finish and appropriate side boundaries of at least 1.6m in height.
- Be orientated to receive maximum sunlight and to avoid overshadowing by adjoining properties where feasible.

**Table 10.4.1.11: Private Open Space Standards for Residential Development**

Residential Unit Type	Private Open Space
Detached/Semi Detached House	Minimum of 75 sqm.
Terraced/Town Houses	Minimum of 60 sqm.
Infill/Inner Suburban Redevelopment	Minimum of 60 sqm.

#### 10.4.1.11 Landscape/Vegetation

Residential applications should be accompanied by a professionally prepared landscaping scheme. New developments will be required to consider the future growth, management and maintenance of the landscape and open space areas. Layouts will be required to facilitate the retention of the maximum number of existing significant trees, hedgerows, water features and any other natural feature that will enhance the visual setting of the housing scheme.

Planting needs to have a careful balance between quick-growing species for early maturity and longer lived trees which may reach their peak in up to 100 years time. The landscape plan and the selection of plant species should consider low maintenance species. Generally single trees require more expert attention than those in composite groups, which are less vulnerable to damage. Formal, single tree-lines have little effect as screen belts or buffers and for these reasons groupings of young trees will be encouraged. Native tree species are more valuable as a wildlife habitat than non-native species, because they support a greater variety of insect life.

### 10.4.2 Apartments

#### 10.4.2.1 Design

Apartment developments should have a high quality of building design and site layout and have due regard to the character of the adjoining streetscape or landscape. Consideration should be given to the needs of disabled people in the location, layout and design of communal facilities and the future adaptation of some units to meet the needs of the disabled. Apartments may be acceptable within housing developments when they form part of the overall scheme but will only be permitted where a satisfactory degree of separation from standard suburban housing, in terms of design, height and layout is achieved to the satisfaction of the Planning Authority. The location of the development must also be appropriate and apartments are not considered appropriate for locations removed from the town centre.

#### 10.4.2.2 Apartment Sizes

The Planning Authority will generally seek apartment units larger than the minimum standards set out in the DEHLG's Guidelines on Sustainable Urban Housing: Design Standards for New Apartments (2007 or as may be superseded), as outlined in Table 10.4.2.2 below.

**Table 10.4.2.2: Minimum Floor Area and Room Dimensions for Apartment Units**

Apartment/Unit Spaces	One Bedroom Apartment (2 Bedspaces)	Two Bedroom Apartment (3 Bedspaces)	Three Bedroom Apartment (5 Bedspaces)
Aggregate Floor Area of Living/Dining/Kitchen Area	23 sq.m	30 sq.m	34 sq.m
Width of Living/Dining Rooms	3.3 sq.m	3.6 sq.m	3.8 sq.m

<b>Separate Kitchen Area</b>	6.5 sq.m	6.5 sq.m	6.5 sq.m
<b>Aggregate Bedroom Floor Areas</b>	11.4 sq.m	24.4 sq.m (11.4 + 13 sq.m)	31.5 sq.m (11.4 + 13 + 7.1 sq.m)
<b>Storage Area</b>	3 sq.m	6 sq.m	9 sq.m
<b>Minimum Balcony Areas</b>	5 sq.m	7 sq.m	9 sq.m
<b>Total Floor Area</b>	45 sq.m	73 sq.m	90 sq.m

Source: *Sustainable Urban Housing: Design Standard for New Apartments, DEHLG, 2007*

#### 10.4.2.3 Height

A maximum height for apartment developments in residential zones or in areas with a suburban residential character will be determined on a site by site basis by the Planning Authority. A significant consideration will be whether the adequacy of the site area allows the building to be sited, such that it will not adversely interfere with the scale, amenities or aesthetic visual quality of existing development(s). To this end, it will be necessary to have adequate open space provided in addition to parking space and tree screening, so that an appropriate transition from the scale of any neighbouring buildings of lower height may be achieved.

#### 10.4.2.4 Public Open Space

The location of the communal open space for the residents within apartment developments is of particular importance. The communal open space should not be unduly overshadowed and should be laid out in such a fashion to provide for ease of maintenance. Secluded sunny areas and shade should be provided through careful selection of planting. Public open space shall be provided at a minimum provision of 15% of the total gross area of the site, however, home-zoned areas, if designed appropriately, may be included as part of the calculation for public open space.

#### 10.4.2.5 Private Open Space

Balconies and roof gardens, particularly in the town centre, may be permitted in the design of new apartment developments, particularly where it is not practicable to provide a communal garden or landscaped area. Roof gardens will require a secure boundary treatment and shall be adequately landscaped. Consideration will be given to the orientation of balconies. Balconies and in particular, projecting balconies, will be required to be designed as an integral part of a building and shall respect the streetscape and townscape context and surrounding amenities. Balconies shall not protrude over public property.

#### 10.4.2.6 Parking

Apartment developments will be required to provide safety and secure parking at surface and/or subsurface level. Where development is likely to have significant letting, an innovative car-parking layout/arrangement should be proposed to accommodate car parking requirements.

#### 10.4.2.7 Communal Facilities

Apartment developments should provide communal facilities to serve the needs of residents, for example; concealed refuse bin storage areas, bicycle storage, general storage areas etc. These facilities should be conveniently located and well ventilated.

#### 10.4.2.8 Residential Mix

Apartment developments shall include a mix of unit sizes, including two and three bedroom apartments, with not more than 20% of apartments in any single development to be one-bedroom units.

#### 10.4.2.9 Subdivision of Units

The subdivision of houses into apartments will not be permitted where the planning authority considers that such conversions would lead to deterioration in the residential amenities of the area or result in a

lack of a mix of house types and household sizes. However, the subdivision of large houses and houses on primary traffic routes in the town centre may be permitted in certain circumstances.

### 10.4.3 Road /Street Layout

Residential layouts should be designed in such a way that heavy through traffic is discouraged. Road/street alignments should discourage speed and give priority to the safety and convenience of pedestrians and cyclists and provide, where appropriate, desire lines through the estates for these modes of transport. Circulatory routes and linkage between proposed developments and future development lands must be upheld. Home-Zone design and layout principles will be encouraged. Such developments should contain shared surfaces, traffic calming measures and other cycling and pedestrian/child friendly features to facilitate the use of the street for amenity. Developers will be required to show the overall road layout network for the entire lands on any phased residential development planning applications and provide vehicular/pedestrian linkages with adjoining lands.

#### 10.4.3.1 Home Zones

A home-zone is a residential street in which the living environment clearly predominates over any provision for traffic. It is an environment where the wider needs of residents are fully accommodated. In a home-zone people share what would formerly have been the carriageway and pavement and, if it is well designed; vehicles can only travel at a maximum speed that is a little faster than walking pace (generally less than 16kmh). This means that other elements can be introduced into the street, including, areas for children to play, larger rear gardens or planting such as street trees, bicycle parking and facilities such as seats at which resident can meeting.

A home zone should fulfil a number of objectives:

- Turn residential streets into valued public space and not just a place for movement:
- Foster a sense of community.
- Encourage a greater diversity of activity and use of the street by residents.
- Reduce social isolation, particularly amongst the elderly; Increase opportunities for active and creative children's play.
- Increase natural surveillance, deterring casual crime.
- Reduce traffic speeds significantly – to around 16kph.
- Improve (or at least maintain) the safety of residential areas and perhaps more importantly, residents' perceptions of safety.
- Enable less mobile members of the community - children, older people and disabled people - to reclaim their local environment from the car.
- Encourage people to walk and cycle within their local area and to nearby destinations;
- Improve the environmental quality of urban streets.
- Help to increase the attractiveness of urban living.

#### 10.4.4 General Design Issues

House design should promote originality, combat uniformity and create a sense of place. Use of appropriate materials, architectural form and colour can create a high level of visual amenity. Colour may be used to create a sense of identity within the development, where appropriate. The use of colour and other design elements may need to be restrained in some circumstances. The creation of "landmarks" within the estate, whether through retention of existing features, landscaping, archaeological or other features (i.e. sculpture, architectural treatments), or by the introduction of new features will be encouraged to improve legibility within the site.

The Planning Authority will require a variety of house types in proposals for 6 or more houses. Housing schemes for 20 or more houses should generally be broken into small functional and visual groups, which fulfil a social and aesthetic need for identity. This may be achieved through scale and

massing arrangement, roof profiles, materials and decorative details. Regarding materials and finishes the following should be taken into consideration:

- The Council encourages the use of sustainable materials in buildings, including hardwood windows and doors rather than uPVC.
- The Council encourages the use and integration of local materials in the construction and finishes of new dwellings to enhance and maintain the character of the local area. In rural areas brick cladding, dry dash, reconstituted stone finishes etc, will not normally be accepted and uPVC shall be discouraged.
- The choice of colours for external finishes should harmonise with local traditions and surrounding buildings.

#### **10.4.5 Infill Housing**

Within established built up areas and areas adjoining the existing built up area, a relaxation of some standards may be considered for single replacement houses and infill development. In order to compensate for the physical disadvantages of small sites, residential development adjoining built up commercial areas has potential advantages in terms of accessibility; which may compensate for shortfalls in the spatial criteria normally applied to residential development.

The design of infill development must sympathise/harmonise with the existing character of the area. While well designed modern buildings may be permissible, they should have regard to their setting and be contextually compatible with the overall streetscape and/or townscape. Designs should include the consideration of the following features:

- Window types and fenestration patterns (vertical emphasis typically found in Irish streetscape).
- Building heights (or characteristic variations in heights typically found in the street).
- Materials.
- Building lines (i.e., the position of the building relative to the pavement or road edge).
- Roof pitches & profiles.
- Plot width.

#### **10.4.6 Extensions**

The design and layout of extensions to houses should have regard to the amenities of adjoining properties particularly as regards sunlight, daylight and privacy. The character and form of the existing building should be respected and external finishes and window types should match the existing. Extensions should have regard to the following features:

- The existing site density and remaining private open space.
- The need for high quality designs for extensions that respect and integrate with the existing dwelling in terms of height, scale, materials used, finishes, window proportions etc.
- Flat roof extensions visible from public areas will not normally be permitted; pitched roofs will generally be required.
- Extensions will not generally be allowed to break the existing front building line. Front porch extensions, which do not erode the front building line, will normally be permitted.
- Extensions should not overshadow windows, yards or gardens or have windows in the flank walls which would reduce a neighbour's privacy.
- In the case of a single storey extension to the side of a house, the extension should be set back at least 150mm from the front wall of the existing house; to give a more satisfactory

external appearance. In some circumstances a gap of 1 metre must be retained between the extension and the neighbouring dwellings so as to prevent dwellings forming a terracing effect.

- Dormer extensions should not obscure the main features of the existing roof and should match the colour and finishes of the existing roof;
- Proposed side extensions must retain side access to the rear of the property where possible;
- The ability to provide adequate car parking within the curtilage of the dwelling house.

#### **10.4.6.1 Family Flat Extensions (Granny Flats)**

The creation of a family flat to be occupied by a member of the occupant family is generally acceptable, provided it is not a separate detached unit, and it is possible to provide direct access to the remainder of the house. The design should ensure that the flat forms an integral part of the main dwelling unit capable of reintegration for single family use when no longer occupied by a family member. The flat should generally not have more than one bedroom and shall not be let or sold, other than as part of the overall property. Entrances to the family flat should be provided via the main dwelling unit. Where separate own-door access is unavoidable, own-door access should be located to the side or rear. There shall be no permanent subdivision of the garden. Where a family flat is permitted, conditions will be imposed restricting the use and / or sale of the family flat and requiring the reintegration of the unit for use as part of the main dwelling in the event of the cessation of its use as a family flat.

#### **10.4.7 Backland Developments**

The Council recognises the need for the efficient and economic use of land for development purposes, especially backland development (sites without existing road frontage) and the role it can play in increasing residential densities in developed areas. On the other hand, piecemeal and un-coordinated development of backlands, including the construction of extra dwellings in former back gardens, can result in inappropriate and disorderly development. This form of development is considered undesirable where it has an adverse effect on the residential amenity of adjoining properties. The Council will promote integrated and coordinated development on backland areas as opposed to the ad hoc development of these areas. Development may only be considered where both garden sizes and the space between dwellings meet development standards. Where it is deemed by the Planning Authority that interest in backland development exists, an Action Area Plan (AAP) may be prepared by the Council, developer or relevant landowners to co-ordinate such developments.

In particular, it should be noted that while the Local Area Plan attributes residential zoning to individual houses, this seeks to recognise their current use and does not suggest that those sites are suitable for development or that further development will be considered positively.

#### **10.4.8 Social and Affordable Housing**

The Tuam LAP supports the provisions of the Joint Housing Strategy 2009-2015 and including the relevant policies and objectives as contained within the GPD 2009-2015 including those contained within Section 5.1.3 Housing Strategy with regard to the provision of social and affordable housing as required under Part V of the Planning and Development Act 2000(as amended). An equitable level of social and affordable housing will be provided with up to 20% of land zoned for a mixture of residential and other uses set aside for this purpose. The Council is currently implementing an extension of the four year Multi Annual Programme 2004-2008 (extended until 2011); this will guide the provision of Social, Affordable and Voluntary houses throughout the County, including Tuam.

#### **10.4.9 Rural Housing demand on Agricultural or Residential Phase 2 zoned lands**

Rural generated demand for housing on agricultural zoned land or Residential Phase 2 lands will be considered in accordance with Objective RN22 of this Plan, the policies, objectives and standards for

rural housing as set out in the County Development Plan 2009-2015 and subject to good planning practice.

Cluster- type housing shall have regard to the Council's publication Galway Clustered Housing Design Guidelines.

Urban generated demand on agricultural zoned land should take place as a general principle, in residentially zoned and serviced land.

#### **10.4.10 Site Size for Single Houses using Individual On-Site Waste Water Treatment Systems**

A minimum site size of 2000m<sup>2</sup> (1/2 acre) will be required for a single house so as to provide for adequate effluent treatment, parking, landscaping, open space and maintenance of rural amenity. In the case of a site less than 2000m<sup>2</sup> will be considered depending on the history, context, location and capacity of the site. For house sizes greater than 200m<sup>2</sup> site size shall be increased by 10m<sup>2</sup> for each m<sup>2</sup> of house area over 200m<sup>2</sup>. The requirement for site size for houses greater than 200m<sup>2</sup> will not apply to existing houses. Where derelict or semi-ruinous buildings are proposed to be developed these requirements will be relaxed to appropriate environmental and traffic standards being met.

### **10.5 Retail, Commercial, Office and Industrial Use Standards**

#### **10.5.1 Retail Developments and Permitted Locations**

Applications for retail developments selling comparison and convenience goods will be assessed having regard to the provisions of the Tuam LAP, including policies, objectives and land-use zonings, and to the criteria specified in the *Retail Planning Guidelines for Planning Authorities (2005)*, published by the DEHLG or any superseding document(s) within the lifetime of the plan. It will be the general objective of the Planning Authority to encourage town centre locations for all new retailing activity and to consider the needs of residential neighbourhoods in catering for local shopping needs.

Site selection for new retail developments should be based on the sequential test approach, as set out in the Retail Planning Guidelines. There will be a presumption by the Planning Authority against large retail developments in out-of-town locations or adjacent to major roads or interchanges.

A Retail Impact Assessment may be required as part of a planning application for shopping centres, retail activity or large food/grocery chain stores, where the Planning Authority considers it necessary. In assessing the retail impact of a new development on the vitality and viability of the town centre applicants shall address the following criteria and demonstrate whether or not the proposal would:

- Support the long term strategy for the town centre as established in the development plan and not materially diminish the prospect of attracting private sector investment into the town centre.
- Cause an adverse impact on the town centre, either singularly or cumulatively with recent development or other outstanding planning permissions, sufficient to undermine the quality of the centre or its role in the economic and social life of the community.
- Diminish the range of activities and services that a town centre can support.
- Cause an increase in the number of vacant properties in the primary retail area that is likely to persist in the long term.
- Ensure a high standard of access both by public transport, foot, private car so that the proposal is easily accessible by all sections of society.
- Link effectively with an existing town centre so that there is likely to be commercial synergy.

### 10.5.1.1 Criteria for Assessing Future Retail Proposals

Developments of significance should be assessed in accordance with specific criteria. In Tuam the existing scale and context of retailing outlets would suggest that the following scale of developments is significant (net retail sales area):

- Developments of convenience - outlets above 2,000m<sup>2</sup>
- Development of comparison (pure) – outlets above 2,500m<sup>2</sup>
- Development of comparison (Bulky Goods) – outlets above 4,500m<sup>2</sup>.

The criteria to be considered in the assessment of such developments will include the following (if relevant):

1. The extent of compliance of the proposed development with existing policies/objectives of the Tuam LAP;
2. Identification of the catchment area of the development including the demonstrated need for the development;
3. Estimation of expenditure capacity within the defined catchment area;
4. Estimation of the turnover of the existing centres within the catchment area, which are likely to be affected by the new development;
5. Estimation of the turnover of the proposed development;
6. Estimation of the likely quantum of expenditure, which will be diverted from the existing Town Centre to the new retail development to provide an estimate of trade diversion;
7. The impact on the designated Town Centre, Neighbourhood Centres where relevant;
8. The level of accessibility should satisfy the sequential test as defined in the Retail Planning Guidelines 2005.

### 10.5.2 Shopping Centres

Shopping centres (convenience goods) must conform to the highest urban design standards. The design must ensure that the proposed centre will be integrated with and be complementary to, the streetscape where it will be located, or in accordance with any detailed urban design framework. It is a requirement of the Planning Authority that proposals for major retail centres such as shopping centres and food outlets are accompanied by specific measures to address the following issues:

- The scale of the proposal in relation to its planned catchment and the potential adverse impact on the existing vitality and viability of the town centre.
- The ability of the proposal to be adequately serviced in relation to car parking, public transport and pedestrian and cyclist access and facilities.
- The creation and enclosure of good pedestrian space at an appropriate scale.
- The provision of activities and uses that keep the centre alive, both during the day and evening, e.g. stalls, cafes and public houses. The inclusion of residential uses, particularly flats and maisonettes, as an integral part of the centre, in order to increase the evening activity and security of the centre.
- The provision of public facilities such as childcare facilities, toilets, advice centres, public telephones, etc.
- Service areas should be out of sight of surrounding residential and pedestrian areas. Tree planting and landscaping must form part of the overall design of the centre, plans of which must be prepared by a suitably qualified person.

Shopping centres should be located within the town centre. Generally, neighbourhood shopping centres shall not exceed 650 m<sup>2</sup> per unit. Where floor areas in excess of this figure are proposed, the development shall be subject to the retail sequential test approach and a retail impact assessment shall be included in the planning application to support the development proposal.

### 10.5.3 Retail Warehousing

Retail warehouses are generally large scale, single retail stores catering for the car-borne customer and specialising in non-food products such as furniture, carpets, tiles, DIY, electrical goods etc (comparison goods). Retail warehouses may include outdoor display areas and are likely to generate considerable car parking requirements. In general, retail warehouses do not fit easily into town centres given their size requirements and the need for car parking facilities and ease of servicing. In some instances it may be possible to locate retail warehouse groups on the edge of town centres. Retail parks generally comprise of a number of such warehouses.

In the assessment of proposals for retail warehouses, conditions will be attached to prevent their use, by sub-division or change of content, to sell goods normally sold in town centre shops, where they would thereby compete with the use of the town centre and seriously injure its viability. A limit on the type and range of goods sold will normally be imposed and individual units will normally be subject to an upper floor area limit. The cumulative effect of proposed retail warehouses will also be taken into account. Generally, retail warehousing will be 'open for consideration' on lands zoned C2 (Commercial and Mixed Land Use and in Business & Enterprise zonings).

Within the C2 zone, parking may be required to be provided to the rear of buildings or underground, so as to temper the view of expansive car parks or to assist in providing continuous development blocks and building lines expected within a new street form. Outside the C2 Zone, retail warehouse developments will normally be prohibited from the sale of grocery and food items (convenience goods). The sale of clothing, books, magazines, music and similar items that can be provided easily in the town centre or C2 Zone shall not normally be permitted in such retail warehouse developments.

### 10.5.4 Office Development

The Planning Authority will encourage over-counter office development to be located in the town centre. The Planning Authority will encourage the use of vacant or under-utilised upper floors for office development. The change of use from shops to offices in the town centre will not normally be permitted, except in exceptional circumstances. There will be a presumption in favour of the granting of planning permission for the conversion of offices in former dwelling houses back to residential use, subject to the proper planning and sustainable development of the area. Property suitable for single family residential accommodation will not normally be considered as suitable for conversion to offices. The Planning Authority considers that two types of office development are required within the Plan:

1. Office Town Centre (100 m<sup>2</sup> to 1000m<sup>2</sup>);
2. Office Parks (>1000 m<sup>2</sup>).

All new office developments outside the Town Centre Zone (C1) will be required to provide a minimum of 15% open space. Where offices are considered within lands zoned for industry, such development will comply with any additional standards, as contained in Section 10.5.5 below. Within Business and Technology Parks/Business and Enterprise Zoning a more compact development form will be encouraged, with continuous building lines and a higher density than for developments normally carried out in Industrial lands.

### 10.5.5 Industry, Wholesale and Warehousing Development

Industry, wholesale and warehousing activity will generally only be permitted on lands zoned for Industry and 'open for consideration' on lands zoned as Business and Technology Parks, and



Business and Enterprise use. Special consideration and exemption from this may be given to such developments where they would contribute to the rehabilitation of a run-down area or where they would make a significant contribution to the urban character. Adequate space must be provided on site for the storage of materials and refuse, loading and unloading and on-site circulation, deliveries and parking. Planning applications for Industrial/Business & Technology Parks, Business and Enterprise use will be considered having regard to a range of factors including the following requirements:

- The hours of operation will be controlled where there are likely to result in harm to environmental amenities including residential amenity.
- Noise levels shall not exceed 55dB (a) Leq when measured at the boundary of the site during normal day-time work hours.
- Site coverage shall not normally exceed 70% nor shall the plot ratio exceed 0.4 to 1.
- A minimum useable public open space requirement of 10% should be provided.
- Building lines on all principle road frontages shall generally not be less than 15 metres from the front boundary, unless the road requires a specific setback, as set out in Section 4 of this plan. A minimum landscaped/planting strip to a width of 4 metres shall be provided on all principal road frontages.
- Access roads to industrial estates will normally have a minimum carriageway width of 7.5 metre with a 2 metre wide footpath to either side. Main access routes to industrial lands will also be required to provide reservations for cycle ways.
- Onsite parking shall be provided at the rate of 3 car spaces per 100m<sup>2</sup> of floor area and additional space shall be provided for the parking and loading of large vehicles.
- Car and bicycle parking facilities shall be provided on site to comply with Section 10.10.4 (Car Parking Facilities) and Section 10.10.6 (Bicycle Facilities).
- Car parking spaces, including those for disabled persons, shall be provided and clearly delineated.
- A professionally prepared comprehensive landscaping planting scheme (native species) should be included for the site. Existing trees should be retained, where possible.
- Full perimeter boundary treatment to be included for the site. Where durable boundary treatment details are proposed, it should be augmented with soft landscaping.
- Adequate provision should be made on site for short term waste and segregation storage pending collection and disposal. There must be adequate provision for storage of segregated waste (bio-waste/dry recyclables/residual waste) pending collection. Provisions should also be made on site for the screening of loading and unloading areas.
- A storage area of sufficient size for all recyclable materials generated from the development should be provided to comply with the requirements of the Waste Management (Packaging) Regulations 2003 as amended. All over ground oil, chemical storage tanks should be adequately bunded to protect against spillage.
- Advertising signs shall be confined to the name of the establishment being painted on or affixed to the façade of the building and illuminated, if required, from an external light source so arranged as not to cause glare to road users or intrusion to adjacent property owners.
- A public lighting scheme to be provided for the entire site ensuring there is no glare to road users.
- Sustainable drainage systems techniques to be provided to reduce residual flood risks.
- In the case of developments for two or more buildings, a uniform design for boundary fences, roof profiles and building lines is essential.
- The number of signs attached to a building in such areas should be limited and no sign should be excessively obtrusive or out of scale with the building facade.
- A colour scheme of the proposed buildings and variations in design and scale shall be provided.

### 10.5.6 Public Bars/Nightclubs/Amusement Centres/Bookmakers/Fast Food/Take-Aways

In order to maintain an appropriate mix of uses and protect night-time amenities in Tuam, the Planning Authority will in general prevent an excessive concentration of any of the above uses in a particular area in the town or in the town as a whole and will ensure that the intensity of any proposed use is in keeping with both the character of the area and with adjoining businesses, when development proposals are being considered.

The following issues shall be taken into account in the assessment of applications for the above uses:

- The importance of safeguarding the vitality and viability of the town centre and maintaining a vibrant mix of retail uses.
- Noise levels at the boundaries of the site to be carefully monitored and noise insulation measures will be required at the time of the submission of the planning application.
- Impact of the development on the amenity of nearby residents in terms of general disturbance, hours of operation, car parking, litter control and fumes/odours.
- Proper litter control measures shall be put in place prior to the opening of any premises.
- The Planning Authority may impose restrictions on hours of operation, as a condition of planning permission.
- Facade design will be carefully controlled by the planning authority and in particular the type and degree of advertising signage and lighting. The design shall respect the character of the street and the buildings.

### 10.5.7 Petrol Filling Stations

The Planning Authority will have regard to the existing level of service in the area concerned, when assessing applications for petrol filling stations. New petrol filling stations will not be permitted in locations where they would be likely to have an adverse impact on the vitality of the town or local shops, road safety and/or the amenity of the area and/or adjoining properties.

New petrol stations and refurbished existing stations will be required to have a high quality of overall design and architectural layout to ensure an attractive development which integrates with and complements or enhances its surroundings. Standard corporate designing may have to be modified as required by local circumstances. The forecourt canopy should be integrated into the overall design and sited so that it does not dominate the surrounding buildings.

The Council will facilitate new filling stations or redevelopment of existing stations on appropriately zoned land, subject to a full planning assessment and where they comply with the following standards:

- The preferred location for petrol filling stations is within the 50kph or 60kph speed limit.
- In general a minimum road /street frontage of 30 metres shall be required. This maybe reduced where the development can demonstrate compliance with the required site distances for various road categories at the entrances/exists of the proposed development.

A low wall of approximately height of 0.6metres shall be constructed along the frontage with allowance for 2 access points each 8metres wide.

The pump island shall generally be not less than 7 metres from the footpath/road boundary

- All external lighting should be directed away from the public road and a proliferation of large illuminated signs will not be permitted.

No signage clutter shall be permitted.

- Any car wash proposals will require a discharge licence

- All petrol filling station applications including improvement or extension will require Autotrack analysis, TIA and Safety Audit and compliance with DM Standard 18 of the Galway County Development Plan 2009-2015.
- The Council will require compliance with the requirements of S.I. 311 of the 1979 Dangerous Substances (Retail and Private Petroleum Stores Regulations).
- Detailed proposals shall be provided regarding; method of disposal of wastewater from carwash areas, traffic management, surface water drainage, petrol/oil interceptors traps and the storage and removal of refuse and waste material.

#### **10.5.7.1 Ancillary Uses at Petrol Filling Stations**

The Planning Authority recognises the more intensive role of petrol filling stations in recent times and their expansion from merely fuel depots to the provision of a wide range of convenience and other goods and services. The sale of goods from a petrol station may only be permitted as an ancillary small-scale facility and where it would not adversely affect the vitality and viability of the town centre and established neighbourhood shops. In compliance with the Retail Planning Guidelines (2005), the maximum net retail floor space associated with the petrol filling station will not normally exceed 100sqm. Where floor areas in excess of this figure are proposed, the development shall be subject to the retail sequential test approach and a retail impact assessment shall be included in the planning application to support the development proposal.

A car maintenance workshop can be permitted in circumstances, where it would not adversely affect the local amenities, particularly with regard to proximity to dwellings and the availability of adequate off-street car parking space. The forecourt store should be designed so as to be accessible by foot and bike, with proper access for delivery vehicles. Retailing activities shall be confined to the shop floor area, except in the case of sale of domestic fuel, where some external storage shall be permitted. The external storage of gas cylinders, solid fuel etc. shall be limited in area and confined to strictly-defined, specifically designed bunded compounds adjoining the shop/forecourt, subject to adequate measures being taken for visual appearance, security, safety and the requirements of the Chief Fire Officer.

#### **10.5.8 Home-Based Economic Activities**

Home based economic activity is defined as small scale commercial activity carried out by residents of a house which is subordinate or ancillary to the use of the dwelling as a place of residence. In dealing with applications for such developments, the Planning Authority will have regard to the following:

- The nature and extent of the commercial activities.
- The affect on the amenities of adjoining properties particularly regarding hours of operation, noise and general disturbance.
- The anticipated level of traffic generation.
- The generation, storage and collection of waste.
- The Policies/Objectives within Section 6 Residential and Neighbourhood Development of this Plan, and to the GCDP 2009-2015.

Permissions for such partial change of use will be restricted to use by the applicant and may be temporary, for a two/ three year period, in order to enable the Planning Authority to monitor the impact of the development. Permission will not normally be granted for such changes of uses in apartments.

#### **10.5.9 Bed and Breakfast**

In assessing proposals for such developments/conversions, the Planning Authority will consider car parking demands, the amenity of adjoining residents, potential obtrusion of signage and the need to avoid excessive concentrations of bed and breakfast use in residential neighbourhoods in addition to other planning considerations.

### 10.5.10 Open Air Events/Concerts

Applications for licenses of outdoor events shall be considered under Part 16 of the Planning and Development Regulations, 2001, as amended and having regard to the proper planning and sustainable development. The Planning Authority will insist that proper provisions and arrangements have been provided in relation to the following: noise and general disturbance, hours of operation, traffic generation, traffic flow and car parking, accessibility, affect on the residential amenities of the area, litter control, emergency access, ancillary uses such as fast food provisions and waste facilities and any other relevant issues.

## 10.6 Other Development Categories

### 10.6.1 Automatic Teller Machines

The planning authority will strictly control the location of Automatic Teller Machines (ATMs) having regard to the following:

- The need to protect the character of the street, building or shop-front into which they are to be incorporated, in particular on Protected Structures and/or within Architectural Conservation Area.
- The design and location must be such that they are safe and easily accessible.
- Canopies, signs and logos shall be discreetly incorporated into the overall design.
- The provision of ATMs at petrol stations will be encouraged to facilitate drivers wishing to use them.
- In general, ATMs will not be provided where customers queuing may cause disruption to pedestrians.

### 10.6.2 Shop-front Design

Traditional shop-front designs and name-plates over shop windows should, where possible, be preserved and in these situations regard should be had to *Architectural Heritage Protection (2005) - Guidelines for Planning Authorities*, by the DEHLG. The design of new or alterations to existing shop-fronts should reflect the scale and proportions of the existing streetscape. It should be noted that the replacement of an existing shop-front, or the insertion of a new shop-front, requires planning permission. The following guidance points are intended to assist in the achievement of a higher standard in shop-front design:

- Traditional shop-front designs and name-plates should be retained and preserved.
- The repair, restoration and replacement of shop-fronts must be sympathetically carried out to protect the architectural character of the town.
- Where elements of the original shop-front framework remain, efforts should be made to retain them in order to assist in integrating the new shop-front with the building as a whole.
- Where existing shop-fronts are of no special merit, total replacement is acceptable.
- Contemporary shopfronts will be encouraged and must respect the scale and proportion of the streetscape by maintaining the existing grain of development along the street and respecting the architectural characteristics of the building.
- The quality, texture and the colour of materials used in shop-fronts are of paramount importance and sustainable building materials are encouraged. Colour schemes should co-ordinate with adjoining buildings and shop-fronts.

- The painting of natural brick or stone is generally unacceptable.
- The level of workmanship is a significant contributing factor in shop-front design. High quality detailing is necessary in order to maintain a good appearance in shopfronts.
- Canopies and awnings should be made of durable and, where possible, traditional materials and should not cause a cluttered appearance.
- The design must be approached in an integrated way (relate to the whole facade), including advertising, lighting and other features.
- National-chain shops, which have adopted a 'corporate image', will not necessarily be allowed to use their standardised shopfront design, "corporate colours" and materials.
- Retain and reinstate separate entrances to upper level residences.

### **10.6.3 Canopies and Awnings**

The erection of canopies constitutes development and requires planning permission. Where shading of a window display is required the traditional retractable awning will be favoured. The use of plastic canopies over windows will be discouraged.

### **10.6.4 Security Screens**

The erection of external roller shutters requires planning permission. Security screens located inside the shop window or to the rear of the display area do not require planning permission as a general rule. The use of metal security grills or shutters will generally be discouraged, particularly within the town centre. Where it is suggested as essential to use such shutters, these should be open grilled and should be affixed to the inside of the window, or preferably behind the display area. Demountable metal-grills or wrought iron-work grills may also be deemed acceptable. The use of the public footpath for security stanchions or roller shutter fixings is not acceptable.

### **10.6.5 Advertising and Signage**

#### **10.6.5.1 Fascia Signage and Illuminative and Projecting Signs**

As a general principal fascia signs and projecting signs should be simple in design, not excessive in illumination or size. The following basic guidelines will be applied in assessing planning applications:

- Plastic derived fascias with product advertising will not be permitted.
- Projecting signs should be of 2.4m clearance above street level and will be limited to one per building.
- Internally illuminated fascias will not be permitted.
- Internally illuminated signs shall be restricted.
- Overall illumination of fascia signage or shop-fronts or distinctive architectural features should be discreet and limited to spot-lighting, up-lighting or disguised minimalist strip lighting.
- The use of banners, flags, billboards and other forms of commercial and cultural advertising will be strictly controlled in the town centre and essentially restricted to those outlets of a cultural / entertainment activity.
- Product advertising on canopies will not be permitted.
- An over-riding principle is the avoidance of visual clutter and an improvement in the quality of the commercial character of the town.

#### **10.6.5.2 Advertising/Advertising on Buildings**

In general advertising on buildings should conform to the following standards:

- Be sympathetic in design and colouring both to the building on which they will be displayed and their surroundings.

- Signs should not impair the setting of any archaeological or historical site or any proposed or protected building or structures within an Architectural Conversation Area (ACA).
- Not obscure architectural features such as cornices or window openings.
- High level advertising will not be permitted; signs should be positioned at or below ground floor fascia level; signs will not be permitted above eaves or parapet levels of buildings.
- The number and positions of signs should not unduly clutter the building façade or streetscape.
- Advertising shall not exceed 10% of the surface area of the facade.
- On large buildings, such as supermarkets or industrial units this percentage may be reduced to avoid excessively large signs.
- Signs will not be permitted to extend onto public footpaths, roads or other public rights-of-way.
- Limit hanging signs to no more than one to each property frontage where appropriate.

#### **10.6.5.3 Advertising Hoarding**

The following guidance points relate to advertising hoarding in the town:

- Outdoor advertising, including tri-vision signs and three dimensional signs, will generally not be permitted on a proposed or existing protected structure or within the vicinity of a proposed or existing protected structure or where they affect the character of an ACA.
- Consideration may be given in industrial areas where their presence by reason of scale and design is not out of character with the existing environment.
- In all other cases, their size and placement should be integrated into the existing streetscape and the planning authority will consider issues of potential traffic hazard, noise (particularly in the case of tri-vision signs), illumination, scale and the visual quality of their setting.
- Where illuminated hoardings are proposed, their effect on the streetscape during the hours of darkness and on the amenities of the area will be considered.
- Advertising hoardings may be permitted temporarily where they help screen building sites and derelict sites awaiting redevelopment and where they form an integral part of the boundary treatment of the site.
- As a general rule, planning permissions for outdoor advertising will be limited to a maximum of three years in the first instance, to enable the position to be reviewed by the Planning Authority in light of changing circumstances at the end of that period.
- The number and scale of hoardings in the vicinity of the site will be a material consideration.
- Advertising hoardings proposed for the sides or gable ends of buildings will not normally be permitted to exceed 25% of the surface area onto which they are attached.

#### **10.6.5.4 Fingerpost Sign**

The erection of fingerpost signs on public roads generally requires a licence from the Planning Authority and should comply with the following:

- Directional signs for major tourist attractions and community purposes will be considered but product advertising will not be permitted.
- Signs must have a standard size and colour and be maintained by the owner of the premises advertised.
- Illuminated directional signs are not permitted
- Signs should not interfere with the Local Authority's or NRA's directional signs or contribute to visual clutter.
- Signs should not detract from areas of amenity.

#### **10.6.5.5 Agricultural Buildings and Structures**

The design, scale, siting and layout of agricultural buildings should respect, and where possible, enhance the rural environment. The Planning Authority will have regard to:

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

### **10.7 Social and Community Facilities**

#### **10.7.1 Community Facilities**

In assessing planning applications for example leisure facilities, sports grounds, playing fields, play areas, community halls, organisational meeting facilities, medical facilities, childcare facilities, new school provision and other community orientated developments, regard will be taken of considerations such as:

- Overall need in terms of necessity, deficiency and opportunity to enhance or develop local facilities.
- Practicalities of site location in terms of site location relating to uses, impact on local amenities, desirability and accessibility.
- Conformity with the requirements of appropriate legislative guidelines: e.g. childcare and education facilities.

#### **10.7.2 Childcare Facilities**

In considering an application for a change of use to a childcare facility, the planning authority may impose a temporary permission of between 1-5 years to assess the impact of crèche and playschool developments on their surroundings. Planning applications for childcare facilities shall be assessed to include the following criteria:

- Compliance with the Child Care (Pre-School Services) Regulations, 2006, as amended.
- Child Care Facilities Guidelines for Planning Authorities 2001.
- Details of the proposed opening times.
- Proposed number of staff and number and age range of children.
- Internal floor area devoted to use, excluding areas such as kitchens, toilets, sleeping and other ancillary areas.
- Details of external play areas.
- Car parking arrangements, for both parents and staff members including drop off/pick up area and local traffic conditions.
- The level of existing childcare provision and the demand for childcare facilities.
- Affect on the amenities of adjacent properties.

#### **10.7.3 Nursing Homes**

In general, nursing homes should be integrated wherever possible into the established residential areas, where the residents can expect reasonable access to local services. In determining planning applications nursing home developments and for change of use of a residential dwelling or other buildings to nursing/elder care home, a range of factors should be considered including:

- The affect on the amenities of adjoining properties.
- Adequacy of off street car parking.
- Suitable private open space.
- Proximity to local services and facilities.
- The size and scale of the facility proposed – the scale must be appropriate to the area.

#### **10.7.4 Care Facilities**

A change of use from residential to a care facility to care for more than six persons with an intellectual or physical disability will require planning permission and will be dealt with sympathetically with consideration for factors such as accessibility, traffic, safety and proximity to community and shopping facilities. Single storey detached houses with adequate private and secure open space and on-site parking are generally acceptable for such uses.

#### **10.7.5 Conversion of Existing Dwellings to Medical/Dental Surgeries**

Conversion of part of a dwelling to a medical or dental surgery will normally be permitted where the dwelling remains as the main residence of the practitioner. Conversions will be assessed in the context of planning and sustainable development considerations, car parking requirements and impact on the residential amenities of the area.

#### **10.7.6 Schools**

Sites required for new schools shall comply with the requirements of technical guidance documents published by the Department of Education and Science or any superseding version of these documents, subject to school design and site suitability:

- *General Design Guidelines for Schools (Primary and Post-primary) 2007.*
- *Primary Schools Design Guidelines (2007).*
- *Construction Standards for Schools (2008).*
- *Post-Primary School Design Guidelines (2008).*
- Regard shall also be had to DEHLG guidelines Sustainable Residential Development in Urban Areas, (Chapter 2: p. 22, 2008), which states that no significant development should take place without an assessment on the impact of school provision.

Provision must be made within the site for adequate car parking, bus parking, pick-up/drop off areas, informal hard surface play area and areas for organised sport activities. The Council in association with the school authorities will endeavour to provide pedestrian crossings, road markings and footpath provision where required. Provision should be made in secondary schools for all forms of organised sporting facilities. School buildings should be multi-functional and available for community use outside school hours. The Planning Authority will generally favour multi-campus school arrangements, whereby primary and/or post-primary schools share a site.

### **10.8 Built Heritage**

#### **10.8.1 Archaeological Impact Assessment Report**

The Council may require the developer to submit an Archaeological Impact Assessment Report prepared by a licensed archaeologist on the archaeological implications of the proposed development either during the course of the planning application or prior to the commencement of the development (condition of planning). This report may involve pre-development test excavation or require monitoring. All recommendations contained within the archaeological report must be incorporated within the proposed development.



#### **10.8.1.1 Monitoring**

The licensed archaeologist will be required to monitor site works at the expense of the developer and in certain circumstances the preservation of archaeological elements found. Should archaeological material be found during the course of the monitoring process all works should cease and a report furnished to the Planning Authority and to the Heritage and Planning Division of the DEHLG so as to facilitate its recording.

#### **10.8.1.2 Geophysical Survey**

All planning applications for medium to large scale developments within or adjoining zones of archaeological potential will only require geophysical tests where considered necessary in consultation with the DEHLG.

#### **10.8.2 Protected Structures**

As a minimum requirement, the Planning Authority will require Planning Applications for works to Protected Structures or proposed Protected Structures to have regard to the following:

- *DEHLG Architectural Heritage Protection Guidelines*
- *Galway County Council Architectural Survey and Assessment Best Practice Guide.*

The Council is in favour of the conservation, preservation and improvement compatible with maintaining the character and interest of all protected structures and proposed protected structures and demolition may only be considered in exceptional circumstances. The Council will not normally permit developments which would adversely affect the setting of a Protected Structure.

#### **10.8.2.1 Development within the Curtilage and Setting of Protected Structures**

In considering applications for development within the curtilage of a protected structure or proposed protected structures, the Council shall have regard to a range of considerations including the following:

- The various elements of the structure which gives the protected structure its special character and how these would be impacted on by the proposed development.
- Proximity of any new development to the main protected structure and any other buildings of special value.
- The design of the new development which should relate to and complement the special character of the protected structure.

High quality design will be a foremost consideration when assessing proposals for development within the curtilage of a protected structure, with particular emphasis on siting, building lines, proportions, scale, massing, height, roof treatment and materials. This does not preclude innovative contemporary buildings. Development proposals should include appraisal of the wider context of the site and structure.

#### **10.8.3 Architectural Conservation Areas**

Where an application relates to a development within an Architectural Conservation Areas (ACAs), the Planning Authority will have regard to a range of considerations including the following:

- The effect of the proposed development on buildings and the surrounding environment, both natural and man-made.
- The impact of development on the immediate streetscape in terms of compatibility of design, scale, height, plot, width, roof treatment, materials, landscaping, mix and intensity of use proposed.
- New alterations and extensions should complement existing buildings/structures in terms of design, external finishes, colour, texture, windows/doors/roof/chimney/design and other details.

- In dealing with advertisements in Architectural Conservation Areas, the overriding consideration will be the enhancement and protection of the essential visual qualities of the area.
- Proposed demolition of a structure that contributes to the character of an ACA (or proposed ACA) or part demolition of a structure behind a retained façade is not general permitted and will only be considered by the Planning Authority in exceptional circumstances.

#### 1. Conservation Measures

Proposals for development, which include a protected structure, will be required to incorporate measures to protect, conserve and enhance the character and the appearance of the structure.

#### 2. Development Works

Proposals for development involving material alteration or additions to a protected structure require planning permission and will be required to show that:

- It is compatible with and will not detract from the special character of the structure and its setting.
- It complements the design and character of surrounding buildings and area.
- Features of architectural or historic interest and the historic form and structural integrity of the structure are retained.
- Proposals for development that compromise the setting of protected structures or which will result in material alteration or demolition of structure(s) will only be permitted where:
  1. The structure is not capable of repair.
  2. There is no compatible or viable alternative use for the structure.

#### 3. Adjoining Development

Development on sites adjoining a protected structure will be required to demonstrate that:

- It will have no adverse impacts on the character or integrity of the protected structure or views to and from it.

#### 4. Development Works that involves a new building, reuse or change of use in an ACA

- Conserve and enhance the character and appearance of the ACA.
- Respect the scale, massing, proportions, design and materials of existing structures.
- Retain important exterior architectural features that contribute to the character and appearance of the ACA.

#### 5. Demolition

The demolition of a building within an ACA will be restricted unless the Council is satisfied that the structure or building does not contribute positively to the character or appearance of the ACA, or the building or structure is beyond viable repair or reuse.

All planning applications, which involve works to the exterior of building (s) within an Architectural Conservation Area (ACA) or proposed ACA must include drawings, photographs, photomontages or other visual material necessary to show the proposed development and its relationship to and potential impact on the character of the ACA and/or protected structures within the ACA.

- Development Proposals including front dormers, roof extensions and front facing gables will not normally be permitted;
- Rendering previously un-rendered buildings will not normally be permitted;
- Stripping sound historic rendering will not normally be permitted;
- Painting of masonry will not normally be permitted;
- New and replacement pitched roof coverings should normally be in natural slate;
- Artificial materials will be considered on their merits;
- Replacement of sound or reasonably repairable original windows or doors will not normally be permitted;
- Facing materials in all new work should match or be compatible with traditional local materials in composition, texture and colour;

- Satellite dishes will not normally be permitted on front elevations, front roof slopes or above ridge lines;
- Demolition or partial demolition of original front boundaries will not normally be permitted;
- Alteration of original/historic shop fronts will not be permitted, irrespective of whether a single trader occupies more than one building or plot width;
- New shop fronts should normally be crafted in timber, in a manner compatible with the period and style of the parent building;
- Shop signs should use appropriate traditional materials and must not be internally illuminated. Projecting signs shall be limited to one per shop.
- Backland development, where permitted should be of a form and scale compatible with adjacent historic frontage development.

Owners and prospective owners and occupiers of protected structures or proposed protected structures or structures located in Architectural Conservation Areas should consult with the Planning Authority in good time as to the appropriateness of proposed works or other developments, and seek competent advice on best practice for carrying out such works.

## **10.9 Natural Heritage and Environment**

### **10.9.1 Biodiversity**

It is important to identify and integrate into any design, habitats and features of the site where present. This includes existing mature trees, hedgerows, watercourses, random rubble stonewalls and any other habitats. It is vital to protect biodiversity and enhance it through for example, buffer zones around wetlands, rivers, ponds etc, wildlife corridors allowing interconnectivity, adequate fencing around trees and the use of native plant species.

Where the Planning Authority deems it necessary, it shall be a requirement to carry out an ecological assessment of a site where the Authority believes there is significant evidence of biodiversity within the site boundaries. This assessment may also be requested where developments pertain to existing structures or buildings. Certain construction/ restoration / demolition work shall have regard to nesting periods of the year of any species inhabiting the site/building e.g. badgers; roof nesting birds, bats, barn owls, amphibians. Regard will be had to the Biodiversity Action Plan for County Galway 2008-2013 and any subsequent Biodiversity Action Plans. Biodiversity Guidelines are available for developers, homes and communities.

### **10.9.2 Tree and Hedgerow Preservation**

Where mature trees and/or substantial hedgerows are located on lands that are being considered for development, a detailed tree survey carried out by a tree surgeon or suitably qualified professional may be required with the planning application. Trees should be surveyed by reference to species, branch canopy, spread, shape, height and condition. Where trees or hedgerows are to be preserved on a development site, it is essential that safeguards be put in place to protect the trees or hedgerows during the construction stage. The Planning Authority may require the submission of a site management plan to ensure the protection of retained trees and hedgerows within the site.

Where a development, located on lands zoned for development necessitates the removal of hedges/trees, the Planning Authority may require the removal of same to be identified with the planning application and a detailed replanting proposal to be submitted. This proposal should provide for the replacement of at minimum an equal amount of similar indigenous hedgerows/tree planting within the overall scheme.

### **10.9.3 Designated Sites**

The planning process seeks to protect and enhance protected species and habitats that are listed under Annex 1- Habitats and under Annex 11- Animal and Plant Species of the EU Council Directive

92/43/EEC. The precautionary principle will be applied within this Plan to all proposals in environmentally sensitive areas and those which may be in use by protected species.

Screening for Appropriate Assessment and/or Appropriate Assessment will be required for all applications where it is considered that the proposed development may impact (directly or indirectly), or in combination with other projects, on a Natura 2000 designated site i.e. a Special Area of Conservation (SAC) or a Special Protection Area (SPA), to inform decision making. The need for an Appropriate Assessment should be discussed with the Planning Section prior to the submission of the application. An Appropriate Assessment shall be carried out in accordance with Article 6 of the Habitats Directive and with Section 18 of the European Communities (Natural Habitats) Regulations 1997 and shall identify and evaluate the direct and indirect effects, which the development would be likely to have upon the designated site. Such proposals may only be authorised after the Council (the competent authority) has made certain, based on scientific knowledge, that the development proposal will not adversely affect the integrity of the site; in the case of derogation, authorization must be pursued under Article 6(4) of the Habitats Directive.

Require an ecological assessment to inform decision making of all proposed significant planning applications, where it is considered that the proposed development may have an adverse impact on the environment or designated site. The need for an ecological assessment should be discussed with the Planning Section prior to the submission of an application and should include consideration of impacts in relation to biodiversity, ecological linkages, water quality and drainage. The Council will generally require ecological assessments for developments proposed within a zone between the boundary of a national designated site (i.e. NHA or pNHA) and to the next field boundary or to a distance of 50 meters, whichever is greater.

A detailed ecological report carried out by a suitably qualified expert, shall accompany all significant development proposals including those involving and affecting the following:

- Proposed and designated National Heritage Areas and other ecologically sensitive locations.
- The culverting, diverting, undergrounding or alteration to the banks of streams/rivers. These proposals shall be referred to the Inland Fisheries Ireland (IFI) for comment.
- The use by protected species of the site as a breeding, resting, roosting, feeding ground etc. These proposals shall be referred to the National Parks and Wildlife Service for comment.

## 10.10 Transportation and Movement Standards

### 10.10.1 Design and Road/Street Layout Standards for Development

New development should integrate into the surrounding area and provide a road/street layout that is safe for pedestrians, cyclists and vehicles. Developments should also promote accessibility by public transport, cycle and on foot. The design and layout of new developments should have regard to all national policy documents or any superseding versions of these documents in terms of qualitative and quantitative standards for development.

The roads layout plans for housing developments should provide for traffic calming with a legible hierarchy of roads/streets, sufficient and safe pedestrian, cyclist and mobility impaired facilities and proposals for fully standardised road markings and signage. The hierarchy of roads/streets may range from short cul-de-sac to wider distributor roads and where the safety of the public receives precedence. Individual dwelling entrances will not be permitted onto major distributor roads.

Design and layout of new development should consider the following:

- Consideration of the main points of access for pedestrians, cyclists, emergency vehicles, public transport, service vehicles and private motorists.

- Walking and cycling routes to local facilities such as shops, health centres etc.
- Consideration of provision for low design speed and facilities for pedestrians and cyclists.
- Consider the Hierarchy of Solutions as per the *National Cycle Policy Framework (2009)* (1. Traffic reduction, 2. Traffic calming, 3. Junction treatment and traffic management, 4. Redistribution of the carriageway, 5. Cycle lanes and cycle tracks and 6. Cycleways) shall be applied, as appropriate, to ensure cycle friendly environments.
- Off-site road improvement works, public transport, cycling and walking infrastructure.
- Impact on the existing road/street network in terms of environmental, travel issues and public space.
- Lighting and landscaping for walking and cycling routes.
- The location, amount and impact of car parking.
- Bicycle parking (private safe cycle parking is essential).
- Visitor parking for cars and for bicycles.

#### **10.10.2 Transport and Traffic Impact Assessments**

Where significant developments are proposed it will be necessary for applicants to demonstrate the impact of their proposal on the integrated transport system by means of a Transport and Traffic Impact Assessment (TTA). This will include an assessment of the impact of the proposal on the full range of modes of transport and incorporate traffic impact statements, road safety audits and measures to maximise accessibility of non-private car related movement. The requirement for a TTA should be determined at the earliest stage of a development proposal in order to take account of any recommendations in the design of the scheme. Guidance on the requirement of a TTA can be obtained at pre-planning stage with the Planning Authority and having regard to the NRA *Design Manual for Roads and Bridges* and NRA *Traffic and Transport Assessment Guidelines (2007)*. Thresholds for development types and sizes, which may be subject to these requirements, are set out in the Traffic Management Guidelines 2003.

- Road Safety Audits: will be required for all new proposed commercial, industrial and retail developments and all proposed residential developments of 4 or more units. All significant changes to existing commercial, industrial or retail developments will be required to submit Road Safety Audits that are undertaken by a suitably qualified and independent person;
- Traffic Impact Assessments: will be required for all new proposed commercial, industrial and retail developments, and all proposed residential developments of more than 20 units. All significant changes to existing commercial, industrial or retail developments will be required to submit Traffic Impact Assessments;
- Transport Assessments: will be required for all large scale commercial, industrial, retail or residential developments where it is considered necessary by the Planning Authority. This shall be guided by the provisions set out in the DTO Traffic Management Guidelines 2003 and the NRA Traffic and Transport Assessment Guidelines 2007.

#### **10.10.3 Mobility Management Plans**

All new developments and proposed extensions to existing developments should give consideration to limiting traffic generation as far as possible. Where an industrial, business park, office block development or any other large business is proposed, a Mobility Management Plan will be required and should incorporate proposals for use of public transport, cycling walking, car sharing, car pooling, charges for parking, flexi-time and staggered working hours by employees.

#### **10.10.4 Car Parking Facilities**

Within the town centre the Planning Authority may adopt a flexible approach to the requirement to provide car parking spaces, where a proposed development would be considered to provide a particularly desirable use (cultural or service use), which would enhance the attractiveness of the town. Each case will be considered on its merits subject to an overriding aim to achieve the zoning

objective for the area. In assessing applications for change of use or for replacement buildings within the town, an allowance will be given for former site use in calculating the car parking requirements generated by the new development. In relation to infill sites and sites adjacent to public transport corridors or civic parking facility, a flexible application of standards will be considered to ensure sustainable levels of car parking provision. In addition to car parking, sufficient space will be required within a development site for all service vehicles necessary for the operation of the business or building, including drop-off areas, loading/unloading areas.

The provision of on-street car parking will be considered in new development areas, where road widths are developed to adequate standards. This provision is designed to facilitate increases in residential densities at appropriate locations. Underground parking will be considered subject to acceptable access, circulation and parking space dimension standards, provision of good ventilation and standards of personal safety. Proper provision must always be made in all layouts for access by fire appliances and refuse freighters.

Table 10.10.4 and Table 10.10.4.1 below set out the car parking and design standards for the plan area. Where the provision of on-site parking to car parking standards is not possible the Planning Authority may require a financial contribution, as a condition of planning permission, towards the cost of providing public car parking in the locality in accordance with Section 48 of the Local Government (Planning and Development) Act 2000, as amended.

**Table 10.10.4: Car Parking Standards**

Type of Development	Car Parking Standard
<b>Houses/Apartments</b>	1.5 spaces per 1 & 3 bedroom units 2 spaces per 4+ bedroom units
<b>Shops(&lt; 250sq.m. gross)</b>	1 car space per 24m <sup>2</sup> of gross floor space
<b>Shops(250-1,000sq. m. gross)</b>	1 car space per 18m <sup>2</sup> of gross floor space
<b>Large Stores (&gt;1,000sq.m. gross)</b>	1 car space per 12m <sup>2</sup> of gross floor space
<b>Offices (Town Centre)</b>	1 car space per 25m <sup>2</sup> of gross floor space
<b>Office Park</b>	1 car space per 20m <sup>2</sup> of gross floor space
<b>Industry/Manufacturing</b>	1 car spaces per 33m <sup>2</sup> of gross floor space
<b>Warehousing (non-retail)</b>	1 car space per 100m <sup>2</sup> of gross floor space
<b>Theatres, Cinemas, Stadium</b>	1 car space per 3 seats
<b>Hostels, Guest Houses (excluding function rooms)</b>	1 car space per bedroom
<b>Conference Centres</b>	1 car space per 25m <sup>2</sup>
<b>Leisure Centre</b>	1 space per 50m <sup>2</sup> of gross floor area
<b>Lounge Bars</b>	1 car space per 4.5m <sup>2</sup> of public floor space
<b>Restaurants</b>	1 car space for every 4.5 m <sup>2</sup> of public floor space
<b>Ballrooms, Dance Halls, Clubs, Function Rooms</b>	1 car space per 3m <sup>2</sup>
<b>Service Garages</b>	1 space per 30m <sup>2</sup> of gross floor space
<b>Cash &amp; Carries</b>	1 car space per 100m <sup>2</sup>
<b>Banks, Financial Institutions</b>	1 car spaces per 14m <sup>2</sup> of gross floor space
<b>Crèches</b>	1 space per employee 1 space per 6 children
<b>Takeaways</b>	1 car spaces per 18m <sup>2</sup> of gross floor space
<b>Cafes</b>	1 space per 10m <sup>2</sup> dining area
<b>Playing Fields/Sports Clubs</b>	15 car spaces per pitch 2 spaces per court

	1 space per 15m <sup>2</sup> of gross floor space
<b>Primary Schools</b>	1 car space per classroom
<b>Secondary Schools</b>	2 car space per classroom
<b>Hospitals</b>	To be agreed with the Council
<b>Clinics &amp; Group Medical Practices</b>	2 spaces per consultant
<b>Nursing Homes</b>	1 car space per 2 bedrooms
<b>Funeral Home</b>	1 spaces per 6m <sup>2</sup>
<b>Churches/Religious Buildings</b>	1 space per 6 seats
<b>Disabled Parking</b>	1 space per 5 – 25 spaces 3 spaces per 25 – 50 spaces 4 spaces per 50 – 75 spaces 5 spaces per 75 – 100 spaces 3 spaces per 100 spaces thereafter

*Note: Large complex developments may be assessed separately with regard to the circumstances.*

**Table 10.10.4.1: Car Parking Design Standards**

Type of Parking	Design Standard
<b>Standard Parking Space</b>	5m long & 2.5m wide (minimum 2.3m)
<b>Perpendicular Parking Space</b>	5.5m long & 2.4m wide (minimum 4.8m by 2.28m)
<b>Aisle Width for 90 Degree Parking</b>	6.1m minimum
<b>Aisle Width for 60 Degree Parking</b>	4.9m minimum
<b>Aisle Width for 45 Degree Parking</b>	3.6m minimum
<b>Aisle Width for &lt; 45 Degree Parking</b>	3.6m
<b>Aisle Width for Parallel Parking</b>	3.6m
<b>Single Disabled Parking Bay</b>	4.8m by 3.6m minimum

*Source: Section 16 of the Traffic Management Guidelines.*

### 10.10.5 Multi-Storey Car Parks

All planning applications for multi-storey car parks must be accompanied by a report, containing recent quantitative data, which illustrates the need for parking spaces in the area, proposed. The report should contain an assessment of this data by a competent traffic consultant on the likely impact the car park will have on parking and traffic, both vehicular and pedestrian, in the area and on the town in general.

### 10.10.6 Bicycle Facilities

The Planning Authority will require the provision of a minimum level of bicycle parking facilities in association with any new medium to large-scale developments, significant extensions to existing developments or change of use.

The bicycle parking shall be located in a prominent position within 30m of the facility served. A Bicycle Parking Bay shall be 0.8m wide and 1.8m long. The bicycle park should have a shelter and be signposted. Larger developments should provide a broad range of facilities for cyclists to encourage increased cycle usage, including: cycle parking facilities, lockers, changing rooms and shower facilities. Provision must be made in developments for bicycle parking spaces in accordance with the following categories:

The bicycle parking standards set out in Table 10.10.6 shall apply.

**Table 10.10.6: Bicycle Parking Standards**

Type of Development	Cycle Parking Requirements.
<b>Residential Apartments</b>	0.25 spaces for Residential Apartments
<b>Dwellings</b>	1 space for Dwellings
<b>Commercial Shops</b>	1 space for every 100 sq. m.
<b>Offices</b>	1 stand for every 500 sq. m.
<b>Industry</b>	1 space for every 250 sq. m.
<b>Warehousing</b>	1 space for every 300sq. m.
<b>Transport Rail/Bus Stations</b>	1 space for every 10sq.m.
<b>Community Churches</b>	1 space for every 50sq.m.
<b>Museums</b>	1 space for every 100sq.m
<b>Theatres/cinemas</b>	1 space for every 10 seats
<b>Hotels/Motels</b>	1 space per bedroom
<b>Consulting room for Health Surgeries</b>	1 space per consulting room
<b>Hospitals</b>	1 space for every 1500sq.m.
<b>Playing fields</b>	4 stands per pitch
<b>Primary Schools</b>	0.2 spaces/Pupil for Education
<b>Second &amp; Third Level</b>	0.3 spaces/Pupil for Education
<b>All Sport</b>	1 space for every 250sq.m.

*Note: In the case of any use not specified, the Council will determine the bicycle parking requirements.*

#### 10.10.7 Loading Bays and Service Vehicles

Service parking space will be required for vehicles involved in the operation of business in such activities as the delivery and collection of goods, the carrying out of repair and maintenance services. All new office, commercial or industrial development must include, within the curtilage of the site, one or more loading bays of an adequate size to cater for its specific needs and the requirements of the type of vehicle serving the premises.

This requirement may be waived in the town centre (C1) or the commercial mixed use zone (C2), where the Planning Authority considers that such provisions are too onerous or restrictive given the existing urban design context. In such cases alternative arrangements maybe required, including the possible provision of designated on street delivery bays at appropriate locations or with restrictions on delivery times.

#### 10.10.8 Taxi/Hackney Bases

The establishment of a taxi rank or hackney base will not be permitted where it is likely to interfere with traffic flows or on-street parking. A proliferation of hackney cab bases will not be permitted in any one location and restrictions may be placed on the hours of opening of such facilities where it may have an impact on residential or other amenities. Satisfactory off-street parking should be provided for hackneys when the vehicles are not in use. Planning assessments will address issues which will include location, pedestrian safety, traffic congestion, residential amenities and accessibility.

#### 10.10.9 Access for Persons with Disabilities and Mobility Impaired

All new buildings which provide for public access must conform with the design guidelines set out in National Disability Authority's "Building for Everyone" and the Technical Document – Part M of the Building Regulations, 1997-2006. In particular, reasonable provision should be made to enable disabled persons and mobility impaired persons to have safe and independent access to a building and to those parts of the building to which it is appropriate to have access to and are usable by people with disabilities or mobility impairments. It is also a requirement that new dwellings are visitable and accessible by people with disabilities or mobility impairments and ensures that houses are designed as 'Lifetime Homes' for an ageing population.

The main features of these requirements include:



- The provision of a level gently sloped or ramp approach access to the dwelling from the entrance point to the site or from a suitable parking spot.
- A level access at one entry point to the dwelling.
- Front door and living room door wide enough to accommodate a wheelchair.
- Circulation space for wheel chair at entry storey.
- Ground floor toilet located so as to be usable by wheelchair users and other people with disabilities or mobility impairment.

Where sanitary conveniences are provided in public buildings, reasonable provision shall be made for disabled persons and the mobility impaired. In the case of community centres and buildings which are commonly used by disabled persons, the mobility impaired or the elderly for social activities, the Planning Authority will require at least one WC compartment in the building be usable by wheelchair bound people.

Access considerations extend to the public realm with the position of street furniture, dished footpaths at junctions, tactile paving surfaces, pedestrian crossings and other elements being assessed on an ongoing manner. Car parking provision shall be provided for the disabled and mobility impaired in all car-parking developments and should be located in the most convenient locations for ease of use. The minimum criteria for such parking provisions are detailed in *Building for Everyone*.

#### **10.10.10 Vehicular Access**

Vehicular entrances and exit points must be designed with adequate provision for visibility, so that drivers emerging from the access can enjoy good visibility of oncoming vehicles, cyclists and pedestrians. Where a new entrance onto a public road is proposed, the Planning Authority must consider traffic conditions and available sight lines. Road junction visibility requirements shall comply with TD 41/95 and/or TD 42/95, as appropriate, of the 'Design Manual for Roads and Bridges, as amended by the NRA.

### **10.11 Infrastructure and Services Standards**

#### **10.11.1 Surface Water Drainage**

All new development will be subject to the following requirements with regard to surface water drainage and flood prevention and management:

- Drainage from paved surfaces may, after suitable treatment, be discharged to available watercourses or to adequate soakage areas on site. In any event, surface water shall not be permitted to flow onto the public road or into adjacent properties from any proposed development.
- The use of 'Sustainable Drainage Systems' (SuDS) shall be encouraged in new urban and rural developments to minimise the risk of flooding and contamination and to protect environmental and water resources. SuDS should be designed to be cost-effective and require minimum maintenance.
- For rural houses, existing roadside drainage shall be maintained by the incorporation of a suitably sized drainage pipe. Each application shall be accompanied by design calculations or appropriate evidence to support the size of pipe selected.

#### **10.11.2 Watercourses**

For developments adjacent to all watercourses of a significant conveyance capacity or where it is necessary to maintain the ecological or environmental quality of the watercourse, structures (including hard landscaping) must be set back from the edge of the watercourse to allow access for channel clearing/maintenance/vegetation. A minimum setback of 5-10 metres is normally required either side depending on the width of the watercourse.

### 10.11.3 Water Supply

The provision of a safe and reliable potable water supply is a fundamental requirement of any development. Where a site is served by public watermains, a connection must be made. Where water is supplied by a group water scheme, planning applications must be accompanied by a letter of consent to connection from the Secretary of the Scheme. In certain circumstances, the developer may be required to extend the main to the site at their own expense. Where a bored well is necessary, planning applications must be accompanied by a yield test and a chemical and bacteriological analysis of the water supply.

The Planning Authority will require that all water and sewerage provisions be in accordance with the Council's Taking in Charge Policy for Private Housing Developments' and in compliance with the Department of Environment and Local Government publication '*Recommendations for Site Development Works for Housing Areas*' (1998).

### 10.11.4 Wastewater Disposal

Where public water and sewerage services are available any proposed development or extension of existing development will be required to connect to same as part of the planning process. Where no public foul sewer connection is available for the site, effluent generated by the proposed development will have to be treated on-site by a septic tank system including a percolation area or a proprietary wastewater treatment system including polishing filter. The suitability of the site for the treatment of domestic or commercial effluent shall be determined, solely by and in accordance with the criteria set down in the EPA Wastewater Manuals or any revision of these manuals or replacement of these manuals:

- **Single houses** will be required to comply with the *EPA Wastewater Treatment Manuals – Treatment Systems for Single Houses 2009* or any updated version of this document. (See EPA Guidelines: Code of Practice Wastewater Treatment and Disposal Systems for Single Houses (*p.e. ≤10*) 2009).
- **Large developments** will be required to comply with the *EPA Wastewater Treatment Manuals – Treatment Systems for Small Communities Business, Leisure Centres and Hotels* or any updated version of this document.

### 10.11.5 Waste Management

#### 10.11.5.1 Construction and Demolition Waste

Where significant C&D waste is envisaged arising from a proposed development, the Council will seek the submission of a waste management plan for the construction phase of the development for the written agreement of the Council, which shall be in compliance with the *Best Practice Guidelines on the Preparation of Waste Management Plans for Construction & Demolition Projects*, by the DEHLG. All waste material generated during both the construction and operational phases of development must only be collected by appropriately licensed waste contractors and disposed of in licensed waste facilities.

#### 10.11.5.2 Domestic and Commercial Household Waste

Development will generate demand for domestic and commercial waste disposal and collection services. Adequate provision needs to be made on site for the storage and collection of waste materials, with appropriate reference to the projected level of waste generation, collection frequencies and types and quantities of receptacles required. The Council may require the provision of suitable recycling facilities in any residential, retail, commercial or industrial development either individually or communally. Provision for glass, cans, textiles, paper, plastics, metals, waste oils, batteries, packaging wastes, organic waste, sludge's and other materials suitable for recycling, recovery or re-use should be included.

### **10.11.5.3 Bin Storage**

Each residential unit shall have adequate storage for three wheeled bins. Residential units with no rear access shall provide adequate storage for the bins to the front of the development, in appropriately designed contained units. For residential units without suitable private open space a set of three x 240 litre bins shall be provided for each pair of apartments or a set of three 1100 litre bins shall be provided for a block of ten apartments. All external storage including bin storage, oil tanks etc shall be visually screened from the public areas with adequate screening by fencing or walls of appropriate height.

### **10.11.5.4 Fuel and Recycling Storage**

A storage area of sufficient size for all recyclable materials generated from the development to the requirements of the Waste Management (Packaging) Regulations 2003 as amended, should be provided. Recycling facilities shall be of high specification and screened from public view. All over ground oil, chemical storage tanks should be adequately bunded to protect against spillage.

### **10.11.6 Street Lighting**

Street lighting shall be provided in accordance with guidelines contained in Recommendations for Site Development Works in Housing Areas published by DEHLG or any superseding version of this document. Street lighting in residential schemes will normally be required to be provided in accordance with a standard, which will provide a reasonable level of amenity lighting within the scheme. Pedestrian links must be illuminated. Lighting levels within a new development must create a secure environment. Dark corners and alleyways should be avoided. Lighting of distributor roads within large residential schemes will be required to be of a standard, which provides illumination sufficient to ensure the safe movement of traffic in accordance with ESB's publications Public Lighting in Residential Estates. A public lighting scheme is required by the Planning Authority for their agreement prior to the commencement of the development. In the design of the lighting layout, the type of lamp standard should be considered.

### **10.11.7 Public Utilities**

The Planning Authority will require that all wires, cables and pipes for the provision of public utility services such as electricity, public lighting, telephone, broadband and television cables shall be ducted underground in all new developments in the interest of visual amenity and public safety. Developers will be required to consult and co-ordinate with all relevant service providers to avoid uncoordinated disruption caused by the installation of cables by different stakeholders.

### **10.11.8 Telecommunication Antennae**

In considering location requirements, the Planning Authority will take account of the following factors outlined in the DEHLG publication entitled *Planning Guidelines for Telecommunications Antennae and Support Structures - Guidelines for Planning Authorities* (1996) or any superseding version of this document:

### **10.11.9 Maintenance and Management**

Section 34 (4)(i) of the Planning & Development Acts 2000 (as amended) provides for the inclusion of conditions attached to a planning permission, regarding the maintenance or management of a proposed development. This includes the establishment of a Management Company or the appointment of a person(s) or body to carry out such management or maintenance. Provision for estate management should be put in place in order to maintain the amenity, integrity and visual quality of a development once it is complete.

## **10.12 Implementation of Planning Permission**

### **10.12.1 Development Contributions**

In accordance with Sections 48 and 49 of the Planning and Development Act, 2000, as amended, GCC may, when granting planning permission, attach conditions requiring the payment of

contribution(s) in respect of public infrastructure and facilities (e.g. roads, footpaths, open space, community facilities, car parking, sanitary services and water supply), benefiting development in its area. Where specific exceptional costs not covered by the above are incurred, a special development contribution may be charged. The Local Authority may set a time limit within which contributions must be paid and they may allow payment to be made in instalments where appropriate. Details of such contributions are set out in the General Development Contributions Scheme.

#### **10.12.2 Bonds and Phasing**

To ensure the satisfactory completion and maintenance of medium and large scale development undertaken by private developers, the Planning Authority will impose, as a condition of planning permission, that a cash deposit, security bond or any other acceptable security be lodged with the Planning Authority, prior to commencement of development. This security is to ensure that all roads, footpaths, open spaces, lighting and other services within a development are completed to an acceptable standard. The security shall remain in place until all prescribed works are satisfactorily completed or until the development has been taken in charge by the Council. Where appropriate, developments should be phased to ensure that the timely provision of amenities and services associated with the permitted development.

#### **10.12.3 Taking in Charge**

The Local Authority will take in charge all public areas in residential estates including public open spaces in accordance with its obligations under the Planning and Development Act, 2000, as amended, in accordance with Galway County Council ***Taking in Charge of Developments September 2008*** and in compliance with the DEHLG publication '*Recommendations for Site Development Works for Housing Areas*' (1998) or any updated version of these documents. Unfinished or non compliant (with planning permission) housing developments will not be taken in charge.

#### **10.12.4 Residential Estate and Street Names**

Nameplates shall be provided and erected on all housing estate roads at the site entrance. The names should be incorporated into a design feature which can be clearly legible by road users. The names of residential developments and roads shall reflect local place names, particularly townlands or local names which reflect the landscape, its features, culture and/or history, within which developments are located. The Council shall approve the names chosen. In order to assist the public and the postal authorities all houses within housing estates or in comprehensive street developments shall be provided with numbers, which shall be visible from the adjoining roadway.

#### **10.12.5 Compliance with Conditions and Unauthorised Development**

In cases where development is carried out without planning permission or in breach of a permission granted, the Council will initiate enforcement action where appropriate and in accordance with the Planning and Development Acts. Developers should be aware that, under the provisions of the *Planning & Development Act, 2000, as amended*, planning permissions may be refused on the basis of failure to substantially comply with a previous permission.

#### **10.12.6 Monitoring and Implementation of the Plan**

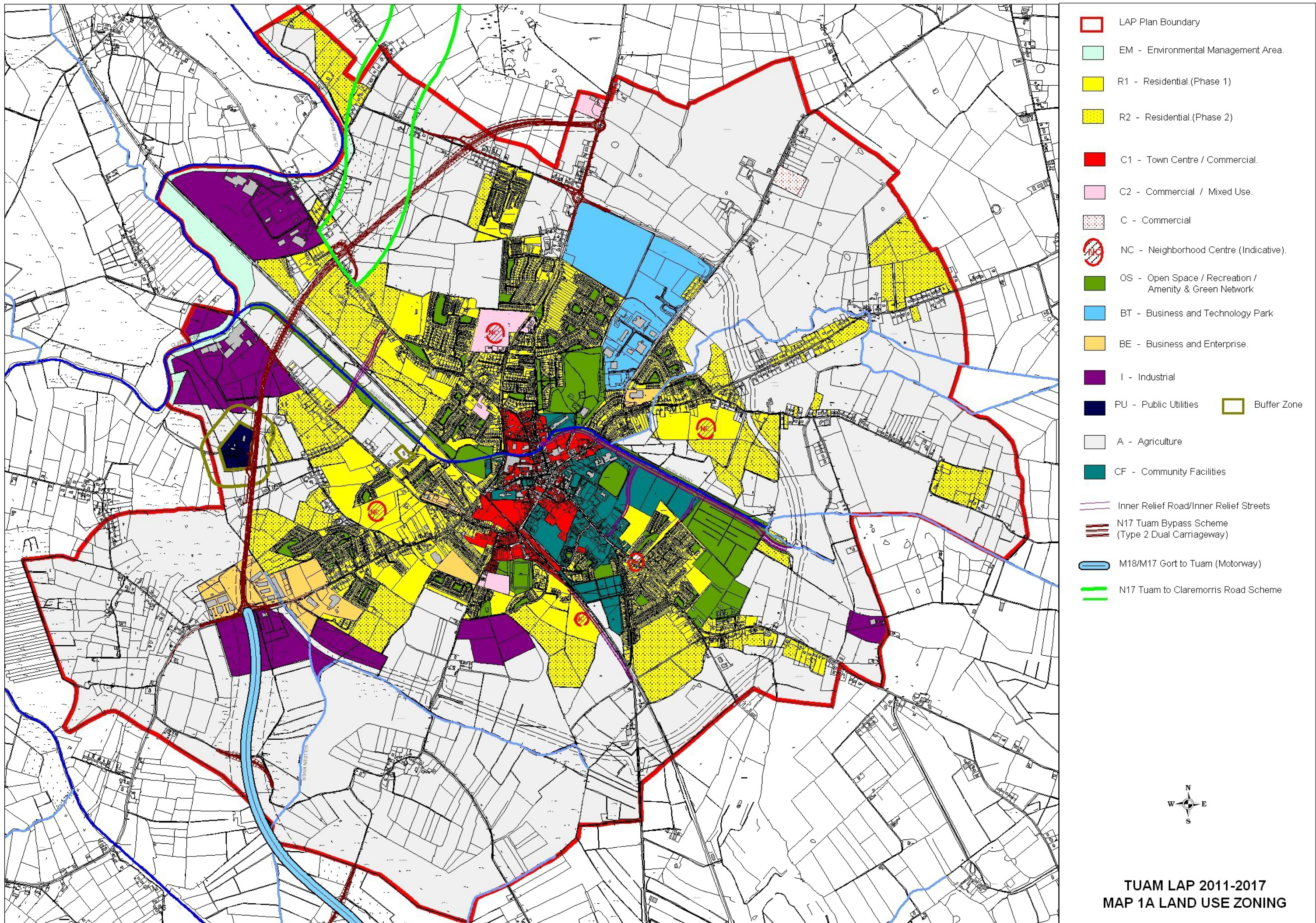
The purpose of monitoring and evaluation is to assess the effectiveness or otherwise of policies and objectives of the Plan in terms of achieving those policies and objectives central to the strategy of the Plan's stated aims. Regular monitoring of the relationship between the plan and changes in the wider policy content, development pressures and local priorities are important if the policies and objectives of the Plan are to remain effective and relevant.

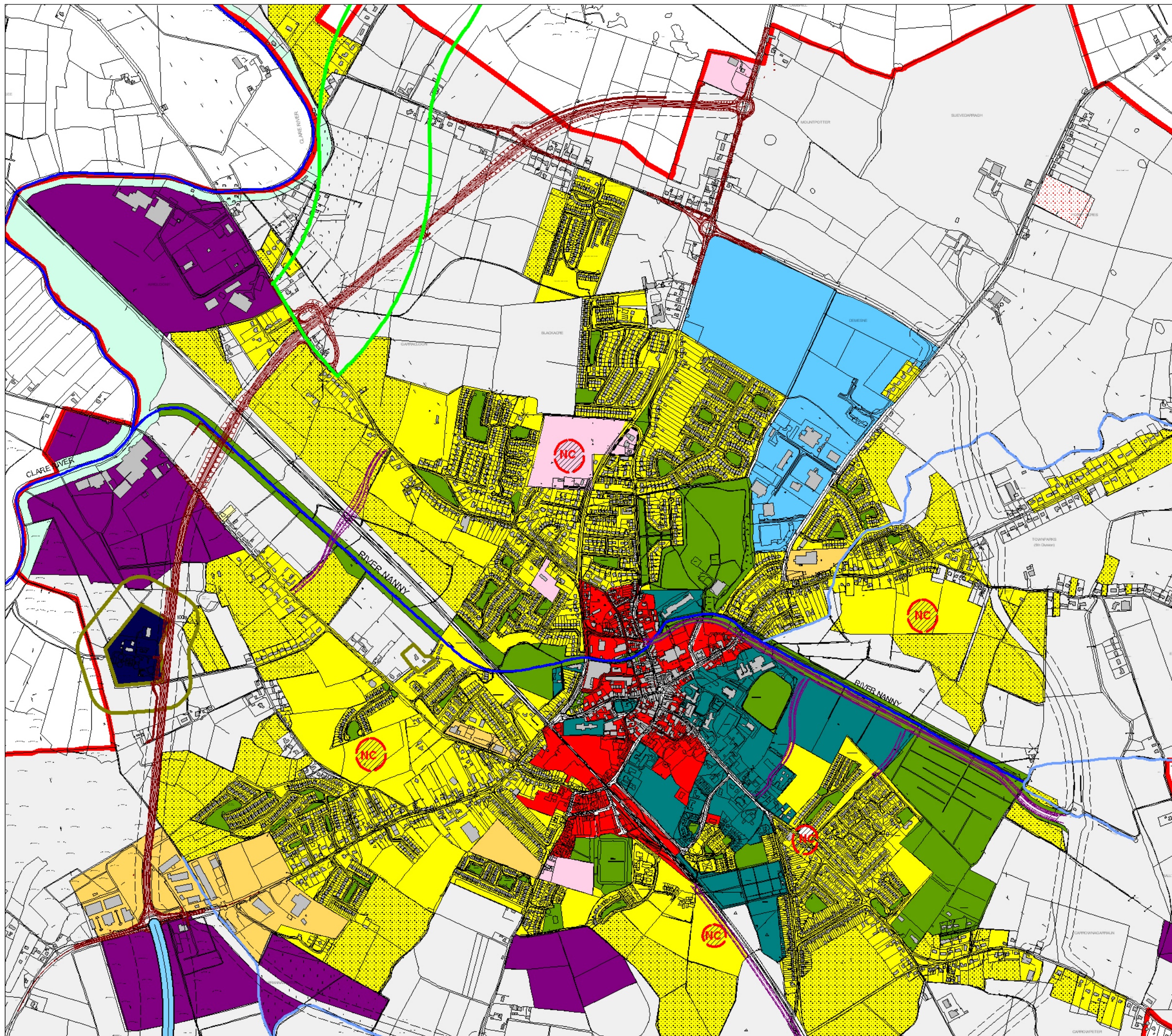
Galway County Council shall undertake to meet its commitments to ensure that the vision for Tuam including the main objectives as set out within the Tuam LAP 2011-2017 are secured within the lifetime of the Plan as resources permit. In this regard the achievement of objectives in relation to infrastructure and some other issues is dependent on the level of central funding made available.



In the context of a Local Area Plan, the monitoring role at Elected Member level takes place through the Electoral Area Committee. In this regard it is proposed to give a mid-term report to the Area Committee on the progress achieved in securing the objectives of the Plan.



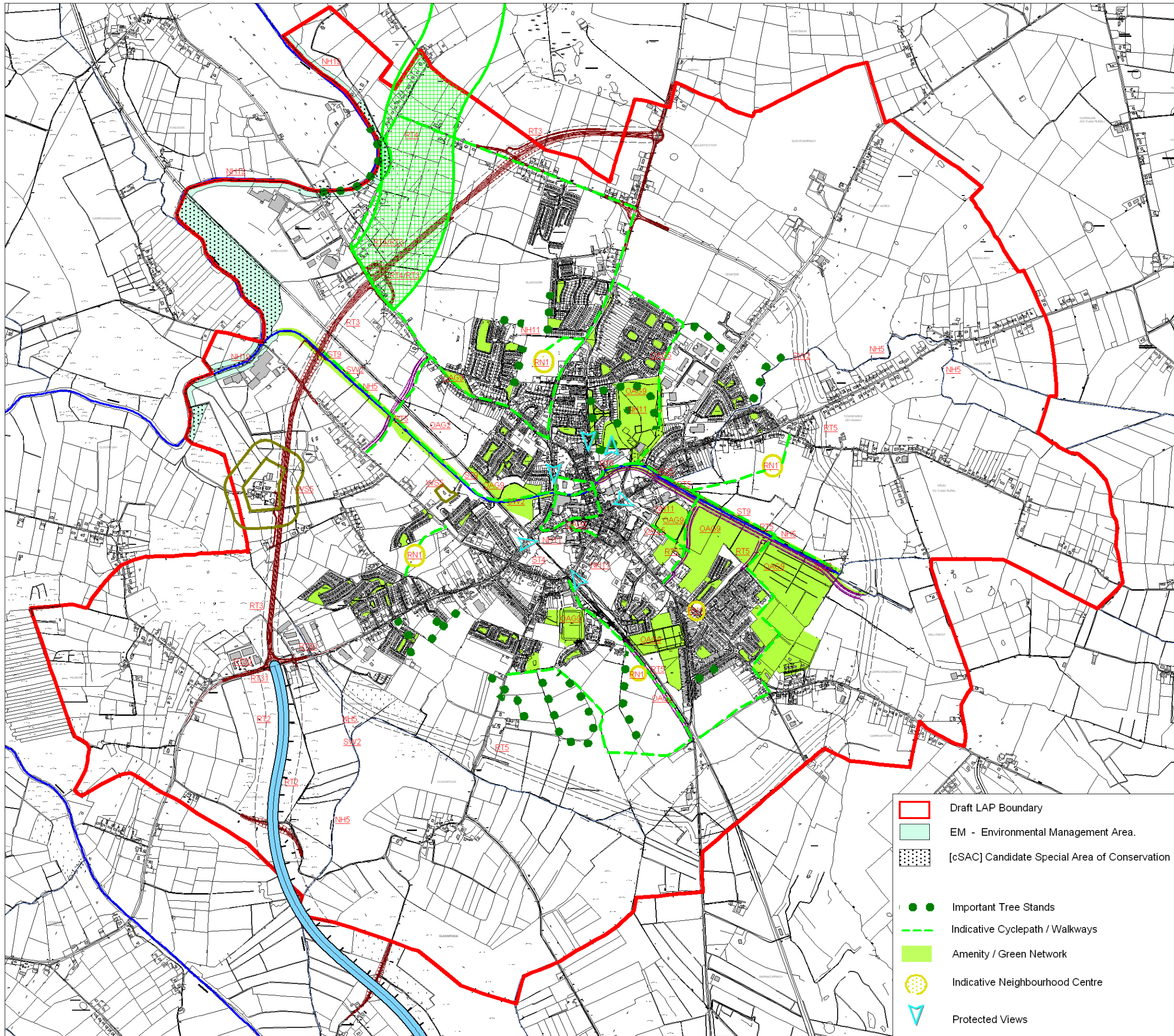




- LAP Plan Boundary
- EM - Environmental Management Area.
- R1 - Residential.(Phase 1)
- R2 - Residential.(Phase 2)
- C1 - Town Centre / Commercial.
- C2 - Commercial / Mixed Use.
- C - Commercial
- NC - Neighborhood Centre (Indicative).
- OS - Open Space / Recreation / Amenity & Green Network
- BT - Business and Technology Park
- BE - Business and Enterprise.
- I - Industrial
- PU - Public Utilities
- Buffer Zone
- A - Agriculture
- CF - Community Facilities
- Inner Relief Road/Inner Relief Streets
- N17 Tuam Bypass Scheme (Type 2 Dual Carriageway)
- M18/M17 Gort to Tuam (Motorway)
- N17 Tuam to Claremorris Road Scheme



**TUAM LAP 2011-2017  
MAP 1B LAND USE ZONING  
(TOWN CENTRE)**



KEY	Description
S.3	SERVICES & INFRASTRUCTURE
S.3.1.3	Water services objectives
WS5	Provide/Protect 100m buffer around the WTP
	Appropriate buffer zones around any other TP
S.3.2.3	Surface Water & Flooding Objectives
SW2	Protect floodplains & areas along river banks
S.4	TRANSPORTATION & MOVEMENT
S.4.1.3	Sustainable Transport Objectives
ST4	Connect Mart Site to Railway Station
ST9	Develop River Nanny pedestrian greenway
	Strategic Routes
RT2	M18/17- Min. 90m building setback
RT3	N17 Tuam Bypass Scheme - Min. 35m building setback, Unless 400m Reservation applies.
RT4	N17 Tuam-Claremorris Road Scheme - preserve Emerging Route Corridor(400m). When approved Min.35m building setback
RT5	Inner Relief Roads/Streets Min.25m building setback, in areas of >50kph No minimum building setback - in areas of 50kph or less.
RT30	Improve traffic management on existing N17 at Kilmore/Farranmartin
RT31	Provide for future upgrades at M17/N17 Roundabout at Kilmore.
S.6	RESIDENTIAL & NEIGHBOURHOOD DEV.
RN1	Residential Neighbourhoods
S.9	NATURAL HERITAGE, ENV. & AMENITY
S.9.1.10	Natural Heritage & Biodiversity Objectives
NH5	Setback of 10m min from River Nanny & it's tributaries
NH11	Protect parkland and tree stands
NH19	30m buffer along the Clare River
S.9.4.6	Open Space, Amenity & Green Network Objs.
OAG2	Walkway along railway corridor
OAG4	Maintain Teampall Jarlath Church & graveyard
OAG5	Preserve pedestrian links / amenity wedges
OAG9	Enhance linkages within the 'green network'

**NOTE:** This map should be read in conjunction with the full objectives in the Plan.

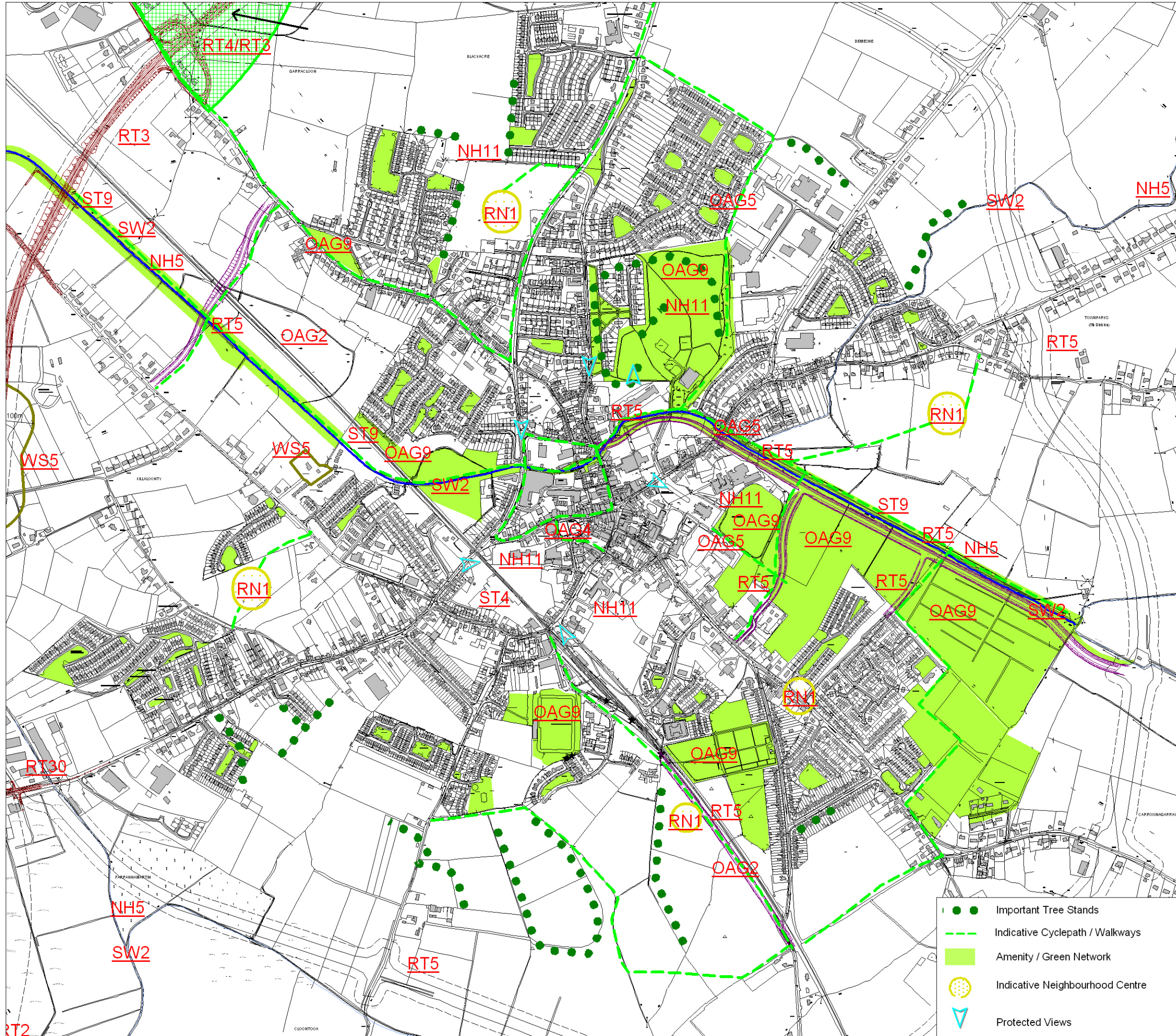
- Inner Relief Road/Inner Relief Streets
- N17 Tuam Bypass Scheme (Type 2 Dual Carriageway)
- M18/M17 Gort to Tuam (Motorway)
- N17 Tuam to Claremorris Road Scheme
- Emerging Preferred Route Corridor (overlap between N17 Tuam - Claremorris Road Scheme & N17 Tuam Bypass Scheme)

- Draft LAP Boundary
- EM - Environmental Management Area.
- [cSAC] Candidate Special Area of Conservation
- Important Tree Stands
- Indicative Cyclepath / Walkways
- Amenity / Green Network
- Indicative Neighbourhood Centre
- Protected Views







**TUAM LAP 2011-2017  
MAP 2A Specific Objectives/  
Green Network**










KEY	Description
S.3	SERVICES & INFRASTRUCTURE
S.3.1.3	Water services objectives
WS5	Provide/Protect 100m buffer around the WTP
	Appropriate buffer zones around any other TP
S.3.2.3	Surface Water & Flooding Objectives
SW2	Protect floodplains & areas along river banks
S.4	TRANSPORTATION & MOVEMENT
S.4.1.3	Sustainable Transport Objectives
ST4	Connect Mart Site to Railway Station
ST9	Develop River Nanny pedestrian greenway
	Strategic Routes
RT2	M18/17- Min. 90m building setback
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	No minimum building setback - in areas of 50kph or less.
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S.9.4.6	Open Space, Amenity & Green Network Objs.
OAG2	Walkway along railway corridor
OAG4	Maintain Teampall Jarlath Church & graveyard
OAG5	Preserve pedestrian links / amenity wedges
OAG9	Enhance linkages within the 'green network'

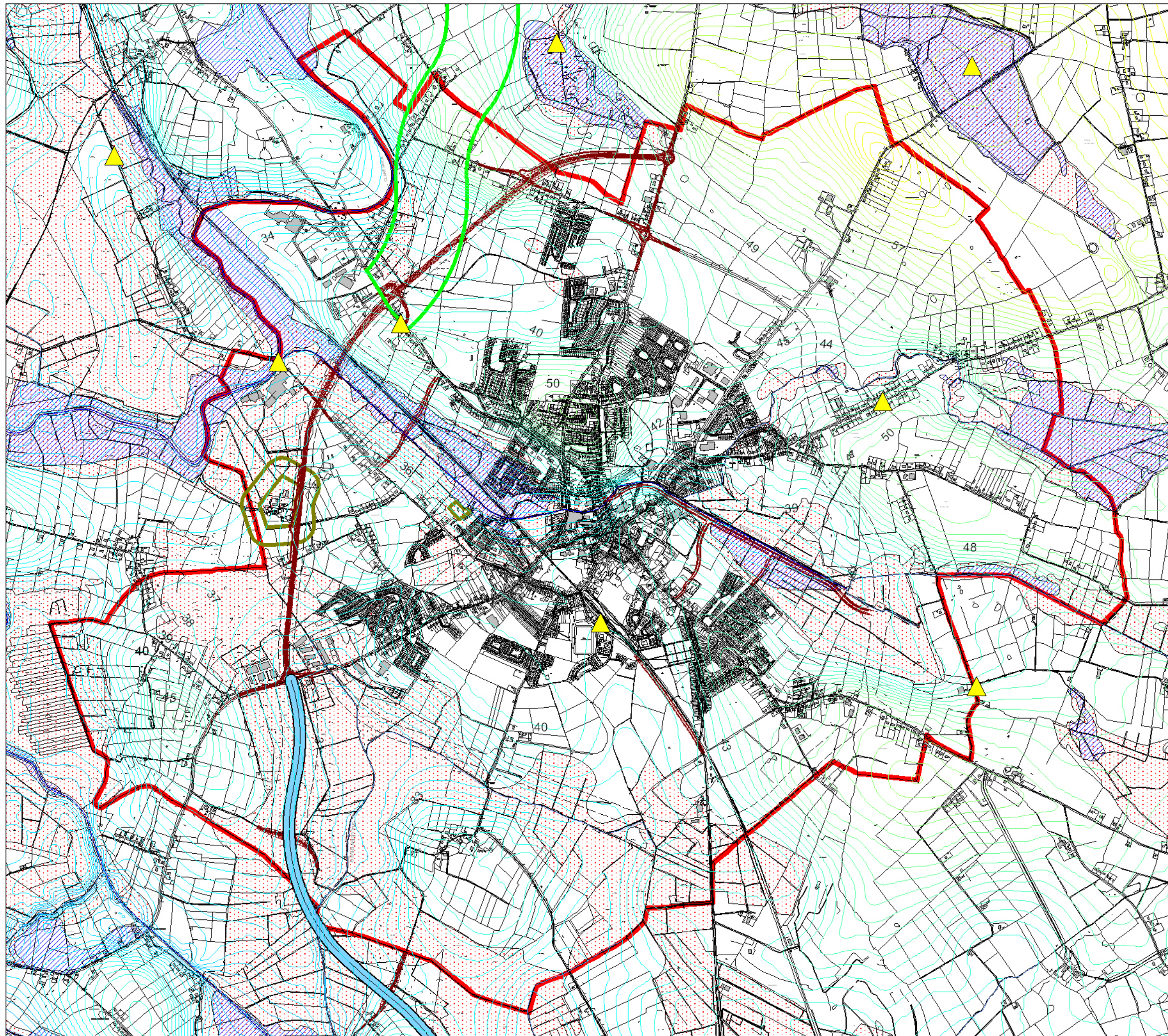
**NOTE:** This map should be read in conjunction with the full objectives in the Plan.



-  Inner Relief Road/Inner Relief Streets
-  N17 Tuam Bypass Scheme (Type 2 Dual Carriageway)
-  N17 Tuam to Claremorris Road Scheme
-  Emerging Preferred Route Corridor (overlap between N17 Tuam - Claremorris Road Scheme & N17 Tuam Bypass Scheme)

-  Important Tree Stands
-  Indicative Cyclepath / Walkways
-  Amenity / Green Network
-  Indicative Neighbourhood Centre
-  Protected Views



**TUAM LAP 2011-2017  
MAP 2B Specific Objectives/  
Green Network  
(Town Centre)**



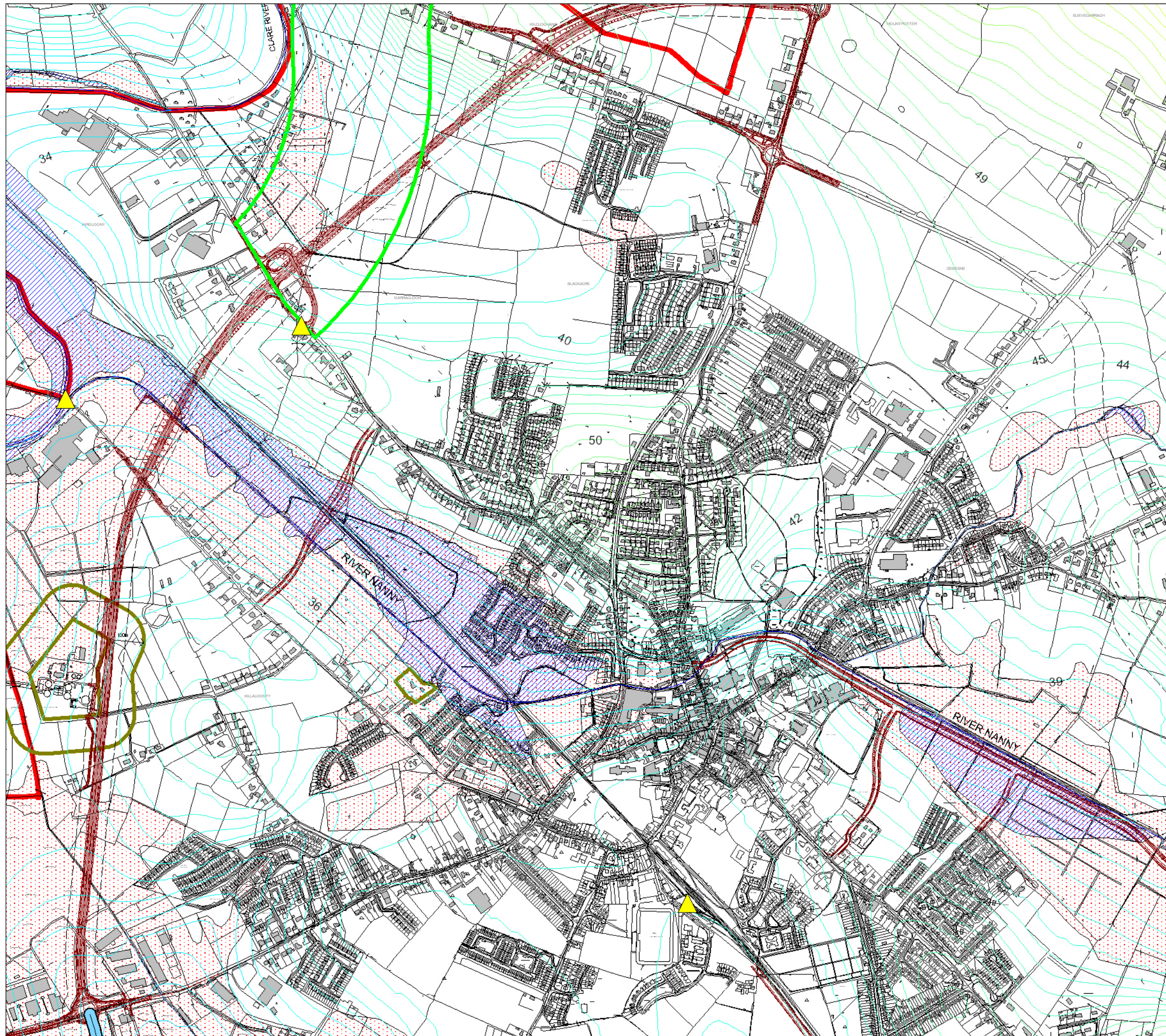
-  LAP Plan Boundary
-  Benefiting Land
-  Historical Flood Plains - OS 1842 Survey
-  Recorded/Historical Flood Events
-  1m contours
-  Inner Relief Road/Inner Relief Streets
-  N17 Tuam Bypass Scheme (Type 2 Dual Carriageway)
-  M18/M17 Gort to Tuam (Motorway)
-  N17 Tuam to Claremorris Road Scheme




**Map Disclaimer:**

Historical Flood data is provided to identify areas of historical flooding and to broadly highlight areas adjacent to historic flooding. It shall be used for general guidance only. The SFRA map when completed shall accompany this historical flood data map and shall be used to inform Development Management decisions.



**TUAM LAP 2011-2017  
Map 3A  
Historical Flood Data**



-  LAP Plan Boundary
-  Benefiting Land
-  Historical Flood Plains - OS 1842 Survey
-  Recorded/Historical Flood Events
-  1m contours
-  Inner Relief Road/Inner Relief Streets
-  N17 Tuam Bypass Scheme (Type 2 Dual Carriageway)
-  M18/M17 Gort to Tuam (Motorway)
-  N17 Tuam to Claremorris Road Scheme

**Map Disclaimer:**  
 Historical Flood data is provided to identify areas of historical flooding and to broadly highlight areas adjacent to historic flooding. It shall be used for general guidance only. The SFRA map when completed shall accompany this historical flood data map and shall be used to inform Development Management decisions.



**TUAM LAP 2011-2017  
 Map 3B  
 Historical Flood Data  
 (Town Centre)**

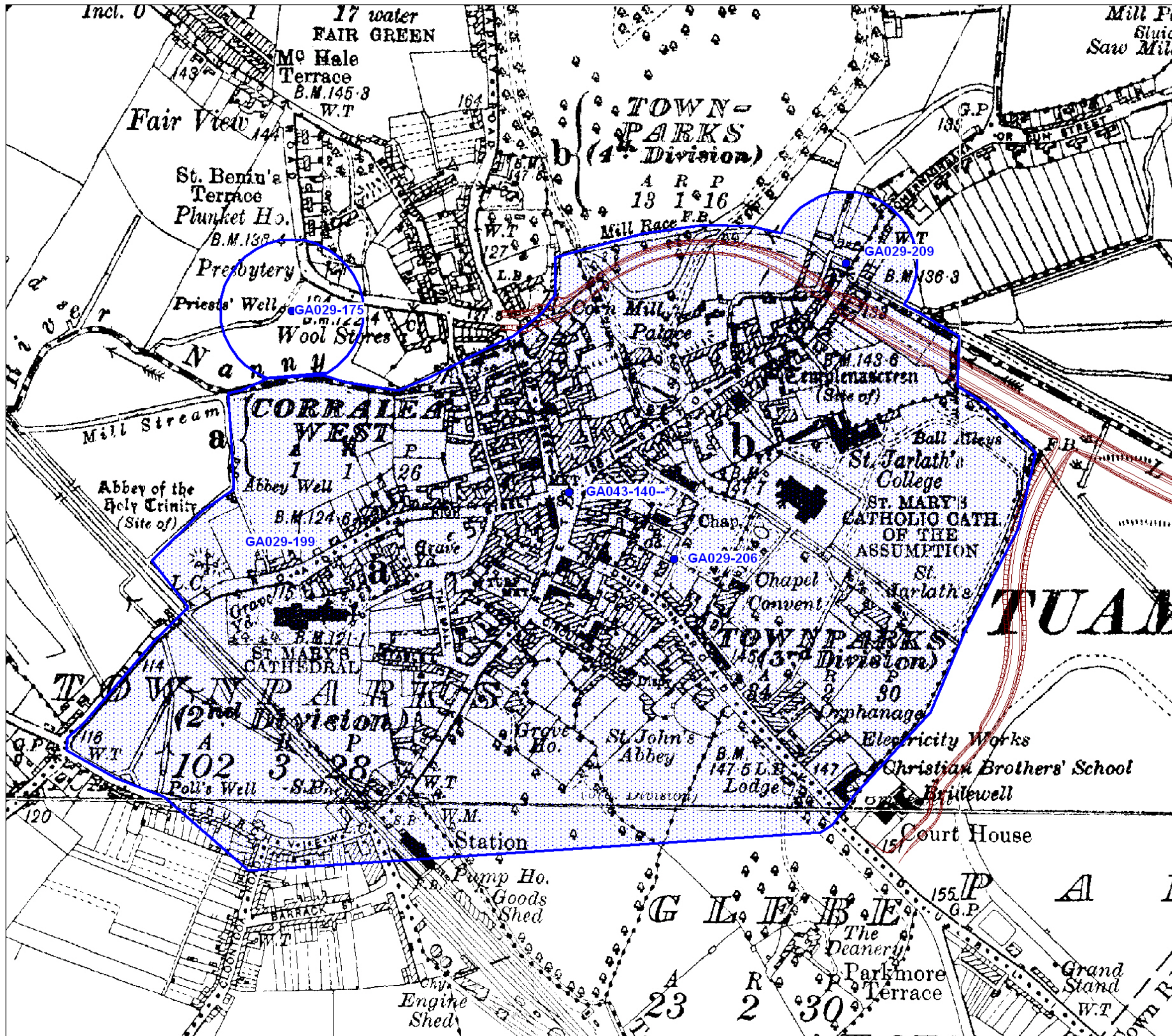


- ▭ LAP Plan Boundary
- Recorded Sites and Monuments
- [ZAP] Zone of Archaeological Potential

- Proposed Inner Relief Roads/Streets
- Proposed N17 Bypass



**TUAM LAP 2011-2017**  
**MAP 4A**  
**RECORD OF**  
**MONUMENTS AND PLACES**

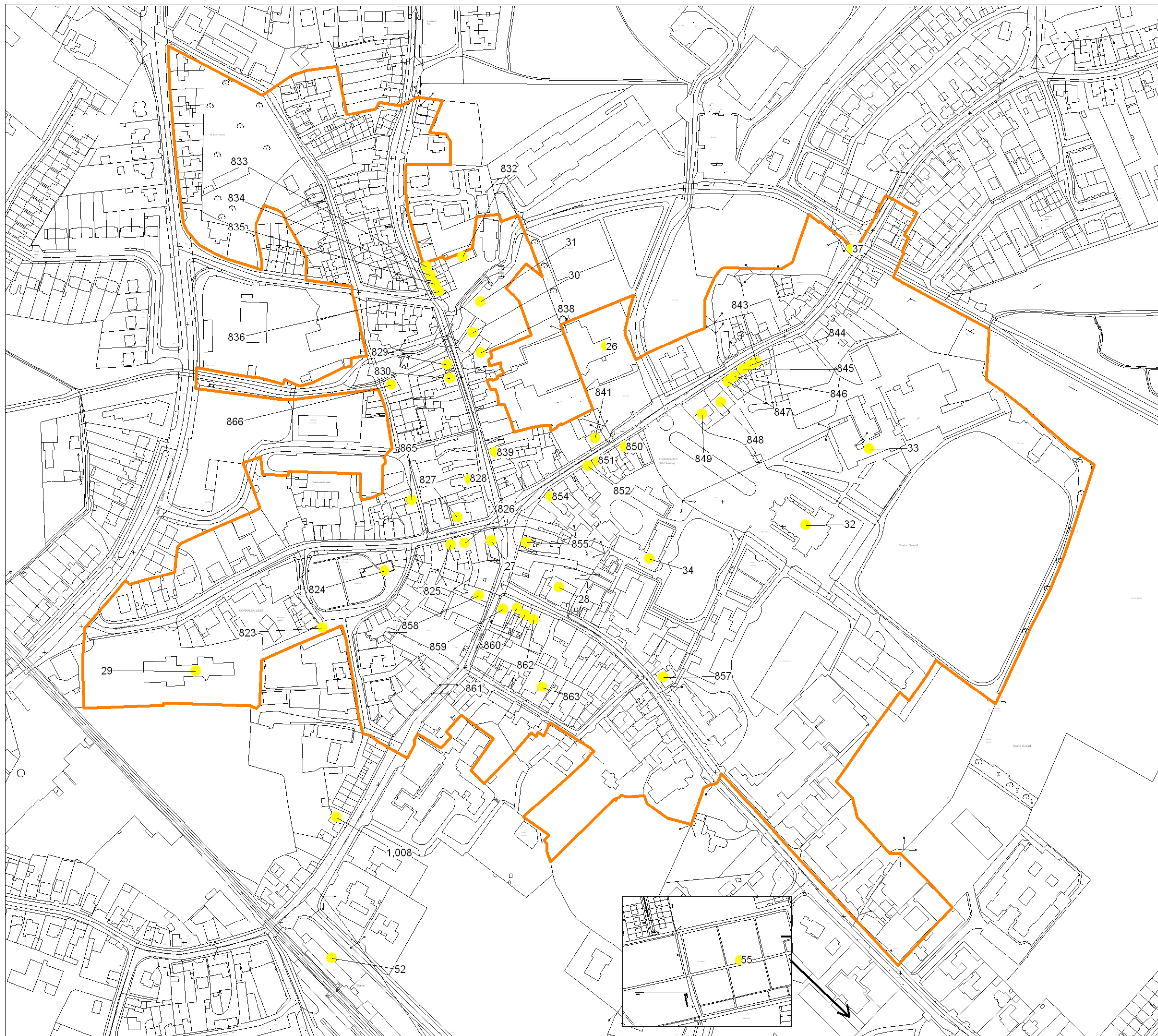


- LAP Plan Boundary
- Recorded Sites and Monuments
- [ZAP] Zone of Archaeological Potential

- Proposed Inner Relief Roads/Streets
- Proposed N17 Bypass



TUAM LAP 2011-2017  
 MAP 4B  
 RECORD OF  
 MONUMENTS AND PLACES  
 &  
 ZONE OF ARCHAEOLOGICAL POTENTIAL  
 [ZAP]



- RPS - Record of Protected Structures
- ▭ ACA - Architectural Conservation Area



**TUAM LAP 2011-2017  
MAP 5A  
Protected Structures (RPS)  
&  
Architectural Conservation  
Area (ACA)**