



**Chief Executive's Report  
on Submissions received on the Draft Galway  
County Development Plan 2022 - 2028**

**October 2021**

## **Part 1 Introduction**

### **1.1 Purpose of Report**

This report forms part of the statutory process for the review of the Galway County Development Plan 2015 -2021 and the preparation of the new County Development Plan 2022-2028.

It sets out the procedures for preparation of the Draft Galway County Development Plan 2022-2028 and summarises the National and Regional Context in which the Plan is being prepared.

It lists and summarises the issues raised during the Second Stage Public Consultation period and gives the Chief Executives response[s] and recommendation[s] in relation to those issues. These are arranged according to the Chapter Headings of the Draft Galway County Development Plan.

The report is submitted to the Members of Galway County Council for their consideration.

### **1.2 Format of this Report**

- Part 1 sets out the requirement and legislative background for the report.
- Part 2 contains a summary and analysis of all written submissions received, including from the Office of Planning Regulator (OPR) and all Prescribed Authorities/organisations.
- The remaining submissions from members of the public and interest groups are summarized in a group format by Chapter.
- Part 3 contains the appendices and is arranged as follows:
- **Appendix A** includes the Infrastructure Assessment.
- **Appendix B** includes the Revised Housing Strategy and Housing Need Demand Assessment.
- **Appendix C** includes the Revised Galway County Transport and Planning Strategy Document.
- **Appendix D** includes:
  - An amendments summary table which identifies how the proposed zoning amendments have arisen since the Draft Plan stage; and,
  - The Revised Maps and Settlement Zoning Plans.
- **Appendix E** Lists the Prescribed Bodies who were informed of the review.
- **Appendix F** Includes a list of valid written submissions.
- **Appendix G** Includes a list of valid submissions to Greenways.
- **Appendix H** Includes the Public Notice.
- **Appendix I** is the summary of Discussions from the Public Webinars held in June and July, and,
- **Appendix J** Includes late submissions

## 1.3 Legislative Background and Timeframe

### 1.3.1 National Planning Framework and Regional Spatial and Economic Strategy

Following the publication of the National Planning Framework (NPF) each of the 3 regions is required to adopt a Regional Spatial & Economic Strategy (RSES), and all County Development Plans must be consistent with the policies and objectives of the NPF and RSES relevant to their region. County Galway is within the Northern and Western Regional Assembly. The Northern and Western Regional Assembly adopted the RSES in January 2020.

### 1.3.2 Legislative Context for the Stage 2 Chief Executive's Report

The Chief Executive's Report is prepared and submitted in accordance with the requirements of Section 12 of the Planning and Development Act 2000 as amended. **Section 12(4)** of the Act states inter alia that:

*4. [a] Not later than 22 weeks after giving notice under subsection (1) and, if appropriate, subsection (3), the Chief Executive of a planning authority shall prepare a report on any submissions or observations received under subsection (2) or (3) and submit the report to the members of the authority for their consideration.*

*A report under paragraph (a) shall –*

*(b)(i) list the persons or bodies who made submissions or observations under this section,*

*(ii) provide a summary of –*

- (I) the recommendations, submissions and observations made by the Minister, where the notice under paragraph (a) of subsection (2) was sent before the establishment of the Office of the Planning Regulator,*
- (II) the recommendations, submissions and observations made by the Office of the Planning Regulator, and*
- (III) the submissions and observations made by any other persons,*

*in relation to the draft development plan in accordance with this section, ]*

*(iii) give the response of the chief executive to the issues raised, taking account of any directions of the members of the authority or the committee under **section 11(4)**, the proper planning and sustainable development of the area, the statutory obligations of any local authority in the area and any relevant policies or objectives of the Government or of any Minister of the Government and, if appropriate, any observations made by the Minister for Arts, Heritage, Gaeltacht and the Islands under subsection (3)(b)(iv).*

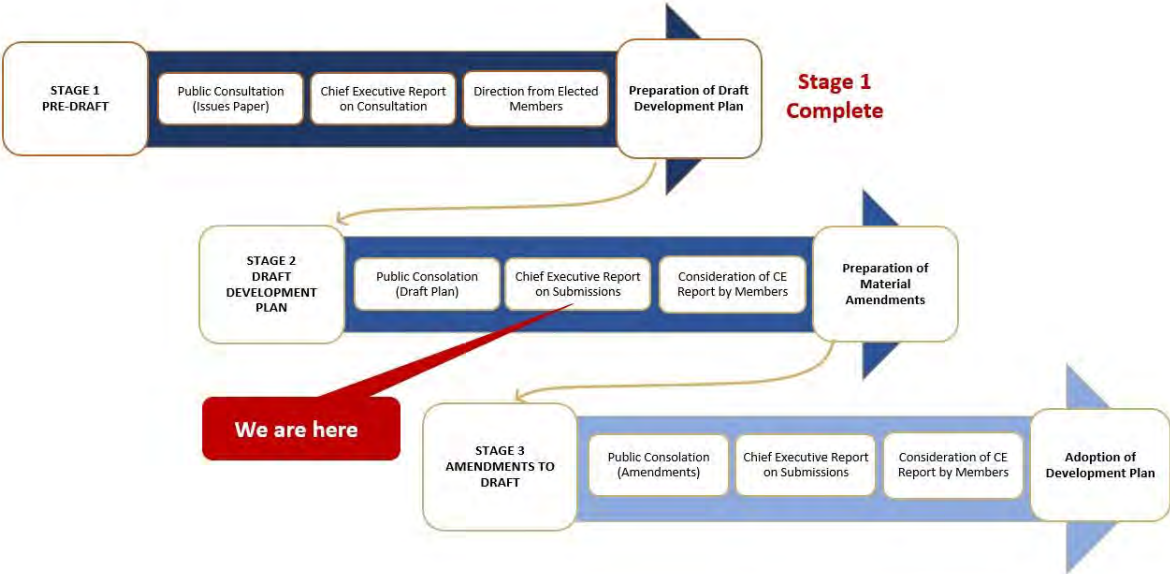
*( ba ) A report prepared and submitted in accordance with paragraph (a) shall contain a summary of the observations, submissions and recommendations made by the Office of the Planning Regulator under section 31AM to the planning authority concerned. ]*

( bb ) In the case of each planning authority within the GDA, a report under paragraph (a) shall summarise the issues raised and the recommendations made by the DTA in its written submission prepared in accordance with section 31C and outline the recommendations of the F90 [ chief executive ] in relation to the manner in which those issues and recommendations should be addressed in the development plan. ]

( bc ) A report under paragraph (a) shall summarise the issues raised and recommendations made by the relevant [ regional assembly ] in its written submission prepared in accordance with section 27B (inserted by section 18 of the Act of 2010 ) and outline the recommendations of the [ chief executive ] in relation to the manner in which those issues and recommendations should be addressed in the development plan. ]

**1.3.3 Timeframe**

Under the Planning and Development Act 2000 (as amended) (hereafter referred to as the Act), Development Plans run for a six-year period and preparation of a new Plan must commence not later than four years after the plan was adopted. The publication of a notice on 18<sup>th</sup> June 2020 stating the intention to prepare a new Draft County Development Plan for the period 2022 - 2028 marked the formal commencement of the two-year review process. Within two years of this date a new Plan must be adopted by the Members of the Council. The Act sets out a number of key stages in the process.



**Stage 1**

The first stage involved a preliminary consultation period between June and September 2020, during which submissions were invited on issues to be included in the Draft County Development Plan. A number of meetings were held with interested bodies, the Public, and the County Council members. Service Providers were also consulted on their plans and operational programmes. There were also meetings with key internal Council sections such as Road Design and Water Services on the subject of overall infrastructure provision in the county.

A Chief Executive's Report was then prepared and circulated to the Council members for their consideration in October 2020. The Chief Executive's Report listed the persons who made submissions, summarised the issues raised, and indicated the opinion and recommendation of the Chief Executive in relation to such issues.

A 12-week period for the preparation by the Executive of the Draft County Development Plan and its submission to Council Members who had an 8-week period for its consideration at the end of which it became the formal Draft Plan. The Plan was adopted for public display at a Council Meeting in May 2021 subject to a number of amendments.

### *Stage 2*

The statutory 10-week consultation process for the Draft Galway County Development Plan 2022 – 2028 began on 20<sup>th</sup> May 2021 and concluded on 30<sup>th</sup> July 2021. The Draft Plan was available for viewing upon request in the Planning Department, Áras an Chontae, Prospect Hill, Galway. It was also available for viewing in the County libraries and online at <https://consult.galway.ie/>. Meetings were held with members of the public as requested. Submissions or observations regarding Policy Objectives to deliver an overall strategy for the proper planning and sustainable development of the area of the Development Plan were invited.

Public consultation was facilitated through a number of means, including:

- Newspaper adverts advised of the consultation period, invited submissions and advised of the dedicated consultation portal website that hosted the Draft Plan.
- Full details of the process was also advertised on the Council's website [www.galway.ie](http://www.galway.ie), <https://consult.galway.ie/> and Social Media platforms (Twitter and Facebook).
- Notice was sent to the prescribed bodies, the adjoining Planning Authorities and relevant stakeholders and infrastructure providers; and,
- Notice was also issued to the Public Participation Network to disseminate to its members.

A number of Members Workshops, Public Webinars and Public Participation Network events were held to facilitate engagement, as follows:

- Collaboration with both the Office of Planning Regulator and Northern and Western Regional Assembly were held to discuss the Draft Plan.
- Workshops were held with Members in April 2021 at which they were informed of the evolving Draft Plan structure and layout as well as timescale and procedures involved in the review process.
- The Planning Department held two public webinars during the public consultation period in lieu of community meetings due to the COVID-19 restrictions. Both webinars gave a detailed overview of the Draft County Development Plan. They were held on the following dates:
  - 30<sup>th</sup> June 2021 11.00am – 12.00pm
  - 01<sup>st</sup> July 2021 7.00pm – 8.00pm

- A Public Participation Network event was also held on 22<sup>nd</sup> June 2021 at 7.00pm which illustrated the main topics outlined in the Draft Plan.
- In addition, a series of media adverts aired on local radio publicising the Draft Plan and Webinar events.
- A video clip was prepared and ran on our Social Media platforms throughout the 10-week public consultation.

2,877 submissions have been received which include submissions from members of the public, Elected Members and Prescribed Bodies.

#### 1.4 Submissions and Next Steps

2,877 written submissions were received within the statutory timeframe which are listed in Appendix F.

- Ten late submissions were received after the consultation deadline on 30<sup>th</sup> July 2021.
- 1,654 submissions were received related predominantly to the Quiet Man Greenway.
- 557 submissions were received in Irish.
- 723 submissions were received relating to the Local Authority Renewable Energy Strategy.

This report summarises the following and includes the Chief Executive's Opinion and Recommendation on each issue:

- The main issues raised by the Office of the Planning Regulator and all Prescribed Bodies
- The main issues raised by members of the public, organisations and all interest groups by Chapter (as indicated in the Draft Plan).

Members have **12 weeks** to consider this report and the submissions received, taking account of the statutory obligations of the local authority and any relevant policies of the Government. This report will be circulated to the Elected Members to facilitate consideration of the report with final discussion during a series of Council Meetings.

It should be noted that in your deliberations and consideration that the following be taken into account –

*(aa) Following consideration of the draft plan and the report of the [ chief executive ] under paragraph (a) where a planning authority, after considering a submission of, or observation or recommendation from the Minister made to the authority under this section [ or from the Office of the Planning*

*Regulator made to that planning authority under section 31AM ] or from a [ regional assembly ] made to the authority under section 27B , **decides not to comply with any recommendation** made in the draft plan and report, it shall so inform [ the Office of the Planning Regulator and ] the Minister or [ regional assembly ] , as the case may be, as soon as practicable by notice in writing which notice shall contain **reasons for the decision**.*

Where, following the consideration of the draft development plan and the Chief Executive's report, it appears to the members of the authority that the draft should be accepted or amended, subject to *subsection (7)*, they may, by resolution, accept or amend the draft and make the development plan accordingly.

Following the consideration of this Chief Executive's Report by the Elected Members and accepting of the Draft Plan and making amendments to the Draft County Development Plan, a 3-week period is allotted by the Act for the preparation of the amendments to the Draft Galway County Development Plan 2022 - 2028. This may be subject to change based on the emergency legislation pertaining to COVID 19. The material amendments only will be put on public display for a period of four (4) weeks and made available for the Public to view and make further submissions on if required.

## **Part 2 Submissions and Chief Executive's Opinion and Recommendation**

### **2.1 Introduction**

A summary of the issues raised in the consultation process and the Chief Executive's **Opinion and Recommendations** are outlined in this section as follows:

- The Office of Planning Regulator (OPR).
- Northern and Western Regional Assembly (NWRA).
- Prescribed Authorities.
- Volume 1 Written Statement.
- Volume 2 Settlement Plans.

#### **Metropolitan Area Strategic Plan**

- Baile Chláir, Bearna and Oranmore
- Briarhill and Garraun Urban Framework Plans

#### **Small Growth Towns**

- Clifden, Headford, Maigh Cuilinn, Oughterard and Portumna

- **Small Growth Villages**

- An Cheathrú Rua, An Spidéal, Ballygar, Dunmore, Glenamaddy, Kinvara, and Moylough

- **Submissions on Environmental Reports**





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# **Submission from Prescribed Authorities**

The Office of the Planning Regulator wishes to acknowledge the considerable and evident work that Galway County Council has put into the preparation of the draft plan against the backdrop of an evolving national and regional planning policy and regulatory context and the establishment of the Office. The Office wishes to acknowledge the high standard of presentation and layout of the Draft Plan and supporting documents, which provide a clear and concise strategy for the proper planning and sustainable development of the county.

Reference has been made to the recent Ministerial Letter to Local Authorities relating to Structural Housing Demand in Ireland and Housing Supply Targets and associated section 28 Guidelines: Housing Supply Target Methodology for Development Planning.

It is considered that the Development Plan has embraced a number of challenges and opportunities identified in the NPF, the RSES and the Galway MASP, by establishing a strong strategic approach to compact growth through the settlement hierarchy, by directing population and economic growth to the MASP, key towns and settlements in a balanced and measured way.

The Planning Authority is commended on the plan led approach to provide a vision for new growth areas and demonstrates the Planning Authority's commitment to provide vision for new growth areas. The provision of concise policies, land use maps and identification of opportunity sites for a significant proportion of the county's smaller towns and rural villages all support the National Strategic Objectives for strengthening rural economies.

The submission has identified 7 themes that needs to be examined as follows:

### **1. Core Strategy and Settlement Hierarchy**

#### **Recommendation 1 - Core Strategy**

The Planning Authority is required to review the proposed Core Strategy (including settlement strategy and associated identification of development potential and zoning exercises), Housing Strategy and HNDA, and to revise as necessary to comply with the requirements of the Section 28 Guidelines: Housing Supply Target Methodology for Development Planning and Appendix 1 of the accompanying Ministerial Letter to Local Authorities

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

With respect to the ESRI research work "*Structural Housing Demand at County Level*" published on 14<sup>th</sup> December 2020, the "Housing Supply Target Methodology for Development Planning" published by DHLG in December 2020, and the Ministerial Letter advising these publications as the most up to date approach towards demand projection, this projection has been revised. According to this method, housing allocation over the plan period is to be calculated by not only relying on the population projection, but also factoring in two elements of supply and unmet demand in the county. The Core Strategy Table (2.9) will also be updated accordingly to take account of the revised housing allocation. The Core Strategy Table has also been updated to take account of mixed-use development in brownfield/infill sites in town centre/village centre. The policy objective and the purpose of such uses specifies residential use along with the primary policy objective (commercial) of that zoning.

In relation to the Housing Need Demand Assessment (HNDA) and the associated Housing Circular 28/2021 on Affordable Housing Act 2021 - Part V Requirements will require amendments to **Chapter 2 Core Strategy, Settlement Strategy and Housing Strategy**, namely Section 2.5.

Effective from 3rd September 2021, the Housing Circular 28/2021, amends Part V of the Planning and Development Act 2000. The Programme for Government contained commitments in relation to expanding Part V to encompass affordable purchase and cost rental units and introducing affordable homes requirements to Part V. Part 6 of the Affordable Housing Act 2021, which was enacted on 21 July 2021, gives effect to this commitment.

The principal change to Part V effected by these amendments is to *increase the Part V contribution for new housing developments from up to 10% for social housing to a mandatory 20% requirement, at least half of which must be applied to social housing provision and up to half of which may be applied to affordable and cost rental housing.*

It is noted that these changes to Part V primarily apply to land purchased on or after 1 August 2021. Any new planning permissions for housing development on that land will have a 20% Part V requirement. However, a 10% Part V requirement will apply where land already has planning permission or was purchased between 1 September 2015 and 31 July 2021 and planning permission is granted before 31 July 2026.

As a result, it is considered that there would be amendments to reflect the Circular in **Chapter 2 Core Strategy, Settlement Strategy and Housing Strategy** as outlined above.

**Chief Executive’s Recommendation**

(i) The aforementioned Guidelines will be included in **Chapter 2 Core Strategy, Settlement Strategy and Housing Strategy** and **Appendix B Housing Strategy and Housing Need Demand Assessment**. It is recommended that the following text and table is amended and inserted in Section 2.3.6, 2.3.7 and 2.3.8 of Chapter 2 and Appendix B.

**2.3.6 Population Scenarios at Settlement/County Level**

In this policy intervention scenario, the above population targets are used as the fixed variables and then an interpolation of the required level of change per annum was developed from baseline year 2016 to NPF/RSES target years 2026 and 2031; thus, producing annualised figures over the period of 2022 and 2028 which is the lifetime of the Development Plan.

Year	Total Population in County Galway	Annual Population Increase during year	Annual Population Increase 2022-2028	Total Population Increase 2022-2028	Total Population Increase 2016-2028
2006	159,256	68.70%			
2011	175,124	69.90%			
2016	179,390	69.50%			
2017	182,001	1.46%	2,611		
2018	184,612	1.46%	2,611		
2019	187,223	1.46%	2,611		
2020	189,834	1.46%	2,611		
2021	192,445	1.46%	2,611		
2022	195,056	1.46%	2,611		
2023	197,667	1.46%	2,611		

2024	202,278	1.46%	2,611		
2025	202,889	1.46%	2,611		
2026	205,500	1.46%	2,611		
2027	208,300	1.36%	2,800		
2028	211,100	1.36%	2,800	18,655	31,810
2029	213,900	1.36%	2,800		
2030	216,700	1.36%	2,800		
2031	219,500	1.36%	2,800	27,055	40,110

**Table 2.7: Projected Population Growth Over the Plan Period based upon NPF/RSES 2026 & 2031 Targets**

### 2.3.7 Average Household Size

The census 2016 data indicates that Galway has a population to household size of 2.8 which is slightly higher than the state average of 2.7. However, the NPF states that this state average is expected to decline to around 2.5 by 2040, while also acknowledging that household sizes in urban areas tend to be smaller than in suburbs or rural parts of the county. As outlined in the Housing Strategy (Appendix 2) an analysis of historical trends of household size in the county was carried out to determine the evidence based graduated reduction in average household size, which has been identified as 2.5 for the plan period. By applying the relevant household size to the projected population increases, it is possible to forecast required household numbers to 2028 and beyond.

### 2.3.8 Housing Supply Target

With respect to the:

- ESRI research work “Structural Housing Demand at County Level” published on 14<sup>th</sup> December 2020,
- Housing Supply Target Methodology for Development Planning published by DHLGH in December 2020, and
- Ministerial Letter advising these publications as the most up to date approach towards demand projection,

this projection has been revised. According to this method, the housing allocation over the Plan period is to be calculated by not only relying on the population projection, but also factoring in the two elements of housing supply and unmet demand in the county. Table 2.8 below reflects the data that has been collated to calculate the housing demand for the Galway County Development Plan 2022-2028.

	County Council	Annual Households Avg.	Total Households
A	ESRI NPF scenario projected new household demand 2017 to Plan end year, 2028	1,427	17,118

B	Actual new housing supply 2017 to most recent available year or quarter period to Plan commencement (2017-2021Q2 CSO data + estimated 2021Q3-2021Q4)	678	3,390
C	Homeless households (latest data), and unmet demand as at most recent Census	N/A	146
D	Plan Housing Demand = A - B + C	2,312	13,874
E	Potential adjustment 1 to end 2026 portion of plan period to facilitate convergence to NPF strategy (where justified)	Mid-point between ESRI NPF and Baseline scenarios to 2026 in lieu of A above	Adjusted Total
E1	ESRI Baseline scenario projected new household demand 2017 to 2028	904	10,846
E2	Mid-point between A and E1 - ESRI NPF and Baseline scenarios, to 2028	1,165	13,982
E3	Adjusted Total Plan Demand calculation based on E2 in lieu of A above	1,534	10,738

Table 2.8 ESRI Household Projections 2017-2028

According to the ESRI published excel spreadsheet utilising the ESRI NPF method, an overall of 17,118 no. households over 2017-2028 is expected. This is 10,846 no. households when applying the ESRI Baseline method. The county is facing an overcrowding and concealed housing demand of 55 units, while the latest published statistics on homeless by DHLG (December 2020) indicates 225 persons are homeless in county. This gives an overall unmet demand of 146 units. On the supply side, a total number of 3,390 units had been delivered over 2017-2021, as recorded on CSO Stat Bank.

To identify the housing demand the figures above were applied using the formula as indicated in the "Housing Supply Target Methodology for Development Planning" published by DHLG in December 2020:

$$\text{Housing Demand 2021-2028} = (\text{Total Projection 2017-2028} - \text{Unit Completions 2017-2021}) + \text{Total Unmet Demand} \quad [ E3 = E2 - B + C ]$$

Therefore, the overall housing demand over the plan period is expected to be 10,738 units, which equates to 1,534 housing units per annum.

This indicates a discrepancy of 110 no. units per annum when compared with the previous method, which can be explained through factoring in the two elements of housing supply and unmet demand in the ESRI method, resulting in a more accurate housing target.

Performing the same calculations to estimate housing demand up to 2031, the overall housing demand is expected to be 14,524 units. This equates to 1,351 housing units per annum over 2021-2031.

	County Council	Annual Households Avg.	Total Households
A	ESRI NPF scenario projected new household demand 2017 to 2031	1,457	21,851
B	Actual new housing supply 2017 to most recent available year or quarter period to Plan commencement (2017-2021Q2 CSO data + estimated 2021Q3-2021Q4)	678	3,390
C	Homeless households (latest data), and unmet demand as at most recent Census	N/A	146
D	Plan Housing Demand = A - B + C	3,101	18,607
E	Potential adjustment 1 to end 2026 portion of plan period to facilitate convergence to NPF strategy (where justified)	Mid-point between ESRI NPF and Baseline scenarios to 2026 in lieu of A above	Adjusted Total
E1	ESRI Baseline scenario projected newhousehold demand 2017, to 2031	912	13,684
E2	Mid-point between A and E1 - ESRI NPF and Baseline scenarios, to 2031	1,185	17,768
E3	Adjusted Total Plan Demand calculation based on E2 in lieu of A above	1,351	14,524

Table 2.8 ESRI Household Projections 2017-2031

**(ii) 2.3.12 Core Strategy Map & Core Strategy Table**

The Core Strategy Map (Map 2.1) is a diagrammatic representation of the spatial planning Strategy for County Galway. The Core Strategy table 4.2 on page 39 sets out the population projections and household allocation for each settlement and rural countryside up to 2028 and for 2028-2031.

Land which allows for a mix of uses including residential has also been indicated. For the purpose of this Plan, such uses consist of Mixed Use and Town/Village Centre, where the policy objective and purpose of that zoning specifies residential use along with the primary objective (commercial/retail) of that zoning.

Settlement Plans in Volume 2 reflect these figures and indicates the quantum of future development for the plan period. It is considered that the lands identified for residential development are sufficient to meet the population targets set out in the Core Strategy Table and reflects each settlement's role in the Settlement Hierarchy. The amount of zoned lands required in each settlement was determined

using an evidence based typology and asset-based approach and also an Infrastructural Assessment in Appendix A.

- (iii) In addition, Table 2.9 Core Strategy is amended.  
Please see separate section on page 63, at the end of the OPR Section with Core Strategy Table, Recommendation No 1, 2, 7 and 15 relating to the removal/addition of Residential Phase 1 lands.
- (iv) Revised Housing Strategy and Housing Need Demand Assessment -Appendix B
- (v) Amendments to Chapter 2 to reflect Circular 28/2021 on Affordable Housing Act 2021

## 2.7 Part V Provision

Social and affordable housing is delivered through a provision known as Part V in an effort to address housing segregation and provide a good mix of housing tenure in any location. In light of the Government's recent publication of the "Affordable Housing Act 2021", the "Housing Circular 28/2021 on Affordable Housing Act 2021 - Amendments to Part V of the Planning and Development Act 2000", and "Housing for all; a New Housing Plan for Ireland" in September 2021, the changes to Part V primarily apply to land purchased on or after 1 August 2021. Any new planning permissions for housing development on that land will have a 20% Part V requirement. However, a 10% Part V requirement will apply where land already has planning permission or was purchased between 1 September 2015 and 31 July 2021 and planning permission is granted before 31 July 2026.

In accordance with the provision of national legislation, 20% of all lands zoned for residential uses, or for a mixture of residential and other uses, shall be reserved for the provision of social and/or affordable housing in order to address the requirement for social and affordable housing under Part V, thus promoting tenure diversity and socially inclusive communities within the County. Outlined in the Housing Circular 28/2021, the Part V contribution applicable to a grant of planning permission remains at 10% (to be applied to social housing only) where land already has planning permission or until 31 July 2026 for all land purchased in the period between 1 September 2015 and 31 July 2021. The applicable percentage will be 20% in all other cases.

~~In accordance with the provision of national legislation, 10% of all lands zoned for residential uses, or for a mixture of residential and other uses, shall be reserved for the provision of social and/or affordable housing in order to address the requirement for social housing under Part V, thus promoting tenure diversity and socially inclusive communities within the County.~~

~~Section 94 of the Planning and Development Act stipulates that a percentage not exceeding 10% of land with a residential zoning or a mix of uses that includes residential shall be reserved for the provision of social and affordable housing. This is secured through a Part V agreement.~~

**PV1**

**Part V Provision**

~~It is a policy objective of the Council to secure implementation of the Part V Housing Strategy in accordance with section 95(1) of the Planning and Development Act 2000 (as amended) in particular, through the reservation of 10% of all land zoned solely for residential use, or for a mixture of residential or other uses, to be made available for the provision of social and affordable housing referred to in section 94(4)(c) of the Planning and Development Act 2000 (as amended) and shall be provided in accordance with an Agreement referred to in section 96 of the Planning and Development Act 2000 (as amended) and in accordance with Part V Ministerial Guidance or any future revised Guidance.~~

It is a policy objective of the Council to secure implementation of the Part V provision of the Planning and Development Act 2000 (as amended), through the reservation of 20% of all lands zoned for residential uses, or for a mixture of residential and other uses, shall be made available for the provision of social and/or affordable housing in order to address the requirement for social and affordable housing under Part V, thus promoting tenure diversity and socially inclusive communities within the County. Outlined in the Housing Circular 28/2021, the Part V contribution applicable to a grant of planning permission remains at 10% (to be applied to social housing only) where land already has planning permission or until 31 July 2026 for all land purchased in the period between 1 September 2015 and 31 July 2021. The applicable percentage will be 20% in all other cases.



### Observation 1 - Settlement Hierarchy (tier 7)

Having Regard to NPO 15, RPO 3.4 and the Section 28 Rural Housing Guidelines, which support renewal and regeneration of rural areas, the Planning Authority is requested to revisit the approach to the designation of rural settlements/rural villages within tier 7 (level 7) of the settlement hierarchy. Consideration should be given to the following:

- (i) An internal hierarchy of settlements, villages and/or rural nodes within level 7
- (ii) Inclusion of village maps to define the settlement boundary for those settlements of larger scale or with greater capacity to absorb development
- (iii) Inclusion of, or a policy to prepare, village design statement to map and outline specific local objectives for these settlements e.g village core area, focal spaces, amenities, local features, opportunity sites etc.
- (iv) A composite map showing the location of all rural villages in level 7.

### Chief Executive's Response:

- (i) In relation to the rural settlements/rural villages the distribution of population and household growth in the county was evidence based. This was also applicable to towns and villages in Level 1-6 of the settlement hierarchy. On review of the Level 7 settlement hierarchy, it was considered appropriate to further disseminate these settlements/villages into two further categories of **Rural Settlements Level 7 (a)** and **Rural Nodes Level 7 (b)**. It is considered that the rural villages listed in the new category of Rural Settlements (7a) are of similar size and structure. It is considered that policy objective **SS7 Development of Small Villages (Level 7)** should be amended to take account of the revised hierarchy within level 7.
- (ii) It is not considered warranted at this time to include village maps for the rural settlements as planning applications will be determined on the built envelope of these villages and in accordance with policy objectives in **Chapter 2 Core Strategy, Settlement Strategy and Housing strategy**. It is considered that **Policy Objective SS7 Development of Small Villages (Level 7) and SS8 Development of Rural Communities** provides guidance at a settlement hierarchy level for growth. In **Chapter 4 Rural Living and Development** section 4.5.2 Residential Development Potential in Level 7 Settlements-Serviced/Un-Serviced Villages and the countryside provides a suite of policy objectives that supports residential development in these villages.
- (iii) It is considered that a policy objective should be included in relation to village design statement in relation to Rural Settlements. In relation to the specific policy objective **RC7 Guidelines for Cluster Housing Schemes in Villages**, it is considered that additional wording would be inserted to reflect village design statements for Rural Settlements (Level 7 a).
- (iv) A composite map illustrating level 7 (a) Rural Settlements has been prepared.

### Chief Executive's Recommendation:

- (i)
  - Amend **Policy Objective SS7 Development of Small Villages** to **Rural Settlements and Rural Nodes in Chapter 2 Core Strategy, Settlement Strategy and Housing Strategy**
  - Amend Section 4.5.2 Residential Development Potential in **Level 7 (a) Rural Settlements and 7(b) Rural Nodes** - Serviced /Un-Serviced Villages and Countryside in **Chapter 4 Rural Living and Development**

A number of the villages in this category of the settlement hierarchy are small villages that consist of a cluster of houses and limited level of services available. Some of these villages are served by public mains water and /or wastewater supply, whilst there are others that are un-serviced. It is recognised in this Plan that there is capacity in these villages to accommodate a small level of growth, with the capacity to accommodate growth dependant on the size of the village. **There are two categories of rural villages indicated on Table 2.10 Settlement Hierarchy; Rural Settlements and Rural Nodes.** Placemaking within the rural villages as outlined in **Chapter 3 Placemaking, Regeneration and Urban Living** are key components to enhance the rural vitality and rural experience.

- Amend/Split Level 7 of the Settlement Hierarchy Table 2.10 as follows:

#### **Level 7 (a):**

##### **Rural Settlements:**

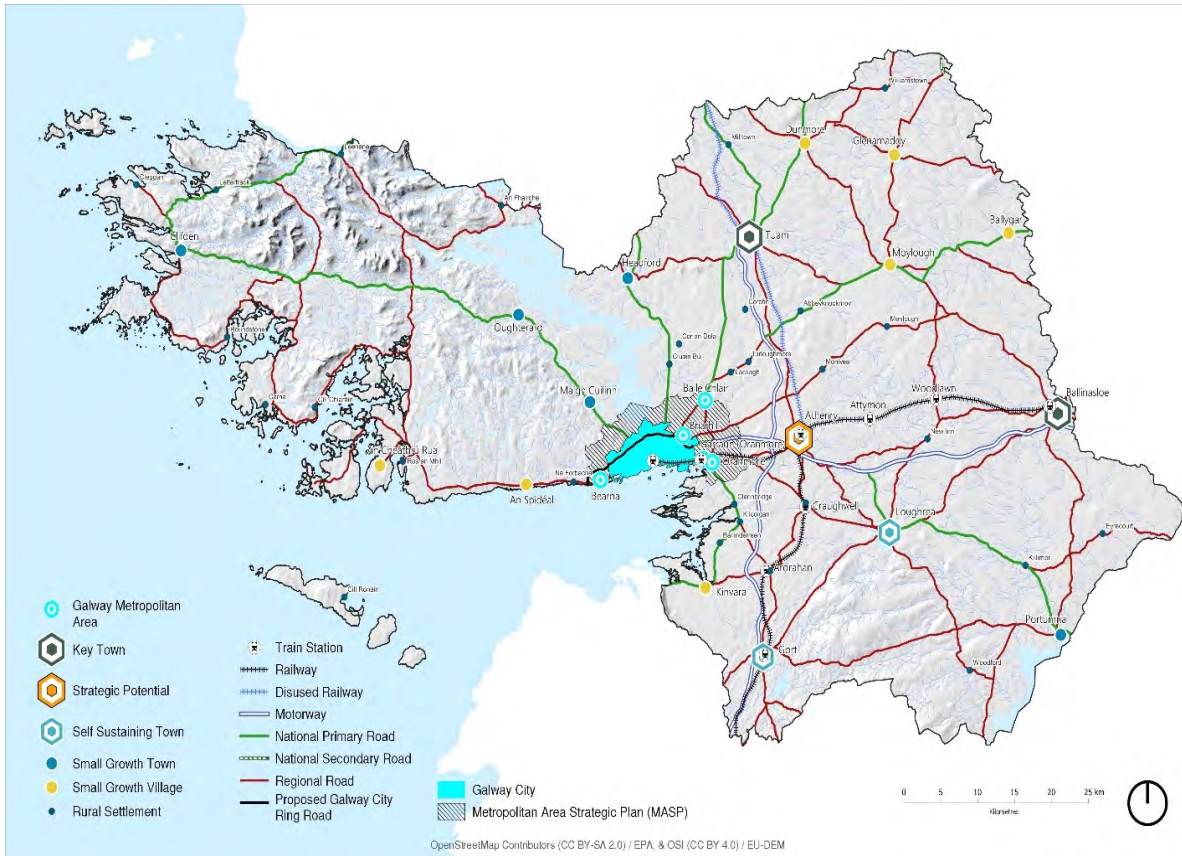
**Craughwell, Corofin, Clarinbridge, Ardrahan, Kilcolgan, Cor an Dola, New Inn, Lackagh, Turloughmore, Abbeyknockmoy, Cluain Bú, Monivea, Eyrecourt, Menlough, Williamstown, Milltown, Woodford, Killimor, Ballinderreen, Na Forbacha, Ros an Mhíl, Cill Chiaráin, Cill Rónáin, Roundstone, Carna, An Fhairche, Leenane, Cleggan, Letterfrack**

#### **Level 7 (b):**

##### **Rural Nodes:**

**An Tulaigh/Baile na hAbhann, Woodlawn, Kilconnell, Ballymacward, An Carn Mór, Eanach Dhúin, Ahascragh, Attymon, Banagher, Aughrim, Caltra, Clonfert, Kiltormer, Lawrencetown, Fohenagh, Killoran, Castleblakeney, Ballinamore Bridge, Gorteen, Cappataggle, Kilkerrin, Barnaderg, Belclare, Kilbennan, Briarfield, Newbridge, Ballymoe, Kilconly, Caherlistrane, Brownsgrrove, Sylane, Lavally, Foxhall, Newbridge, Cashla, Kiltevena, Glinsk, Ballyglunin, Laragh More, Ballymana, Esker, Carrabane, Kiltullagh, Derrydonnell Beg, Kilchreest, Ballinakill, Moyglass, Peterswell, Killeenadeema, Drim, Kilconieran, Labane, Tynagh, Kilreekil, Abbey, Bullaun, Castledaly, Coose, Newcastle, Cooloo, Shanaglish, An Cnoc, Na Minna, Rosscahill, Tulaigh Mhic Aodháin, Leitir Móir, Tully/Renvyle, Glinsk, Leitir Mealláin, Béal an Daingin, Tullycross, Rosmuc, Casla, Corr na Móna, Ballyconneely, Sraith Salach, Claddaghduff, An Mám, Maam Cross, An Aird Mhóir, Maree, Kilbeacanty, Cloghanover, Camas.**

- (ii) No Change.
- (iii) Amend as follows:
  - RC 7 Guidelines for Cluster Housing Schemes in Villages**
  - (a) Prepare Guidelines for Cluster Housing Schemes in Rural Villages within the lifetime of the Development Plan as resources permit.
  - (b) Prepare Village Design Statements for the Rural Settlements Level 7(a) as resources permit.**
- (iv) See composite map for Level 7 (a) Rural Settlements.



## **Recommendation 2 - Residential Land Supply**

In accordance with section 10(2A)(c) and (d) and 10 (2C)(b)(ii) of the Planning and Development Act 2000 (as amended) and having regard to the Guidance Note on Core Strategies 2010, the planning authority is required to amend core strategy Table 2.9 as follows:

- (i) to ensure that the density assumptions used to calculate the housing land requirements for the plan period are consistent with requirements of 10(2A), Guidance Notes and the section 28 Planning Guidelines for Sustainable Residential Development in Urban Areas (2009) and/or are justified on an evidenced based approach and site survey analysis.
- (ii) to include the area and potential housing yield of both residential zoned lands and other lands zoned for a mixture of residential and others uses, as required by Section 10(2A)(c) and (d);
- (iii) to clearly state that a minimum of 30% of residential units shall be located within the built-up footprint (in lieu of 'up to') as required by NPO 3; and
- (iv) to include for the requirement of RPO 3.3 to provide 20% of rural housing on brownfield sites, which applies to Headford and tiers 6 and 7 of the settlement hierarchy.

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

- (i) The comments in relation to the consistency of the approach to anticipated densities for future development in accordance with the Sustainable Residential Development in Urban Areas Guidelines for Planning Authorities (2012) is noted.

In April of this year, further guidance has been issued by the Department of Housing, Local Government and Heritage within Circular NRUP 02/2021 in relation to the provision of residential densities in Town and Villages and provides clarity on the applications of densities at edge of town/village locations in a rural context. A more proportionate approach to residential development with consideration of the character, scale and setting of the town/village is recommended. It is acknowledged in the Circular that in rural towns a lower residential density level would be considered appropriate. The Guidelines and Circular also recognise that there are many factors that could have a significant impact on the provision of a sufficient supply of residential land for the lifetime of the Plan, and that it may be necessary to adjust density levels to take account of the existing development patterns which has potential to lower the available density.

In this context the Core Strategy Table 2.9 was reviewed, and a further examination of the settlements was undertaken, especially the Briarhill Settlement Plan, Key Towns, Strategic Potential and the two Self-Sustaining Towns.

It is considered that in line with Garraun, the density for the Briarhill area will be increased from 30/ha to 35/ha. In relation to the Key Towns it is considered that the density for both Ballinasloe and Tuam will be increased from 30/ha to 35/ha. The density for Athenry will be increased from 20/ha to 25/ha. It is considered that the density for both Gort and Loughrea should be increased from 20/ha to 25/ha.

In this regard the Core Strategy of the Plan has been amended. From examining the Small Growth Towns and Small Growth Villages it is considered that the density of 16/ha for Small Growth Towns, and 11/ha for Small Growth Villages respectively, is appropriate based on the structure, content and existing pattern of residential development in the settlements.

- (ii) The Core Strategy Table (2.9) has been amended, to reflect recommendation No.1. The area and potential housing yield of both residential and other uses are reflected.
- (iii) The quantum of housing yield on brownfield/infill lands reflects the requirement as per NPOS.
- (iv) It is recognised that there are vacant and derelict properties throughout the countryside and in Level 6 and 7. The promotion of the rehabilitation and extension of vacant residential properties in the rural area, as well as the development of replacement dwellings, can help to re-establish rural

communities by redeveloping long established buildings, which may also have the benefit of being proximate to existing services. It is considered that policy objective **RH6 Replacement Dwelling** and **RH7 Renovation of Existing Dwelling** will support the promotion of brownfield sites. In Headford there are opportunity sites identified that would encourage redevelopment of key brownfield sites. The 20% target is considered to be realistically achievable and will be monitored. In an effort to ensure that the Plan further aligns with the RSES, and to further strengthen the existing level of brownfield development in rural areas, it is considered that the Draft Development Plan would benefit from the inclusion of a policy objective relating to this.

**Chief Executive’s Recommendation:**

Please see separate section on page 63 at the end of the OPR Section with changes to the Core Strategy Table, Recommendation No’s 1, 2, 7 and 15 relating to the removal/addition of Residential Phase 1 lands.

- (i) See Core Strategy Table
- (ii) See Core Strategy Table
- (iii) See Core Strategy Table

**CGR 12 Opportunity Sites**

a) It is a policy objective of the Council to facilitate, promote and encourage the re-development of Opportunity Sites identified in Volume 2 of the Plan and Local Area Plans for appropriate development that contributes positively to good placemaking within the settlement.

**(b) Support the ongoing monitoring of new rural housing to ensure that 20% of all new rural housing is located on brownfield sites.**

### **Recommendation 3 - Traveller Accommodation**

Having regard to the requirement of section 10(2)(1) of the Planning and Development Act 2000, (as amended) the planning authority is required to include objectives in the plan for the provision of accommodation for Travellers, and the use of particular areas for that purpose in accordance with the legislative requirements under section 10(2)(i) of the Act.

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

**Chapter 2 Core Strategy, Settlement Strategy and Housing Strategy** and **Chapter 11 Community Development and Social Infrastructure** of the Draft Plan includes policy objectives which support the provision for accommodation for Travellers. The housing of mixed type and tenure as well as housing to accommodate the needs of specific user groups is supported in the Draft Plan.

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

No Change.

## Observation 2 - Age Friendly Housing

The Planning Authority is requested to include a more proactive strategy in relation to the provision of nursing homes and sheltered housing in order to ensure consistency with RPO 7.14.

### Chief Executive's Response:

**Chapter 3 Placemaking, Regeneration and Urban Living** and **Chapter 11 Community Development and Social Infrastructure** of the Draft Plan includes policy objectives which support the provision for housing of mixed type and tenure as well as housing to accommodate the needs of specific user groups. Specialised housing is actively supported, and it is considered that distinct zoning class for specific types of housing or healthcare facilities is not required and has the potential to restrict and indeed limit the level of facilities and the locations at which they could be provided. Policy Objective **PA3 Accommodation for Older Persons** and **Policy Objective PA4 Retirement Villages and Sheltered Housing for older persons** in **Chapter 11 Community Development and Social Infrastructure** reflects the strategy proposed by Galway County Council. The settlement plans in Volume 2 of the Draft Development Plan 2022-2028 contain Land Use Matrix Table where there is a category "Retirement Home" and in general this category is "Permitted in Principle" or "Open For Consideration" on Town Centre/Village Centre, Residential or Community Facilities zoned lands. However, for the purpose of clarity it is considered the wording "Nursing Home/Sheltered Housing" would replace the terms "Retirement Home".

### Chief Executive's Recommendation:

#### Volume 2:

Amend the Land-Use Zoning Matrix Table for County Metropolitan Area, Small Growth Towns and Small Growth Villages

Residential Uses	C1/TC/VC	R	CF	OS	T	I	BE	BT	N	PU	TI
Apartments <sup>1</sup>	P	O <sup>1</sup>	N	N	N	N	N	N	N	N	N
Halting Site	N	O	O	N	N	N	N	N	N	N	N
Residential (Excluding Apartments) <sup>1</sup>	O	P <sup>1</sup>	N	N	N	N	N	N	N*	N	N
<del>Retirement Home</del> Nursing Home/Sheltered Housing	O	P	O	N	N	N	N	N	N	N	N
Short term holiday accommodation	O	N	N	N	p	N	N	N	N	N	N

## 2. Development Approach

### Recommendation 4 - Co-ordination with Galway City Council

Having regard to section 9(4) of the Planning and Development Act 2000 (as amended) and to the requirement for a sustainable settlement and transportation strategy under section 10(2)(n), the planning authority is required to coordinate the objectives of the development plan with those of Galway City Council to:

- (i) Review land use zonings on the edge of and contiguous to the boundary of the city council in accordance with the principles of compact growth; and sequential approach to development, and tiered approach to zoning; and
- (ii) Prepare a joint Local Area Plan or at least a joint strategy to form part of the Draft Plan, including a transport strategy and /or local transport plan for the connected metropolitan settlements of Garraun, Ardaun (City) and Briarhill. This should also involve engagement with all other relevant stakeholders, particularly TII, NTA, IW and OPW.

### Chief Executive's Response:

(i) Galway County Council have engaged with Galway City Council throughout the process of the drafting of the new Draft County Development Plan, and there had been a number of meetings with our city counterparts at both Management and Technical level during this process. As part of the public consultation process and the drafting of the CE report on the submissions, Galway County Council met with Galway City Council in recent weeks and agreed a mechanism for future engagement to ensure collaboration and coordination between the two authorities with respect to Planning and Transportation matters particularly where it impacts on the interface between the jurisdictions. Given that the City and County Councils are joint owners of the former Galway airport site, the proposed approach in the Draft County Development Plan is recognised and agreed upon in the City Council submission to the Draft Plan. The two councils have also agreed a timeframe to engage on and prepare a Joint Retail Strategy and a joint Topologies/Building Heights Study/framework. This work will commence in early 2022 and will dovetail with both the County Development Plan and the Draft City Development Plan.

(ii) Volume 2 of the Galway Metropolitan Area Plan includes the settlements of Baile Chláir, Bearná, Oranmore, Garraun and Briarhill. The population allocation as outlined in the Core Strategy Table (2.9) in **Chapter 2 Core Strategy, Settlement Strategy and Housing Strategy** reflects the population allocation as per Variation No.5 to the Galway City Development Plan and the RSES. As outlined under response to point (i) above there was close collaboration and presentations with Galway City Council especially around the Eastern Environs and emerging plans for this area of the county. Both Councils are at different stages of the planning making process and based on the close collaboration it is considered that a Joint Local Area Plan for these connected metropolitan parts of Garraun, Ardaun (city) and Briarhill is not required. In relation to the transport element the Galway Transport Strategy (GTS) was prepared and endorsed by both Galway City and Galway County Council. Both the Transport Infrastructure Ireland (TII) and the National Transport Authority (NTA) raised concern regarding the lands around Briarhill. It is considered warranted and after discussions with Galway City Council, TII and NTA that an Area Based Transport Assessment (ABTA) will be commenced for this area.



**Chief Executive's Recommendation:**

Insert new Policy Objective in Volume 2, Section 1.10 Land Use Zoning for the Metropolitan Areas of County Galway as follows:

**GCMA24 Area Based Transport Assessment**

It is a policy objective of Galway County Council to prepare an *Area Based Transport Assessment for the Briarhill Urban Framework* and surrounding growth areas with close collaboration and engagements with key stakeholders such as Galway City Council, National Transport Authority (NTA) and Transport Infrastructure Ireland (TII).

**Recommendation 5 - Development Approach to settlements in tiers 2-4 of the settlement hierarchy**

The planning authority is required to supplement section 2.4 of the plan, the settlement hierarchy and /or volume 2 of the plan (settlement plans) to provide greater clarity and transparency in the delivery of the core strategy objectives for the towns in tiers 2-4 of the settlement hierarchy and to clearly set out how the objectives in section 10(2) of the Planning and Development Act 2000 (as amended) are to be achieved in the interim and pending the adoption of Local Area Plans for these settlements. At a minimum the planning authority is required to prepare maps and strong policy objectives, identifying strategic objectives for each settlement consistent with NPOs 3,6, 7 and RPOs 3.1,3.2 and 6.27. In this regard, the settlement plans should include a settlement boundary, compact growth area, core retail area, key regeneration sites, strategic employment sites, constraints such as flooding, sustainable mobility objectives and relevant key future priorities.

**Chief Executive's Response:**

It should be noted that in Volume two of the Draft Galway County Development Plan 2022-2028 there are 17 settlement plans ranging in various size and structure and are listed accordingly in line with the Settlement Hierarchy. It is correct to state that there are no settlement plans included for Level 2-4, however, the Ballinasloe Key Town is currently on Draft display (on display 22<sup>nd</sup> October 2021) and it is expected that the other Key Town of Tuam will be on display Q1 of 2022. The other remaining towns under levels 3-4, are expected to be on display in mid-2022. All current LAPs shall be read together with the Galway County Development Plan 2022-2028, where a conflict arises between plans, the Galway County Development Plan 2022-2028 shall take precedent. All of the existing LAPs will be reviewed and adhere to the specifications of the County Development Plan. Galway County Council is wholly committed to preparing these plans to ensure the regeneration, consolidation, and economic development of these towns. It is considered premature as part of the County Development Plan process to identify settlement boundaries, compact growth areas, or strategic employment sites among others, outside the statutory LAP process and the associated public consultations.

**Chief Executive's Recommendation:**

No Change.

### 3. Compact Growth, Regeneration and Tiered Approach to Zoning

#### Observation 3 - Active Land Management

Having regard to NPO 6 and RPO 3.2, RPO 3.3 and RPO 3.6 on Regeneration, Brownfield and Infill Development within the RSES, the Planning Authority is requested to:

- (i) Set out a clear timeline and strategic approach to carry out the Active Land Management approach identified in policies CGR 11-12 of the plan, including measurable targets and timelines against which the implementation can be monitored and measured; and
- (ii) Stipulate that database established under CGR 11, will include briefs specifically for brownfield sites zoned for development, which will be continually renewed and updated as opportunities arise through active land management process.

#### Chief Executive's Response:

- (i) The Council acknowledges the importance of Active Land Management in promoting and facilitating the re-use and redevelopment of vacant and under-utilised lands. It is considered that this is demonstrated in the Draft Plan in both the narrative and the policy objectives. **Chapter 3 Placemaking, Regeneration & Urban Living**, section 3.6 supports the concept of compact growth and regeneration. **Policy Objective CGR 11 Strategic Sites** and **CGR 12 Opportunity Sites** relate to the Active Land Management mechanism. There is also strong support for any project funded under the Urban or Rural Regeneration and Development Fund in addition to support for the rejuvenation of town centres through the section on Town Centre Living (section 3.7) and the support for Town and Village Centre Management Plans under policy objective PM3. It is anticipated that the introduction of a Vacant Site Levy as set out in section 3.6.1 will assist in incentivising the use and development of vacant and under-utilised lands. It is acknowledged that the Plan could benefit from a specific policy objective on Active Land Management. Whilst the benefits of measurable targets and timelines in the implementation of an Active Land Management Strategy are acknowledged, it is often the case that securing the redevelopment of sites is dependent on a range of external factors beyond the control of the Local Authority. This includes funding, land ownership, site investigation works, and infrastructure constraints. These factors can also result in delays in the delivery of projects. Taking the above into account, it is considered that a specific policy objective on Active Land Management is included in **Chapter 2 Core Strategy, Settlement Strategy and Housing Strategy**.
- (ii) It is considered that the reference to briefs in relation to brownfield sites would be appropriate.

#### Chief Executive's Recommendation:

- (i) **Chapter 2 Core Strategy, Settlement Strategy and Housing Strategy**

Section 2.3.14 Core Strategy Policy Objectives:

#### **CS 6 Active Land Management**

To promote, support, and facilitate the re-use of under-utilised or vacant lands, or lands identified for regeneration, through a co-ordinated approach to active land management between the Council and stakeholders.

**(ii) CGR 11 Strategic Sites**

**(a)** It is a policy objective of the Council to establish a database of strategic brownfield and infill sites so that brownfield land re-use can be managed and co-ordinated across multiple stakeholders as part of an active land management process.

**(b)** Development Briefs for lands identified in the database will be prepared and reviewed accordingly and where required.

### **Recommendation 6 - Tiered Approach to Zoning**

Having regard to NPO 72a, NPO 72b and NPO 72c, the planning authority is required to elaborate and expand upon its infrastructural assessment, as necessary, to fully address the status of all lands proposed to be zoned under the plan in accordance with the methodology for a tiered approach to land zoning under Appendix 3 of the NPF, relating to existing development service, i.e. road and footpath access including public lighting, foul sewer drainage, surface water drainage, water supply and /or additional service capacity. It must also include a reasonable estimate of the full cost of delivery of the required infrastructure to the identified zoned lands and which lands at draft and final plan stages of the plan making process.

The written infrastructure assessment is required to determine which lands are tier 1 service zoned lands and which lands are tier 2 serviceable zoned land (i.e. they can be feasibly be serviced during the plan period to accommodate development).

Lands which cannot be serviced during the period should not be zoned or taken into account in the core strategy for calculation purposes.

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

The tiered approach as advocated by the NPF sought to differentiate between zoned land that is available for development and zoned land that requires significant further investment in infrastructure services for development to be realised. This approach was a central consideration when determining the land use zonings set out in the Draft Plan. As indicated in the Draft Plan lands have only been identified for development where they are able to connect to existing development services i.e., road access, foul sewer drainage and water supply and where service capacity is available, and can therefore accommodate new development. Footpath access was also assessed and while not a primary requirement, connectivity was taken into account in an effort to promote more sustainability in developments. These lands are also positioned within the existing built-up footprint of established settlements or contiguous to existing developed lands. Whilst it is noted that NPO 72b requires a 'reasonable estimate' of the full costs of the specified services to be included in the assessment and the OPR has requested this information to be included, the Council would have a number of concerns in providing such information. Firstly, in the absence of detailed guidance on the methodology for carrying out the assessment, there is no definition of what a 'reasonable estimate' of the costs is.

For the larger projects there are a number of steps from design concept to preliminary design, preferred options, then detailed design before an actual 'reasonable estimate' of delivering the project can be identified. Given that the majority of projects are not at this detailed design stage the Council is not in a position to provide a set of costs that it would consider to be reasonable. In addition, other issues such as inflation and potential increases in construction costs also have to be considered, particularly for larger projects which may not commence for a number of years or extend into the next development plan. No guidance has been given as to how this should be factored into the 'reasonable estimate'. Irish Water were also consulted with regard to providing costs. The utility provider indicated that they are not in a position to provide these costs and have previously indicated this to the Department and the OPR. Taking the foregoing into account an estimate of the costs of the delivery of the infrastructure will not be included in the assessment as the Council is not in a position to provide a 'reasonable estimate' given the number of uncertain variables in this information.

The submission also requested that any lands which cannot feasibly be serviced within the plan period in accordance with NPO 72c should be excluded. All lands identified for immediate development have

the capacity to develop with a number of upgrades to networks required. All lands identified for development (Town Centre/Village Centre and Residential Phase 1) have the ability to come forward. In order to further demonstrate adherence to the tiered approach to zoning, a Planning and Infrastructure Assessment has been prepared and is contained in Appendix A of this report.

**Chief Executive’s Recommendation:**

Include the Planning and Infrastructure Assessment which is provided in Appendix A of this report as an Appendix to the Plan.

**Recommendation 7 - Residential Zonings**

Having regard to the national and regional objectives for compact growth NPO 3c and RPO 3.2, the requirement under the “Development Plan Guidelines for Planning Authorities” (2007) that a sequential approach to the zoning of lands is applied and the tiered approach to zoning outlined in NPO 72 the planning authority is required to:

- (i) Oranmore - omit the inclusion of a substantial parcel of land for residential phase 2 to the south of the town on the Maree road;
- (ii) Oughterard - omit the inclusion of lands to the east of the town accessed from the Pier Road, for residential phase 1;
- (iii) Adjust the zoning of lands to the north of Oranmore, accessed via Carrowmoneash road, and revert to the existing established residential land use zoning, unless there is evidence to corroborate that the site is flood zone A or a sound planning justification for this amendment

**Chief Executive’s Response:**

At the Plenary Council Meeting in May the Elected Members, proposed the zoning of lands in Oranmore and Oughterard for residential development. It is considered that there was no justification for the lands zoned for Residential Development and the officials expressed that view. In addition, in Carrowmoneash, Oranmore the Elected Members removed Residential Phase 1 lands on the premise of flooding and re-allocated this quantum of Residential Phase 1 lands to Garraun and Briarhill. It should be noted that the SFRA carried out on the plan did not support this and this view was expressed by the Officials at the Council Meeting.

**Chief Executive’s Recommendation:**

- (i). Please see separate section on page 63 at the end of the OPR Section with Core Strategy Table, Recommendation’s No1,2,7 and 15 relating to the removal/addition of Residential Phase 1 lands.
- (ii). Please see separate section on page 63 at the end of the OPR Section with Core Strategy Table, Recommendation’s No1,2,7 and 15 relating to the removal/addition of Residential Phase 1 lands.
- (iii). Please see separate section on page 63 at the end of the OPR Section with Core Strategy Table, Recommendation’s No1,2,7 and 15 relating to the removal/addition of Residential Phase 1 lands.

### Recommendation 8 - Development Management Standards

Having regard to NPO 3,6,13 AND 35 the planning authority is required to:

- (i) Amend Table 15.1 residential density so that it is fully consistent with the residential densities set out in the Sustainable Residential Development in Urban Area Guidelines for Planning Authorities (2012) and Circular NRUP 02/2021 Residential Densities in Towns and Villages;
- (ii) Amend policy CGR7(building height) such that it is specific and measurable and makes reference to engagement with the City Council; and
- (iii) Review the car parking standards in Table 15.5 in consultation with the National Transportation Authority and clarify that the standards (which maybe revised) are maximum.

### Chief Executive's Response:

- (i) In relation to Table 15.1 and the concern regarding the consistent approach in relation to residential densities as set out in the Guidelines and Circular is noted. The table will be amended to reflect the Circular.
- (ii) In relation to Policy Objective CGR7 (Building Height), the concern regarding specific and measurable timeframes is noted. As outlined under Recommendation No: 4 there has been engagement and close consultation with Galway City Council. It is considered that the wording will be amended to include the points noted.
- (iii) Table 15.5 illustrates the car parking standards for different types of development. A footnote will be added to this table to indicate that the table refers to the maximum quantum of car parking standards.

### Chief Executive's Recommendation:

- (i) Amend Table 15.1 as follows:

Residential Density	Dwelling Units/Ha	Dwelling Units/Acre	Possible Appropriate Locations
Medium to High	35--50	14-20	Town centre or immediately adjacent to public transport hubs.
Low to Medium	15-35	6-14	Neighbourhood centres (typically within 400m walking distance of centre point), inner urban suburbs.
Low	5-12	2-6	Urban periphery, outlying lands, areas with capacity/ environmental constraints

(i)

Settlement	Location for New Residential Development	Density – Units per Hectare
MASP	Town Centre/Infill/Brownfield	30 or Site Specific
	Outer Suburban/Greenfield	25 – 30 (at locations adjacent to open rural countryside)
Key Town	Town Centre/Infill/Brownfield	35 or Site Specific
	Outer Suburban/Greenfield	15 – 25 (at locations adjacent to open rural countryside)
Strategic Potential/Urban Centres	Town Centre/Infill/Brownfield	25 or Site Specific
	Edge of Centre/Greenfield	15 – 25 (at locations adjacent to open rural countryside)
Small Growth Towns	Town/Village Centre/Infill/Brownfield	16 or Site Specific
	Edge of Centre/Greenfield	10 – 12
Small Growth Villages	Village Centre/Infill/Brownfield	11 or Site Specific
	Edge of Centre/Greenfield	10

(ii) Amend Policy Objective **CGR7(Building Height)**.

### Chapter 3 Placemaking, Regeneration and Urban Living

#### CGR 7 Building Heights

It is a policy objective of the Council to undertake an analysis and study of Building Heights in consultation with key stakeholders such as Galway City Council in order to identify appropriate locations for increased building heights which will be considered as appropriate in accordance with proper planning and sustainable development.

(iii) Insert footnote in Table 15.5, in **Chapter 15 Development Management Standards** as follows:

The maximum quantum of car parking requirement



#### 4. Rural Housing and Rural Regeneration

##### Recommendation 9 - Rural Map/NPO 19

Having regard to NPO 19, the planning authority is required to review, in an evidence-based approach, the rural area typologies map in respect of the area to the east of the county which maybe within the influence, or catchment, of larger settlements, such as Athlone and Nenagh. Furthermore, the influence of the rail infrastructure on the east of the county, which connects Ballinasloe not only to Galway city but to the midlands and eastern areas of the country should also be considered further.

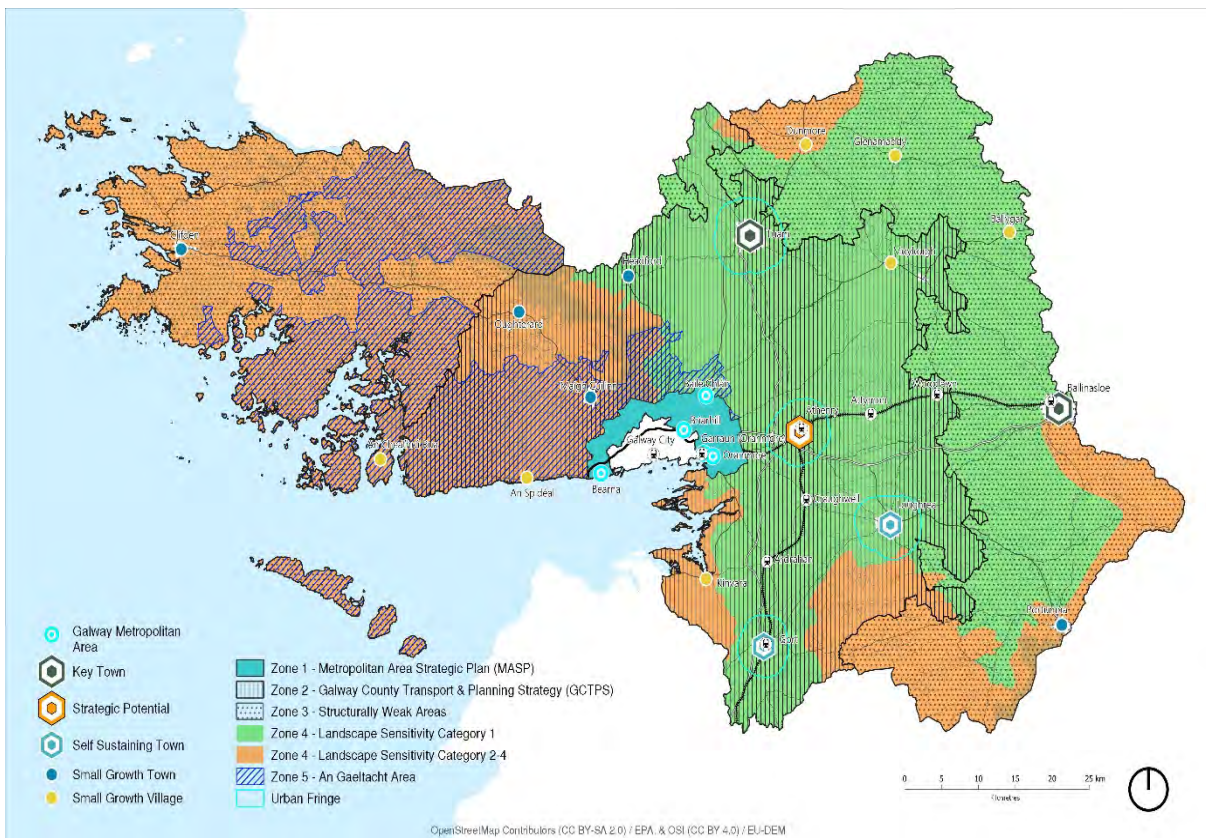
##### Chief Executive’s Response:

The request to review the Rural Typologies Map in relation to the east of the County is noted. An analysis of the Eds were undertaken and in relation to Athlone and Nenagh there are no EDs with greater than 15% of population of these Eds to Galway or large Urban Areas. An analysis of the area between the GCTPS area as published as part of the Draft Galway County Development Plan 2022-2028 and Ballinasloe was examined at it is noted that there are Eds with greater than 15% of population commuting outwards. Therefore, it is considered that this should be reflected on the Rural Typologies Map.

##### Chief Executive’s Recommendation:

Amend the Rural Typologies Map as follows:

From:





### **Recommendation 10 - Rural Housing Criteria**

Having regard to NPO15,19 and the sustainable Rural Housing Guidelines for Planning Authorities (2005), the planning authority is required to revise section 4.6.3 rural housing strategy to:

- (i) amend rural housing policies RH1 (Rural Housing Zone 1 - rural metropolitan area), policy RH2 (Rural Housing Zone 2 - areas under strong urban influence) and RH 4 (Rural Housing Zone 4 - Landscapes classification 2, 3, and 4) to ensure that the specific criterion for consideration is linked to demonstrable social or economic 'need' (not 'links' as stated in the Draft Plan);
- (ii) include the requirement to demonstrate 'substantiated rural housing need' within policy RH1 (rural metropolitan area) and parts 1(a), (c) and (d) of RH2 (areas under strong influence);
- (iii) reinstate the concept of protecting the urban fringe of Gort, Loughrea, Athenry and Tuam and illustrate the relevant areas on the rural map; and
- (iv) reinstate the development management criteria in RH15 in respect of backland development to narrow the qualification to one family member and to restrict this pattern of development to areas where it already an existing/historical pattern of backland or cluster development.

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

In relation to the revisions requested for the Rural Housing Criteria, it is considered the following amendments are proposed as per NPO 15 and 19 of the NPF, as indicated below.

### **Chief Executive's Recommendation: Chapter 4 Rural Living and Development**

#### **RH 1 Rural Housing Zone 1 (Rural Metropolitan Area)**

It is policy objective to facilitate rural housing in this Rural Metropolitan Area subject to the following criteria: Those applicants with long standing demonstrable economic and/or social Rural ~~Links~~ **need\*** to the area through existing and immediate family ties, seeking to develop their first home on the existing family farm holdings. **Having established a Substantiated Rural Housing Need\*, such persons making an application on a site within an 8km radius of their original family home will be accommodated, subject to normal development management criteria** Documentary evidence shall be submitted to the Planning Authority to justify the proposed development and will be assessed on a case by case basis. An Enurement condition shall apply for a period of 7 years, after the date that the house is first occupied by the person or persons to whom the enurement clause applies

#### **RH 2 Rural Housing Zone 2 (Rural Area Under Strong Urban Pressure – GCTPS - Outside Rural Metropolitan Area Zone 1)**

It is policy objective to facilitate rural housing in this rural area under strong urban pressure subject to the following criteria:

- 1(a). Those applicants with long standing demonstrable economic and/or social Rural ~~Links~~ **need\*** to the area through existing and immediate family ties seeking to develop their first home on the existing family farm holding. **Having established a Substantiated Rural Housing Need\*, such persons making an application on a site within a 8km radius of their original family home will be accommodated, subject to normal development management criteria** Documentary evidence shall be submitted to the Planning Authority to justify the proposed development and will be assessed on a case by case basis.
- OR 1(b). Those applicants who have no family lands but who wish to build their first home within the community in which they have long standing demonstrable economic and or social Rural ~~links~~ **need\*** and where they have spent a substantial, continuous part of their lives i.e. have grown up in the area, schooled in the area and have immediate family connections in the area e.g. son or daughter of longstanding residents of the area. Having established a Substantiated Rural Housing Need\*, such

persons making an application on a site within an 8km radius of their original family home will be accommodated, subject to normal development management criteria **and provided the site does not encroach into the Urban Fringe\* of the towns of Ballinasloe, Gort, Loughrea, Athenry or Tuam.**

Documentary evidence shall be submitted to the Planning Authority to justify the proposed development and will be assessed on a case by case basis.

OR 1(c). Those applicants who can satisfy to the Planning Authority that they are functionally dependent in relation to demonstrable economic need on the immediate rural areas in which they are seeking to develop a single house as their principal family Residence in the countryside. **Having established a Substantiated Rural Housing Need\*, such persons making an application on a site within a 8km radius of their original family home will be accommodated, subject to normal development management criteria.** Documentary evidence shall be submitted to the Planning Authority to justify the proposed development and will be assessed on a case by case basis.

OR 1(d). Those applicants who lived for substantial periods of their lives in the rural area, then moved away and who now wish to return and build their first house as their permanent residence, in this local area. **Having established a Substantiated Rural Housing Need\*, such persons making an application on a site within a 8km radius of their original family home will be accommodated, subject to normal development management criteria.** Documentary evidence shall be submitted to the Planning Authority to illustrate their links to the area in order to justify the proposed development and it will be assessed on a case by case basis.

#### **RH 4 Rural Housing Zone 4 (Landscape Classification 2,3 and 4)**

Those applicants seeking to construct individual houses in the open countryside in areas located in Landscape Classification 2, 3 and 4 are required to demonstrate their demonstrable economic or social Rural Links **need** \* and where they have spent a substantial, continuous part of their lives i.e. have grown up in the area, schooled in the area and have immediate family connections in the area e.g. son or daughter of longstanding residents of the area and require to establish a Substantiated Rural Housing Need\*. In addition, an Applicant maybe required to submit a visual impact assessment of their development, where the proposal is in an area identified as “Focal Points/Views” in the Landscape Character Assessment of the County or in Class 3 and Class 4 designated landscape areas. Documentary evidence shall be submitted to the Planning Authority to justify the proposed development and will be assessed on a case by case basis. An Enurement condition shall apply for a period of 7 years, after the date that the house is first occupied by the person or persons to whom the enurement clause applies.

\*Rural Links **need**: For the purpose of the above is defined as a person who has strong demonstrable economic or social links **need** to the rural area and wishes to build a dwelling generally within an 8km radius of where the applicant has lived for a substantial continuous part of their life.

\*Substantiated Rural Housing Need: Is defined as supportive evidence for a person to live in this particular area and who does not or has not ever owned a house/received planning permission for a single rural house or built a house (except in exceptional circumstances) in the area concerned and has a strong demonstrable economic or social need for a dwelling for their own permanent occupation. In addition, the applicants will also have to demonstrate their rural links as outlined above.

**\*Urban Fringe:**

**Urban Fringe of Ballinasloe Gort, Loughrea, Athenry and Tuam. Applicants whose family home is within the urban fringe will be requested to establish a Substantiated Rural Housing Need and only this category of persons will be allowed to construct a dwelling in this area.**

**\*\*Economic Need will normally encompass persons referred to in the revision to the Sustainable Rural Housing Guidelines 2005 and, if applicable, circulars. Pending the making of the revised Sustainable Rural Housing Guidelines by the Minister, a Functional Economic Requirement in County Galway shall**

be taken as including persons who by the nature of their work have a functional economic need to reside in the local rural area close to their place of work. It includes persons involved in full-time farming, horticulture or forestry as well as similar rural-based part-time occupations where it can be demonstrated that it is the predominant occupation.

**\*\*Social Need will normally encompass persons referred to in the revision to the Sustainable Rural Housing Guidelines 2005 and, if applicable, circulars. Pending the making of the revised Sustainable Rural Housing Guidelines by the Minister, a Functional Social Requirement in County Galway shall be taken as requiring living in the locality for substantiated social requirements.**

### **RH 15 Backland Development in the open countryside**

In all areas subject to the other provision of Rural Housing policy objectives considerations will be given **to an immediate family member on family lands as backland development** ~~to family members including nieces and nephews of the land owners and will not be restricted to only one immediate family member on family lands as backland development. Backland development will not be restricted to only where this pattern of development already exists.~~

~~In all areas subject to the other provision of Rural Housing policy objectives considerations will be given.~~

This is subject to the following:

- Where no alternative lands are available on the family holding;
- Where there is an existing/historical pattern of backland/cluster residential development within the rural area;
- The proposed development shall not have a negative impact on third parties/neighbouring property owners;
- Viable sites with sufficient independent percolation areas will be required in order to meet technical guidelines;
- Only one family member shall be accommodated in a backland development;
- Access shall in normal circumstances be by means of the existing entrance;
- The site must be capable of satisfying all other criteria such as separation distance



**Observation 4 – Quarries Map**

Having regard to the provisions of Quarries and Ancillary Activities Guidelines for Planning Authorities' (DEHLG, 2004) and to the important role that extraction activities play in the rural economy, the planning authority is advised to prioritise the identification of major mineral deposits in the development plan, including through mapping as appropriate.

**Chief Executive's Response:**

The Draft Galway County Development Plan recognises the important role that the extractive industry has in the economy of the county and that it is an important source of employment in County Galway. Several policy objectives have been included in Section 4.14 of the Draft Plan which support the industry while having regard to protecting residential amenity and preservation of pollution and safeguarding groundwater sources. Given the limited level of detail that could be conveyed and difficulties in accurately reflecting the most up to date extents of any quarry, it is considered that there is little merit of including a map to show the location of quarries and minerals in the county is questioned.

**Chief Executive's Recommendation:**

No Change.

## 5. Economic Development and Employment

### Recommendation 11 - Land Zoned for employment uses

Having regard to the National Strategic Outcome for Compact Growth, the principles of sequential approach to zoning (Section 25 Development Plan Guidelines, paragraph 4.19) the planning authority is required to remove the following land use zonings:

- (i) Business and Enterprise lands zoned to the south of Headford, on the eastern side of the N84 road to Galway, and
- (ii) Tourism lands to the Northeast of Oughterard, accessed from the Pier Road.

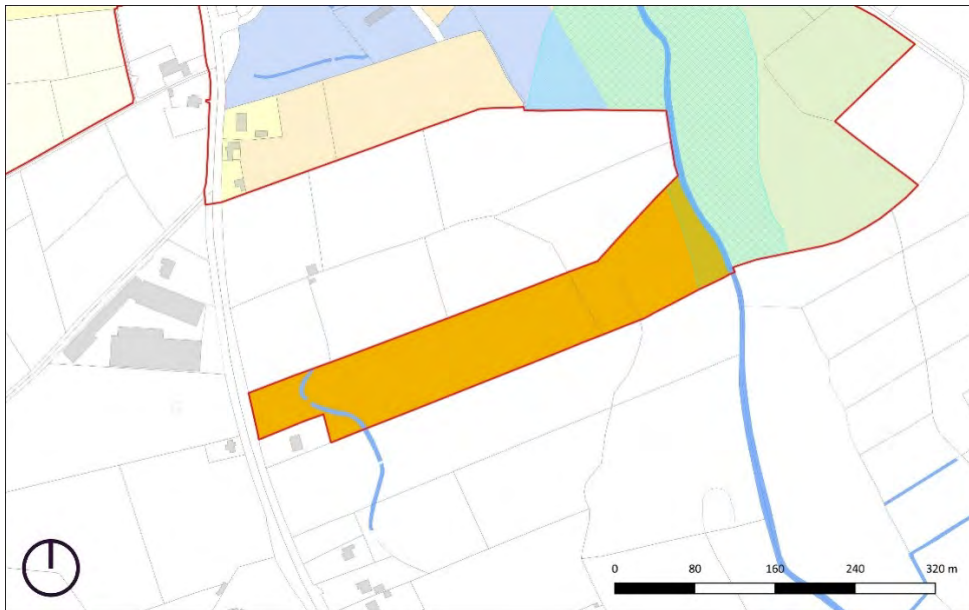
### Chief Executive's Response:

It is considered that there is no justification for the lands zoned for employment and tourism lands. At the Plenary Council meeting in May 2021 these lands were proposed and zoned respectively. In accordance with Recommendation no.11, it is considered these lands should not be zoned employment or tourism as there is no justification for same.

### Chief Executive's Recommendation:

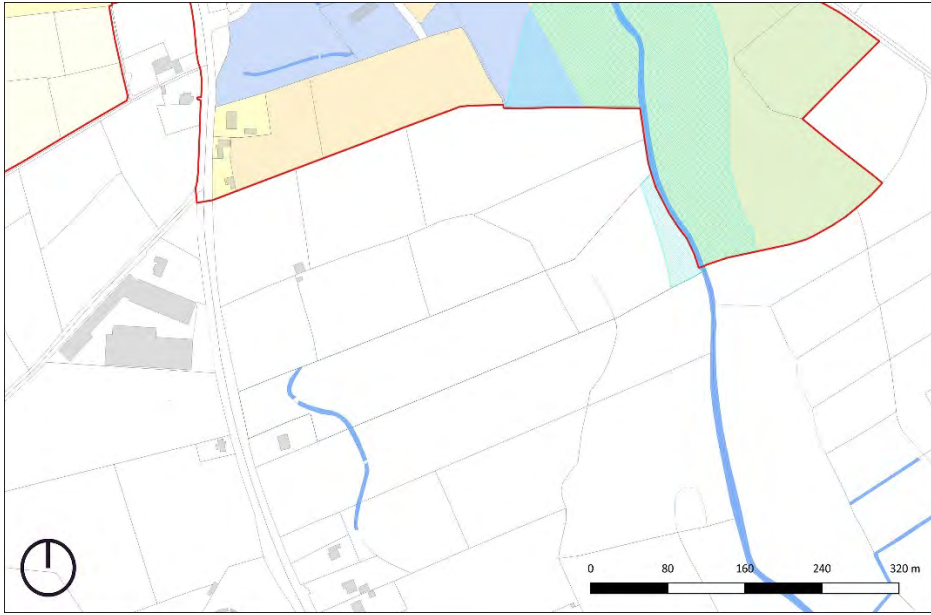
- (i). Remove the Business and Enterprise Zoning in Headford, on the eastern side of the N84

From:



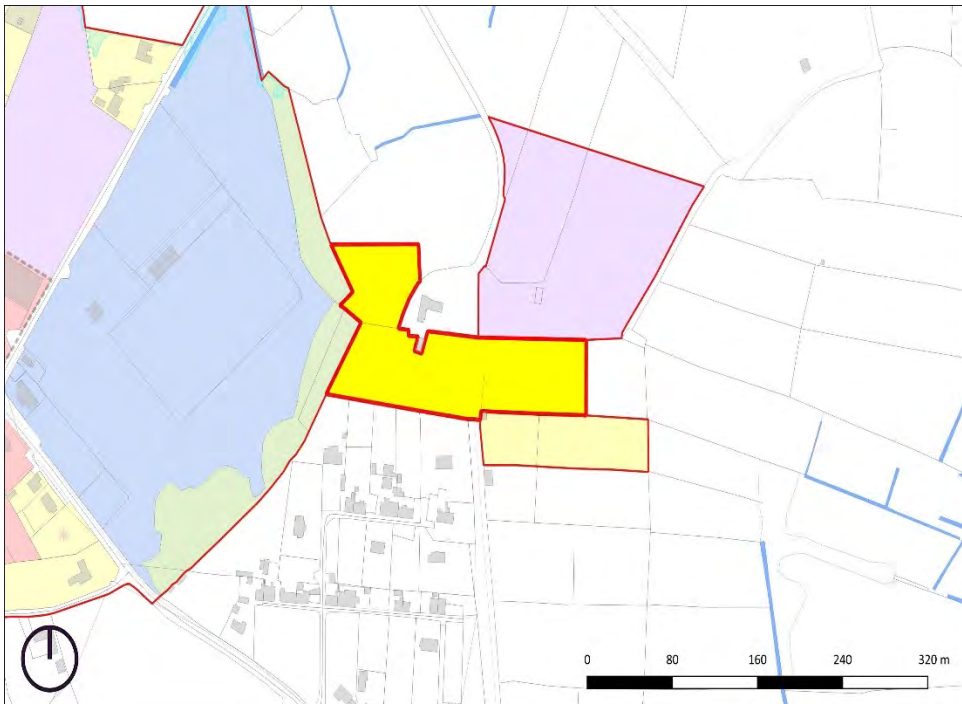


**To:**

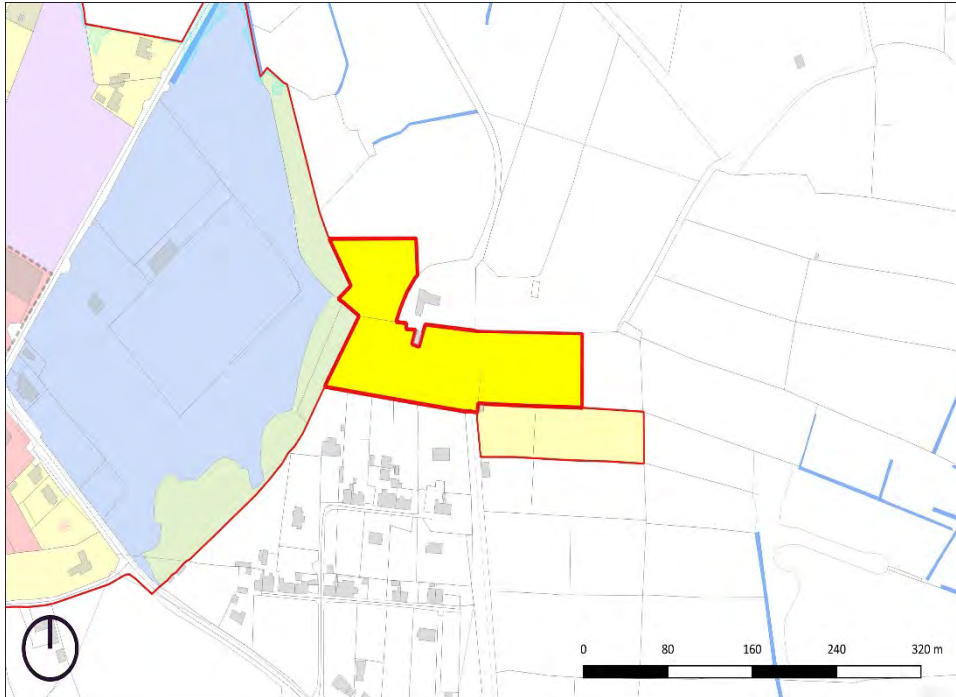


- (ii). Remove the Tourism Zoning on lands to the Northeast of Oughterard, which is accessed from the Pier Road.

**From:**



To:



### **Observation 5 - Tiered Approach to Zoning for employment land**

Having regard to National Strategic Outcome for Compact Growth, the planning authority is requested to demonstrate in the plan that the approach to zoning of lands for employment throughout the county, has had regard to the requirement to:

- (i) Implement the Tiered Approach to Zoning under NPO 72a-c of the NPF; and
- (ii) Mitigate climate change through sustainable settlement and transport strategies under section 10(2)(a) of the Act, including futureproofing through more compact forms of development including the prioritisation of locations that are served, or that over the lifetime of the Plan, will be served by the public transport and active travel networks necessary to facilitate sustainable travel.

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

- (i) As outlined under Recommendation No.6 Appendix A attached reflects the Tiered Approach to Zoning as outlined under NPO 72 A-C.
- (ii) **Chapter 14 Climate Change, Energy and Renewable Resource** contains a suite of policy objectives and narrative in relation to Climate Mitigation Measures, as outlined on Table 14.1. The GCTPS makes specific reference to the proposals included for the emerging Galway Development Plan 2022-2028 and for areas identified for significant growth within the Galway Metropolitan Area (MASP) and the proposed measures for corridors which link to Galway City via the MASP have been designed to be compatible with the aims and objectives of the GTS. The proposed developments within the Draft Plan will be expected to play their part in establishing high quality active travel and sustainable travel infrastructure, to support wider measures on the connecting corridors to increase uptake of travel by sustainable modes. The GCTPS also specifically includes commitments to investigate appropriate expansions to Park and Ride facilities within the Galway County area on approaches to the Galway City area, which would reduce cross-boundary private vehicle trips and contribute to sustainable transport.

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

See Recommendation No.6.

### **Observation 6 - Airport Site**

The Planning Authority is requested to remove the vision document for the Airport site from the development plan and publish, or make it available, outside of the statutory development plan. This will avoid the plan dating as work progresses on the masterplan in consultation with relevant stakeholders.

In this regard, the planning authority is requested to amend policy EL 4 to clearly indicate that the future masterplan for the area, required under RPO 3.6.6, will be prepared in consultation with all relevant stakeholders and in particular the NTA, TII and Galway City Council in order to ensure that future development at that site promotes sustainable travel patterns.

This is necessary to ensure that the masterplan is based upon sustainable settlement and transport strategies required under section 10(2)(n) of the Act and can be anticipated to help the planning authority to secure a reduction in energy use and in GHG emissions.

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

The Airport is jointly owned by Galway County Council and Galway City Council. A detailed analysis of the former Galway Airport site has been completed. The framework plan examines the potential business and technological innovation prospects which includes a vision for the redevelopment of the site. At this stage the purpose of the document is to set out a high-level vision for the site with an overall approach and development actions which will give an indication of the development potential that is envisaged at this location. The vision document is a high-level initial placeholder to stimulate interest, with the expectation that a detailed and strategic masterplan will be carried out in due course, in close collaboration with key stakeholders including Galway City Council. It is considered prudent that this vision document remains at the end of **Chapter 5 Economic Development, Enterprise and Retail Development**. When the Masterplan is prepared, in close consultation with stakeholders such as IDA, NTA, TII and Galway City Council, it is considered that a variation to the Galway County Development Plan 2022-2028 will be carried out and the vision document will be superseded and replaced with the Masterplan.

It is considered that policy objective **EL4 Former Galway Airport** should be amended as follows:

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

Amend Policy Objective EL4 Former Galway Airport as follows:

#### **EL4 Masterplan for the Former Galway Airport Site**

Galway County Council and Galway City Council will prepare a masterplan for the Former Galway Airport Site in consultation with all relevant stakeholders including the NTA, TII and Irish Water. The masterplan will support the development of these lands at the Former Galway Airport site as an employment campus for innovation, Business and Technology. Including The role of emerging areas such as food and the creative industry as well as and green and agri-technology will also be considered as part of this masterplanning process with a view and to encouraging the development of clusters of complementary businesses at this location. This will also support the location of businesses that are linked to the multi-national companies but which cannot be accommodated within the IDA lands.

### **Recommendation 12 - Joint Retail Strategy**

Having regard to the provisions of the Section 28 Ministerial Guidelines for Planning Authorities Retail Planning, 2012, and in particular paragraph 3.5 'Joint or Multi-Authority Retail Strategies', and retail strategy for the MASP set out at

section 3.6 of the RSES, the planning authority is required to review Policy RET 3 and associated retail policies to include additional policy objectives in the draft Plan to:

(i) address mechanisms and deliverable timelines to ensure that the Joint or Multi-Authority Retail Strategy for the Galway Metropolitan Area will be undertaken with adjoining relevant authorities, and

(ii) appropriately restrict further retail provision which should be considered as part of the Joint Retail Strategy until such time as that Strategy is prepared.

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

(i) Galway County Council have engaged with Galway City Council throughout the process of the drafting of the new Draft County Development Plan and there has been a number of meetings with our city counterparts at both Management and Technical level during this process. As part of the public consultation process and the drafting of the CE report on the submissions, Galway County Council met with Galway City Council in recent weeks and agreed a mechanism for future engagement. The two councils have also agreed a timeframe to engage on and prepare a Joint Retail Strategy. This work will commence in early 2022 and will dovetail with both the County Development Plan and the Draft City Development Plan. It is considered that the wording of policy objective RET3 can be amended to reflect this.

(ii) The concern regarding the restriction of further retail is noted, however it should be considered that there is close collaboration between the two Councils and retail developments permitted by Galway County Council have not compromised the retail hierarchy between the city and county.

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

(i) Amend Policy Objective RET3 as follows:

#### **RET 3 Joint Retail Strategy**

It is a policy objective of the Planning Authority to work with Galway City Council to prepare a joint retail strategy as per the requirement under Section 3.5 of the Retail Planning Guidelines for Planning Authorities (2012). **A Joint Local Authority Working Group will be set up to prepare and deliver a Joint Retail Strategy for the Galway Metropolitan Area. The Joint Retail Strategy which will identify requirements for further retail will be completed within 1 year of the adoption of the County Development Plan and will be adopted by way of variation to this Plan.**

(ii) No Change.

### **Observation 7 - Retail**

The planning authority is requested to incorporate the following amendments to the retail policy to ensure consistency with the Section 28, Retail Planning Guidelines:

(i) Table 5.5. should clearly stipulate that level 1 of the retail hierarchy, Galway City, refers to the City Council's functional area and core retail area therein. Thereby making it clear that other areas in the MASP, within the county's function area are not considered to be level 1 within the retail hierarchy; and

(ii) Table 5.5. should clearly indicate the intended retail role and the retail functions that will be provided by the settlements of Baile Chláir, Bearnna, Oranmore and future growth areas of Garraun and Briarhill.

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

It is considered warranted to amend Table 5.5 as requested.

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

#### **Chapter 15 Development Management Standards**

Amend the Table 5.5 as follows:

Level / Retail Function	Centre
Level 1	Galway City (within Galway City Council's functional area and core retail area)
Level 2 District Centre	
Level 3 District / Sub County Towns	Ballinasloe Tuam Athenry Gort Loughrea
Level 4 Neighbourhood Centre	Baile Chláir Berna Oranmore Garraun Briarhill
Level 5 Small Town/village centre/Rural Area	Clifden Maigh Cuilinn Oughterard Portumna Headford An Cheathrú Rua An Spidéal Ballygar Dunmore Glenamaddy Kinvara Moylough

#### Observation 8 - Seveso Sites

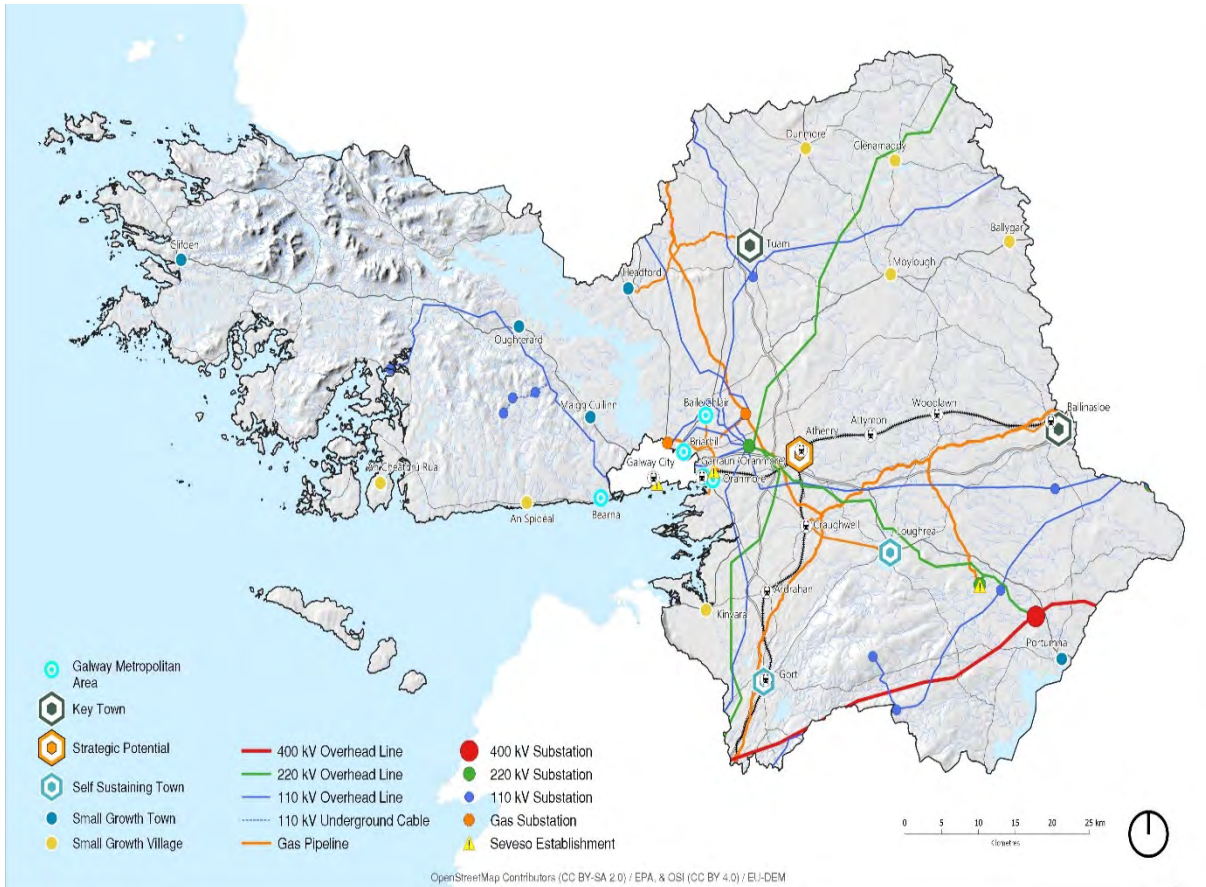
The planning authority is requested to clarify in section 7.9.5 of the plan the relevant Health and Safety consultation radii associated with the two Seveso sites located in the county and ensure that these are appropriately mapped within the plan.

#### Chief Executive's Response:

It is noted that the two Seveso Sites have not been mapped in **Chapter 7 Infrastructure, Utilities and Environmental Protection**. It is considered appropriate that they would be mapped accordingly.

#### Chief Executive's Recommendation:

Amend Map to include Seveso Sites.





### **Recommendation 13 - Modal Shift Targets**

In order to ensure the effective planning, implementation and monitoring of the development plan requirements under section 10(2)(n) of the Act, the planning authority is required, in consultation with the NTA (and TII), as appropriate, to:

- (i) supplement the plan's transport and movement policies by including baseline figures for modal share for the overall county to as well as baseline details and targets for settlements. It is recommended that this could best be provided at individual settlement level for the larger settlements, and at aggregate level for tier 6 and 7 settlements and open countryside, of the settlement hierarchy; and
- (ii) provide an effective monitoring regime for the implementation of the planning authority's sustainable transport strategy and the modal share targets in particular.

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

- (i) The GCTPS provides baseline modal data for identified settlements within the County as part of the Corridor technical notes included at Appendix C of the main report. Over-arching baseline mode shares for the County as a whole are also set out within Section 4.7 of the main report.

With regard to future mode shares and monitoring, the setting of modal targets and the prediction of "real world" mode shift activity remains challenging. The draft strategy has sought not to set location-specific mode targets for future mode use as it is not possible at a County level to predict the exact degree of change which would occur as a result of particular improvements in individual settlements. Rather, it is proposed that changes in mode shares for particular journeys (such as those between the two Key Towns including Ballinasloe, Tuam, Strategic Potential of Athenry, Urban Centres of Loughrea and Gort and Galway City) should be examined as part of wider CDP monitoring activities, and compared to the type and extent of GCTPS measures which have been implemented, so that correlation between mode share changes and implementation of measures can be estimated. This process would also allow for the identification of external factors (such as economic change) which have a bearing on travel behaviour.

- (ii) It is noted that monitoring of local strategies (Local Area Plans and Local Transport Plans-Level 2-4) will provide the basis for examination of mode choice changes at settlement level. The Ballinasloe Local Area Plan currently on Draft Display (22nd of October 2021) is accompanied by a Local Transport Plan (LTP) and it is envisaged that the Tuam Local Area Plan will also be on display in Quarter 1 of 2022, which will also be accompanied by a Local Transport Plan. In relation to the other towns in Tiers 3-4 it would also be expected that these Local Area Plans will be on display by mid-2022 with Local Transport Plans or equivalent plans for these settlements.

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

No change.

### **Observation 9 - Galway County Transport Planning Strategy (GCTPS)**

The planning authority is requested to review and update the Galway County Transport Planning Strategy (GCTPS) and associated policies in transport and movement chapter and settlement plans to ensure consistency with the Galway Transport Strategy

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

The preparation of the GCTPS has been undertaken with due regard to the Galway Transport Strategy (GTS). Paragraphs 3.4.5 to 3.4.11 of the GCTPS set out the areas of policy consistency between the GTS and the principles which underpin the GCTPS itself. Specifically, it is stated that the GCTPS will support and enhance the objectives and measures contained in the GTS by:

- Supporting key measures within the GTS that impact upon movement and travel patterns within the County and ensure further interventions taken forward are complementary to these, where appropriate.
- Promoting sustainable travel options between identified key origins and destinations within the County for trips to and from Galway City; and
- Considering suitability for Park & Ride site and scheme provision within the county, tying to Galway City Council proposals.

The application of assessment methodologies which make use of data from the Western Regional Model (WRM) alongside Census and other local data sources has ensured that the major “corridors” for movement between Galway City and Galway County have been appraised, and that emphasis has been placed on improving access by sustainable modes of travel and reducing reliance on private car trips. This focus directly aligns with the GTS’s stated aims, and particularly its overarching vision, which is stated as follows:

*‘To address the current and future transport needs of the city, a shift is needed towards sustainable travel, reducing the dependence on the private car and taking action to make Galway more accessible and connected, improving the public realm and generally enhancing quality of life for all’.*

The GCTPS also makes specific reference to the proposals for the Galway Metropolitan Area (MASP) and the proposed measures for corridors which link to Galway City via the MASP have been designed to be compatible with the aims and objectives of the GTS. The proposed developments within the MASP which form part of the emerging Draft Galway County Development Plan 2022-2028 will be expected to play their part in establishing high quality active travel and sustainable travel infrastructure, to support wider measures on the connecting corridors to increase uptake of travel by sustainable modes. The GCTPS also specifically includes commitments to investigate appropriate expansions to Park and Ride facilities within the Galway County area on approaches to the Galway City area, which would reduce cross-boundary private vehicle trips and contribute directly to the achievement of the overarching vision of the GTS.

Upon review of the GCTPS, and in light of the myriad of strategies/studies that are ongoing and commencing in Q1 of 2022, it is considered that there should be a slight terminology change to the document and it should be referred to as Study rather than Strategy.

**Chief Executive’s Recommendation:**

Change all references to **Galway County Transport and Planning Strategy** to **Galway County Transport and Planning Study**

### **Observation 10 - Loughrea Rail Infrastructure**

The planning authority is requested to revise the wording of policy PT8 in respect to Loughrea rail infrastructure, to identify that:

- (i) in the first instance, an appropriate feasibility and consultation exercise will be undertaken with the relevant stakeholders (including TII and NTA); and
- (ii) clearly state that the time horizon, if deemed feasible and appropriate, any such infrastructure project will be long term and beyond the life of the plan and the current RSES for the NWRA.

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

It should be noted that policy objective **PT8 Loughrea Rail Infrastructure** was proposed by the Elected Members at the Plenary Council meeting in May 2021. It was considered that this policy objective was premature, and the officials conveyed this. With the recent publication of the review of the National Development Plan and projects listed therein, the Loughrea Rail Infrastructure is not included. This project is not listed in the RSES. Therefore, it is considered that this Policy Objective would be removed from **Chapter 6 Transport and Movement**.

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

Remove Policy Objective PT8.

#### ~~PT 8 Loughrea Rail Infrastructure~~

~~To support the addition of Loughrea to the Western Rail Corridor and to plan for the addition of a commuter route from Loughrea to Galway by linking Loughrea to either Attymon or Athenry train station to create a commuter tributary to Galway.~~

### **Observation 11- Spatial Planning and National Roads Guidelines for Planning Authorities (2012)**

In order to ensure the effective planning, implementation and monitoring of the development plan requirements under section 10(2)(n) of the Act and consistency with the Section 28 *Spatial Planning and National Roads Guidelines for Planning Authorities (2012)*, the planning authority is requested to revisit and strengthen the transport aspects of the following:

- (i) provide the evidence base for the proposed objectives relating to improvements to the national road network as outlined in the Galway County Transport and Planning Strategy (GCTPS); and
- (ii) set out a plan-led approach to the development of the Strategic Economic Corridor and the Atlantic Economic Corridor concepts with due consideration of the Section 28 Ministerial Guidelines.

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

- (i) The objectives relating to the national road network within the GCTPS are set out at Section 9 of the document (Road Network Strategy). Table 23 within this section identifies the National Road projects which are to be progressed during the CDP period.

In keeping with the overriding objectives of the Spatial Planning and National Roads Guidelines for Planning Authorities (2012), the GCTPS seeks to protect the efficient and safe operation of the road network. It should be noted that the GCTPS specifically does not advocate for new large-scale road capacity improvements; significant upgrading has taken place to the National Road network serving the County in recent years, and the schemes listed in Table 23 are primarily improvements which build upon these previous works and were identified in earlier plans and strategies.

Three National Road schemes are being developed within the County in accordance with the National Development Plan:

- N6 Galway City Ring Road;
- N59 Maigh Cuilinn Bypass; and
- N59 Oughterard to Maam Cross.

Outside of these three major schemes and those in Table 23, no additional physical capacity improvements are proposed for the National Road network within the GCTPS.

- (ii) The Atlantic Economic Corridor is a concept established with a view to driving significant regional development, complementing and balancing Ireland's thriving East Coast. It is supported by the Western Development Commission and is assisted by various Government Departments. The AEC is the term applied to a non-administrative or "linear" region along the Western seaboard, stretching from Kerry to Donegal. The aim is to build and increase collaboration within the AEC that maximises its assets, attracts investment and creates jobs and prosperity in the region. The Department of Rural and Community Development is the department that is helping to progress the project and develop a clearly articulated road-map for delivery of the AEC objectives.

The Strategic Economic Corridor (SEC) is a concept that was embedded in the Galway County Development Plan 2003-2009. The SEC is aligned around the Dublin-Galway railway line. It is considered that the forthcoming Economic Strategy that is identified under policy objective **ES1 Economic Strategy** will develop the SEC concept further and refer and develop opportunities around both the SEC and AEC. The Strategic Economic

corridor has been acknowledged as a concept that allows for the development of key strategic developments benefitting from the confluence in the provision of infrastructural developments and linkages.

**Chief Executive's Recommendation:**

No Change.

#### **Recommendation 14 - Access to National Roads**

The planning authority is required to re-examine the policy objectives across the plan for national roads to ensure that the plan is consistent with the Spatial Planning and National Roads Guidelines for Planning Authorities (2012). In this regard, the planning authority should strengthen and expand the policy objectives as follows:

- (i) strengthen the Core Strategy Objectives to reflect strategic objectives relating to safeguarding the strategic function of the existing national road network, and associated junctions;
- (ii) supplement policies NR1-3 to ensure consistency with the guidelines and a plan-led approach in order to safeguard the strategic capacity of national road junctions; and
- (iii) revise policy RH16, for rural housing, and DM standard 27 to ensure adherence to and alignment with the provisions of the guidelines.

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

(i) The Draft Plan acknowledges the importance of the national road network in providing connectivity and maintaining competitiveness. The policy objectives included in the Draft Plan will ensure the function of the national road network will be protected in line with national policy. Policy Objective NR 1 'Protection of Strategic Roads seeks to protect strategic transport function of national roads, including motorways through the implementation of the 'Spatial Planning and National Roads Guidelines for Planning Authorities' DECLG, (2012) and the Trans-European Networks (TEN-T) Regulations. The policy objectives contained in the Plan are applicable in their totality and given the clear policy position outlined in **Chapter 6 Transport and Movement**. However having regard to the recommendation made by TII with regard to the Core Strategy it is considered prudent that a Policy Objective be included within **Chapter 2: Core Strategy, Settlement Strategy and Housing Strategy**.

(ii) The Policy Objectives EL 2 and EL 3 are both considered to suitably protect the national road infrastructure. Any proposals which come forward within this corridor shall be considered on their merits and will be required to be in accordance with all Section 28 Ministerial Guidelines.

(iii) The Planning Authority note the comments with regard to Policy Objective **RH 16** being at variance with the Section 28 Ministerial Guidelines 'Spatial Planning and National Roads Guidelines for Planning Authorities' (DoECLG, 2012). There is no objection from the Planning Authority to the recommended proposed update to this Policy Objective. The Planning Authority note the comments with regard to **DM Standards 27** and **28**. The Planning Authority will review and update these DM Standards to ensure they are consistent with the updated Policy Objective RH 16 as noted above.

### Chief Executive's Recommendation:

- (i) It is recommended that the following Policy Objective be inserted into **Chapter 2: Core Strategy, Settlement Strategy and Housing Strategy**

To maintain the strategic function, capacity and safety of the national roads network and to ensure that the existing extensive transport networks are maintained to a high level to ensure quality levels of service, safety, accessibility and connectivity to transport users.

- (ii) No change
- (iii)

### Chapter 4 Rural Living and Development

#### Policy Objective RH 16 Direct Access to National Roads

Residential development along National Roads will be restricted outside the 50-60kmp speed zones in accordance with the DoECLG Spatial Planning and National Road Guidelines (2012). Consideration shall be given to the need of farm families to live on the family holding on a limited basis and a functional need to live at this location must be demonstrated. Documentary evidence shall be submitted to the Planning Authority to justify the proposed development and will be assessed on a case by case basis. Where there is an existing access, the combined use of same must be considered and shown to be technically unsuitable before any new access can be considered. Access via local roads shall always be the preferred access and in all cases, it must be demonstrated that this is not possible. An Enurement condition will be attached to grants of planning permission for the above'.

### Chapter 15 Development Management Standards

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

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

##### Housing Need Eligibility

- a) Residential development along National Roads will be restricted outside the 50-60kmp speed zones in accordance with the DoECLG Spatial Planning and National Road Guidelines (2012).

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

~~b) Proposed access onto any restricted Regional Road outside the 60kmp kph speed zones shall be restricted to members of the farm family on the family holding and on a limited basis only. Where there is an existing access, the combined use of same must be considered and shown to be technically unsuitable before any new access can be considered. This may require the upgrading and/or relocation of the existing entrance to serve the combined development. Access via local roads shall always be the preferred access. Any new access and must be accompanied by a justification for the proposed access.~~



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

### **DM Standard 28: Access to National and Other Restricted Roads for Commercial & Other Developments**

Commercial development along National Roads and Other Restricted Roads will be restricted outside the defined settlement centres or the Local Area Plan boundaries as follows:

#### **a) Class I Control Roads (National Road)**

In general, ~~e~~ commercial and industrial development shall be prohibited outside the 50/60kph speed limits of National Routes. Consideration will be given to substantiated cases for extension and intensification of existing establishments and to the provision of park and ride facilities. All existing and proposed National Roads are included under the Class 1 Control Roads designation.

#### **b) Class II Control Roads (Regional Road)**

Commercial, industrial and community facilities development and land use shall be restricted to essential needs, in the particular locality, of agriculture, tourism infrastructure, fisheries, forestry, park and ride facilities or existing extractive industries, and where these cannot be in the opinion of the Planning Authority, be reasonably located along other non-listed regional or local roads. All restricted regional roads are included under the Class 2 Control Roads designation. Restricted Regional Roads are listed hereunder:

1	Ballinasloe to City Boundary North of Oranmore	R446
2	Tuam – Barnaderg – Horseleap	R332
3	Galway – An Spidéal – Ballinahow Cross	R336
4	Galway – Carnmore – Monivea	R339
5	Derrydonnell – Athenry	R348
6	Headford – Tuam	R333
7	Ballinasloe – Portumna	R355
8	Ballinasloe – Mountbellew	R358
9	Gort – Loughrea	R380
10	Lough George – Annagh Hill	R354
11	Kilcolgan – Galway /Clare County Boundary	R458
12	Baile Chláir – M6 (Junction 19) – Oranmore	R381

Table 15.2 Restricted Regional Roads

## Recommendation 15 - Flood Risk Management

Having regard to the detailed requirements of The Planning System and Flood Risk Management, Guidelines for Planning Authorities' (DECLG and DECHLG, 2009), section 28 guidelines, the planning authority is required to review the Strategic Flood Risk Assessment, in consultation with the OPW, to ensure consistency with the said Guidelines.

The land use zoning objectives under the Draft Plan are also required to be reviewed and amended, as appropriate, having regard to the revised SFRA, and in accordance with the application of the sequential approach, and the Justification Test where appropriate, and having regard to potential climate change effects. The land use zonings at the following specific locations should be reviewed and revised where consistency with guidelines cannot be demonstrated:

Settlement	Site/location	Flood Risk
An Spidéal	Opportunity site 1 (retail/commercial)	(iii) Climate change scenarios, (iv) Spidéal may be vulnerable to coastal erosion and overtopping.
Clifden	Community Facilities site to the west of the town	Flood zone A.
Garraun	Part of residential (phase 1)	Potential risk in climate change scenarios.
Headford	'Business & Enterprise' (BE) and 'Community' Facilities'(CF) zonings south of the town centre and east of the N84, Galway road.	Flood Zone A.
Kinvara	Opportunity site (OPR-KI 1)	At risk to coastal flooding with climate change. Vulnerable to wave overtopping.
Maigh Cuilinn	N59 Moycullen Bypass at two locations;	Flood Zone A.
Oranmore	Areas zoned Residential (Phase 1) west of N67 and east of Maree Road.	At risk of flooding in climate change scenarios
Oughterard*	Lands to southwest of Glan road and adjoining Carrowmanagh Park zoned Residential (Phase 1)	Flood Zone A and B.
Portumna	Residential infill areas at Shannon Road, south of the town.	At risk of flooding in climate change scenarios

A review of all of the settlements listed above were undertaken and the following is an analysis of each settlement listed above. In addition, the response and recommendations made by the OPW are also pertinent and these should be read together with this submission.

**Chief Executive’s Response:**

**An Spidéal:**

Flood Zones have been identified using available data. The identified site is not within Flood Zone A or B. As detailed in the SFRA, the Guidelines require that Flood Zones are delineated in line with present day risk. The land use zoning of this site is in compliance with the Guidelines. Nonetheless, provisions have been integrated into the Plan that ensure climate change is appropriately taken into account through development management as required by the Guidelines.

**Chief Executive Recommendation:**

**An Spidéal:**

No Change.

**Chief Executive’s Response:**

**Clifden:**

This is considered to be previously developed as a playground, sports field and boat storage and therefore has been zoned for Community Uses. Clarification on future possible uses for this site should be integrated into the Plan.

**Chief Executive’s Recommendation:**

**Recommendation No.15 a**

**Clifden:**

To insert the following footnote to the Plan’s Land Use Zoning Matrix:

**\*\*Uses identified are subject to specific Land Use Zoning Policy Objectives for the various settlements.**

**To also insert the following as a Land Use Zoning Policy Objective for Clifden and overlay the reference number for this Policy Objective on the Land Use Zoning Map for this settlement:**

**CSGT 12 Water Compatible Community Use**

**Only water compatible Community Use development will be permitted on the lands zoned for Community Use in the west of the Plan area that overlap with Flood Zones A and B (refer to Land Use Zoning Map).**

**Chief Executive’s Response:**

**Garraun:**

Flood Zones have been identified using available data. The identified site is not within Flood Zone A or B. As detailed in the SFRA, the Guidelines require that Flood Zones are delineated in line with present day risk. The land use zoning of this site is in compliance with the Guidelines. Nonetheless, provisions have been integrated into the Plan that ensure climate change is appropriately taken into account through development management as required by the Guidelines.

**Chief Executive’s Recommendation:**

**Garraun:**

No Change.

**Chief Executive’s Response:**

**Headford:**

The BE zoning referred to should be removed from Flood Zone A and B.

**Chief Executive’s Recommendation:**

**Recommendation No.15 b**

The Community Facilities zoning has been applied as the current use is community related. Clarification on future possible uses for this site should be integrated into the Plan.

To also insert the following footnote to the Plan’s Land Use Zoning Matrix:

**\*\*Uses identified are subject to specific Land Use Zoning Policy Objectives for the various settlements.**

**To also insert the following as a Land Use Zoning Policy Objective for Headford and overlay the reference number for this Policy Objective on the Land Use Zoning Map for this settlement:**

**HSGT 12 Water Compatible Use**

***Only water compatible Community Use development will be permitted on the lands zoned for Community Use in the south of the Plan area that overlap with Flood Zones A and B (refer to Land Use Zoning Map).***

**Chief Executive’s Response:**

**Kinvara:**

Flood Zones have been identified using available data. The identified site is not within Flood Zone A or B. As detailed in the SFRA, the Guidelines require that Flood Zones are delineated in line with present day risk. The land use zoning of this site is in compliance with the Guidelines. Nonetheless, provisions have been integrated into the Plan that will climate change is appropriately taken into account through development management as required by the Guidelines.

**Chief Executive’s Recommendation:**

**Kinvara:**

No Change.

**Chief Executive’s Response:**

**Maigh Cuilinn:**

The “N59 Moycullen Bypass” area shown on the Land Use Zoning map represents the boundary of a permitted development. It does not represent a Land Use Zoning Objective. This will be clarified on the Land Use Zoning Map and at other parts of the Plan as relevant.

**Chief Executive’s Recommendation:**

**Recommendation No.15 c**

To clarify on the Maigh Cuilinn Land Use Zoning Map (and at other parts of the Plan as relevant) that:

The “N59 Moycullen Bypass” area shown on the Land Use Zoning map represents the boundary of a permitted development and does not represent a Land Use Zoning Objective.

**Chief Executive’s Response:  
Oranmore:**

Flood Zones have been identified using available data. The identified site is not within Flood Zone A or B. As detailed in the SFRA, the Guidelines require that Flood Zones are delineated in line with present day risk. The land use zoning of this site is in compliance with the Guidelines. Nonetheless, provisions have been integrated into the Plan that ensure climate change is appropriately taken into account through development management as required by the Guidelines.

**Chief Executive’s Recommendation:**

No Change.

**Chief Executive’s Response:  
Oughterard:**

This issue is consistent with the advice from the SFRA, and the land use zoning of this site should be amended to conform with the Guidelines. At the Plenary Council Meeting in May the Elected Members proposed this zoning contrary to the advice of the officials.

**Chief Executive’s Recommendation:  
Recommendation No.15 d**

**From:**



To:



### **Chief Executive Response**

#### **Portumna:**

Flood Zones have been identified using available data. The identified site is not within Flood Zone A or B. As detailed in the SFRA, the Guidelines require that Flood Zones are delineated in line with present day risk. The land use zoning of this site is in compliance with the Guidelines. Nonetheless, provisions have been integrated into the Plan that ensure climate change is appropriately taken into account through development management as required by the Guidelines.

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

No Change.

#### **RECOMMENDATION 16 - AN CHEATHRÚ RUA**

Having regard to Section 10(1D) and Section 12(11) of the Planning Act, the planning authority is required to remove policy WW9 and reference to the minimum 100 metre separation distance for all new wastewater treatment plants in An Cheathrú Rua.

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

Policy Objective **WW9 Municipal Wastewater Treatment Plants in An Cheathrú Rua** was proposed by Elected Members at the Plenary Meeting in May 2021, the officials advised against this new policy objective and this was conveyed at the meeting.

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

Remove **Policy Objective WW9** from **Chapter 7 Infrastructure, Utilities & Environmental Protection**

~~WW9 Municipal Wastewater Treatment Plants in An Cheathrú Rua~~

~~There shall of be a minimum 100m setback for all new wastewater treatment plants in An Cheathrú Rua.~~

### **Recommendation 17 - Public Rights of Way**

Having regard to the requirements of Section 10(2)(o) of the Act, the planning authority is required to include written policy together with maps identifying public rights of way.

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

The commentary in relation to Public Rights of Way is noted and the Planning Authority is cognisant of the requirements of the 2010 Planning and Development (Amendment) Act Sec 7(b)(ii)(o) which states that:

*The preservation of public rights of way which give access to mountains, lakeshore, riverbank or other place of natural beauty or recreational utility, which public rights of way shall be identified both by marking them on at least one of the maps forming part of the development plan and by indicating their location on a list appended to the development plan. \**

Galway County Council is not in a position to fully assess and list all public rights of way within the County. This is very resource heavy and detailed legal advice will be necessary to authenticate the public rights of ways as identified or potentially challenged. Funding has not been available to this end to pursue such a matter.

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

Policy Objective **PRW 1 Public Rights of Way** outlines the approach from the Local Authority.



**Summation of Recommendations No.1(Core Strategy), Recommendation No.2(Density), Recommendation No.7(Residential Phase 1 Zonings) and Recommendation No.15(Flood Risk on residential Phase 1)**

Based on a number of recommendations from the Office of the Planning Regulator (OPR) in relation to Recommendation No.1(Core Strategy), Recommendation No.2(Density), Recommendation No.7(Residential Phase 1 Zonings) and Recommendation No.15(Flood Risk on residential Phase 1) it was considered prudent to address these in one section as follows:

**Recommendation 1 - Core Strategy**

The Planning Authority is required to review the proposed Core Strategy (including settlement strategy and associated identification of development potential and zoning exercises), Housing Strategy and HNDA, and to revise as necessary to comply with the requirements of the Section 28 Guidelines: Housing Supply Target Methodology for Development Planning and Appendix 1 of the accompanying Ministerial Letter to Local Authorities.

**Chief Executive’s Recommendation:**

Amend Core Strategy Table as follows:

Settlements Typology	Settlements	Population 2016	Population Allocation	Core Strategy 2022-2028 Population Allocation	Housing Allocation 2022-2028	Residential Units to be Delivered on Infill/Brownfield Sites	Residential Units to be Delivered on Greenfield Sites	Density	Quantum of Greenfield Land Required for Residential Development	Quantum of Brownfield Land Required for Residential Development	Population Allocation based on ESRI Household projections 2028-2031
<b>COUNTY GALWAY</b>		179,390	100%	18,655	10,738	3,221	7,517	-	-	-	8400
<b>Metropolitan Area</b>	Baile Chláir	1,248	5	975	561	168	393	30	13.1	6	400
	Bearna	1,998	4	750	432	130	302	30	10.1	4	250
	Oranmore	4,990	8	1,540	886	222	665	30	22.2	7	300
	Briarhill	0	5	977	562	0	562	35	16.1	0	300
	Garraun	0	7	1,258	724	0	724	35	20.7	0	250
<b>Totals</b>		<b>8,236</b>	<b>29</b>	<b>5,500</b>	<b>3,166</b>	<b>519</b>	<b>2,646</b>	<b>-</b>	<b>82.1</b>	<b>17</b>	
<b>Key Towns</b>	Ballinasloe	6,662	11	1,999	1,151	345	805	35	23.0	10	999
	Tuam	8,767	14	2,630	1,514	454	1,060	35	30.3	13	1315
<b>Totals</b>		<b>15,429</b>	<b>25</b>	<b>4,629</b>	<b>2,664</b>	<b>799</b>	<b>1,865</b>	<b>-</b>	<b>53.3</b>	<b>23</b>	
<b>Strategic Potential</b>	Athenry	4,445		1,350	777	233	544	25	21.8	9	810
<b>Totals</b>		<b>4,445</b>		<b>1,350</b>	<b>777</b>	<b>233</b>	<b>544</b>	<b>-</b>	<b>21.8</b>	<b>9</b>	
<b>Self Sustaining Towns</b>	Gort	2,994	4	800	460	138	322	25	12.9	6	530
	Loughrea	5,556	8	1,400	806	242	564	25	22.6	10	700
<b>Totals</b>		<b>8,550</b>	<b>12</b>	<b>2,200</b>	<b>1,266</b>	<b>380</b>	<b>886</b>	<b>-</b>	<b>35.5</b>	<b>15</b>	
<b>Small Growth Towns</b>	Clifden	1,597	2.5	470	271	81	189	16	11.8	5	235
	Headford	973	1.6	290	167	50	117	16	7.3	3	145
	Maigh Cuilinn	1,704	1.9	350	201	60	141	16	8.8	4	175
	Oughterard	1,318	1.9	350	201	60	141	16	8.8	4	175
	Portumna	1,450	1.6	300	173	52	121	16	7.6	3	150
<b>Totals</b>		<b>7,042</b>	<b>9</b>	<b>1,760</b>	<b>1,013</b>	<b>304</b>	<b>709</b>	<b>-</b>	<b>44.3</b>	<b>19</b>	
<b>Small Growth Villages</b>	An Chearthú Rua	781	0.8	150	86	26	60	11	5.5	2	75
	An Spidéal	237	0.3	55	32	9	22	11	2.0	1	30
	Ballygar	687	0.9	175	101	30	71	11	6.4	3	87
	Dunmore	600	0.6	120	69	21	48	11	4.4	2	60
	Glenamaddy	480	0.7	130	75	22	52	11	4.8	2	65
	Kinvara	730	1.1	200	115	35	81	11	7.3	3	100
	Moylough	518	0.7	125	72	22	50	11	4.6	2	62
<b>Totals</b>		<b>4,033</b>	<b>5</b>	<b>955</b>	<b>550</b>	<b>165</b>	<b>385</b>	<b>-</b>	<b>35.0</b>	<b>15</b>	
<b>Rural Reminders</b>	-	131,655	-	2,261	1,301	390	911	-	-	-	1,187

8400

*Note. While it is estimated that 30% of County Galway housing need to be delivered on infill and brownfield lands, due to existing constraints, this is reduced to 25% in Oranmore.*

**Recommendation 2 - Residential Land Supply**

In accordance with section 10(2A) (c) and (d) and 10 (2C)(b)(ii) of the Planning and Development Act 2000 (as amended) and having regard to the Guidance Note on Core Strategies 2010, the planning authority is required to amend core strategy Table 2.9 as follows:

- (i) to ensure that the density assumptions used to calculate the housing land requirements for the plan period are consistent with requirements of 10(2A), Guidance Notes and the section 28 Planning Guidelines for Sustainable Residential Development in Urban Areas (2009) and/or are justified on an evidenced based approach and site survey analysis.
- (ii) to include the area and potential housing yield of both residential zoned lands and other lands zoned for a mixture of residential and others uses, as required by Section 10(2A)(c) and (d);
- (iii) to clearly state that a minimum of 30% of residential units shall be located within the built-up footprint (in lieu of 'up to') as required by NPO 3; and

**Chief Executive's Recommendation:**

See response to Recommendation No.1 above. Responses to (i), (ii) and (iii) are addressed in the Core Strategy Table.

### Recommendation 7 - Residential Zonings

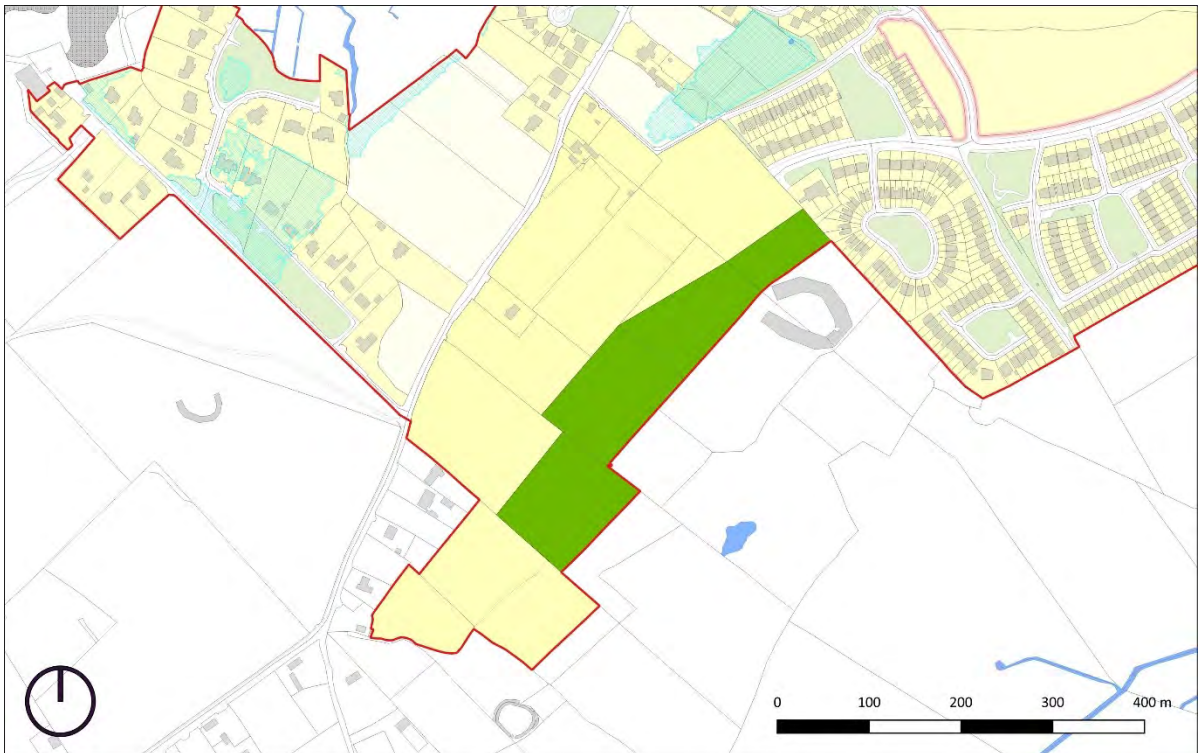
Having regard to the national and regional objectives for compact growth NPO 3c and RPO 3.2, the requirement under the “Development Plan Guidelines for Planning Authorities” (2007) that a sequential approach to the zoning of lands is applied and the tiered approach to zoning outlined in NPO 72 the planning authority is required to :

- (i) Oranmore-omit the inclusion of a substantial parcel of land for residential phase 2 to the south of the town on the Maree road;
- (ii) Oughterard-omit the inclusion of lands to the east of the town accessed from the Pier Road, for residential phase 1;
- (iii) Adjust the zoning of lands to the north of Oranmore, accessed via Carrowmoneash road, and revert to the existing established residential land use zoning, unless there is evidence to corroborate that the site is flood zone A or a sound planning justification for this amendment

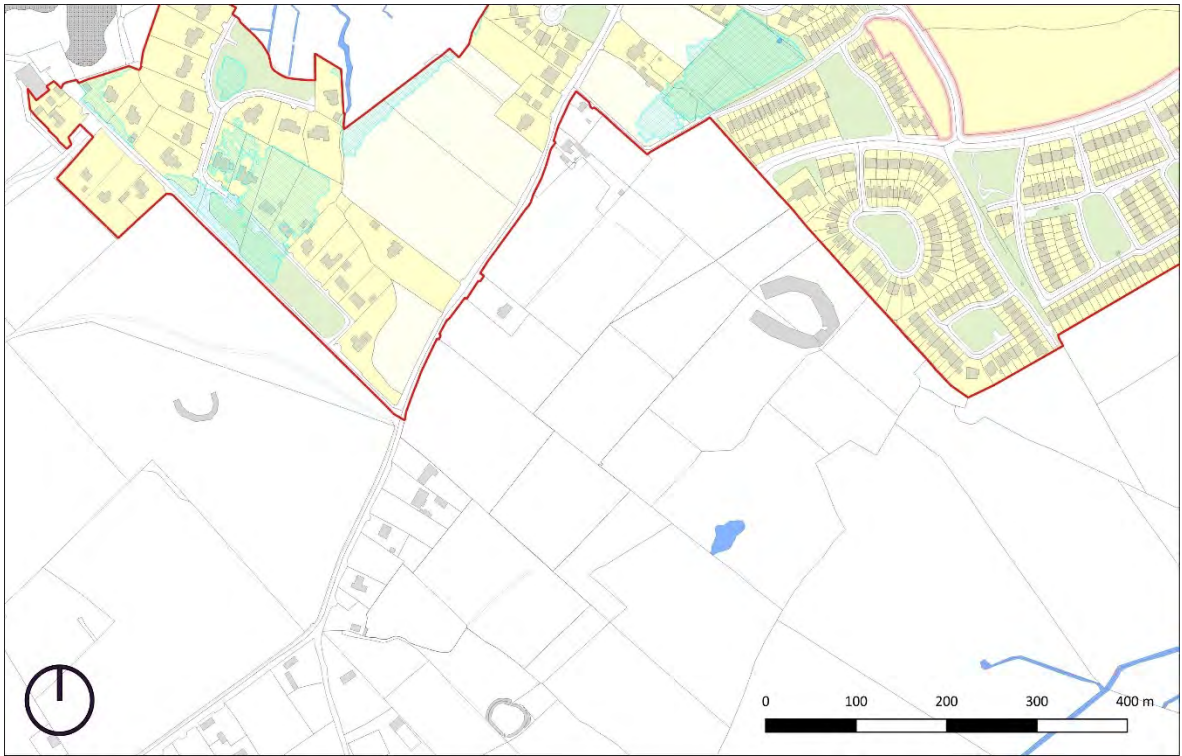
### Chief Executive’s Recommendation:

- (i) Remove the substantial parcel of residential phase 2 lands to the south of the town on the Maree Road.

**From:**

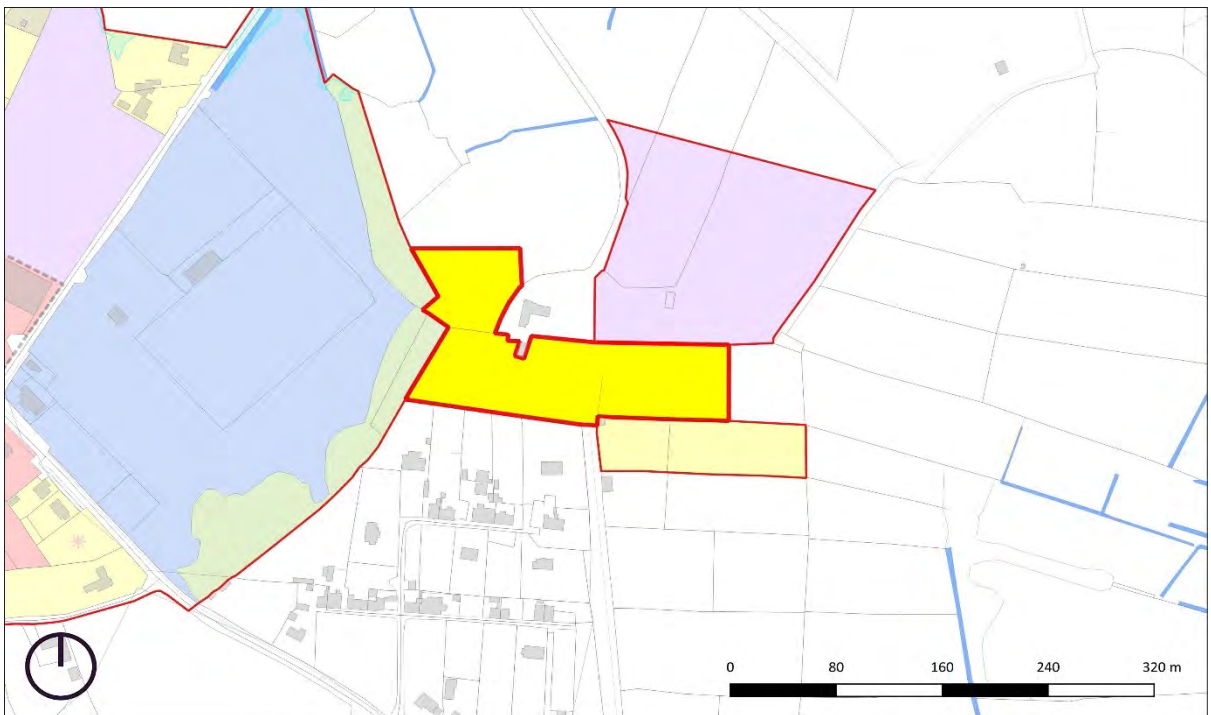


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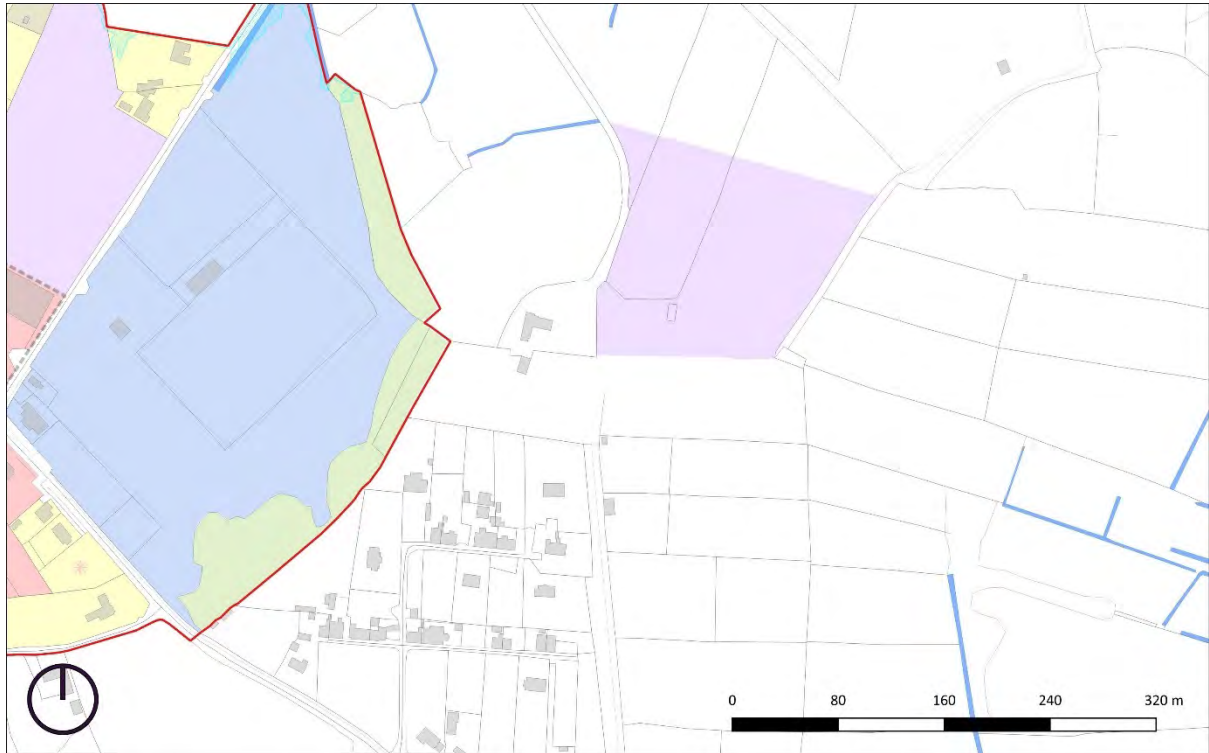


(ii). Omit the inclusion of lands to the east of the town accessed from the Pier Road, for Residential Lands.

**From:**



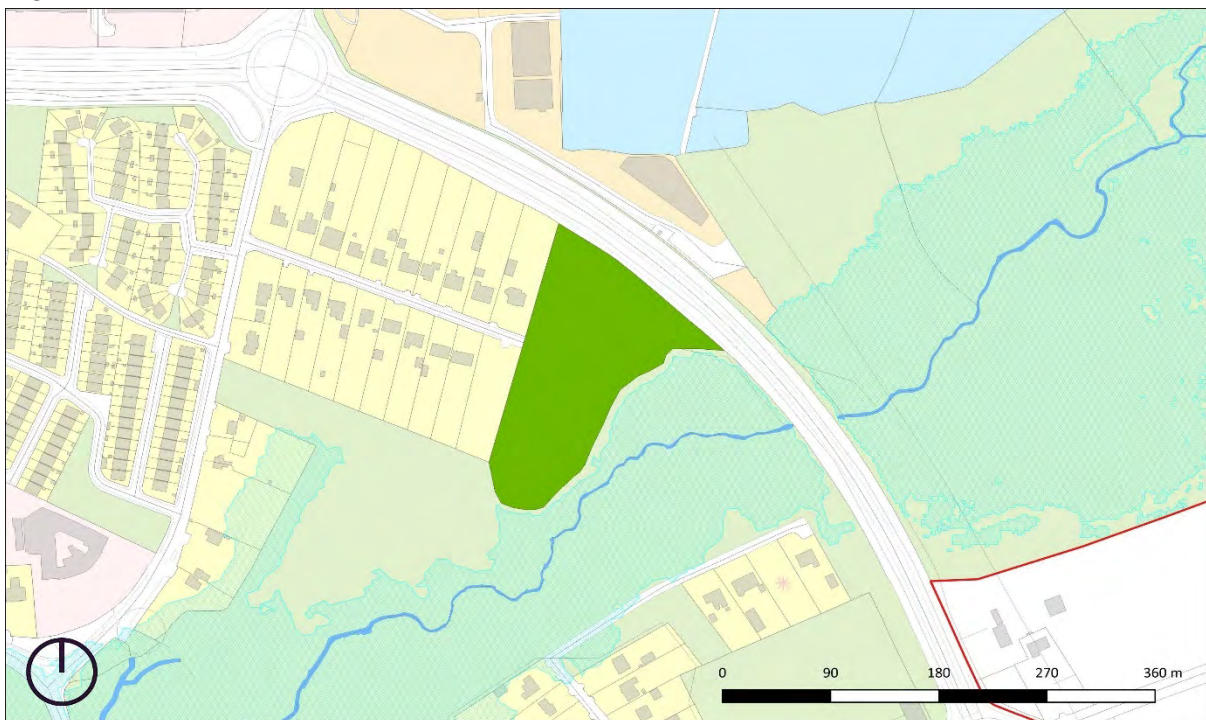
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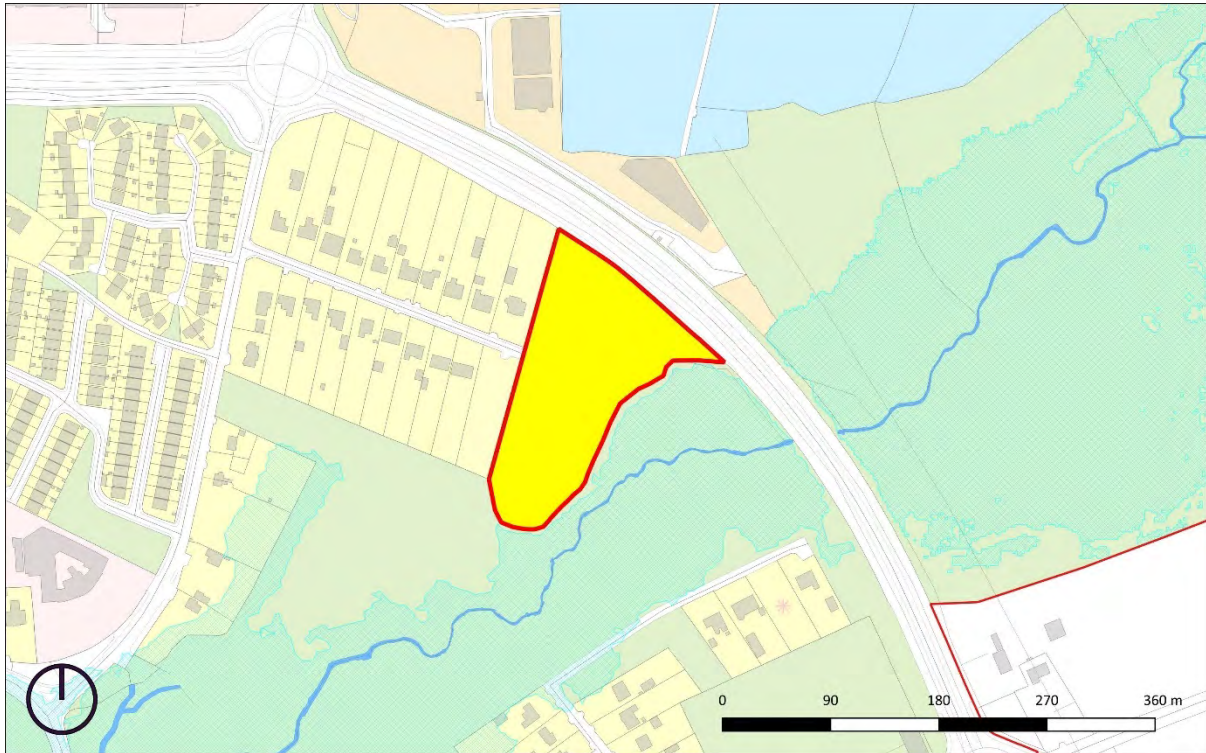
(iii).

Adjust the zoning of lands to the north of Oranmore, accessed via Carrowmoneash Road, and revert to the existing established residential land use zoning.

**From:**



To:



## Recommendation 15 - Flood Risk Management

Having regard to the detailed requirements of The Planning System and Flood Risk Management, Guidelines for Planning Authorities' (DECLG and DECHLG, 2009), section 28 guidelines, the planning authority is required to review the Strategic Flood Risk Assessment, in consultation with the OPW, to ensure consistency with the said Guidelines.

The land use zoning objectives under the Draft Plan are also required to be reviewed and amended, as appropriate, having regard to the revised SFRA, and in accordance with the application of the sequential approach, and the Justification Test where appropriate, and having regard to potential climate change effects. The land use zonings at the following specific locations should be reviewed and revised where consistency with guidelines cannot be demonstrated:

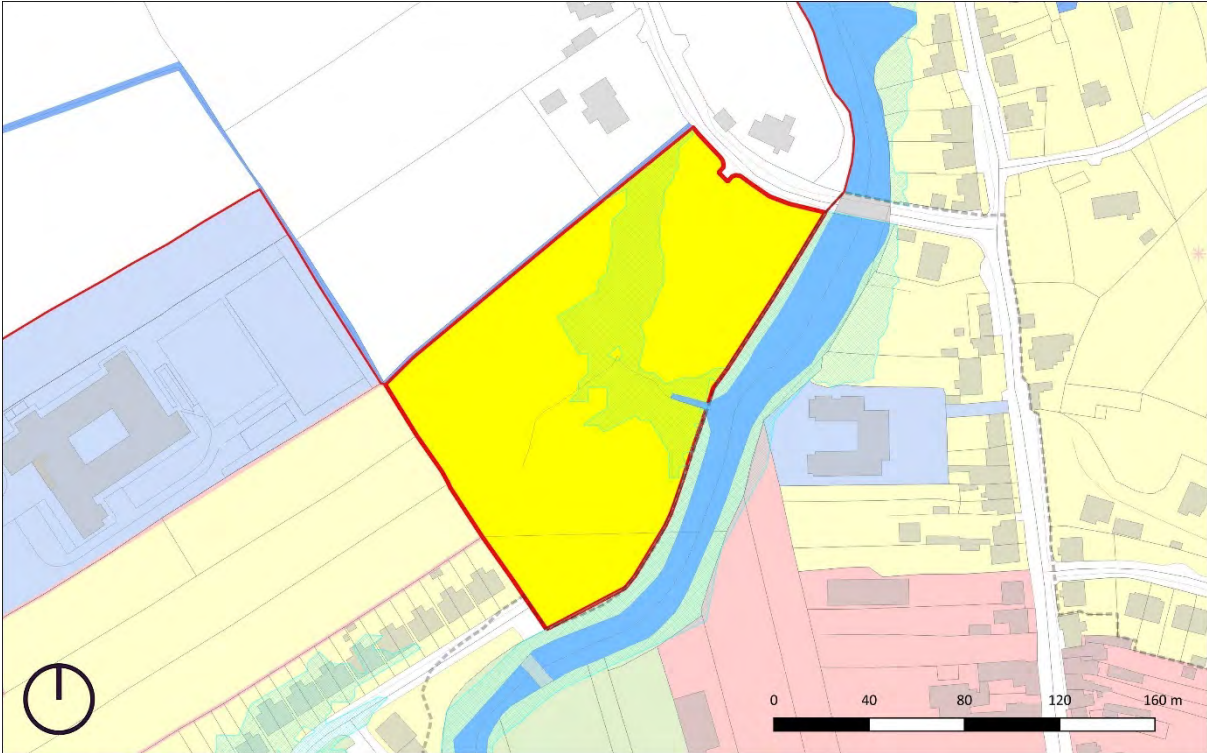
Settlement	Site/location	Flood Risk
An Spidéal	Opportunity site 1 (retail/commercial)	(iii) Climate change scenarios, (iv) Spidéal may be vulnerable to coastal erosion and overtopping.
Clifden	Community Facilities site to the west of the town	Flood zone A.
Garraun	Part of residential (phase 1)	Potential risk in climate change scenarios.
Headford	'Business & Enterprise' (BE) and 'Community' Facilities'(CF) zonings south of the town centre and east of the N84, Galway road.	Flood Zone A.
Kinvara	Opportunity site (OPR-KI 1)	At risk to coastal flooding with climate change. Vulnerable to wave overtopping.
Maigh Cuilinn	N59 Moycullen Bypass at two locations;	Flood Zone A.
Oranmore	Areas zoned Residential (Phase 1) west of N67 and east of Maree Road.	At risk of flooding in climate change scenarios
Oughterard*	Lands to southwest of Glan Road and adjoining Carrowmanagh Park zoned Residential (Phase 1)	Flood Zone A and B.
Portumna	Residential infill areas at Shannon Road, south of the town.	At risk of flooding in climate change scenarios

### Chief Executive's Recommendation:

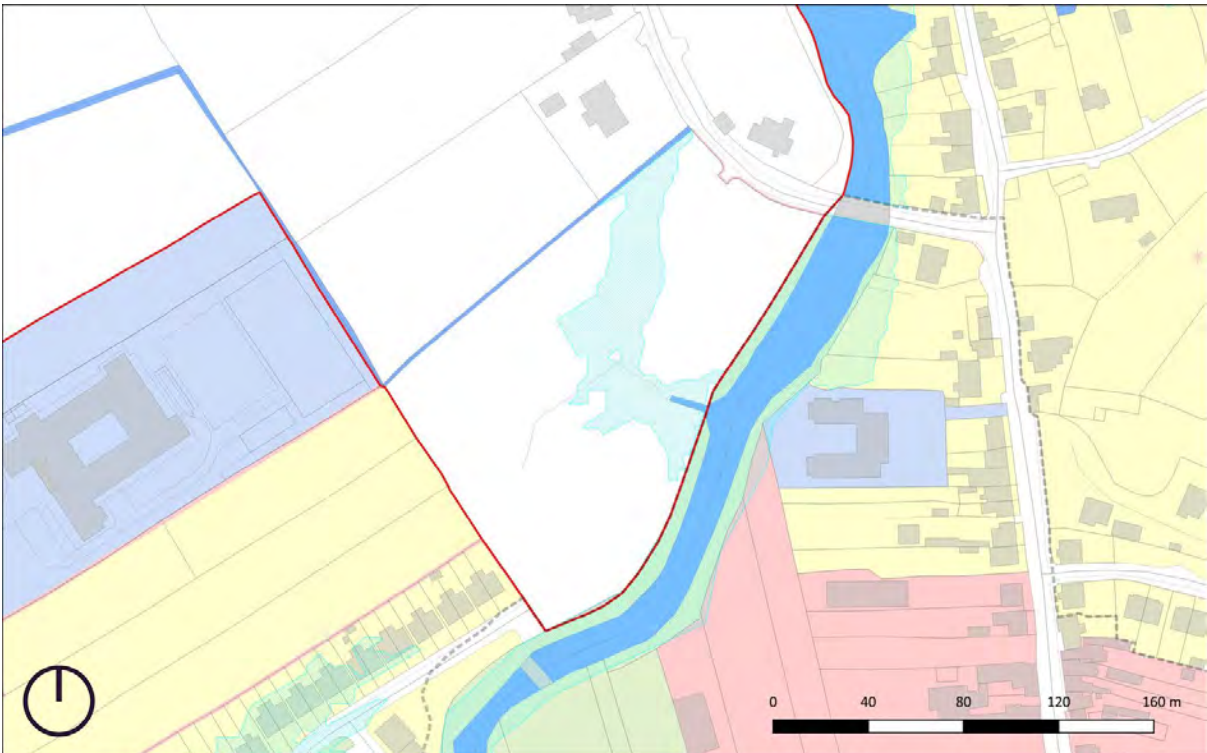
Remove the Lands to southwest of Glan Road and adjoining Carrowmanagh Park zoned Residential (Phase 1).



From:



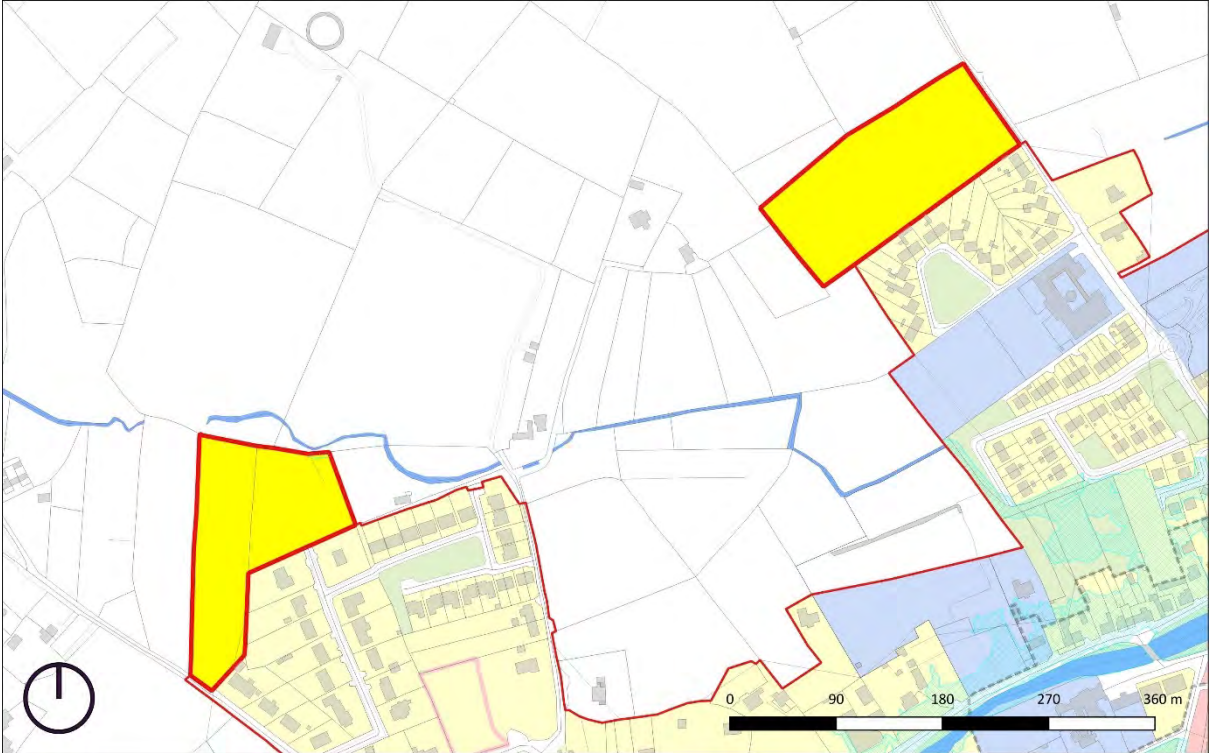
To:



**Additional Residential Phase 1 lands have been proposed as a result of Recommendation No.7 and 15 relating to Oughterard.**

Oughterard:

Residential Phase 1 lands to be reallocated to the lands identified in the Pre-Draft Galway County Development Plan, based on the removal of R1 lands as per recommendations no.7 and 15 above:



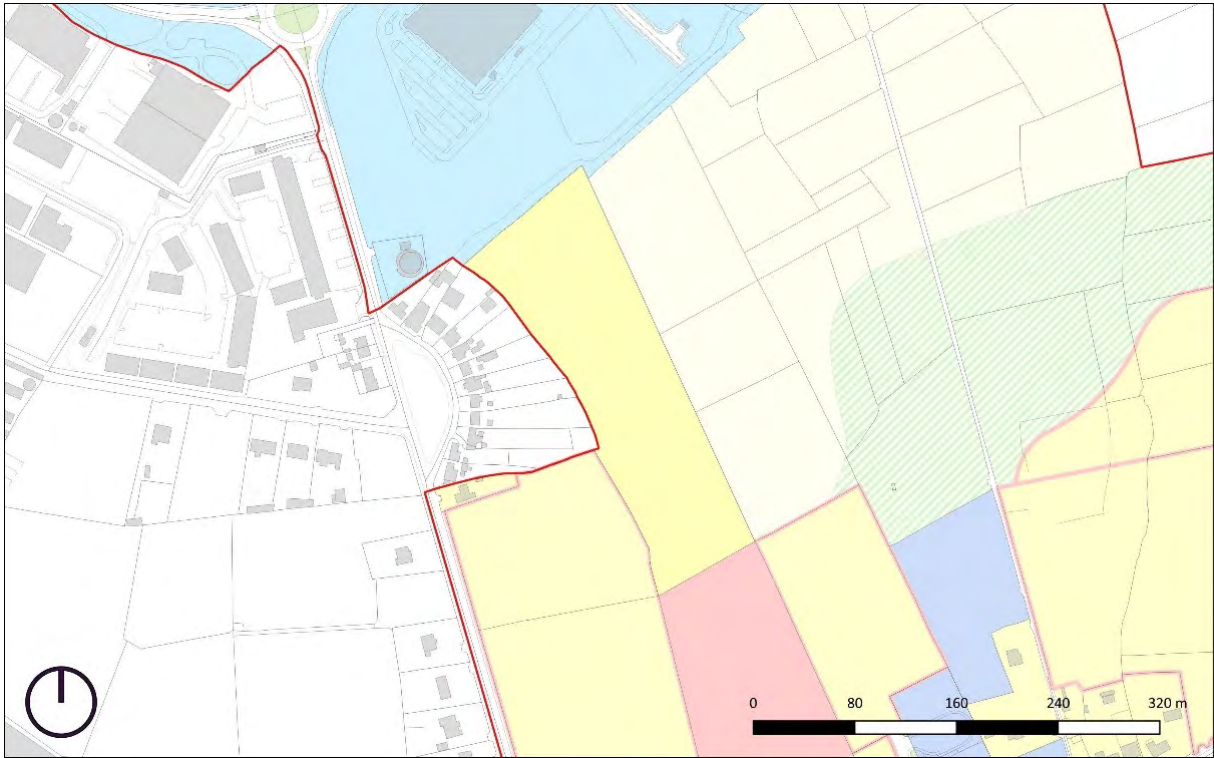
As per Recommendations No.1, No.2, No.7, No.11 and No.15 from OPR, there is allocation of more Residential Phase 1 lands in Garraun, Briarhill and Oranmore due to the Circular published in relation to the **Structural Housing Demand in Ireland and Housing Supply Targets** and associated section 28 Guidelines: **Housing Supply Target Methodology for Development Planning**. There are consequential changes in relation to Residential Phase 1 lands allocation as per the revised Core Strategy and the higher density now being proposed.

- Reconfiguration of the Core Strategy Table,
- Higher Density in Briarhill and the additional lands(+3ha)
- Allocation of more Residential lands(+6ha) in Garraun
- Allocation of more lands in Oranmore(+2ha) which has been accounted for in the rezoning of lands in Carrowmoneash road as per OPR Recommendation No.7.
- Reconfiguration of the Core Strategy Table:

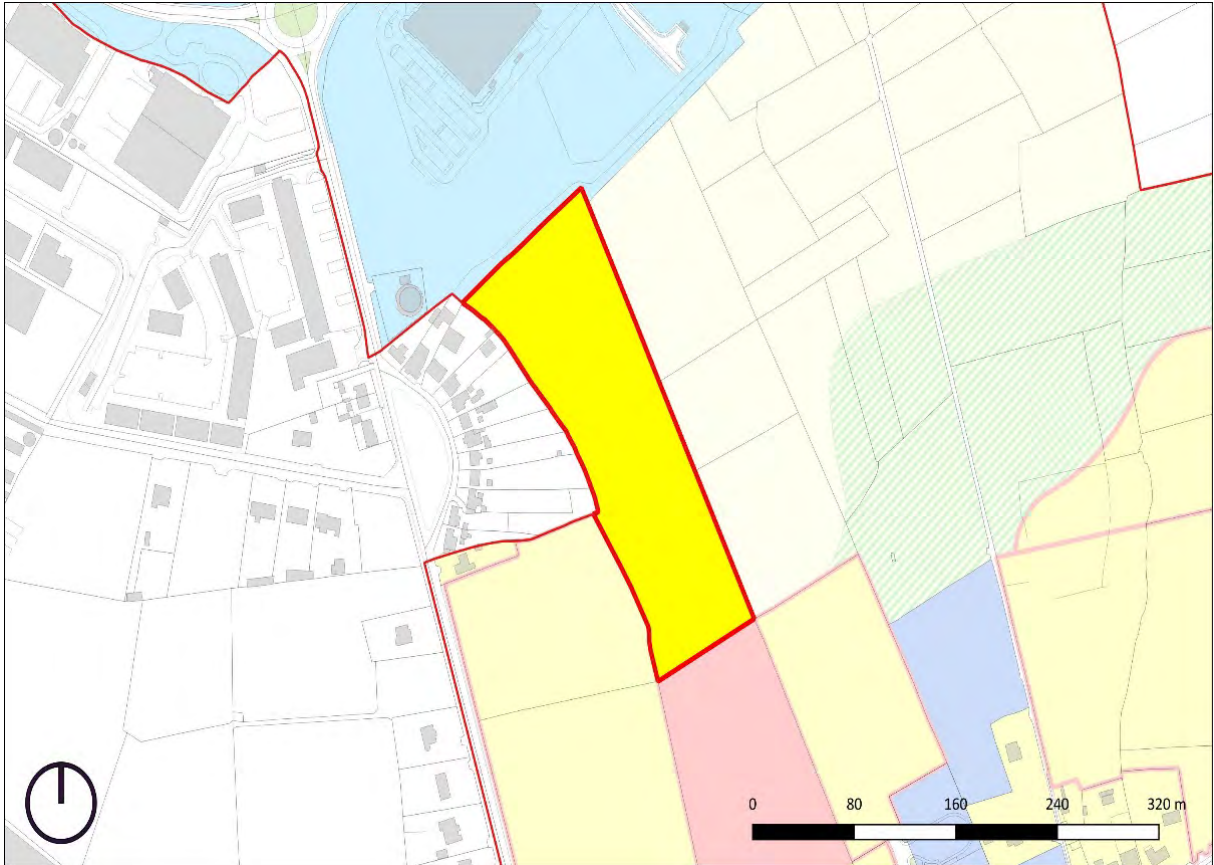
Metropolitan Area		Residential Units to be Delivered on Infill/Brownfield Sites	Residential Units to be Delivered on Greenfield Sites	Density	Quantum of Greenfield Land Required for Residential Development	Quantum of Brownfield/Infill Land Required for Residential Development
	Baile Chláir	170	398	30	13.3	6
	Bearna	131	306	30	10.2	4
	Oranmore	269	628	30	22.4 <del>22.53</del>	7
	Garraun	0	733	35	20.9 <del>14.38</del>	0
	Briarhill	0	569	35	16.3 <del>13.03</del>	0

- Additional +3ha in Briarhill.

**From:**

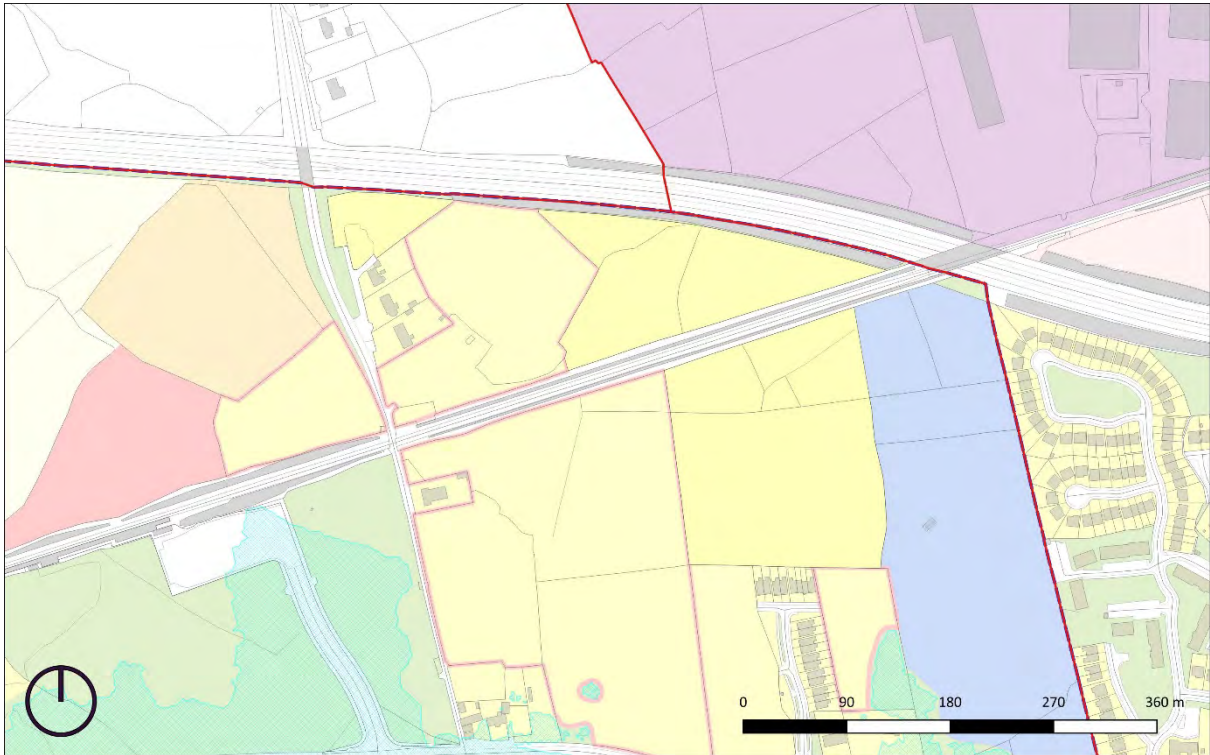


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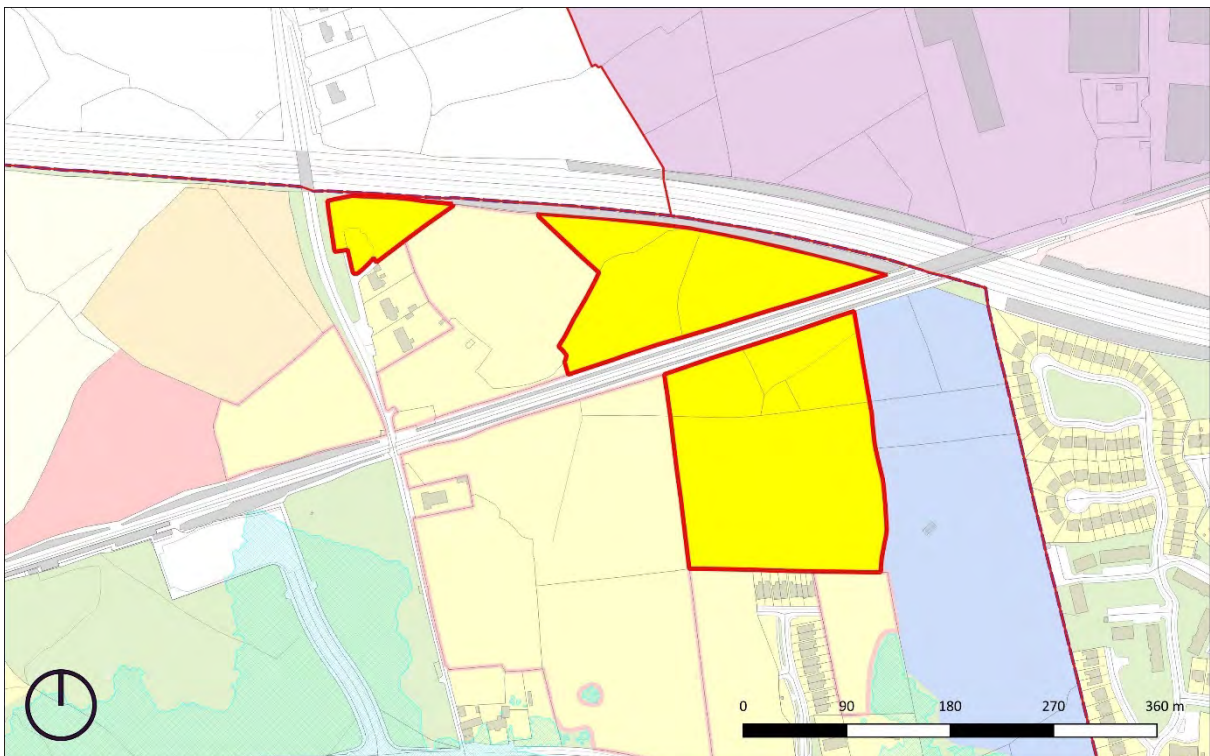


- Additional +6ha in Garraun.

**From:**



**To:**



**Summary of Submission:**

A detailed submission was received from the Northern and Western Regional Assembly and has been prepared under Section 27B of the Planning and Development Act 2000 (as amended). The submission from the Northern and Western Regional Assembly (NWRA) includes an overview of the format of the Draft Plan and offers commentary on the similarities and differences (where relevant) between the policy objectives set out in the Draft Plan and the Regional Policy Objectives (RPOs) in the RSES.

The following is a brief synopsis of the main elements of the chapter-by-chapter analysis:

**Chapter 1: Introduction**

It is stated that there are no development objectives in Chapter 1.

**Chapter 2: Core Strategy, Settlement Hierarchy and Housing Strategy**

There is commentary in relation to the household size and how the core strategy is aligned. It is stated that the core strategy Table 2.9 sets out targets for the plan period which would appear to be very ambitious targets for the key towns i.e. 30% increase by 2028. It is specifically stated that this aspect of the Plan is not consistent with the RSES.

There is concern in relation to the distribution of population within the settlement hierarchy and the allocation of population to the rural area. In relation to the settlement hierarchy and the distribution of the towns and villages it is recognized that there is a rational sequence for the settlements.

Specific reference to the serviced sites in section 2.4.11 and that it is conditional on a national program and the community providing sites. It is stated that the RSES RPO 3.7 would envisage the Council taking the lead in such projects.

**Chapter 3: Placemaking, Urban Regeneration and Urban Living**

It is stated that the policies and objectives identified in Chapter 3 are consistent with the RSES. It is specifically requested that there would be lands identified for the provision of nursing homes.

The Typology Study is referenced, and it is requested that there would be clarity provided as to what a density typology study entails.

**Chapter 4: Rural Living and Development**

A number policy objectives (RC1-7) have been referenced which accord to similar policies in the RSES. There is a suggestion to include reference to RPO 3.3 where 20% brownfield development in rural areas should be included as an addition to policy objective RH 7 Renovation of Existing Derelict Dwelling.

Reference is made to policy objectives RH1-5, it is suggested that further clarity is required as to what constitutes a demonstrable economic need for the many occupations (outside of agriculture) that are needed.

In relation to the section on rural enterprises the policy objectives contained in the chapter reflect the same principles as outlined in the RSES. It is suggested that a policy objective supporting the concept of a regional forum for forestry would be included in this chapters outlined in RPO 5.24 of the RSES.

## **Chapter 5: Economic Development, Enterprise and Retail Development**

Reference is made to the Economic Development Strategy for the county, it is suggested that a timeline for its completion would be given and that because of the MASP and the interaction with the city administrative area, that a joint strategy with Galway City would be carried out as is outlined with the Retail Strategy.

In relation to the concept of the Strategic Economic Corridor from Oranmore to Attymon (2km each side) a prioritisation schedule of how infrastructure is to be provided should be included.

In relation to the former Galway Airport site, the regional assembly had identified a specific RPO 3.6.6 in relation to an integrated development intention for the site and developed lands including associated lands in its immediate hinterland on both sides of the R339. It is stated that policy objective EL4 Former Galway Airport is not reflective of this and the Assembly requests that this would be addressed.

## **Chapter 6-Transport and Movement**

It is confirmed that the policy objectives contained in this chapter are consistent with Chapter 6 of the RSES. It is considered that a policy on rail electrification would increase consistency.

## **Chapter 7-Infrastructure, Utilities and Environmental Protection**

It is noted that the chapter outlines the water and wastewater projects proposed by Irish Water, but it is suggested that it would be informative if timelines were given to aid monitoring and implementation.

In relation to the capacities of wastewater and water infrastructure the information is quite limited, and it is suggested that more information would be provided.

In relation to waste management and reference to the CUWMP 2015-2021 the promotion of the circular economy principles of prevention, reuse etc. is noted and the policy objectives for waste management are consistent with those in the RSES. It is suggested that some guidance would be given on the spatial delivery of infrastructure and that RPO 8.10 would be included.

## **Chapter 8 Tourism and Landscape**

The strategic aims of this chapter are noted and it is considered that the tourism section in the Draft Plan is comprehensive. In relation to the landscape section, it is suggested that the inclusion of RPO5.2 which encourages collaboration between neighbouring counties in landscape characterisation would be included.

## **Chapter 9 Marine and Coastal Management**

The strategic aims of this chapter are noted, and it is considered that there is a high level of consistency between both the Draft Plan and the RSES.

## **Chapter 10 Natural Heritage, Biodiversity and G/B infrastructure**

The strategic aims of the chapter are noted. The strategic aims of this chapter are noted, and it is considered that there is a high level of consistency between both the Draft Plan and the RSES.

## **Chapter 11 Community Development and Social Infrastructure**

The strategic aims of the chapter are noted. The provision of educational facilities is linked to population growth (EDU 2) which according to the Assembly is sustainable, however inconsistent with the RSES in terms of population growth for the key towns as outlined in comments raised in Chapter 2 above. It is recommended that there would be an objective for specific nursing home use and included as outlined in RPO 7.12.13.

## **Chapter 12 Architectural Archaeology and Cultural Heritage**

The strategic aims of the chapter are noted. It is considered that there is a high level of consistency between both the Draft Plan and the RSES.

## **Chapter 13 The Galway Gaeltacht and Islands**

The strategic aims of the chapter are noted. It is considered that there is a high level of consistency between both the Draft Plan and the RSES.

## **Chapter 14 Climate Change, Energy and Renewable Resources**

The strategic aims of the chapter are noted. It is considered that there is a high level of consistency between both the Draft Plan and the RSES.

## **Chapter 15 Development Management Standards**

It is noted that there is a comprehensive schedule of technical documents for all types of development which is commended. It is stated that there is no comparable section in the RSES.

## **Volume 2-Settlement Plans**

### **MASP Plans-General**

It is noted that there are common development policy objectives within the MASP area, and that the population allocation aligns with the RSES. As outlined earlier it is requested that there would be clarity given on the Density Typology Study and the Building Heights Study.

**Baile Chláir** - It is stated that there are significant areas of the settlement subject to flooding, in the north, centre and south of the area. It is stated that a good proportion of these lands have been developed and lands immediately adjacent to the flooded areas are zoned for development. A Justification Test needs to be included with the Plan to assess the risks for adjoining lands due to existing developments in flood zone A and B.

It is also suggested that the capacity headroom and performance of the WWTP were specified in order to inform the public along with lands that are serviced within the development envelope.

It is requested that there would be timeframes provided for the delivery of the following projects:

- Transport and Urban Renewal Plan (lifetime of plan)
- N17 Bypass
- Pedestrian and cycle route

In conclusion on Baile Chláir it is stated that the Plan is overall consistent with the RSES.

**Bearna** - It is stated that there are major development projects in Bearna which comprises a new WWTP, an inner relief road, an amenity park, the issue of sustainable travel and feasibility study for a



new marina. It is requested, as there is a common border with the city, that it would be informative if the neighbouring land uses were shown in order to demonstrate integration and compatibility. It is requested that the quantum of lands zoned for different uses would be provided in order to inform the public on development intentions.

It is also stated that there are no definitive timeframes for the commencement of projects and that timelines should be provided.

**Oranmore and Garraun** - It is stated that the delivery of Garraun is premised on the delivery of transport and water services infrastructure. It is stated that there is uncertainty regarding the timelines and delivery of infrastructure and how realistic the targets for development area. Clarification on these timelines should be given.

It is acknowledged that there has been significant work put into the urban design elements of Garraun and that this should have been replicated with Oranmore itself. In addition, lands adjoining the boundary should also be included which are contiguous to the boundary with the city.

#### **Chief Executive's Response on Chapter-by-Chapter analysis:**

The chapter-by-chapter analysis of the Draft Plan contains elements of commentary which appears to be somewhat at variance with national policy and with regional policy as set out in the NWRA's RSES and with the NPF. All comments regarding the chapters are noted and there will be further responses to the Recommendations and Observations below.

#### **Summary of Main Part of the Submission:**

##### **1.Recommendation:**

1.That the population targets for the key towns of Tuam and Ballinasloe be revised to reflect the target in the RSES of a 30% increase by 2040, this will be equivalent to an approximate increase in Ballinasloe of 1,000 and in Tuam of 1,300.

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

This recommendation is at variance to the OPR submission where it was considered appropriate the settlement hierarchy and the portioned of population growth allocated to each town. The two Key Towns of Ballinasloe and Tuam have been identified in the Core Strategy to grow in population by 30%. The parameter in the RSES relates to at least 30% of population uplift and as a result the Local Authority respectfully disagrees with the Regional Assembly that the population allocation is not in accordance with the RSES. The Core Strategy, as prepared in the Draft Galway County Development Plan 2022-2028, was cognisant of this and also of RPOs 3.1 to 3.4 which seeks to deliver compact growth through directing population growth to MASP, Key Towns as well as the regeneration and renewal of small towns and villages in rural areas.

It is considered that the approach taken aligns with both national and regional policy as outlined in the NPF and RSES and is in line with the *Housing Supply Target Methodology for Development Planning Guidelines (2020)*.

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

No Change.

## **2.Recommendation:**

2.That the allocation for housing in tier 7 be re-examined to reflect NSO 3 (strengthen rural communities) and RPO 7.17 to ensure that housing delivered meets the needs of communities in urban and rural areas.

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

This recommendation is at variance to the OPR submission where it was considered appropriate the settlement hierarchy and the portioned of population growth allocated in Tier 7.

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

No Change.

## **3.Recommendation:**

3.That RC3 (provision of serviced sites) be reconsidered and that the contents of RPO 3.7 in terms of prioritization and delivery be included in a revised objective.

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

It is considered that the wording in relation to policy objective **RC 3 Small Towns and Villages** is appropriate as the premise behind this policy objective is to support the initiative in consultation with Irish Water as they are the regulatory authority.

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

No Change.

4.That RPO 3.3 - 20% brownfield development in rural areas - be included as part of RH7(chapter 4).

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

This matter has been discussed in response to Recommendation 2 of the OPR submission

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

As per Chief Executive Report Recommendation No. 2 of the OPR submission

5.That EL4 be amended to make it consistent with RPO 3.7, development of the Airport Site and Associated lands (chapter 5).

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

The comments regarding the Airport site are noted. It should be noted that the vision document at the end of **Chapter 5 Economic, Enterprise and Retail** is a high-level document as an initial step in developing a masterplan for this site. RPO3.7 is referenced by the Regional Assembly and it is seen that this policy lays the foundations for the future development of the Airport site. As outlined under Observation No. 5 of the OPR it is considered that policy objective **EL4 Former Galway Airport** is amended to ensure that any future master planning for Galway Airport is carried out in close collaboration with key stakeholders.

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

As per Chief Executive Report No. 5 of the OPR submission.

6. That RPO 7.14 be included in the updated plan which requires the zoning of lands specifically for nursing homes (chapter 11)

**Chief Executive's Response:**

This matter has been discussed in response to Observation No. 2 of the OPR submission.

**Chief Executive's Recommendation:**

As per Chief Executive Report Observation No. 2 of the OPR submission.

**Observations:**

1. Policy PT7 (To support the opening of the Western Rail Corridor route from Athenry, Tuam, Claremorris to Collooney as an option for passenger and cargo transportation) is consistent with the RSES and is welcomed by the NWRA. The Assembly note PT 8 which supports inclusion of Loughrea in the railway network and consider it a worthwhile addition to the WRC.

**Chief Executive's Response:**

This matter has been discussed in response to Observation No. 10 of the OPR submission.

**Chief Executive's Recommendation:**

As per CE Observation No. 10 of the OPR submission.

2. The Plan would benefit from further clarification on what a Density Typology Study entails and a timeline for its delivery, refer CGR5 (section 3.6).

**Chief Executive's Response:**

As outlined in **Chapter 3 Placemaking, Regeneration and Urban Living**, the Density Typology Study will be carried out to establish a strategy for applying appropriate level of density across the county, and it envisaged that this would be carried out during the lifetime of the Development Plan.

**Chief Executive's Recommendation:**

No Change.

3. It would be of benefit to provide clarification as to what constitutes demonstrable economic need for the many rural occupations outside of agriculture (chapter 4).

**Chief Executive's Response:**

This matter has been discussed in response to Recommendation No. 10 of the OPR submission.

**Chief Executive's Recommendation:**

No Change.

4. The Regional Assembly would welcome consideration to be given to inclusion of a policy objective to contribute to a Regional Forum on Forestry (RPO 5.24).

**Chief Executive's Response:**

The Draft Plan aims to support the sustainable growth of forestry in the county as outlined in **Chapter 4 Rural Living and Development**, however it is important to acknowledge that its development is

outside the scope of planning legislation. Galway County Council supports the regional policy objectives as outlined in Section 5.9 of the RSES.

**Chief Executive’s Recommendation:**

No Change.

5. Clarify the rationale for selecting 30m<sup>2</sup>/employee as a quantum for estimating floor space for employment (chapter 5).

**Chief Executive’s Response:**

This figure is derived from a Report on Employment Potential that was prepared for Galway County Council. Using the Employment Density Guide a hybrid approach was set out for measuring employment and the associated land requirements. The Employment Density Matrix sets out various employment types and required sqm for each employee. The 30sqm figure is a hybrid mix of a number of employment uses which vary from general office Employment to Mixed Use – Small Business Work Space.

There is a wide range of sqm required depending on the employment type. For example, Finance and Insurance requires just 10sqm per employee whereas a Regional Distribution Centre would require 77sqm per employee.

**Chief Executive’s Recommendation:**

No Change.

6. It would benefit the Plan to include a timeline for the preparation and completion of an Economic Development Strategy (chapter 5).

**Chief Executive’s Response:**

In relation to the Economic Development Strategy, it would be the intention of Galway County Council to carry out this piece of work after the Census 2022 results are published. As the Regional Assembly would be aware it will take more than a year for these results to be released. Therefore, it is considered at this stage that it would be premature to indicate a specific timeline.

**Chief Executive’s Recommendation:**

No Change.

7. The inclusion of timelines for the delivery of water services projects would be a welcome addition to the Plan (chapter 7).

**Chief Executive’s Response:**

In relation to the timelines for the delivery of wastewater services projects, as the Regional Assembly are aware, Irish Water are the regulatory Authority. There is close collaboration and consultation with Irish Water in relation to infrastructure requirements, however it is not considered of benefit to indicate timelines for water services projects that are outside the control of the Local Authority.

**Chief Executive’s Recommendation:**

No Change.

8.The provision of data for performance, capacity and headroom in WWTPs would be a welcome addition to the Plan (chapter 7).

**Chief Executive’s Response:**

The data for performance, capacity and headroom in WWTPs have all been examined prior to the preparation of the Draft Plan and again there has been extensive consultation with Irish Water and these parameters constantly evolve and numbers change, therefore it is not considered warranted to include them in a six-year plan.

**Chief Executive’s Recommendation:**

No Change.

9.The Regional Assembly suggest that guidance be given on the siting of waste infrastructure, refer RPO 8.10 (chapter 7).

**Chief Executive’s Response:**

**Chapter 7 Infrastructure, Utilities and Environmental Protection** of the Draft Galway County Development Plan 2022-2028 outlines a number of policy objectives which deal with Waste Management. It is considered that the content and policy objectives contained in the Draft Plan are consistent with the policy objectives included in the RSES.

**Chief Executive’s Recommendation:**

No Change.

10.The Regional Assembly suggests that reference be made to Electricity Projects for Galway as set out in Table 11 of the RSES (chapter 7).

**Chief Executive’s Response:**

The Planning Authority note the comment with regard to reference being made to Electricity Projects for Galway as set out in Table 11 of the RSES. There is no objection to additional text and a table to outline these projects being listed within **Chapter 7 Infrastructure, Utilities and Environmental Protection**.

**Chief Executives Recommendation:**

It is recommended that the following text and table be inserted within **Chapter 7 Infrastructure, Utilities and Environmental Protection**, before the Policy Objectives table.

There have been a number of strategic electricity projects listed for County Galway. This information has been illustrated with Table 7.7 Electrical Grid Network Projects in County Galway.

Project Name
Regional Solution Project (series compensation on 400 kV network)
Cashla – Salthill 110 kV Line update
Galway 110 kV Station Redevelopment

**Table 7.7: Electrical Grid Network Projects in County Galway.**

**11.** The Plan would benefit from the areas of lands, for different land uses being provided in a schedule attached to zoning maps.

**Chief Executive's Response:**

All of the settlement plans included in Volume 2 are in accordance with the Core Strategy of Draft Galway County Development Plan. It is considered that there is merit to include a table which will reflect the final zonings of all the lands in individual settlements.

**Chief Executive's Recommendation:**

No Change.

**Summary of Submission:**

A comprehensive submission was received from the above Department and it will be summarised as follows:

**Culture****Creative Ireland**

Reference to the Creative Ireland Programme and the Creative Communities work initiatives. The submission refers to the support given to Local Authorities in establishing a Culture and Creativity Team and a Culture and Creativity Strategy in consultation with community groups and sectoral bodies.

With ongoing strategic engagement and alignment with Creative Ireland Programme objectives and the Draft Galway County Development Plan 2022-2028, the plan could acknowledge the Creative Ireland objectives. The Draft Plan could also, it is stated, include the priorities and objectives of the Galway County Culture and Creativity Strategy 2018-2022 and acknowledge the associated Team.

**Tourism**

The Department in their submission welcome the significant role of tourism in the Draft Galway County Development Plan 2022-2028 and the plans set out to work with Tourism Agencies. The submission also notes plans to develop Tourism Experience Brands.

Appendix One of the submission further suggests how each chapter in the Draft Galway County Development Plan should acknowledge and reflect the overarching objectives of the Creative Ireland Programme, as follows:

It is suggested the strategic priorities and objectives of the Galway County Culture and Creativity Strategy should be incorporated into **Chapter 11 Community Development and Social Infrastructure**

It is suggested that **Chapter 11 Community Development and Social Infrastructure** should acknowledge the existence and innovativeness of the *Galway County Culture and Creativity Team* and commit to supporting the central role of this team to collaborate and implement key priorities in the cultural and creative community.

The submission references the Creative Ireland Programme and its recognition of the creative industries to Ireland's creative economy and the ambition to increase training and employment in this sector are also noted. The role of the Creative Ireland Programme in facilitating the Governments Audio-visual Action Plan is also referenced. A roadmap is being established with partners for the Creative Industries. Local Enterprise Offices are encouraged to establish economic development and employment creation strategies.

In relation to **Chapter 5 Economic, Enterprise and Retail Development** it is suggested that this chapter could ensure that the actions taken to deliver on its economic development objectives align with the overarching objectives of the Audio-visual action Plan and Roadmap for Creative Industries.

The submission references the importance of Heritage and the historic built and natural environment. The Creative Ireland Programme supports a range of projects in the county, and it is requested that awareness within the plan should be made of this.

**Chapter 12 Architectural, Archaeological and Cultural Heritage** should ensure that the actions taken to deliver on Heritage development objectives align with the draft Heritage Ireland 2030 objectives

insofar as they recognise the Culture and Creativity Teams in Local Authorities as key enablers vis-à-vis heritage.

The submission refers to the established architecture project by Creative Ireland Programme as an online resource for developing local communities with Irish Architecture Foundation.

It is specifically requested that **Chapter 3 Placemaking, Regeneration and Urban Living** and **Chapter 4 Rural Living and Development** and the policy objectives utilise the expertise of Reimagine.

The preparation of Engaging the Public on Climate Change through the Cultural and Creative Sectors (2019) is referenced and how it highlighted the potential of the Culture and Creative Sector to collaborate with climate experts to engage the public on levels of awareness and the corresponding need for behavioural change.

It is requested that **Chapter 14 Climate Change, Energy and Renewable Resource** acknowledge the role for the Culture and Creative Sectors in raising awareness of climate change and influencing attitudes on climate action.

**Chief Executive's Response:**

The policy on Arts and Cultural facilities is outlined in **Chapter 12 Architectural, Archaeological and Cultural Heritage** and Sections 12.7 and 12.8 of the Draft Galway County Development Plan 2022-2028. The content of the Draft Plan recognises the benefits of arts and cultural facilities and the crucial role that Local Authorities have in the overall delivery of the Government's national initiative – Creative Ireland Programme. It is considered that the established relationship between Galway County Council and the Arts Council of Ireland is the most effective vehicle by which to further progress many of the recommendations and initiatives suggested in the submission.

**Chief Executive's Recommendation:**

No change.



**Summary of Submission:**

No Comment to make.

**Chief Executive's Response:**

Noted.

**Chief Executive's Recommendation:**

No Change.

**Summary of Submission:****Geoheritage**

An overview of **Chapter 10 Natural Heritage, Biodiversity and Green/Blue Infrastructure** is given, with acknowledgement and agreement of several policy objectives in relation to geological and esker sites.

**Culture and Tourism**

The inclusion of **Policy Objective UGG1 UNESCO Global Geopark Status** is welcomed. However, it is requested that an overall policy objective for the Local Authority to achieve UNESCO status should be given. It is suggested that there would be reference in **Chapter 8 Tourism and Landscape**.

**Groundwater**

The reference to groundwater protection is outlined and acknowledgement of its inclusion in **Chapter 1 Introduction, Chapter 7 Infrastructure Utilities and Environmental Protection** and in **Chapter 15 Development Management Standards**.

**Geohazards**

It is suggested that geohazards and particularly flooding be taken into consideration, especially when developing areas where these risks are prevalent, and they encourage the use of data when doing so.

**Geothermal Energy**

The inclusion of geothermal energy, as part of specific policies and objectives in **Chapter 14 Climate Change, Renewable Energy and Renewable Resource** policy objective **RE 5 Renewable Energy Strategy**, is noted.

**Natural Resources (Minerals/Aggregates)**

The policy objectives included in the Draft Plan are welcomed. Reference to a potential planning condition is outlined in relation to **MEQ3 Sustainable Management of Exhausted Quarries** and **MEQ4 Landscaping Plans**.

**Geochemistry of soils, surface waters and sediments**

It is noted in Section 7.9.4 Soil Quality, the policy objectives: **SQ1 Soil Impact Assessments, SQ 2 Soil Protection Measures** and **SQ 3 Soil Protection, Contamination and Remediation**, it is suggested that datasets could be utilised.

## **Geophysical Data**

Geological Survey Ireland produced geophysical data.

## **Marine and Coastal Unit**

Datasets are outlined that benefit Section 8.9.2 **Coastal and Marine Tourism**, and in **Chapter 9 Marine and Coastal Management** and in **Chapter 14 Climate Change, Energy and Renewable Resource** and can be used to inform the draft SEA.

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

The Planning Authority notes the comments of the GSI and welcomes support for the policy objectives of the Plan relating to County Geological Sites (CGS) and their protection. It is considered that the identification of CGS's within the Plan and associated policy objectives collectively facilitate and promote early consultation regarding any proposed development of potential issues relevant to the site. The comments in relation to culture and tourism are welcomed and the use of GSI maps and data is acknowledged.

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

No Change.

A comprehensive submission was received from Department of Education which takes note of the forecasted growth in population for the plan period and the implications of this on school places.

The submission welcomes policy objectives in **Chapter 11 Community Development and Social Infrastructure, EDU 1-Education Facilities, EDU 3-Future Education Uses and EDU 5-Shared use of Educational and Community Facilities.**

It is suggested that all school sites are zoned and mapped on the Council's system to aid school planning. The Department has considered population projections beyond the plan period to 2031 with a variety of scenarios and presumptions for example at primary level on 11.5% of population and 25 students per class and post primary at 7.5% of population numbers. Analysis suggests the requirements for addition educational accommodation within the plan period if the population increases materialise.

Reference to two guidance documents for use when zoning school sites. Good road access is critical to enable delivery of a required school.

Commentary has been provided in relation to **Chapter 2 Core Strategy, Settlement Strategy and Housing Strategy**, and reference to the Core Strategy and Table 2.2 as follows:

- In Baile Chláir there will be a requirement for increased school places which could be met by expansion of existing schools. Submission states that the post primary school is already heavily subscribed, therefore it is considered prudent to zone a future post primary school in Baile Chláir.
- Reference to forecasted population in Bearna and it welcomes **PO BMSP6.**
- In Oranmore there is a requirement identified for increased school place provision at primary level which may be met by expansion. Also, possible that a new school is required. It is suggested that an additional site be zoned. At post primary level, a requirement for additional school places has been identified and is to be met by a new 1,000 pupil post-primary school to serve the City and Oranmore school planning areas as a regional solution. This school is currently located on a temporary site. East environs are the Departments' preferred location for this school to serve this area. Department and Council collaborating to address this problem.
- Garraun very well positioned to provide an educational campus of a post primary school and any future primary school needed to serve Garraun and Oranmore.
- There are three aspects to the plan to develop Briarhill. Residential units; Business/Commercial development and future growth area. Existing school is well located to meet future primary school needs. Department welcomes the decision of the Council to zone additional land beside the school to enable it to expand. At post primary level, forecasted growth will trigger requirement for increased school places.
- Ballinasloe requirement for extra school place provision both primary and post primary should the proposed population increases materialise. The increase at primary level could trigger the need for a new primary school if existing facilities cannot be expanded. Therefore, an additional primary school site should be zoned to cater for possible future need. At post-primary level, additional requirement arising from population expansion could be met at the existing facilities.
- In Tuam the Department has identified a potential requirement for extra school places at primary and post primary level should the population increases materialise. There is suggestion for the requirement of a new primary school if existing facilities cannot expand. It

is recommended that an additional primary school site be zoned. Additional post primary space could be met at existing facilities.

- In Athenry the Department considers that a marginal requirement may arise for additional primary school places if the population increases materialise. This can be accommodated by expansion. Post primary forecasted increases could be met at existing facilities.
- In Gort the Department identifies a potential requirement for extra school place provision at primary and post primary levels, should proposed population increases materialise. These requirements could be met at existing facilities.
- In Loughrea the Department identifies a potential requirement for extra school place provision at primary and post primary level should population increases materialise. This could be accommodated at existing facilities.
- In Clifden, it is stated that there may be potential requirement for small increased places at primary and post primary schools which could be accommodated at existing facilities.
- In Headford, at primary level, there may be a small increased requirement which can be met by the existing school. At post primary level it is anticipated that the existing school will meet requirements.
- In Maigh Cuilinn, the requirement for increased places would be small and could be met by the existing primary school. At post primary level any requirement for increased places will be small. The majority of students in Maigh Cuilinn enrol in post primary school in Galway and the Department considers that the capacity across schools in Galway City will continue to facilitate that enrolment pattern.
- In Oughterard – Both schools will meet future requirements.
- In Portumna – Increased primary places could be met at the existing school. Increased post primary places could be met at the existing school.
- Within the Small Growth Villages there is no requirement for additional primary school places or post primary school places with the exception of Kinvara where a potential additional requirement has been identified. It appears that this could be met at the existing facility.

In summary, the Department has not identified any significant requirement for additional mainstream school place provision at any settlement based on the Draft Plan. No immediate plans to provide an additional special school in the County at present, however if the need arises, it is stated that the Department will get in touch. School accommodation requirements are kept under review. School zonings and buffers are vital to cater for future need.

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

The contents of this submission are noted. The support of the Policy Objectives is welcomed.

The Council recognises that the principle of compact growth as promoted at national, regional and local level may require an expansion to and/or maximising use of existing school sites. Therefore, in addition to new school development, the council will support the appropriate development and/or redevelopment of existing schools within the county.

It is considered that there is sufficient quantity of Community Facilities zoned land in each settlement within the Draft Plan this includes an area in Garraun, Oranmore, to the east of Galway City.

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

No Change.

**Summary of Submission:**

A detailed submission was received from the Department of Transport. The Department has welcomed the comprehensive Draft Galway County Development Plan 2022-2028. A number of recommendations have been made as follows:

- The Department have outlined that they are developing a new national sustainable mobility policy which will be published later this year. It has been stated that many of the policy objectives contained in the Draft Plan align with the key areas being considered in the development of the new sustainable mobility policy such as the importance of integrating land use and transport policies and the delivery of high-quality pedestrian and cycling infrastructure as part of the transition to a climate resilient society.
- The submission has advised that the policy documents - Smarter Travel, A Sustainable Transport Future 2009-2020 and the National Cycle Policy Framework 2009-2020 referred to in Section 6.3 will be replaced by the new national sustainable mobility policy and it has been suggested that the wording be changed to reflect this.
- The inclusion of the reference to the all-island Strategic Rail Review contained within Section 6.5 has been welcomed. Improvement works on the Galway to Athlone line and improvement works at Ceannt Station and the Oranmore Station and track development works have also been highlighted.
- The submission has highlighted a number of important documents which have been published since the previous plan. The Department of Transport (DoT) considers these should be reflected in the proposed Plan particularly **Chapter 6 Transport and Movement**.

The documents referenced are as follows:

- “whole of Government” ‘**National Disability Inclusion Strategy (NDIS) 2017-2022**’ – The dishing of footpaths and accessible infrastructure including bus stops has been referenced (action 108 & action 109).
- **United Nations Convention on the Rights of Persons with Disabilities (UNCRPD)** – This document puts obligations on State Parties to ensure access for persons with disabilities to the physical environment and transportation in both urban and rural areas. The inclusion of the UNCROD IN Section 11.3 has been welcomed.
- **DMURS Interim Advice Note – Covid-19 Pandemic Response** – This submission has advised that all references to the 2019 version of DMURS should be replaced with the DMURS Interim Advice Note – Covid-19 Pandemic Response.
- **Local Link Rural Transport Programme Strategic Plan 2018 to 2022** - The submission welcomes the support of the Council for the Local Link Rural Transport Programme.

**Chief Executive’s Response:**

The Planning Authority note that many of the Policy Objectives contained in the Draft Galway County Development Plan 2022-2028 align with the Departments’ new national sustainable mobility policy. The documents, as referred to within Section 6.3 of the Draft Galway County Development Plan 2022-2028, are appropriate at this time pending the development of the national sustainable mobility policy.

The Planning Authority note the documents as referred to including “whole of Government” ‘**National Disability Inclusion Strategy (NDIS) 2017-2022**’, **United Nations Convention on the Rights of Persons with Disabilities (UNCRPD)**, the **DMURS Interim Advice Note – Covid-19 Pandemic Response** and the **Local Link Rural Transport Programme Strategic Plan 2018 to 2022**.

**Chief Executive’s Recommendation:**

It is recommended that the following amendments are made to **Chapter 6 Transport and Movement**.

1. 6.3 Strategic Context ‘**National Disability Inclusion Strategy (NDIS) 2017-2022**’.
2. **New Policy Objective Section 6.5.2.4**  
**PT8 ‘National Disability Inclusion Strategy (NDIS) 2017-2022**  
To require the dishing of footpaths and accessible infrastructure including bus stops in accordance with action 108 & action 109 of the ‘National Disability Inclusion Strategy (NDIS) 2017-2022’.
3. Reference to DMURS in Draft Galway County Development Plan 2022-2028 to be replaced with DMURS Interim Advice Note – Covid-19 Pandemic Response.

**Summary of Submission**

The Department of Transport submitted an additional submission to the above submission (GLW-C10-606) which relates to Greenways and specifically **Chapter 6 Transport and Movement** Policy Objective GBW 1 Greenways. The submission has requested the inclusion of the following:

- Clifden to Derrygimlagh and Kylemore Abbey
- Athenry to Milltown, and
- Any other Greenways that emerge from the National Cycle Network Strategy.

**Chief Executive's Response:**

The Planning Authority note the request to modify Policy Objective GBW 1 to include:

- Clifden to Derrygimlagh and Kylemore Abbey
- Athenry to Milltown, and
- Any other Greenways that emerge from the National Cycle Network Strategy.

As outlined in **Chapter 6 Transport and Movement**, under Section 6.5.2.2 the Council actively supports the provision of greenway infrastructure within the county and acknowledges and encourages an active and healthy lifestyle for communities. Under Policy Objective **GBW1 Greenways**, this reflects the identified greenways that have passed the feasibility studies and are listed as being of National and Regional importance.

It should be noted that policy objective **GBW 2 Future Development of Network of Greenways** supports the delivery of future greenway projects that will emerge similar to the greenways listed in the submission. Therefore, it is considered that the wording associated with policy objective GBW2 is sufficient.

**Chief Executive's Recommendation:**

No Change.



## Summary of Submission

The role and history of the Arts Council is outlined. The Arts Council consider that the arts should be integrated into the principles of spatial planning for people and places through appropriate and effective provision of public open spaces. It is stated that that the arts can make a role in social and economic development of places, creating vibrant neighbourhoods, creating cultural cohesion through festivals and events, community cultural activity, tourism interest and local identity and association with a particular place.

Reference to Covid 19 pandemic on the Arts and the importance of the arts to society. It is stated that the arts and culture can contribute toward community and societal development in a number of ways including: placemaking and psychological well-being; creation of stronger communities and physical and economic value.

Reference to the *Life Worth Living* report and reference to its funding related recommendations to overcome the pandemic impact. It is stated that Local Authorities are encouraged to prioritise placemaking projects and encourage/incentivise private sector with large spaces/buildings in creative activation or facilitation of spaces of local or regional scale for public enjoyment.

Reference to spatial planning for the arts as per Section 10(2) of the Planning and Development Act 2000(as amended) and the requirement for each development plan to include objectives for the integration of planning and sustainable development of the area with the social, community and cultural requirements; protection of structures of special architectural interest; preservation of ACAs and preservation, improvement and extension of amenities and recreational amenities.

Reference is made to the Regional Spatial Economic Strategy (RSES) RPO's 5.9; 5.10 and 5.11 that support the development of arts and culture.

Recognition and contribution of Arts, Culture and arts infrastructure in the draft plan is welcomed. Acknowledgement of Culture 2025 is welcomed and the support for the implementation of the County Arts Plan and the County Culture and Creativity Strategy. This submission also welcomes narrative in the Plan relating to arts and cultural infrastructure provision. It is queried as to how and if the strategic approach outlined has been translated to specific clear policy objectives at a local level. It is queried as to how new developments will be encouraged to make adequate provision of arts infrastructure and for social and cultural needs of an area. Responsibility of delivery should also be stated.

It is recommended that a policy objective would be added to **Chapter 12 Architectural, Archaeological and Cultural Heritage** that seeks to establish a County Register of arts and cultural assets to include infrastructure e.g. arts centres etc and location which either individually or collectively contribute to access to and or provision of arts and culture.

In addition, it is requested that there would be policy objectives referencing the Council's intention to pursue funding for example through RRDF for development of arts and culture infrastructure and support arts activity as part of placemaking in creating distinctive vibrant communities.

Recognition of placemaking within the Draft Galway County Development Plan 2022-2028 is welcomed.

It is requested that the reference to social and economic development would be amended and to include the word "cultural" as follows: to social, cultural, and economic development.

**Chief Executive's Response:**

The Council welcomes the detailed submission received from An Chomhairle Ealaíon and the many different aspects to its role and link with proper planning and sustainable development in County Galway. The evolving role of An Chomhairle Ealaíonn in planning is noted as are the comments in relation to the provision of public open space. The comments in relation to the establishment of a County Register of Arts and Culture Assets are noted, however a specific Policy Objective in this regard is not merited in this instance.

The policy objective on Arts and Cultural facilities are outlined in **Chapter 12 Architectural, Archaeological and Cultural Heritage**, Sections 12.7 and 12.8 of the Draft Plan. The content in the Draft Galway County Development Plan 2022-2028 recognises the benefits of arts and cultural facilities and the crucial role that Local Authorities have in the overall delivery of the Government's national initiative – *Creative Ireland Programme*. It is considered that the established relationship between Galway County Council's Arts Office and the Arts Council of Ireland is the most effective vehicle by which to further progress many of the recommendations and initiatives suggested in the submission.

**Chief Executive's Recommendation:**

No Change.

### Summary of Submission

This submission welcomes the reference to electricity transmission, and it is outlined that this is imperative for meeting national targets for renewable energy, climate change and ensuring security of supplies.

In relation to **Chapter 7 Infrastructure, Utilities & Environmental Protection**, policy objective **EG4 Eirgrid's Grid 25 Investment Programme**; it is stated that this has been superseded by *Ireland's Grid Development Strategy – Your Grid, Your Tomorrow* and is paired with the relevant Transmission Development Plan for that year. It is requested that the relevant text would be updated.

In relation to **Chapter7 Infrastructure, Utilities & Environmental Protection, policy objective ICT8 Underground Cabling** it is noted that it is not always possible for high voltage transmission infrastructure to be located underground. A flexible approach is requested. Transmission and grid infrastructure are carefully planned and laid out.

### Chief Executive's Recommendation:

The comments in relation to renewable energy targets, climate change and ensuring security of supplies is welcomed. There is merit in updating Policy objective **EG4 EirGrid's Grid 25 Investment Programme** to refer to Ireland's Grid Development Strategy.

The narrative and Policy Objectives pertaining to energy/transmission infrastructure is flexible, to accord with infrastructure requirements.

### Chief Executive's Response:

### Chapter 7 Infrastructure, Utilities & Environmental Protection

~~EG4 EirGrid's Grid 25 Investment Programme~~ **Ireland's Grid Development Strategy**

Support the implementation of ~~EirGrid's Grid 25 Investment Programme~~, **Ireland's Grid Development Strategy** while taking into account landscape, residential, amenity and environmental considerations.

### **Summary of Submission**

This submission references 'self-service approach' via guidance document. It contains key recommendations for integrating environmental considerations into land use plans. It is recommended that this guidance document (SEA of Local Authority Land Use Plans – EPA Recommendations and Resources) is taken into account in preparing the plan and SEA.

It is requested that there would be alignment with higher level plans and programs and that these are consistent with the relevant objectives and policy commitments of the NPF and RSES.

### **State of the Environment Report-Ireland's Environment 2020**

It is requested that the recommendations, key issues and challenges described in the State of the Environment Report should be considered when finalising the Plan.

### **Specific Comments on the Environmental Report**

#### **Mitigation Measures**

Where likely significant effects are identified, it is suggested that mitigation measures would be provided to avoid and minimise these. Ensure Plan includes clear commitments to implement the mitigation measures.

#### **Monitoring**

Monitoring programme should be flexible to take account of specific environmental issues, cumulative effects and unforeseen adverse impacts should they arise. Monitoring of positive and negative effects should be considered. Monitoring programme should set out the various data sources monitoring frequencies and responsibilities. It is requested that remedial action would be taken against adverse impacts identified.

**Guidance on SEA related monitoring is available on EPA website.**

#### **Future Amendments to the Plan**

Screen future amendments to the Plan for likely significant effects using the same assessment method applied in the environmental assessment of the Plan.

#### **SEA Statement**

Upon adoption of the Plan, prepare an SEA Statement that summarises how environmental considerations have been integrated into the Plan; how the environmental report, submissions observations and consultations have been taken into account; the reasons for choosing the Plan adopted in light of other reasonable alternatives dealt with and the measures decided upon to monitor the significant environmental effects of implementation of the Plan.

**Chief Executive's Response:**

The EPA's SEA of Local Authority Land Use Plans – EPA Recommendations and Resources document has been and will continue to be considered in undertaking the SEA and preparing the Plan.

The findings of the State of the Environment Report have been considered during the preparation of the Draft Galway County Development Plan 2022-2028.

The required information on monitoring measures is provided in Section 10 of the SEA Environmental Report - this will inform the final Programme to be included in the SEA Statement. The cited guidance has been and will continue to be taken into account in undertaking the SEA and preparing the Draft Plan.

An SEA Statement containing the required information will be prepared at the end of the process. The cited guidance will be taken into account in preparing the SEA Statement. The environmental authorities cited in the submission are being consulted with as part of the SEA/Plan preparation process.

**Chief Executive's Recommendation:**

No Change.

## Summary of Submission

The submission has expressed support for the vision set out in the Draft Galway County Development Plan 2022-2028. At the outset the submission notes the advances made in renewable energy and outlines that their observations relate to strategic issues which should be taken into account. An overview is provided of ESB activity, the embracing of new technology and progression towards being carbon neutral by 2050. Information is also included on ESB's electricity generation, transmission and distribution, as well as its work on the roll out of EV infrastructure, and involvement in telecommunications infrastructure.

A number of points are raised under the topic heading of Planning Policy and Proposed Draft Plan.

The introduction of a stand-alone **Chapter 14, Climate Change, Energy and Renewable Resource**, in addition to other climate action related policy objectives throughout the Plan has been welcomed. The Local Authority Renewable Energy Strategy (LARES) is considered will play an important role in influencing a reduction in Green House Gas (GHG) Emissions by guiding the sustainable growth of the County. With respect to Electricity Transmission & Distribution the ESB states the County Development Plan 2022 – 2028 must continue to ensure that the long-term operational requirements of existing utilities are protected. The ESB have expressed support for **Policy Objective EG 1 Enhancement of Electricity Infrastructure**. The inclusion of **Policy Objective EG2 Electricity Transmission Networks**, that outlines support for the development of the transmission grid network in order to sustainably accommodate both consistent and variable flows of renewable energy generated in County Galway, has also been welcomed.

With respect to Generation & Renewables the ESB welcomes the vision and ambition set out in **Chapter 14 Climate Change, Energy and Renewable Resource**. The overall consistency and alignment with the objectives of the NPF, RSES and national guidelines and the ambition of Galway County Council to contribute to achieving national targets in consultation with local communities and businesses are welcomed.

In relation to on-shore wind energy, the ESB have highlighted that they own and operate the Derrybrien Wind Farm (59.5 MW). They have advised that the table in section 3.1 of the LARES incorrectly references the capacity of Derrybrien Wind Farm as 163.3 MW. The submission supports the provisions of the Draft Galway County Development Plan including **Chapter 15 Development Management, DM Standard 70: Wind Energy**. The plan led approach, consistent with national guidance as presented in the Draft Plan is welcomed as is the Repowering/Renewing of Wind Energy Development in the LARES, Policy Objective 19.

With respect to Marine Renewables & Floating Offshore Wind the submission has provided detail with regard to the emergence of opportunities to exploit offshore wind and the advancements in technology. In relation to the Draft Plan the submission welcomes **Policy Objective MRE 1 Renewable Energy** and also **Policy Objectives 29 - 31** in the LARES in relation Marine Renewables.

Reference is included on 'hybrid renewables' which consist of two or more renewable energy sources used together to provide increased system efficiency. The submission supports the inclusion of **Renewable Energy Co-Location, Policy Objectives 34 & 35** in the LARES.

The submission has highlighted the importance of energy storage systems which are being developed and their importance that will be essential to smoothing out the natural variability that occurs in

renewable energy sources and to provide electricity at times of peak demand. The inclusion of **Policy Objective RE 4 - Renewable Energy Strategy** has been welcomed. The submission has also highlighted that Green Hydrogen offers potential for large scale seasonal storage of variable renewable energy. It has been suggested that there is scope to expand the LARES with the inclusion of a specific policy to support these new technologies as follows:

*“Support the research and development of green hydrogen as a fuel for power generation, manufacturing, energy storage and transport.”*

The submission highlights that renewables-enabling plant is recognised with the LARES within section 5.9. The ESB are supportive of this provision as it will be a necessary to connect additional non-renewable plant to the grid.

The submission has highlighted **Policy Objective RE 4 Solar Energy Developments** which supports growth in solar use in the county. The submission details the importance of solar projects in diversifying our renewable portfolio to 2030. The submission has requested that permissions for Solar PV should have a lifetime of 40 years maximum, reflecting operational life & financial modelling with issues of deterioration of infrastructure addressed through the lodgement of a bond and the provision of a Decommissioning Plan.

ESB supports the approach and the view of Galway County Council to facilitate the provision of telecommunications services at appropriate locations within the county. Due to the extent and reach of the electricity network, additional masts may be required in some locations to ensure the delivery of ‘smart metering’ to all areas. ESB Telecoms will work within the development management standards to deliver this infrastructure.

The submission has highlighted that the EU Energy Performance of Buildings Directive comes into force soon. The new Directive calls for an increase to 20% for the number of parking spaces which should have provision for electric vehicle charging infrastructure. In this context the submission welcomes the **DM Standard 32 (g), Electric Charge Point Spaces** which requires developments to provide facilities for the charging of battery-operated cars at a rate of up to 20% of the total car parking spaces.

#### **Chief Executive’s Response:**

The submission from ESB to the Draft Plan is welcomed including support for the vision of the Draft Plan. Recognition in the submission of alignment of the energy infrastructure policy objectives in the Draft Plan with national and regional policies is welcomed.

With regards to the life-span of the project and the reference to 40 years (which is interpreted as including the decommissioning period), it is considered that this is primarily a development management consideration which is assessed on a site specific case by case basis. It is considered more appropriate to deal with the matter by way of a condition in a planning permission rather than a general, prescriptive policy objective in the Development Plan.

In relation to the capacity of the Derrybrien Wind Farm the Planning Authority welcome the clarification and will update the table in section 3.1 of the LARES. This is further captured in the CE’s report in the section dealing with **Chapter 14 Climate Change, Energy and Renewable Energy**.

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

See Chief Executive Recommendation in **Chapter 14 Climate Change, Energy and Renewable Energy**.

**Summary of Submission**

This submission provides background information on ESB and the Smart Energy Services team. The submission outlines the Government's strategy for reduction in greenhouse gas emissions.

The submission provides information on Solar PV energy and highlights the need for small scale ground mounted installations to be considered as part of the LARES. The submission outlines the advantages of 'behind-the-meter' Solar PV. The submission notes that these systems can be designed to be less visually intrusive than roof mounted PV systems. The submission highlights the need to consider the merits of installing ground mounted solar systems, particularly in rural areas, areas of landscape sensitivity and for historical buildings used in tourism businesses.

**Chief Executive's Response:**

The content of the submission is noted. With respect to Solar PV Energy and the need for small scale ground mounted installations to be considered as part of the LARES the Planning Authority note that solar energy is supported within **Chapter 14 Climate Change, Energy and Renewable Resource**. While the LARES is predominately focused on more strategic large-scale developments this does not preclude smaller scale projects. Specific provision for ground mounted installations is referenced within Section 9.4. Micro-renewable within the LARES. The items as highlighted in the submission would be supported within the provisions of the Draft Galway County Development Plan 2022-2028.

**Chief Executive's Recommendation:**

No Change.



**Summary of Submission**

A comprehensive submission has been prepared, which it is stated that it will support and assist Galway County Council in the formulation of planning policies and frameworks for the period 2022-2028.

The submission has been broken down into the following categories:

- The Objective of the Submission
- Commentary on the Draft Plan
- Proposals for the Galway County Development Plan
- Conclusion

**The Objective of the Submission:**

Fáilte Ireland is seeking to enhance the partnership approach between the County Council and Fáilte Ireland and ensure that the expertise of both organisations is shared.

The submission seeks to enhance the policy coverage in the Draft Development Plan to ensure a meaningful framework is established for the enhancement of tourism in the County, and the wider region, during the Plan period.

**Commentary on the Draft Plan:**

Fáilte Ireland is generally supportive of the Draft Plan and again welcomes the opportunity to assist the County Council in the important area of policy preparation. Fáilte Ireland is acutely aware of the complex range of issues that a Development Plan must tackle.

**Proposals for the Galway County Development Plan:**

It is stated that Galway is well placed as a key part of Fáilte Ireland's brand, Wild Atlantic Way to optimise the potential for tourism through proper planning and development. The consideration of natural and heritage resources, strategic planning for accommodation and promotion of inter-agency tourism strategies.

**Digitalization/Tourism Industry**

It is suggested that the following new policy objective would be inserted in **Chapter 8 Tourism and Landscape**:

**Encourage and support investment in digital technology in the tourism sector, with a particular focus on sectors such as visitor attractions and activities with low digital presence and/or integration.**

**Accessible Tourism**

**It is an objective of the Council to support the provision of accessible tourism**

## Chapter 3 Placemaking, Regeneration & Urban Living

It is suggested that the following policy objectives would be included:

### Proposed new objectives, to be inserted in Section 3.5.8

**PM 12- Encourage improved permeability in town centres including the connection of blueways and greenways to adjacent towns. Ensure appropriate signage strategies are in place to direct visitors and residents to key public spaces and attractions.**

**PM 13- Promote enhanced and increased public realm opportunities including the shared use of spaces, for outdoor experiences, with a priority on pedestrian usage.**

## Chapter 8 - Tourism & Landscape

It is suggested that the following narrative and policy objectives would be included:

### Proposed alteration to Introduction:

*To encourage the development of the tourism sector as an economic driver for the County whilst ensuring the landscapes and seascapes which are one of the county's most important assets are protected.*

### Proposed alteration to Strategic Aim Bullet Point 7:

*To work to improve the visitor experience and to support Destination Experience Development Plans and Visitor Experience Development Plans across the county to ensure that all visitors enjoy the unique experience of County Galway.*

## Section 8.5 Tourism in County Galway

**In 2019, 2.7m visitors to Co. Galway, of which 1.6m were overseas and 1.1m were domestic. Revenue generated was €743m total, broken down as €532m from overseas visitors and €211m from domestic visitors.**

## Section 8.7 Visitor Experience Development Plan Areas

### Proposed amended text:

The Council will support the preparation of Destination Experience Development Plans (DEDP) and Visitor Experience Development Plans (VEDP) and other tourism masterplans both within the county and also those which crosses from the county into neighbouring counties. There are four existing DEDP's/VEDP's/tourism masterplans in the county which include The Connemara Coast and Aran Islands VEDP's (2017<sup>8</sup>), Burren & Cliffs of Moher VEDP (2020<sup>1</sup>), Tourism Masterplan for the Shannon 2020-2030 Waterways Ireland (2020) and the Lough Derg VEDP 2020-2024.

- The Connemara Coast and Aran Islands Visitor Experience Development Plan (2017<sup>8</sup>); This VEDP was led by Fáilte Ireland and explores the visitor experience in Connemara by signposting hero products, supporting products and experience development priorities. The Connemara VEDP is implemented by the Connemara and Aran Island Tourism Network.
- Burren & Cliffs of Moher Visitor Experience Development Plan (2020<sup>1</sup>); This was initiated by Fáilte Ireland and focuses on Kinvara as part of the Burren; identifying hero and supporting products and gaps.

## Section 8.9.2 Coastal & Marine Tourism

Coastal Tourism is an important part of Galway's offering and we request specific reference to the Wild Atlantic Way Coastal Path, which is highlighted as a priority in the Programme for Government.

The Wild Atlantic Way Coastal Path is the long-term goal to develop the Coastal Path from Malin Head to Kinsale with the objective of getting our visitors to walk and cycle the Wild Atlantic Way.

#### **New Policy Objective**

Continue to safeguard and development the Wild Atlantic Way Coastal Route, as a key component of the Wild Atlantic Way.

#### **Proposed additional Policy Objectives Coastal Tourism:**

##### **CT6 Shared Facilities**

To encourage the development of shared facilities centres, in both coastal marine and inland water bodies, to facilitate greater access to water for areas such as water-sports and water-based activities and events subject to normal planning and environmental criteria

#### **Proposed additional Policy Objectives Coastal Tourism:**

##### **CT7 Green Coast**

To continue to work with the local communities and other relevant stakeholders to retain and increase the number of Green Coast awards in the County

#### Section 8.9.3 Lakeland & Waterways Tourism

#### **Proposed additional Policy Objectives Lakeland & Waterways Tourism:**

##### **LWT2 Loughrea Lake**

To continue to work with An Taisce, the local community and other relevant stakeholders to retain the Blue Flag status of Loughrea Lake.

#### **Proposed amendment to Policy Objective EF1**

EF 1 Events and Festivals Support and promote the existing festivals and cultural events which take place in the county and facilitate the establishment of new events **and festivals** where appropriate in order to increase the profile of the county as a key tourism destination.

#### Section 8.12 Fáilte Ireland Tourism Brands

##### **CTB 1 Tourism Branding**

To **provide investment and** support the promotion of the Wild Atlantic Way and Irelands Hidden Heartlands in their role to grow the economic contribution of tourism along their routes.

#### **Proposed replacement Policy CTB4**

##### **CTB 4 Shannon Tourism Masterplan**

~~To support the implementation of the Shannon Tourism Masterplan and aid in the securing of adequate investment to achieve this.~~ **Promote, encourage and facilitate the implementation of the Shannon Tourism Masterplan and its objectives in co-operation with Waterways Ireland, Fáilte Ireland and adjoining local authorities. This includes proposals for the increased access to and visibility of the Shannon's scenic attributes and its use for land-based activities such as cycling and walking.**

#### **Proposed new text, to be inserted into new Tourism Chapter:**

##### ***The Beara Breifne Way***

*The Beara Breifne Way is a long-distance walking route based upon the historic 14-day march of O'Sullivan Beara in 1603. The route has historic relics dotted throughout the journey which stand as snapshots in time, reflecting its history. One of the largest community-based projects in Ireland, the Beara Breifne Way has 12 stages, from Cork to Cavan and many points in between. It has seen more than 40,000 people walk its path, with the area's heritage displayed throughout.*

**Proposed new objective, to be inserted:**

**CTB 6 Beara Breifne Way**

*As an important tourism assets in Galway the Development Plan is committed to safeguarding the future success and deliverability of The Beara Breifne Way and will promote and identify the need for key facilities and services for visitors such as accommodation, signage, parking, and sustainable transport as identified in the 'Tourism Masterplan for the Beara Breifne Way' prepared by Fáilte Ireland and Outdoor Recreation Ireland.*

**Chief Executive's Response:**

The contents of the submission have been noted. The Local Authority welcomes the support of **Chapter 8 Tourism and Landscape**. A number of policy objectives proposed above are covered in already in **Chapter 8 Tourism and Landscape**, however it is considered appropriate to update text and update narrative and amend policy objective within the section as follows.

**Chief Executive's Recommendation:**

**Vision:**

*To encourage the development of the tourism sector as an economic driver for the County whilst ensuring the landscapes and seascapes which are one of the county's most important assets are protected.*

**8.2 Strategic Aims**

**Aim Bullet Point 7:**

*To work to improve the visitor experience and to support Destination Experience Development Plans and Visitor Experience Development Plans across the county to ensure that all visitors enjoy the unique experience of County Galway.*

**8.5 Tourism in County Galway**

*In 2019, 2.7m visitors to Co. Galway, of which 1.6m were overseas and 1.1m were domestic. Revenue generated was €743m total, broken down as €532m from overseas visitors and €211m from domestic visitors.*

**8.7 Visitor Experience Development Plan Areas**

The Council will support the preparation of Destination Experience Development Plans (DEDP) and Visitor Experience Development Plans (VEDP) and other tourism masterplans both within the county and also those which crosses from the county into neighbouring counties. There are four existing DEDP's/VEDP's/tourism masterplans in the county which include The Connemara Coast and Aran Islands VEDP's (2017<sup>8</sup>), Burren & Cliffs of Moher VEDP (2020<sup>1</sup>), Tourism Masterplan for the Shannon 2020-2030 Waterways Ireland (2020) and the Lough Derg VEDP 2020-2024.

- The Connemara Coast and Aran Islands Visitor Experience Development Plan (2017<sup>8</sup>); This VEDP was led by Fáilte Ireland and explores the visitor experience in Connemara by signposting hero products, supporting products and experience development priorities. The Connemara VEDP is implemented by the Connemara and Aran Island Tourism Network.
- Burren & Cliffs of Moher Visitor Experience Development Plan (2020<sup>1</sup>); This was initiated by Fáilte Ireland and focuses on Kinvara as part of the Burren; identifying hero and supporting products and gaps.

### **8.12.3 Proposed replacement Policy CTB4**

#### **CTB 4 Shannon Tourism Masterplan**

~~To support the implementation of the Shannon Tourism Masterplan and aid in the securing of adequate investment to achieve this.~~ **Promote, encourage and facilitate the implementation of the Shannon Tourism Masterplan and its objectives in co-operation with Waterways Ireland, Fáilte Ireland and adjoining local authorities. This includes proposals for the increased access to and visibility of the Shannon's scenic attributes and its use for land-based activities such as cycling and walking.**

This submission requests that a policy objective is included which directly relates to Portiuncula University Hospital. The policy should be more specific than H1 and H2 and should facilitate the future growth and expansion of the hospital's services where required.

The submission suggested the following text:

**H4 - Portiuncula University Hospital**

*"Recognise the importance of Portiuncula University Hospital as the main hospital in the county (outside of GUH) and support the enhancement and extension of the hospital, as necessary and appropriate, subject to proper planning and sustainable development requirements".*

It is requested that Galway County Council take account of future expansion for acute services at Portiuncula University Hospital so that much needed health facilities may develop in accordance with proper planning and development.

The HSE plan on providing 9 no. additional Primary Healthcare Centres in Galway County, located in Gort, Oranmore, Headford, Oughterard, Spiddal, Claregalway, Inis Mór, Inisbofin, and Ballinasloe. Policy H3 is supported by the HSE and is recognised as a policy of utmost importance to ensure collaboration between both Galway County Council and the HSE to bring forward these facilities and service when and where required.

The HSE supports the objective to shift away from traditional hospital-based care, towards more community-based care with increased emphasis on meeting people's needs at local level by primary care teams. This is recognised with great importance to facilitate the future development of Enhanced Community Care (ECC) facilities throughout County Galway. The future development of an ECC in Ballinasloe will benefit greatly from the support of Galway County Council, and therefore the reference to community-based care in the Draft Plan is supported by the HSE.

The submission notes that the Draft Plan does not make any particular reference to community nursing facilities (CNUs), and this is perceived as a potential barrier to the future development of these facilities within County Galway. It is requested that the Development Plan makes reference to Community Nursing Units and Residential Facilities for Older People, which can help facilitate the future growth and expansion of these services.

The future development of a CNU in Tuam and other potential projects throughout the County will benefit greatly from the support of Galway County Council, and therefore the reference to community based care in the Draft Plan is supported by the HSE. The development of these facilities will also benefit significantly from the reference of such facilities in the Draft Plan.

The submission references the provision of health services to the 18 islands off the coast of Ireland. It is noted that primary care services are provided on an 'as needed' basis. The Islands currently provide health services within their respective Healthcare facilities. In order to ensure that the population of the Islands can continue to access these facilities, it is requested that the Development Plan highlights the critical role of infrastructure on the islands, and how relevant infrastructure can benefit these health services. One of the most significant pieces of infrastructure relating to healthcare on the islands is the provision of Aeromedical & Coastguard Services. While the economic benefits associated

with the airport are important, it is requested that the Development Plan also recognises the necessity of key health services and Aeromedical & Coastguard Services to the Islands.

Galway Children and Young People's Services Committees (CYPSCs) requests that the Development Plan acknowledge the need for accessible, multi-use, spaces providing opportunities to meet the needs of Galway's children and young people aged 0-24 as determined by their life-course stage. The plan should commit to establishing such a space in Athenry.

The HSE seeks to contribute to the promotion and integration of health and wellbeing considerations within the Development Plan in terms of economic development, enterprise and retail development; transport for movement; placemaking, regeneration and urban living; natural heritage, biodiversity and green/blue infrastructure; climate change, energy and renewable resource; community development and social infrastructure; and, infrastructure, utilities and environmental protection.

The National Ambulance Estates Strategy Document has identified the need for a number of new purpose-built Ambulance Base in across Galway city and county. Support for these planned developments is requested from Galway County Council.

It is requested that flexibility is applied to zoning objectives for the provision of healthcare services. Buildings for the Health, Safety & Welfare of the Public are 'Permitted in Principle' or 'Open for Consideration' on most land use zonings. However, they are 'Not Normally Permitted' in certain zonings. It is requested that an 'Open for Consideration' classification is applied to those zonings which are currently proposed as 'Not Normally Permitted'.

### **Chief Executive Response**

The contents of this submission have been noted. The Planning Authority considers that there are sufficient policy objectives within the Draft Galway County Development Plan 2022-2028 to support the extension of hospital units. Galway County Council recognises the importance of Portiuncula University Hospital. Policy objectives outlined in the Draft County Development Plan support the main trust of health care units in the county.

It is noted that the Draft Ballinasloe Local Area Plan 2022-2028 is currently on public display. The Planning Authority considers that the LAP would be the correct form for a policy objective such as that proposed in this submission. The Draft County Development Plan contains higher level strategic objectives; therefore, it is not considered appropriate to include a specific objective such as that outlined.

Section 11.10 Healthcare contained in the Draft County Development Plan states that Galway County Council will seek to facilitate the provision and expansion of built facilities to ensure accessible healthcare services are integrated into communities throughout the County. The importance of Portiuncula University Hospital is noted in this section. Policy Objective **H 1 Healthcare Facilities** supports the Health Service Executive and other statutory and voluntary agencies and private healthcare providers in the provision of healthcare facilities to all sections of the community.

There is a suite of policy objectives contained in **Chapter 11 Community Development and Social Infrastructure** which support the provision of facilities for older persons.

The Planning Authority considers that the future development of CNUs in Tuam would be a matter to be address within the Tuam Local Area Plan 2018-2024. There are policy objectives contained in the LAP to facilitate the development of nursing/care homes.

There is a suite of policy objectives contained within **Chapter 6 Transport and Movement** and **Chapter 13 The Galway Gaeltacht and Islands** to support the development of infrastructure on the Islands and in the county.

Section 11.15 Emergency Services recognises the importance of emergency services in the county and provides policy objectives to ensure the appropriate location of such services, as outlined in **EMS 1 Location of Emergency Services**.

Galway County Council supports the developments of ambulance base in appropriate locations in accordance with proper planning and sustainable development.

In relation to the zoning objectives for the provision of healthcare services, the Planning Authority consider that the zoning matrix is appropriate in this instance and there is sufficient land zoned across the county to support and facilitate the development and provision of healthcare services.

**Chief Executive Recommendation**

No Change.



## Summary of Submission

The Heritage Council set out a number of topics under the following headings:

### **Key Priorities to support the delivery of UN SDGs, the National Planning Framework (NPF) and Regional Spatial and Economic Strategies (RSES):**

- Ensure the UN Sustainable Development Goals (SDGs) are at the heart of the new county development plan
- Formulate and deliver a policy in accordance with the Programme for Government's *Town Centre First Policy* for the designated key towns and villages within the council's administrative area
- Embrace the key tenets of the Programme for Government (#PfG), which was published in June 2020, including the need for a national policy focusing on Town Centres First, the enhancement of the built heritage in towns and villages, and the reuse and repurposing of vacant buildings in historic town centres.
- Ensure that the Galway County Heritage and Biodiversity Plan is updated to support the county development plan's heritage objectives
- Ensure all aspects of the strategic management of Galway Bay are implemented in line with the LIMA Action Plan
- Assess the impact of Climate Change on current heritage and future development in the county

### **Focus on Town Centres and Building Renewal:**

- Planning policy needs to reflect the embodied carbon in existing building structures and fittings and establish a 'Carbon Accountancy' for development proposals to ensure that existing buildings are not needlessly demolished to be replaced by new buildings of equivalent or lesser spatial characteristics.
- Planning policy needs to move towards a 3D approach (including digital town twinning) to the planning and management of historic townscapes, streets, buildings and multi-use occupancy, which makes a town liveable, intense and varied
- Galway County Council's Heritage Office has highlighted the positive contribution that many twentieth century buildings have made to the county-at-large. The protection of exemplary and pivotal modern buildings as part of the architectural heritage should be actively considered
- Urgent consideration should be given to the provision of a One-Stop Shop<sup>3</sup> service for the owners of buildings to harmonise the Local Authority's diverse functions as Building Control, Planning, Fire and Architectural/building Conservation
- Include specific policy to support the *Collaborative Town Centre Health Check Programme* for key settlements following the Heritage Council and Partners
- Undertake *Collaborative Town Centre Health Checks (CTCHC)* for key towns in the county every two years and throughout the plan period
- Pilot' a *Conservation Area Regeneration Scheme (CARS)* in partnership with the Heritage Council - see Scotland's CARSs and City Heritage Trusts;
- 'Pilot' a Heritage Action Zone (HAZ) in a historic town centre within the county in partnership with the Department of Housing, Heritage Council and other stakeholders;
- Formulate and deliver a *County Galway Town Centres and Buildings Renewal Plan*, as part of the CTCHC Programme soon as possible, working in partnership with the Heritage Council and Partners, the Regional Assembly and the Department of Housing, Local Government.

- The county development plan should promote the reuse of traditional and landmark buildings in historic town centres as digital hubs, in line with government policy, i.e. focus on heritage-led regeneration
- The emerging county development plan should support an audit of embedded carbon in existing buildings in historic town and village centres within the plan area – this audit could link to the ongoing.

### ***Location of Strategic Housing Developments (SHDs) and Investment in Building Stock***

- Ensure that all Strategic Housing Development (SHD) proposals are within or adjacent to town centres and are close to public transport hubs.
- Establish an *Investment One-Stop Shop* for town centres in partnership with relevant private and civic partners and other international and national partners;
- In line with EC policy, formulate a *Town Centre Living Strategy*
- Prepare a sustainable regeneration plan for publicly-owned land banks - focus on town centre sites, in line with recommended Town Centre First Policy
- Develop robust *Enabling Policy* and *Streetscape Design Guidelines* to support infill development in town centres and urban villages
- Formulate and deliver a *Strategic Development Plan* to set up *Business Improvement Districts (BIDs) in the county area*
- Undertake *Riverscape Studies* in partnership with the NPWS and the Heritage Council and strengthen existing greenways and blueways, etc;
- Undertake Noise and Air Quality/Pollution Mapping for key towns in order to inform strategies for enhancing and encouraging town centre living;
- Establish a priority Greenway linking town and village centres to the main railway and bus stations and establish a Heritage Loop walk in town centre environs;
- Work with all third level institutes located within or adjacent to the county at large to identify and develop a vibrant Student Quarter within existing town centres;
- Galway County Council should audit their land banks, giving particular consideration to opportunities for all ecosystem service provision, this can be as basic as applying less chemical herbicides to roadway management and / or facilitating more natural vegetation to establish for pollinators;
- The larger urban villages in the county-at-large should be enhanced by a range of biodiversity key species, which can play a significant role in enriching the users/consumers' experience.

### ***Geo-spatial Data Gathering/Mapping, Communications and Public Engagement***

- Galway County Council should seek to ensure that all data, which is geospatial in nature is processed, so as to maintain and preserve its original meta data i.e. therefore it may be queried and sorted accordingly.
- Progress a single source of geospatial truth for the whole of the county including its settlements
- Establish an open data source project similar to *Colouring London5* to engage the public and the Irish Diaspora in the management of traditional buildings in the historic core of town centres and other historic settlements within the county at large; and
- The Heritage Council recommends that a detailed *Public Communications Strategy* is formulated to ensure that the county development plan is successfully monitored and delivered.

### **Biodiversity & wider Ecosystem Services:**

- The Heritage Council would wish to see the establishment of a dedicated Biodiversity Officer to both inform and assist appropriate decision making in regard to high level planning and projects.
- As a response to the stated Biodiversity emergency, the Heritage Council would like to see Galway County Council take a lead and make a stated commitment to the new All Ireland Pollinator Plan (2021-2025).
- New developments/system processes are to be delivered in regard to Marine Planning, the County Development Plan should firstly, recognise this fact and seek to ensure policies are able to facilitate a range of new engagements and in particular new Marine Protected Areas (MPAs).
- Galway County Council in line with the stated Climate Emergency, should seek to lead by example and ensure “Peat-free” soils/enrichments with all county council parks and village/town enhancement works, by 2025 at the latest.

### **Chief Executive Response:**

A comprehensive submission was received from the Heritage Council. It should be noted a number of the requests above are outside the remit of the County Development Plan process e.g. (Employment of a Biodiversity Officer, geo spatial data collection).

In essence in relation to the central themes of the submission, **Chapter 3 Placemaking, Regeneration and Urban Living** contains policy objectives that places a significant emphasis on town living and regeneration. In section 3.5.7, there are policies and objectives that support placemaking in the urban environment of the county. In addition, Section 3.6 relates to compact growth and regeneration with a number of policy objectives that support the redevelopment of town centre. Volume 2 of the Draft Galway County Development Plan 2022-2028 contains settlement plans with opportunity sites clearly identified on the land use zoning maps, where the redevelopment of these sites would contribute to the street enhancement of the relevant towns and villages.

The current Heritage and Biodiversity Plan 2017-2022 will be reviewed in 2022 and will support the County Development Plan policy objectives. Galway County Council has already officially signed up to the All Ireland Pollinator Plan. Galway County Council is currently in the process of undertaking Biodiversity Action Plans for each Municipal District and also working in partnership with local communities and other stakeholders with regards to developing Local Biodiversity Action Plans.

It is suggested that a new Policy Objective will be inserted in **Chapter 3 Placemaking, Regeneration and Urban Living** to actively promote town and village renewal schemes and initiatives across County.

### **Chief Executive Recommendation:**

#### **Chapter 3 Placemaking, Regeneration and Urban Living CGR 13 Town Centre First**

**It will be a Policy Objective of Galway County Council to actively promote town and village renewal schemes and initiatives across County Galway including the Town Centre First Policy and Collaborative Town Centre Health Checks in accordance with proper planning and sustainable development**

**Summary of Submission**

The submission advises that in order to understand the HSA approach to land use planning the document *Policy & Approach of the Health and Safety Authority to COMAH Risk-based Land-use Planning* should be consulted. Further to this, the County Development Plan is expected to address:

- Planning policy regarding major accident hazard sites
- Distances indicated in relation to the above sites
- Policy on the siting of new major hazard establishments.

The Submission References the following three establishments:

- Circle K Galway Terminal
- Tynagh ENERGY
- Colas Bitumen Emulsion (West) Ltd

It is stated that a consultation distance of 400m is advised in relation to Circle K Galway Establishment, 300m for Tynagh Energy establishment and 700 m for Colas Bitumen Emulsion West Ltd.

**Chief Executive's Response:**

The Draft Galway County Development Plan 2022-2028, **Chapter 7 Infrastructure, Utilities & Environmental Protection**, includes a policy objective **MAS 3 Seveso III Sites** relating to the issue of major accident hazard sites. The policy objective as included in the Draft Plan is considered to be adequate.

**Chief Executive's Recommendation:**

No Change

## Summary of Submission

Outlines the functions of IFI and clarifies what 'Fisheries' entails. Provides comments on the Plan under the specific headings. An overview of what the Development Plan should include is outlined and that it must recognise that protection of the aquatic environment/habitat not only requires the protection of water quality but also requires the protection and maintenance of the physical habitat.

It is stated that Galway spans two River Basin Districts and would therefore be within the jurisdiction of IFI Shannon RBD (Drumsna) and IFI Western RBD (Galway) and that this submission relates to the two RBDs.

The following topics were referenced:

### **Water Quality and Municipal Sewage Treatment Infrastructure**

Reference is made to the importance that sufficient treatment capacity must be available both within the receiving sewerage system locally and downstream of wastewater treatment plants. Reference is made to **Chapter 7 Infrastructure, Utilities and Environmental Protection** and policy objective **WW1 Enhancement of Wastewater Supply Infrastructure, WW2 Delivery of Wastewater Infrastructure** and policy objective **BSGV3 Local Development and Services** in relation to plant upgrades. Attention is drawn to Ballygar, Mountbellew and Ballymoe in this regard.

It is stated that housing developments utilising temporary wastewater service infrastructure and the environmental issues that have resulted, Craughwell is cited. Such DPs requiring connection to a public wastewater treatment system need to be included in Irish Water's Water Services Investment Plan.

It is stated that policy objective **WW6 Private Wastewater Treatment Plants** should make reference to the Environmental Protection Agency (EPA) newly published Code of Practice for Domestic Wastewater Treatment System 2021 (Population Equivalent  $\leq 10$ ).

### **Water Quality and Integrated Constructed Wetlands (ICWs):**

IFI welcomes the installation of systems intended to treat wastewaters and improve the quality of discharges to the environment. It is stated that Integrated Constructed Wetlands (ICWs) must be viewed as an adjunct to good agricultural practice and not as a low-cost way of getting rid of farm waste.

### **Aquatic Habitat Protection (including protection of Riparian Habitat):**

It is suggested that a policy objective in relation to aquatic habitat protection should be included in the Development Plan. It is stated that the current planning regulations do not sufficiently address issues of watercourse protection and management. The Council under the terms of the EU Water Framework Directive (WFD) (2000/60/EC) is legally obliged to protect the ecological status of river catchments and channels. Therefore, consideration has to be given to other factors including flow, drainage, dams, bank erosion, quality of instream vegetation and riparian habitat etc.

It is stated that it is a poor reflection on the development objectives which exist both at National and Local planning level for the protection of the natural environment, when a stream or river which has existed forever in a locality with its own habitat, wildlife etc; is allowed to be covered over and in effect lost forever. It is essential that watercourses be maintained in an environmentally and aesthetically sensitive manner.

To insure that impacts from development/change in land use practices (including flood plain development) do not interfere with the aquatic environment it is essential that those areas adjacent to waterways (riparian buffer zones) are managed in a manner which will lessen impacts to these habitats. It is suggested that the protection of aquatic zones can require riparian/buffer zones of up to 50m. The width of the riparian/buffer zone will depend on factors such as land use, land topography (e.g. slope), soil type, channel width/gradient and critical habitats to be protected.

Reference is made to the IFI's Urban Watercourse Riparian Zone and that this should be included in policy objective **NHB 5 Ecological Connectivity and Corridors** and Section 10.14 Inland Lakes, Waterways.

### **Invasive Species**

It is suggested that Draft Galway County Development Plan 2022-2028 should include policies to ensure that developments do not lead to the spread of invasive species. It is stated that Section 10.10 Invasive Species should be expanded to include the importance of biosecurity, in terms of preventing the spread of invasive species. This should also be referenced with the section referring to CEMP's and development.

### **Biosecurity**

It is stated that biosecurity is of the utmost importance given the presence of highly invasive plant Curly Waterweed (*Lagarosiphon major*) in the Upper Lough Corrib catchment. It is crucial that appropriate steps are undertaken to ensure that the species does not spread to the Lower Corrib catchment and that the lake does not act of a source of infestation for other waters throughout the region.

### **River Crossing Structures and Construction works close to watercourses:**

In relation to proposed watercourse crossings/works in close proximity to watercourses which may give rise to elevated levels of suspended solids or other forms of pollution, such works will necessitate the agreement of a method statement with IFI to include relevant control and mitigation measures before the commencement of works.

It is suggested that Policy Objective **ICT 8 Underground Cabling**, cabling other services, should include reference to watercourse crossings and potential impacts on fish and fisheries habitat. This is particularly relevant to ducting for cable routes for windfarms.

### **Water Conservation**

It is stated that the Development Plan is an opportunity to promote policies and awareness of water conservation which may ultimately result in a reduction in water use. Water conservation and water use efficiency are central elements of any strategy to enhance water supply reliability, restore ecosystems, and respond to climate change and changing demographics.

A policy objective should be inserted to ensure alternative water sources are identified for those areas where sandbagging is operated to divert flows away from the river towards abstractions in time of prolonged dry weather or drought conditions. Reduced flows in rivers at these times due to abstractions place fish under undue stress and impact on fish stocks and exacerbate the issues faced by fish in high water temperatures.

### **Sustainable Urban Drainage Systems (SUDS):**

The requirement for the inclusion of SUDS for surface water disposal is a positive indicator of the Council's intention for the sustainable development of the area.

**Renewable Energy Strategy:**

Site suitability, geotechnical factors and sustainable construction are important in a fisheries and water quality context in terms of windfarm siting and construction. Section 14.3 of the draft plan and Appendix 1: Renewable Energy Strategy, Subsection 9.1: Onshore Wind should include reference to IFI's Guidelines on Planning for Windfarms in Fisheries-Sensitive Catchments, which are currently in the process of publication.

**Tourism:**

It is stated that the Draft Galway County Development Plan 2022-2028 should highlight the value of angling tourism, biodiversity and the amenity value of fisheries and the fish species present in County Galway's rivers, lakes and streams.

Having regard to tourism and in particular **Chapter 8 Tourism and Landscape**, it is suggested that policy objective **TOU 1 Tourism Sector**, Inland Fisheries Ireland supports the measures outlined in Section 8.5 on co-ordination of industry partners including state agencies and would suggest that IFI be specifically included here.

IFI would also suggest that within Section 8.9.4. a sub-section could be dedicated to angling tourism.

**Management Policies:**

River Management Policies should be an integral part of any development programme and all waterways within the area considered as a natural resource requiring protection and development.

**A Sustainable Development Plan and the Environment:**

It is stated that regard should be given to the need for the sustainable development of the inland and marine fisheries resource (including the conservation of fish and other species of fauna and flora, aquatic habitats and the biodiversity of inland and marine water ecosystems). Consideration should be given to potential significant impacts on:

- Water quality
- Aquatic and associated riparian habitats
- Biological Diversity
- Ecosystem structure and functioning
- Surface water hydrology
- Passage of migratory fish
- Areas of natural heritage importance including geological heritage sites
- Sport and commercial fishing and angling
- Amenity and recreational areas

**The Development Plan should:**

- Be consistent with River Basin Management Plans and comply with the requirements of the EU Water Framework Directive (WFD) (2000/60/EC).
- Include policies which preclude developments in areas where the sewage infrastructure facilities necessary for development do not exist.
- Advocate a change from an acceptance of river corridor interference to an assumption against it.
- Promote the integration and improvement of natural watercourses in urban renewal and development proposals.
- Encourage Local participation in urban and rural renewal.
- Include provision for consultation with IFI on developments which may impact on the aquatic environment.

## **Chief Executive Response:**

### **Water Quality and Municipal Sewage Treatment Infrastructure**

It is considered appropriate to include reference in policy objective **WW6 Private Wastewater Treatment** to Environmental Protection Agency (EPA) newly published Code of Practice for Domestic Wastewater Treatment System 2021 (Population Equivalent  $\leq 10$ ).

### **Water Quality and Integrated Constructed Wetlands (ICWs):**

#### **Aquatic Habitat Protection (including protection of Riparian Habitat):**

It is considered that in **Chapter 10 Natural Heritage, Biodiversity and Green/Blue Infrastructure** that there are policy objectives that supports the protection of aquatic and wetland habitats, namely policy objectives **WR1 Water Resource** and **WTWF 1 Wetland Sites**. The importance of riparian corridors is acknowledged within the Draft Galway County Development Plan 2022-2028. Policy Objective **IW1 Inland Waterways** references riparian zones.

#### **Invasive Species**

It is considered that there is sufficient reference in Section 10.10 Invasive Species and policy objective **IS1 Control of Invasive and Alien Invasive Species** and **Policy Objective IS2 Invasive Species Management Plan**.

#### **River Crossing Structures and Construction works close to watercourses:**

It is considered warranted to reference river crossing in the policy objective **ICT 8 Underground Cabling**.

#### **Water Conservation**

It is considered that there is a suite of policy objectives in **Chapter 7 Infrastructure, Utilities and Environmental Protection** and **Chapter 10 Natural Heritage, Biodiversity and Blue/Green Infrastructure** that supports water conservation.

#### **Tourism:**

The support for fisheries related tourism is noted, it is not considered that the policy objective **TOU 1 Tourism Sector** needs to be expanded.

#### **A Sustainable Development Plan and the Environment**

Overall, the Draft Galway County Development Plan 2022-2028 acknowledges that the economic, social and environmental wellbeing of County Galway requires water quality to be of the highest possible standard. To this extent, policy objectives are included which focus on maintaining the highest water quality.

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

### **Chapter 7 Infrastructure, Utilities and Environmental Protection**

#### **WW 6 Private Wastewater Treatment Plants**

Ensure that private wastewater treatment plants, where permitted, are operated in compliance with EPA's Code of Practice Wastewater Treatment and Disposal Systems Serving Single Houses (PE.  $\leq 10$ ) (EPA 2009), as may be amended. **Environmental Protection Agency (EPA) Code of Practice for Domestic Waste Water Treatment System 2021 (Population Equivalent  $\leq 10$ ).**



## ICT 8 Underground Cabling

To co-operate with the relevant agencies to facilitate the undergrounding of all electricity, telephone and television cables in ~~urban areas~~ **all environments**, wherever possible, in the interests of visual amenity, **subject to fish and fisheries habitat considerations, especially where watercourse crossings are involved**

### Summary of Submission

A detailed submission was received from Transport Infrastructure Ireland. The submission seeks to address the safety, capacity and strategic function of the national road network in accordance with TII's statutory functions and the provisions of official policy.

### Core Strategy

Inclusion as a Core Strategy Objective in **Chapter 2 Core Strategy, Settlement Strategy and Housing Strategy** of the Draft Development Plan strategic objectives to reflect the official policy requirements, summarised as;

- to maintain the strategic function, capacity and safety of the national roads network, and
- to ensure that the existing extensive transport networks, which have been greatly enhanced over the last two decades, are maintained to a high level to ensure quality levels of service, safety, accessibility and connectivity to transport users.

Update the Core Strategy Map to accurately reflect the extent of the national road network;

- update to the route of the N67, national secondary road, and associated reclassification of the N18,
- update to the route of the N17, Galway to Tuam, now classified as the N83,
- update the former N66 Loughrea to Gort, now classified as the R380.

### Chief Executive's Response:

The Draft Plan acknowledges the importance of the national road network in providing connectivity and maintaining competitiveness. The policy objectives included in the Draft Plan will ensure the function of the national road network will be protected in line with national policy. Policy Objective **NR 1 Protection of Strategic Roads** seeks to protect strategic transport function of national roads, including motorways through the implementation of the 'Spatial Planning and National Roads Guidelines for Planning Authorities' DECLG, (2012) and the Trans-European Networks (TEN-T) Regulations. The policy objectives contained in the Plan are applicable in their totality and given the clear policy position outlined in **Chapter 6 Transport and Movement**. However having regard to the recommendation made by TII with regard to the Core Strategy it is considered prudent that a Policy Objective be included within **Chapter 2 Core Strategy, Settlement Strategy and Housing Strategy**.

**"To maintain the strategic function, capacity and safety of the national roads network and to ensure that the existing extensive transport networks are maintained to a high level to ensure quality levels of service, safety, accessibility and connectivity to transport users".**

The updates required to the Core Strategy Map are noted.

### Chief Executive's Recommendation:

It is recommended that the following Policy Objective is inserted into **Chapter 2 Core Strategy, Settlement Strategy and Housing Strategy**.

**"To maintain the strategic function, capacity and safety of the national roads network and to ensure that the existing extensive transport networks are maintained to a high level to ensure quality levels of service, safety, accessibility and connectivity to transport users".**

It is recommended that the following are updated to the Core Strategy Map:

- update to the route of the N67, national secondary road, and associated reclassification of the N18,
- update to the route of the N17, Galway to Tuam, now classified as the N83,
- update the former N66 Loughrea to Gort, now classified as the R380.

#### **Galway County Transport and Planning Strategy<sup>1</sup>**

- Provide the evidence base prepared to support the proposed improvements and interventions to the national road network identified in the Strategy, including details of a delivery plan or programme and funding arrangements for proposed works.
- TII would welcome, prior to the further stages of the development plan process, presentation and consultation from the Council on the Strategy, including with other relevant stakeholders, with a view to establish if any review is necessary for its completion to safeguard the existing and future networks in accordance with the provisions of official policy outlined in the NPF, NDP and Section 28 Ministerial Guidelines; ‘Spatial Planning and National Roads Guidelines for Planning Authorities’ (DoECLG, 2012).
- Include a summary statement in the Strategy and in the Draft Development Plan outlining how the Strategy complements the Draft Plan and how its findings and recommendation are reflected in the Development Plan.
- Further observations from TII on the Strategy are reserved pending the availability of relevant appendices to the Strategy and consultation as outlined.

#### **Chief Executive’s Response:**

The evidence base prepared to support the proposed improvements contained within the Galway County Transport and Planning Strategy has been provided to TII. In the interim period the Planning Authority have held consultations with the TII and other stakeholders with regard to the Galway County Transport and Planning Strategy. The Planning Authority are satisfied that all measures contained within the strategy will not adversely impact upon the national road network. The Planning Authority are satisfied that the strategy is in accordance with Section 28 Ministerial Guidelines; ‘Spatial Planning and National Roads Guidelines for Planning Authorities’ (DoECLG, 2012). This content of this submission has been addressed within the response to Observation 9 of the submission from the Office of the Planning Regulator.

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

**See OPR Observation No. 9**

<sup>1</sup> As per OPR Observation No.9 the terminology has been amended in relation to the Galway County Transport and Planning Strategy, and it is proposed as per Observation No. 9 that Strategy would be replaced with the word Study.

## Development Areas/Framework Plans

- TII recommends that the Briarhill Draft Urban Framework Plan should be subject to Area Based Transport Assessment (ABTA) to provide an appropriately robust evidence base to support a review and update of the Plan and associated development objectives. In TII's opinion, the Draft Urban Framework Plan in its current format conflicts with the provisions of official policy.
- TII recommends that any framework masterplan for the former Galway Airport Lands should be prepared by the Council and incorporate consultation with stakeholders including TII. The Framework Masterplan should be supported by an appropriate evidence base as required by the Section 28 Ministerial Guidelines 'Spatial Planning and National Roads Guidelines for Planning Authorities' (DoECLG, 2012).
- As with any Masterplan Exercise, in accordance with official policy provisions, TII is of the opinion that where such masterplans are proposed to be used to inform development management decisions, particularly in relation to areas with the potential to impact the strategic national road network, planning authorities should incorporate them in a statutory development plan or local area plan and with appropriate public consultation integrated into their preparation.

### Chief Executive's Response:

- The Planning Authority note the requirements for an ABTA to accompany the Briarhill Draft Urban Framework Plan. The Planning Authority consider the inclusion of a Policy Objective requiring the preparation of an ABTA for Briarhill be prepared at the earliest possible time would adequately address this concern.
- The Galway Airport Site has been identified in the NPF as a Key Growth Enabler. The Planning Authority have prepared a detailed analysis of the site which examines its potential for the future economic benefit of the wider Galway region. Any future framework masterplan for this site will be prepared in consultation with stakeholders including TII. Any future plans at this location will be supported by appropriate evidence base and shall be in accordance with Section 28 Guidelines.
- Noted.

### Chief Executive's Recommendation:

Insert new Policy Objective in Volume 2, Section 1.10 Land Use Zoning for the Metropolitan Areas of County Galway as follows:

#### **GCMA24 Area Based Transport Assessment**

It is a policy objective of Galway County Council to prepare an *Area Based Transport Assessment for the Briarhill Urban Framework* and surrounding growth areas with close collaboration and engagements with key stakeholders such as Galway City Council, National Transport Authority(NTA) and Transport Infrastructure Ireland(TII).

### Local Transport Plans/Area Based Transport Assessment

- The Draft Plan includes the commitment to undertake a Local Transport Plan for Tuam and Ballinasloe. TII considers that the preparation of the Local Transport Plan should be utilised to inform future development objectives and zoning decisions for the towns concerned.

TII would support and welcome consultation on the preparation of the Local Transport Plans where there may be implications for the strategic national road network in the area. The findings and recommendations of the Local Transport Plans should be incorporated into the preparation of the statutory Local Area Plans.

### Chief Executive's Response:

Noted. The Planning Authority welcome consultation with TII with regard to future Local Transport Plans.

### Access to National Roads

#### Chapter 6 Transport and Movement

TII recommends the following be included as a new Policy Objective in Section 6.5.3.1 of the Draft Plan;

Policy Objective in Section 6.5.3.1 of the Draft Plan;

#### **NR4 to National Roads**

**'The policy of the planning authority will be to avoid the creation of any additional access point from new development or the generation of increased traffic from existing accesses to national roads to which speed limits greater than 60 kmh apply. This provision applies to all categories of development'.**

The submission has highlighted that Policy Objective **RH 16** is at variance with the Section 28 Ministerial Guidelines 'Spatial Planning and National Roads Guidelines for Planning Authorities' (DoECLG, 2012).

- TII recommends a proposed update to Policy Objective Rural Housing RH 16 as follows **"Residential development along National Roads will be restricted outside the 50-60kmp speed zones in accordance with the DoECLG Spatial Planning and National Road Guidelines (2012).** ~~Consideration shall be given to the need of farm families to live on the family holding on a limited basis and a functional need to live at this location must be demonstrated. Documentary evidence shall be submitted to the Planning Authority to justify the proposed development and will be assessed on a case by case basis. Where there is an existing access, the combined use of same must be considered and shown to be technically unsuitable before any new access can be considered. Access via local roads shall always be the preferred access and in all cases, it must be demonstrated that this is not possible. An Enurement condition will be attached to grants of planning permission for the above'.~~

With regard to access onto National Roads the submission has also raised concerns with regard to **DM Standard 27 and 28**. It has been requested that both be reviewed and updated similar to PO RH16 to remove the consideration of exceptions to ensure adherence to the provisions of official policy outlined in the Section 28 Ministerial Guidelines.

The submission has detailed that the DoECLG Guidelines address the provision of **'exceptional circumstances'** to the restriction on access to national roads and that such provisions need to be plan-

led and incorporated into the Development Plan and not considered on a case by case basis within the Development Management function of the planning authority. TII have advised that they are available to assist the Council in the development of proposals for consideration as 'exceptional circumstances' cases in accordance with the provisions of the DoECLG Guidelines.

### **Chief Executive Response**

The Planning Authority note the requested addition of the statement in Section 6.5.3.1 of the Draft Galway County Development Plan 2022-2028. There is no objection from the Planning Authority to the insertion of this text.

The Planning Authority note the comments with regard to Policy Objective **RH 16 Direct Access to National Road** being at variance with the Section 28 Ministerial Guidelines 'Spatial Planning and National Roads Guidelines for Planning Authorities' (DoECLG, 2012).

The Planning Authority note the comments with regard to **DM Standards 27 and 28**. As outlined under **OPR Recommendation No.14** it is proposed to amend the wording.

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

#### **Chapter 6 Transport and Movement**

Policy Objective in Section 6.5.3.1:

#### **NR 4 New Accesses on National Roads**

'The policy of the planning authority will be to avoid the creation of any additional access point from new development or the generation of increased traffic from existing accesses to national roads to which speed limits greater than 60 kmh apply. This provision applies to all categories of development'.

See OPR Recommendation No 14 in relation RH 16 Direct Access to National Roads and DM Standards 27 and 28.

### **Strategic Economic Development Locations**

The submission has noted the inclusion of Strategic Economic Development Locations and note that these appear to be strategic concept proposals as opposed to specific land use proposals. It is expected that development proposals brought forward in relation to these corridors will have significant potential to impact and interact with the strategic national road network in the area.

The submission has referred to the Section 28 Ministerial Guidelines; 'Spatial Planning and National Roads Guidelines for Planning Authorities' (DoECLG, 2012), to require a plan led approach subject to an appropriate evidence base for development proposals impacting national roads and associated junctions.

The submission has also highlighted National Strategic Outcome 1 Compact Growth and National Strategic Outcome 5 Sustainable Mobility from the National Planning Framework which require the development of areas to support compact growth and be well served by public transport and active travel modes to reduce reliance on the private car.

It is considered that the development of the Strategic Economic Corridor and the Atlantic Economic Corridor concepts should be subject to a plan led approach giving effect to Government policy and objectives outlined in National Development Plan, National Planning Framework, the Section 28 Ministerial Guidelines; 'Spatial Planning and National Roads Guidelines for Planning Authorities'

(DoECLG, 2012), as well as the land use and sustainable transport principles included in the Northern and Western Regional Assembly Regional Spatial and Economic Strategy.

#### **Chief Executive Response**

The Strategic Economic Corridor (SEC) is a concept that was embedded in the Galway County Development Plan 2003-2009. The SEC is aligned around the Dublin-Galway railway line. It is considered that the forthcoming Economic Strategy that is identified under policy objective **ES1 Economic Strategy** will develop the SEC concept further and refer and develop opportunities around both the SEC and AEC. The Strategic Economic corridor has been acknowledged as a concept that allows for the development of key strategic developments benefitting from the confluence in the provision of infrastructural developments and linkages.

Any proposals which come forward within this corridor shall be considered on their merits and will be required to be in accordance with all Section 28 Ministerial Guidelines.

#### **Chief Executive Recommendation**

No Change.

#### **Rural Economic Development Strategy**

It is requested that an advisory to potential applicants for development in rural areas, of the requirement to adhere to the provisions of official policy on access to national roads in relation to rural development typologies that may seek access to the national road network at variance with the requirements of official policy. The inclusion of a Policy Objective to cover Section 4.7 to 4.14 and Chapter 8 of the plan is requested prior to adoption. It has been suggested that this Policy Objective be inserted in Section 6.5.3.1 as indicated below.

#### **Chief Executive Response**

The Planning Authority note the concerns with regard to rural economic development and have no objection to the inclusion of the Policy Objective as suggested to be included within Section 6.5.3.1.

#### **Chief Executive Recommendation**

It is recommended that the following Policy Objective be inserted in Section 6.5.3.1:

#### **NR 4 New Accesses to National Roads**

'The policy of the planning authority will be to avoid the creation of any additional access point from new development or the generation of increased traffic from existing accesses to national roads to which speed limits greater than 60 kmh apply. This provision applies to all categories of development'.

#### **Retailing**

A new policy objective is requested to include the explicit presumption against large scale out of town retail centers located adjacent or close to existing, new or planned national /roads/motorways reflecting policy outlined in the Retail Planning Guidelines.

#### **Chief Executives Responses**

With regard to retail development and out of town retail centres, the Draft Plan has been prepared to reflect the provisions of the *Retail Planning Guidelines (2012)* and it is considered that the policy position has already been clearly outlined in Section 5.9 of the plan.

#### **Chief Executives Recommendation**

No Change.

### **Development at National Road Junctions**

The Planning Authority are advised of Section 2.7 of the DoECLG 'Spatial Planning and National Roads Guidelines for Planning Authorities', which require particular care must be exercised in the assessment and management of development proposals in the Development Plan relating to development objectives or the zoning of locations at or close to junctions on the national road network in accordance with the provisions of official policy.

It is requested that Policy Objective **NR1** be amended as follows:

'To protect the strategic transport function of national roads **and associated national road junctions**, including motorways, through the implementation of the 'Spatial Planning and National Roads Guidelines for Planning Authorities' DECLG, (2012) and the Trans-European Networks (TEN-T) Regulations'.

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

The Planning Authority have no objection to the recommended change to Policy Objective **NR 1 Protection of Strategic Roads**.

#### **Chief Executives Recommendation:**

It is recommended that Policy Objective **NR1** be amended as follows:

'To protect the strategic transport function of national roads **and associated national road junctions**, including motorways, through the implementation of the 'Spatial Planning and National Roads Guidelines for Planning Authorities' DECLG, (2012) and the Trans-European Networks (TEN-T) Regulations'.

### **National Road Scheme Planning**

The inclusion of the N6 Galway City Ring Road, the N59 Moycullen Bypass and the N59 Oughterard – Maam Cross – Clifden national roads projects are acknowledged. The submission has stated that it is critical that corridors for national road scheme would be safeguarded from development encroachment which could prejudice their delivery. To ensure national road schemes are protected it is recommended that consideration is given to the inclusion of the following Policy Objective;

**'To protect the study area, route corridor options and thereafter the preferred route corridor selected for the national road schemes being progressed in the Development Plan in accordance with National Development Plan Objectives and to prohibit development that could prejudice their future delivery'.**

Clarity has also been requested in the Draft Plan confirming that Policy Objective PRP 2 will not be applied to national road schemes in the interests of avoiding risk to proposed national road schemes.

#### **PRP 2 Corridor and Route Selection Process**

Policy objectives relating to new roads and other transport infrastructure projects that are not already provided for by existing plans/ programmes or are not already permitted, are subject to the undertaking of feasibility assessment, taking into account planning need, environmental sensitivities as identified in the SEA Environmental Report and the policy objectives of the Plan relating to sustainable mobility. Where feasibility is established, a Corridor and Route Selection Process will be undertaken where appropriate, for relevant new road infrastructure in two stages: Stage 1 – Route Corridor Identification, Evaluation and Selection; and Stage 2 – Route Identification, Evaluation and Selection.

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



The Planning Authority have no objection to the recommended inclusion of the recommended Policy Objective to ensure national road schemes are protected.

The comment in relation to the clarification of PRP2 is noted however the trust of the policy objective is clear and is considered appropriate.

**Chief Executive's Recommendation:**

It is recommended that the following Policy Objective be included to ensure national road schemes are protected:

**NR 4 Route Corridor**

'To protect the study area, route corridor options and thereafter the preferred route corridor selected for the national road schemes being progressed in the Development Plan in accordance with National Development Plan Objectives and to prohibit development that could prejudice their future delivery'.

**Appropriate Assessment Requirements**

TII welcomes the consistency in the draft Plan with the requirements of Article 6(3) and Article 6(4) of the Habitats Directive.

**Chief Executive's Response:**

Noted.

**Chief Executive's Recommendation:**

No Change.

**Integration of Land Use Planning and Transport**

The submission has welcomed the Councils commitment to Integrated Land Use and Transport Planning including the preparation of Local Transport Plans.

The submission has also highlighted Policy Objective WC 1 and outlines the requirement for the design of pedestrian and cycling infrastructure in accordance with the principles, approaches and standards set in the National Cycling Manual (NCM) and the Design Manual for Urban Roads and Streets (DMURS). The Planning Authority are also advised of the requirements of complementary TII Publication 'The Treatment of Transition Zones to Towns and Villages on National Roads' (TII Publications DN-GEO-03084). It is requested that consideration is given to the incorporation of The Treatment of Transition Zones to Towns and Villages on National Roads' in the Development Plan in association with reference to DMURS, in the interests of providing clarification that such a standard will be applied, in the interests of road user safety, on national roads.

**Chief Executives Responses**

The Planning Authority note the requirements of complementary TII Publication 'The Treatment of Transition Zones to Towns and Villages on National Roads' (TII Publications DN-GEO-03084). There is no objection to the insertion of reference to TII Publication 'The Treatment of Transition Zones to Towns and Villages on National Roads' into WC 1.

**Chief Executives Recommendation**

It is recommended that Policy Objective WC 1 be amended as follows:

**WC 1 Pedestrian and Cycling Infrastructure**

To require the design of pedestrian and cycling infrastructure to be in accordance with the principles, approaches and standards set out in the National Cycle Manual, the Design Manual for Urban Roads and Streets and the Treatment of Transition Zones to Towns and Villages on National Roads.

### **Pedestrians and Cyclists**

The submission has welcomed the support for active travel and greenways proposals in the Draft Plan and recommends early consultation in relation to any potential interactions with and impacts for the national road network.

#### **Chief Executive's Response and Recommendation:**

Noted. No Change.

### **Workplace Travel Plans/Mobility Management Plans**

TII recommends that the Council should consider introducing policy objectives in the Draft Plan relating to Workplace Travel Plans/Mobility Management Planning for development impacting national roads as well as non-national roads and that such proposals should also address existing and established trip intensive locations as well as for new large scale trip generating developments.

#### **Chief Executive's Response and Recommendation:**

Noted. The Planning Authority would like to highlight DM 35 Standard: Mobility Management Plans which is considered to adequately address the requirements for Mobility Management Plans. No Change.

### **Park and Ride**

Any park and ride proposals shall conform to the provisions of the existing Galway (Metropolitan Area) Transport Strategy. To ensure effectiveness, Park and Ride facilities should be identified as part of a coherent strategy rather than identified and progressed on an individual basis. Where there may be implications for the national road network in the area, TII would welcome consultation on the proposed Park and Ride proposals in the County.

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

The Planning Authority note the comments with regard to park and ride proposals. The Planning Authority would welcome consultation on any proposed Park and Ride proposals in the County.

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

No Change.

### **Service Areas**

With regard to petrol filling stations the Planning Authority are advised of Section 2.8 of the 'Spatial Planning and National Roads Guidelines for Planning Authorities (2012)' and the requirement for a forward planning approach to the provision of off-line motorway services at national road junctions. TII have also advised of their document TII Service Area Policy (2014) which outlines the Authority's policy in relation to the provision of on-line motorway service area facilities.

#### **Chief Executives Response and Recommendations:**

The Planning Authority note the comments in relation to service areas. It is recommended that an additional bullet point is added to **DM Standard 22: Petrol Filling Stations** as follows:

- **Proposals for new on-line or off-line motorway service facilities will be assessed in accordance with the guidance set out in the TII Service Area Policy (2014).**

### **Safeguarding National Road Drainage Regimes**

The importance of safeguarding the investment which has been made in national roads has been highlighted. With respect to national road drainage schemes concern has been raised with respect to private development proposals which have or have sought to access national road drainage regimes to dispose of surface water drainage. The national road surface water drainage regimes have been

constructed for the purpose of disposing of national road surface water and it is important that capacity in the drainage regime is retained for this purpose.

The consideration of the inclusion of the following Policy Objective has been requested:

**'The capacity and efficiency of the national road network drainage regimes in County Galway will be safeguarded for national road drainage purposes.'**

**Chief Executive's Response and Recommendation:**

With regard to surface drainage the comments raised are noted. It is however considered that the protection of the national road network is sufficiently addressed in the context of the policy position already set out in the Plan. No Change.

**Grid Connection Routing and Renewable Energy Development**

TII would welcome an objective included in the adopted Development Plan and the accompanying Renewable Energy Strategy in relation to renewable energy and in relation to safeguarding the national road network, indicating that grid connection routing options should be developed to safeguard the strategic function of the national road network in accordance with Government policy by utilising alternative available routes.

Applications for Solar Farm developments should be accompanied by glint and glare assessments and such a requirement should be included as a provision of the Development Plan prior to adoption.

**Chief Executive Response and Recommendation**

With regard to grid connections, the comments raised are noted. It is however considered that the protection of the national road network is sufficiently addressed in the context of the policy position already set out in the Plan. In respect of grid connections from renewable energy projects, it would be premature, in the absence of knowledge of all potential grid connection route options for any renewable energy project, to impose a constraint on the route options in the Development Plan, and could hinder the delivery of renewable energy projects of a strategic nature. No Change.

**Peatlands and Peatlands After-use**

TII recommends that any future Peatlands Rehabilitation Plans should have regard to the provisions of official policy relating to development management and access to national roads set out in the Section 28 Ministerial Guidelines 'Spatial Planning and National Roads Guidelines' (DoECLG, 2012). TII is available for consultation with the Council in relation to any future peatlands after use/rehabilitation plans where there may be implications for the strategic national road network.

**Chief Executives Response and Recommendation**

With regard to peatlands, the comments raised are noted. It is however considered that the protection of the national road network is sufficiently addressed in the context of the policy position already set out in the Plan. No Change.

**Signage**

**DM Standard 33** addresses control of signage on public roads and TII welcomes reference to the DoECLG Spatial Planning and National Roads Guidelines in this context. TII recommends that where there are implications for the national roads network, regard should be had to TII's **Policy on the Provision of Tourist & Leisure Signage on National Roads (March 2011)**. It is requested that the draft plan is updated to incorporate reference to this document.

**Chief Executive’s Response:**

With regard to signage, it is appropriate to include additional text in **Chapter 15 Development Management Standards** to address this.

**Chief Executive’s Recommendation:**

Include the following additional paragraph in Volume I, **Chapter 15 Development Management Standards**, at the end of DM Standard 33 (Advertising).

**(e) Signage on National Roads will be strictly controlled and will generally be only permitted in accordance with the provisions set out in Section 3.8 of the *Spatial Planning and National Roads Guidelines (2012)* and the *TII Policy on the Provision of Tourism and Leisure Signage on National Roads (2011)*.**

**Traffic and Transport Assessment (TTA), Road Safety Audit (RSA) and TII Publications**

The submission notes the Policy Objective NR 3 indicates that an RSA should be carried out in accordance with TII’s Traffic and Transport Assessment Guidelines. It has been highlighted that this is a separate process, and an RSA should be carried out in accordance with TII Publications (Standard) GE-STY-01024 (Road Safety Audit). It is recommended that **Policy Objective NR 3 Traffic and Transport Assessment (TTA) and Road Safety Audit (RSA)** in the draft plan is updated in accordance with TII Publications (Standard) GE-STY-01024 (Road Safety Audit) and TTA for development impacting national roads is required in accordance with TII’s Traffic and Transport Assessment Guidelines. All references in the Draft Plan to NRA DMRB should be updated to **TII Publications**.

**Chief Executive’s Response:**

Noted. The Planning Authority acknowledge the clarifications provided within this submission. There is no objection to the amendments as recommended.

**Chief Executive’s Recommendation:**

- Amend Policy Objective NR 3 - Traffic and Transport Assessment (TTA) and Road Safety Audit (RSA) as follows:

**NR 3 Traffic and Transport Assessment (TTA) and Road Safety Audit (RSA)**

Require all applications for significant development proposals which have the potential to impact on the National Road Network to be accompanied by a Traffic and Transport Assessment (TTA) and Road Safety Audit (RSA), carried out by suitably competent persons, in accordance with the TII’s Traffic and Transport Assessment Guidelines and **TII Publications (Standard) GE-STY-01024 (Road Safety Audit) respectively.**

- Amend DM Standard 34 with the reference to the Design Manual for Roads and Bridges (DMRB) updated to TII Publications as follows:

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

All new road layouts should be designed in accordance with the Design Manual for Urban Roads and Streets (DMURS) and **associated ~~Design Manual for Roads and Bridges (DMRB)~~ TII Publications**. Development proposals should also include provision for a sustainable modal split, with pedestrian and cycling facilities recognised as an important aspect of new design proposals.

All references to NRA DMRB to be updated to **TII Publications**.

## **Noise**

With respect to noise the submission has welcomed the content of Section 7.9.2 and DM Standard 34 which has adequately addressed noise.

### **Chief Executive's Response and Recommendation:**

Noted. No Changes Required.

## **Settlement Plans/Development Strategies**

TII have reviewed the settlement plans in Volume 2 and have provided the following observations for the Councils consideration.

### Aligning Development Objectives and Speed Limits on National Roads

Having regard to the Section 2.11 of the DoECLG Spatial Planning and National Roads Guidelines which relate to Development Plans, Local Area Plans and Speed Limits it is recommended that a review of the following settlement boundary and development objectives is carried out.

## **Volume 2 Metropolitan Area Strategic Plan**

### **a) Oranmore**

'Business and Technology' and 'Industrial' zoned lands to the north of Carrowmoneash adjoining the N67, national road, at a location where TII's records indicate a 100kph speed limit applies.

### **Chief Executives Response and Recommendation**

These lands have been zoned previously in the Oranmore Local Area Plan 2012-2022. Oranmore is identified within the Metropolitan Area as a catalyst for development. It is considered to have lands zoned accordingly and any applications on these lands would have to comply with the policy objectives and DM Standards within the plan, as well as Section 28 Guidelines.

### **b) Briarhill Draft Urban Framework Plan**

Comments related to direct access to M6 and proposals for direct access to the N83, national road, at a location where TII's records indicate a 100kph speed limit applies, have been made above, in addition to the requirement for the preparation of an evidence base to support the plan.

### **Chief Executives Response and Recommendation**

ABTA proposed as per OPR recommendation 4.

## **Volume 2 Small Growth Towns**

### **a) Clifden**

Specific reference has been made to lands zoned 'Tourism' and 'Residential' zoned lands to the east of Clifden and 'Residential' zoned lands to the north west of Clifden adjoin the N59, national road, at a location where TII's records indicate a 100kph speed limit applies.

The N59 Oughterard – Maam Cross – Clifden Scheme should be considered for incorporation into the settlement plan here there is interface with the extents of the proposed local area plan. The inclusion of objectives to support the scheme would be welcomed as would a review of zoning objectives in the vicinity of the proposed scheme to ensure road scheme planning and route option evaluation is not compromised.

### **Chief Executive's Response and Recommendation:**

The lands are located to the rear of an established holiday village and it was considered prudent to identify additional tourism lands in its vicinity.

The N59 Oughterard – Maam Cross – Clifden Scheme is referenced in Table 6.1 Priority Transportation Infrastructure Projects for County Galway 2022-2028 within **Chapter 6 Transport and Movement**. This roads project was considered in the formulation of the Clifden Settlement Plan.

**b) Headford**

The ‘Business and Enterprise’ zoned lands to the south of Headford adjoining the N84, national road, are at a location where TII’s records indicate an 80kph speed limit applies.

The proposed Traffic Management Plan for Headford as included within Policy Objective HSGT 10 of the Headford Settlement Plan includes a number of interventions impacting the national road network. The requirement for a Preliminary Design Report (PDR) in accordance with TII Publication DN-GEO-03030 (Design Phase Procedure for Road Safety Improvement Schemes, Urban Renewal Schemes and Local Improvement Schemes) in advance of any decision to progress proposals.

**Chief Executive’s Response and Recommendation:**

Please see OPR Recommendation No. 11.

**c) Maigh Cuilinn**

The submission has made reference to Objective TI 26 which was contained within the Moycullen Local Area Plan, 2013 – 2023. The omission of this objective from the proposed Draft County Development Plan is considered to be a considerable oversight. The inclusion of this objective or similar is requested to be included in the proposed settlement plan for Moycullen.

The submission has noted that there is a significant ‘Industrial’ zoned land in the vicinity of the proposed Bypass route and TII is unaware of any evidence base provided to support such proposals.

**Chief Executive’s Response and Recommendation:**

There is no objection to the inclusion of the suggested Policy Objective into the Maigh Cuilinn Settlement Plan as follows:

**MSGT 14 Proposed N59 Maigh Cuilinn Bypass Scheme**

Protect and enhance the capacity and visual amenity of the N59 Maigh Cuilinn Bypass Scheme:

- a) Protect the route of the proposed N59 Maigh Cuilinn Bypass Scheme which is located within the Plan area from future inappropriate development and prohibit new accesses onto the proposed Bypass route that have not been accommodated in the Bypass design in the interest of traffic safety
- b) Ensure that new developments along the proposed Bypass respond positively to the route in terms of high-quality building designs and elevation/boundary/landscaping treatments, as appropriate, facing onto the Bypass route.
- c) Ensure that new developments along and in proximity to the proposed Bypass, do not interfere with any ecological mitigation measures specified in the N59 Maigh Cuilinn Bypass Scheme and do not create a barrier to bat or mammal connectivity measures outlined as part of this road scheme.

**d) Portumna;**

The submission notes the presence of ‘Industrial’ zoned lands to the north of Portumna adjoining the N65, national road, at a location where TII’s records indicate the 50kph speed limit transitions to an 80kph speed limit. TII recommends that an access strategy is developed for the lands confirming that access will be provided from the R355 and within the reduced urban speed limit area.

**Chief Executive’s Response and Recommendation:**

In the event of any future planning applications being submitted on the subject lands TII would be consulted. It is considered that any applications on these lands would have to comply with the policy objectives and DM Standards within the plan as well as Section 28 Guidelines.

### Summary of Submission

A detailed submission was received from the National Transport Authority which has welcomed the opportunity to comment on the Draft Galway County Development Plan 2022-2028 including the Galway County Transport and Planning Strategy. A number of recommendations and observations have been made which are summarised as follows:

#### 1. Introduction

The submission has welcomed specifically Section 1.2 of Volume 2 and the Strategic Aim: Aligning growth with existing and emerging public transport infrastructure and services, together with a focus of ensuring '10 minute' walkable settlements;

The submission has requested an amendment in Volume 2 Section 1.10 with respect to Policy Objective GCMA 1 Residential Development a specifically regarding Residential Phase 2 lands and the addition of further text to include access to public transport, walking and cycling networks.

#### Chief Executive's Response:

The Planning Authority note the commentary with regard to **Policy Objective GCMA 1 Residential Development** and have no objection to the additional text as proposed.

#### Chief Executive's Recommendation:

It is recommended that Policy Objective GCMA is amended as follows:

#### GCMA 1 Residential Development

**Support the development of lands designated as Residential (Phase 1) within the lifetime of the County** Development Plan, subject to normal planning, access to public transport, walking and cycling networks and servicing requirements, and reserve the lands designated as Residential (Phase 2) for the longer term growth needs of the area. Residential (Phase 2) lands are generally not developable within the lifetime of this Plan, with the exception of the following developments, which may be considered by the Planning Authority within the lifetime of this County Development Plan subject to a suitable case being made for the proposal:

1. Single house developments for family members on family owned lands.
2. Non-residential developments that are appropriate to the site context, any existing residential amenity and the existing pattern of development in the area.
3. Where it is apparent that Residential (Phase 1) lands cannot or will not be developed within the plan period, residential development may be considered in a phased manner on some Residential (Phase 2) lands.

The above exceptions will be subject to compliance with the Core Strategy in the County Development Plan, the Policy Objectives in this Metropolitan Plan, the principles of proper planning and sustainable development and to meeting normal planning, access and servicing requirements. Developments will only be permitted where a substantiated case has been made to the satisfaction of the Planning Authority and the development will not prejudice the future use of the lands for the longer-term growth needs of this metropolitan area.

## 2. Galway County Transport and Planning Strategy (GCTPS)<sup>2</sup>

The submission has advised that they were not consulted in the preparation of the Plan. The development of a transport strategy alongside the preparation of the Development Plan has been welcomed. Policy Objectives GCTPS 1-3 in particular have been welcomed.

With respect to Figure 1: GCTPS Summary – County Map the submission has commented that public transport services existing and proposed, and bus infrastructure has not been included. It is suggested that these be included on figure 1.

Table 1: GCTPS Summary – Proposed Measures & Forecast Benefits has been welcomed. The measures regarding ‘Public Transport Infrastructure Improvements (e.g., Bus Stop Improvements in Centres and on local routes), in conjunction with NTA may not fully reflect the scale of the ambition required to bring about modal shift in Galway.

Section 3.3.11 which summarises the GTS makes no reference to the improvement of bus infrastructure or services.

Section 3.4.10 further explains the GTS and includes how the measures in the GTS relate to Galway County. Section 4.4.4 outlines that the proposed GTS brown route will serve Bearna to the west and Oranmore to the east. However, these bus improvements do not appear to be reflected in the measures of the GCTPS, the Development Plan or specifically the Settlement Plans.

The bus services associated with the GTS, or the existing services included in Figure 11. Bus Services in the wider Galway County Area are included in the summary Figure 1.

With respect to Section 6 ‘Corridor Assessments’, it does not provide an analysis of mode share or demand management measures. In the context of climate change and the requirement to shift movement patterns to public transport and sustainable modes, the measures should show how they will meet these goals.

The proposed measures outlined in Tables 10-22 (excluding 14, 17 and 19) do not make reference to the requirement to improve bus stop infrastructure. All corridors particularly those providing connections to the city should include measures to enhance bus infrastructure, accessibility and permeability.

It is suggested that the proposed Measures Tables could include reference to DMURS in relation to junction improvements and safety-led improvements where these are proposed within urban boundaries.

In order to achieve Policy Objective GCTPS2 Integrated Approach to Land Use & Transportation, the measures and outcomes of the GCTPS should be reflected in the Development Plan objectives.

### **Chief Executive’s Response:**

The commentary with regard to Figure 1: GCTPS Summary – County Map is noted. The Planning Authority have no objection to the inclusion of public transport services existing and proposed, and bus infrastructure being included.

<sup>2</sup> As per OPR Observation No.9 the terminology has been amended in relation to the Galway County Transport and Planning Strategy, and it is proposed as per Observation no.9 that Strategy would be replaced with the word Study.



The Planning Authority note the comments with regard to Table 1: GCTPS Summary – Proposed Measures & Forecast Benefits. The proposed public transport infrastructure improvements as shown in the plan are focused on the improvement of facilities at existing stops, expansion of access through the provision of new stops, and in certain specific locations the creation of “hubs” to serve multiple sustainable modes. There is no objection to the update of the proposed measures in Table 1 to fully capture these proposals.

The submission has stated that Section 3.3.11 which summarises the GTS makes no reference to the improvement of bus infrastructure or services. The Planning Authority would like to bring to the attention of the NTA that Section 3.4 has provided details on bus infrastructure and services. Notwithstanding this there is no objection to the inclusion of a summary of the relevant bus improvements within the GTS within Section 3.3.11.

The Planning Authority note the comments with respect to Section 3.4.10 and Section 4.4.4. The GCTPS will support the introduction of the GTS services which also cross over into the Galway County area – this will be clarified. However, it is considered that the method and timing of this introduction will need to be led by Galway City Council and the NTA in order to co-ordinate with other measures set out in the GTS.

With respect to Section 6 ‘Corridor Assessments’ the Planning Authority can confirm that the corridor assessments have considered a range of potential improvements to different modes of travel; in every case, measures which promote sustainable modes have been given considerable weight in comparison to schemes which address general traffic capacity (i.e. schemes which actively seek to increase use of sustainable modes of travel and reduce reliance on private car travel are strongly preferred). This corresponds directly to wider objectives regarding action on climate change, as fewer vehicular journeys overall, and a greater proportion of trips being made by active modes (walking and cycling) and public transport, will result in fewer greenhouse gas emissions and thus reduce the carbon footprint of travel activities. This relationship will be made more explicit in the option assessments.

In response to the comments in relation to Tables 10-22 (excluding 14, 17 and 19) the Planning Authority consider wherever it is feasible to do so, measures to enhance bus use will be applied on all corridors. It should be noted that the demand analysis relating to future travel within the plan period has shown that the expected amount of travel demand to the City varies significantly by corridor, and therefore the expected demand for public transport use on certain routes does not support a “blanket” approach to this provision.

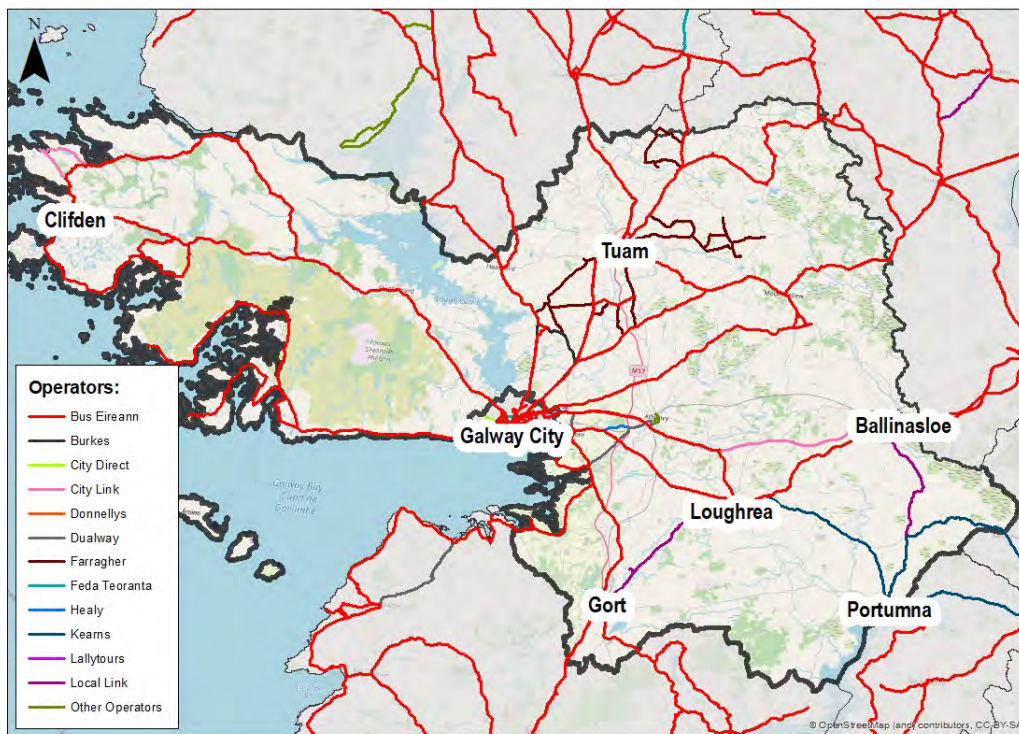
With respect to the proposed Measures Tables the Planning Authority have no objection to the inclusion of DMURS in relation to junction improvements and safety-led improvements where these are proposed within urban boundaries.

The Planning Authority note the commentary from the NTA with regard to Objective GCTPS2 Integrated Approach to Land Use & Transportation, the measures and outcomes of the GCTPS and the need to ensure these are reflected in the Development Plan. The Planning Authority consider that the aforementioned have been addressed with the measures and outcomes of the GCTPS adequately reflected within the Draft Galway County Development Plan 2022-2028.

### **Chief Executive Recommendation**

It is recommended that the following amendments are made

- It is recommended that the following map is inserted to Section 1.2.3 to detail the public transport services existing and proposed, and bus infrastructure.



- It is recommended that the amended table in inserted in place of Table 1 GCTPS Summary – Proposed Measures & Forecast Benefits

**Table 1. GCTPS Summary – Proposed Measures & Forecast Benefits**

PROPOSED MEASURES	FORECAST BENEFITS
<p>Safety-Led Improvements (incl. pedestrian / cycle safety measures, changes to traffic speeds, enhanced signage, traffic calming measures)</p>	<p>Address identified safety concerns within identified Travel Corridors; improve road user safety, including vulnerable road users; reduce frequency and severity of traffic collisions.</p>
<p>Demand Management Improvements (incl. junction layout amendments, additional capacity for sustainable modes)</p>	<p>Improvement to conditions for vehicular based travel, with resultant benefits in terms of congestion and delay; manage demand throughout identified Travel Corridors.</p>
<p>Multi-Modal Hubs</p>	<p>Encourage modal shift; reduce vehicle congestion; improve overall public realm; facilitate easy access between transport</p>

	<p>modes; secondary benefits to cyclists (e.g. improved safety).</p>
<p>Public Transport Infrastructure Improvements (e.g. Bus Stop Improvements in Centres and on local routes), in conjunction with NTA</p>	<p>Promote improvements to bus stops and facilities, including shelter, seating, service information and cycle parking, and recommend locations of new bus stops to bridge remove gaps in network and serve planned areas of new development to enhance public transport connectivity and accessibility.</p>
<p>Support Rail Dualling (between Ballinasloe, Athenry &amp; Galway City)</p>	<p>Increased service frequency and journey times, enhanced public transport offer.</p>
<p>Support Western Rail Corridor Proposals (subject to outcome of Government Rail Review)</p>	<p>Expansion of sustainable mode choices for travel on the Western rail corridor, including connectivity between Athenry and Tuam.</p>
<p>Local Walking / Cycling Routes</p>	<p>Improved connectivity for cyclists; enhanced safety for cyclists and other road users; wider benefits to bus journey times; encourage cycling uptake; contribute to rural development; enhance linkages with local rural routes.</p>
<p>National Cycle Routes (between Dublin, Ballinasloe, Galway City and Clifden)</p>	<p>Improved connectivity for cyclists; enhanced safety for cyclists and other road users; benefits to bus journey times (through the removal of cyclists from bus lanes which can reduce bus speeds and increase delay).</p>
<p>Support for Park &amp; Ride Provision (e.g. near M6 / N6 junction at Ardaun)</p>	<p>Reduced congestion upon approach and within Galway City by reduction of private vehicle trips improving journey times, wider benefits to journeys to and from Galway City.</p>
<p>Support for Electric Vehicles</p>	<p>Increased use of electric vehicles and gradual reduction in petrol / diesel vehicles for personal use.</p>

- It is recommended that Section 3.3.11 is updated as follows:

The Galway Transport Strategy and City Centre Management Plan have been prepared for Galway City, highlighting proposed plans and strategies to improve connectivity within the city and surrounding area. In summary, the following proposals are due to be delivered as part of the Galway Transport Strategy:

- The Galway City Ring Road (currently at planning stage) that aims to support development, improve accessibility and enhance connectivity to the city and areas to the west of the city. The Ring Road will support city-bound, cross-city and cross-county trips that cannot be facilitated by other measures (RPO 3.6.7). ~~Development of the Tuam Bus Corridor, Dublin Road Bus Corridor and a cross-city bus network, providing high frequency services that extend to Oranmore to the east and Bearna to the west, within the County.~~
- **Development of the Tuam Bus Corridor, Dublin Road Bus Corridor and a cross-city bus network, providing high frequency services that extend to Oranmore to the east and Bearna to the west, within the County. The public transport strategy (Table 5.1) includes for upgrades to existing main bus corridors to provide high frequency routes, including to Parkmore to the east of the city centre. The strategy aspires for these routes to operate at a frequency of at least once every 15 minutes, with high frequency to be maintained across the daily period as opposed to just within peak hours.**
- Provision of a strategic cycle network, incorporating connections between residential areas and areas of employment and a primary network of routes including two greenways to Oranmore and Bearna.
- Improved pedestrian facilities as a means of reducing traffic volumes in the city centre alongside improvements to pedestrian networks in suburban areas, including to places of employment at Parkmore and Ballybrit.
- Provision of Park & Ride facilities on approaches to and periphery of the city, ensuring these link to the wider bus network.
- Long-term development of Ceannt Station Quarter allowing the station to act as a key multi-modal interchange.
- Double tracking of the line between Galway and Athlone, or a more limited provision of stopping bays, is identified as a strategic project to enhance accessibility and connectivity (RPO 3.6.9).
- Insert additional text in red to Section 3.4.10 as follows:

In terms of public transport measures that have scope to impact upon travel patterns within the County, the strategy (Table 5.1) includes for upgrades to existing main bus corridors to provide high frequency routes, including to Parkmore to the east of the city centre. As detailed in Chapter 3 of the report, the Brown bus route would extend to Bearna to the west and Oranmore to the east, both located within Galway County. The strategy aspires for these routes to operate at a frequency of at least once every 15 minutes, with high frequency to be maintained across the daily period as opposed to just within peak hours. **The measures which are proposed to enhance public transport service provision within the adjacent areas of Galway County will be planned in a manner which allows for connection with the Galway City service proposals, and which will provide consistent and high quality infrastructure for the use of cross-boundary services.**

- It is recommended that Table 10 to 22 be amended as per red text below.

**Table 10. Galway - Tuam & NE Galway (N83) Proposed Measures & Forecast Benefits**

PROPOSED MEASURES	FORECAST BENEFIT
Multi-Modal Hub in Tuam	Encourage modal shift; reduce vehicle congestion; improve overall public realm;

	facilitate easy access between transport modes; secondary benefits to cyclists (e.g. improved safety); potential to increase visitors within Tuam, increase retail spend and increase dwell times.
Public Transport Infrastructure improvements	Enhancement of facilities at existing public transport stops and reduction in “gaps” of bus stop provision to widen access to public transport services throughout the corridor.
Potential Junction Improvements (incl. facilitating improvements for public transport, pedestrian / cyclist movement whilst managing vehicle capacity, bus priority, junction upgrades)	Improvement to conditions for vehicular based travel, with resultant benefits in terms of congestion and delay; manage demand throughout the Travel Corridor. Improvement works at Bridge Street in Dunmore to reduce general vehicle flows through Dunmore and enhance pedestrian and cyclist safety.
Safety-Led Improvements to Road & Transport Infrastructure (incl. pedestrian / cycle safety measures, changes to traffic speeds, enhanced signage, traffic calming measures)	Address identified safety concerns within the Travel Corridor; improve road user safety, including vulnerable road users; reduce frequency and severity of traffic collisions.
Cycle Greenway Facilities on / adjacent to N83	Improved connectivity for cyclists; enhanced safety for cyclists and other road users; benefits to bus journey times (through the removal of cyclists from bus lanes which can reduce bus speeds and increase delay).
Support for Park & Ride Facility	Reduced congestion upon approach and within Galway City by reduction of private vehicle trips improving journey times.

**Table 11. Galway-Athenry (M6) Proposed Measures & Forecast Benefits**

PROPOSED MEASURES	FORECAST BENEFIT
Multi-modal hub at Athenry and Oranmore	Required to increase attractiveness of public transport use and allow for integrated interchange between modes.
Public Transport Infrastructure Improvements	Enhancement of facilities at existing public transport stops and reduction in “gaps” of bus stop provision to widen access to public transport services throughout the corridor.
Cycle Greenway between Galway and Athenry (extends to Athlone)	Improved connectivity for cyclists and wider rural settlements alongside safety improvements through provision of off-road cycle greenway.
Park and Ride at Ardaun	Reduced congestion upon approach and within Galway City by reduction of private vehicle trips improving journey times.
Galway City Ring Road	Reduce congestion on approach and through Galway City by traffic diversion around the City improving journey times.
Review of congestion hotspots	Alleviate congestion to and from Athenry to access the M6.

**Table 12. Athenry - Ballinasloe (M6) Proposed Measures & Forecast Benefits**

PROPOSED MEASURES	FORECAST BENEFIT
Multi-Modal Hub in Athenry and Ballinasloe	Encourage modal shift; reduce vehicle congestion; improve overall public realm; facilitate easy access between transport modes; secondary benefits to cyclists (e.g. improved safety); potential to increase visitors within Athenry and Ballinasloe.
Public Transport Infrastructure Improvements	Enhancement of facilities at existing public transport stops and reduction in “gaps” of bus stop provision to widen access to public transport services throughout the corridor.
Support Rail Dualling (between Ballinasloe, Athenry & Galway City)	Increased service frequency and journey times, enhanced public transport offer along the Travel Corridor.

Potential Junction Improvements / Managing Demand	Improvement to conditions for vehicular based travel, with resultant benefits in terms of congestion and delay; manage demand throughout the Travel Corridor.
Galway City Ring Road	Whilst not within the Travel Corridor itself, has potential to benefit vehicle flow and bus journey times, reducing journey times for trips utilising the M6 between Athenry and Ballinasloe for travel to and from Galway City and improving the draw of travel by public transport.
Safety-Led Improvements to Road & Transport Infrastructure (incl. pedestrian / cycle safety measures, changes to traffic speeds, enhanced signage, traffic calming measures)	Address identified safety concerns within the Travel Corridor; improve road user safety, including vulnerable road users; reduce frequency and severity of traffic collisions.
National Cycle Route between Dublin, Ballinasloe, Galway City and Clifden	Improved connectivity for cyclists; enhanced safety for cyclists and other road users; benefits to bus journey times (through the removal of cyclists from bus lanes which can reduce bus speeds and increase delay).
Support for Park & Ride Provision (e.g. near M6 / N6 junction at Ardaun)	Reduced congestion upon approach and within Galway City by reduction of private vehicle trips improving journey times, wider benefits to Travel Corridor.

**Table 13. North - South (M18) Proposed Measures & Forecast Benefits**

PROPOSED MEASURES	FORECAST BENEFIT
Multi-Modal Hub in Athenry and Gort	Encourage modal shift; reduce vehicle congestion; improve overall public realm; facilitate easy access between transport modes; secondary benefits to cyclists (e.g. improved safety); potential to increase visitors within Athenry and Gort.
Public Transport Infrastructure improvements	Enhancement of facilities at existing public transport stops and reduction in “gaps” of bus stop provision to widen access to public transport services throughout the corridor.

Potential Junction Improvements / Managing Demand	Improvement to conditions for vehicular based travel, with resultant benefits in terms of congestion and delay; manage demand throughout the Travel Corridor.
Support Western Rail Corridor Proposals	Support improvement of rail facilities and services serving Gort, including any future expansion of the Western Rail Corridor northwards from Athenry, to encourage modal shift and provide enhanced public transport connectivity.
Safety-Led Improvements to Road & Transport Infrastructure (incl. pedestrian / cycle safety measures, changes to traffic speeds, enhanced signage, traffic calming measures)	Address identified safety concerns within the Travel Corridor; improve road user safety, including vulnerable road users; reduce frequency and severity of traffic collisions.
Galway to Athlone Cycle Greenway & Supporting Routes	Improved connectivity for cyclists; enhanced safety for cyclists and other road users; wider benefits to bus journey times; encourage cycling uptake; contribute to rural development.
Increased accessibility to Athenry	Enhance existing direct connections to Galway City to the west, Gort and Limerick to the south, towards Dublin to the east and future services northward to Tuam and Roscommon.

**Table 14. North - South (M17 / N17) Proposed Measures & Forecast Benefits**

PROPOSED MEASURES	FORECAST BENEFIT
Multi-Modal Hub in Athenry and Tuam	Encourage modal shift; reduce vehicle congestion; improve overall public realm; facilitate easy access between transport modes; secondary benefits to cyclists (e.g. improved safety); potential to increase visitors within Athenry and Tuam.
Bus Stop Improvements (with NTA)	Promote improvements to bus stops and facilities, and recommend locations of new bus stops to bridge gaps in network to enhance public transport connectivity and accessibility, particularly in Athenry, and in



PROPOSED MEASURES	FORECAST BENEFIT
	the vicinity of the N17 to the north of Tuam.
Potential Junction Improvements / Managing Demand	Improvement to conditions for vehicular based travel, with resultant benefits in terms of congestion and delay; manage demand throughout the Travel Corridor. <b>Within urban areas, DMURS will be applied to relevant junction and safety scheme design work.</b>
Support Western Rail Corridor Proposals	Support improvement of rail facilities and services serving Gort, including any future expansion of the Western Rail Corridor northwards from Athenry, to encourage modal shift and provide enhanced public transport connectivity.
Safety-Led Improvements to Road & Transport Infrastructure (incl. pedestrian / cycle safety measures, changes to traffic speeds, enhanced signage, traffic calming measures)	Address identified safety concerns within the Travel Corridor; improve road user safety, including vulnerable road users; reduce frequency and severity of traffic collisions.
New Cycle Routes (e.g. feasibility of Greenway on / close to N17 north of Tuam)	Improved connectivity for cyclists; enhanced safety for cyclists and other road users; wider benefits to bus journey times; encourage cycling uptake; contribute to rural development; enhance linkages with local quietways to increase access to Tuam itself.
Increased accessibility to Athenry	Enhance existing direct connections to Galway City to the west, Gort and Limerick to the south, towards Dublin to the east and future services northward to Tuam and Roscommon.

**Table 15. Ballinasloe -Tuam (R332/R358)) Proposed Measures and Forecast Benefit**

PROPOSED MEASURES	FORECAST BENEFIT
Multi-modal hub at Ballinasloe and Tuam	Required to increase attractiveness of public transport use, particularly for commuter journeys to Galway City and allow for integrated interchange between modes.
Public Transport Infrastructure improvements	Enhancement of facilities at existing public transport stops and reduction in “gaps” of bus stop provision to widen access to public transport services throughout the corridor.
Road Safety Improvements	Improved safety for vulnerable road users, particularly through Moylough where a cluster of accidents has been recorded.
Junction enhancements	Reduced congestion at identified congestion hotspots, having positive impacts on journey times. Within urban areas, DMURS will be applied to relevant junction and safety scheme design work.

**Table 16. Galway - Clifden Proposed Measures & Forecast Benefits**

PROPOSED MEASURES	FORECAST BENEFIT
Safety-Led Improvements to Road & Transport Infrastructure (incl. pedestrian / cycle safety measures, changes to traffic speeds, enhanced signage, traffic calming measures)	Address identified safety concerns and collision hotspots within and slightly beyond the Travel Corridor; improve road user safety, including vulnerable road users; reduce frequency and severity of traffic collisions. Wider benefits can include reduced congestion and improved journey times. Within urban areas, DMURS will be applied to relevant junction and safety scheme design work.
Public Transport Infrastructure improvements	Enhancement of facilities at existing public transport stops and reduction in “gaps” of bus stop provision to widen access to public transport services throughout the corridor.
New Cycle / Pedestrian Routes	Improved connectivity and safety for cyclists; reduce road user risk through segregated provision; enhanced safety for cyclists and other road users; encourage cycling uptake; contribute to rural

PROPOSED MEASURES	FORECAST BENEFIT
	development in appropriate locations; cater for seasonal tourist trip demand.
Galway City Ring Road	Reduce congestion on approach and through Galway City by traffic diversion around the City improving journey times; enhance accessibility to west of Galway City; reduced journey times.
Potential Junction Improvements / Managing Demand	Improvement to conditions for vehicular based travel, with resultant benefits in terms of congestion and delay; manage demand throughout the Travel Corridor. Reduce instances of localised congestion through Oughterard, at the junction with the R336 in Maam Cross, on the eastbound approach to the N59's junction with the R341 junction in Clifden, and on approaches to the Browne Roundabout and Thomas Hynes Road / Upper Newcastle junction in Galway City.

Table 17. Galway - Loughrea - Portumna (N65) Proposed Measures & Forecast Benefits

PROPOSED MEASURES	FORECAST BENEFIT
Safety-Led Improvements to Road & Transport Infrastructure (incl. pedestrian / cycle safety measures, changes to traffic speeds, enhanced signage, traffic calming measures)	Address identified safety concerns within the Travel Corridor; improve road user safety, including vulnerable road users; reduce frequency and severity of traffic collisions.
Potential Junction Improvements / Managing Demand	Improvement to conditions for vehicular based travel, with resultant benefits in terms of congestion and delay; manage demand throughout the Travel Corridor. <b>Within urban areas, DMURS will be applied to relevant junction and safety scheme design work.</b> Reduce instances of congestion on Killmor and Portumna
Multi-Modal Hub in Loughrea	Encourage modal shift; reduce vehicle congestion; improve overall public realm; facilitate easy access between transport modes; secondary benefits to cyclists (e.g.

PROPOSED MEASURES	FORECAST BENEFIT
	improved safety); potential to increase visitors within Loughrea.
Bus Stop Improvements (with NTA)	Promote improvements to bus stops and facilities, and recommend locations of new bus stops to bridge gaps in network to enhance public transport connectivity and accessibility.
Provision of New Cycle Routes (e.g. feasibility of Greenway between Loughrea and Portumna, serving intermediate locations; connectivity to Portumna Forest Park)	Improved connectivity for cyclists; enhanced safety for cyclists and other road users; wider benefits to bus journey times; encourage cycling uptake; contribute to rural development; enhance linkages with local trail routes (e.g. Portumna Forest Park).

**Table 18. Galway – Roscommon (N63) Proposed Measures and Forecast Benefit**

PROPOSED MEASURES	FORECAST BENEFIT
Cycleway Connections to Galway to Athlone Greenway	Improved connectivity for rural settlements to proposed east to west (Galway-Athlone) Greenway connections.
Public Transport Infrastructure improvements	Enhancement of facilities at existing public transport stops and reduction in “gaps” of bus stop provision to widen access to public transport services throughout the corridor.
Road Safety Improvements	Improved safety for vulnerable road users, particularly through Moylough where a cluster of accidents has been recorded.
Junction enhancements	Reduced congestion at identified congestion hotspots such as through Mountbellew, having positive impacts on journey times.
Ballygar (N63) Road Safety Improvements	Resurfacing and pedestrian crossing improvements to improve conditions for vulnerable road users.

Table 19. Loughrea - Gort Proposed Measures & Forecast Benefits

PROPOSED MEASURES	FORECAST BENEFIT
<p>Safety-Led Improvements on R380 &amp; Surrounding Routes (incl. pedestrian / cycle safety measures, changes to traffic speeds, enhanced signage, traffic calming measures)</p>	<p>Address identified safety concerns within the Travel Corridor; improve road user safety, including vulnerable road users; reduce frequency and severity of traffic collisions.</p>
<p>Multi-Modal Hub in Loughrea and Gort</p>	<p>Encourage modal shift; reduce vehicle congestion; improve overall public realm; facilitate easy access between transport modes; secondary benefits to cyclists (e.g. improved safety); potential to increase visitors within Loughrea and Gort.</p>
<p>Potential Junction Improvements / Managing Demand</p>	<p>Improvement to conditions for vehicular based travel, with resultant benefits in terms of congestion and delay; manage demand throughout the Travel Corridor, e.g. at junction with R458 in Gort and with R446. Within urban areas, DMURS will be applied to relevant junction and safety scheme design work.</p>
<p>Public Transport Infrastructure Improvements (e.g. Bus Stop Improvements in Centres of Loughrea &amp; Gort), in conjunction with NTA</p>	<p>Promote improvements to bus stops and facilities, and recommend locations of new bus stops to bridge gaps in network to enhance public transport connectivity and accessibility.</p>
<p>Local Walking / Cycling Routes in Gort &amp; Loughrea; Dedicated Pedestrian / Cycle Routes on R380</p>	<p>Improved connectivity for cyclists; enhanced safety for cyclists and other road users; wider benefits to bus journey times; encourage cycling uptake; contribute to rural development; enhance linkages with local rural routes.</p>

Table 20. West Coast (R336) Proposed Measures & Forecast Benefits

PROPOSED MEASURES	FORECAST BENEFIT
<p>Safety-Led Improvements to Road &amp; Transport Infrastructure (Potential Measures include pedestrian / cycle safety measures, changes to traffic speeds, enhanced signage, traffic calming)</p>	<p>Address identified safety concerns and collision hotspots within the Travel Corridor, including at Tearmann Eanna and near Rossaveel.                      Improve road user safety, including vulnerable road users; reduce frequency and severity of traffic collisions.                      Wider benefits can include reduced congestion and improved journey times.</p>
<p>New Cycle / Pedestrian Routes (incl. consideration towards routing of National Cycle Route between Galway City and Clifden and connecting rural routes)</p>	<p>Improved connectivity and safety for cyclists; reduce road user risk through segregated provision; enhanced safety for cyclists and other road users; encourage cycling uptake; contribute to rural development in appropriate locations; cater for seasonal tourist trip demand via coastal routes.</p>
<p>Public Transport Infrastructure improvements</p>	<p>Enhancement of facilities at existing public transport stops and reduction in “gaps” of bus stop provision to widen access to public transport services throughout the corridor.</p>
<p>Galway City Ring Road</p>	<p>Reduce congestion on approach and through Galway City by traffic diversion around the City improving journey times; enhance accessibility to west of Galway City; reduced journey times.</p>
<p>Potential Junction Improvements / Managing Demand</p>	<p>Improvement to conditions for vehicular based travel, with resultant benefits in terms of safety, congestion and delay; manage demand throughout the Travel Corridor. Reduce instances of identified localised congestion.</p>

**Table 21. Galway North Radial (N84) Proposed Measures & Forecast Benefits**

PROPOSED MEASURES	FORECAST BENEFIT
<p>Potential Junction Improvements (incl. facilitating improvements for public transport, pedestrian / cyclist movement whilst managing vehicle capacity, bus priority, junction upgrades)</p>	<p>Improvement to conditions for vehicular based travel, with resultant benefits in terms of congestion and delay; manage demand throughout the Travel Corridor. Enhance pedestrian and cyclist safety.</p>
<p>Public Transport Infrastructure improvements</p>	<p>Enhancement of facilities at existing public transport stops and reduction in “gaps” of bus stop provision to widen access to public transport services throughout the corridor.</p>
<p>Safety-Led Improvements to Road &amp; Transport Infrastructure (incl. pedestrian / cycle safety measures, changes to traffic speeds, enhanced signage, traffic calming measures)</p>	<p>Address identified safety concerns within the Travel Corridor, around N17 / N84 / Milltown Road junctions; improve road user safety, including vulnerable road users; reduce frequency and severity of traffic collisions.</p>
<p>Cycle Greenway Facilities on / adjacent to N84</p>	<p>Improved connectivity for cyclists; enhanced safety for cyclists and other road users; benefits to bus journey times (through the removal of cyclists from general traffic routes which can reduce bus speeds and increase delay).</p>

**Table 22 Galway – Oranmore & SW (N67) Proposed Measures and Forecast Benefit**

PROPOSED MEASURES	FORECAST BENEFIT
<p>Cycle Greenway along N67, including connections to Galway-Athlone cycle route.</p>	<p>Improved connectivity for cyclists between Oranmore and Galway City and rural settlements along the Travel Corridor to proposed east to west (Galway-Athlone) Greenway connections.</p>
<p>Multi-Modal hub at Oranmore</p>	<p>Required to increase attractiveness of public transport use and allow for integrated interchange between modes.</p>

PROPOSED MEASURES	FORECAST BENEFIT
Park and Ride at Ardaun	Reduced congestion upon approach and within Galway City by reduction of private vehicle trips improving journey times.
Public Transport Infrastructure improvements	Enhancement of facilities at existing public transport stops and reduction in “gaps” of bus stop provision to widen access to public transport services throughout the corridor. Works will be planned to maximise benefit to all services, including cross-boundary services to be enhanced as part of the GTS.
Road Safety Improvements	Improved safety for vulnerable road users, particularly through Clarinbridge where a cluster of accidents has been recorded.
Junction enhancements	Reduced congestion at localised congestion hotspots at identified congestion hotspots including Kilcolgan, Ballinderreen and Kinvara having positive impacts on journey times. Within urban areas, DMURS will be applied to relevant junction and safety scheme design work.

### 3. Galway Transport Strategy (GTS)

The Development Plan and the GCTPS should identify how it is intended to build upon the work of the GTS. The aim of the GTS as well as the GCTPS is to address issues of commuting and provide for alternative sustainable modes of transport within and to Galway City from suburbs such as Oranmore and Bearna.

The NTA hope to work with both Galway County Council and Galway City Council and TII to update the GTS and to continue to target investment into Galway County and City to bring about modal shift to public transport and sustainable modes.

#### Chief Executive’s Response:

The preparation of the GCTPS has been undertaken with due regard to the Galway Transport Strategy (GTS). Paragraphs 3.4.5 to 3.4.11 of the GCTPS set out the areas of policy consistency between the GTS and the principles which underpin the GCTPS itself. Specifically, it is stated that the GCTPS will support and enhance the objectives and measures contained in the GTS by:

- Supporting key measures within the GTS that impact upon movement and travel patterns within the County and ensure further interventions taken forward are complementary to these, where appropriate;
- Promoting sustainable travel options between identified key origins and destinations within the County for trips to and from Galway City; and
- Considering suitability for Park & Ride site and scheme provision within the county, tying to Galway City Council proposals.



The application of assessment methodologies which make use of data from the Western Regional Model (WRM) alongside Census and other local data sources has ensured that the major “corridors” for movement between Galway City and Galway County have been appraised, and that emphasis has been placed on improving access by sustainable modes of travel and reducing reliance on private car trips. This focus directly aligns with the GTS’s stated aims, and particularly its overarching vision, which is stated as follows:

*‘To address the current and future transport needs of the city, a shift is needed towards sustainable travel, reducing the dependence on the private car and taking action to make Galway more accessible and connected, improving the public realm and generally enhancing quality of life for all’.*

The GCTPS also makes specific reference to the proposals for the Galway Metropolitan Area (MASP) and the proposed measures for corridors which link to Galway City via the MASP have been designed to be compatible with the aims and objectives of the GTS. The proposed developments within the MASP which form part of the emerging County Development Plan (CDP) will be expected to play their part in establishing high quality active travel and sustainable travel infrastructure, to support wider measures on the connecting corridors to increase uptake of travel by sustainable modes. The GCTPS also specifically includes commitments to investigate appropriate expansions to Park and Ride facilities within the Galway County area on approaches to the Galway City area, which would reduce cross-boundary private vehicle trips and contribute directly to the achievement of the overarching vision of the GTS.

The Planning Authority welcome the opportunity to work with the NTA, Galway County Council and TII to update the GTS and to continue to target investment into Galway County and City to bring about modal shift to public transport and sustainable modes.

**Chief Executive’s Recommendation:**

No Change.

**4. Movement at Settlement Level – Local Transport Plans (LTP)**

The submission has welcomed Policy Objective ILUTP 2 to prepare Local Transport Plans (LTP) for the key towns of Ballinasloe and Tuam. It has been suggested that LTPs be prepared for the Local Area Plans for other towns.

In relation to Oranmore the submission has noted there is no mention of bus services within the plan, neither current or future plans as part of the GTS or the Connecting Ireland programme. The plan makes reference to the town having access to all major road networks providing access to Galway City. No objective for permeability or access to bus stops has been proposed. There are no objectives for cycling or greenways. It appears that the aims of the GCTPS and the GTS are not reflected in the settlement plan. Similar policy objectives to those included in Bearna and Baile Chláir could be included in the Oranmore settlement plan.

The Bearna Settlement Plan also makes no mention of the GTS and the proposed bus routes contained in it or to the Connecting Ireland programme. The submission highlights text in the plan which supports sustainable transport, integration of land use and transportation, modal shift from private transport to cycling, cycling and public transport etc. A number of Policy Objectives including BMSP 15 Pedestrian and Cycle Network, BMSP 18 Bus Services, Stops and Shelters and BMSP 19 Public Footpath & Lighting Network are considered to show a commitment to improving facilities for pedestrians, cyclists and public transport users and have been welcomed.

The Baile Chláir Settlement Plan makes no reference to the GTS and the proposed bus routes contained in it or to the Connecting Ireland programme. The submission has welcomed the inclusion of important statements supporting the integration of land use and transportation and encouraging modal shift. A number of Policy Objectives including BCMSP 6 Pedestrian and Cycle Network and BCMSP 7 Transportation and Urban Renewal Framework Strategy have been welcomed.

**Chief Executive’s Response:**

The Ballinasloe Local Area Plan, currently on Draft Display (21<sup>st</sup> of October 2021) is accompanied by a Local Transport Plan (LTP) and it is envisaged that the Tuam Local Area Plan will also be on display in Quarter 1 of 2022, which will also be accompanied by Local Transport Plan. These Local Transport Plans will examine inter-settlement travel patterns from these settlements including Galway City. These LTP’s will inform the formulation of land use policies which can affect more sustainable travel pattern outcomes, as well as the transport infrastructure and services need to meet future inter settlement travel demand within these Local Area Plans for the Key Towns of Ballinasloe and Tuam. There will be further analysis in this regard when the Local Area Plans for towns in Tiers 3-4 are being prepared. It is anticipated these plans will be on display mid 2022 with Local Transport Plans or equivalent plans for these settlements which will provide further detail in terms of Movement at Inter-Settlement level.

The Planning Authority note the comments with respect to the Oranmore Settlement Plan and have no objection to the inclusion of further Policy Objectives within the plan to support modal shift and enhanced public transport provision.

The commentary with respect to the absence of any mention of the GTS within the Settlement Plans is noted. The Planning Authority would highlight that within **Chapter 6 Transport and Movement** particularly Section 6.3.3 an overview of the Galway County Transport and Planning Strategy and Galway Transport Strategy has been provided. A suite of Policy Objectives have been included which support and facilitate the implementation of both the GCTPS and the GTS.

**Chief Executive’s Recommendation:**

New Policy Objectives within the Oranmore Settlement Plan as follows;

**OMSP 16 Pedestrian and Cycle Network**  
Encourage and support the development of a series of pedestrian and cycle routes linking the residential areas to the town centre and local community services, where feasible.

**OMSP 18 Bus Services, Stops and Shelters**  
Promote an improved bus service in Oranmore and investigate the potential to provide more frequent stops and bus shelters.

- OMSP 19 Public Footpath & Lighting Network**
- Support improvements to the existing public footpaths network within the plan area.
  - New development shall be required to connect to the footpath and public lighting network that currently serves the village centre.
  - Support the provision of footpaths and-public lighting from the existing residential development to the village centre. In order to protect light sensitive species such as bats, lighting fixtures should provide only the amount of light necessary for personal safety and should be designed so as to avoid creating glare or emitting light above a horizontal plane.
  - Facilitate the provision of pedestrian crossings adjacent to the schools, residential areas and at other appropriate locations within the plan area, as required.

## 5. Development Areas/Framework Plans/LAPs

The submission notes the inclusion of a number of framework plans within the county and has made the following recommendations:

The Briarhill Draft Urban Framework Plan should be subject to Area Based Transport Assessment (ABTA).

The development of a framework plan for the Galway Airport Lands should include consultation with stakeholders including the NTA and TII.

That a Local Transport Plan for the lands at Garraun should be prepared to inform the development of the lands.

Any Masterplan Exercise used to inform development management decisions should be incorporated into the inclusion statutory development plan or local area plan.

### Chief Executive's Response:

The Planning Authority note the requirements for an ABTA to accompany the Briarhill Draft Urban Framework Plan. The Planning Authority consider the inclusion of a Policy Objective requiring the preparation of an ABTA for Briarhill be prepared at the earliest possible time would adequately address this concern.

The Galway Airport Site has been identified in the NPF as a Key Growth Enabler. The Planning Authority have prepared a detailed analysis of the site which examines its potential for the future economic benefit of the wider Galway region. Any future framework masterplan for this site will be prepared in consultation with stakeholders including TII. Any future plans at this location will be supported by appropriate evidence base and shall be in accordance with Section 28 Guidelines.

The comments with regard to Masterplan Exercises is noted. In the future should any masterplans be developed further they will fall within a statutory development plan or local area plan.

### Chief Executive's Recommendation:

Insert new Policy Objective in Volume 2, Section 1.10 Land Use Zoning for the Metropolitan Areas of County Galway as follows:

#### **GCMA24 Area Based Transport Assessment**

It is a policy objective of Galway County Council to prepare an *Area Based Transport Assessment for the Briarhill Urban Framework* and surrounding growth areas with close collaboration and engagements with key stakeholders such as Galway City Council, National Transport Authority (NTA) and Transport Infrastructure Ireland (TII).

#### **ILUTP 3 Local Transport Plans**

To seek to prepare Local Transport Plans/Mobility Plans in accordance with the Area Based Transport Assessment Guidelines (TII, 2018) and in consultation with national transport agencies and other relevant stakeholders for settlements in Level 3 and Level 4 of the settlement Hierarchy.

## 6. Walking and Cycling

It is suggested that **Policy Objective WC1 – Pedestrian and Cycling Infrastructure** could also make reference to the NTA document Permeability: Best Practice Guide.

The submission notes the GCTPS supports the submission of 'park and stride' facilities and that this will be explored within the Local Transport Plans for Ballinasloe and Tuam. It is suggested that an objective be included to support and develop 'park and stride' facilities on a county wide basis.

It is suggested that **Policy Objective WC5 – Traffic Free Cycle Routes** could reference the benefits of filtered permeability in providing safer and more direct routes for pedestrians and cyclists.

**Chief Executive's Response:**

The Planning Authority note the suggestion as outlined with regard to Walking and Cycling and see merit in the suggestion proposed.

**Chief Executive's Recommendation:**

Amend Policy Objective WC 1:

**WC 1 Pedestrian and Cycling Infrastructure**

To require the design of pedestrian and cycling infrastructure to be in accordance with the principles, approaches and standards set out in the National Cycle Manual and the Design Manual for Urban Roads and Streets **and the NTA document Permeability: Best Practice Guide.**

New Policy Objective GCTPS 10:

**GCTPS 10 Park and Stride**

**To support the development of car parks / set down areas to accommodate Park and Stride initiatives at appropriate locations, especially within walking distance to schools.**

Amend Policy Objective **WC5:**

**WC 5 Traffic Free Cycle Routes**

To provide, where possible traffic free pedestrian and cyclist routes **including filtered permeability** particularly where such routes would provide a more direct, safer, and more attractive alternative to the car.

## **7. Planning for Public Transport**

The submission has outlined that the county is served by an extensive bus service, connecting rural areas, linking settlements and connecting with major destinations in Galway City. It is considered the Development Plan should recognise the importance of these services to the community and facilitate their improvement through supportive land use policies and design standards. The submission considers that there is a lack of emphasis on the role that public transport, specifically the bus service needs to play in relation to the requirement to achieve modal shift away from high car dependency. Policy Objectives PT1 – PT8 have been welcomed. The following amendments have been suggested:

**PT 1 Sustainable Modes of Transport**

Baseline mode share figures for the County to be included.

**PT 2 Development of Public Transport Infrastructure**

Reference to facilitating and working with the relevant agencies to secure the implementation of the recommendations of the GTS bus network. Reference to securing improvements to footpaths, pedestrian crossing points and permeability to facilitate access and encourage use of public transport.

**PT 4 Rural Transport**

It is suggested reference to the Connecting Ireland bus programme be included.

With regard to Policy Objectives **PT 6 Galway to Athlone Rail Line** and **PT 7 Western Rail Corridor** the submission has advised that no sanction for a Western Rail Corridor project and the potential delivery

of any such project would be unlikely to occur within the lifetime of this Plan. The Government has now committed to conducting an all-island Strategic Rail Review.

### **PT 8 Loughrea Rail Infrastructure**

The submission has noted that the extension of the Western Rail Corridor to Loughrea did not form part of the review of the Western Rail Corridor. It is considered that demand at this location or the growth projections would not justify the expenditure.

Table 6.1 Priority Transportation Infrastructure Projects for County Galway 2022-2028 has been welcomed.

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

The commentary with respect to **PT 1 Sustainable Modes of Transport** with regard to baseline mode share figures are noted. The Planning Authority consider that the settlement strategy of the county along with a suite of policy objectives included within the plan support sustainable transport and will assist in reducing the level of car dependency within the County. The Planning Authority consider the addition of baseline mode share figures within **PT 1 Sustainable Modes of Transport** has merit. It is also noted the most recent available figures are from the 2016 Census. Bearing in mind the period of time which has lapsed since these figures were last updated, they are not considered reflective of the reality within the County presently and as such on the basis of the relevance to the current plan are not considered to merit inclusion at this time.

The commentary with respect to **PT 2 Development of Public Transport Infrastructure** is noted. The Planning Authority have no objection to amending PT2 to reflect the request from the NTA in this instance.

The Planning Authority note the suggestion that reference to the Connecting Ireland bus programme could be included within Policy Objective **PT 4 Rural Transport**. The Planning Authority consider that the Policy Objective **PT3 County Bus Services** adequately supports the Connecting Ireland bus Programme as well as any further enhancements to bus services which may come forward from the NTA and other service providers.

The commentary with respect to the Western Rail Corridor, Western Rail Corridor: Financial and Economic Appraisal report and the Government commitment to conducting an all-island Strategic Rail Review are noted.

It should be noted that policy objective **PT8 Loughrea Rail Infrastructure** was proposed by the Elected Members at the Plenary Council meeting in May 2021. It was considered that this policy objective was premature, and the officials conveyed this. With the recent publication of the review of the National Development Plan and projects listed therein, the Loughrea Rail Infrastructure is not included. This project is not listed in the RSES. Therefore, it is considered that this Policy Objective would be removed from **Chapter 6 Transport and Movement**.

The support for Table 6.1 Priority Transportation Infrastructure Projects is noted.

### **Chief Executives Recommendation**

It is recommended that be updated as follows:

### **PT 2 Development of Public Transport Infrastructure**

To engage and work closely with the National Transport Authority and other relevant transport authorities and both public and private operators, in facilitating and securing improvements to **footpaths, pedestrian crossing points and permeability to facilitate access and encourage use of public transport and to secure the implementation of recommendations of the GTS bus network** and the expansion of public transport infrastructure in areas such as spaces for parking of local link buses and services in the County.

As per OPR Observation No.10 removal of **Policy Objective PT8-Loughrea Rail Infrastructure**

### 8. Strategic Road Network

It is suggested that the wording to Policy Objective NNR 3 Design Manual for Urban Roads and Streets be updated as follows:

‘Implement the national design standards outlined in the Design Manual for Urban Roads and Streets (DMURS) for urban streets and roads within the 50/60kph zone’.

It is also suggested that the inclusion as a Core Strategy Objective in Chapter 2 Core Strategy, Settlement Strategy and Housing Strategy of the Draft Development Plan strategic objectives to reflect the official policy requirements, summarised as;

- to maintain the strategic function, capacity and safety of the national roads network, and
- to ensure that the existing extensive transport networks, which have been greatly enhanced over the last two decades, are maintained to a high level to ensure quality levels of service, safety, accessibility and connectivity to transport users.

### Chief Executives Response

The Planning Authority note the suggested update to **Policy Objective NNR 3 Design Manual for Urban Roads and Streets** and have no objection to the suggested update.

This has been addressed within response to Transport Infrastructure Ireland under the heading Core Strategy. A new Policy Objective as suggested has been recommended.

### Chief Executives Recommendation

It is recommended that **Policy Objective NNR 3 Design Manual for Urban Roads and Streets** is updated as follows:

#### **NNR 3 Design Manual for Urban Roads and Streets**

Implement the **national design standards outlined in recommendations of** the Design Manual for Urban Roads and Streets (DMURS) **in relation to for** urban streets and roads within the 50/60 kph zone.

It is recommended that the following Policy Objective is inserted into **Chapter 2 Core Strategy, Settlement Strategy and Housing Strategy.**

#### **CS6 Strategic Roads**

**To maintain the strategic function, capacity and safety of the national roads network and to ensure that the existing extensive transport networks are maintained to a high level to ensure quality levels of service, safety, accessibility and connectivity to transport users.**

### 9. Development Management

The submission has welcomed a number of DM Standards included in **Chapter 15 Development Management Standards** including DM Standard 1: Qualitative Assessment-Design Quality, Guidelines and Statements, DM Standard 2 Multiple Housing Schemes (Urban Areas) (Traffic Safety and

Management for instance which seeks the creation of walkable neighbourhoods), DM Standard 23: Walking and Cycling, DM Standard 24: Bus Network, DM Standard 26: Rail Network and DM Standard 32: Parking Standards paragraph (f)

**Chief Executives Response and Recommendation**

The Planning Authority welcome the supportive commentary contained within the submission which relates to the aforementioned DM Standards. No Change.

**10. Development Plan Indicators – Mode Share**

The targets as set out in Section 3.4.15 for the County are welcomed. The targets set out in the strategy have been listed. It is further suggested that mode share targets could be included for individual settlements as part of the Local Area Plan and Local Transport Plan processes.

**Chief Executive’s Response:**

The GCTPS provides baseline modal data for identified settlements within the County as part of the Corridor technical notes included at Appendix C of the main report. Over-arching baseline mode shares for the County as a whole are also set out within Section 4.7 of the main report.

With regard to future mode shares and monitoring, the setting of modal targets and the prediction of “real world” mode shift activity remains challenging. The draft strategy has sought not to set location-specific mode targets for future mode use as it is not possible at a County level to predict the exact degree of change which would occur as a result of particular improvements in individual settlements. Rather, it is proposed that changes in mode shares for particular journeys (such as those between key towns including Ballinasloe, Tuam and Athenry, and Galway City) should be examined as part of wider CDP monitoring activities, and compared to the type and extent of GCTPS measures which have been implemented, so that correlation between mode share changes and implementation of measures can be estimated. This process would also allow for the identification of external factors (such as economic change) which have a bearing on travel behaviour.

It is noted that monitoring of local strategies (Local Area Plans and Local Transport Plans) will provide the basis for examination of mode choice changes at settlement level.

**Chief Executive’s Recommendation:**

No Change.

### Summary of Submission

A detailed submission has been received from Iarnród Éireann. It is stated that the new Development Plan comes at a critical juncture for Galway County in its adaptation to the challenges and opportunities of the ‘new-normal’ that emerges as a result of the COVID-19 pandemic.

The existing rail network in Galway consists of a single-track heavy rail line running east-west, terminating in the city centre at Ceannt Station. The rail line extends east to Athenry via Oranmore Station. Services comprise of Intercity Dublin-Galway services and Galway-Athenry/Athlone and Galway-Limerick suburban services. Services to Limerick along the Western Rail Corridor provide onward rail connections to Limerick Junction (for Tipperary and Waterford) and Cork. Pre-Covid 19, rail passenger numbers in Galway rose steadily over recent years in line with a strongly recovering economy and population growth.

Iarnród Éireann welcome the aligning of the Development Plan with that of National and Regional policy, namely the National Planning Framework and the Regional Spatial and Economic Strategy (RSES) for the Northern and Western Region, concentrating on facilitating compact growth and the alignment of future development with public transport infrastructure. **Objective CGR 6** which aims to “promote the provision of higher density development in close proximity to sustainable transport corridors such as train stations”, in particular, is welcomed by Iarnród Éireann. The continued implementation of the Galway Transport Strategy is also noted and supported by Iarnród Éireann.

An outline of the delivery priorities for Iarnród Éireann is as follows:

- To continue to put the Customer at the heart of our business
- To maximise the railway’s contribution to long term sustainable spatial development patterns, in particular between Galway City towards the Strategic Economic Corridor (SEC) between Oranmore and Athenry.
- To facilitate and encourage economic growth at both a regional and national level
- To contribute to the attractiveness of Galway County as a location to live and do business in
- To contribute to and be compatible with all local, regional and national land-use transport planning policies
- To improve rail connectivity and integration in Galway County
- To facilitate a significant modal shift from the private motor car to public transport and thus to contribute to a significant reduction in road congestion and carbon emissions in line with policy objectives.g.Smarter Travel, Climate Action Plan
- To maintain and renew rail infrastructure and assets to the highest safety standards
- To deliver the appropriate quantum of rail capacity to satisfy future needs which will be an attractive value proposition for our customers.

### Iarnród Éireann Priorities for the Galway Area

#### Increase capacity from Galway to Athenry (via Oranmore ):

- Reference to the €9.28 million grant with an additional €3 million match funding from Department of Transport which includes the installation of a passing rail loop at Oranmore Station, along with an additional platform and associated infrastructure. This will, once implemented, improve the frequency in the section between Galway and Athenry to 15-minute intervals (4 trains per hour) at peak times. Subject to fleet availability, this could



increase to 12-minute intervals (5 trains per hour) at peak times, which amounts to a 40% increase in rail capacity and an upgrade in the frequency of services to an almost “turn-up and go” railway service for commuters and other users.

- The Galway-Athenry capacity study described below will complement this scheme, enabling the short, medium, and long-term capacity improvement options for the Galway to Athenry section to be identified. This infrastructure enhancement in the section will have the dual benefit of increasing suburban service capacity and Intercity capacity.

#### **Intercity Services -Dublin and Limerick:**

- For Galway County, this will see improvements on Dublin to Galway services with the ambition to achieve a 60% increase in services to hourly all-day with some improvement in journey times. In terms of Limerick-Galway services, Iarnród Éireann’s ambition over the medium-to longer-term is to improve the customer offering on this service, including increased service frequencies and enhanced connections with other Intercity and suburban services.

#### **Ceannt Station Enhancements:**

The works proposed at the station has been outlined.

#### **Electrification:**

Intercity electrification forms part of Iarnród Éireann’s long-term strategy to de-carbonise the heavy rail network and provide the benefits of significant journey time savings, improved reliability, enhanced passenger quality and lower operating costs. This includes the Intercity main line to Galway, and Galway County can benefit from the emissions reductions that result from this aim. Therefore, rail electrification should be supported in the Development Plan. Iarnród Éireann will also include the outcomes on Intercity and inter-regional connectivity from the strategic rail study by DoT/DfI(NI) as part of this priority once they are known.

#### **Rail Freight:**

The provision of a rail freight service from Galway harbour is a strategic project in the RSES.

#### **Accessibility Programme**

The Development Plan should support the further expansion of our Accessibility Programme.

#### **Development of Multimodal Facilities -Sustainable Interchange Programme**

The Sustainable Interchange Programme will include the provision of facilities within Iarnród Éireann’s stations and local environs to provide for ease of interchange between rail and all other modes, prioritising those that are sustainable –cycling, electric charging, wayfinding and shared mobility.

#### **Park and Ride Strategy**

The Development Plan should support the implementation of this Park and Ride Strategy when it is agreed by all parties. Iarnród Éireann supports the Council’s **Policy Objective PT 5** identify suitable locations for and the development of Park and Ride facilities in the County.

## **Level Crossings**

It is requested that there would be continued support of Galway County Council where it is identified that opportunities exist to eliminate level crossings, in order to enhance safety on both the rail and road network, and to local residents and landowners.

## **Other Development Plan Observations**

### **Loughrea**

In relation to **Policy Objective PT 8 Loughrea Rail Infrastructure**, it is stated that there is funding available and that the business case would be challenging, based on the level of road development along the former route. It is important to point out at the outset that due to Iarnród Éireann's financial position they are unfortunately not in a position to self-finance any capital infrastructure works (including new and reopened stations) from their own funds and that they are entirely dependent on third party funding via the National Transport Authority or Exchequer for any capital infrastructure works to the railway. That said, Iarnród Éireann will engage with the Council and any parties proposing such projects.

### **Western Rail Corridor**

It is noted that the Council "supports the opening of the Western Rail Corridor route from Athenry to Tuam, Claremorris and Collooney as an option for passenger and cargo transportation". The National Development Plan (NDP) 2018-2027 affirms that the Western Rail Corridor phase 2 from Athenry to Tuam, and phase 3 to Claremorris could play an important role in the development and sustainability of the Atlantic Economic Corridor. This strategic importance is also recognised in the Regional Spatial and Economic Strategy for the region.

### **Chief Executive Response**

It is noted the support that has been outlined in the submission. There is close collaboration with Iarnród Éireann and Galway County Council. This can be witnessed in the partnership between the two organisations in relation to the infrastructural works at Garraun-Oranmore Train Station and the URDF Funding announced. Reference to policy objective **PT 8 Loughrea Rail Infrastructure** is noted. This has also been raised by the OPR, please see response to Observation No.10. Reference to policy objective **PT7 Western Rail Corridor** is also noted and welcomed.

### **Chief Executive Recommendation**

Please see OPR Submission in relation to Observation No.10

**Summary of Submission**

A detailed and comprehensive submission received which outlines An Taisce's key objectives in preparing the submission. Reference was also made Chapter 1 in relation to the sustainable development goals.

**Chief Executive Response**

Noted. The acknowledgement and incorporation of the strategic goals are embedded in the Draft Galway County Development Plan.

**Chief Executive Recommendation**

No Change.

**City and County Co-operation**

Submission suggests enhanced cross local authority collaboration including public forums.

**Chief Executive Response**

The City and County Councils collaborate on a range of topics on a regular basis.

**Chief Executive Recommendation**

No Change.

**Climate Change**

The submission supports the emphasis on climate change in the Draft Plan but suggests that each chapter could be directly assessed against climate objectives and targets including those within the Paris Agreement and EU policy. It also suggests a further link within Chapter 11 of the Draft Plan to address the disproportionate impact of climate change on marginalised communities. The submission recommends that the approach taken in the Draft Longford County Development Plan be applied to County Galway.

The submission calls for more of a focus on mitigation of emissions in the vision and strategy of the Draft plan.

Reference to the National Mitigation Plan should be amended in light of the Supreme Court Judgement in July 2020.

Policy Objectives, zoning and development proposals should take account of up-to-date climate projections.

The submission states that 'Just Transition' should be a guiding principle in forward planning. Workers should be provided with appropriate resources, compensation and training to deliver a move away from emissions and fossil fuels. A Just Transition is a need to plan a package of interventions to secure livelihoods while shifting policy to sustainable methods of energy and food production. It is recommended that this principle be integrated into the County Development Plan, particularly in relation to peat harvesting, other fossil fuels and agriculture.

**Chief Executive's Response:**

Support by An Taisce for the numerous policy objectives in the Draft Plan is welcomed, in particular the increased emphasis on climate mitigation and adaptation. While Chapter 14 specifically addresses Climate Change, the principles of climate change have been incorporated into and are intrinsic to both. The comments relating to "Just Transition" are noted and welcomed. In terms of integrating it into other sections of the Plan, the Draft Galway County Development Plan 2022-2028 was developed to avoid repetition of policy objectives already applicable in higher order plans and other locations in the Draft Galway County Development Plan itself.

Support by An Taisce for the numerous policy objectives in the Draft Plan is welcomed, in particular the increased emphasis on climate mitigation and adaptation. While **Chapter 14 Climate Change, Energy and Renewable Energy** specifically addresses Climate Change, the principles of climate change have been incorporated into and are intrinsic to both the narrative and the policy objectives of the overall Plan.

The Draft County Development Plan sets out parameters in relation to climate change which applies to all members of the community and wider public. It does not decipher social division.

**Chief Executive's Recommendation:**

No Change.

**Biodiversity Loss**

It is stated that the Draft Galway County Development Plan does not sufficiently address the biodiversity loss emergency. Reference to the Living Planet Report. Decline in species population outlined and reference to a more recent paper *Underestimating the Challenges of Avoiding a Ghastly Future* and its coverage of the scale of the challenge posed by biodiversity loss, implications and the lack of responses from policy makers.

It is stated that the submission contends that the new Development Plan should address the biodiversity crisis in the same way as the climate crisis. It is considered that the Draft Plan does not consider the context or address the scale of the biodiversity loss emergency.

**Chief Executive's Response:**

In terms of biodiversity loss, the Council would contend that there is robust policy support within the Draft Galway County Development Plan, specifically in Section 10.6 Natural Heritage and Biodiversity of **Chapter 10 Natural Heritage, Biodiversity and Green/Blue Infrastructure** to address this.

**Chief Executive's Recommendation:**

No change

**Sustainable Settlement**

It is referenced the legacy of leapfrogging, low density development patterns and the need to provide a shift away from dispersed car dependent development patterns. Car alternatives need to be provided. It is stated that the Plan should be guided by social and physical infrastructure. Land should not be zoned without the necessary physical infrastructure. Engagement with the infrastructure providers is encouraged. Infrastructure should be delivered in a timely realistic manner.

The submission welcomes the approach taken with the Draft Plan. However, it is considered that policies directing residential development to existing settlements and the criteria for limiting one-off

housing to those with a demonstrated need should be as robust as possible, full implemented and enforced. It is recommended that the Council make the seven location test standards for new housing in the National Spatial Strategy a mandatory requirement for new housing and strictly enforced.

**Chief Executive's Response:**

There is a strong emphasis in the Draft Plan on creating more compact settlements where walking and cycling is a viable alternative to the private car. The support by an Taisce for commitments in the Draft Galway County Development Plan such as promoting compact growth, directing development to existing villages and settlement clusters, creating vibrant communities in both urban and rural areas, directing development to infill sites, brownfield sites, vacant/derelict sites, etc. is welcomed.

With regard to the Seven Tests for Housing Locations outlined in the National Spatial Strategy 2002, it is noted that this strategy has since been replaced by the National Planning Framework in 2018. The Draft Galway County Development Plan contains measures with respect to the location and design of new residential development as well as policies relating to associated areas of sustainable transport and Smarter Travel.

**Chief Executive Recommendation:**

No Change.

**Town Centre**

Town centre vitality and regeneration Policy Objectives are welcomed. Reference is made to the Town Centres First policy.

**Chief Executive's Response:**

The support for the policy approach taken with regard to towns and villages is welcomed. It is proposed to insert new Policy Objective to reflect Town Centre Policy as per The Heritage Council submission.

**Chief Executive Recommendation:**

No Change.

**Agriculture**

The submission advises that current models of intensive agriculture are resulting in adverse impacts on water quality, air, climate and biodiversity. Submission refers to the findings of the EPA Water Quality 2020 report including the fact that water pollution is one the rise. The 2019 data highlighted that agriculture related pollution. Issues include increasing nitrate levels in rivers. Submission also refers to the findings of the EPA regarding the quality of Ireland's aquatic environment. Reference to the targets set in Ireland's River Basin Management Plan and that it will be extremely challenging unless urgent steps are taken to address causes of deterioration. Furthermore, the increase in nutrient concentrations, which coincide with areas impacted by agricultural activities, concerning, in the context of the ambition for further growth in the sector under the Foodwise strategy 2025.

The submission states that current water protection measures are insufficient to protect water quality. Under the Water Framework Directive, Ireland is required to bring all water bodies into good status by 2027 and approximately 50% of waters are currently failing this.

The submission states that stronger Policy Objectives are needed to promote environmentally sustainable agriculture. Further objectives are required to ensure that permission for agriculture developments is only granted when the impacts of a proposal on water, air, climate and biodiversity are evaluated and mitigated includes impacts beyond the red line including slurry spreading. The submission calls for compliance with Habitats, Birds, Water Framework and Nitrates Directives also. Compliance with River Basin Management Plans and use of catchment sensitive farming practices also.

The submission recognises the role of agriculture to the rural economy in County Galway. Policy Objectives promoting agriculture diversification and water protection are welcomed. The production of vegetables, grains, nuts, pulses, fruits etc. is encouraged.

The submission suggests that the policies, objectives and targets of the Farm to Fork Strategy and EU Biodiversity Strategy should be incorporated into the Draft Plan. A specific policy objective is requested to be included in the Draft Galway County Development Plan.

It is advised that **Policy Objective HO2** should be strengthened in relation to the need to move away from peat use for horticulture. The forestry Policy Objectives should differentiate between the planning of native woodland and the planting of other species such as sitka spruce. More emphasis is needed on facilitating the planting of native broadleaf woodlands.

It is requested that a Policy Objective be included to require strict enforcement against unauthorised development and of conditions applied to permitted quarry development. Past failures to comply should also be rigorously applied for proposals for continued or expanding operations.

**Chief Executive's Response:**

The Draft Plan recognises the challenges facing the agricultural industry and the requirements to adapt and change farming practices to deal with the implications of climate change while continuing to form a key part of the rural economy. It is contended that there is robust policy support in the Draft Plan to address the impact of agriculture in terms of water, air and biodiversity.

It is considered appropriate to include reference to the EU "A Farm to Fork Strategy" 2020 and the 14-point EU Nature Restoration Plan in the EU "Biodiversity Strategy for 2030 - Bringing nature back into our lives".

The Council considers that the need to move away from peat use in horticulture is sufficiently set out in Policy Objective **HO2 Horticulture Developments** in **Chapter 4 Rural Living and Development**. Furthermore, Policy Objective **NHB 6 Implementation of Plans and Strategies** contained in **Chapter 10 Natural Heritage, Biodiversity and Green/Blue Infrastructure** supports the implementation of the recommendations contained within the National Peatlands Strategy.

Regarding the planting of native species, this is supported in the existing policy objective in **TWHS 1 Trees, Hedgerows, Natural Boundaries and Stone Walls**.

With regard to Enforcement, there are a number of regulatory provisions set out within the Planning and Development Act 2000(as amended).

**Chief Executive Recommendation:**

No Change.

**Economic Development**

The submission is supportive of remote working Policy Objectives. New commercial and business development should apply sustainable transport principles.

**Chief Executive Response:**

Noted.

**Chief Executive's Recommendation:**

No Change.

### **Sustainable Transport**

Important to encourage a shift away from dispersed settlement towards more consolidation urban forms.

Supporting commentary relating to remote working is welcomed. The Council considers that the Draft Galway County Development Plan 2022-2028 contains a robust suite of Policy Objectives which support sustainable transport principles.

Public transport investment is therefore crucial. Modal shift has not been delivered in Ireland, this statement is supported with a range of evidence in the submission. The submission therefore welcomes the transport and mobility provisions which support compact development, integrate land use and transport planning along with pedestrian and cycling provision. It is submitted that robust plans are needed to ensure the efficient implementation of these policies including modal shift targets for 2028.

In **Chapter 6 Transport and Movement**, it is suggested to amend Policy Objective **GCTPS 3 Sustainable Transport** by removing reference to 'seek to'.

It is requested to amend the wording of **GCTPS 6 Road Based Public Transport**, to specifically replace the word "encourage" with "facilitate".

An additional measure is suggested to include a specific Policy Objective to deliver sufficient public transport capacity as well as safe cycling and pedestrian infrastructure be provided prior to or in tandem with any new residential development. Cycle lane and footpath space on existing roads need to be made.

#### **Chief Executive Response:**

A range of sustainable transport Policy Objectives are set out in **Chapter 6 Transport and Movement** including **WC 1 Pedestrian and Cycling Infrastructure** and **WC 3 Sustainable Transport Movement** such that a further policy objective pertaining to public transport capacity, cycling and pedestrian infrastructure to be delivered in tandem with residential development is not merited in this instance.

#### **Chief Executive Recommendation:**

No Change.

### **Programme for Government**

The submission highlights the urgency to address unsustainable transport. It is suggested to include provision for the immediate review as set out in the Programme for Government be included in the Draft County Development Plan.

It is submitted that transport policy and investment in Galway should be reprioritised in favour of public and active transport projects. This should align with the Programme for Government commitment to a 2:1 ratio of expenditure between new public transport infrastructure and new roads. N6 is a concern for An Taisce that it runs counter to sustainable transport policies.

#### **Chief Executive Response:**

The Local Authority considers that the matter of sustainable transport is sufficiently addressed and embedded within the Draft Galway County Development Plan 2022-2028.

An Taisce's comments relating to the N6 GCRR are noted.

#### **Chief Executive Recommendation:**

No Change.

### **Infrastructure Utilities and Environmental Protection**

The submission states that the greatest challenge for the Draft County Development Plan is the management of surface and ground water. It is submitted that **Policy Objective WS 7 Water Quality** be amended to include a requirement for compliance with the WFD Groundwater Directive and River Basin Management Plans. Concerns raised with wastewater in Galway Bay in particular.

The commentary in relation to Infrastructure, Utilities and Environmental Protection is welcomed. However, it is considered that **Policy Objective WS 7 Water Quality** is adequately worded without duplicating information that is set out in Directives and other plans.

The submission raises concerns with the delivery of the Drainage Area Plan for Galway. The lack of wastewater treatment facilities at Kilronan are also highlighted.

Furthermore, **Policy Objective WW 4 Requirement to Liaise with Irish Water-Wastewater** should be rigorously enforced, and it is stated to resist land zoning if there is no provision of wastewater treatment. The submission welcomes the range of new treatment plants set out in the Draft Plan but emphasises the urgency for wastewater treatment delivery in collaboration with Galway City Council.

Challenge to achieve water quality targets outlined. **Policy Objective WS 8 Proliferation of Septic Tanks** is welcomed but recommends that it would be strengthened to include definition of “over - concentration/proliferation”. It is further stated that the plan should ensure provision of serviced sites within close proximity to established water/wastewater infrastructure Include a Policy Objective to promote changeover from septic tanks to public collection networks.

Court ruling by Justice Hyland (2018 740 JR) highlighted regarding unassigned waterbodies. In this regard it is suggested that the Draft Plan take account of this ruling.

#### **Chief Executive Response:**

The commentary in relation to Infrastructure, Utilities and Environmental Protection is welcomed. However, it is considered that **Policy Objective WS 7 Water Quality** is sufficiently worded without duplicating information that is set out in Directives and other plans.

The Council regularly collaborates with Irish Water on matters pertaining to Water supply, Wastewater Treatment and associated infrastructure such as the Drainage Area Plan for Galway. It is understood that a Drainage Area Plan (DAP) is underway for Galway City agglomeration, which includes Oranmore and Bearna, and is due to be completed in 2022. This will assess the wastewater network in detail to identify issues and needs.

**Chapter 2 Core Strategy, Settlement Strategy and Housing Strategy** of the Galway County Development Plan 2022-2028 identifies the Core Strategy Table with a settlement hierarchy and quantum of lands required for residential development. All of these lands are capable of been developed with the associated infrastructure available.

Regarding **Policy Objective WW 4 Requirement to Liaise with Irish Water-Wastewater** the Council are in close contact with Irish Water.

It is considered that the wording of **Policy Objective WS 8 Proliferation of Septic Tanks** is sufficiently worded to discourage the proliferation of individual septic tanks and wastewater treatment systems.

The suite of Policy Objectives contained within the Draft Plan and the EPA Guidance are sufficient to encourage changeover from septic tanks to public collection networks.

The Draft Galway County Development Plan is in accordance with relevant legislation.



**Chief Executive Recommendation:**

No Change.

**Sustainable Tourism**

Promotes sustainable tourism practices, including long stay tourism. Tourism should not compromise areas of ecological or landscape sensitivity. **Chapter 8 Tourism and Landscape Policy Objectives TI 1 Tourist Infrastructure, TI 2 Visitor Accommodation, CT 3 Tourism Development and HT3 Sustainable Tourism Industry** are welcomed and support for walking, cycling route greenways. It is suggested that **GBW 2 Future Development of Network of Greenways** be amended to avoid conflict with sensitive ecological sites and ensuring Habitats and Birds Directives compliance. EU regulation commitment referenced in LWT 1 Lakeland and Waterways Tourism is welcomed. Need to integrate sustainable transport with tourism and include objectives pertaining to public transport access, walking, cycling providing accommodation in appropriate locations.

**Chief Executive's Response:**

The Council welcomes the supporting commentary pertaining Tourism.

The wording of **GBW 2 Future Development of Network of Greenways** is considered sufficient to avoid any negative impact on ecological sites or otherwise. The Draft Galway County Development Plan 2022-2028 intrinsically supports sustainable transport provision with tourism.

**Chief Executive Recommendation:**

No Change.

**Landscape**

It is suggested that a specific Policy Objective is needed for Conamara area.

**Chief Executive Response**

It is considered that the Draft Landscape Character Assessment for County Galway contained within the Draft Galway County Development Plan 2022-2028 adequately addresses the Conamara Region.

**Chief Executive Recommendation**

No Change.

**Marine**

Further recognition of the ocean environment needed. It is recommended that an ecosystem approach be adopted. The policy objectives in **Chapter 9 Marine and Coastal Management** with regard to environmental protection are welcomed. It is however requested that any marine economic activity complies with the Marine Strategy Framework Directive and achieve Good Environmental Status in coastal and marine waters. An ecological protection and eco system approach also suggested for aquaculture and fisheries. It is suggested that **Policy Objective AF 1 Marine Aquaculture** would be amended to take account of the ecosystems approach. Statement indicating compliance with the Habitats Directive is also needed. Strengthen **SF 2 Protection of Shellfish Waters** by removing the word "seek to".

The importance of the offshore wind energy generation is noted. It is suggested that policy objective requiring the use of a seabird sensitivity map should be included, to assess the risk posed by marine renewable energy development, in order to protect birds and habitats.

It is suggested to amend **MRE 1 Renewable Energy** to include a requirement for compliance with Environmental Impact Assessment, Birds and Habitats Directives obligations.

**Chief Executive's Response:**

The role and importance of the Marine Sector and the Marine Environment is clearly and adequately covered in Chapter 9 of the Draft Plan. Policy Objective NMPF 2 supports any change to the marine spatial planning system which is proposed under the Marine Planning and Development Management Bill 2019 (or any subsequent Bill).

**Chapter 9 Marine and Coastal Management** has been screened and is included in the SEA, AA and SFRA processes which adequately ensure protection of the environment, habitats any other potential ecological implications.

**Chief Executive Recommendation**

No change

**Natural Heritage, Biodiversity and Green/Blue Infrastructure**

Biodiversity shortcomings in Ireland highlighted. Biodiversity policies welcomed, but implementation and enforcement of these policies needed. Responsibilities to Natura 2000 sites outlined.

Include the 14 points in the EU Biodiversity Strategy in the Draft Galway County Development Plan. Policy Objective GBI 1 is welcomed. Progress targets should be set for development of green and blueways. It is requested that new policy objective relating to the development of Urban Greening Plans would be included.

**Chief Executive Response**

The Council notes the comments made in relation to biodiversity and Green/Blue Infrastructure. The review of the County Galway Heritage and Biodiversity Action Plan will commence next year. The delivery of green and blue infrastructure is supported within the Draft Galway County Development Plan; however, these projects are separate to the Draft Plan and their rollout and delivery does not fall within the remit of the Draft County Development Plan.

**Chief Executive Recommendation**

No Change

**Architectural, Archaeological and Cultural Heritage**

It is suggested that the Draft Plan should ensure promotion of Architectural Heritage provisions of the Act. It is requested that **Policy Objective AH 1 Architectural Heritage would be strengthened** to remove 'having regard'. Include policies for monitoring buildings at risk and using S9 provision (notices of endangerment).

**Chief Executive Response**

The Council considers that the commentary and supporting policy objectives relating to the built heritage robustly support and promote Architectural Heritage in the County including both Architectural Conservation Areas and Protected Structures. Indeed, Built Heritage has been designated a dedicated chapter in this Draft Plan in recognition of the county's architectural heritage as an irreplaceable resource and valuable expression of our past, and whose sustainable appropriate maintenance and reuse has economic, social and environmental benefits. **Policy Objective AH 1 Architectural Heritage** is considered to be suitably worded.

Monitoring Buildings at Risk, the Buildings at Risk Register and the service of Section 59 notices are conducted by the Planning Department, in accordance with statutory requirements.

#### **Chief Executive Recommendation**

No change

#### **The Galway Gaeltacht and Islands**

Wastewater treatment issues at Kilronan highlighted and need for infrastructure. Condition future development on the provision of infrastructure prior to or in tandem with development proposals.

#### **Chief Executive Response**

The Council notes the comments in relation to Kilronan. Regular collaboration with Irish Water seeks to address the issues raised. The Draft Galway County Development Plan has sought to only zone residential land where there is adequate existing infrastructure in place including wastewater treatment capacity.

#### **Chief Executive Recommendation**

No change

#### **Climate Change, Energy and Renewable Resources**

In **Chapter 14 Climate Change, Energy and Renewable Resource**, it is suggested that policy objective **FL 10 SFRA/FRA and Climate Change** should be amended to include ‘**and provide assessments using the most up to date climate projections.**’ Employ soft engineering solutions preferably.

The section on renewable energy is welcomed. Submission states that there is no capacity for further expansion of the fossil gas network and must be phased out to comply with the Paris Agreement. Remove portion of policy objectives EG1-3 to expand gas network.

It is suggested that a policy objective be added to the Draft Plan to require proposals for new fossil fuel infrastructure to provide an emissions assessment. Apply this also to proposals needing significant fossil fuel use.

Development of bioenergy is welcomed, only where the sustainability of this resource is justified. Feedstock sources and supply chain must also be sustainable. Perceived shortcomings with an Anaerobic Digesters are highlighted. Waste streams for energy provision are a more sustainable option. Use of slurry for bioenergy should not be reliant upon or drive further bovine agriculture intensification.

Biogas end use must also be assessed to ensure its sustainability. Biogas facilities should only be granted where the biomethane will not be mixed with fossil gas. The County Development Plan must ensure bioenergy provision is accomplished in a sustainable manner. Policy Objective needed to specify that biogas development will only be supported when demonstrated that the feedstock source is sustainable and where the end product will not be mixed with fossil gas.

Draft County Development Plan needs to address data centres. Highlights the presence of data centres in Ireland and the impact of this on renewable energy benefit. Any new data centre should not jeopardise Ireland’s existing national climate/renewable energy targets. A Policy Objective is recommended to include standard requirement for data centres in planning applications to include Environmental Impact Assessment Directive compliance; assessment of energy demand and renewable energy supply source or compensate for energy required.

Reuse of existing buildings is encouraged.

**Chief Executive Response**

The additional working suggested for **Policy Objectives FL 10** is not merited in this case as it is considered that that existing Policy Objective as set out in the Draft Plan is sufficient.  
The support for policies relating to renewable energy is welcomed.

The expansion of the fossil gas network does not fall within the remit of the Draft Galway County Development Plan. The climate mitigation related Policy Objectives set out in the Draft Galway County Development Plan are sufficient without additional fossil fuel related fossil fuel infrastructure Policy Objectives. In respect of issues raised in relation to Anaerobic Digestion, the Draft Galway County Development Plan recognises the range of new and developing technologies that can contribute to minimizing greenhouse gas emissions, providing a secure and stable energy supply and securing a greater proportion of our energy from renewable sources. The Council supports the concept of generating renewable energy at a local level and recognises the advantages and supports anaerobic digestion and Bioenergy.

**Chief Executive Recommendation**

No change

**Strategic Environmental Assessment**

Avoid a general policy or land use zoning that would have likely significant effects on the environment. SEA Article 10 monitoring highlighted. Submission states that the provision of Article 10 are not just for monitoring but also remediation of unforeseen adverse effects. Ensure monitoring and remediation are carried out.

**Chief Executive Response**

The comments related to SEA are noted.

**Chief Executive Recommendation**

No change

**Monitoring**

Submission calls for move to more robust targets, actions and measures to achieve tangible implementation of the plan’s objectives and policies. Ongoing monitoring will be fundamental in creating a sustainable and healthy future for Galway that supports the wellbeing of both people and planet.

**Chief Executive Response**

The comments relating to monitoring are noted.

**Chief Executive Recommendation**

No change

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**Summary of Submission**

The submission provides the background to An Post which operates 2 distinctive businesses: An Post Mails and Parcels and An Post Retail (Financial services), its staff numbers (9,000 full time and part

time), its properties, substantial road fleet etc. The growth in Ecommerce has also been highlighted which has seen substantial increases in online shopping from pre covid levels. The submission has also referenced Irelands growing population, new settlements and improved infrastructural linkage.

An Post have detailed that they operate a number of postal services in the county including An Post Retail and An Post Mails and Parcel Distribution facilities in Athenry, Clifden, Loughrea and Tuam. It is requested that flexible zoning objectives are provided in relation to An Post's facilities and operational requirements.

The Council is requested to include policies to support An Post in enhancing facilities and services. In this regard three policies are suggested:

- To support An Post in the provision of new postal facilities and the enhancement of existing facilities including operational requirements in the County.
- To facilitate the provision of postal infrastructure at suitable locations in the County.
- To promote the integration of appropriate post office facilities within new and existing communities that are appropriate to the size and scale of each settlement.

The specific requirements of An Post are also highlighted in the submission, especially in relation to car parking, access and deliveries.

- The Council is requested to provide flexibility with car parking standards for postal facilities to ensure sufficient car parking spaces can be provided to ensure they can operate in a sufficient manner. With increased postal trends their facilities may require a greater quantum of parking going forward to ensure the long term viability of An Posts operations.
- Access is required on 24 hr basis. Restrictions on times of deliveries/collections etc. impacts on ability of An Post to meet postal needs.
- Sufficient loading bay space is required for collection/delivery and customers. In future public realm & movement strategies it is requested that the Council consult with An Post to ensure sustainable solutions to maintain sufficient access for An Post.

**Chief Executive's Response:**

The proposed policy objectives are acknowledged and have been reviewed against the policy objectives included in the Draft Plan. It is considered that the policy objectives and zoning objectives in the Plan are sufficient to cater for any new postal facilities or consolidation of existing operations. It is not considered necessary to include any specific policies for An Post in this regard. Other issues raised in the submission may be more appropriately progressed in local discussions with relevant Galway County Council officials.

**Chief Executive's Recommendation:**

No Change.

## Údarás na Gaeltachta

The submission provides information on Údarás na Gaeltachta and its energy strategy. The themes of the strategy are outlined. Specific recommendations are made regarding the Draft County Development Plan.

### Chapter 3 Placemaking, Regeneration and Urban Living

The submission supports the aims set out in Section 3.2 Strategic Goals, Section 3.4 Climate Change and Section 3.5 What is Placemaking. It is recommended that the Gaeltacht areas be specifically mentioned in this chapter in the context of housing in the rural Gaeltacht areas, in the context of the local language plans and the new strategy of the Údarás. It is also recommended that the Gaeltacht town of An Ceathrú Rua be included as a town to be developed as a community hub so that it will be recognised as a destination for the Gaeltacht area of West Connemara.

### Chapter 4 Rural Living and Development

The submission supports the goals laid out in the above chapter, in particular the ambitions and goals laid out in Section 4.5 Profile of Rural Communities. The Údarás is focusing its attention on the deficiencies and providing services and facilities which will help remote workers to be able to work from their native areas.

The submission supports and agrees with **Policy Objective RH 5 Rural Housing Zone 5 (An Ghaeltacht)**, however notes that reference should be made to the appropriate language plans for the areas in the different zones and that the conditions correspond to the goals as stated in those plans.

### Chief Executive's Response

Chapter 13 **The Galway Gaeltacht and Islands** of the Draft Plan relates specifically to the Gaeltacht communities. Chapter 3 **Placemaking, Regeneration and Urban Living** relates to all communities within County Galway which include the Gaeltacht communities.

An Cheathrú Rua is identified in Volume 2 of the Draft Plan as a Small Growth Village which has a forecasted growth that is proportionate to the existing village envelope.

The Draft Plan supports Language Plans as outlined in Policy Objective **GA 2 Development of Language Plans**.

### Chapter 5 Economic Development, Enterprise and Retail Development

The submission agrees with the goals outlined in Section 5.2 Strategic Aims. Important to note the significant role played and investment made by the Údarás alongside other development organisations operating in the county in relation to economic development and growing businesses, creation and preservation of jobs, and attracting businesses to the rural and urban areas.

In relation to Section 5.8.2 Foreign Direct Investment, the submission notes the significant Foreign Direct Investment which the Údarás have attracted to the Gaeltacht of Galway.

In relation to Section 5.8.5 Remote Working, the submission outlines the investment by the Údarás to establish the geitic network of the Gaeltacht to facilitate the requirements of remote working for every facet of the community.

In relation to Section 5.9.1 Retail Hierarchy/Strategy, the Údarás would like to cooperate with Galway County Council in strengthening the range of services that are available to the community in the Gaeltacht. As mentioned in relation to Section 3.5, the Údarás would like to strengthen the importance of adding to recognised community hubs in Connemara.

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

The work of Údarás na Gaeltachta and other organisations in attracting employment to rural communities in County Galway is noted.

The contribution of Údarás na Gaeltachta in relation to home working are noted. Galway County Council will continue to collaborate with Údarás on all matters pertaining to the Gaeltacht areas. The importance of community hubs is referenced in the Draft Plan on a County wide basis.

#### **Chapter 8 Tourism and Landscape**

The submission supports the aims and goals that are laid out in the above chapter. During the period of the new plan, the Údarás will be building on the continuous cooperation between the Údarás, the County Council, the walkway officer and the employment schemes being administered by the Údarás to develop walkways and greenways. The Údarás strongly support the recommendations associated with the Joyce Country and Western Lakes project and continuous funding from the different parties will be needed to preserve this project. The submission supports the emanation action/infrastructure etc. which increase the likelihood of gaining planning permission for hotels and other accommodation in the Gaeltacht.

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

The comments in relation to **Chapter 8 Tourism and Landscape** are noted.

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

No Change

#### **Chapter 13 Galway Gaeltacht and Islands**

The submission agrees with and supports the ambitions set out in the chapter in the context of the Gaeltacht and the Gaeltacht Islands, in particular that of Section 13.5 An Gaeltacht, Section 13.6 Preserving and Promoting An Gaeltacht in the Planning Process, Section 13.8 Economic Development of Gaeltacht and Islands, and Section 13.9 Culture and Tourism within the Gaeltacht and Islands. The submission suggests that there should be reference made to the Strategic Plan of the Údarás 2021-2025 in Section 13.3 Strategic Context.

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

The contents of this submission have been noted and the Planning Authority welcomes the support from Údarás na Gaeltachta in relation to the Galway Gaeltacht and the Islands. The Planning Authority continues to support the Údarás, as per Policy Objective **GA 3 Support the Statutory Development Agencies**.

Upon review, it is considered appropriate to include reference to the *Údarás na Gaeltachta Strategic Plan 2021-2025* in Section 13.3 Strategic Context.

#### **Chief Executive Recommendation**

13.3 Strategic Context

**Údarás na Gaeltachta Strategic Plan 2021-2025**

### Summary of Submission

A detailed submission was received from Irish Water which has welcomed the opportunity to comment on the Draft Galway County Development Plan 2022-2028. The submission has provided a number of observations and comments which are summarised as follows:

#### General

The submission provides context on national plans and programmes by Irish Water (IW) including the Capital Investment Plan 2020-2024 and the Natural Water Resources Plan (NWRP). Details in relation to IW support for Drinking Water Source Protection and the River Basin Management Plan Implementation Strategy are also set out. The benefits of Sustainable Drainage and Green-Blue Infrastructure have been outlined while the potential to impact on IW assets and projects from planned road and public realm projects.

#### Proposed Core Strategy and Availability of Water Services

IW have advised they are available to assist in identifying suitable zoned lands from a water services perspective when Local Area Plans are being prepared for Ballinasloe, Tuam, Athenry, Gort and Loughrea.

The submission has advised that a review of the land use maps has been carried out. Site specific comments have been provided within an attached table in relation to the serviceability of sites. The attached table has not raised any concerns which would necessitate amending zonings within the settlement plans included in the Draft Galway County Development Plan 2022-2028.

#### Wastewater Infrastructure

Details on available capacity at each WWTP is outlined in Irish Water's 2019 Wastewater Treatment Capacity Register which was issued to Galway County Council in June 2020.

The submission also provided details of a number of projects being progressed under Irish Water's 2020-2024 Capital Investment Plan including the Greater Galway Area Strategic Drainage Strategy which will investigate options to provide for the targeted growth in the Galway metropolitan area in the medium and long-term. A number of further ongoing projects have been detailed including the provision of WWTPs in An Cheathrú Rua and An Spidéal.

The submission has expressed concern with regard to **Policy Objective WW9 Municipal Wastewater Treatment Plants** in An Cheathrú Rua which requires a 100m setback from wastewater treatment plants. The submission has acknowledged the need for appropriate separation between WWTPs and sensitive receptors there is no official policy or guidance in Ireland with regard to such setbacks. The submission also notes that the Strategic Environmental Assessment Report for the Draft Plan did not identify the requirement for a policy restricting development of a WWTP within 100m of residential development within An Cheathrú Rua. Further concerns have been highlighted with respect to WW9 which could significantly undermine the ongoing CPO process which forms part of plans to provide a new WWTP for An Cheathrú Rua. It is requested that **Policy Objective WW9** be deleted from the plan.

The submission has outlined future plans for wastewater networks throughout the county and makes reference to the Greater Galway Area Strategic Drainage Strategy and a Drainage Area Plan (DAP) which is underway for Galway city agglomeration, which includes Oranmore and Bearna, and is due to be completed in 2022. This will assess the wastewater network in detail to identify issues and needs. Irish Water will engage with Galway County Council to ensure planned growth in the strategic growth areas and elsewhere in the city and metropolitan area is taken account of in these studies. Other



projects planned or ongoing to resolve existing constraints are also listed and includes the capital investment projects to provide WWTPs in the previously untreated agglomerations of An Cheathrú Rua, An Spidéal, Ahascragh and Roundstone

### **Water Supply Infrastructure**

The submission has provided information on public water supply in Galway with a table attached which provides an overview of the ability of Irish Water's water resources to cater for the planned projected growth in the settlements listed in the Core Strategy Table. The attached table has not raised any concerns which would necessitate amending zonings within the settlement plans included in the Draft Galway County Development Plan 2022-2028.

In terms of water networks, it has been stated that Irish Water and Galway County Council are continually progressing leakage reduction activities, mains rehabilitation activities and capital maintenance activities. Irish Water and Galway County Council will continue to monitor the performance of the networks to ensure that the most urgent works are prioritised as required. Upgrade works throughout the county in this respect have been listed including Rosmuc, Tuam, Teeranea/ Lettermore and Kinvara.

### **Chief Executives Response:**

The comments raised have been noted and there is no objection to the incorporation of the additional wording as proposed in the submission. The concerns about Policy Objective WW 9 are noted and has been discussed in the OPR Submission and Recommendation No.16.

### **Chief Executives Recommendation:**

It is recommended that the following amendments are made as follows:

## **Chapter 7 Infrastructure, Utilities & Environmental Protection**

### **7.3 Strategic Context**

Irish Water's National Water Resources Plan (~~expected in~~ **adopted in** 2021)

### **7.3 Strategic Context**

Irish Water's Capital Investment Plan 2020-2024 (~~awaiting determination by the Commission for Regulation of Utilities~~)

### **7.5.1 Irish Water Investment Plan**

.....~~The Draft Investment Plan has been approved by Irish Water's regulator the Commission of the Regulation of Utilities (CRU). Irish Water will be communicating details of the planned investments in each county in late 2021. work has commenced within Irish Water to review and to align it with Irish Water's Strategic Funding Plan and their work plans and programmes.....~~

### **Table 7.6 Water Supply Projects Proposed**

amendment:

Loughrea: ....~~will be substantially complete by June~~ **in** 2021.

## **WS 2 Protection of Water Supplies**

.... ~~County to ensure compliance with the European Union (Drinking Water) Regulations Drinking Water Regulations 2014 (as amended) and compliance of water supplies ...~~

### **7.5.5 Wastewater**

In the case of single house developments **served by a domestic treatment system**, these requirements are set out in the EPA Code of Practice for Wastewater Treatment Systems and Disposal Systems Serving Single Houses (2009).

#### Greater Galway Area Drainage Study

All references to the Greater Galway Area Drainage Study shall be updated to **Greater Galway Area Strategic Drainage Study Strategy** (see section 7.5.8)

#### Table 7.8 Wastewater Projects

An Cheathrú Rua & Roundstone Sewerage Schemes be amended to the following:

**At detailed design stage. Programmed to commence in 2023, subject to statutory approvals.**

#### 7.5.12 Sludge Management

Amendment:

Irish Water is responsible for the treatment, **reuse** and disposal of the sludge that is generated from both its water and wastewater treatment plants..... The current plan covers 2016-2021 and will be revised and updated in 2021/**2022** for the period 2022-2027.... The NWSMP proposes to develop a Sludge Hub Centre and Satellite Dewatering **Centre** network for wastewater sludge treatment, optimised on a regional rather than county basis.

#### **WW 3 The Greater Galway Area Drainage Study** Amendment:

WW3 The Greater Galway Area **Strategic** Drainage Study – To seek to accelerate and support the delivery of the Greater Galway Area **Strategic** Drainage Study and the associated solutions as identified in the RSES as an essential infrastructure requirement in conjunction with the Department of the Environment, Climate and Communications, Irish Water and Galway City Council.

#### **WW9 Municipal Wastewater Treatment Plants in An Cheathrú Rua –**

See OPR Recommendation No.16 - An Cheathrú Rua, which requests that this policy objective would be removed from Draft Galway County Development Plan 2022-2028.

Section 7.5.10 New Policy Objectives to be inserted as follows:

#### **WW 9 Surface Water Drainage**

**To require all new developments to provide a separate foul and surface water drainage system and to incorporate sustainable urban drainage systems where appropriate in new development and the public realm.**

#### **WW 10 Protection of Irish Water Collection Systems**

**To prohibit the discharge of additional surface water to combined (foul and surface water) sewers in order to maximise the capacity of existing collection systems for foul water.**

#### Section 7.5.10

Table 7.10 Indicative Infrastructure Capacity for Core Strategy Settlements

Core Strategy Settlement	Wastewater Capacity	Water Capacity	Water Service Capital Investment Programme 2020-2024
<b>Metropolitan Area</b>			
<b>Baile Chláir</b>	Adequate Capacity	Adequate Capacity	
<b>Bearna</b>	Limited Capacity	Limited Capacity	Drainage Area Plan will identify network issues and needs. Provision for medium and long-term growth will be considered as part of Greater Galway Area Drainage Strategy.  Water supply options will be assessed in the National Water Resource Plan.
<b>Briarhill</b>	Limited Capacity	Adequate Capacity	
<b>Oranmore/ Garraun</b>	Limited Capacity	Adequate Capacity	A local network reinforcement project in Galway city will improve existing capacity constraints at Oranmore main pumping station. Drainage Area Plan will identify network issues and needs. Provision for medium and long-term growth will be considered as part of Greater Galway Area Drainage Strategy.
<b>Key Towns</b>			
<b>Ballinasloe</b>	Adequate Capacity	Limited Capacity	Water supply options will be assessed in the National Water Resource Plan.
<b>Tuam</b>	Adequate Capacity	Adequate Capacity	
<b>Strategic Potential</b>			
<b>Athenry</b>	Limited Capacity	Adequate Capacity	Wastewater Treatment Plant Upgrade has been completed. Network contract due to commence construction in 2022.

<b>Self Sustaining Towns</b>			
<b>Gort</b>	Adequate Capacity	Limited Capacity	Provision of storage underway.
<b>Loughrea</b>	Limited Capacity	Limited Capacity	Extension of Tuam RWSS <del>Ext to</del> Loughrea due for completion early 2021.  Wastewater network hydraulic study to be undertaken.
<b>Small Growth Towns</b>			
<b>Clifden</b>	Adequate Capacity	Limited Capacity	Water supply options will be assessed in the National Water Resource Plan.
<b>Maigh Cuilinn</b>	Adequate Capacity	Limited Capacity	
<b>Oughterard</b>	Adequate Capacity	Adequate Capacity Short Term	Water supply options will be assessed in the National Water Resource Plan.
<b>Portumna</b>	Limited Capacity	Limited Capacity	Water supply options will be assessed in the National Water Resource Plan.  Capacity constrained in Green Isle P.S. catchment, P.S. upgrade under consideration.
<b>Headford</b>	Adequate Capacity	Adequate Capacity	
<b>Small Growth Villages</b>			
<b>An Cheathrú Rua</b>	Sea Outfall- No Treatment	Adequate Capacity Short-Term	Project to provide new WWTP at detailed design stage.  Water supply options will be assessed in the National Water Resource Plan.
<b>An Spidéal</b>	Sea Outfall- No Treatment	Adequate Capacity	New WWTP scheduled to commence construction 2021.

<b>Ballygar</b>	Limited Capacity	Adequate Capacity	<del>Wastewater</del> <del>Infrastructure</del> Improvements expected. Waste Water Treatment Plant upgrade to be progressed via IW Small Towns and Villages Growth Programme.
<b>Dunmore</b>	Adequate Capacity	Limited Capacity	Water supply options will be assessed in the National Water Resource Plan.
<b>Glenamaddy</b>	Adequate Capacity	Limited Capacity	Water supply options will be assessed in the National Water Resource Plan.
<b>Kinvara</b>	Adequate Capacity	Adequate Capacity	
<b>Moylough</b>	Adequate Capacity	Limited Capacity	Water supply options will be assessed in the National Water Resource Plan.

**Table 7.10: Indicative Infrastructure Capacity for Core Strategy Settlements**

#### Chapter 4 Rural Living and Development

RC 5 Rural Clustering on un-serviced lands in Villages

Support the development of clusters.....water supply. Proposals for development in these villages shall include an assessment undertaken by a qualified hydrologist, that demonstrates that the outfall from the septic tank will not, in combination with other septic tanks within the village and wider area, contribute towards any surface or ground water body not meeting the objective of the water group under the Waste Framework Directive, or negatively impact upon drinking water resources.

#### RH 11 Waste Water Treatment provision

Where a connection to the public wastewater network is not available, provide for sustainable rural housing in the county in accordance with the EPA Code of Practice: Wastewater Treatment Systems for Single Houses (2009).

#### Chapter 15 Development Management Standards

DM Standard 37: Public Water Supply and Wastewater Collection

Amendment:

All new developments will be required to utilise and connect to the public water and wastewater network, where practicable. Applicants who need to get a new or modified connection to public water supply or wastewater collection infrastructure must liaise with Irish Water.

In the first instance, the applicant Where the applicant has concerns about the feasibility of connecting to the public network, they should make a pre-connection enquiry to Irish Water in order to establish the feasibility of a connection in advance of seeking planning permission. Irish Water is not responsible for the management or disposal of storm water or ground waters.

DM Standard 49 (b): Coastal Management and Protection

Amendment:

New developments shall generally comply with the following approach to coastal management for sea level change:

- No new building or new development within 100m of 'soft' shoreline. **Any planning applications within this setback must demonstrate that any development would not be subject to potential rising sea levels as a result of climate change including global warming and must address any issues with regard to rising sea levels, with regard to the siting of any development.**
- No further reclamation of estuary land;
- No removal of sand dunes, beach sand or gravel;
- All coastal defence measures to be assessed for environmental impact.

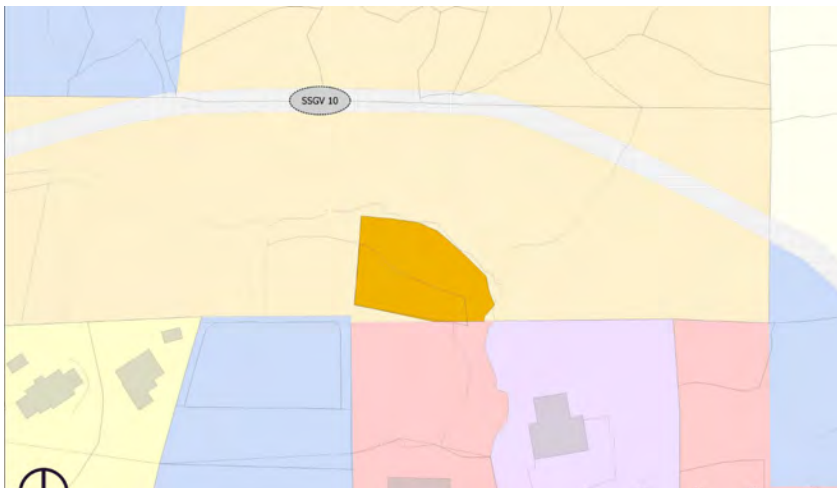
## Volume 2 Small Growth Villages:

### An Spidéal Land Use Zoning Map

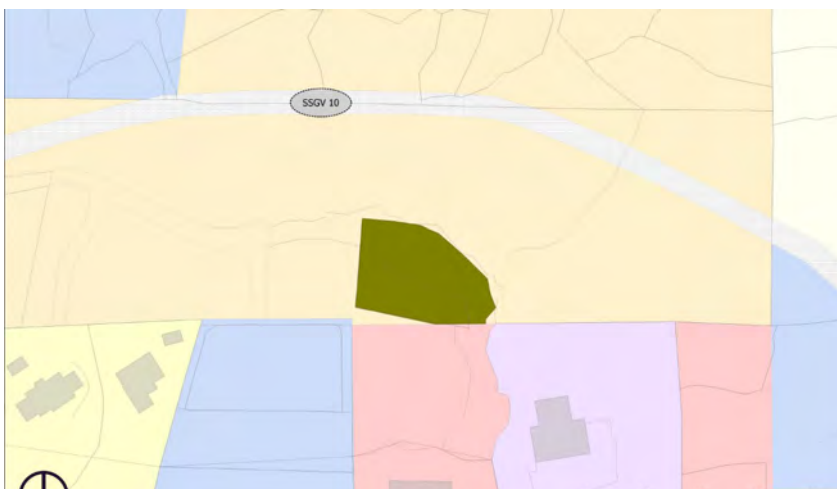
Amendment:

Change the land use zoning for the WWTP in An Spidéal from Business and Enterprise to Public Utility

**FROM:**



**TO:**



### Summary of Submission

This submission has raised a number of concerns regarding the Draft Development Plan 2022-2028, namely the settlements on the eastern fringe of Galway city. There is specific reference to the Core Strategy allocation as outlined in **Chapter 2 Core Strategy, Settlement Strategy and Housing Strategy** for the settlements identified in the Metropolitan Area Strategic Plan. While the settlements of Baile Chláir, Bearna Oranmore are recognized for their historical settlement, there is concern regarding the two Urban Frameworks of Briarhill and Garraun.

Reference to the allocation of Residential Phase 1 lands within the MASP is outlined and there is an indication that cumulatively with phase 1 and 2 lands that there is a significant bank of residential zoned lands which do not conform with the Core Strategy allocation. It is stated that the level of residential zoned lands would far exceed the population target allocated to the county MASP area. It is stated that this would undermine the vision for success for the overall city and county MASP area and undermine the efficiencies of new investment in infrastructure.

Reference has been made to the Oranmore LAP and that with the current draft plan and the other two settlement plans can accommodate the required growth for the metropolitan area. The density as indicated in the Core Strategy has also been raised and there is concern regarding the low density that has been applied to the settlements. Reference has been made to the Ardaun LAP and the need for higher densities. There is concern that the development of Briarhill and Garraun will undermine the core strategy of the city. Specific reference has been given to Briarhill and its potential impact on Ardaun LAP.

Reference has been made of the RSES and that it did not include the expected development of lands in Garraun and Briarhill. In relation to Briarhill there is concern regarding the significant impacts on movement within the existing and strategically planned transport network. It is suggested that at minimum an ABTA would be prepared as well as consultation with Galway City Council/NTA/TII.

The level of infrastructural requirements has also been raised and the potential impact that the development of these areas will have on the local requirements.

The concept of the "Urban Framework" Plans has also been raised and their statutory basis. In essence it is requested that the proposals to accommodate the 2,200 units in the county area of the MASP should be reviewed in order to achieve a more sustainable, land efficient and planning approach.

Reference is given to the support of policy objective EL4 which relates to the former Galway Airport which is jointly owned by both local authorities.

### Chief Executive's Response:

The contents of the submission are noted. It must be stated from the outset that there has been consultation with officials from Galway City Council and Galway County Council in relation to the preparation of the Draft Galway County Development Plan 2022-2028. An outline of the proposals for Briarhill and Garraun were identified during these discussions.

In relation to the Core Strategy and the hectares of lands zoned residential it is considered that **Chapter 2 Core Strategy, Settlement Strategy, Housing Strategy** outlines the parameters for growth and the population allocation which is in accordance with the NPF/RSES. In addition, the revised Core Strategy table is in accordance with the *Housing Supply Target Methodology for Development Planning* published by DHLGH in December 2020. The Core Strategy identifies Residential Phase 1 lands for all

of the settlements within the county. There have been extensive discussions with Irish Water and the lands identified for residential development within the lifetime of the Galway County Development Plan 2022-2028 are capable of been served for a water and wastewater perspective.

The reference to the RSES is noted and the fact that it did not include reference to Garraun and Briarhill. It should be noted that the RSES included reference to the existing Local Area Plans and City Development Plan 2017-2023 with extracts from these plans in terms of illustrating residential potential etc. As these related to the existing plans in situ they were not going to reflect the Draft Development Plan and indeed the forthcoming City Development Plan. The Core Strategy has been revised to take account of the publication for the *Housing Supply Target Methodology for Development Planning Guidelines* (2020). In the OPR submission it is stated the *“The development of urban areas within the MASP, and in particular the key strategic growth areas of Garraun and Briarhill, is also consistent with the RSES”*.

In relation to the transport movements in and around Briarhill and the related comments from Transport Infrastructure Ireland it is considered that there is merit to include policy objective in relation to the preparation of an ABTA with close collaboration with stakeholders such as TII, NTA and Galway City Council. This new policy objective has been outlined under OPR Recommendation No. 4.

As outlined **Chapter 2 Core Strategy, Settlement Strategy and Housing Strategy** identifies a specific population allocation and quantum of zoned lands for development in Briarhill and Garraun and it is considered that the zoning map/flood risk assessment maps accompanied by detailed policy objectives for both areas reflects the intention of the Local Authority to develop these lands in accordance with the similar settlements in Volume 2.

The reference to the Airport is noted and policy objective **EL4 Former Galway Airport**. This policy objective has been amended under the OPR Observation No.6.

**Chief Executive’s Recommendation:**

**See OPR Recommendation No. 4**

**See OPR Observation No. 6**



A comprehensive submission was received from the Office of Public Works (OPW).

The OPW welcomes the acknowledgement of the Guidelines on the Planning System and Flood Risk Management (DECLG/OPW, 2009), hereafter referred to as the 'Guidelines' and the proposed measures set out in the Flood Risk Management Plans (FRMPs) based on the work undertaken for the CFRAM Programme, and the preparation of a Strategic Flood Risk assessment (SFRA). In particular, the OPW welcomes:

- The commitment to managing flood risk in line with the Guidelines
- The objective to protect waterbodies and watercourses from inappropriate development
- The objective that SFRA and site-specific FRAs shall provide information on the implications of climate change with regard to flood risk in relevant locations
- That site-specific FRAs may be required for development on lands identified as benefiting lands

The following comments highlight opportunities for the Draft Plan before it is finalised.

### **National CFRAM Programme**

It is stated in the Draft Plan that "CFRAM studies are being undertaken for each of the six river basin districts in Ireland". The National CFRAM programme was completed in 2018.

In the SFRA the coastal flood extents shown on the CFRAM Present Day maps are incorrectly labelled as fluvial. There is a reference to [www.cfram.ie](http://www.cfram.ie) in Table 3 Predictive Flood Risk Indicators of the SFRA, this website is no longer available. All documents and mapping in relation to CFRAM and background information on PFRA are now available on [www.floodinfo.ie](http://www.floodinfo.ie).

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

Noted. To update this text and the website reference

### **Chief Executive Recommendation**

#### **Strategic Flood Risk Assessment**

In the SFRA, to replace "CFRAM studies are being undertaken for each of the six river basin districts in Ireland" with "**The National CFRAM programme was completed in 2018**".

In the SFRA, to update the reference to [www.cfram.ie](http://www.cfram.ie) to [www.floodinfo.ie](http://www.floodinfo.ie)

### **PFRA**

Section 14.6.1 of the Draft Plan states, "The OPW produced and has made available various historical and predictive flood risk indicator mapping, including that relating to fluvial, coastal, pluvial and groundwater flooding, for the entire country". The OPW has produced predictive mapping for fluvial and coastal only as part of the National CFRAM Programme and the Irish Coastal Protection Strategy Study (ICPSS). The PFRA produced indicative flood maps only.

PFRA mapping is included as a dataset in Table 3 Predictive Flood Risk Indicators of the SFRA. The PFRA programme produced indicative flood maps only and are not necessarily locally accurate. The description of the dataset includes reviewing records of past floods, undertaking analysis to determine which areas might flood in the future, and what the impacts might be, and consultation with local authorities and other Government departments and agencies. The PFRA Programme used the indicative flood maps alongside consultation and a review of past floods to inform the decision to designate communities as being at Potentially Significant Flood Risk. The review of past floods and consultation process did not inform the production of the indicative flood maps.

The PFRA was a national screening exercise, to scope the CFRAM Programme and to identify areas of potentially significant flood risk. It is important to note that the PFRA was not a detailed assessment of flood risk. It was rather a broad assessment, based on available and readily derivable information to identify areas that may require further assessment. As set out in Circular PL 2/2014 “the (PFRA) maps provide only an indication of areas that may be prone to flooding. They are not necessarily locally accurate and should not be used as the sole basis for defining Flood Zones, or for making decisions on planning applications”. Where more accurate predictive flood mapping is not available, they may indicate where flooding may be an issue.

**Chief Executive’s Response:**

Noted. The most up to date, available mapping is being used by the SFRA/Plan-preparation process.

**Chief Executive Recommendation**

No Change

**Irish Coastal Protection Strategy Study (ICPSS)**

The ICPSS maps are included with the PFRA in Table 3 of the SFRA and it is stated that “These indicative national coastal flood maps are included in the Draft PFRA Maps”. The PFRA flood maps are indicative mapping, while the ICPSS maps are strategic, predictive hazard mapping. For these settlements it is recommended that the ICPSS mapping should be included separately in the list of flood zone data. It should be noted that the flood maps prepared under the ICPSS include maps for two potential future scenarios taking account of different degrees of climate impact. While future scenario mapping from the National CFRAM Programme have been included for settlements, the ICPSS future scenario maps have been omitted.

**Chief Executive’s Response:**

Noted.

**Chief Executive Recommendation**

No Change

**Strategic Flood Risk Assessment**

In the SFRA, to include ICPSS mapping separately in the list of flood zone data.

For the SFRA, to seek ICPSS future scenario mapping files from the OPW and, if provided, to include them in the final SFRA mapping to accompany the adopted Plan.

**National Indicative Fluvial Mapping (NIFM)**

The OPW acknowledge that National Indicative Fluvial Mapping outputs were not available at the time of development of this Plan. The outputs are now available on request to Local Authorities.

The flood maps, including those for potential future scenarios taking account of the possible impacts of climate change, may be obtained in GIS format from the OPW Data Management Section via email ([flood\\_data@opw.ie](mailto:flood_data@opw.ie)).

While these maps are an improvement on PFRA mapping, they are still indicative maps and the same cautions and limitations as outlined in Circular PL 2/2014 for PFRA should be followed. Please note that NIFM mapping does not cover catchments that are smaller than 5km<sup>2</sup>.

**Chief Executive’s Response:**

Noted.

### **Chief Executive Recommendation**

Recommend the addition of the following text to a Plan provision:

*“In addition to the County Plan SFRA datasets (including the Flood Zones, CFRAMS mapping, historical and predictive groundwater mapping and historical flood risk indicator mapping, such as the Benefitting Lands mapping), new and emerging datasets (such as the OPW’s National Fluvial Mapping that will supersede existing PFRA fluvial mapping for catchments greater than 5km<sup>2</sup>) must be consulted by prospective applicants for developments and will be made available to lower-tier Development Management processes in the Council.”*

### **GSI Datasets**

Maps have been produced for each settlement demonstrating the GSI ground-water data available, historical data and predictive mapping. No description of these datasets has been included in Table 2 Historical Flood Risk Indicators or Table 3 Predictive Flood Risk Indicators of the SFRA.

Flood Risk Management maps have been produced in the Draft Plan for each settlement, demonstrating the flood zones and pluvial flooding. However, the maps omit groundwater flooding for settlements where a risk of flooding from groundwater has been identified in the SFRA Historical Flood Data and Groundwater Predictive Modelling mapping.

### **Chief Executive’s Response:**

Noted. To include a description of the historical and predictive groundwater mapping in the SFRA and to provide a reference to this mapping in the Plan.

### **Chief Executive Recommendation**

The SFRA will be updated accordingly.

### **Strategic Flood Risk Assessment**

To include a description of the historical and predictive groundwater mapping in the SFRA and to provide a reference to this mapping in the Plan.

### **Appropriate Land Use**

The OPW welcomes Galway County Council’s commitment to go above the Guidelines by restricting less vulnerable developments located in Flood Zone B due to climate change. Lands currently not at risk of flooding may be vulnerable in the future due to climate change. Galway County Council should consider adding an objective to support this. All FRA’s should consider climate change as a requirement, including lands situated in Flood Zone C.

### **Chief Executive’s Response:**

This is addressed under Policy Objective **FL2(b) Flood Risk Management and Assessment**.

### **Chief Executive Recommendation**

No change.

### **Constrained Land Use Zoning**

The OPW recommend that Galway County Council include specific objectives in relation to the Constrained Land Use zoning, which supports that new development within the zoning is limited and a detailed SSFRA will be required. Specific objectives should ensure that the restrictions on the Constrained Land Use zoning is supported and are not used in-lieu of a Plan-making Justification Tests.

Any lands that are undeveloped within the zoning, where inappropriate development could be proposed, should be rezoned as Open Space or a Plan-making Justification Test should be carried out. Policy Objective FL8 still allows for inappropriate development to be proposed in Flood Zones A and B, “Where a development/land use is proposed that is inappropriate within the Flood Zone, then the development proposal will need to be accompanied by a Development Management Justification Test in addition to the site-specific Flood Risk Assessment”. This objective is not in keeping with the Guidelines as it bypasses the requirement for a Plan-making Justification Test.

**Chief Executive’s Response:**

Provisions regarding Constrained Land Use zoning have been integrated into Volume 2 of the Plan.

Regarding Policy Objective **FL 8 Flood Risk Assessment for Planning Applications and CFRAMS**, it is proposed to update the wording of this Policy Objective.

**Chief Executive Recommendation**

Same wording below to be applied to the three sections relating to Constrained Land Use Zoning in Volume 2, 1.10.2,4.5 and 10.5.

Correct the reference to DM Standard 69 in Volume 2 policy objectives

- **Volume 2 Settlement Plans**

**Metropolitan Area Strategic Plan/Small Growth Towns and Small Growth Villages**

- 1.10.2 Land Use Zoning Matrix for County Galway Metropolitan Area
- 4.5 Land Use Zoning Matrix for Small Growth Towns
- 10.5 Land Use Zoning Matrix for Small Growth Villages

**General Notes on Land-Use Zoning Matrix:**

6. **With regard to Land Use Zoning Objectives, such as Open Space, Tourism and Community Infrastructure, provided for on lands that are within the Constrained Land Use Objective zone (GCMA 19), Permissible Uses shall be constrained to those water compatible and less vulnerable uses as relevant to the particular Flood Zone (please refer to the accompanying SFRA and DM Standard 69).**~~\*OS – See also Map – Flood Risk Management, Policy Objective GCMA 19 and GCMA 21 and Chapter 15, DM Standard 69.~~

~~Notwithstanding the Open Space/Recreation and Amenity zoning, proposed uses in this zone must demonstrate compliance with The Planning System & Flood Risk Guidelines (2009) (or as updated). A Justification Test may be required as set out in said guidelines.~~

No specific land uses are attributed to the Constrained Land Use zone as this zone reflects existing development located within Flood Zone A/B. For guidance on uses/development appropriate in this zone, please refer to Policy Objective GCMA 20~~19~~ and DM Standard ~~69~~~~71~~ of this plan, associated flood maps and The Planning System & Flood Risk Guidelines including Departmental Circular PL2/2014.

**The same wording as per change in policy objective below to be applied to policy objective GCMA19 Constrained Land Use, SGT 16 Constrained Land Use and SGV 16 Constrained Land Use.**

- **Land Use Zoning Objectives for the Metropolitan Areas of Galway County**

**Metropolitan Area Strategic Plan**

**1.10.2 Land Use Zoning Matrix for County Galway Metropolitan Area**

### General Notes on Land-Use Zoning Matrix:

6. With regard to Land Use Zoning Objectives, such as Open Space, Tourism and Community Infrastructure, provided for on lands that are within the Constrained Land Use Objective zone (GCMA 19), Permissible Uses shall be constrained to those water compatible and less vulnerable uses as relevant to the particular Flood Zone (please refer to the accompanying SFRA and DM Standard 69). \*OS — See also Map — Flood Risk Management, Policy Objective GCMA 19 and GCMA 21 and Chapter 15, DM Standard 69. Notwithstanding the Open Space/Recreation and Amenity zoning, proposed uses in this zone must demonstrate compliance with The Planning System & Flood Risk Guidelines (2009) (or as updated). A Justification Test may be required as set out in said guidelines.

7. No specific land uses are attributed to the Constrained Land Use zone as this zone reflects existing development located within Flood Zone A/B. For guidance on uses/development appropriate in this zone, please refer to Policy Objective GCMA 20 and DM Standard 71 of this plan, associated flood maps and The Planning System & Flood Risk Guidelines including Departmental Circular PL2/2014.

## Land Use Zoning Objectives for the Metropolitan Areas of Galway County

### GCMA 19 Constrained Land Use Objective

To facilitate the appropriate management and sustainable use of flood risk within previously developed areas.

This zoning applies to previously developed areas only and limits new development, while recognising that existing development uses within these zones may require small scale development, as outlined below, over the life of the County Development Plan, which would contribute towards the compact and sustainable urban development in the MASP.

The extent of the 'Constrained Land Use' zone is shown with a hatching corresponding to the extent of flood zones A and B which are overlain on the Land Use Zoning Objective underneath. Where such flood risk extents correspond with undeveloped lands, an appropriate land use zoning objective which would not facilitate the development of classes of development vulnerable to the effects of flooding has been identified such as 'Open Space' or 'Agriculture'.

The 'Constrained Land Use' zone extends to previously developed lands in a number of settlements which could include lands in the centre of towns and villages. In other incidences, the actual buildings may be located outside of areas identified as being at risk of flooding but the curtilage of the property to the rear may be located at a lower level falling towards a waterbody and identified as being located within Flood Zone A and / or B. The 'Constrained Land Use' zone overlain on the Land Use Zoning Objectives generally restricts new development vulnerable to the effects of flooding being permitted while recognising that existing development uses may require small scale additional development that would contribute towards the compact and sustainable urban development of the individual town/village. Where proposals for such developments submitted to the Planning Authority relate to existing buildings or developed areas, the sequential approach cannot be used to locate them in lower-risk areas and the Justification Test will not apply.

The underlying zoning or the existing permitted uses are deemed to be acceptable in principle for minor developments to existing buildings (such as small extensions to houses, most changes of use of existing buildings), which are unlikely to raise significant flooding issues,

provided they do not obstruct important flow paths, introduce a significant additional number of people into flood risk areas or entail the storage of hazardous substances.

Proposals seeking to change the use of existing buildings from a less vulnerable use to a more vulnerable use to the effects of flooding will not normally be considered acceptable to the Planning Authority whilst some change of use proposals not increasing the vulnerability to the effects of flooding or small scale extensions to such buildings will be considered on their individual merits but are acceptable in principle.

An existing dwelling or building that is not located within an area at risk of flooding but has a large rear garden / curtilage that is located within Flood Zone A or B would not be suitable for a more in-depth residential development proposal which would propose a residential use within a designated constrained land use area.

Development proposals within this zone shall be accompanied by a detailed Flood Risk Assessment, carried out in accordance with The Planning System and Flood Risk Assessment Guidelines and Circular PL 2/2014 (or as updated), which shall assess the risks of flooding associated with the proposed development.

Proposals shall only be considered where it is demonstrated to the satisfaction of the Planning Authority that they would not have adverse impacts or impede access to a watercourse, floodplain or flood protection and management facilities, or increase the risk of flooding to other locations. The nature and design of structural and non-structural flood risk management measures required for development in such areas will also be required to be demonstrated, to ensure that flood hazard and risk will not be increased. Measures proposed shall follow best practice in the management of health and safety for users and residents of the development.

Specifications for developments in flood vulnerable areas set out in this plan shall be complied with as appropriate. (Please refer also to Development Management Standard 69).

- **Land Use Zoning Objectives for the Small Growth Town**

## **Small Growth Towns**

### **4.5 Land Use Zoning Matrix for Small Growth Town**

#### **General Notes on Land-Use Zoning Matrix:**

6. With regard to Land Use Zoning Objectives, such as Open Space, Tourism and Community Infrastructure, provided for on lands that are within the Constrained Land Use Objective zone (SGT 17), Permissible Uses shall be constrained to those water compatible and less vulnerable uses as relevant to the particular Flood Zone (please refer to the accompanying SFRA and DM Standard 69). \*OS— See also Map 2— Flood Risk Management, Policy Objective SGT 17 and DM Standard 71.

Notwithstanding the Open Space/Recreation and Amenity zoning, proposed uses in this zone must demonstrate compliance with The Planning System & Flood Risk Guidelines (2009) (or as updated). A Justification Test may be required as set out in said guidelines.

7. No specific land uses are attributed to the Constrained Land Use zone as this zone reflects existing development located within Flood Zone A/B. For guidance on uses/development appropriate in this zone, please refer to Policy Objective SGT 16 and DM Standard 69 of this plan, associated flood maps and The Planning System & Flood Risk Guidelines including Departmental Circular PL2/2014.

#### SGT 16 Constrained Land Use

To facilitate the appropriate management and sustainable use of flood risk within zoning plan areas.

This zoning **applies to previously developed areas only** and limits new development, while recognising that existing development uses within these zones may require small scale development, as outlined below, over the life of the County Development Plan, which would contribute towards the compact and sustainable urban development of the town.

**The extent of the 'Constrained Land Use' zone is shown with a hatching corresponding to the extent of flood zones A and B which are overlain on the Land Use Zoning Objective underneath. Where such flood risk extents correspond with undeveloped lands, an appropriate land use zoning objective which would not facilitate the development of classes of development vulnerable to the effects of flooding has been identified such as 'Open Space' or 'Agriculture'.**

**The 'Constrained Land Use' zone extends to previously developed lands in a number of settlements which could include lands in the centre of towns and villages. In other incidences, the actual buildings may be located outside of areas identified as being at risk of flooding but the curtilage of the property to the rear may be located at a lower level falling towards a waterbody and identified as being located within Flood Zone A and / or B. The 'Constrained Land Use' zone overlain on the Land Use Zoning Objectives generally restricts new development vulnerable to the effects of flooding being permitted while recognising that existing development uses may require small scale additional development that would contribute towards the compact and sustainable urban development of the individual town/village. Where proposals for such developments submitted to the Planning Authority relate to existing buildings or developed areas, the sequential approach cannot be used to locate them in lower-risk areas and the Justification Test will not apply.**

The underlying zoning or the existing permitted uses are deemed to be acceptable in principle for minor developments to existing buildings (such as small extensions to houses, most changes of use of existing buildings), which are unlikely to raise significant flooding issues, provided they do not obstruct important flow paths, introduce a significant additional number of people into flood risk areas or entail the storage of hazardous substances.

**Proposals seeking to change the use of existing buildings from a less vulnerable use to a more vulnerable use to the effects of flooding will not normally be considered acceptable to the Planning Authority whilst some change of use proposals not increasing the vulnerability to the effects of flooding or small scale extensions to such buildings will be considered on their individual merits but are acceptable in principle.**

**An existing dwelling or building that is not located within an area at risk of flooding but has a large rear garden / curtilage that is located within Flood Zone A or B would not be suitable for a more in-depth residential development proposal which would propose a residential use within a designated constrained land use area.**

~~Since such applications concern existing buildings or developed areas, the sequential approach cannot be used to locate them in lower-risk areas and the Justification Test will not apply.~~

Development proposals within this zone shall be accompanied by a detailed Flood Risk Assessment, carried out in accordance with The Planning System and Flood Risk Assessment Guidelines and Circular PL 2/2014 (or as updated), which shall assess the risks of flooding associated with the proposed development.

Proposals shall only be considered where it is demonstrated to the satisfaction of the Planning Authority that they would not have adverse impacts or impede access to a watercourse, floodplain or flood protection and management facilities, or increase the risk of flooding to other locations. The nature and design of structural and non-structural flood risk management measures required for development in such areas will also be required to be demonstrated, to ensure that flood hazard and risk will not be increased. Measures proposed shall follow best practice in the management of health and safety for users and residents of the development.

Specifications for developments in flood vulnerable areas set out in this plan shall be complied with as appropriate. (Please refer also to **Policy Objective SGT 69**).

- **Land Use Zoning Objectives for the Small Growth Villages**

### **10.5 Land Use Zoning Matrix for Small Growth Village**

6. **With regard to Land Use Zoning Objectives, such as Open Space, Tourism and Community Infrastructure, provided for on lands that are within the Constrained Land Use Objective zone (SGV 17), Permissible Uses shall be constrained to those water compatible and less vulnerable uses as relevant to the particular Flood Zone (please refer to the accompanying SFRA and DM Standard 69).** \*OS— See also Map 2— Flood Risk Management, Policy Objective SGV 17 and DM Standard 69. Notwithstanding the Open Space/Recreation and Amenity zoning, proposed uses in this zone must demonstrate compliance with The Planning System & Flood Risk Guidelines (2009) (or as updated). A Justification Test may be required as set out in said guidelines.

7. No specific land uses are attributed to the Constrained Land Use zone as this zone reflects existing development located within Flood Zone A/B. For guidance on uses/development appropriate in this zone, please refer to Policy Objective SGV 16 and DM Standard 69 of this plan, and The Planning System & Flood Risk Guidelines including Departmental Circular PL2/2014.

### **SGV 16 Constrained Land Use (CL)**

To facilitate the appropriate management and sustainable use of flood risk within previously developed areas.

This zoning applies to previously developed areas only and limits new development, while recognising that existing development uses within these zones may require small scale development, as outlined below, over the life of the County Development Plan, which would contribute towards the compact and sustainable urban development of the village.

**The extent of the 'Constrained Land Use' zone is shown with a hatching corresponding to the extent of flood zones A and B which are overlain on the Land Use Zoning Objective underneath. Where such flood risk extents correspond with undeveloped lands, an appropriate land use zoning objective which would not facilitate the development of classes of development vulnerable to the effects of flooding has been identified such as 'Open Space' or 'Agriculture'.**

**The 'Constrained Land Use' zone extends to previously developed lands in a number of settlements which could include lands in the centre of towns and villages. In other incidences, the actual buildings may be located outside of areas identified as being at risk of flooding but**



the curtilage of the property to the rear may be located at a lower level falling towards a waterbody and identified as being located within Flood Zone A and / or B. The 'Constrained Land Use' zone overlain on the Land Use Zoning Objectives generally restricts new development vulnerable to the effects of flooding being permitted while recognising that existing development uses may require small scale additional development that would contribute towards the compact and sustainable urban development of the individual town/village. Where proposals for such developments submitted to the Planning Authority relate to existing buildings or developed areas, the sequential approach cannot be used to locate them in lower-risk areas and the Justification Test will not apply.

The underlying zoning or the existing permitted uses are deemed to be acceptable in principle for minor developments to existing buildings (such as small extensions to houses, most changes of use of existing buildings), which are unlikely to raise significant flooding issues, provided they do not obstruct important flow paths, introduce a significant additional number of people into flood risk areas or entail the storage of hazardous substances.

Proposals seeking to change the use of existing buildings from a less vulnerable use to a more vulnerable use to the effects of flooding will not normally be considered acceptable to the Planning Authority whilst some change of use proposals not increasing the vulnerability to the effects of flooding or small scale extensions to such buildings will be considered on their individual merits but are acceptable in principle.

An existing dwelling or building that is not located within an area at risk of flooding but has a large rear garden / curtilage that is located within Flood Zone A or B would not be suitable for a more in-depth residential development proposal which would propose a residential use within a designated constrained land use area.

~~Since such applications concern existing buildings or developed areas, the sequential approach cannot be used to locate them in lower-risk areas and the Justification Test will not apply.~~

Development proposals within this zone shall be accompanied by a detailed Flood Risk Assessment, carried out in accordance with The Planning System and Flood Risk Assessment Guidelines and Circular PL 2/2014 (or as updated), which shall assess the risks of flooding associated with the proposed development.

Proposals shall only be considered where it is demonstrated to the satisfaction of the Planning Authority that they would not have adverse impacts or impede access to a watercourse, floodplain or flood protection and management facilities, or increase the risk of flooding to other locations. The nature and design of structural and non-structural flood risk management measures required for development in such areas will also be required to be demonstrated, to ensure that flood hazard and risk will not be increased. Measures proposed shall follow best practice in the management of health and safety for users and residents of the development.

Specifications for developments in flood vulnerable areas set out in this plan shall be complied with as appropriate. (Please also refer to **Development Management 69**)

- **Chapter 14 Climate Change, Renewable Energy and Renewable Resource**

**Policy Objective FL 8 Flood Risk Assessment for Planning Applications and CFRAM** as follows:

Flood Risk Assessment for Planning Applications and CFRAMS Protect Flood Zone A and Flood Zone B from inappropriate development and direct developments/land uses into the appropriate Flood Zone in accordance with The Planning System and Flood Risk Management Guidelines for Planning Authorities 2009 (or any superseding document) and the guidance contained in Development Management Standard 69.

Site-specific Flood Risk Assessment (FRA) is required for all planning applications in areas at elevated risk of flooding, even for developments appropriate to the particular flood zone. The detail of these site-specific FRAs will depend on the level of risk and scale of development. A detailed site-specific FRA should quantify the risks, the effects of selected mitigation and the management of any residual risks. The Council shall have regard to the results of any CFRAM Studies in the assessment of planning applications.

~~Where a development/land use is proposed that is inappropriate within the Flood Zone, then the Development proposals will need to be accompanied by a Development Management Justification Test when required by the Guidelines in addition to the site-specific Flood Risk Assessment.~~

Where only a small proportion of a site is at risk of flooding, the sequential approach shall be applied in site planning, in order to seek to ensure that no encroachment onto or loss of the flood plain occurs and/or that only water compatible development such as Open Space would be permitted for the lands which are identified as being at risk of flooding within that site.

In Flood Zone C, where the probability of flooding is low (less than 0.1%, Flood Zone C), site-specific Flood Risk Assessment may be required, and the developer should satisfy themselves that the probability of flooding is appropriate to the development being proposed.

In addition to the County Plan SFRA datasets (including the Flood Zones, CFRAMS mapping, historical and predictive groundwater mapping, predictive pluvial mapping and historical flood risk indicator mapping, such as the Benefitting Lands mapping), new and emerging datasets (such as the OPW's National Fluvial Mapping that will supersede existing PFRA fluvial mapping for catchments greater than 5km<sup>2</sup>) must be consulted by prospective applicants for developments and will be made available to lower-tier Development Management processes in the Council.

Applications for developments in coastal areas and associated assessments shall also consider wave overtopping and coastal erosion.

#### **Justification Tests**

Where it is intended to zone or otherwise designate land which is at moderate or high risk of flooding, then the appropriateness of the particular development should be rigorously assessed through the application of the Justification Test. The Guidelines set out that, at the Plan-making stage, land use zoning be informed by the suitable level of FRA and if necessary, a Justification test. Chapter 5 of the Guidelines set out that "most flood risk issues should be raised within strategic assessments undertaken by local authorities at the plan-making stage. Therefore, as more plans are reviewed and zoning reconsidered, there should be less need for development management processes to require detailed flood risk assessment".

As flood risk assessments are integrated with the SEA process, Section 3.10 also highlights the need that FRA's be "undertaken as early as possible in the process so that the SEA is fully informed of the flood risks and impacts of the proposed zoning or development".

If it is the case that these sites are already developed then Circular PL 2/2014 provides further advice and detail to planning authorities on older developed areas of towns and cities located in Flood Zone A and B. "Where the planning authority considers that the existing use zoning is still appropriate, the planning authority must specify the nature and design of structural or non- structural flood risk management measures required prior to future development in such areas, in order to ensure that flood hazard and risk to the area and to other adjoining locations will not be increased, or if practicable, will be reduced".

Table 5 Justification of the Zoning Approach for Previously Developed Lands in the SFRA, is to provide the justification of the zoning for previously developed lands. It appears that the table covers a settlement as opposed to a review of an existing zonings within the settlement. All five points to criteria 2 of the Justification Test do not appear to have been assessed, all points in this criteria must be satisfied. Criteria 3 has not been assessed and it is unclear how the recommendation on these have been integrated into the Plan. As the existing developed site/zoning is within the Constrained Land Use, and development is therefore limited to minor development, then this could be clearly stated here with the proposed mitigation measures. Finally, there is no overall conclusion if the Justification Test has been satisfied. For sites that are intended to be zoned for development following the application of a Justification Test where only a small proportion of the site is at risk of flooding, a policy objective might be attached to such zoning. Such an objective might require that the sequential approach be applied in the site planning, whereby to ensure no encroachment onto, or loss of the flood plain, or that only water compatible development such as Open Space would be permitted for the lands which are identified as being at risk of flooding within that site. Planning permission for these sites might then be subject to the sequential approach having been adopted and applied as above, following a detailed FRA.

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

The procedural Plan-level Justification Tests being referred to is that related to a previously developed lands i.e. lands that already are considered to be already developed, for example, lands that already have houses on them.

It is noted that the approach followed by the SFRA of that has been undertaken alongside the preparation of the Draft Plan has facilitated appropriate Draft Plan provisions for undeveloped lands across the County, i.e. lands that are not considered to be previously developed. This approach will significantly benefit flood risk management and climate adaptation in County Galway.

The Plan-level Justification Tests has been applied settlement by settlement and all previously developed lands within each settlement are considered collectively under the 3 no. criteria identified on page 37 of the 2009 Guidelines. The findings of the Justification Tests are provided on Table 5 "Justification of the Zoning Approach for Previously Developed Lands" of the SFRA Report (the 3 no. criteria form part of the first row of the table). Criterion no. 2 includes five points and these have been taken into account by the Justification Tests and are reproduced on page 27 (including the amendment provided for by the 2012 Circular) of the SFRA that accompanies the Draft Plan.

In response to the submission, it is considered that a finer granularity to the Justification Tests provided on Table 5 of the SFRA report can be provided, making more specific to the lands in question and to the five points under Criterion no. 2.

In addition, a review of all zoned lands in Volume 2 were undertaken and it is considered based on a finer granularity exercise a number of proposed changes to the land use zonings should be proposed based on the review exercise.

#### **Chief Executive Recommendation:**

To provide a finer granularity to the Justification Tests provided on Table 5 of the SFRA report, including identifying both the lands in question and the five points under Criterion no. 2.

Following a review of the OPW's and OPR's submissions, which identified that certain lands within Flood Zones A and B were zoned by the Draft Plan for potentially inappropriate development (subject to whether or not the Justification Test under the Guidelines would or would not be passed), it was agreed that:

1. Certain lands had been zoned by the Draft Plan for potentially inappropriate development but that these lands were **previously developed** and had passed the Justification Test. The Justification Tests for these lands are provided at **Table 5 "Justification of the Zoning Approach for Previously Developed Lands"** in the SFRA Report that accompanied the Draft Plan on public display. These Justification Tests will be updated to provide a finer granularity and more detail. The conclusion that these zonings are in compliance with the Flood Risk Management Guidelines will not change, apart from at Baile Chláir where lands previously developed for **non-vulnerable uses** were zoned for **vulnerable uses** and must be rezoned (see Table 1 of this CE Report).
2. Certain **previously undeveloped lands** had been zoned by the Draft Plan for potentially inappropriate development and that these zonings would need to be subject to the Justification Test in order to establish compliance, or otherwise, with the Flood Risk Management Guidelines. The Justification Test sets out various criteria that all must be passed in order for zonings to be in compliance. The zoning for previously undeveloped lands in the Draft Plan were subject to the Justification Test, the findings of which are provided at Table 2 of this CE Report. All of these zonings failed the Justification Test due to there being alternative lands for the relevant uses that are available elsewhere and which are at lower levels of flood risk<sup>[1]</sup>.

#### **Policy Objectives**

Policy objectives referenced in the SFRA are not consistent with the draft plan. Objective FRM 07 referenced in Section 2.2 of the SFRA appears to be FL 7 in the draft plan with the following text omitted in the draft plan, "Consult with the OPW in relation to proposed developments in the vicinity of drainage channels and rivers for which the OPW are responsible, and retain a strip on either side of such channels where required, to facilitate maintenance access thereto. In addition, promote the sustainable management and uses of water bodies and avoid culverting or realignment of these features".

<sup>[1]</sup> Text from Justification Test: *"as at least one sub-criterion fails: (v) There are no suitable alternative lands for the particular use or development type, in areas at lower risk of flooding within or adjoining the core of the urban settlement."*

The policy objective SGV 17 referenced in Section 4.2 of the SFRA appears to be policy objective SGT 17 in the Draft Plan.

**Chief Executive’s Response:**

Noted. To update the SFRA to include the correct wording and numbering for Policy Objectives.

**Chief Executive’s Recommendation:**

To update the SFRA to include the correct wording and numbering for Policy Objectives.

**Flood Relief Schemes**

The OPW welcomes policy objective FL 4 “The Council shall support and co-operate with the Office of Public Works (OPW) in the delivery of Flood Relief Schemes”

**Chief Executive’s Response:**

Noted.

**Chief Executive’s Recommendation:**

No Change.

**Recorded Flood Events and Flood Extents**

Please note that the [www.floodmaps.ie](http://www.floodmaps.ie) website is no longer available and historic flood events are now available on [www.floodinfo.ie](http://www.floodinfo.ie).

**Chief Executive Response:**

Noted. To update the website reference.

**Chief Executive Recommendation:**

In the SFRA, to update the reference to [www.floodmaps.ie](http://www.floodmaps.ie) to [www.floodinfo.ie](http://www.floodinfo.ie)

**Consideration of Climate Change Impacts**

The OPW welcomes policy objective FL 10 that, “SFRA’s and site-specific FRA’s shall provide information on the implications of climate change with regard to flood risk in relevant locations. The 2009 OPW Draft Guidance on Assessment of Potential Future Scenarios for Flood Risk Management (or any superseding document) shall be consulted with to this effect”.

The inclusion of Future Scenarios Mapping is welcomed, however these only show the increase in extents of a 0.1% AEP flood event, i.e. Flood Zone B. It would be beneficial if these potential future flood extents could also show the increase in the 1% AEP flood event, i.e. Flood Zone A, and if the maps could be shown overlaid with the land use zonings, to demonstrate the developments that could potentially be affected by climate change.

The OPW recommend that the Draft Plan addresses how climate change has been considered in the production of this development plan . The potential impacts of climate change include increased rainfall intensities, increased fluvial flood flows and rising sea levels. In line with the Guidelines, while Flood Zones are defined on the basis of current flood risk, planning authorities need to consider such impacts in the preparation of plans, such as by avoiding development in areas potentially prone to flooding in the future, providing space for future flood defences, specifying minimum floor levels and setting specific development management objectives.

## Coastal Change

While not specifically covered by the Guidelines, planning authorities should have regard to areas that may be at risk or vulnerable to coastal erosion or coastal change, including change associated with climate change (e.g. sea level rise, increased storm frequency, accelerated rates of coastal erosion, etc). A precautionary approach should be taken in this regard where analysis of potential future coastal change, including potential climate effects, has not yet been carried out.

It should be noted that the Government has established an Inter-Departmental Group on Coastal Change Management to scope out an approach for the development of a national coordinated and integrated strategy to manage the projected impact of coastal change to our coastal communities, economies, heritage, culture and environment. The Inter-Departmental Group is jointly chaired by the Department of Housing, Planning and Local Government and the OPW and will bring forward options and recommendations for the Government to consider as soon as possible.

### Chief Executive Response:

Noted. Climate change and coastal change have been considered in the preparation of and have informed both the SFRA and Plan. The SFRA GIS layers, including those relating to predictive indicators and Future Scenario mapping, will be made available for use in assessing individual planning applications as part of the Council's development management functions.

### Chief Executive Recommendation:

No Change.

## Arterial Drainage Schemes and Drainage Districts

The OPW welcomes policy objective FL 16 "Applications for development on land identified as benefitting land may be prone to flooding, and as such site-specific flood risk assessments may be required in these areas".

Consideration should be given in zoning land for development to ensure that access requirements are preserved for the maintenance of Arterial Drainage Schemes and Drainage Districts. As discussed above in policy objectives, the SFRA references an objective FRM 07, which included for maintenance access of drainage channels and rivers, however this was not included in the text used in the Draft Plan.

### Chief Executive Response:

Noted. It is recommended to integrate text into the Plan in order to address this issue.

### Chief Executive Recommendation:

## Chapter 14 Climate Change, Energy and Renewable Resource

It is proposed to insert the following text as part of a Policy Objective into the Plan:

### FL18 Consultation with OPW

Consult with the OPW in relation to proposed developments in the vicinity of drainage channels and rivers for which the OPW are responsible and retain a strip on either side of such channels where required, to facilitate maintenance access thereto. In addition, promote the sustainable management and uses of water bodies and avoid culverting or realignment of these features.

## SuDS and Natural Water Retention Measures

The OPW welcomes policy objective FL 6, to promote use of SuDS in all new developments and limit surface water runoff from development sites to pre-development levels. The OPW advises that the preparation of development plans should also take account of the opportunities for natural water retention measures to reduce runoff and provide other benefits such as to water quality, biodiversity, etc.

The Guidelines recommend that the SFRA provide guidance on the likely applicability of different SuDS techniques for managing surface water run-off at key development sites, and also that the SFRA identifies where integrated and area-based provision of SuDS and green infrastructure are appropriate in order to avoid reliance on individual site by site solutions.

### Chief Executive Response

Noted.

### Chief Executive Recommendation

To insert the following text into the **SFRA** under a new subsection titled “Sustainable Urban Drainage Systems”:

“As provided for by Policy Objective FL 8, all new developments should be adequately serviced with surface water drainage infrastructure and promote the use of Sustainable Drainage Systems. Surface water run-off from development sites will be limited to pre-development levels and planning applications for new developments will be required to provide details of surface water drainage and sustainable drainage systems proposals.

As provided for by DM Standard 68, “Sustainable Drainage Systems (SuDS)”, all new developments (including amendments / extensions to existing developments) will be required to incorporate ‘Sustainable Urban Drainage Systems’ (SuDS) as part of the development/design proposals. SuDS are effective technologies, which aim to reduce flood risk, improve water quality and enhance biodiversity and amenity. The systems should aim to mimic the natural drainage of the application site to minimise the effect of a development on flooding and pollution of existing waterways.

SuDS include devices such as swales, permeable pavements, filter drains, storage ponds, constructed wetlands, soakways and green roofs. In some exceptional cases, and at the discretion of the Council, where it is demonstrated that SuDS devices are not feasible, approval may be given to install underground attenuation tanks or enlarged pipes in conjunction with other devices to achieve the required water quality.

Such alternative measures will only be considered as a last resort. Proposals for surface water attenuation systems should include maintenance proposals and procedures.

Development proposals will be required to be accompanied by a comprehensive SuDS assessment that addresses run-off rate, run-off quality and its impact on the existing habitat and water quality.

This approach using SuDS offers a total solution to rainwater management and is applicable in both urban and rural situations. Current best practice guidance on SuDS is available from the Guidance Documents produced by the Greater Dublin Strategic Drainage Study (GDSDS).”

## Specific Settlements

Please see OPR Recommendation No 15.

The Planning Authority should review the SFRA in light of the above, and in particular to examine the following where inconsistencies with the Guidelines have been identified:

Settlement	Site/location	Flood Risk
An Spidéal	Opportunity site 1 (retail/commercial)	(iii) Climate change scenarios, (iv) Spidéal may be vulnerable to coastal erosion and overtopping.
Clifden	Community Facilities site to the west of the town	Flood zone A.
Garraun	Part of residential (phase 1)	Potential risk in climate change scenarios.
Headford	'Business & Enterprise' (BE) and 'Community' Facilities (CF) zonings south of the town centre and east of the N84, Galway road.	Flood Zone A.
Kinvara	Opportunity site (OPR-KI 1)	At risk to coastal flooding with climate change. Vulnerable to wave overtopping.
Maigh Cuilinn	N59 Moycullen Bypass at two locations;	Flood Zone A.
Oranmore	Areas zoned Residential (Phase 1) west of N67 and east of Maree Road.	At risk of flooding in climate change scenarios
Oughterard*	Lands to southwest of Glan road and adjoining Carrowmanagh Park zoned Residential (Phase 1)	Flood Zone A and B.
Portumna	Residential infill areas at Shannon Road, south of the town.	At risk of flooding in climate change scenarios

\*The SFRA notes that this zoning was the subject of a member's amendment in the making of the plan.

### Chief Executive Response:

#### An Spidéal:

Flood Zones have been identified using available data. The identified site is not within Flood Zone A or B. As detailed in the SFRA, the Guidelines require that Flood Zones are delineated in line with present day risk. The land use zoning of this site is in compliance with the Guidelines. Nonetheless, provisions have been integrated into the Plan that will take account of climate change as appropriate through the Development Management process as required by the Guidelines.

### Chief Executive Recommendation:

#### An Spidéal:

No change.

### Chief Executive Response:

#### Clifden:

This is considered to be previously developed as a playground, sports field and boat storage and therefore has been zoned for Community Uses. Clarification on future possible uses for this site should be integrated into the Plan.

### Chief Executive Recommendation:

#### Clifden:

As per Chief Executive's a Recommendation to amend Land Use Matrix table and associated Constrained Land Use Policy Objective



**Chief Executive Response:**

**Gaurran:**

Flood Zones have been identified using available data. The identified site is not within Flood Zone A or B. As detailed in the SFRA, the Guidelines require that Flood Zones are delineated in line with present day risk. The land use zoning of this site is in compliance with the Guidelines. Nonetheless, provisions have been integrated into the Plan that will take account of climate change as appropriate through the Development Management process as required by the Guidelines.

**Chief Executive Recommendation:**

**Gaurran:**

No Change.

**Chief Executive Response:**

**Headford:**

The BE zoning referred to should be removed from Flood Zone A and B.

**Chief Executive Recommendation:**

The Community Facilities zoning has been applied on these lands.

**As per Chief Executive's a Recommendation to amend Land Use Matrix table and associated Constrained Land Use Policy Objective.**

**Chief Executive Response:**

**Kinvara:**

Flood Zones have been identified using available data. The identified site is not within Flood Zone A or B. As detailed in the SFRA, the Guidelines require that Flood Zones are delineated in line with present day risk. The land use zoning of this site is in compliance with the Guidelines. Nonetheless, provisions have been integrated into the Plan that will take account of climate change as appropriate through the Development Management process as required by the Guidelines.

**Chief Executive Recommendation:**

**Kinvara:**

No Change

**Chief Executive Response:**

**Maigh Cuilinn:**

The "N59 Moycullen Bypass" area shown on the Land Use Zoning map represents the boundary of a permitted development. It does not represent a Land Use Zoning Objective. This will be clarified on the Land Use Zoning Map and at other parts of the Plan as relevant.

**Chief Executive Recommendation:**

To clarify on the Maigh Cuilinn Land Use Zoning Map (and at other parts of the Plan as relevant) that:

**The "N59 Moycullen Bypass" area shown on the Land Use Zoning map represents the boundary of a permitted development and does not represent a Land Use Zoning Objective.**

**Chief Executive Response:  
Oranmore:**

Flood Zones have been identified using available data. The identified site is not within Flood Zone A or B. As detailed in the SFRA, the Guidelines require that Flood Zones are delineated in line with present day risk. The land use zoning of this site is in compliance with the Guidelines. Nonetheless, provisions have been integrated into the Plan that will take account of climate change as appropriate through the Development Management process as required by the Guidelines.

**Chief Executive Recommendation:**

No Change.

**Chief Executive Response:  
Oughterard:**

This issue is consistent with the advice from the SFRA, and the land use zoning of this site should be amended to conform with the Guidelines.

**Chief Executive Recommendation:**

It is recommended that the land use zoning of this site is amended to conform with the Guidelines. The Lands have been removed from the Plan Boundary as per OPR Recommendation No.15.

**Chief Executive Response:  
Portumna:**

Flood Zones have been identified using available data. The identified site is not within Flood Zone A or B. As detailed in the SFRA, the Guidelines require that Flood Zones are delineated in line with present day risk. The land use zoning of this site is in compliance with the Guidelines. Nonetheless, provisions have been integrated into the Plan that will take account of climate change as appropriate through the Development Management process as required by the Guidelines.

**Chief Executive Recommendation:**

No Change.

**Lands in Question have Failed Justification Test**

**Table 1 Previously Developed Lands in Question and Failed Justification Test**

Settlement	Are the lands previously developed and within Flood Zone A and/or B?	Zoning in Draft Plan	Area	Justification Test Fails, if one of the following fails: All must be passed for the test to be passed				Recommended Zoning for Proposed Material Alteration
				Is the settlement targeted for growth under the RSES, existing CDP and Draft CDP?	Is the zoning of the lands required to achieve the proper planning and sustainable development of the settlement? All sub-criteria <sup>1</sup> must be satisfied	SFRA recommendation integrated into the Plan for management of risk?	Overall Result	
Baile Chiar	Yes	Town Centre	0.319	Yes	No - as at least one sub-criterion fails: (y) There are no suitable alternative lands for the particular use or development type, in areas at lower risk of flooding within or adjoining the core of the urban settlement.	Yes	Fail	Open Space/Recreation & Amenity

**Table 2 Undeveloped Lands in Question and Failed Justification Tests**

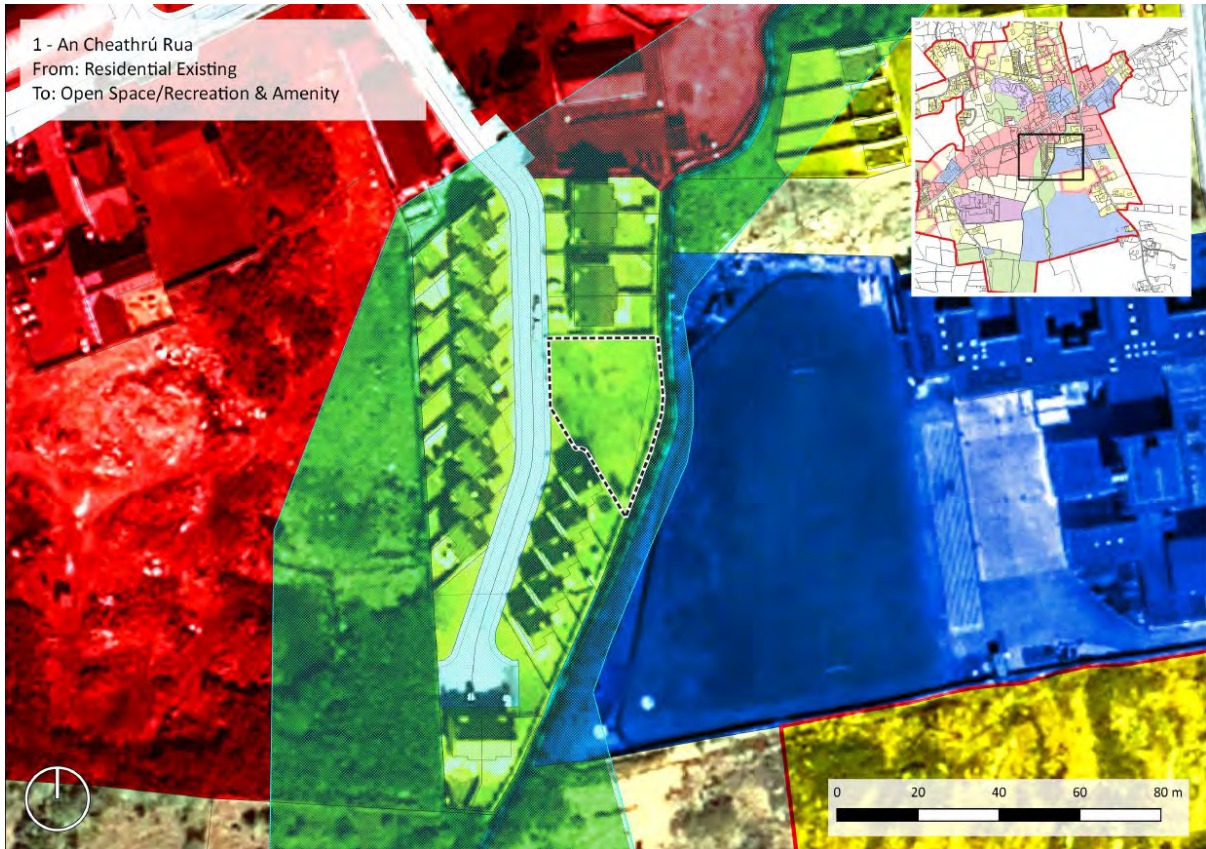
Settlement	Are the lands undeveloped and within Flood Zone A and/or B?	Zoning in Draft Plan	Area	Justification Test Fails, if one of the following fails All must be passed for the test to be passed			Overall Result	Recommended Zoning for Proposed Material Alteration
				Is the settlement targeted for growth under the RSES, existing CDP and Draft CDP?	Is the zoning of the lands required to achieve the proper planning and sustainable development of the settlement? All sub-criteria <sup>2</sup> must be satisfied	SFRA recommendation integrated into the Plan for management of risk?		
An Cheathrú Rua	Yes	Residential Existing		Yes	No – as at least one sub-criterion fails: (v) There are no suitable alternative lands for the particular use or development type, in areas at lower risk of flooding within or adjoining the core of the urban settlement.	Yes	Fail	Open Space/Recreation & Amenity
Baile Chláir	Yes	Town Centre	0.085	Yes	No – as at least one sub-criterion fails: (v) There are no suitable alternative lands for the particular use or development type, in areas at lower risk of flooding within or adjoining the core of the urban settlement.	Yes	Fail	Open Space/Recreation & Amenity
Baile Chláir	Yes	Residential Existing	0.094	Yes	No – as at least one sub-criterion fails: (v) There are no suitable alternative lands for the particular use or development type, in areas at lower risk of flooding within or adjoining the core of the urban settlement.	Yes	Fail	Open Space/Recreation & Amenity
Baile Chláir	Yes	Town Centre	0.136	Yes	No – as at least one sub-criterion fails: (v) There are no suitable alternative lands for the particular use or development type, in areas at lower risk of flooding within or adjoining the core of the urban settlement.	Yes	Fail	Open Space/Recreation & Amenity
Ballygar	Yes	Residential Existing	0.319	Yes	No – as at least one sub-criterion fails: (v) There are no suitable alternative lands for the particular use or development type, in areas at lower risk of flooding within or adjoining the core of the urban settlement.	Yes	Fail	Open Space/Recreation & Amenity
Cifden	Yes	Residential Existing	0.051	Yes	No – as at least one sub-criterion fails: (v) There are no suitable alternative lands for the particular use or development type, in areas at lower risk of flooding within or adjoining the core of the urban settlement.	Yes	Fail	Open Space/Recreation & Amenity
Cifden	Yes	Town Centre	0.169	Yes	No – as at least one sub-criterion fails: (v) There are no suitable alternative lands for the particular use or development type, in areas at lower risk of flooding within or adjoining the core of the urban settlement.	Yes	Fail	Open Space/Recreation & Amenity
Dunmore	Yes	Town Centre	0.011	Yes	No – as at least one sub-criterion fails: (v) There are no suitable alternative lands for the particular use or development type, in areas at lower risk of flooding within or adjoining the core of the urban settlement.	Yes	Fail	Open Space/Recreation & Amenity
Dunmore	Yes	Residential Existing	0.137	Yes	No – as at least one sub-criterion fails: (v) There are no suitable alternative lands for the particular use or development type, in areas at lower risk of flooding within or adjoining the core of the urban settlement.	Yes	Fail	Open Space/Recreation & Amenity
Dunmore	Yes	Residential Existing	0.085	Yes	No – as at least one sub-criterion fails: (v) There are no suitable alternative lands for the particular use or development type, in areas at lower risk of flooding within or adjoining the core of the urban settlement.	Yes	Fail	Open Space/Recreation & Amenity

Settlement	Are the lands undeveloped and within Flood Zone A and/or B?	Zoning in Draft Plan	Area	Justification Test Fails, if one of the following fails All must be passed for the test to be passed			Overall Result	Recommended Zoning for Proposed Material Alteration
				Is the settlement targeted for growth under the RSES, existing CDP and Draft CDP?	Is the zoning of the lands required to achieve the proper planning and sustainable development of the settlement? All sub-criteria <sup>2</sup> must be satisfied	SFRA recommendation integrated into the Plan for management of risk?		
Dunmore	Yes	Town Centre		Yes	No – as at least one sub-criterion fails: (v) There are no suitable alternative lands for the particular use or development type, in areas at lower risk of flooding within or adjoining the core of the urban settlement.	Yes	Fail	Open Space/Recreation & Amenity
Dunmore	Yes	Residential Existing	0.565	Yes	No – as at least one sub-criterion fails: (v) There are no suitable alternative lands for the particular use or development type, in areas at lower risk of flooding within or adjoining the core of the urban settlement.	Yes	Fail	Open Space/Recreation & Amenity
Dunmore	Yes	Residential Existing	0.511	Yes	No – as at least one sub-criterion fails: (v) There are no suitable alternative lands for the particular use or development type, in areas at lower risk of flooding within or adjoining the core of the urban settlement.	Yes	Fail	Open Space/Recreation & Amenity
Garraun	Yes	Residential Phase 1	0.002	Yes	No – as at least one sub-criterion fails: (v) There are no suitable alternative lands for the particular use or development type, in areas at lower risk of flooding within or adjoining the core of the urban settlement.	Yes	Fail	Open Space/Recreation & Amenity
Kinvara	Yes	Residential Existing	0.162	Yes	No – as at least one sub-criterion fails: (v) There are no suitable alternative lands for the particular use or development type, in areas at lower risk of flooding within or adjoining the core of the urban settlement.	Yes	Fail	Open Space/Recreation & Amenity
Maigh Cullinn	Yes	Residential Phase 2	0.087	Yes	No – as at least one sub-criterion fails: (v) There are no suitable alternative lands for the particular use or development type, in areas at lower risk of flooding within or adjoining the core of the urban settlement.	Yes	Fail	Open Space/Recreation & Amenity
Oranmore	Yes	Residential Phase 2	0.291	Yes	No – as at least one sub-criterion fails: (v) There are no suitable alternative lands for the particular use or development type, in areas at lower risk of flooding within or adjoining the core of the urban settlement.	Yes	Fail	Open Space/Recreation & Amenity
Oranmore	Yes	Residential Phase 2	0.26	Yes	No – as at least one sub-criterion fails: (v) There are no suitable alternative lands for the particular use or development type, in areas at lower risk of flooding within or adjoining the core of the urban settlement.	Yes	Fail	Open Space/Recreation & Amenity
Oranmore	Yes	Residential Existing	0.477	Yes	No – as at least one sub-criterion fails: (v) There are no suitable alternative lands for the particular use or development type, in areas at lower risk of flooding within or adjoining the core of the urban settlement.	Yes	Fail	Open Space/Recreation & Amenity
Oranmore	Yes	Residential Existing	0.398	Yes	No – as at least one sub-criterion fails: (v) There are no suitable alternative lands for the particular use or development type, in areas at lower risk of flooding within or adjoining the core of the urban settlement.	Yes	Fail	Open Space/Recreation & Amenity
Oughterard	Yes	Residential Existing	0.101	Yes	No – as at least one sub-criterion fails: (v) There are no suitable alternative lands for the particular use or development type, in areas at lower risk of flooding within or adjoining the core of the urban settlement.	Yes	Fail	Open Space/Recreation & Amenity
Oughterard	Yes	Town Centre	0.132	Yes	No – as at least one sub-criterion fails: (v) There are no suitable alternative lands for the particular use or development type, in areas at lower risk of flooding within or adjoining the core of the urban settlement.	Yes	Fail	Open Space/Recreation & Amenity
Oughterard	Yes	Residential Existing	0.197	Yes	No – as at least one sub-criterion fails: (v) There are no suitable alternative lands for the particular use or development type, in areas at lower risk of flooding within or adjoining the core of the urban settlement.	Yes	Fail	Open Space/Recreation & Amenity
Oughterard	Yes	Tourism	0.039	Yes	No – as at least one sub-criterion fails: (v) There are no suitable alternative lands for the particular use or development type, in areas at lower risk of flooding within or adjoining the core of the urban settlement.	Yes	Fail	Open Space/Recreation & Amenity
Oughterard	Yes	Residential Infill	0.066	Yes	No – as at least one sub-criterion fails: (v) There are no suitable alternative lands for the particular use or development type, in areas at lower risk of flooding within or adjoining the core of the urban settlement.	Yes	Fail	Open Space/Recreation & Amenity
Portumna	Yes	Industrial	0.046	Yes	No – as at least one sub-criterion fails: (v) There are no suitable alternative lands for the particular use or development type, in areas at lower risk of flooding within or adjoining the core of the urban settlement.	Yes	Fail	Open Space/Recreation & Amenity
Portumna	Yes	Town Centre	0.367	Yes	No – as at least one sub-criterion fails: (v) There are no suitable alternative lands for the particular use or development type, in areas at lower risk of flooding within or adjoining the core of the urban settlement.	Yes	Fail	Open Space/Recreation & Amenity

## An Cheathrú Rua Land Use Zoning Map

Amendment:

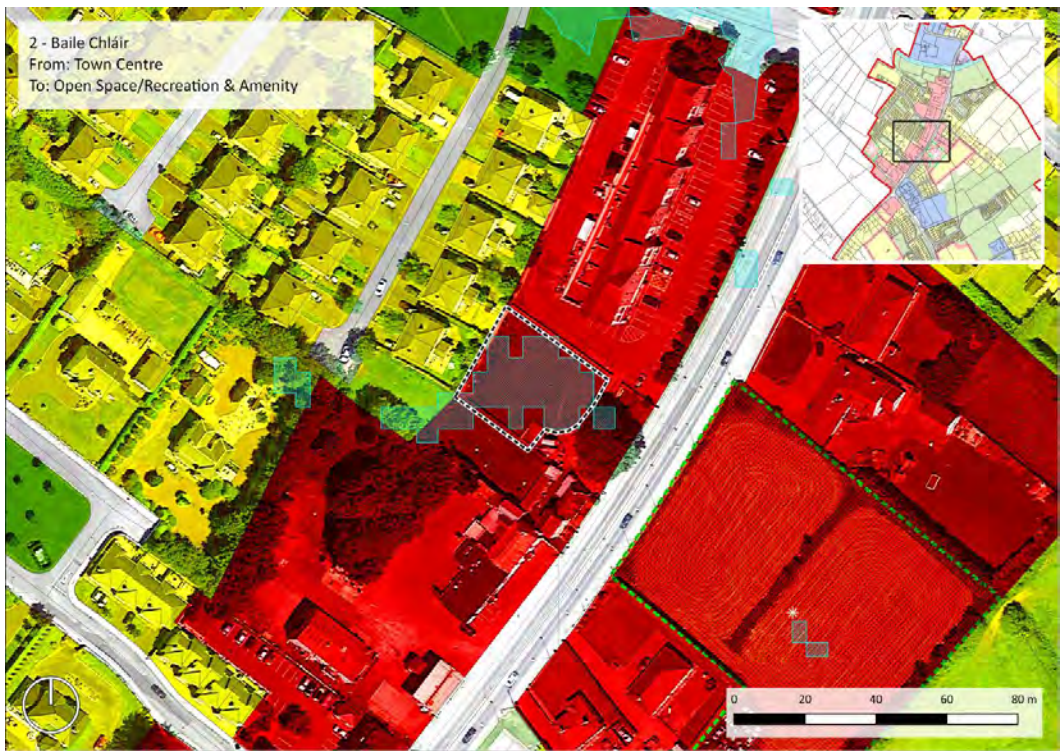
Change the land use zoning Residential Existing to Open Space/Recreation & Amenity



**An Baile Chláir Land Use Zoning Map**

Amendment:

Change the land use zoning Town Centre to Open Space/Recreation & Amenity



Amendment:  
Change the land use zoning Residential Existing to Open Space/Recreation & Amenity



Amendment:  
Change the land use zoning Town Centre to Open Space/Recreation & Amenity



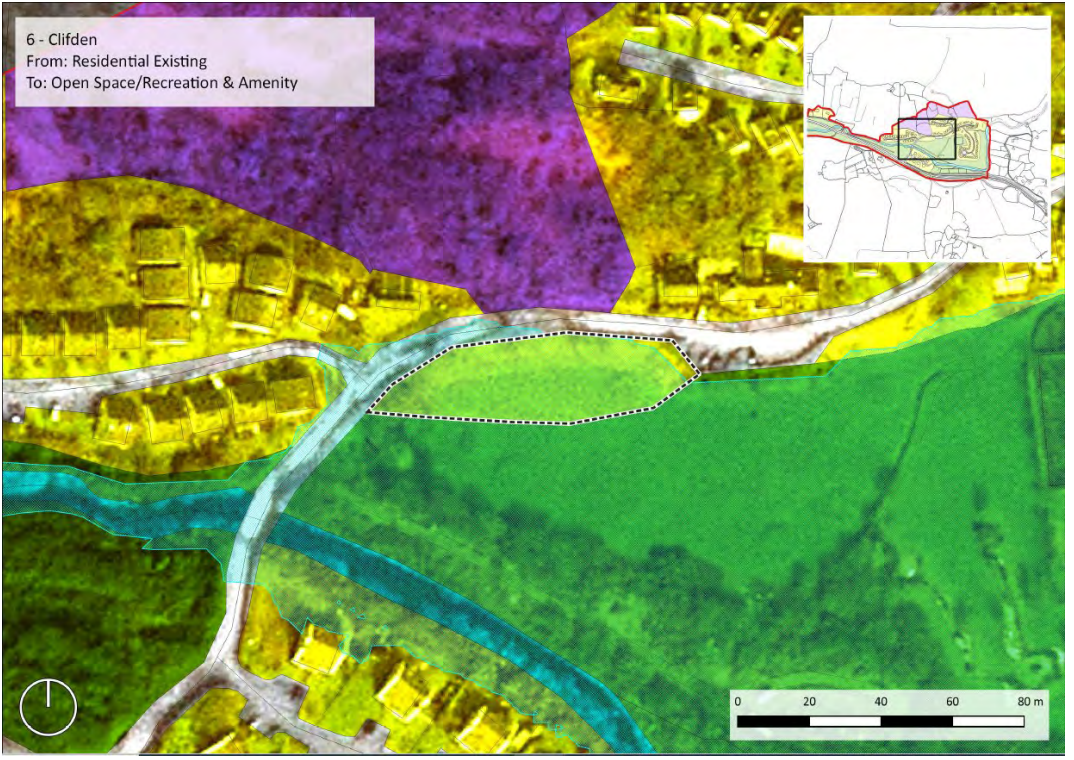
**Ballygar Land Use Zoning Map**

Amendment:  
Change the land use zoning Residential Existing to Open Space/Recreation & Amenity

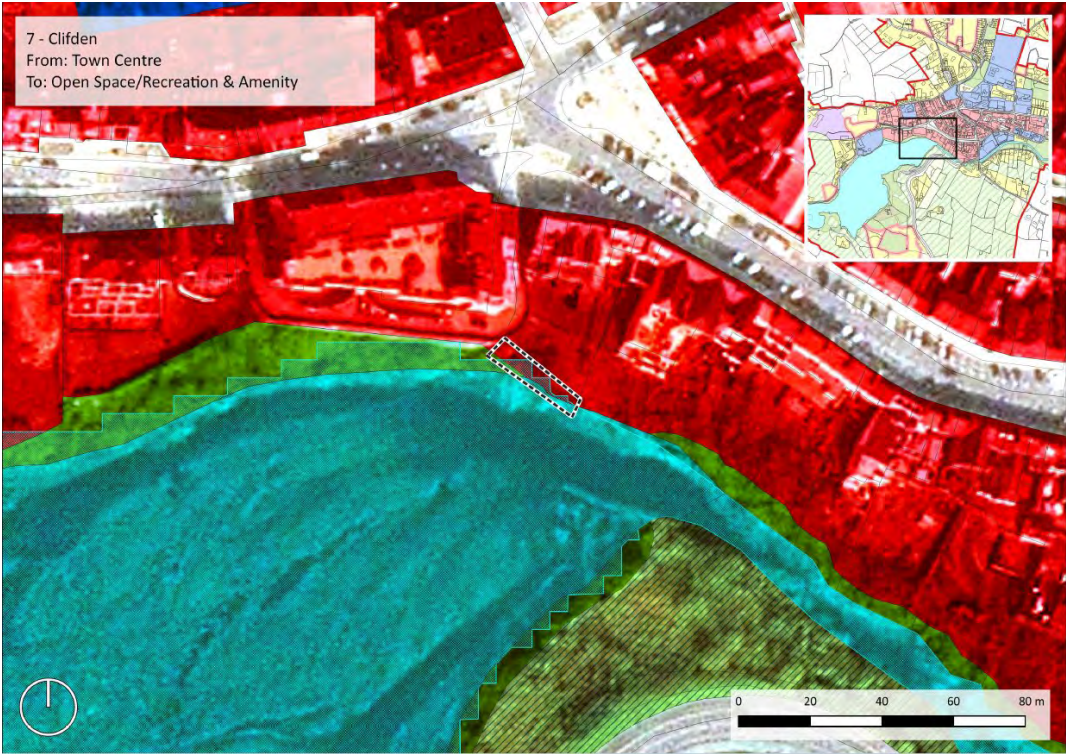


Clifden Land Use Zoning Map

Amendment:  
Change the land use zoning Residential Existing to Open Space/Recreation & Amenity



Amendment:  
Change the land use zoning Town Centre to Open Space/Recreation & Amenity



Dunmore Land Use Zoning Map

Amendment:  
Change the land use zoning Town Centre to Open Space/Recreation & Amenity



Amendment:  
Change the land use zoning Residential Existing to Open Space/Recreation & Amenity



Amendment:  
Change the land use zoning Town Centre to Open Space/Recreation & Amenity



Amendment:



Change the land use zoning Residential Existing to Open Space/Recreation & Amenity



**Garraun Land Use Zoning Map**

Amendment:  
Change the land use zoning Residential Phase 1 to Open Space/Recreation & Amenity



**Kinvara Land Use Zoning Map**

Amendment:  
Change the land use zoning Residential Existing to Open Space/Recreation & Amenity



### Maigh Cuillinn Land Use Zoning Map

Amendment:  
Change the land use zoning Residential Phase 2 to Open Space/Recreation & Amenity



### Oranmore Land Use Zoning Map

Amendment:  
Change the land use zoning Residential Phase 2 to Open Space/Recreation & Amenity



Amendment:  
Change the land use zoning Residential Phase 2 to Open Space/Recreation & Amenity



Amendment:  
Change the land use zoning Residential Existing to Open Space/Recreation & Amenity

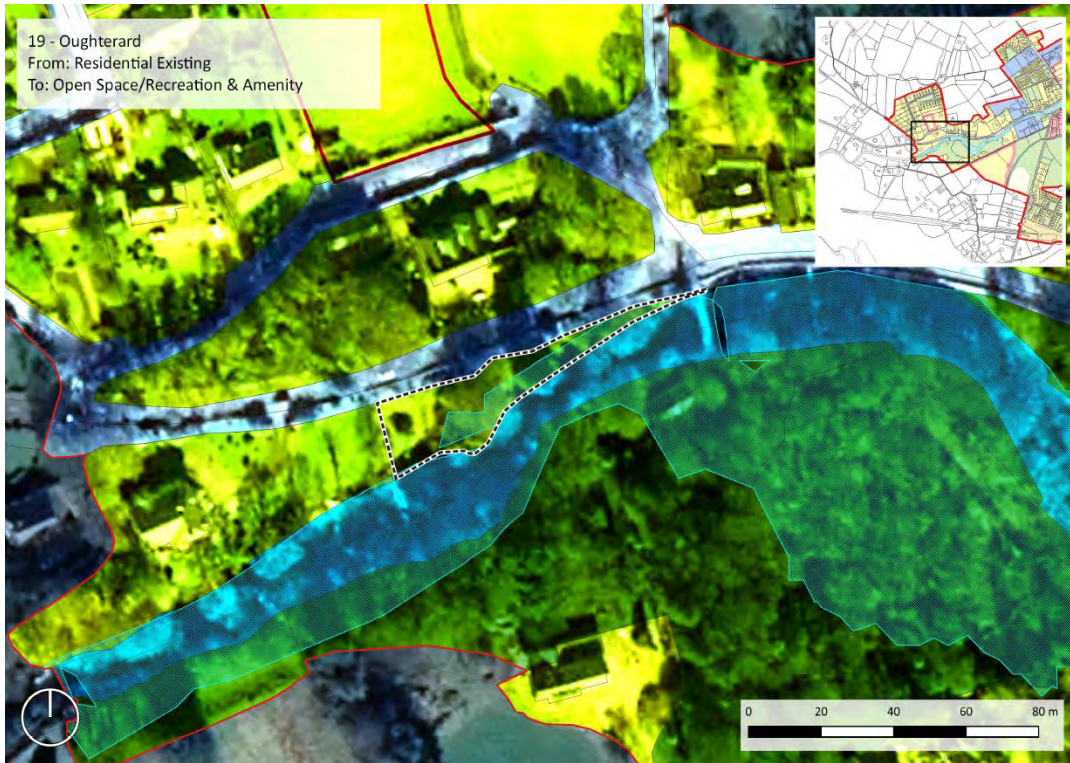


Amendment:  
Change the land use zoning Residential Existing to Open Space/Recreation & Amenity



**Oughterard Land Use Zoning Map**

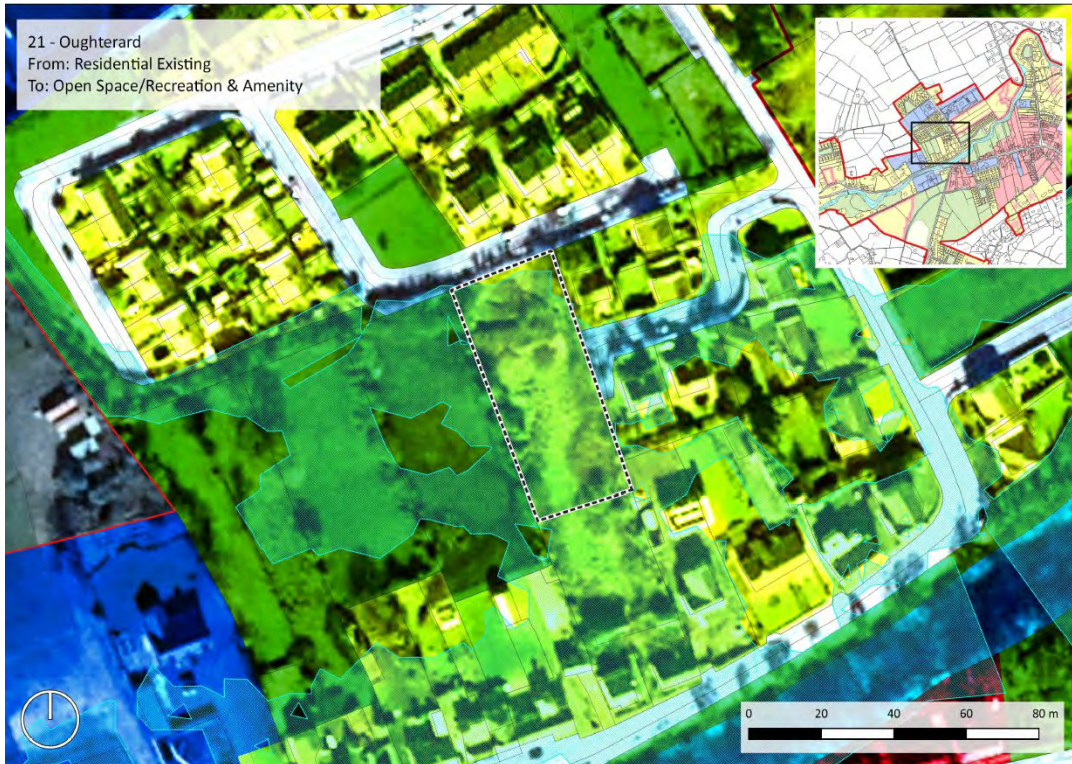
Amendment:  
Change the land use zoning Residential Existing to Open Space/Recreation & Amenity



Amendment:  
Change the land use zoning Town Centre to Open Space/Recreation & Amenity



Amendment:  
Change the land use zoning Residential Existing to Open Space/Recreation & Amenity



Amendment:  
Change the land use zoning Tourism to Open Space/Recreation & Amenity



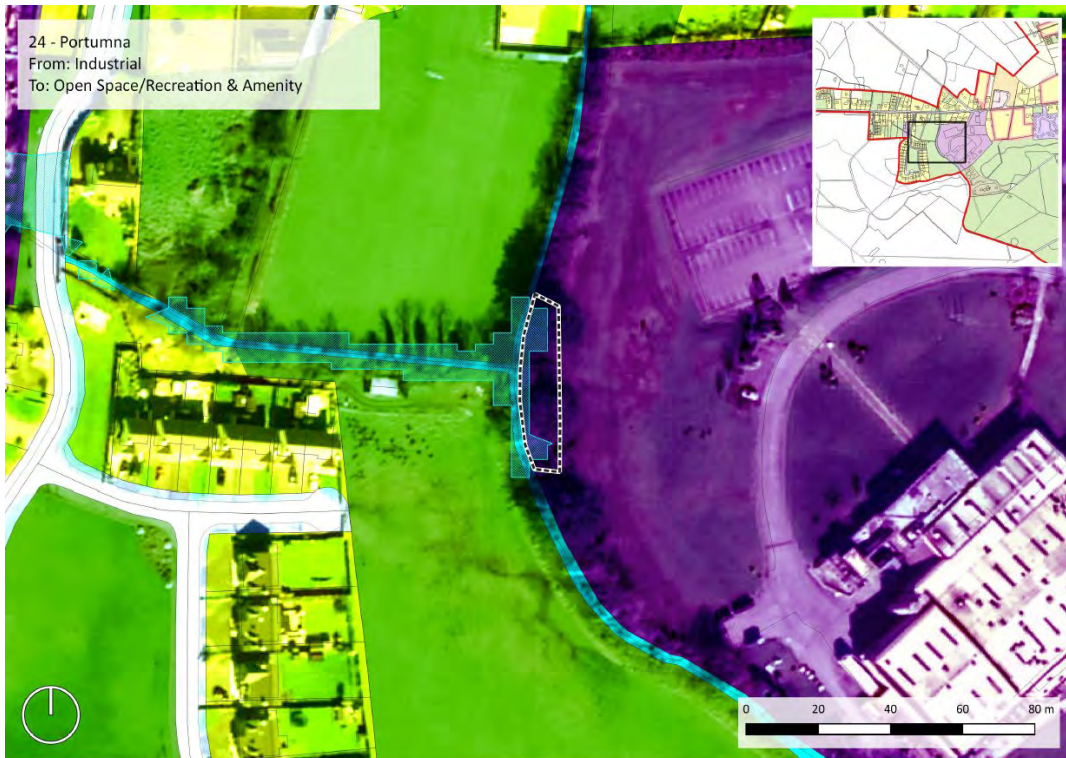
Amendment:  
Change the land use zoning Residential Infill to Open Space/Recreation & Amenity



### Portumna Land Use Zoning Map

Amendment:

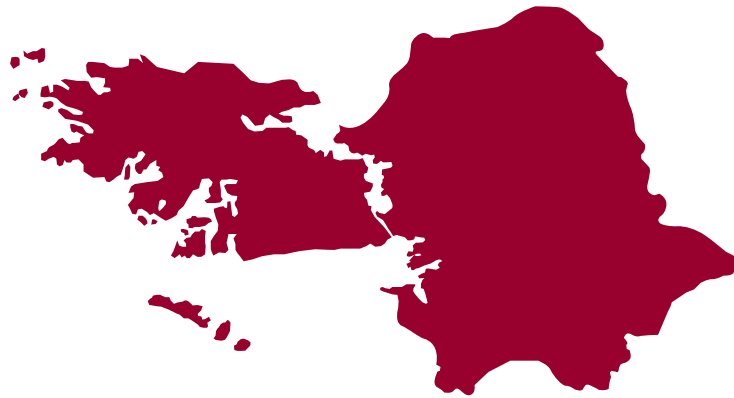
Change the land use zoning Industrial to Open Space/Recreation & Amenity



Amendment:  
Change the land use zoning Town Centre to Open Space/Recreation & Amenity







**Chief Executive's Report  
on Submissions received on the Draft Galway County Development Plan  
2022 - 2028**

## **Submissions received on Chapter 2: Core Strategy, Settlement Strategy and Housing Strategy**

Portal No.	Submission Name	Summary of Issues Raised in Submission	Chief Executive's Response
GLW-C10-2242	Michael Mannion	This submission relates to lands in Tuam and requests for re-zoning of lands.	<p><b>Chief Executive's Response:</b>  <b>Chapter 2 Core Strategy, Settlement Strategy and Housing Strategy</b> contains the Core Strategy Table(2.9) where settlements are listed and a quantum of population and lands required for Residential Development are indicated. Tuam is identified as a Key Town as per the RSES. It is expected that the existing Tuam Plan will be reviewed and a Draft Tuam Plan will be published in Quarter 1 of 2022 where submissions can be made on Draft Plan.</p> <p><b>Chief Executive's Recommendations:</b>  No Change.</p>
GLW-C10-1273	Thomas Lally	This submission relates to lands in Drum East, Ragoon where it is requested that lands would be zoned for independent living units for the elderly, special needs and/or palliative care. The benefits of providing these units outside of settlements has been outlined within the submission.	<p><b>Chief Executive's Response:</b>  <b>Chapter 11 Community Development and Social Infrastructure</b>, Section 11.10 and 11.11 contains a suite of policy objectives to facilitate development for the circumstances provided for in the submission. In addition, in relation to <b>Chapter 2 Core Strategy, Settlement Strategy and Housing Strategy</b> under Section 2.6 Policy Objective <b>SH 4 Adaptable Housing</b> promotes and supports the development of sustainable housing for older people. Notwithstanding the above. the subject lands are removed from a settlement area and as such would be regarded as ad hoc and sporadic development. All of the settlements identified in the Draft Galway County Development contain zonings with</p>

			<p>Community Facilities zoned lands which would support the uses referenced in the submission.</p> <p><b>Chief Executive’s Recommendations:</b> No Change.</p>
<b>GLW-C10-977</b>	Sean O Drisceoil	<p>This submission has raised a number of issues regarding Connemara. The following recommendations are listed:</p> <ul style="list-style-type: none"> <li>• That all Municipalities have a specific plan published and that the citizen need not examine the Draft Galway County Development Plan for the area in which they are interested.</li> <li>• It is imperative that planning officers with Irish are dealing with South Connemara and the Aran islands, so that the planning system can give a full and proper service to the public who choose to do their business through Irish with the Planning Officer.</li> <li>• That an investigation is carried out into the way that Galway County Council is handling the R336 (previously L100 and N76) despite a request by Údarás na Gaeltachta 30 years ago that it be improved, and even though joint-research between Údarás na Gaeltachta and Galway County Council showed that it had the heaviest traffic in Connemara</li> </ul>	<p><b>Chief Executive’s Response:</b> <b>Chapter 2 Core Strategy, Settlement Strategy and Housing Strategy</b> contains the Core Strategy Table(2.9) where settlements are listed and a quantum of population and lands required for Residential Development are indicated. It is considered that the approach taken aligns with both national and regional policy as outlined in the NPF and RSES and is in line with the <i>Housing Supply Target Methodology for Development Planning Guidelines</i> (2020). It is not considered appropriate that the municipalities in the county would have their own plan.</p> <p>This recommendation is not under the remit of the Galway County Development Plan.</p> <p>As outlined in <b>Chapter 6 Transport and Movement R336 is listed in Table 6.1</b> which supports the extensions and improvements to existing network.</p>

		and a high-frequency of bad accidents (See 'A Preliminary Examination of Accident Patterns in Galway and Donegal Gaeltacht Areas' by An Foras Forbartha 1982).	<b>Chief Executive's Recommendations:</b> No Change.
<b>GLW-C10-869</b>	Kevin Dolan	This submission relates to lands in Poolboy, Ballinasloe. It is stated that the subject lands are currently zoned Industrial and that these lands should be zoned Residential.	<b>Chief Executive's Response:</b> <b>Chapter 2 Core Strategy, Settlement Strategy and Housing Strategy</b> contains the Core Strategy Table(2.9) where settlements are listed and a quantum of population and lands required for Residential Development are indicated. Ballinasloe is identified as a Key Town as per the RSES. The Draft Ballinasloe Local Area Plan is currently on display (22 <sup>nd</sup> October 2021- 3 <sup>rd</sup> December 2021) where submissions can be made on the Draft Plan, under a separate process from the Draft Galway County Development Plan.  <b>Chief Executive's Recommendations:</b> No Change.
<b>GLW-C10-752</b>	Seán O Keefe	This submission relates to Bearna and its proposed designation as a strategic settlement in the MASP. It is stated that Bearna is not suitable for development as a metropolitan area of Galway City owing to its geographic constraints and limited services. It is noted that the local primary school is presently oversubscribed, and there is no secondary school. It is noted that the R336 is severely congested and there are major traffic issues in the village.	<b>Chief Executive's Response:</b> Bearna is identified as a settlement within the Metropolitan Area of Galway County. This designation was pre-determined by the Department of Planning Housing and Local Government and subsequently the boundary for the Galway County Metropolitan area was included in the Regional Spatial Economic Strategy(RSES). The Settlement Plans identified in Volume 2 of the Draft Galway

			<p>County Development Plan 2022-2028 reflects the Metropolitan Plan boundary as per the RSES.</p> <p><b>Chief Executive’s Recommendations:</b> No Change.</p>
<b>GLW-C10-669</b>	Aine Ní Chonchubhair	The submission states that Bearna village and area is not suitable for metropolitan city area development. The submission outlines the reasons for this statement. Issues of traffic, water and sewerage have been raised.	<p><b>Chief Executive’s Response:</b> Bearna is identified as a settlement within the Metropolitan Area of Galway County. This designation was pre-determined by the Department of Planning Housing and Local Government and subsequently the boundary for the Galway County Metropolitan area was included in the Regional Spatial Economic Strategy(RSES). The Settlement Plans identified in Volume 2 of the Draft Galway County Development Plan 2022-2028 reflect the Metropolitan Plan boundary as per the RSES.</p> <p><b>Chief Executive’s Recommendations:</b> No Change.</p>
<b>GLW-C10-941</b>	RHOC Gort Ltd	The submission relates to <b>Chapter 2 Core Strategy, Settlement Strategy and Housing Strategy</b> and it is requested to Amend “Table 2.9:Core Strategy” of the Draft CDP to provide for a higher “Population Allocation” and “Housing Land Requirement” for the settlement of Gort.	<p><b>Chief Executive’s Response:</b> <b>Chapter 2 Core Strategy, Settlement Strategy and Housing Strategy</b> contains the Core Strategy Table(2.9) where settlements are listed and a quantum of population and lands required for Residential Development are indicated. Gort is listed in the settlement hierarchy as a “Self-Sustaining Town”. It is considered that the approach taken with Gort and the population allocation aligns with both national and regional policy as outlined in the NPF and RSES, and is in line with the <i>Housing Supply</i></p>

			<p><i>Target Methodology for Development Planning Guidelines (2020).</i></p> <p><b>Chief Executive’s Recommendations:</b> No Change.</p>
<b>GLW-C10-817</b>	Lidl Ireland	<p>In relation to the settlement hierarchy, there is a request to elevate Loughrea, An Cheathrú Rua, An Spidéal and Clifden to a higher position on the hierarchy.</p> <p>In relation to Loughrea it is requested that it would move from a “Self Sustaining Town” to a “Key Town”, and at the very least to the same level of Athenry as an “Area of Strategic Potential”.</p> <p>In relation to An Cheathrú Rua it is requested that it would be elevated to “Small Growth Town” equal to Maigh Cuilinn, Oughterard, Portumna and Headford.</p> <p>In relation to An Spidéal it is requested that it would be elevated to a “Small Growth Town” equal to Maigh Cuilinn, Oughterard, Portumna and Headford.</p>	<p><b>Chief Executive’s Response:</b></p> <p>Loughrea is regarded as a Self-Sustaining town as outlined on the settlement hierarchy in <b>Chapter 2 Core Strategy, Settlement Strategy and Housing Strategy</b>. It is considered that this is the correct classification for Loughrea to sit alongside Gort in the hierarchy. The RSES identified the Key Towns of Tuam and Ballinasloe, and identified Athenry as a place of “Strategic Potential”.</p> <p>In relation to An Cheathrú Rua it is considered that its classification as a “Small Growth Village” is appropriate, as it is aligned with other villages such as Kinvara and Ballygar in the 2016 Census. It should be noted that the towns identified in the “Small Growth Towns” category have higher populations in the 2016 Census.</p> <p>It is not considered appropriate to include An Spidéal as a “Small Growth Town” based on the demographics, structure and population trends for the village.</p>

		<p>It is suggested that there would be more “Village Centre Lands in An Spidéal.</p> <p>In relation to Clifden it is requested that it would be elevated to a “Self Sustaining Town” on the Settlement Hierarchy.</p>	<p>It is considered that there is sufficient village centre lands in An Spidéal.</p> <p>It is not considered appropriate to include Clifden as a “Self Sustaining Towns” based on the demographics, structure and population trends for the town.</p> <p><b>Chief Executive’s Recommendations:</b> No Change.</p>
<b>GLW-C10-1320</b>	Cllr. Donagh Mark Killillea	It is proposed to move Corofin from “Rural Settlements and Rural Countryside” to “Small Growth Villages”.	<p><b>Chief Executive’s Response:</b> The settlement hierarchy has been identified in <b>Chapter 2 Core Strategy, Settlement Strategy and Housing Strategy</b>. The villages listed in the settlement hierarchy reflect the population allocation and their position on the settlement hierarchy.</p> <p><b>Chief Executive’s Recommendations:</b> No Change.</p>
<b>GLW-C10-2248</b>	Cllr. Joe Sheridan	It is proposed to move Corofin from “Rural Settlements and Rural Countryside” to “Small Growth Villages”.	<p><b>Chief Executive’s Response:</b> The settlement hierarchy has been identified in <b>Chapter 2 Core Strategy, Settlement Strategy and Housing Strategy</b>. The villages listed in the settlement hierarchy reflect the population</p>

			<p>allocation and their position on the settlement hierarchy.</p> <p><b>Chief Executive's Recommendations:</b> No Change.</p>
<b>GLW-C10-660</b>	Cora Clancy	This submission requests to include Colemanstown as a village in the Draft Galway County Development Plan 2022-2028. A justification has been included for this request.	<p><b>Chief Executive's Response:</b> The settlement hierarchy has been identified in <b>Chapter 2 Core Strategy, Settlement Strategy and Housing Strategy</b>. The villages listed in the settlement hierarchy reflect the population allocation and their position on the settlement hierarchy.</p> <p><b>Chief Executive's Recommendations:</b> No Change.</p>
<b>GLW-C10-39</b>	Jason Cotter	This submission requests to include Attymon as a village in the Draft Galway County Development Plan 2022-2028. A justification has been included for this request.	<p><b>Chief Executive's Response:</b> The settlement hierarchy has been identified in <b>Chapter 2 Core Strategy, Settlement Strategy and Housing Strategy</b>. The villages listed in the settlement hierarchy reflect the population allocation and their position on the settlement hierarchy.</p> <p><b>Chief Executive's Recommendations:</b> No Change.</p>



<p><b>GLW-C10-155</b></p>	<p>Rabane Developments</p>	<p>This submission relates to Mountbellew and requests that it is categorised as a “Small Town” in the Draft County Development Plan.</p> <p>In relation to Section 2.4.11 Rural it is requested that ribbon development is permitted in Mountbellew to deliver new homes until public infrastructure has been upgraded.</p>	<p><b>Chief Executive’s Response:</b> The settlement hierarchy has been identified in <b>Chapter 2 Core Strategy, Settlement Strategy and Housing Strategy</b>. Mountbellew was examined, however due to the constraints in relation to the wastewater infrastructure it was considered prudent to list Mountbellew in level 7.</p> <p>In relation to linear development it is not considered prudent to permit this pattern of development within Mountbellew.</p> <p><b>Chief Executive’s Recommendations:</b> No Change.</p>
<p><b>GLW - C10-665</b></p>	<p>Aughrim Community Development Limited</p>	<p>The submission requests that Aughrim, and its hinterland, is placed higher up in the Draft Galway County Development Plan 2022-2028 than its current status.</p>	<p><b>Chief Executive’s Response:</b> The settlement hierarchy has been identified in <b>Chapter 2 Core Strategy, Settlement Strategy and Housing Strategy</b>. The villages listed in the settlement hierarchy reflect the population allocation and their position on the settlement hierarchy.</p> <p><b>Chief Executive’s Recommendations:</b> No Change.</p>
<p><b>GLW-C10-55</b></p>	<p>Carmel Moore</p>	<p>This submission proposes that Woodford is categorised as a “Small Growth Village” (Settlement 6) in the Draft County Development Plan.</p>	<p><b>Chief Executive’s Response:</b> The settlement hierarchy has been identified in <b>Chapter 2 Core Strategy, Settlement Strategy and Housing Strategy</b>. The villages listed in the settlement hierarchy reflect the population</p>

		It is noted that Woodford has a lot to offer in terms of tourism and they have submitted a proposal for inclusion in the Athlone to Galway Greenway.	allocation and their position on the settlement hierarchy.  <b>Chief Executive's Recommendations:</b> No Change.
<b>GLW-C10-633</b>	Colm Ó Cinnseala	This submission references a statement in the Core Strategy which recognises the benefits of rural intergenerational sustainability. <ul style="list-style-type: none"> <li>- Include mention of intergenerational sustainability in Policy Objective RC 4 and 5.</li> <li>- Amend Section 2.4.4 to read – <i>‘Strengthening villages in level 7 as an alternative to rural housing in the open countryside by way of looking favourably on the granting of planning permission for small housing developments of 5 affordable homes for those with proven close ties to the local community and located in proximity to local shop/s, school and public transport.’</i></li> </ul>	<b>Chief Executives Response:</b> Noted. It is considered that there are policy objectives in <b>Chapter 2 Core Strategy, Settlement Strategy and Housing Strategy</b> and <b>Chapter 4 Rural Living and Development</b> that support the villages listed in the Settlement Hierarchy 7.  <b>Chief Executive's Recommendations:</b> No Change.
<b>GLW-C10-1258</b>	Colm Ó Cinnseala	Same submission as GLW C10-633.	Same submission as GLW C10-633.
<b>GLW-C10-439</b>	Mark Coffey	This submission relates to Athenry and raised a number of issues. It is suggested that the population estimation growth of 18,655 “ <i>should be doubled for zoning purposes to allow for enough land to come to market</i> ”. Otherwise, this submission suggested, land prices will increase and there will be very little land available to develop during the life of the Plan.  It is suggested that Athenry should be treated as a “Key Town” with a proposed density of 30 units per hectare. It noted that	<b>Chief Executive's Response:</b> As part of the review of the Draft Galway County Development Plan population allocations for the County were considered. <b>Chapter 2 Core Strategy, Settlement Strategy and Housing Strategy</b> has outlined the population projections for the settlements as included in the Settlement Hierarchy. The proposed population projections in this

		<p>"540 units is not enough for life of next plan". This submission recommended 1,540 additional units for Athenry; the rationale outlined is that Athenry is serviced by a motorway and can cater for demand from Briarhill and Gaurran.</p>	<p>submission, as allocated to Athenry, are considered to be inappropriate.</p> <p>The designation of Ballinasloe and Tuam as Key Towns is consistent with the Regional Spatial and Economic Strategy for the Northern and Western Region is considered appropriate. Athenry's importance is considered to be suitably addressed with the designation of Strategic Potential as outlined in <b>Chapter 2 Core Strategy, Settlement Strategy and Housing Strategy</b>.</p> <p>To date there has been a number of public consultation events and time periods to make submissions as part of the Development Plan process. This enables all stakeholders to engage with the Forward Planning and Policy Unit of Galway County Council to provide input into the plan.</p> <p><b>Chief Executive's Recommendations:</b> No Change.</p>
<p><b>GLW-C10-1764</b></p>	<p>Construction Industry Federation (CIF)</p>	<p>A detailed submission was received from Construction industry Federation (CIF) in relation to the following points.</p> <p><b>Population Projections:</b> In relation to population growth it is stated that there is a requirement to increase the number of homes to accommodate this population increase. It is stated that these units should be located within the existing built footprint on lands which include key regeneration/brownfield sites, infill sites and underutilised lands at locations that are well served</p>	<p><b>Chief Executive's Response:</b></p> <p><b>Chapter 2 Core Strategy, Settlement Strategy and Housing Strategy</b> contains the Core Strategy Table(2.9) where settlements are listed and a quantum of population and lands required for residential development are indicated. It is considered that the approach taken aligns with both national and regional policy as outlined in the NPF and RSES, and is in line with the <i>Housing Supply</i></p>

		<p>by existing and planned public transport, amenity, social and community infrastructure.</p> <p><b>Supply of Housing &amp; Employment Buildings/Lands:</b>  It is considered that specialist housing needs will be considered in the Draft Galway County Development Plan. It is stated that policies in support of higher density residential development will make optimal use of land and will assist Galway (and Ireland) in reaching sustainability targets. It is stated that there are many existing infill sites with great potential to deliver housing in sustainable and attractive locations in Galway.</p> <p>In addition, these infill sites present Galway with opportunities to utilise vacant sites for employment premises, and CIF would suggest that policies and objectives in support of commercial and industrial nature on infill sites are considered.</p> <p>The CIF requests that careful consideration is given to the provision of employment lands and buildings, in order that commercial development is supported, and employment continues to grow.</p> <p>It is important that population growth projections and density guidelines are viewed as facilitative tools to promote sustainable development rather than restrictive tools that constrains development. Therefore, flexibility needs to be built into the Draft Galway County Development Plan to allow for any necessary adjustments to reflect actual population growth, likewise, flexibility in density guidelines will be necessary to reflect market demand and construction viability.</p> <p><b>Infrastructure &amp; Transport</b></p>	<p><i>Target Methodology for Development Planning Guidelines (2020).</i></p> <p>It is considered that there are policy objectives in <b>Chapter 3 Placemaking, Regeneration and Urban Living</b> that address the points raised in relation to the supply of housing, infill residential development.</p>
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		<p>CIF supports measures to ensure the most efficient and sustainable use of land, and to facilitate access to a range of transport modes accessible to all sections of the community. CIF contends that the emerging CDP should seek to support and advance the delivery of the N6 Galway City Ring Road ("GCRR") as a means of enhancing accessibility.</p> <p><b>Services/ Cluster Housing</b> It is stated that the provision of appropriate servicing for towns and villages in the County needs to be given due consideration. Reference has been made to the Cluster Housing guidelines by Tipperary County Council.</p>	<p>Comments noted in relation to Infrastructure and Transport.</p> <p><b>Chapter 4 Rural Living and Development</b> identifies a specific Policy Objective <b>RC 5 Rural Clustering on un-serviced lands in Villages</b>. In addition, there is a Policy Objective <b>RC 7 Guidelines for Cluster Housing Schemes in Villages</b>.</p> <p><b>Chief Executive's Recommendations:</b> No Change.</p>
<b>GLW-C10-867</b>	Irish Travellers Movement	<p>This submission relates to the provision of housing for Travellers. It is stated that the following provision should be included in the Development Plan:</p> <ul style="list-style-type: none"> <li>• Traveller specific accommodation developments completed under the last Development Plan period should be outlined in the Development Plan.</li> <li>• National-level planning guidelines for Development Plans set out the relationship between the Traveller Accommodation Programme (TAP), the Housing (Traveller Accommodation) Act, 1998, and the statutory Development Plan.</li> <li>• Sites should be identified and zoning of land for Traveller specific accommodation, including transient accommodation, should be mapped and illustrated in the programme, in line with the Planning and Development Act, (2000) as amended, particularly s10(2)(i).</li> </ul>	<p><b>Chief Executive's Response:</b> <b>Chapter 2 Core Strategy, Settlement Strategy and Housing Strategy</b> and <b>Chapter 11 Community Development and Social Infrastructure</b> of the Draft Plan include policy objectives which support the provision for accommodation for Travellers. The housing of mixed type and tenure, as well as housing to accommodate the needs of specific user groups, is supported in the Draft Plan.</p>

		<p>It is suggested, given the lifespan of the development plan, that consideration should be given for how sites will be identified for the next Traveller Accommodation Programme. A comprehensive list is provided of what should be indicated.</p>	<p><b>Chief Executive’s Recommendations:</b> No Change.</p>
<p><b>GLW-C10-841</b></p>	<p>The Intergenerational Strategists</p>	<p>The submission is made in the context of what elements make up the Draft Galway County Development Plan 2022-2028. Reference has been given to the LECP 2016-2022 and that the vision in the Draft Galway County Development Plan reflects this.</p> <p>The stated purpose of this submission is to contribute specifically to the definition of a vision for Galway County in the context of the twin global challenges of a Climate Emergency and a Biodiversity Crisis. It is noted that the presentation of the United Nations Sustainable Development Goals (UN SDGs) in the Draft Galway County Development Plan (2022-2028) Written Statement, is at best nothing more than a hat tip to Galway’s sustainable future and at worst just a green washing of ‘business-as-usual’.</p> <p>It is stated that unless the Galway County Development Plan (2022-2028) represents a radical transformation in the values and institutions that underpin society; a proactive approach to identifying the desired future, outlining the strategic steps to get there, and identifying those within this timeframe that will be delivered, it will not be the transformational journey that the citizens of County Galway, both present and future, will be eager to embrace.</p> <p>It is noted that there is an opportunity to eliminate the ambiguity and vagueness of the language used that has</p>	<p><b>Chief Executive’s Response:</b> The premise of the submission has been noted. While a number of points have been raised in relation to the structure and content of the Draft Galway County Development Plan, it is considered that each chapter of the plan, and its associated appendices comply with the NPF and the RSES. All of the policies and objectives have undergone the SEA/AA process, and it is considered that the Draft County Development Plan is fully compliant with national policy.</p>

		<p>blighted previous development plans, thus providing a clarity of definition that is both intelligible and measurable.</p> <p>It is stated that the vision of transport in the Galway County Transport &amp; Planning Strategy is redundant, because it is fundamentally based on a 20th Century transport design philosophy.</p> <p>It is requested that there would be key performance indicators in relation to climate change. It is stated that more ambition is needed for this energy transition than is outlined in the Draft Galway County Development Plan (2022-2028). It is also noted that there is a need for transparency in the provision of consumer and commercial energy requirements.</p>	<p><b>Chief Executive's Recommendations:</b> No Change.</p>
<b>GLW-C10-796</b>	Irish Green Building Council (IGBC)	<p>This submission commends the overall approach to climate change in the Draft Plan, however there is concern that the Plan does not deliver on the national imperative to ensure planning policy is decoupled from rising carbon emissions.</p> <p><b>1. Density:</b> the standard density at 35 Dwellings Per Hectare and lower in certain areas (11-30) (Table: 2.9: <b>Chapter 2</b>). It is recommend that density should be increased overall to allow all citizens to live a low carbon life style.</p> <p><b>2. Policy presumption of development</b> in “structurally weak areas” (p.72 and 73). It is suggested that this conflicts with the Plan’s policy objectives on climate and sustainable transport.</p>	<p><b>Chief Executive's Response:</b></p> <p>As outlined under the OPR Recommendation No.2 the density in relation to a number of settlements have been increased. However, it should be noted that in smaller settlements the density applied is reflective of the individual settlement plans.</p> <p>The identification of structurally weak areas is in accordance with the RSES and the Sustainable Rural Housing Guidelines 2005.</p>

		<p>3. <b>Compact growth:</b> It is considered that there is evidence of conflicting messaging regarding the quantum of development to be delivered within existing settlement boundaries. Section 2.3.1 states that <i>“at least 30 % of housing within settlements is to be within the existing built up footprint area in conjunction with sequential development of settlements”</i> while Table. 2.9 states that <i>“up to 30% of housing can be built in the footprint”</i>.</p> <p><b>Chapter 2 Core Strategy, Settlement Strategy and Housing Strategy.</b></p> <p>It is recommended that the Development Plan should refer to more holistic assessment methodologies for measuring sustainable homes, and recommends the use of qualitative evaluation of environmental, and quantitative evaluation of carbon performance, for all residential development.</p> <p>A number of actions are recommended in this submission as follows:</p> <ul style="list-style-type: none"> <li>• The Council should require assessments that consider the environmental impact of new homes across their life cycle (using tools such as the Home Performance Index) as part of planning consent.</li> </ul>	<p>This has been addressed under the OPR Recommendation No.2.</p> <p>There are policy objectives in the Draft Galway County Development Plan 2022-2028 that support the sustainable and orderly development within the county. All of the Draft Galway County Development Plan chapters have specific sections in relation to climate change and how the spatial strategy and policy objectives for each topic have been climate proofed and will contribute to mitigation and adaptation to climate change. <b>Chapter 14 Climate Change, Energy and Renewable Resource</b> contains a suite of policy objectives that support the spatial strategy for the county.</p> <p>As part of the consideration of any planning consent, the Planning Authority examine the impact of the development on the environment, and in particular the impact of such development on areas such as flooding which includes the climate change parameters. The Sustainable Accessibility Index and its introduction lies outside the remit of the Development plan and lies more within the realms of</p>
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		<ul style="list-style-type: none"> <li>• The Council should introduce a sustainable accessibility index, and a minimum benchmark, for all homes and buildings as a prerequisite for planning approval.</li> <li>• Introduce a Whole Life Cycle approach to take embodied carbon into account in public procurement decision.</li> <li>• Require Environmental Product Declarations (EPD) for construction products used on public projects.</li> <li>• Look for carbon measurement as part of criteria for planning consent.</li> <li>• Engaging in active land management and site activation measures, including the implementation of the vacant site levy on all vacant residential, and regeneration to meet housing delivery objectives in underused sites and underused buildings.</li> <li>• It is suggested that Policy Objective MM 1 Monitoring and Management would be amended.</li> </ul> <p><b>2.1.1 Future Settlement Growth</b></p> <p>IGBC supports the approach for compact growth with a focus on town centre/infill residential in levels 1,2,3 and 4, however, it suggests the following rewording to provide clarity and signalling the need for housing that is sustainable:</p> <ul style="list-style-type: none"> <li>• Strengthening villages in level 7 <b>that are identified as having sufficient service capacity as a priority over those that require on site services</b> as an alternative to rural housing in the open countryside.</li> </ul>	<p>other legislative codes. The Draft Development Plan does address sustainability in a number of chapters, in particular under objectives <b>RH7 Renovation of Existing Derelict Dwelling, RH8 Substantially Completed Single Dwellings, RH10 Vacant/Unfinished Housing</b> and <b>RH 13 Rural Housing Capacity</b>.</p> <p>As per <b>OPR Observation No. 1</b>, of the OPR submission, requires the delineation of the villages in level 7 which forms part of the response to address this issue</p>
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		<ul style="list-style-type: none"> <li>Supporting, facilitating and promoting a transition to a low carbon society by means of the provision of sustainable transport infrastructure (cycle and pathways) within existing settlements and requiring same for all newly developed areas.</li> </ul> <p><b>2.1.3 National Planning Framework</b>  IGBC suggests that the listed “Priorities and Principles for Future Housing” in line with the NPF should clearly identify climate related actions and suggests that the following wording is inserted into the existing text:</p> <ul style="list-style-type: none"> <li>Building resilience into our housing stock through: Reuse, energy efficiency, lifetime adaptability, providing for sustainable transport accessibility, reducing the carbon footprint, increasing green infrastructure and biodiversity in all housing development; and integration to ensure vibrant sustainable communities.</li> </ul> <p>It is noted in relation to <b>Chapter 3 Placemaking, Regeneration &amp; Urban Living</b> that IGBC welcome the recognition of the need for transition to a low carbon climate resilient society in this chapter.</p> <p>The following re-wording is proposed in <b>Section 3.4 Climate Change</b>:  “An important component to successful placemaking, regeneration and delivery of urban housing requires a strong emphasis on climate change and transitioning to a low carbon climate resilient society. The urban with all settlements of County Galway must continue to overcome with adapt and respond to the challenges posed by climate change. These areas play a pivotal role in providing housing and services for</p>	<p>Within selected settlements Local Transport Plans will be devised which will include sustainable transport infrastructure. In addition, <b>Chapter 6 Transport and Movement</b> and <b>Chapter 10 Natural Heritage, Biodiversity and Green/Blue Infrastructure</b> outline the policy objectives that seek to introduce and facilitate sustainable transport infrastructure. The Urban Design Frameworks for the settlements in the eastern environ provide for comprehensive policy objectives to link and promote sustainable transport infrastructure.</p> <p>As outlined in each Chapter of the Draft County Development Plan climate change has been referenced and is embedded in the spatial strategy for the county.</p>
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		<p>residents now and into the future. Within the county some of the urban and rural areas are susceptible to the effects of climate change such as flooding given their proximity to coastal waters and rivers. There are a number of policy objectives that are included in this plan to mitigate against the impact of climate change which include ensuring that flood plains remain as such or as open space. The plan requires the incorporation of adaptable multi-functional and sensitive design solutions that support the transition to a low carbon climate resilient society Chapter 14 Climate Change, Energy and Renewable Resource addresses this important issue and what role the county plays in mitigating against climate change”.</p> <p><b>[insert sentence]:</b>  Mitigation against climate change means deep changes in the way we live to limit the potential of increasing future emissions (e.g., requiring a reduction in car-dependency and increasing sustainable transport and green infrastructure and patterns of development). Planning for climate mitigation therefore also requires monitoring and management of the carbon emissions associated with patterns of development.</p> <p>The following re-wording is proposed in <b>Section 3.5.3 Access and Movement</b>, in the third paragraph:  “The location of proposed development should be at or close to the services that people will rely on to support sustainable living i.e. patterns that reduce carbon emissions. The planning and design of access and movement networks at individual sites should ensure that it promotes sustainable modes of transport as the preferred choice. This is particularly important for development located on the edge of towns and villages which can lead to a significant proportion of short</p>	<p>The spirit of the text proposed is already included in the Draft Development Plan not only in <b>Chapter 14 Climate Change, Energy and Renewable Energy</b> but throughout each of the other chapters.</p> <p>The additions are noted and considered appropriate. Recommendation to amend draft with text in yellow.</p>
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		<p>trips by private car. Measures should include the creation of routes that are attractive for pedestrians and cyclists”.</p> <p><b>3.5.8 Design Quality</b>  <b>Policy Objectives Placemaking</b>  IGBC proposes a rewording of some policy objectives and the inclusion of an additional policy objective in this section:</p> <p><b>PM 4 Sustainable Movement within Towns</b>  “<del>It is a policy objective of the Council to encourage modal shift in our towns and villages to more sustainable transport alternatives through mixed use development that enables local living and working which is well connected to sustainable transport infrastructure such as walking, cycling, public bus and rail transport]</del> <b>by requiring the provision of a range of sustainable transport infrastructure in mixed use development to enable good access and permeability between living and working locations and good connections to public transport infrastructure”.</b></p> <p>It is proposed to insert a new policy objective:  <b>PM 12</b>  <b>It is a policy objective of the Council to prioritise projects and proposals for the re-development and refurbishment of vacant and under-used retail and other buildings for housing and to give preference for refurbishment over demolition for the regeneration of towns and villages and to maintain their character for future generations.</b></p> <p>It is proposed to insert a new policy objective:  <b>PM 13 Embodied Carbon Details of Materials</b></p>	<p>It is not considered necessary to include this text as proposed.</p> <p>The additions/amendments are noted and considered appropriate. Recommendation to amend draft with text in yellow.</p> <p>Policy Objectives in Chapter 3,4, 6, 10 and 14 cover the spirit of these proposed additions. Therefore, it is considered that no change is proposed. <b>DM standard 65 Residential Energy Efficiency and Climate Adaptation Design Statement</b> addresses this point.</p>
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		<p>To ensure that the embodied carbon of buildings is considered at the design stage, planning will take into account the design and materials used as part of planning considerations, to bring into scope the carbon intensity of new build and to reduce the climate impact of construction and development.</p> <p>It is proposed to include additional text under <b>CGR 6 Density</b>: “Promote the provision of higher density development overall in close proximity to sustainable transport corridors such as train stations and require good permeability in new developments, as well as the provision of sustainable transport infrastructure in such areas (cycle and path networks)”.</p> <p><b>Chapter 4 Rural Living and Development</b> It is noted that housing in rural areas should only be considered within development boundaries of designated growth towns and villages, on serviced sites, with priority given to infill and conversion of existing underused or vacant buildings for development.</p> <p><b>Chapter 5 Economic Development, Enterprise and Retail Development</b> It is proposed to introduce an energy efficiency ‘training clause’ for upskilling attached to all renovation procurement contracts starting in the first year of new Development Plan.</p> <p><b>Town Centres and Retail</b> It is noted that all large retail and warehouse developments should be required to undertake life cycle assessment and/or a reuse potential assessment as part of the planning consent process.</p>	<p>The internal composition of materials is not a matter for the County Development Plan.</p> <p>It is not considered necessary to include the wording as proposed.</p> <p><i>RH7 Renovation of Existing Derelict Dwelling, RH8 Substantially Completed Single Dwellings, RH10 Vacant/Unfinished Housing and RH 13 Rural Housing Capacity</i> in the Draft Development Plan address the comments of this submission.</p>
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		<p><b>Chapter 6 Transport and Movement</b>  This submission recommends the following amendments to policy objectives outlined below:</p> <p><b>Policy Objectives</b></p> <p><b>GCTPS 3 Sustainable Transport</b>  “The County will <del>seek to support</del> <b>advance</b> a variety of measures which will reduce car dependency for residents and will specifically <del>seek to</del> improve access to sustainable transport choices (including responsive and “flexible” modes) for those residents in rural areas of the County”.</p> <p><b>GCTPS 4 Walking and Cycling</b>  “<b>Direct the</b> Support for and enhancement of, existing and new walking and cycling networks as the “first choice” for shorter local journeys and to link settlements within the County and to Galway City”.</p> <p><b>WC 1 Pedestrian and Cycling Infrastructure</b>  “To require the design <b>and delivery</b> of pedestrian and cycling infrastructure <b>in all new development</b> to be in accordance with the principles, approaches and standards set out in the National Cycle Manual and the Design Manual for Urban Roads and Streets”.</p> <p><b>WC 2 Bicycle Parking</b>  “<b>Deliver on</b> <del>To encourage</del> the provision of secure bicycle parking facilities and associated facilities within the public realm of <b>the city</b>, towns and villages throughout the County</p>	<p>As outlined under <b>Chapter 3 Placemaking, Regeneration and Urban Living, Chapter 6 Transport and Movement, and Chapter 11 Community Development and Social Infrastructure</b> it is considered that there is sufficient policy objectives in place to support accessibility and permeability in new developments.</p> <p>The Draft Galway County Development Plan 2022-2028, <b>Chapter 4 Rural Living and Development</b>, contains a revised Rural Housing Typology map where the GCTPS boundary has been extended. However, as per the OPR Recommendation no. 9 and 10 this has been further amended in line with NPO 15 and 19 of the NPF.</p> <p>The role of a County Development Plan is to support measures such as reduction in car dependency. The settlement plans contained in Volume 2 reflect the zoning of lands in close proximity to existing transport connections and compact urban growth.</p> <p>The Draft Development Plan is not a funding plan but seeks to promote a variety of measures. The delivery and advancement is supported by the policy objectives and therefore, the inclusion of the words</p>
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		<p>by way of attaching planning conditions for delivery within all new developments”.</p> <p><b>WC 3 Sustainable Transport Movement</b>  “To require sustainable transport <b>movement and good permeability</b> to be given priority at the earliest design stage of development proposals”.</p> <p><b>WC 5 Traffic Free Cycle Routes</b>  “To <b>map out</b> and provide, where possible traffic free pedestrian and cyclist routes particularly where such routes would provide a more direct, safer, and more attractive alternative to the car”.</p> <p><b>Parking &amp; Cycle Standards</b>  IGBC suggest that the Council review its standards for parking in large retail/office developments and its standards for cycle parking to decrease the former and increase standards for the latter, for both residential and non-residential development.</p>	<p>“advance”, “delivery”, and “direct” are not appropriate in the context of the policy objectives.</p> <p>It is considered that there is merit in relation to this wording.</p> <p>Policy objectives support the promotion of cycle routes and to “map out” is not appropriate within the Development Plan process as this will require assessment of the individual projects at application stage.</p> <p>It is not clear where the map for these traffic free routes would be located. The County Development Plan is a higher level strategic document, and the settlement plans identify lands zoned for development.</p> <p>The role of a County Development Plan is to support measures as outlined in GCTPS.</p> <p>It is considered that the parking and cycle standards as outlined in Chapter 15 Development Management Standards are appropriate.</p>
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		<p><b>Chapter 7 Infrastructure, Utilities &amp; Environmental Protection</b></p> <p>In this submission it is proposed to:</p> <ul style="list-style-type: none"> <li>• Introduce a Whole Life Cycle approach to take embodied carbon as well as operational (energy) into account in <b>public procurement</b> decisions. Councils should revise Procurement Guidance to require that Life Cycle Analysis (LCC) and Life Cycle Costing (LCA) be required for all public building contracts.</li> <li>• Require Environmental Product Declarations (EPD) for construction products used on public projects.</li> <li>• Look for carbon measurement as part of criteria for planning consent for private developments.</li> </ul> <p><b>Chapter 10 Natural Heritage, Biodiversity and Green/Blue Infrastructure</b></p> <p>It is noted that the Development Plan should highlight to the public the significant role, and the importance of green infrastructure, for climate change adaption and mitigation - from planting; to limiting conversion of gardens to driveways and large-scale hard surface soil sealing in developments; to promoting the increased planting of native trees/community planting/gardens; and the need to protect, develop and manage existing ecological networks for their many varied and important ecosystem services.</p> <p><b>Chapter 14: Climate Change, Energy &amp; Renewable Resource</b></p> <p>It is noted that the Development Plan must be designed with carbon neutrality as the end goal. This means that all actions, objectives, and policies must be aligned with the overall national objective of reducing carbon by 51% by 2030.</p>	<p>The role of a County Development Plan is to provide Policy Objectives and Development Management Standards to guide future developments. The Development Plan cannot deliver infrastructure.</p> <p>The area of procurement is outside the remit of the County Development Plan.</p> <p>It is considered that the policy objectives in relation to GI are appropriate.</p>
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		<p>The quantum of permissions in the DP should be on zoned and serviced land on Infill/Windfall/brownfield sites within existing settlement boundaries, as a priority. The following is recommended in this submission:</p> <ul style="list-style-type: none"> <li>• Take a 15-(or 10) minute settlement approach, which is central to sustaining and maintaining vibrant communities.</li> <li>• Adopting the Ecosystem Services Approach (ESA)<sup>30</sup> by ensuring the protection of the benefits that ecosystem services and biodiversity provide to society and requiring enhancement measures within all development.</li> <li>• Adopting the ‘Avoid Shift Remove’ approach to transport to limit in as far as possible private car-based transport<sup>31</sup>.</li> <li>• <b>Engaging in active land management and site activation</b> measures, including the implementation of the vacant site levy on all vacant residential and regeneration.</li> </ul> <p><b>14.2 Strategic Aims</b> It is recommended to include the following wording: “To reduce the County’s CO2 emissions by achieving national, regional and any local targets for achieving a low carbon economy by 2050; and increase energy efficiency in Local Authority activities <b>and introducing the evaluation of carbon emissions</b> through its <b>development management functions</b>”.</p> <p>“To promote the sustainable development of the County by ensuring that future development is considered and managed against the risk of flooding; To increase awareness of the potential impacts of climate change to enable people to adapt</p>	
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		<p>and manage future extreme weather events such as flooding within the County; <b>and to increase awareness and understanding of the direct link between development and carbon emissions and climate change</b>".</p> <p><b>CC 1 Climate Change</b>  <b>"Ensure <del>Support and facilitate</del></b> the implementation of European, national and regional objectives for climate adaptation and mitigation taking into account other provisions of the Plan (including those relating to land use planning, energy, sustainable mobility, flood risk management and drainage) and having regard to the Climate mitigation and adaptation measures".</p> <p><b>CC 2 Transition to a low carbon, climate-resilient society</b>          "It is the Council's policy objective to <b>deliver on</b> <del>support</del> the transition to a competitive, low carbon, climate- resilient and environmentally sustainable economy by 2050, <b>by means of taking carbon into account into planning decisions and by</b> way of reducing greenhouse gases, increasing renewable energy, and improving energy efficiency".</p> <p><b>CC 4 Local Authority Climate Action Plan</b>  <b>"Ensure that planning can</b> support the preparation of a Climate Action Plan for County Galway".</p> <p><b>CC 5 Climate Adaptation and Mitigation</b>          "To promote, support and direct effective climate action policies and objectives that seek to improve climate outcomes across County Galway through <del>encouragement</del> and integration of appropriate mitigation and adaptation</p>	<p>The County Development Plan will implement Climate Change initiatives and requirements as outlined under national Legislation.</p> <p>The County Development Plan supports the implementation of European, National and Regional objectives, it is not considered necessary to amend the wording as suggested.</p> <p>The Draft Galway County Development Plan supports the transition to a low-carbon, climate resilient society. It is not considered necessary to amend the wording as suggested.</p> <p>The County Development Plan supports the preparation of a Climate Action Plan.</p> <p>It is not considered necessary to remove the wording as suggested.</p>
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		<p>considerations and measures into all development and decision-making processes”.</p> <p><b>CC 9 Mainstreaming Climate Change Adaptation</b>  “Galway County Council shall incorporate climate change adaptation into land use planning, building, <b>design, development and disposal</b>, layouts, energy, transport, natural resource management, forestry, agriculture and marine waters”.</p> <p><b>New Policy Objectives proposed in this submission:</b>  <b>CC 10 Building Energy Efficiency and Conservation:</b>  “The Council will require all new building design and retrofitting of existing buildings, to increase building energy efficiency, reduce embodied carbon, ensure energy conservation and the use of renewable energy sources in accordance with national regulations and policy requirements”.</p> <p><b>CC 11 District Heating:</b>  “Systems for the central and efficient distribution of heating through a network of connected underground pipes to large urban centres and towns will be actively supported by the Council for all appropriate new commercial and residential development”.</p> <p><b>Chapter 15: Development Management Standards</b>  <b>15.6.2 Waste</b>  <i>The following are suggested actions:</i></p> <ul style="list-style-type: none"> <li>• Introduce a Whole Life Cycle approach to take embodied carbon as well as operational (energy) into account in public procurement decisions. Councils should revise Procurement Guidance to require that</li> </ul>	<p>It is considered that the wording as proposed is appropriate in this instance.</p> <p>The policy objectives in the Draft County Development Plan supports energy efficiency within buildings.</p>
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		<p>Life Cycle Analysis (LCC) and Life Cycle Costing (LCA) be required for all public building contracts.</p> <ul style="list-style-type: none"> <li>• Require Environmental Product Declarations (EPD) for construction products used on public projects.</li> <li>• Look for carbon measurement as part of criteria for planning consent for private developments.</li> </ul> <p><b>Suggested action:</b></p> <ul style="list-style-type: none"> <li>• The Development Contributions Scheme may be used as a tool to influence the delivery of more carbon efficient housing stock. For homes above optimum sizes, <b>Carbon Development Levies</b> could apply. These would be based on a sqm scale, charged at a rate linked to the current rate of carbon tax. The revenue accruing from the carbon development levy would be ring-fenced by Councils for carbon mitigation, energy renovation and green infrastructure measures within each local authority.</li> </ul>	<p>Procurement issues are outside the remit of the County Development Plan.</p> <p>The Development Contribution Scheme is outside the remit of the Development Plan process and is a separate policy document.</p> <p><b>Chief Executive’s Recommendations:</b></p> <p><b>Chapter 3 Placemaking, Regeneration and urban Living</b></p> <p><b>3.5.3 Access and Movement</b></p> <p>The location of proposed development should be at or close to the services that people will rely on to support sustainable <b>living i.e. patterns that reduce carbon emissions</b>. The planning and design of access and movement networks at individual sites should ensure that it promotes sustainable modes of transport as the preferred choice. This is particularly important for development located on the edge of towns and villages which can lead to a significant proportion of short trips by private car. Measures</p>
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			<p>should include the creation of routes that are attractive for pedestrians and cyclists.</p> <p><b>Chapter 6 Transport and Movement</b>  <b>WC 3 Sustainable Transport Movement</b>  To require sustainable transport <b>movement and good permeability</b> to be given priority at the earliest design stage of development proposals.</p>
<b>GLW-C10-792</b>	Mark Green	The submission states that the high level of one-off housing in Galway is unsustainable and must be restricted.	<p><b>Chief Executive’s Response:</b>  The Draft Galway County Development Plan 2022-2028, <b>Chapter 4 Rural Living and Development</b> contained a revised Rural Housing Typology map where the GCTPS boundary was extended. However, as per the OPR Recommendation no. 9 and 10 this has been further amended in line with NPO 15 and 19 of the NPF.</p> <p><b>Chief Executive’s Recommendations:</b>  <b>See OPR Recommendation No.15 and 19.</b></p>
<b>GLW-C10-783</b>	SEAI Sustainable Energy Communities Programme Galway	This submission has requested that community led housing solutions be developed to address their particular housing need.	<p><b>Chief Executive’s Response:</b>  The Draft Galway County Development Plan 2022-2028 was prepared in accordance with the NPF and the RSES. The Draft Plan contains policy objectives that reflect compact growth and sustainable communities. The Housing Strategy and HNDA that accompanies the Draft Plan reflects the housing requirements for the county in the next 6 year period. There are policy objectives that support housing in <b>Chapter 2 Core Strategy, Settlement Strategy and Housing Strategy and Chapter 3</b></p>

			<p><b>Placemaking, Regeneration and Urban Living.</b> These policy objectives support the delivery of housing and housing tenure mix for settlements listed on the settlement hierarchy and rural countryside.</p> <p><b>Chief Executive’s Recommendations:</b> No Change.</p>
GLW-C10-778	Róisín Ni Chaoimh	<p><b>Chapter 2 Core Strategy, Settlement Strategy and Housing Strategy</b> It is recommended in this submission that:</p> <ul style="list-style-type: none"> <li>• The legislation on derelict housing to be implemented.</li> <li>• Restrictions to be imposed on short-term letting, so that young people can have access to rental properties.</li> </ul> <p><b>Chapter 6: Transport and Movement</b> It is recommended in this submission that:</p> <ul style="list-style-type: none"> <li>• Public transport in Galway should become more reliable and more affordable. Huge leaps have been made in recent years, but more work is required to be done.</li> <li>• The Connemara Greenway offers a great opportunity to widen means of transport in Galway.</li> </ul>	<p><b>Chief Executive’s Response:</b></p> <p><b>Chapter 3 Placemaking, Regeneration and Urban Living</b> and policy objectives under 3.6.9 reference policy objective <b>CGR 4 Derelict Sites.</b></p> <p>There are policy objectives contained in <b>Chapter 6 Transport and Movement</b> that address enhancement of public transport provision under Section 6.5.2.4 Public Transport.</p> <p>There are policy objectives in relation to the Greenway included in <b>Chapter 6 Transport and Movement</b> and <b>Chapter 10 Natural Heritage, Biodiversity and Green/Blue Infrastructure.</b></p> <p><b>Chief Executive’s Recommendations:</b> No Change.</p>
GLW-C10-775	Amicitia	<p><b>Chapter 2 Core Strategy, Settlement Strategy and Housing Strategy</b></p>	<p><b>Chief Executive’s Response:</b></p>

		<p>This submission recommends that a statement is included in Section 2.4.4 on Community-Led Housing. It is proposed to include the following text:</p> <p><i>“Community-Led Housing – evolving across Europe and the wider world – empowers communities to develop solutions which addresses their particular housing needs. This approach provides a framework for residents and communities to collaborate in the creation and revitalisation of new and existing neighbourhoods. The unique feature of Community-Led Housing is the empowerment of future residents to meaningfully participate in both the design and long-term management of their homes. Community-Led Housing is an umbrella term, encompassing a wide range of approaches, including cooperative housing, cohousing, Community Land Trusts (CLTs), and self-help housing. Although no two Community-Led Housing projects are the same, they all share a common goal of meeting specific local housing needs via collaboration, empowerment and mutual support. Community-Led Housing (CLH) is premised on the conviction that a house is not just a building, or an asset, it is a home: a place to live. SOA have released some very important publications on this topic which has led to recent amendments made to the Affordable Housing Bill. This will see community-led housing and community land trusts referenced in Irish legislation for the first time.”</i></p> <p>The rationale for such inclusion is that the Draft Galway County Development Plan 2022-2028 has no reference to community-led housing. It is considered that Galway County Council can take the lead and implement community-led solutions that can alleviate the housing crisis across the county. It is noted that it contributes to achieve Sustainable Development Goals 1, 3, 10, 11 and 17.</p>	<p>The Draft Galway County Development Plan 2022-2028 was prepared in accordance with the NPF and the RSES. The Draft Plan contains policy objectives that reflect compact growth and sustainable communities. The Housing Strategy and HNDA that accompanies the Draft Plan reflects the housing requirements for the county in the next 6 year period. There are policy objectives that support housing in <b>Chapter 2 Core Strategy, Settlement Strategy and Housing Strategy</b> and <b>Chapter 3 Placemaking, Regeneration and Urban Living</b>. These support the delivery of housing and housing tenure mix for settlements listed on the settlement hierarchy and rural countryside.</p> <p>The Draft Plan has been formulated with substantial input from stakeholders such as the Public Participation Network and communities across County Galway. Submissions and Observations have been given due consideration. The Council will continue to collaborate and liaise with members of the community and others in accordance with legislative requirements.</p>
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			<p><b>Chief Executive’s Recommendations:</b> No Change.</p>
<p><b>GLW-C10-695</b></p>	<p>Michael McArdle</p>	<p>A comprehensive submission has been made which relates to a number of issues throughout the Draft Galway County Development Plan 2022-2028. The submission suggests that the Draft Plan should actively support Common Land Trusts and related innovative housing practices. It is noted that this support would help the Council achieve its Core Strategy Policy Objectives contained in Section 2.3.14, and the policy objectives outlined in Section 2.5 Housing Strategy and Section 2.6 Specific Housing Needs.</p>	<p><b>Chief Executive’s Response:</b> The Draft Galway County Development Plan 2022-2028 was prepared in accordance with the NPF and the RSES. The Draft Plan contains policy objectives that reflect compact growth and sustainable communities. The Housing Strategy and HNDA that accompanies the Draft Plan reflects the housing requirements for the county in the next 6 year period. There are policy objectives that support housing in <b>Chapter 2 Core Strategy, Settlement Strategy and Housing Strategy</b> and <b>Chapter 3 Placemaking, Regeneration and Urban Living</b>. These support the delivery of housing and housing tenure mix for settlements listed on the settlement hierarchy and rural countryside.</p> <p>The Draft Plan has been formulated with substantial input from stakeholders such as the Public Participation Network and communities across County Galway. Submissions and Observations have been given due consideration. The Council will continue to collaborate and liaise with members of the community and others in accordance with legislative requirements.</p> <p><b>Chief Executive’s Recommendations:</b> No Change.</p>



<p><b>GLW-C10-746</b></p>	<p>Caroline Rowan</p>	<p>This submission notes that the County Development Plan should include a commitment from the Council to build affordable housing for those working and living in Galway.</p> <p>This submission suggests that the Council operate rent-to-buy schemes for those who wish to buy a home in Galway.</p>	<p><b>Chief Executive’s Response:</b> The contents of this submission have been noted. The Draft County Development Plan provides policy objectives which support the development of social and affordable housing. It is a priority of the Council to locate housing in existing settlements as a means to maximising a better quality of life for people through accessing services, ensuring a more efficient use of land and allowing for greater integration with existing infrastructure. Policy Objective <b>HS 2 Social and Affordable Housing</b> and <b>HS 5 Social Housing Stock</b> supports the provision and development of social and affordable housing.</p> <p><b>Chief Executive’s Recommendations:</b> No Change.</p>
<p><b>GLW-C10-685</b></p>	<p>Comhairle na nÓg / Youth Work Ireland</p>	<p>This submission relates to a number of chapters in the Draft Galway County Development Plan 2022-2028.</p> <p>The submission highlights the difficulties young people face in looking for accommodation to rent, and the concern felt by young people about meeting their housing needs in the future and the demand for increased provision of housing that is affordable and outside of larger built-up areas in an area of Comhairle’s choice.</p>	<p><b>Chief Executive’s Response:</b> The contents of this submission have been noted. The Council recognises the role of Comhairle Na nÓg, and the Department of Children and Youth Affairs (DCYA), in giving children and young people the opportunity to be involved in the development of local services and policies.</p> <p>The Draft County Development Plan provides policy objectives which support the development of social and affordable housing. It is a priority of the Council to locate housing in existing settlements as a means to maximising a better quality of life for people through accessing services, ensuring a more efficient use of land and allowing for greater integration with existing infrastructure. Policy Objective <b>HS 2 Social</b></p>

		<p>The submission advocates for better accessibility to electric car charging points. It is recommended that e-charging points are provided for e-bikes.</p> <p>The submission supports the proposals under Policy Objective GBW 1, particularly the Tuam-Athenry Greenway. The submission supports improvements to public spaces and tourism amenities and feels they will act as economic drivers for tourism as well as improved quality of life.</p>	<p><b>and Affordable Housing</b> and <b>HS 5 Social Housing Stock</b> supports the provision and development of social and affordable housing.</p> <p>The Draft County Development Plan supports the provision of electric vehicles as a more sustainable low carbon option to conventional motor vehicle. <b>Policy Objective EV 1 Electric Vehicles Charging Infrastructure</b> supports the roll-out of additional charging points at appropriate locations.</p> <p>The submission in relation to Chapter 8 Tourism and Landscape has been noted.</p> <p><b>Chief Executive’s Recommendations:</b> No Change.</p>
<b>GLW-C10-583</b>	Kay McCormack	<p>This submission raises concern regarding the volume of housing that is to be applied to Garraun. The submission suggests that the density of development proposed will require high-rise housing which is not in keeping with the character of the area. The submission notes that services such as footpaths and cycling paths are not in place. It is noted that frequent rail service and additional stops along the line to access Oranmore/Athenry are needed. The submission raises the issue of flooding and the impact of development of wildlife in the area.</p>	<p><b>Chief Executive’s Response:</b> Garraun is identified as a future growth area within the Metropolitan Area Strategic Plan (MASP). The development around Garraun will be based on the premise of sustainable transport and the existing train station. A central theme from the NPF espouses compact growth and it is considered that the plans for Garraun will have these principles enshrined in the future growth of this area.</p> <p><b>Chief Executive’s Recommendations:</b> No Change.</p>

<p><b>GLW- C10-466</b></p>	<p>MÓR Action</p>	<p>A comprehensive and detailed submission has been made by MÓR Action which outlines the background of the group and raises a number of issues such as culture and community; sustainable mobility; town centre public realm; Rinvilla park as a special area for recreation; and biodiversity. The submission contains a number of charts outlining public amenities that the residents of Oranmore would like to see developed. The submission reviews the Draft Galway County Development Plan 2022-2028 and outlines items which they believe should be included in the plan. The submission states that the extension of the Oranmore settlement boundary to the south contradicts the SEA report and no mitigation measures have been proposed for the effects. The submission further notes that the benefits of zoning this land Residential Phase 1 on the local and wider community have not been detailed in the plan. Future development of this land must be of exceptional quality and ensure there are no impacts on the environmental components listed in the SEA Environmental Report.</p> <p>There are detailed submissions outlined relevant for various chapters and volumes of the Draft Galway County Development Plan where a number of issues were raised.</p> <p>In summary, the submission makes the following suggestions:</p> <ul style="list-style-type: none"> <li>- The settlement boundaries for Oranmore and Garraun are merged and considered as a whole. The submission suggests that there has been no assessment or evidence on the potential impact of the Garraun development on Oranmore.</li> </ul>	<p><b>Chief Executive’s Response:</b></p> <p>Noted. The contents of this submission have been noted by the Planning Authority. The Draft Galway County Development Plan 2022-2028 is a land-use plan which provides supporting policy objectives for the issues outlined in this submission. The plan does not prohibit the proposals outlined in the submission.</p> <p>Oranmore Settlement Plan and the Garraun Urban Framework Plan have been prepared concurrently and are informed by one another. The policy objectives for each settlement have been prepared with strong consideration of the other. The Planning Authority consider that both the Settlement Plan and Urban Framework Plan compliment and support each other. Both settlements are located within the MASP.</p>
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		<ul style="list-style-type: none"> <li>- A full Transport Plan is delivered as part of the Oranmore and Garraun MASPs.</li> <li>- Land use zoning of ecological and green corridors outside of the settlement boundaries is essential.</li> <li>- The MASP boundary should include Renville and Maree.</li> <li>- Land use zoning requirements should be set and be specific to the zoned land parcel and include objectives that deliver infrastructure and amenities for cumulative existing and future development.</li> <li>- Delivery of safe segregated cycle and walking routes within Oranmore and to Renville and Galway City is a priority under the National Transport Strategy and should similarly be prioritised in the County Development Plan.</li> <li>- Public realm improvements required in Oranmore.</li> <li>- Specific objectives are sought to encourage the re-use of derelict and vacant buildings, and use of upper floors.</li> </ul> <p>It is requested that the location, condition and ecosystem services provided by ecological corridors, green infrastructure, bat activity and habitat, wetland sites, hedgerows and natural boundaries, are mapped and understood.</p>	<p>The policy objectives outlined in <b>Chapter 6 Transport and Movement</b> of the Draft County Development Plan support the proposals for traffic management within town centres. It is noted that the Galway County Transport and Planning Strategy (GCTPS) has been prepared to be compatible/compliment the Galway Transport Strategy, in particular in regard to the metropolitan (MASP) areas which border the Galway City administrative area. The strategy includes traffic management; giving priority to walking, cycling and bus movements; modifications to the traffic network; management of parking activities and heavy goods vehicles; improvements to the public realm and use of ‘smarter mobility’.</p> <p>The specific policy objectives outlined for Oranmore promote the development of the Town Centre which would result in an overall improvement to the public realm, as outlined in <b>Policy Objective OMSP 2 Sustainable Town Centre</b> and <b>OMSP 11 Open Space</b>.</p> <p><b>Chapter 10 Natural Heritage, Biodiversity and Green/Blue Infrastructure</b> includes <b>Policy Objectives NHB 1</b> through to <b>NHB 11</b> which outline policy for habitats and species, including the protection of bats and bat habitats and ecological corridors. <b>Policy Objective GBI 1 New Developments</b> and <b>GBI 2 Green/Blue Infrastructure Network</b> also relate to the network of green infrastructure in the County.</p>
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		<p>In relation to <b>Chapter 2 Core Strategy, Settlement Strategy and Housing Strategy</b>, the submission states that there is no definition as to what classifies as an infill site, and infill sites are referenced multiple times throughout the plan document. This is critical as infill sites appear to be critical to achieve compact growth for Baile Chláir, Bearna and Oranmore. The submission states that if infill sites are not managed appropriately there would be a deficit of amenities and recreational space within walking distance of the more densely populated area, or an infill sites will be harder to develop resulting in greater suburban sprawl and more reliance on car travel. If there is a 30% increase in existing footprint of the area, then there must be a proportionate development of recreational amenities.</p> <p>The submission believes that the plan should include specific plans for rail, light rail, bus and cycle infrastructure to support this population growth and address congestion. The submission states that it is critical that there are commitments from 3<sup>rd</sup> parties who will be responsible for delivering infrastructure and services. The submission believes it is necessary for the plan to identify how amenities and infrastructure will be delivered for estates and roads not taken in charge.</p> <p>Oranmore is within the top tier of the settlement hierarchy and the submission notes that large scale development and</p>	<p>The Planning Authority notes that ‘Infill Sites’ are described under Section 3.7.1 Infill Sites in the Draft Galway County Development Plan 2022-2028. It should also be noted that Town Centre/Infill Residential supports primarily residential development. Land Use Matrix Table amended.</p> <p>There are a number of policy objectives which support sustainable transport modes in <b>Chapter 6 Transport and Movement</b>.</p> <p>At this stage of the plan making process, the Draft Plan supports public transport such as in Section 6.5.2.4 Public Transport, and the policies and objectives contained in the Galway County Transport &amp; Planning Strategy promote public transport. However, a number of other stakeholders would need to be consulted in relation to light rail provision, and it would be outside the remit of the development plan to specify such a study to be undertaken without consultation with said stakeholders.</p> <p>Policy Objective <b>OSMP 1 Sustainable Residential Development</b> contained in Section 2.11 Metropolitan</p>
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		<p>high density must be supported by high quality, high volume, mass transport infrastructure to avoid mass car congestion.</p> <p>The submission seeks clarification on what the higher density sought under the Settlement Hierarchy means in practical terms and what criteria the Council will use to guide developers and make decisions on applications for high density development.</p> <p>It is stated that the SFRA does not use the latest coastal flood risk projections from the ICWWS 2018 study to define flood zones for present day or coastal flood risk, and that the Garraun zoning map has not been subject to a level 2 SFRA to consider flood risk to the proposed zoning, resilience and adaptation to climate change. The submission raises concern regarding traffic impacts and the wildlife park for Garraun. Provision of walking/cycling infrastructure and provision of public amenities is questioned.</p> <p>The submission questions how the economic/employment corridors would be supported in terms of transport infrastructure. It is questioned whether the Council is in a position to deliver sustainable mobility plans.</p>	<p>Settlement Oranmore of the MASP promotes the provision of public transport facilities complementary to sustainable residential communities. Section 2.14.3 Transportation Infrastructure and Movement addresses transportation in Oranmore.</p> <p>The OPR Recommendation No.2 has resulted in a number of subsequent changes to density. The density around Garraun will generally be in the region 35/ha however, in some instances there will be higher densities particularly around the existing train station.</p> <p>Climate change and coastal change have been considered in the preparation of the Garraun zoning map, and were informed by both the SFRA and the Draft County Development Plan. There are a suite of policy objectives in <b>Chapter 14 Climate Change, Energy and Renewable Resource</b>.</p> <p>The SFRA GIS layers, including those relating to predictive indicators and Future Scenario mapping, will be made available for use in assessing individual planning applications as part of the Council's development management functions.</p> <p>As noted in Section 5.7.1 of the Draft Galway County Development Plan 2022-2028, the alignment of the Strategic Economic Corridor is based around that of the Galway to Dublin rail line and the M6 road</p>
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		<p>The submission questions what incentives will be provided for employers to allow staggered/remote working to help reduce traffic congestion at peak times, or what agreements are in place with 3<sup>rd</sup> parties if the Council cannot deliver this.</p>	<p>corridor. The area has a high concentration of established and valuable infrastructure.</p> <p>The provision of incentives to employers is not within the remit of the Draft County Development Plan.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
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**Chief Executive's Report  
on Submissions received on the Draft Galway County Development Plan  
2022 - 2028**

# **Submissions received on Chapter 3: Placemaking, Regeneration and Urban Living**



Portal No.	Submission Name	Summary of Issues Raised in Submission	Chief Executive's Response
GLW-C10-1323	Cllr. Donagh Mark Killillea	<p><b>Chapter 3 Placemaking, Regeneration and Urban Living.</b></p> <p><b>PM 2 Regeneration</b> To prioritise projects and proposals which will result in both social and economic rejuvenation and regeneration within towns and villages. The Council will leverage the variety of funds available including LIHAF, Urban and Rural Regeneration and Development Funds, Climate Activation Fund and Disruptive Technologies Fund in pursuance of this objective. <b>The use of compulsory purchase order will be used where deemed necessary to regenerate.</b></p> <p><b>PM 9 Vitality in Towns and Villages</b> (a) To provide an appropriate mix of uses and densities in settlements that are responsive to the needs of people and market demand to support delivery of sustainable, viable and thriving walking neighbourhoods; (b) To encourage a greater usage of backland areas and to promote the redevelopment of sites in the town or village centre where development will positively contribute to the commercial and residential vitality of the town or village settlement. <b>The use of compulsory purchase order will be used where deemed necessary to regenerate.</b></p> <p><b>3.6 Compact Growth and Regeneration</b> Compact Growth is set out as the first NSO in the NPF. It calls for the sustainable growth of towns and villages as a means to add value and create more attractive places</p>	<p><b>Chief Executive's Response:</b></p> <p>The compulsory purchase order process does not fall within the remit of the County Development Plan. The compulsory purchase of lands is a separate process, and it is considered inappropriate to include the additional requested wording to Policy Objective <b>PM 2 Regeneration</b>.</p> <p>The compulsory purchase order process does not fall within the remit of the County Development Plan. The compulsory purchase of lands is a separate process, and it is considered inappropriate to include the additional requested wording to Policy Objective <b>PM 9 Vitality in Towns and Villages</b>.</p>

	<p>for people to live and work. Compact growth can only be delivered where there is a streamlined and co-ordinated approach to development. Enabling infrastructure, services and supporting amenities must be delivered alongside compact growth in our towns and villages.</p> <p>There is a renewed emphasis on regeneration which requires a proactive approach to address adverse effects on amenity. The purpose of regeneration is to improve quality of place. Regeneration can be delivered in tandem with good placemaking and quality design. A range of measures have been put in place to address regeneration in our towns and villages. These include funding along with the Vacant and Derelict Site Registers which aim to encourage and deliver regeneration and sustainable development. The smaller rural villages will also be required to consider the aspirations of compact growth and regeneration within an appropriate scale.</p> <p><i>Chapter 4 Rural Living and Development</i> provides further guidance and detail relating to these locations. <b>The use of compulsory purchase order will be used where deemed necessary to regenerate.</b></p> <p><b>3.6.1 Vacant Sites</b></p> <p>The provision of the Vacant Site Levy (VSL) is set out within the Urban Regeneration and Housing Act 2015 which aims to incentivise the development of vacant or idle sites in certain residential and regeneration land in towns and villages. The Council has adopted a strategy of active land management in this regard and detailed guidance on appropriate development is set out in this chapter and in <i>Chapter 15 Development Management Standards</i> to incentivise development in appropriate</p>	<p>The compulsory purchase order process does not fall within the remit of the County Development Plan. The compulsory purchase of lands is a separate process, and it is considered inappropriate to include the additional requested wording to Section <b>3.6 Compact Growth and Regeneration.</b></p> <p>The compulsory purchase order process does not fall within the remit of the County Development Plan. The compulsory purchase of lands is a separate process, and it is considered inappropriate to include the additional requested wording to Section <b>3.6.1 Vacant Sites.</b></p>
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		<p>locations. The purpose of the Levy is to assist in delivering compact growth and the regeneration of under-utilised lands, which should assist in meeting the housing need requirements of the county.</p> <p>The Council will deliver the aspirations of the VSL through the identification of eligible sites for entry onto the Vacant Site Register in accordance with the criteria set out in the Act. <b>The use of compulsory purchase order will be used where deemed necessary.</b></p> <p><b>3.6.2 Derelict Sites</b></p> <p>The Derelict Site Act 1990 (as amended) requires owners or occupiers of any land to take reasonable steps to ensure the land and any structure within, does not become or continue to be a derelict site. Derelict sites include buildings or land that are detracting from the amenity, character or appearance of land in the neighbourhood of the land. It is considered that the implementation of the Derelict Sites Act will assist in the preservation of amenity in our towns and villages. <b>The use of compulsory purchase order will be used where deemed necessary.</b></p> <p><b>3.6.9 Funding</b></p> <p><b>CGR 2 Regeneration</b></p> <p>To promote the redevelopment and renewal of areas in towns and villages that are in need of regeneration. <b>The use of compulsory purchase order will be used where deemed necessary to regenerate.</b></p>	<p>The compulsory purchase order process does not fall within the remit of the County Development Plan. The compulsory purchase of lands is a separate process, and it is considered inappropriate to include the additional requested wording to Section <b>3.6.2 Derelict Sites</b>.</p> <p>The compulsory purchase order process does not fall within the remit of the County Development Plan. The compulsory purchase of lands is a separate process, and it is considered inappropriate to include the additional requested wording to Policy Objective <b>CGR 2 Regeneration</b>.</p>
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		<p><b>CGR 4 Derelict Sites</b> To implement the provisions of the Derelict Sites Act and encourage and facilitate the redevelopment of derelict sites to bring them back into productive use and address environmental and visual amenity concerns. <b>The use of compulsory purchase order will be used where deemed necessary.</b></p> <p><b>CGR 8 Town and Village Centre</b> To encourage and support a range of appropriate uses in town and village centres that will assist in the regeneration and reuse of vacant and under-utilised buildings and land and will re-energise the town and village centres, subject to a high standard of development being achieved. <b>The use of compulsory purchase order will be used where deemed necessary to regenerate.</b></p> <p><b>3.7.6 Sub-Division of a Dwelling</b></p> <p><b>UL 4 Unfinished Housing Estates</b> In order to address housing supply, public safety and environmental improvement within unfinished housing estates, the Council will continue to work with developers and residents of private residential developments where possible. <b>Developers will no longer be able to construct or apply for planning until all previous housing projects are completed to a taking in charge standard.</b></p>	<p>The compulsory purchase order process does not fall within the remit of the County Development Plan. The compulsory purchase of lands is a separate process, and it is considered inappropriate to include the additional requested wording to Policy Objective <b>CGR 4 Derelict Sites</b>.</p> <p>The compulsory purchase order process does not fall within the remit of the County Development Plan. The compulsory purchase of lands is a separate process, and it is considered inappropriate to include the additional requested wording to Policy Objective <b>CGR 8 Town and Village Centre</b>.</p> <p>The additional text as requested does not fall within the remit of the County Development Plan. It is considered inappropriate to include the additional requested wording to Policy Objective <b>UL 4 Unfinished Housing Estates</b>.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
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<p><b>GLW-C10-783</b></p>	<p>SEAI Sustainable Energy Communities Programme Galway</p>	<p>This submission has requested that community led housing solutions be developed to address their particular housing need.</p> <p>This submission noted that it would welcome to see provision for a town park in each small settlement in County Galway. It is noted that this aligns with SDG’s 3, 13 and 15 and the Our Rural Future: Rural Development Policy 2021-2025.</p> <p>It is requested that Policy <b>PM 2 Regeneration</b> in <b>Chapter 3 Placemaking, Regeneration and Urban Living</b> should recognise and support the importance of citizen-led and social financing opportunities.</p>	<p><b>Chief Executive’s Response:</b> The Draft Galway County Development Plan 2022-2028 was prepared in accordance with the NPF and the RSES. The Draft Plan contains policy objectives that reflect compact growth and sustainable communities. The Housing Strategy and HNDAs that accompany the Draft Plan reflect the housing requirements for the county in the next 6 year period. There are policy objectives that support housing in <b>Chapter 2 Core Strategy, Settlement Strategy and Housing Strategy</b> and <b>Chapter 3 Placemaking, Regeneration and Urban Living</b>. These support the delivery of housing and housing tenure mix for settlements listed on the settlement hierarchy and rural countryside.</p> <p>The Planning Authority welcome the provision of parks for every settlement. The Plan includes a number of Policy Objectives which would support public parks including Policy Objective <b>SRA 4 Passive and Active Open Space</b>.</p> <p>The Planning Authority welcome the content of the submission with regard to the importance of citizen-led and social financing opportunities. The Planning Authority will continue to work with all stakeholders and support initiatives which will result in both social and economic rejuvenation and regeneration within towns and villages.</p> <p><b>Chief Executive’s Recommendation:</b> No Change.</p>
<p><b>GLW-C10-752</b></p>	<p>Seán O Keefe</p>	<p><b>Chapter 3 Placemaking, Regeneration and Urban Living</b> This submission notes that many towns and villages in County Galway contain unoccupied buildings located</p>	<p><b>Chief Executive’s Response:</b> The Planning Authority actively support development proposals which enhance or upgrade existing derelict</p>

		<p>near services. It is recommended that Galway County Council address this by:</p> <ul style="list-style-type: none"> <li>• The implementation of the Derelict Buildings Act</li> <li>• The repurposing of abandoned commercial premises as residential property</li> <li>• The implementation of existing legislation on short term rentals as it is considered that they are negatively impacting upon the ability of young workers to embark on long-term renting.</li> </ul>	<p>structures in our towns and villages. The Planning Authority note the comments with respect to the Derelict Sites Act and acknowledge this is one of many options which can be utilised to address dereliction.</p> <p>The repurposing of abandoned commercial premises as residential property would be welcomed by the Planning Authority.</p> <p>The Planning Authority are actively monitoring short terms rentals and implementing existing legislation in this regard.</p> <p><b>Chief Executive’s Recommendation:</b> No Change.</p>
<b>GLW-C10-592</b>	Liam Loughrey Chartered Engineer on behalf of Ballinasloe Fair & Festival Committee	<p>This submission requests that the County Development Plan includes a statement of intent to erect “A Horse Monument”, with corresponding information on a plaque, on the site of the Fair Green in Ballinasloe to commemorate the 300<sup>th</sup> year of the Ballinasloe Horse Fair. It is considered that it would mark a historic event and contribute to the cultural heritage of Ballinasloe.</p>	<p><b>Chief Executive’s Response:</b> The content of the submission specifically relates to Ballinasloe. It is considered that the requested statement of intent would be more appropriate to be addressed within the review of the Ballinasloe Local Area Plan.</p> <p><b>Chief Executives Recommendation:</b> No Change.</p>
<b>GLW-C10-400</b>	Áine Ní Chonchubhair	<p><b>Chapter 3 Placemaking, Regeneration and Urban Living</b> This submission relates to Section 3.6.2. It is stated that only 2 sentences are mentioned in this section yet there is a severe housing crisis in the County. It is recommended that the Derelict Buildings Act is put into action immediately. It is further recommended that changes of use are permitted for commercial buildings to residential use to provide housing.</p>	<p><b>Chief Executive’s Response:</b> It is assumed the submission is referring to the Derelict Sites Act 1990. There are a number of mechanisms which can be utilised to address Derelict Sites and Vacant land which do not need to be specifically detailed within the County Development Plan. With respect to changes of use for commercial buildings to residential use any such change of use would have the benefit of applying for planning permission or alternatively applying for a Section 5</p>

			<p>Declaration should the proposal be considered to be exempt from requiring planning permission.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-775</b>	Amicitia Health & Social Care CLG	<p>This comprehensive submission recommends a fully citizen-led approach to environmental action. It is noted that there are references to this approach in the Draft Plan however, it is suggested that this approach comes from the community level up.</p> <p><b>Chapter 3 Placemaking, Regeneration &amp; Urban Living</b> This submission welcomes Policy Objective PM2 Regeneration however, it recommends that the Development Plan should also recognise and support the importance of citizen-led and social financing opportunities. It is recommended that the Draft Plan include an amendment:</p> <ul style="list-style-type: none"> <li>• To support new and innovative social finance initiatives to give power to local communities and citizen-led action:</li> <li>• A Participatory Budget Initiative (South Dublin County Council did same in 2017)</li> <li>• Including Community Shares as a way to raise money by offering communities a chance to own shares in a local organisation.</li> <li>• To provide for community rights to buy abandoned, neglected or detrimental land (Came into force in Scotland in June 2018). This submission notes that this goes beyond the remit of Galway County Council, but it is included to highlight the depth of change that it considers</li> </ul>	<p><b>Chief Executive's Response:</b></p> <p>The Planning Authority welcome the content of the submission with regard to the importance of citizen-led and social financing opportunities. The Planning Authority will continue to work with all stakeholders and support initiatives which will result in both social and economic rejuvenation and regeneration within towns and villages.</p>

		<p>is necessary to achieve whole-scale sustainable development.</p> <p>The rationale stated for such amendments is that relying solely on external funding from central government can delay regeneration and placemaking efforts across the county. It is considered that taking a citizen-led approach to financing and public participation can open up new opportunities and actively involve citizens in the process of building communities.</p>	<p><b>Chief Executive's Recommendation:</b> No Change.</p>
<p><b>GLW-C10-466</b></p>	<p>MÓR Action</p>	<p>This comprehensive submission relates to the Maree-Oranmore area. It is noted, in the form of a question, in relation to Policy Objective <b>PM 1 Placemaking</b>, that there is no mention of pedestrian and cycle connections and safe, segregated cycling lanes to Parkmore.</p> <p><b>Cycling</b> Part 1 of this submission recommends the implementation of segregated cycle lanes to encourage more cyclists in Oranmore.</p> <p>It suggests that there should be an active travel solution for all paths and cycleways for the duration of the County Development Plan and not just standalone projects. It also suggests the implementation of safe and segregated cycle routes and walking routes within Oranmore and Rinville to extend to Galway City.</p>	<p><b>Chief Executive's Response:</b> The Planning Authority note the content of the submission and can confirm that there are a suite of Walking and Cycling Policy Objectives contained in <b>Chapter 6 Transport &amp; Movement</b> which support pedestrian and cycle connections and safe segregated cycling lanes throughout the county.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>





**Chief Executive's Report  
on Submissions received on the Draft Galway County Development Plan  
2022 - 2028**

## **Submissions received on Chapter 4: Rural Living and Development**

Portal No.	Submission Name	Summary of Issues Raised in Submission	Chief Executive's Response
<b>GLW-C10-1298</b>	Cllr. Connolly et.al	It is proposed that the current GTPS East of the County becomes the new GCTPS.	<p><b>Chief Executive's Response:</b> As per OPR Recommendation No.9 there was a further analysis of the rural typologies map in respect of the area to the east of the county. An analysis of the ED's were undertaken and areas between the Draft GCTPS boundary and Ballinasloe, and it was noted that there are ED's with greater than 15% of population commuting outwards of these ED's. Therefore, as per OPR Recommendation this was reflected on the Rural Typologies Map.</p> <p><b>Chief Executive's Recommendation:</b> See OPR Recommendation No.9</p>
<b>GLW-C10-1128</b>	Cllr. Dr. EF Parsons	It is proposed that the current GTPS East of the County becomes the new GCTPS.	<p><b>Chief Executive's Response:</b> As per OPR Recommendation No.9 there was a further analysis of the rural typologies map in respect of the area to the east of the county. An analysis of the EDs were undertaken and areas between the Draft GCTPS boundary and Ballinasloe, and it was noted that there are EDs with greater than 15% of population commuting outwards of these ED's. Therefore, as per OPR Recommendation this was reflected on the Rural Typologies Map.</p> <p><b>Chief Executive's Recommendation:</b> See OPR Recommendation No.9</p>

<p><b>GLW-C10-1324</b></p>	<p>Cllr. Mary Hoade</p>	<p>It is proposed that the GTPS boundary that is in the current CDP 2015-2021 would be retained and carried forward in the CDP 2022 - 2028.</p>	<p><b>Chief Executive’s Response:</b> As per OPR Recommendation No.9 there was a further analysis of the rural typologies map in respect of the area to the east of the county. An analysis of the EDs were undertaken and areas between the Draft GCTPS boundary and Ballinasloe, and it was noted that there are ED’s with greater than 15% of population commuting outwards of these ED’s. Therefore, as per OPR Recommendation this was reflected on the Rural Typologies Map.</p> <p><b>Chief Executive’s Recommendation:</b> See OPR Recommendation No.9</p>
<p><b>GLW-C10-1377</b></p>	<p>Cllr. Joe Byrne</p>	<p><b>Section 4.5.2.3 Open Countryside</b></p> <p><b>RC 5 Rural Clustering on un-serviced lands in Villages</b></p> <ul style="list-style-type: none"> <li>Clarify how many clusters of 5 or less houses will be permitted in a village, separation distance etc;</li> </ul> <p>It is important that policy objective <b>RC7 Guidelines for Cluster Housing Schemes in Villages</b> be prepared in advance of final CDP approval.</p> <p><b>Section 4.6 Housing Strategy in the Open Countryside</b> <b>RH 1 Rural Housing Zone 1(Rural Metropolitan Area)</b></p>	<p><b>Chief Executive’s Response:</b></p> <p><b>Chapter 4 Rural Living and Development</b> contains policies/objectives in relation to clusters of 5 houses or less. It is considered that the spirit of the policy objective is to promote clustering of five houses or less in un-serviced villages.</p> <p>It is the intention of the Local Authority that the Guidelines referred to in relation to Cluster Housing Schemes will be prepared in the lifetime of the Development Plan.</p>

		<p>It is policy objective to facilitate rural housing in this Rural Metropolitan Area subject to the following criteria: Those applicants with long standing demonstrable economic and/or social Rural Links* to the area through existing and immediate family ties, seeking to develop their first home on <del>the existing family farm holdings</del> <b>family owned lands</b>—Documentary evidence shall be submitted to the Planning Authority to justify the proposed development and will be assessed on a case by case basis. An Enurement condition shall apply for a period of 7 years, after the date that the house is first occupied by the person or persons to whom the enurement clause applies.</p> <p><b>RH 2 Rural Housing Zone 2 (Rural Area Under Strong Urban Pressure-GCTPS-Outside Rural Metropolitan Area Zone 1)</b></p> <p>It is policy objective to facilitate rural housing in this rural area under strong urban pressure subject to the following criteria:</p> <p>1(a). Those applicants with long standing <del>demonstrable economic and/or social Rural Links</del> <b>demonstrable Economic or social rural link*</b> to the area through existing and immediate family ties seeking to develop their first home on the existing family farm holding. Documentary evidence shall be submitted to the Planning Authority to justify the proposed development and will be assessed on a case by case basis.</p>	<p>The proposed amendments and additional text are considered to be contrary to National Policy Objective 15 and 19 of the NPF, and Recommendation No.10 of the OPR.</p> <p>The proposed amendments and additional text are contrary to National Policy Objective 15 and 19 of the NPF, and Recommendation No.10 of the OPR.</p>
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		<p>OR</p> <p>1(b). Those applicants who have no family lands but who wish to build their first home within the community in which they have long standing demonstrable economic and or social Rural links* and where they have spent a substantial, continuous part of their lives i.e. have grown up in the area, schooled in the area and have immediate family connections in the area e.g. son or daughter of longstanding residents of the area. Having established a Substantiated Rural Housing Need*, such persons making an application on a site within a 8km radius of their original family home will be accommodated, subject to normal development management criteria. Documentary evidence shall be submitted to the Planning Authority to justify the proposed development and will be assessed on a case by case basis. OR</p> <p>1(c). Those applicants who can satisfy to the Planning Authority that they are functionally dependent in relation to demonstrable economic need on the immediate rural areas in which they are seeking to develop a single house as their principal family Residence in the countryside. Documentary evidence shall be submitted to the Planning Authority to justify the proposed development and will be assessed on a case by case basis.</p> <p>OR</p>	
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	<p>1(d). <del>Those applicants who lived for substantial periods of their lives in the rural area, then moved away</del> Any returning emigrant, who has attended primary national school in the area and who now wish to return and build their first house as their permanent residence, in this local area. Documentary evidence shall be submitted to the Planning Authority to illustrate their links to the area in order to justify the proposed development and it will be assessed on a case-by-case basis.</p> <p>Land Use Zoning Objective GCMA1 Residential Development is referenced in relation to single house developments for family members on family-owned lands. It is stated that this should be applicable to all areas within the MASP.</p> <p><b>RH 14 Linear Development</b> Discourage the extension of linear development (defined as five or more houses <del>alongside 250 meters of road frontage</del>). Exemption will apply if the applicant can demonstrate that the site is the only land available in the family holding, and also include for nephew or niece, grandchild. The Council will assess whether a given proposal will exacerbate such linear development, having regard to the site context.</p> <p><b>RH 15 Backland Development in the open countryside</b></p>	<p>The proposed amendments and additional text are considered to be contrary to National Policy Objective 15 and 19 of the NPF, and Recommendation No.10 of the OPR</p> <p>It is unclear from the submission the change in policy objective that is sought.</p> <p>It is not considered appropriate to include the wording as proposed as it would result in ambiguity and could contribute to the exacerbation of linear development within the open countryside.</p>
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		<p>proposed access including an assessment of the scope for sharing an access and/or achieving access onto an alternative minor road which will be the preferred option. An Enurement condition will be attached to grants of planning permission for the above.</p> <p><b>Rural Development Policy Objectives</b>  <b>RD 1 Rural Enterprise Potential</b>  To facilitate the development of the rural economy through supporting a sustainable and economically efficient agriculture and food industry, together with forestry, fishing and aquaculture, energy and extractive industries, the bio-economy and diversification into alternative on-farm and off-farm activities, while at the same time noting the importance of maintaining and protecting the natural landscape and built heritage which are vital to rural tourism. <b>Development of Cafes, Art Galleries, Hot Desk Facilities etc which are important for the rural economy and remote working.</b></p> <p><b>RD 4 Remote Working</b>  To support remote working in the rural area, at an appropriate scale, for enterprise/businesses that do not require visiting members of the public, subject to normal planning considerations.</p>	<p>widening of the criteria serves to allow more development along such roads and compromises the investment afforded to the upkeep and maintenance of such routes. The OPR in their submission has recommended amendments to <b>RH17 Direct Access onto Restricted Regional Roads</b>. Please see response to OPR Recommendation No.17.</p> <p>It is considered that the additional wording is not required as the spirit of the policy objective is to support rural enterprises. The categories listed would lead to ambiguity in relation to the policy objective and it is therefore considered that the additional wording is not required.</p> <p>It is considered that the spirit of remote working is to support the new concept that has evolved in the last year. It is considered appropriate to restrict the level of vehicular traffic and trips generated so as to protect the amenity of adjoining residential properties. Therefore, the wording as proposed to be deleted should not be removed.</p> <p><b>Chief Executive's Recommendation:</b>  Please see OPR Recommendation No 14,15 &amp; 17.</p>
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<p><b>GLW-C10-233</b></p>	<p>Cllr. Jim Cuddy</p>	<p><b>Definitions for Housing Need:</b></p> <p>If a planning applicant can satisfy the Planning Authority that they have lived for a minimum of 15 years in the rural area, or have children attending the local school and are active in the various community organisations that such applicant would be regarded as being local. Otherwise a person moving to a rural area would never be regarded by the planning authority as being local no matter how long they have lived or worked in the area.</p> <p><b>Persons wishing to build their first family home on their family farm.</b></p> <p>Members of the farm family wishing to build their first family home on the family farmlands should be facilitated. This would provide both social and economic benefits to their area. As there are now very few full time farmers an applicant seeking planning permission on their farm family lands where they grew up should be facilitated to live in their local area. This would also facilitate those now working from home and could only be good for their quality of life and help the environment.</p>	<p><b>Chief Executive's Response:</b></p> <p>The proposed amendments and additional text are contrary to National Policy Objective 15 and 19 of the NPF, and Recommendation No.10 of the OPR.</p> <p>The proposed amendments and additional text are contrary to National Policy Objective 15 and 19 of the NPF, and Recommendation No.10 of the OPR.</p> <p><b>Chief Executive's Recommendation:</b> Recommendation No.10 of the OPR.</p>
<p><b>GLW-C10-1810</b></p>	<p>Cllr. Geraldine Donohue</p>	<p>The following text is recommended:</p> <p><b>RH 17 Direct Access onto Restricted Regional Roads</b></p>	<p><b>Chief Executive's Response:</b></p>

		<p><del>Proposed access onto any restricted Regional Road outside the 50-60kmp speed zones shall be restricted to members of the farm family on the family holding and must be accompanied by a justification for the proposed access including an assessment of the scope for sharing an access and/or achieving access onto an alternative minor road which will be the preferred option. An Enurement condition will be attached to grants of planning permission for the above.</del></p> <p><b>RH 17 Direct Access onto Restricted Regional Roads</b></p> <p><b>Propose access on to Restricted Road should be restricted to immediate family members wishing to build a first family home on family lands, where there is no other family lands available. Planning should be subject to site suitability and other technical requirements.</b></p>	<p>Significant resources have been expended on the Regional Roads and they provide essential linkages between our towns and villages. These restricted regional roads are required to be protected and safety is paramount thus the need for restrict additional accesses along such roads. The widening of the criteria serves to allow more development along such roads and compromises the investment afforded to the upkeep and maintenance of such routes. The OPR in their submission has recommended amendments to <b>RH17 Direct Access onto Restricted Regional Roads</b>. Please see response to OPR Recommendation No.17.</p> <p><b>Chief Executive's Recommendation:</b> Please see OPR Recommendation No.17</p>
<p><b>GLW-C10-1827</b></p>	<p>Cllr. Mary Hoade</p>	<p>The following text is recommended:</p> <p><b><del>RH 1 Rural Housing Zone 1(Rural Metropolitan Area)</del></b></p> <p><del>It is policy objective to facilitate rural housing in this Rural Metropolitan Area subject to the following criteria: Those applicants with long standing demonstrable economic and/or social Rural Links* to the area through existing and immediate family ties, seeking to develop their first home on the existing family farm holdings. Documentary evidence shall be submitted to the Planning Authority to justify the proposed development</del></p>	<p><b>Chief Executive's Response:</b></p>

		<p><del>and will be assessed on a case by case basis. An Enurement condition shall apply for a period of 7 years, after the date that the house is first occupied by the person or persons to whom the enurement clause applies.</del></p> <p><b>Rural Housing Zone 1 (Rural Metropolitan area)</b></p> <p>It is a policy objective to facilitate new one-off rural housing in this rural metropolitan area subject to the following criteria.</p> <p>Applicants who have long standing demonstrable economic and /or social Rural Links to the area, i.e who have grown up in the area, schooled in the area or who have spent a substantial continuous part of the lives in the area and /or have or have had, immediate family connections in the area. e.g Son/Daughter of long-standing residents of the area seeking to develop their first home with the Rural Metropolitan Area.</p> <p>Applicants will be requested to establish a substantiated Rural Housing Need and only this category of person will be allowed to construct a dwelling on a green field site in these areas. To have lived in the area for 10 year or more is to be recognised as a substantial continuous part of life and also as the minimum period required to be long standing residents of the area.</p>	<p>The proposed amendments and additional text are considered to be contrary to National Policy Objective 15 and 19 of the NPF, and Recommendation No.10 of the OPR.</p>
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		<p>Documentary evidence shall be submitted to planning authority to justify the proposed development and will be assessed on a case-by-case basis.</p> <p>An Enurement condition shall apply for a period of seven years after the date new house is first occupied by the person or persons to whom the clause applies.</p>	<p><b>Chief Executive's Recommendation:</b> Please see OPR Recommendation No.10.</p>
GLW-C10-1368	Cllr. Martina Kinane	<p>It is suggested that there would be reference to the Flemish Decree.</p> <p><b>RH 1 Rural Housing Zone 1(Rural Metropolitan Area)</b></p> <p><del>It is policy objective to facilitate rural housing in this Rural Metropolitan Area subject to the following criteria:</del></p> <p><del>Those applicants with long standing demonstrable economic and/or social Rural Links* to the area through existing and immediate family ties, seeking to develop their first home on the existing family farm holdings. Documentary evidence shall be submitted to the Planning Authority to justify the proposed development and will be assessed on a case by case basis. An Enurement condition shall apply for a period of 7 years, after the date that the house is first occupied by the person or persons to whom the enurement clause applies</del></p> <p><b>Rural Housing Zone 1(Rural Metropolitan Area)</b></p>	<p><b>Chief Executive's Response:</b></p> <p>The Flemish Decree is an EU judgement and is not written into legislation. It gives a judgement on a particular case that was brought before the European Court of Justice. It would not be appropriate that this judgement be placed in the Legislative context of the Plan. The sustainable Rural Housing Guidelines will deal with this judgement when they are published.</p> <p>The proposed amendments and additional text are contrary to National Policy Objective 15 and 19 of the NPF, and Recommendation No.10 of the OPR.</p>

		<p>Applicants who have long standing demonstrable economic and/or social Rural Links to the area, i.e. who have grown up in the area, schooled in the area or who have spent a substantial, continuous part of their lives in the area and/or have or have had, immediate family connections in the area e.g. son or daughter of longstanding residents of the area seeking to develop their first home within the Rural Metropolitan Area. Applicants will be requested to establish a substantiated Rural Housing Need and only this category of persons will be allowed to construct a dwelling on a greenfield site in these areas.</p> <p>To have lived in the area for a continuous ten years or more is to be recognised as a substantial, continuous part of life and also as the minimum period required to be deemed longstanding residents of the area.</p> <p><b>RH2: Rural Housing Zone 2 (Rural Area Under Strong Urban Pressure-GCTPS-Outside Rural Metropolitan Area Zone 1)</b></p> <p>1(a). Those applicants with long standing demonstrable economic and/or social Rural Links* to the area through existing and immediate family ties seeking to develop their first home on the existing family farm holding.</p> <p>Consideration shall be given to special circumstances where a landowner has no immediate family and wishes to accommodate a niece or nephew on family lands.</p> <p>Documentary evidence shall be submitted to the</p>	<p>The proposed amendments and additional text are contrary to National Policy Objective 15 and 19 of the NPF, and Recommendation No.10 of the OPR.</p>
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		<p>Planning Authority to justify the proposed development and will be assessed on a case by case basis</p> <p>1(b). Those applicants who have no family lands, <b>or access to family lands</b>, but who wish to build their first home within the community in which they have long standing demonstrable economic and or social Rural links* and where they have spent a substantial, continuous part of their lives i.e. have grown up in the area, schooled in the area or have spent a substantial, continuous part of their lives in the area and have <b>or have had</b>, immediate family connections in the area e.g. son or daughter of longstanding residents of the area. Having established a Substantiated Rural Housing Need*, such persons making an application on a site within an 8km. radius of their original family home will be accommodated, subject to normal development management.</p> <p><b>To have lived in the area for a continuous ten years or more is to be recognised as a substantial, continuous part of life and also as the minimum period required to be deemed longstanding residents of the area.</b></p> <p>Documentary evidence shall be submitted to the Planning Authority to justify the proposed development and will be assessed on a case by case basis</p> <p>1(c). Those applicants who can satisfy to the Planning Authority that they are functionally dependent in relation to demonstrable economic need on the immediate rural areas in which they are seeking to develop a single house as their principal family Residence in the countryside. Documentary evidence shall be</p>	<p>The proposed amendments and additional text are contrary to National Policy Objective 15 and 19 of the NPF, and Recommendation No.10 of the OPR.</p> <p>The proposed amendments and additional text are contrary to National Policy Objective 15 and 19 of the NPF, and Recommendation No.10 of the OPR.</p>
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	<p>submitted to the Planning Authority to justify the proposed development and will be assessed on a case by case basis.</p> <p>1(d). Those applicants who lived for substantial periods of their lives in the rural area, then moved away and who now wish to return and build their first house as their permanent residence, in this local area. Documentary evidence shall be submitted to the Planning Authority to illustrate their links to the area in order to justify the proposed development and it will be assessed on a case by case basis.</p> <p>OR</p> <p>1(e). Where applicants can supply, legal witness or land registry or folio details that demonstrate that the lands on which they are seeking to build their first home, as their permanent residence, in the area have been in family ownership for a period of 20 years or more, their eligibility will be considered. Where this has been established to the satisfaction of the Planning Authority, additional intrinsic links will not have to be demonstrated.</p> <p>OR</p> <p>1.(f) In cases where all sites on the family lands are in a designated area, family members will be considered subject to the requirements of the Habitat’s Directive and normal planning considerations</p> <p>OR</p> <p>1(g) Rural families who have long standing ties with the area but who now find themselves subsumed into Rural Villages. They have no possibility of finding a site within</p>	<p>The proposed amendments and additional text are contrary to National Policy Objective 15 and 19 of the NPF, and Recommendation No.10 of the OPR.</p> <p>The proposed amendments and additional text are contrary to National Policy Objective 15 and 19 of the NPF, and Recommendation No.10 of the OPR.</p>
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		<p>the particular Rural Village. Rural Village dwellers who satisfy the requirements for Rural Housing Need as outlined in RH2 will not be considered as Urban Generated and will have their Housing Need upheld.</p> <p>*Rural Links: For the purpose of the above is defined as a person who has strong demonstrable economic or social links to the rural area and wishes to build a dwelling generally within an 8km radius of where the applicant has lived for a substantial continuous part of their life. To have lived in the area for a continuous ten years or more is to be recognised as a substantial, continuous part of life and also as the minimum period required to be deemed longstanding residents of the area.</p> <p>*Substantiated Rural Housing Need: Is defined as supportive evidence for a person to live in this particular area and who does not or has not ever owned a house/received planning permission for a single rural house or built a house (except in exceptional circumstances) in the area concerned and has a strong demonstrable economic or social need for a dwelling for their own permanent occupation. In addition, the applicants will also have to demonstrate their rural links as outlined above.</p>	<p>The proposed amendments and additional text are contrary to National Policy Objective 15 and 19 of the NPF, and Recommendation No.10 of the OPR.</p>
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		<p><b>*Urban generated housing demand Rural Village Dwellers</b>  Urban generated housing is defined as housing in rural locations sought by people living and working in urban areas, including second homes. There are many rural families who have long standing ties with the area but who now find themselves subsumed into Rural Villages. They have no possibility of finding a site within the particular Rural Village. Rural Village dwellers who satisfy the requirements for Rural Housing Need as outlined in RH2 will not be considered as Urban Generated and will have their Housing Need upheld.</p> <p><b>*Urban Fringe:</b>  Urban Fringe of Gort, Loughrea, Athenry and Tuam. Applicants in the urban fringe will be requested to establish a Substantiated Rural Housing Need as per RH2</p>	<p>The proposed amendments and additional text not appropriate. The settlement hierarchy identified in <b>Chapter 2 Core Strategy, Settlement Strategy and Housing Strategy</b> are contrary to National Policy Objective 15 and 19 of the NPF, and Recommendation No.10 of the OPR.</p> <p><b>Chief Executive’s Recommendation:</b>  Please see OPR Recommendation No.10.</p>
<b>GLW-C10-1354</b>	Cllr. Martina Kinane	<p><b>Chapter 4 Rural Housing and Development</b></p> <p><b>RH 3 Rural Housing Zone 3 (Structurally Weak Areas)</b>  It is a policy objective of the Council to facilitate the development of individual houses, <b>without the requirement to demonstrate Rural Housing Need</b>, in the</p>	<p><b>Chief Executive’s Response:</b></p> <p>The proposed amendments and additional text are considered to be contrary to National Policy Objective 15 and 19 of the NPF, and Recommendation No.10 of the OPR.</p>

		<p>open countryside in "Structurally Weak Areas" subject to compliance with normal planning and environmental criteria and the Development Management Standards outlined in Chapter 15 and other applicable standards with the exception of those lands contained in Landscape Classifications 2,3 and 4 where objective RH4 applies.</p> <p><b>RH 4 Rural Housing Zone 4 (Landscape Classification 2,3 and 4)</b></p> <p>Those applicants seeking to construct individual houses in the open countryside in areas located in Landscape Classification 2,3 and 4 are required to demonstrate their demonstrable economic or social Rural Links* as per RH 2, i.e.</p> <p>1(a). Those applicants with long standing demonstrable economic and/or social Rural Links* to the area through existing and immediate family ties seeking to develop their first home on the existing family farm holding. Consideration shall be given to special circumstances where a landowner has no immediate family and wishes to accommodate a niece or nephew on family lands.</p> <p>Documentary evidence shall be submitted to the Planning Authority to justify the proposed development and will be assessed on a case by case basis.</p> <p>OR</p> <p>1(b). Those applicants who have no family lands, or access to family lands, but who wish to build their first home within the community in which they have long standing demonstrable economic and or social Rural links* and where they have spent a substantial,</p>	<p>The proposed amendments and additional text are considered to be contrary to National Policy Objective 15 and 19 of the NPF, and Recommendation No.10 of the OPR.</p>
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		<p>continuous part of their lives i.e. have grown up in the area, schooled in the area or have spent a substantial, continuous part of their lives in the area and have <b>or have had</b>, immediate family connections in the area e.g. son or daughter of longstanding residents of the area. Having established a Substantiated Rural Housing Need*, such persons making an application on a site within an 8km. radius of their original family home will be accommodated, subject to normal development management.</p> <p><b>To have lived in the area for a continuous ten years or more is to be recognised as a substantial, continuous part of life and also as the minimum period required to be deemed longstanding residents of the area.</b></p> <p>Documentary evidence shall be submitted to the Planning Authority to justify the proposed development and will be assessed on a case by case basis.</p> <p>OR</p> <p>1(c). Those applicants who can satisfy to the Planning Authority that they are functionally dependent in relation to demonstrable economic need on the immediate rural areas in which they are seeking to develop a single house as their principal family Residence in the countryside. Documentary evidence shall be submitted to the Planning Authority to justify the proposed development and will be assessed on a case by case basis.</p> <p>OR</p> <p>1(d). Those applicants who lived for substantial periods of their lives in the rural area, then moved away and who now wish to return and build their first house as their</p>	
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		<p>permanent residence, in this local area. Documentary evidence shall be submitted to the Planning Authority to illustrate their links to the area in order to justify the proposed development and it will be assessed on a case by case basis.</p> <p><b>OR</b></p> <p>1(e). Where applicants can supply land registry or folio details that demonstrate that the lands on which they are seeking to build their first home, as their permanent residence, in the area have been in family ownership for a period of 20 years or more, their eligibility will be considered. Where this has been established to the satisfaction of the Planning Authority, additional intrinsic links will not have to be demonstrated.</p> <p><b>OR</b></p> <p>1.(f) In cases where all sites on the family lands are in a designated area, family members will be considered subject to the requirements of the Habitat’s Directive and normal planning considerations</p> <p>In addition, an Applicant maybe required to submit a visual impact assessment of their development, where the proposal is in an area identified as “Focal Points/Views” in the Landscape Character Assessment of the County or in Class 3 and Class 4 designated landscape areas.</p> <p>Documentary evidence shall be submitted to the Planning Authority to justify the proposed development and will be assessed on a case by case basis.</p> <p>An Enurement condition shall apply for a period of 7 years, after the date that the house is first occupied by the person or persons to whom the enurement clause applies.</p>	<p>The proposed amendments and additional text are contrary to National Policy Objective 15 and 19 of the NPF, and Recommendation No.10 of the OPR.</p> <p>The proposed amendments and additional text are contrary to National Policy Objective 15 and 19 of the NPF, and Recommendation No.10 of the OPR.</p>
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		<p><b>RH 5 Rural Housing Zone 5 (An Ghaeltacht)</b></p> <p>It is a policy objective of the Council to facilitate Rural Housing in the open countryside subject to the following criteria:</p> <p>(a) Those applicants within An Ghaeltacht which are located in Zone 1 (Rural Metropolitan Area) and Zone 2 (The Rural Area Under Strong Urban Pressure-GCTPS) and Zone 4 (Landscape Sensitivity) shall comply with the policy objectives contained in RH 1, RH 2 and RH 4 as appropriate.</p> <p>(b) It is a policy objective of the Council that consideration will be given to Irish speakers who can prove their competence to speak Irish in accordance with Galway County Council's requirements and who can demonstrate their ability to be a long term asset to the traditional, cultural and language networks of vibrant Gaeltacht communities. This consideration will apply to applicants seeking to provide their principal permanent residence, in landscape designations Class 1 and 2. It will extend into Class 3 areas <b>and to ZONE 2 Rural Areas that are not in overly prominent scenic locations</b>. This consideration will not apply to applicants seeking to build in Zone 1 (Rural Metropolitan Area). A Language Enurement of 15 years duration will apply to approved developments in this category.</p> <p><b>Building Conversions and Dwelling House Extensions in Gaeltacht Areas</b></p>	<p>The proposed amendments and additional text are considered to be contrary to National Policy Objective 15 and 19 of the NPF, and Recommendation No.10 of the OPR.</p>
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	<p>It is a policy objective of the Council that building conversions and extensions to existing Dwelling Houses in Gaeltacht areas will be favourably considered for the purposes of advancing Gaeltacht Tourism and Gaeltacht Colleges provided the need is substantiated and the development complies with the requirements of the EPA Code of Practice Manual 2009 or any superseding wastewater manual. Documentary evidence shall be submitted to the Planning Authority to justify the proposed development and will be assessed on a case by case basis.</p> <p><b>RH 7 Renovation of Existing Derelict Dwelling</b></p> <p>It is a policy objective of the Council that proposals to renovate, restore or modify existing derelict or semi-derelict dwellings in the County are generally dealt with on their merits on a case by case basis, <del>having regard to the relevant policy objectives of this plan, the specific location and the condition of the structure and the scale of any works required to upgrade the structure to modern standards. The derelict/semi derelict dwelling must be structurally sound and have the capacity to be renovated or extended and have the majority of its original features in place.</del> <b>To qualify under this policy, the structure must have the majority of its original features in place in order to demonstrate its authenticity as having been a dwelling previously. In the case for renovation, the derelict/semi derelict dwelling must be sufficiently sound and have the capacity to be renovated or extended to a standard compliant with good Building Practice and the current National Building Regulations.</b> A structural report will be required to illustrate that the</p>	<p>It is not considered warranted that this new policy objective would be included as there are policy objectives in <b>Chapter 4 Rural Living and Development</b> that in principle would allow extensions and re use of existing buildings.</p> <p>It is not considered warranted to remove the wording as proposed and insert the new text as the policy objective will become cumbersome and the spirit of the policy objective will be diminished. Reference to costing etc should not form part of a policy objective.</p>
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		<p>structure can be brought back into habitable use, without compromising the original character of the dwelling on Structural Safety or Building Regulations. In this case where the renovation of the existing derelict/semi derelict dwelling is proposed, an Enurement Clause will not apply to the renovated building.</p> <p>In the case where demolition, and replacement of the existing derelict or semi-derelict dwelling is required, a structural report must be prepared to demonstrate to the Planning Authority that this is the least expensive and more sustainable option. Where the total demolition of the existing dwelling is proposed an Enurement Clause for seven years duration will apply</p> <p><b>RH 12 Adaptation of Existing Housing or Existing Buildings within the curtilage of the site.</b></p> <p>Facilitate the provision of accommodation for older people and dependant relatives and relatives in need of independent housing in the existing family setting the existing family home subject to compliance with the following criteria and, subject to compliance with the following criteria:</p> <ul style="list-style-type: none"> <li>• Be attached to the existing dwelling; Be close to or attached to the existing dwelling</li> <li>• Be linked internally with the existing dwelling; Be linked internally with the existing dwelling where required</li> <li>• Not have a separate access provided to the front elevation of the dwelling; In cases where the new structure is to be attached to the existing</li> </ul>	<p>The amendment proposed is ambiguous and may lead to confusion as to the requirements of the policy objective. Therefore, the recommendation is for no change to the text.</p>
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		<p>dwelling separate access is not to be provided to the front elevation of the existing dwelling;</p> <ul style="list-style-type: none"> <li>• <del>Be of appropriate size and length;</del> Be of appropriate size and length to satisfy the needs of its occupants</li> <li>• Be capable of being served by adequate foul drainage facilities</li> </ul>	<p><b>Chief Executive's Recommendation:</b> Please see OPR Recommendation No.10.</p>
<b>GLW-C10-1320</b>	Cllr. Donagh Mark Killillea	<p><b>RH 1 Rural Housing Zone 1(Rural Metropolitan Area)</b> It is policy objective to facilitate rural housing in this Rural Metropolitan Area subject to the following criteria: Those applicants with <del>long-standing</del> demonstrable economic and/or social Rural Links* to the area through existing and immediate family ties, seeking to develop their <del>first</del> home on the existing family <del>farm</del> holdings. Documentary evidence shall be submitted to the Planning Authority to justify the proposed development and will be assessed on a case by case basis. An Enurement condition shall apply for a period of 7 years, after the date that the house is first occupied by the person or persons to whom the enurement clause applies.</p> <p><b>RH 2 Rural Housing Zone 2 (Rural Area Under Strong Urban Pressure-GCTPS-Outside Rural Metropolitan Area Zone 1)</b></p>	<p><b>Chief Executive's Response:</b> The proposed amendments and additional text are considered to be contrary to National Policy Objective 15 and 19 of the NPF, and Recommendation No.10 of the OPR.</p> <p>The proposed amendments and additional text are considered to be contrary to National Policy Objective 15 and 19 of the NPF, and Recommendation No.10 of the OPR.</p>



		<p>It is policy objective to facilitate rural housing in this rural area under strong urban pressure subject to the following criteria:</p> <p>1(a). Those applicants with <del>long standing</del> demonstrable economic and/or social Rural Links* to the area through existing and immediate family ties seeking to develop their <del>first</del> home on the existing family farm holding. Documentary evidence shall be submitted to the Planning Authority to justify the proposed development and will be assessed on a case by case basis.</p> <p>OR</p> <p>1(b). Those applicants who have no family lands but who wish to build their first home within the community in which they have <del>long standing</del> demonstrable economic and or social Rural links* and where they have spent a substantial, continuous part of their lives i.e. have grown up in the area, schooled in the area and have immediate family connections in the area e.g. son or daughter of longstanding residents of the area <b>or themselves have lived in the area for a period of more than 10 years or</b> Having established a Substantiated Rural Housing Need*, such persons making an application on a site within a 8km radius of their <del>original</del> family home <b>and or current residential rented home</b> will be accommodated, subject to normal development management. Documentary evidence shall be submitted to the</p>	<p>The proposed amendments and additional text are contrary to National Policy Objective 15 and 19 of the NPF, and Recommendation No.10 of the OPR.</p>
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		<p>Planning Authority to justify the proposed development and will be assessed on a case by case basis.</p> <p>OR</p> <p>1(c). Those applicants who can satisfy to the Planning Authority that they are functionally dependent in relation to demonstrable economic need on the immediate rural areas in which they are seeking to develop a single house as their principal family Residence in the countryside. Documentary evidence shall be submitted to the Planning Authority to justify the proposed development and will be assessed on a case by case basis.</p> <p>OR</p> <p>1(d). Those applicants who lived for substantial periods of their lives in the rural area, then moved away and who now wish to return and build their first house as their permanent residence, in this local area. Documentary evidence shall be submitted to the Planning Authority to illustrate their links to the area in order to justify the proposed development and it will be assessed on a case by case basis.</p> <p>2. An Enurement condition shall apply for a period of 7 years, after the date that the house is first occupied by the person or persons to whom the enurement clause applies.</p> <p>*See definitions on Page 80</p>	<p><b>Chief Executive's Recommendation:</b> Please see OPR Recommendation No.10.</p>
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<p><b>GLW-C10-1281</b></p>	<p>Cllr. Noel Thomas</p>	<p><b>RH 17 Direct Access onto Restricted Regional Roads</b></p> <p>Proposed access onto any restricted Regional Road outside the 50-60kmp speed zones shall be restricted to members of the farm family on the family holding and must be accompanied by a justification for the proposed access including an assessment of the scope for sharing an access and/or achieving access onto an alternative minor road which <b>can be either a private or public road</b> which will be the preferred option. An Enurement condition will be attached to grants of planning permission for the above.</p> <p><b>Restricted Regional Roads</b></p> <p><b>The R336 shall only be considered a restricted road westward from the city only as far as An Cnoc Naháille.</b></p>	<p><b>Chief Executive's Response:</b></p> <p>The creation of an access onto a Restricted Regional Road is limited to members of a farm family on a farm holding. This is due to road safety concerns. It is to improve road safety for all users. The proposed wording to <b>Policy Objective RH 17 Direct Access onto Restricted Regional Roads</b> would create a haphazard arrangement with the addition that could compromise road safety.</p> <p>The proposed alteration to the Restricted Regional Road status of the R336, would compromise road safety and there is no justification to only partially identify the R336 as a Restricted Regional Road.</p> <p><b>Chief Executive's Recommendation:</b> Please see OPR Recommendation No.14</p>
<p><b>GLW-C10-1344</b></p>	<p>Cllr. Peter Roche and Cllr. Seamus Walsh</p>	<p><b>RH 1:</b></p> <p><del>RH 1 Rural Housing Zone 1(Rural Metropolitan Area) It is policy objective to facilitate rural housing in this Rural Metropolitan Area subject to the following criteria: Those applicants with long standing demonstrable</del></p>	<p><b>Chief Executive's Response:</b></p>

		<p><del>economic and/or social Rural Links* to the area through existing and immediate family ties, seeking to develop their first home on the existing family farm holdings. Documentary evidence shall be submitted to the Planning Authority to justify the proposed development and will be assessed on a case by case basis. An Enurement condition shall apply for a period of 7 years, after the date that the house is first occupied by the person or persons to whom the enurement clause applies.</del></p> <p><b>RH 1 Rural Housing Zone 1(Rural Metropolitan Area)</b></p> <p>It is policy objective to facilitate rural housing in this Rural Metropolitan Area subject to the following criteria:</p> <p>Applicants who have long standing demonstrable economic and/or social Rural Links to the area, i.e. who have grown up in the area, schooled in the area or who have spent a substantial, continuous part of their lives in the area and/or have or have had, immediate family connections in the area e.g. son or daughter of longstanding residents of the area seeking to develop their first home within the Rural Metropolitan Area. Applicants will be requested to establish a substantiated Rural Housing Need and only this category of persons will be allowed to construct a dwelling on a greenfield site in these areas.</p> <p>To have lived in the area for a continuous ten years or more is to be recognised as a substantial, continuous part of life and also as the minimum period required to be deemed longstanding residents of the area.</p>	<p>The proposed amendments and additional text are considered to be contrary to National Policy Objective 15 and 19 of the NPF, and Recommendation No.10 of the OPR.</p> <p>The proposed amendments and additional text are contrary to National Policy Objective 15 and 19 of the NPF, and Recommendation No.10 of the OPR.</p>
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		<p><b>RH2: Rural Housing Zone 2 (Rural Area Under Strong Urban Pressure-GCTPS-Outside Rural Metropolitan Area Zone 1)</b></p> <p>1(a). Those applicants with long standing demonstrable economic and/or social Rural Links* to the area through existing and immediate family ties seeking to develop their first home on the existing family farm holding.  <b>Consideration shall be given to special circumstances where a landowner has no immediate family and wishes to accommodate a niece or nephew on family lands.</b></p> <p>Documentary evidence shall be submitted to the Planning Authority to justify the proposed development and will be assessed on a case by case basis</p> <p>1(b). Those applicants who have no family lands, <b>or access to family lands,</b> but who wish to build their first home within the community in which they have long standing demonstrable economic and or social Rural links* and where they have spent a substantial, continuous part of their lives i.e. have grown up in the area, schooled in the area or have spent a substantial, continuous part of their lives in the area and have <b>or have had,</b> immediate family connections in the area e.g. son or daughter of longstanding residents of the area. Having established a Substantiated Rural Housing Need*, such persons making an application on a site within an 8km. radius of their original family home will be accommodated, subject to normal development management.  <b>To have lived in the area for a continuous ten years or more is to be recognised as a substantial, continuous</b></p>	<p>The proposed amendments and additional text are contrary to National Policy Objective 15 and 19 of the NPF, and Recommendation No.10 of the OPR.</p>
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		<p>part of life and also as the minimum period required to be deemed longstanding residents of the area.</p> <p>Documentary evidence shall be submitted to the Planning Authority to justify the proposed development and will be assessed on a case by case basis.</p> <p><b>1(d).</b> Those applicants who lived for substantial periods of their lives in the rural area, then moved away and who now wish to return and build their first house as their permanent residence, in this local area. Documentary evidence shall be submitted to the Planning Authority to illustrate their links to the area in order to justify the proposed development and it will be assessed on a case by case basis.</p> <p><b>OR</b></p> <p>1(e). Where applicants can supply, legal witness or land registry or folio details that demonstrate that the lands on which they are seeking to build their first home, as their permanent residence, in the area have been in family ownership for a period of 20 years or more, their eligibility will be considered. Where this has been established to the satisfaction of the Planning Authority, additional intrinsic links will not have to be demonstrated.</p> <p><b>OR</b></p> <p>1.(f) In cases where all sites on the family lands are in a designated area, family members will be considered subject to the requirements of the Habitat’s Directive and normal planning considerations</p> <p><b>OR</b></p>	<p>The proposed amendments and additional text are contrary to National Policy Objective 15 and 19 of the NPF, and Recommendation No.10 of the OPR.</p> <p>The proposed amendments and additional text are contrary to National Policy Objective 15 and 19 of the NPF, and Recommendation No.10 of the OPR.</p> <p>The proposed amendments and additional text are contrary to National Policy Objective 15 and 19 of the NPF, and Recommendation No.10 of the OPR.</p>
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		<p>1(g) Rural families who have long standing ties with the area but who now find themselves subsumed into Rural Villages. They have no possibility of finding a site within the particular Rural Village. Rural Village dwellers who satisfy the requirements for Rural Housing Need as outlined in RH2 will not be considered as Urban Generated and will have their Housing Need upheld.</p> <p>*Rural Links: For the purpose of the above is defined as a person who has strong demonstrable economic or social links to the rural area and wishes to build a dwelling generally within an 8km radius of where the applicant has lived for a substantial continuous part of their life. To have lived in the area for a continuous ten years or more is to be recognised as a substantial, continuous part of life and also as the minimum period required to be deemed longstanding residents of the area.</p> <p>*Urban generated housing demand Rural Village Dwellers Urban generated housing is defined as housing in rural locations sought by people living and working in urban areas, including second homes. There are many rural families who have long standing ties with the area but who now find themselves subsumed into Rural Villages. They have no possibility of finding a site within the particular Rural Village. Rural Village dwellers who satisfy the requirements for Rural Housing Need as outlined in</p>	<p>The proposed amendments and additional text are contrary to National Policy Objective 15 and 19 of the NPF, and Recommendation No.10 of the OPR. The proposed wording is confusing and will lead to ambiguity for prospective applicants.</p>
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		<p>RH2 will not be considered as Urban Generated and will have their Housing Need upheld.</p> <p><b>*Urban Fringe:</b>  Urban Fringe of Gort, Loughrea, Athenry and Tuam. Applicants in the urban fringe will be requested to establish a Substantiated Rural Housing Need as per RH2</p> <p><b>RH 3 Rural Housing Zone 3 (Structurally Weak Areas)</b>  It is a policy objective of the Council to facilitate the development of individual houses, without the requirement to demonstrate Rural Housing Need, in the open countryside in "Structurally Weak Areas" subject to compliance with normal planning and environmental criteria and the Development Management Standards outlined in Chapter 15 and other applicable standards with the exception of those lands contained in Landscape Classifications 2,3 and 4 where objective RH4 applies.</p> <p><b>RH 4 Rural Housing Zone 4 (Landscape Classification 2,3 and 4)</b>  Those applicants seeking to construct individual houses in the open countryside in areas located in Landscape Classification 2,3 and 4 are required to demonstrate their demonstrable economic or social Rural Links* as per RH 2, i.e.  <b>1(a).</b> Those applicants with long standing demonstrable economic and/or social Rural Links* to the area through</p>	<p>The proposed wording is contrary to OPR recommendation No.10.</p> <p>It is not considered necessary to include the proposed wording in relation to Structurally Weak Areas. As outlined in section 4.6.2 this outlines the requirements and rationale for designating areas as "Structurally Weak Rural Areas".</p>
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		<p>existing and immediate family ties seeking to develop their first home on the existing family farm holding.  <b>Consideration shall be given to special circumstances where a landowner has no immediate family and wishes to accommodate a niece or nephew on family lands.</b>  Documentary evidence shall be submitted to the Planning Authority to justify the proposed development and will be assessed on a case by case basis.  OR  1(b). Those applicants who have no family lands, <b>or access to family lands</b>, but who wish to build their first home within the community in which they have long standing demonstrable economic and or social Rural links* and where they have spent a substantial, continuous part of their lives i.e. have grown up in the area, schooled in the area or have spent a substantial, continuous part of their lives in the area and have <b>or have had</b>, immediate family connections in the area e.g. son or daughter of longstanding residents of the area.  Having established a Substantiated Rural Housing Need*, such persons making an application on a site within an 8km. radius of their original family home will be accommodated, subject to normal development management.  <b>To have lived in the area for a continuous ten years or more is to be recognised as a substantial, continuous part of life and also as the minimum period required to be deemed longstanding residents of the area.</b>  Documentary evidence shall be submitted to the Planning Authority to justify the proposed development and will be assessed on a case by case basis.  OR</p>	<p>The proposed amendments and additional text are contrary to National Policy Objective 15 and 19 of the NPF, and Recommendation No.10 of the OPR.</p> <p>The proposed amendments and additional text are contrary to National Policy Objective 15 and 19 of the NPF, and Recommendation No.10 of the OPR.</p> <p>The proposed amendments and additional text are contrary to National Policy Objective 15 and 19 of the NPF, and Recommendation No.10 of the OPR.</p>
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		<p>1(c). Those applicants who can satisfy to the Planning Authority that they are functionally dependent in relation to demonstrable economic need on the immediate rural areas in which they are seeking to develop a single house as their principal family Residence in the countryside. Documentary evidence shall be submitted to the Planning Authority to justify the proposed development and will be assessed on a case by case basis.</p> <p>OR</p> <p>1(d). Those applicants who lived for substantial periods of their lives in the rural area, then moved away and who now wish to return and build their first house as their permanent residence, in this local area. Documentary evidence shall be submitted to the Planning Authority to illustrate their links to the area in order to justify the proposed development and it will be assessed on a case by case basis.</p> <p>OR</p> <p>1(e). Where applicants can supply land registry or folio details that demonstrate that the lands on which they are seeking to build their first home, as their permanent residence, in the area have been in family ownership for a period of 20 years or more, their eligibility will be considered. Where this has been established to the satisfaction of the Planning Authority, additional intrinsic links will not have to be demonstrated.</p> <p>OR</p> <p>1.(f) In cases where all sites on the family lands are in a designated area, family members will be considered subject to the requirements of the Habitat's Directive and normal planning considerations</p>	<p>The proposed amendments and additional text are contrary to National Policy Objective 15 and 19 of the NPF, and Recommendation No.10 of the OPR.</p>
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		<p><b>RH 5 Rural Housing Zone 5 (An Ghaeltacht)</b></p> <p>It is a policy objective of the Council to facilitate Rural Housing in the open countryside subject to the following criteria:</p> <p>(a) Those applicants within An Ghaeltacht which are located in Zone 1 (Rural Metropolitan Area) and Zone 2 (The Rural Area Under Strong Urban Pressure-GCTPS) and Zone 4 (Landscape Sensitivity) shall comply with the policy objectives contained in RH 1, RH 2 and RH 4 as appropriate.</p> <p>(b) It is a policy objective of the Council that consideration will be given to Irish speakers who can prove their competence to speak Irish in accordance with Galway County Council's requirements and who can demonstrate their ability to be a long term asset to the traditional, cultural and language networks of vibrant Gaeltacht communities. This consideration will apply to applicants seeking to provide their principal permanent residence, in landscape designations Class 1 and 2. It will extend into Class 3 areas <b>and to ZONE 2 Rural Areas that are not in overly prominent scenic locations.</b> This consideration will not apply to applicants seeking to build in Zone 1 (Rural Metropolitan Area). A Language Enurement of 15 years duration will apply to approved developments in this category.</p> <p><b>(c) Building Conversions and Dwelling House Extensions in Gaeltacht Areas</b></p> <p><b>It is an objective of the Council that building conversions and extensions to existing Dwelling Houses in Gaeltacht areas will be favourably considered for the purposes of advancing Gaeltacht Tourism and Gaeltacht Colleges</b></p>	
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		<p>provided the need is substantiated and the development complies with the requirements of the EPA Code of Practice Manual 2009 or any superseding wastewater manual. Documentary evidence shall be submitted to the Planning Authority to justify the proposed development and will be assessed on a case by case basis.</p> <p>A Language Enurement of 15 years duration will apply to approved developments in this category.</p> <p><b>RH6 Replacement Dwelling</b></p> <p>It is a policy objective of the Council that the refurbishment of existing habitable dwelling houses would be encouraged, as a more sustainable option than <del>the demolition and construction of a new dwelling house, unless a conclusive case for demolition based on technical evidence is made for the Planning Authority's consideration on a case by case basis. It will be a requirement that any new dwelling house</del> where practical. If an application for demolition and rebuild is based on technical evidence proving the practicality of the total removal of an existing inferior structure, the Planning Authority will require that the new replacement dwelling house be designed in accordance with Galway County Council's Design Guidelines for Rural Housing in the countryside. Applicants, who require the demolition and replacement new build of an existing family home shall be accommodated without the requirement to establish a Housing Need and will not be subject to an enurement clause.</p>	<p>It is not considered warranted to remove the wording as proposed and insert the new text as the policy objective will become cumbersome and the spirit of the policy objective will be diminished.</p>
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		<p><b>RH 7 Renovation of Existing Derelict Dwelling</b></p> <p>It is a policy objective of the Council that proposals to renovate, restore, modify or replace existing derelict or semi-derelict dwellings in the County are generally dealt with on their merits on a case by case basis. <del>having regard to the relevant policy objectives of this plan, the specific location and the condition of the structure and the scale of any works required to upgrade the structure to modern standards. The derelict/semi derelict dwelling must be structurally sound and have the capacity to be renovated or extended and have the majority of its original features in place. A structural report will be required to illustrate that the structure can be brought back into habitable use, without compromising the original character of the dwelling. Where the total demolition of the existing dwelling is proposed an Enurement Clause for seven years duration will apply.</del></p> <p>To qualify under this policy, the structure must have the majority of its original features in place in order to demonstrate its authenticity as having been a dwelling previously.</p> <p>In the case for renovation, the derelict/semi derelict dwelling must be sufficiently sound and have the capacity to be renovated or extended to a standard compliant with good Building Practice and the current National Building Regulations. A structural report will be required to illustrate that the structure can be brought back into habitable use, without compromising on Structural Safety or Building Regulations. In this case where the renovation of the existing derelict/semi</p>	<p>It is not considered warranted that this new policy objective would be included as there are policy objectives in <b>Chapter 4 Rural Living and Development</b> that in principle would allow extensions and re use of existing buildings.</p>
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		<p>derelict dwelling is proposed, an Enurement Clause will not apply to the renovated building.</p> <p>In the case where demolition, and replacement of the existing derelict or semi-derelict dwelling is required, a structural report must be prepared to demonstrate to the Planning Authority that this is the least expensive and more sustainable option. Where the total demolition and replacement of the existing derelict/semi derelict dwelling is proposed, an Enurement Clause for seven years duration will apply.</p> <p><b>RH 12 Adaptation of Existing Housing or Existing Buildings within the curtilage of the site.</b></p> <p>Facilitate the provision of accommodation for older people and dependant relatives <del>and relatives in need of independent housing in the existing family setting</del> the existing family home <del>subject to compliance with the following criteria</del> <b>and, subject to compliance with the following criteria:</b></p> <ul style="list-style-type: none"> <li>• <del>Be attached to the existing dwelling;</del> <b>Be close to or attached to the existing dwelling</b></li> <li>• <del>Be linked internally with the existing dwelling;</del> <b>Be linked internally with the existing dwelling where required</b></li> <li>• <del>Not have a separate access provided to the front elevation of the dwelling;</del> <b>In cases where the new structure is to be attached to the existing dwelling separate access is not to be provided to the front elevation of the existing dwelling;</b></li> </ul>	<p>It is not considered warranted to remove the wording as proposed and insert the new text as the policy objective will become cumbersome and the spirit of the policy objective will be diminished. Reference to costing etc should not form part of a policy objective.</p> <p>It is not considered warranted to remove the wording as proposed and insert the new text as the policy objective will become cumbersome and the spirit of the policy objective will be diminished. The additional wording is expanding the premise of the policy objective and it is not considered justified.</p>
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		<ul style="list-style-type: none"> <li>• <del>Be of appropriate size and length;</del> <b>Be of appropriate size and length to satisfy the needs of its occupants</b></li> <li>• Be capable of being served by adequate foul drainage facilities</li> </ul> <p><del>RH 14 Linear Development Discourage the extension of linear development (defined as five or more houses alongside 250 meters of road frontage). The Council will assess whether a given proposal will exacerbate such linear development, having regard to the site context</del></p> <p><b>NOT URBAN GENERATED* Refers to Level 7 in Chapter 2</b></p> <p><b>Rural villages and the wider rural region. Rural encompasses villages and the wider open countryside. There may not be good public transport or regional connections and maybe highly car dependent. The open countryside provides for rural economies and rural communities, based on agriculture, forestry, tourism and rural enterprise.</b></p> <p>Craughwell, Corofin, Clarinbridge, Ardrahan, Kilcolgan, An Tulaigh/Baile na hAbhann, Cor an Dola, Woodlawn, Kilconnell, New Inn, Ballymacward, An Carn Mor, Lackagh, Turloughmore, Abbeyknockmoy, Cluain Bu, Eanach Dhuin, Ahascragh, Attymon, Monivea, Eyrecourt, Banagher, Aughrim, Caltra, Clonfert, Kiltormer, Menlough, Lawrencetown, Fohenagh,</p>	<p>There is no rational for the removal of this policy objective as it complies with the Sustainable Rural Housing Guidelines 2005.</p> <p>The proposed widening of the rural housing criteria to now encompass rural villages listed in Level 7 of the Settlement Hierarchy would provide an unequal balance and would be contrary to the National Planning Framework (NPF).</p>
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GLW-C10-975	Mark O'Toole	<p>Support is noted for the submission made by Councillor Seamus Walsh.</p>	<p><b>Chief Executive's Response:</b> See response to submission to GLW C10-1344.</p> <p><b>Chief Executive's Recommendation:</b> Please see OPR Recommendation No.10.</p>



<p><b>GLW-C10-687</b></p>	<p>Debra Prendergast</p>	<p>Reference to the Flemish Decree, and links to a particular area. The commentary makes reference to a particular planning application. Reference has also been made of RH2 and the wording of the policy objective especially relating to Section 1(c) of RH2. It is stated that there is support to protect rural areas &amp; communities under pressure from Urban generated development, but the over application of 'RURAL LINKS' (i.e., Locals Only) within Objective RH2 is too narrow and there is a failure to integrate/facilitate the EQ1 policy objective with the Policy objective of Rural Housing.</p>	<p><b>Chief Executive's Response:</b></p> <p>The Flemish Decree is an EU judgement and is not written into legislation. It gives a judgement on a particular case that was brought before the European Court of Justice. The sustainable Rural Housing Guidelines will deal with this judgement when they are published.</p> <p>As outlined under the OPR Recommendation No. 10 policy objective RH2 has been further amended.</p> <p><b>Chief Executive's Recommendation:</b></p> <p>No Change.</p>
<p><b>GLW-C10-5</b></p>	<p>Pearse Clancy</p>	<p>It is noted in this submission that the existing policies on the re-use of old existing farmyard dwellings in the Draft County Plan should be revised (<b>RH 7 Renovation of Existing Derelict Dwelling</b>). It is noted that the existing polices discourage the preservation of an important aspect of the rural heritage. An outline of a pre-planning meeting was given where it was considered that it is difficult to secure planning permission for the restoration of an old farmyard dwelling for residential use. It is noted that the same Development Management rules apply as if it were a proposed new dwelling.</p> <p>It is noted that the renovations of the old cottage, on the farmyard, makes sense from a labour saving, cost saving, environmental and practical point of view.</p>	<p><b>Chief Executive's Response:</b></p> <p>It should be noted that policy objective <b>RH7 Renovation of Existing Dwelling</b> encourages the redevelopment of existing derelict dwellings. From a sustainability perspective the renovation of derelict dwellings is the preferred option however, in some instances this may not be always feasible due to site constraints etc.</p> <p><b>Chief Executive's Recommendation:</b></p>

			No Change.
<b>GLW-C10-1737</b>	Cllr. Joe Sheridan	<p>The following amendments are sought in relation to policy objectives:</p> <p><b>RC 4 Mixed Use Development in Villages</b> Support the provision of appropriately scaled commercial development within villages and existing serviced brown field enterprise parks that have been previously designated for commercial, warehouse or light manufacturing practices this may include limited new mixed use development, including employment generating development, childcare and other appropriate commercial development.</p> <p><b>Section 4.7</b> <b>RD 1 Rural Enterprise Potential</b> To facilitate the development of the rural economy through supporting a sustainable and economically efficient agriculture and food industry, together with forestry, fishing and aquaculture, energy and extractive industries, the bio-economy and diversification into alternative on-farm and off-farm activities, As well as in existing serviced brown field enterprise parks while at the same time noting the importance of maintaining and protecting the natural landscape and built heritage which are vital to rural tourism.</p> <p><b>RD 2 Smart Economy</b> To support and develop a diverse base of smart economic specialisms as dynamic drivers in our rural</p>	<p><b>Chief Executive's Response:</b></p> <p>The proposed wording is expanding the spirit of the policy objective in relation to mix use development in villages, and it is considered policy objective <b>RD1 Rural Enterprise Potential</b> addresses the rural economy. It is not considered necessary to specifically reference brown field enterprise sites as a particular category within this policy objective.</p> <p>The proposed wording is expanding the spirit of the policy objective in relation to brown field enterprise and it is considered policy objective <b>RD1 Rural Enterprise Potential</b> addresses the rural economy. It is not considered necessary to specifically reference brown field enterprise sites as a particular category within this policy objective.</p>

		<p>economy, including innovation and diversification in agriculture <b>and sustainable energy and green agenda projects.</b></p> <p><b>RD 4 Remote Working</b> To support remote working in the rural area, at an appropriate scale, for enterprise/businesses that do not require visiting members of the public, subject to normal planning consideration. <b>To promote “connected Hubs” for enterprise, light commercial, rural - start up, social enterprise and green agenda sustainability projects aimed at disseminating and upskilling rural communities in achieving our 2030 and 2050 climate targets.</b></p> <p><b>4.13 Commercial Developments in Rural Areas</b> In relation to the expansion of an existing rural enterprise <b>or enterprise park</b> consideration will be given to the scale of the existing and proposed development, the capacity of local infrastructure to accommodate the expansion, and the compatibility of the development with the surrounding area.</p> <p><b>Section 4.13</b> <b>Policy Objective CD 1 Rural Enterprises</b> Consider and support the establishment of small scale rural orientated enterprises in unserviced rural areas outside of town or village settings which can be accommodated in existing farm buildings or can be</p>	<p>It is considered appropriate to include this wording as proposed.</p> <p>The premise of this policy objective relates to remote working in the rural area; its intention is not to expand the uses into the categories referenced. The categories referenced under are in general addressed under policy objective <b>RD1 Rural Enterprise Potential.</b></p> <p>The proposed wording is expanding the spirit of the narrative to specifically reference “or enterprise park”. This is not considered appropriate or necessary in this instance.</p>
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		<p>established on a brownfield site, subject to satisfying the following criteria:</p> <p>(a) Compatibility and general suitability to an unserved rural area (primary consideration will be given to agriculture, renewable and marine resources, forestry, tourism, recreation or food production related enterprise activities and services);</p> <p>(b) Scale of development (assimilate appropriately into a rural setting);</p> <p>(c) Nature of development (raw materials sourced locally);</p> <p>(d) Consideration of social and environmental impacts (enterprise must not have a significant adverse impact on the environment or rural amenity);</p> <p>(e) The enterprise must not constitute a road safety hazard or have a major adverse impact on the road network, road capacity and traffic levels;</p> <p>(f) Residential amenity (enterprise must not have a significant adverse impact on residential amenity)</p> <p><b>(g). Consideration and promotion will be given to served brown field existing enterprise parks in the environs of rural settlements</b></p>	<p>The proposed wording is expanding the premise of the policy objective and it is not considered necessary or appropriate to reference served brownfield sites.</p> <p><b>Chief Executive's Recommendation:</b></p>
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			<p><b>RD 2 Smart Economy</b></p> <p>To support and develop a diverse base of smart economic specialisms as dynamic drivers in our rural economy, including innovation and diversification in agriculture <b>and sustainable energy and green agenda projects.</b></p>
<p><b>GLW-C10-1774</b></p>	<p>Sean Canney TD</p>	<p><b>RC 4 Mixed Use Development in Villages</b></p> <p>Support the provision of appropriately scaled commercial development within villages, <b>and existing serviced brown field enterprise parks that have been previously designated for commercial, warehouse or light manufacturing practices</b> this may include limited new mixed use development, including employment generating development, childcare and other appropriate commercial development.</p> <p><b>Section 4.7</b></p> <p><b>RD 1 Rural Enterprise Potential</b></p> <p>To facilitate the development of the rural economy through supporting a sustainable and economically efficient agriculture and food industry, together with forestry, fishing and aquaculture, energy and extractive industries, the bio-economy and diversification into alternative on-farm and off-farm activities, <b>As well as in existing serviced brown field enterprise parks</b> while at the same time noting the importance of maintaining and</p>	<p><b>Chief Executive’s Response:</b></p> <p>The proposed wording is expanding the spirit of the policy objective in relation to mix use development in villages, and it is considered policy objective <b>RD1 Rural Enterprise Potential</b> addresses the rural economy. It is not considered necessary to specifically reference brown field enterprise sites as a particular category within this policy objective.</p> <p>The proposed wording is expanding the spirit of the policy objective in relation to brown field enterprise and it is considered policy objective <b>RD1 Rural Enterprise Potential</b> addresses the rural economy. It is not considered necessary to specifically reference brown field enterprise sites as a particular category within this policy objective.</p>

		<p>protecting the natural landscape and built heritage which are vital to rural tourism.</p> <p><b>RD 2 Smart Economy</b> To support and develop a diverse base of smart economic specialisms as dynamic drivers in our rural economy, including innovation and diversification in agriculture <b>and sustainable energy and green agenda projects</b></p> <p><b>RD 4 Remote Working</b> To support remote working in the rural area, at an appropriate scale, for enterprise/businesses that do not require visiting members of the public, subject to normal planning consideration. <b>To promote “connected Hubs” for enterprise, light commercial, rural - start up, social enterprise and green agenda sustainability projects aimed at disseminating and upskilling rural communities in achieving our 2030 and 2050 climate targets.</b></p> <p><b>4.13 Commercial Developments in Rural Areas</b> Addition to be made addition into last paragraph: In relation to the expansion of an existing rural enterprise <b>or enterprise park</b> consideration will be given to the scale of the existing and proposed development, the capacity of local infrastructure to accommodate the</p>	<p>It is considered appropriate to include this wording as proposed.</p> <p>The premise of this policy objective relates to remote working in the rural area, its intention is not to expand the uses into the categories referenced. The categories referenced under be in general addressed under policy objective <b>RD1 Rural Enterprise Potential</b>.</p> <p>The proposed wording is expanding the spirit of the narrative to specifically reference “or enterprise park”. This is not considered appropriate or necessary in this instance.</p>
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		<p>expansion, and the compatibility of the development with the surrounding area.</p> <p><b>Section 4.13</b>  <b>CD 1 Rural Enterprises</b></p> <p>Consider and support the establishment of small scale rural orientated enterprises in unserviced rural areas outside of town or village settings which can be accommodated in existing farm buildings or can be established on a brownfield site, subject to satisfying the following criteria:</p> <p>(a) Compatibility and general suitability to an unserviced rural area (primary consideration will be given to agriculture, renewable and marine resources, forestry, tourism, recreation or food production related enterprise activities and services);</p> <p>(b) Scale of development (assimilate appropriately into a rural setting);</p> <p>(c) Nature of development (raw materials sourced locally);</p> <p>(d) Consideration of social and environmental impacts (enterprise must not have a significant adverse impact on the environment or rural amenity);</p> <p>(e) The enterprise must not constitute a road safety hazard or have a major adverse impact on the road network, road capacity and traffic levels;</p>	
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		<p>(f) Residential amenity (enterprise must not have a significant adverse impact on residential amenity)</p> <p>(g). Consideration and promotion will be given to serviced brown field existing enterprise parks in the environs of rural settlements</p>	<p>The proposed wording is expanding the premise of the policy objective and it is not considered necessary or appropriate to reference serviced brownfield sites.</p> <p><b>Chief Executive’s Recommendation:</b>  <b>RD 2 Smart Economy</b>  To support and develop a diverse base of smart economic specialisms as dynamic drivers in our rural economy, including innovation and diversification in agriculture and sustainable energy and green agenda projects.</p>
<b>GLW-C10-794</b>	Cllr. Joe Sheridan	<p>Amend Policy Objective as follows:</p> <p><b>RH12 Adaptation of Existing Housing Stock</b>  Facilitate the provision of accommodation for older people and dependent relatives in the existing family home subject to compliance with the following criteria:</p> <ul style="list-style-type: none"> <li>• Be <b>Maybe</b> attached to the existing dwelling;</li> <li>• Be <b>Maybe</b> linked internally with the existing dwelling;</li> <li>• Not have a separate access provided to the front elevation of the dwelling;</li> <li>• Be of appropriate size and length;</li> <li>• Be capable of being served by adequate foul drainage facilities</li> </ul>	<p><b>Chief Executive’s Response:</b></p> <p>It is considered that the wording proposed is ambiguous and will lead to confusion regarding the spirit of the policy objective. Inserting the word “maybe” in policy objectives is not appropriate.</p> <p><b>Chief Executive’s Recommendation:</b>  No Change.</p>
<b>GLW-C10-2243</b>	David McPhillips	This submission relates to zoning lands for Residential Phase 2 in Tuam.	<b>Chief Executive’s Response:</b>



			<p>The request to zone Residential Phase 2 Lands in Tuam cannot be considered during the process of the Draft Galway County Development Plan 2022-2028. It is expected that the Tuam Local Area Plan will be on display in Q1 of 2022 and it is at that time that zoning requests can be made.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-1520</b>	Donncha Ó hEallaithe	<p>A comprehensive submission was received, and it was noted that 73% of the population of County Galway live in rural areas yet only 12% of the housing units allocated are for rural areas. It is proposed to increase the number of housing units in Rural Settlements and Rural Areas in the Core Strategy Table 2.9 to 33% for the County as a whole.</p> <p>It is requested that a new settlement category is included on Settlement Hierarchy Table 2.9, to be known as <b>Small Growth Gaeltacht Settlements</b> (a Settlement 8). It is noted that this category would specifically identify the settlements of Furbogh, Hill/Cliffs, Tully, Ballynahown, Roassaveal, Rosmuck, Kilkieran, Cárna, Cornamona, Clonbur, Lettermore and Lettermullan Island as providing educational services, shops and churches as well as employment to client companies of Udarás na Gaeltachta.</p> <p>It is stated that the stretch of road on both sides of the R336, between Na Forbacha and Baile na hAbhann, is</p>	<p><b>Chief Executive's Response:</b> It is considered that the settlement hierarchy, and the revised Core Strategy, provide the platform for future growth in County Galway. The principles of compact growth and NPO 15 and 19 of the NPF, are reflected in the OPR Recommendation No.10</p> <p>It is not considered necessary to expand the Settlement Hierarchy to identify Gaeltacht Communities. There are policy objectives in <b>Chapter 4 Rural Living and Development</b> and <b>Chapter 13 The Galway Gaeltacht and Islands</b> that addresses the Gaeltacht Community and Rural Development.</p>

	<p>amended to Landscape Sensitivity Class 2, currently at Sensitivity Class 3. The rationale noted is that it is prohibiting applicants from obtaining planning permission.</p> <p>It is requested that <b>Chapter 4 Rural Housing and Living Development</b> of the Draft County Plan recognises the need to provide housing for those in the Gaeltacht and identifies the housing need for those working in the Gaeltacht.</p> <p>It is recommended that the following insert is included in Section 2.3.10 Overview of Approach to Core Strategy  <i>“Because of high employment level outside agriculture, fishing and forestry in many Gaeltacht areas because of targeted state support of employment creation Údarás na Gaeltachta, it is recognised that some Gaeltacht rural areas have particular housing needs above and beyond other rural areas in the county which will be addressed in the housing strategy”.</i></p> <p><b>Chapter 13 The Galway Gaeltacht and Islands</b>  It is also noted that Policy Object GA 6 Rural Housing in the Gaeltacht be amended to read as:  <i>“All proposals for rural housing in the Gaeltacht countryside shall be mindful of the high levels of employment in some Gaeltacht areas outside agriculture, fishing and forestry and the need to facilitate</i></p>	<p>It is not considered warranted to amend the Landscape Classification on the R336. The policy objectives in <b>Chapter 4 Rural Living and Development</b> facilitates rural housing subject to a number of criteria.</p> <p>It is considered that policy objective <b>RH5 Rural Housing Zone 5 (An Ghaeltacht)</b> supports Irish speakers who can demonstrate their competence to speak Irish.</p> <p>It is considered that policy objective <b>RH5 Rural Housing Zone 5 (An Ghaeltacht)</b> supports Gaeltacht communities, and it is not considered appropriate to include the proposed additional text.</p> <p>It is considered that policy objective <b>RH5 Rural Housing Zone 5 (An Ghaeltacht)</b> supports Gaeltacht communities, and it is not considered appropriate to include the proposed additional text.</p>
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		<p><b>Gaeltacht Irish speakers in staying in Gaeltacht areas, in accordance with national policies”.</b></p> <p>It is noted that the standard of Irish for the language condition is not set out in the Draft County Plan. It is recommended that a <i>“family should have a standard of spoken Irish at Level B2 (CEFR), to satisfy the Language Enurement Clause”</i>.</p> <p>It is recommended that the language Enurement clause is not implemented as a condition on planning applications in the electoral areas of Gaeltacht Area F and the towns of Moycullen, Barna and Claregalway where local primary schools do not have Gaeltacht recognition.</p>	<p>The proficiency in the Irish Language is a separate process from the County Development Plan and as such it is not considered appropriate to include reference to a category of Irish in the policy objectives.</p> <p>It is considered that the Language Enurement Clause plays a significant role in protecting and enhancing the Irish language in Gaeltacht communities.</p> <p><b>Chief Executive’s Recommendation:</b> No Change.</p>
<b>GLW-C10-1493</b>	Sorcha Ní Chonghaile	<p>It is requested in this submission for the footpaths in the Cois Fharráige area to be widened and improved for disability access. It is noted that the pathways are too narrow in parts and sloped in other parts.</p> <p>It is requested that the lighting sequence at Colmcille Credit Union, Inverin is adjusted to allow more time for people to cross the road.</p>	<p><b>Chief Executive’s Response:</b> The points raised in this submission are noted, however they relate to infrastructural improvements and transport services in the rural areas of the county. Essentially, <b>Chapter 6 Transport and Movement</b> and <b>Chapter 7 Infrastructure Utilities and Environmental Protection</b>, provide a suite of policy objectives that support improvements within the town, villages and rural areas of the county.</p>

		<p>It is noted that wheelchair accessible buses depart from Galway City to Ceantar na nOileán. It is requested that any bus shelters provided in the area are suitable for people with disabilities.</p> <p>It is requested that every town in the Cois Fharrage area has dropped kerbs on both sides of the road to facilitate the new public buses.</p>	<p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-1491</b>	Peadar Ó Cualáin	<p>It is requested in this submission for the footpaths in the Cois Fharrage area to be widened and improved for disability access. It is noted that the pathways are too narrow in parts and sloped in other parts.</p> <p>It is requested that the lighting sequence at Colmcille Credit Union, Inverin is adjusted to allow more time for people to cross the road.</p> <p>It is noted that wheelchair accessible buses depart from Galway City to Ceantar na nOileán. It is requested that any bus shelters provided in the area are suitable for people with disabilities.</p> <p>It is requested that every town in the Cois Fharrage area has dropped kerbs on both sides of the road to facilitate the new public buses.</p>	<p><b>Chief Executive's Response:</b> The points raised in this submission are noted, however they relate to infrastructural improvements and transport services in the rural areas of the county. Essentially, <b>Chapter 6 Transport and Movement</b> and <b>Chapter 7 Infrastructure Utilities and Environmental Protection</b>, provide a suite of policy objectives that support improvements within the town, villages and rural areas of the county.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-1473</b>	Mairéad Ní Chualáin	<p>It is requested in this submission for the footpaths in the Cois Fharrage area to be widened and improved for disability access. It is noted that the pathways are too narrow in parts and sloped in other parts.</p>	<p><b>Chief Executive's Response:</b> The points raised in this submission are noted, however they relate to infrastructural improvements and transport services in the rural areas of the county. Essentially, <b>Chapter 6 Transport and Movement</b> and <b>Chapter 7 Infrastructure</b></p>

		<p>It is requested that the lighting sequence at Colmcille Credit Union, Inverin is adjusted to allow more time for people to cross the road.</p> <p>It is noted that wheelchair accessible buses depart from Galway City to Ceantar na nOileán. It is requested that any bus shelters provided in the area are suitable for people with disabilities.</p> <p>It is requested that every town in the Cois Fharrage area has dropped kerbs on both sides of the road to facilitate the new public buses.</p>	<p><b>Utilities and Environmental Protection</b>, provide a suite of policy objectives that support improvements within the town, villages and rural areas of the county.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-1269</b>	Eibhlín Uí Chualáin	<p>It is requested in this submission for the footpaths in the Cois Fharrage area to be widened and improved for disability access. It is noted that the pathways are too narrow in parts and sloped in other parts.</p> <p>It is requested that the lighting sequence at Colmcille Credit Union, Inverin is adjusted to allow more time for people to cross the road.</p> <p>It is noted that wheelchair accessible buses depart from Galway City to Ceantar na nOileán. It is requested that any bus shelters provided in the area are suitable for people with disabilities.</p> <p>It is requested that every town in the Cois Fharrage area has dropped kerbs on both sides of the road to facilitate the new public buses.</p>	<p><b>Chief Executive's Response:</b> The points raised in this submission are noted, however they relate to infrastructural improvements and transport services in the rural areas of the county. Essentially, <b>Chapter 6 Transport and Movement</b> and <b>Chapter 7 Infrastructure Utilities and Environmental Protection</b>, provide a suite of policy objectives that support improvements within the town, villages and rural areas of the county.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>

<p><b>GLW-C10-921</b></p>	<p>Coiste Comhairleach Plean 5 Bhliana Iorras Aithneach</p>	<p>The following topics were raised in relation to rural issues:</p> <p><b>Section 4.6.2, Structurally Weak Rural Areas (East and West of GTPS).</b></p> <p>It is requested to extend the final key point with the following.</p> <p><i>“To protect areas located in Landscape Categories 2,3 and 4 while also acknowledging the need to protect the future of the communities in these areas”.</i></p> <p>Under Section 4.6.3 Rural Housing Development Strategy 2022-2028 the following insert is proposed after the second paragraph before the specific policy objectives are listed.</p> <p><i>“In areas which are classified in the Landscape Sensitivity 2,3 and 4 an applicant seeking to construct a rural house in the open countryside is required to demonstrate substantiated Rural Housing Need and their Rural Links or a connection to the area which is in keeping with Galway County Council’s objectives of strengthening structurally weak areas. The categories specifically included here including:</i></p> <p><i>Those applicants from outside the area who are providing employment in the area such as industrial projects and services.</i></p> <p><i>Those applicants who may be natives of some other parts of the county, country or from outside the State and who are working on a long term or permanent basis in the area.</i></p>	<p><b>Chief Executive’s Response:</b></p> <p>The protection of the Landscape Categories 2, 3 and 4 are a reflection of the unique landscape of the county, however subject to compliance with the policy objective it is considered that the rural communities can co-exist with the landscape classification.</p> <p>It is not considered necessary to expand the narrative in this section.</p> <p><b>Chief Executive’s Recommendation:</b></p>
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		<b>Returning emigrants</b> ".	No Change.
<b>GLW-C10-890</b>	Forum Connemara CLG	In this submission FORUM Connemara notes the concern regarding young people who wish to build a home beside their family. It is noted that this may lead to the dismantling of the family farm which it considers has a negative social, economic, and environmental implication. It is noted that EU programmes such as the Rural Development Programme (LEADER) are aimed at preventing the dismantling of the family farm structure.	<b>Chief Executive's Response:</b> <b>Chapter 4 Rural Living and Development</b> contains policy objectives <b>RH1 Rural Housing Zone 1 &amp; 2</b> that, subject to compliance, allows farm family members to live in the countryside.  <b>Chief Executive's Recommendation:</b> No Change.
<b>GLW-C10-862</b>	Coiste Forbartha na bhForbacha	It is noted in this submission that planning permission should be attainable for the local community for the construction of single houses in their own area/land without any constraints.  It is recommended that 80% of any development with 2 or more houses in na bhForbacha has an Irish Language condition attached and that Galway County Council ensure that this condition is met.	<b>Chief Executive's Response:</b> <b>Chapter 4 Rural Living and Development</b> contains policy objectives <b>RH1 Rural Housing Zone 1 &amp; 2</b> that, subject to compliance, allows the construction of rural housing. In accordance with NPO 15 and 19 of the NPF Plan, and following on from the OPR Recommendation No. 10, the criteria for rural housing has been amended.  This is addressed in <b>Chapter 13 Galway Gaeltacht and islands</b> under policy objective <b>GA4 Language Enurement Clause</b> . However, it is considered appropriate to reference the duration of the 15 years in this objective.

		<p>It is requested that no additional lands are zoned for windmills during the lifetime of the County Development Plan.</p> <p>It is requested that na bhForbacha should not be split to accommodate the proposed R336 upgrade. It is proposed that the new road is constructed on the northern edge of na bhForbacha.</p>	<p>It should be noted that the areas identified in the LARES are designated under the wind classification. This issue is dealt with further in the report.</p> <p>The Draft Galway County Development Plan 2022-2028, in <b>Chapter 6 Transport and Movement</b>, has listed the R336 on Table 6.1. No definitive proposals are in situ in relation to works on the R336.</p> <p><b>Chief Executive’s Recommendation:</b></p> <p><b>GA4 Language Enurement Clause</b></p> <p>(a) A Language Enurement Clause will be applied on a portion of residential units in developments of two or more units in District D Cois Fharraige. The proportion of homes to which a language enurement clause will be a minimum of 80% or to the proportion of persons using Irish Language on a daily basis, in accordance with the latest published Census whichever is greater. <b>A Language Enurement of 15 years duration will apply to approved developments in this category.</b></p> <p>(b) A Language Enurement Clause will be applied on a portion of residential units in developments of two or more units in the remaining Gaeltacht Districts excluding District D Cois Fharraige. The proportion of homes to which a language enurement clause will be a minimum of 20% or to the proportion of persons using Irish Language on a daily basis, in accordance with the latest published Census whichever is greater.</p>
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			A Language Enurement of 15 years duration will apply to approved developments in this category
<b>GLW-C10-835</b>	Kylemore Abbey	In this submission it is noted that Kylemore Abbey is located in an area underserved by public infrastructure, and with limited provision of amenities and cultural facilities for the local community. The submission notes Government and Local Authority policy to create opportunities for rural economies and communities. It is noted that Kylemore Abbey plays an important role in enhancing the attractiveness and quality of life in rural Connemara in terms of natural and cultural amenity, education, religious practice etc. It is noted that Kylemore Abbey acts as a community resource and cultural hub and it is considered that it enhances local life, providing amenity space, offers education programmes and adds to the attractiveness of the area for remote workers. This submission notes that Kylemore Abbey acts as a driver of enterprise development and as part of its current strategic plan Kylemore intends to further develop these activities.	<p><b>Chief Executive’s Response:</b> The contents of the submission are noted and the role that Kylemore Abbey plays in the rural economy.</p> <p><b>Chief Executive’s Recommendation:</b> No Change.</p>
<b>GLW-C10-763</b>	Clíodhna Ní Dhabhoráin	In this submission it is noted that there is a need to make provision for survivors of domestic violence and their children. It is noted that rural housing need should provide for such people to relocate to live near parents and close family due to the importance of support, safety, and security they provide to families in such circumstances.	<p><b>Chief Executive’s Response:</b> <b>Chapter 4 Rural Living and Development</b> contains policy objectives <b>RH1 Rural Housing Zone 1 &amp; 2</b> that, subject to compliance, allows the construction of rural housing. In accordance with NPO 15 and 19 of the NPF Plan, and following on from the OPR Recommendation No. 10, the criteria for rural housing has been amended.</p>

		It is noted that the needs of this category of people are not being met under present planning guidelines.	<b>Chief Executive's Recommendation:</b> No Change.
<b>GLW-C10-752</b>	Seán Ó Keeffe	In this submission the significance of climate change is highlighted and its impacts on rising sea levels and flooding. It is noted that habitats along coastlines are under threat. It is requested that planning permission should be restricted close to the shores, rivers, and lakes. It is noted that once a house is developed in a scenic location the natural heritage is lost forever.	<b>Chief Executive's Response:</b> <b>Chapter 4 Rural Living and Development</b> contains policy objectives <b>RH1 Rural Housing Zone 1 &amp; 2</b> that, subject to compliance, allows the construction of rural housing. Environmental parameters are also assessed when determining planning applications and extra studies/assessments are sometimes sought for the development in question.  <b>Chief Executive's Recommendation:</b> No Change.
<b>GLW-C10-716</b>	Milltown Development Company Ltd	This comprehensive submission notes the extensive history of Milltown Development Company Ltd and its role in the development of Milltown Business Park.  There is an outline given as to the extensive business that could be generated at this location from a range of potential occupiers of the buildings.  It is noted that Galway County Council and the NRA have signed into an agreement with Milltown Development Company to accommodate a road exit from the site for	<b>Chief Executive's Response:</b> The content of the submission is noted. Business parks such as Milltown are acknowledged in relation to their role in the county. It is considered that policy objective <b>RC 4 Mixed Use Development in Villages</b> would address the future uses such as Milltown Business Park Ltd.  This agreement was signed in 2011 and as such any upgrades are subject to a planning consent and funding.

		the construction of the proposed N17 upgrade M17 Tuam to Claremorris Road).	<b>Chief Executive's Recommendation:</b> No Change.
<b>GLW-C10-695</b>	Michael McArdle	<p>In relation to Chapter 4, <b>Section 4.6.3 Rural Housing Policy Objectives</b> it is requested that there would be a more open approach to rural housing. It is recommended that there are a number of terms (Long standing, substantial, continuous part, immediate family circumstances, substantiated rural housing need) that need to be removed in favour of more open access.</p> <p>In addition, it is noted that the concept in relation to “enurement” should be abolished. There should be free movement of people. It is stated that rural links must not be limited to those who have ties to the land or property. In addition, it is stated that the “8 km radius of their original family home” restriction should be abolished or replaced with a reasonable requirement that the construction would be within the same Local Electoral Area within a 25km radius.</p> <p>It is suggested that off-grid housing, where water supply, wastewater treatment, power supply and communications can be provided independently in a sustainable manner, should be permitted, especially where traditional settlement patterns have in the past, been the norm.</p>	<p><b>Chief Executive's Response:</b></p> <p>The narrative and wording of policy objectives in <b>Chapter 4 Rural Living and Development</b> is considered appropriate and in accordance with the National Planning Framework (NPF), the Regional Spatial Economic Strategy (RSES), and the Rural Housing Guidelines 2005.</p> <p>In accordance with NPO 15 and 19 of the NPF Plan, and following on from the OPR Recommendation No. 10, the criteria for rural housing has been amended, however it is considered that the concept of the Enurement clause is appropriate and should be retained.</p> <p>In relation to off-grid housing it is considered that there are a number of environmental concerns the Planning Authority would have with the proposal as suggested. The narrative and wording of policy objectives in <b>Chapter 4 Rural Living and Development</b> is considered appropriate and in accordance with the National Planning Framework (NPF), the Regional Spatial Economic Strategy (RSES), and the Rural Housing Guidelines 2005.</p>

		<p><b>Policy Objective RH2 Rural Housing Zone 2 (Rural Area Under Strong Urban Pressure-GCTP-Outside Rural Metropolitan Area Zone 1) b)</b> that the “<i>8km radius of their original family home</i>” restriction should be abolished or replaced by a more reasonable requirement that the construction be, for example, within the same Local Electoral Area or within 25 km radius.</p> <p>It is recommended that off-grid housing, where water supply, wastewater treatment, power supply, and communications can be provided independently in an objectively-assessed, sustainable manner, should be permitted, especially where traditional settlement patterns have, in the past, been the norm. It is noted that the easing of restrictions and permitting such sustainable development is likely to increase land and housing affordability.</p>	<p>The narrative and wording of policy objectives in <b>Chapter 4 Rural Living and Development</b> is considered appropriate and in accordance with the National Planning Framework (NPF), the Regional Spatial Economic Strategy (RSES), and the Rural Housing Guidelines 2005. The concept in relation to off-grid housing is not appropriate due to the number of parameters that have to be accessed.</p> <p><b>Chief Executive’s Recommendation:</b> No Change.</p>
<p><b>GLW-C10-685</b></p>	<p>Galway County Comhairle na nÓg</p>	<p>It is noted in this submission that under the objectives set out in Chapter 4 there needs to a specific objective in relation to Affordable Housing. It is recommended that affordable housing is to be made available and developed near towns, villages and in the countryside. It is noted that a lack of affordable housing in the countryside, and more rural regions, has driven more younger people into larger towns and cities to find housing and hence depleting the countryside of younger generations.</p>	<p><b>Chief Executive’s Response:</b> It should be noted that there is a policy objective in relation to affordable housing in Section 2.5.2 Policy Objective <b>HS 2 Social and Affordable Housing</b>. In terms of providing housing in the open countryside it is considered that this would not be in accordance with the NPF and NPO 15 and 19.</p> <p><b>Chief Executive’s Recommendation:</b> No Change.</p>

<b>GLW-C10-669</b>	Áine Ní Chonchubhair	<p>It is noted in this submission that development adjacent to rivers, lakes and coastal areas should be prohibited to leave space for nature.</p> <p>It is noted that between 1% and 2% of the country's mammals are killed on the roads each year. It is recommended that road boundaries are constructed in such a way that small animals are protected.</p>	<p><b>Chief Executive's Response:</b> Noted. <b>Chapter 15 Development Management Standards, DM Standard 7 Rural Housing</b> lists the requirements in relation to boundary treatments.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-570</b>	Joyce Country & Western Lakes Geopark	<p>It is noted in this submission that achieving UNESCO Global Geopark status for Joyce Country and Western Lakes (JCWL) area should be in one of the priorities of the County Development Plan.</p> <p>It is requested that acknowledgement of this is included in <b>Chapter 4 Rural Living and Development</b> as it is an important step and signpost towards achieving this potential.</p>	<p><b>Chief Executive's Response:</b> It should be noted that there is a policy objective in <b>Chapter 11 Natural Heritage, Biodiversity and Blue/Green Infrastructure</b> UGG 1 UNESCO Global Geopark Status that supports the designation of UNESCO Global Geopark status.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-467</b>	Matt Loughnane	<p>In this comprehensive submission it is requested to zone lands at Woodlawn, Ballinasloe, for residential use.</p>	<p><b>Chief Executive's Response:</b> It is not considered appropriate to zone lands in a rural area where Woodlawn has been identified as a Level 7 village.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-466</b>	MÓR Action	<p>This comprehensive submission relates to the Maree-Oranmore area.</p> <p>It is noted in relation to Section 4.6 Rural Housing Strategy in the Open Countryside that there are</p>	<p><b>Chief Executive's Response:</b></p>

		<p>estimated population increases of between 10% to 25%, and especially around Athenry and Oranmore. It is noted that there should be a representative 25% increase in funding allocation for Athenry and Oranmore over this period correlating with the projected population increase.</p> <p>In relation to Section 4.6.1 Rural Areas under Strong Urban Pressure – Metropolitan Area and GCTPS it is recommended that rural housing development is not restricted to one occupancy or for families who happen to own land. It is noted this this is discriminatory. It is noted that the intention to retain vibrant rural activity would be welcome.</p>	<p>Funding requirements are outside the remit of the Draft Galway County Development Plan 2022-2028.</p> <p>It is considered that <b>Chapter 4 Rural Living and Development</b> and <b>Policy Objective RH1 Rural Housing Zone 1</b> are in accordance with National Policy Objective 15 and 19 of the NPF, and Recommendation No.10 of the OPR</p> <p><b>Chief Executive’s Recommendation:</b> No Change.</p>
<b>GLW-C10-438</b>	Aidan Curley	<p>It is noted in this submission that the rural housing requirements heavily restrict the development of building a home within a rural community. It is noted that these policy objectives are discriminatory towards people who are not local, and it is considered that this is in breach of both Constitutional and EU Legislation. It is noted that this was highlighted by the Law Society of Ireland as far back as 2005 and that the EU agreed with same. It is noted that the EU Commission conducted a study in 2007/2008 and it concluded that the “locals only” stipulation breached articles of the EU Treaty which guaranteed both the free movement of capital and of people.</p>	<p><b>Chief Executive’s Response:</b></p> <p>It is considered that <b>Chapter 4 Rural Living and Development</b> and policy objectives are in accordance with National Policy Objective 15 and 19 of the NPF, and Recommendation No.10 of the OPR.</p> <p>The imposition of an Enurement condition is underpinned in the Sustainable Rural Housing Guidelines.</p>

		It is recommended that the local housing need requirement should have been corrected and addressed to align with European Law. It is noted that this policy is preventing the growth of rural communities. It is noted that this policy is discriminatory, illegal and it is considered that it should be removed from the Draft Development Plan to comply with European Law.	<b>Chief Executive's Recommendation:</b> No Change.
<b>GLW-C10-248</b>	Malachy Kearns	It is requested that lands would be zoned in Roundstone to accommodate Housing-Working units. These lands were where the IDA had identified for housing back in the 1970's. It is noted that 5G is installed in Roundstone and that there is a huge demand for rural living and working at home.	<b>Chief Executive's Response:</b> It is noted that Roundstone is located in Level 7 of the Settlement Hierarchy, and as such does not have a zoning plan. It is not considered appropriate to identify these lands for residential development where a quantum of residential zoned lands would be illustrated.  <b>Chief Executive's Recommendation:</b> No Change.
<b>GLW-C10-171</b>	Jelena Deric	It is noted in this submission that there have been no amendments to the Enurement Clause in the Draft Development Plan.  It is noted that the EU ruled Enurement Clauses as illegal several years ago. It is noted that the Draft Development Plan does not take this into consideration. It is noted that the need to prove ties to the local area, to build a one-off house, is preventing local communities from developing and bringing new people into local communities.	<b>Chief Executive's Response:</b> It is considered that <b>Chapter 4 Rural Living and Development</b> and policy objectives are in accordance with National Policy Objective 15 and 19 of the NPF, and Recommendation No.10 of the OPR.

		It is noted that Galway City is expanding rapidly, and the lands marked as the Metropolitan area at present will be part of Galway City in the future. It is noted that the Metropolitan area around the city is the most appropriate for one-off housing, yet it remains marked as Rural. It is requested that the Enurement Clause/Local only policy is removed from the Metropolitan area.	<b>Chief Executive's Recommendation:</b> No Change.
<b>GLW-C10-157</b>	Orla McKiernan	It is noted in this submission that in circumstances where the only available family lands for an applicant to build their first family in a cluster, and accessed onto a Regional Road; that these lands should comply with the necessary sight distances and other technical requirements.	<b>Chief Executive's Response:</b> Significant resources have been expended on the Regional Roads and they provide essential linkages between our towns and villages. These restricted regional roads are required to be protected and safety is paramount thus the need for restricted additional accesses along such roads. The widening of the criteria serves to allow more development along such roads and compromises the investment afforded to the upkeep and maintenance of such routes. It is not considered appropriate to tailor a policy objective for a particular circumstance. The OPR under Recommendation No.14 has requested amendments to <b>RH6 Access to National Roads</b> . Please see OPR Recommendation No.14.  <b>Chief Executive's Recommendation:</b> No Change.
<b>GLW-C10-156</b>	Orla McKiernan	It is noted in this submission that Ms. McKiernan wishes to build a home on family owned lands off a Regional Road. It is noted that there is no other land available on which to build. It is recommended that in circumstances	<b>Chief Executive's Response:</b> Significant resources have been expended on the Regional Roads and they provide essential linkages between our towns and villages. These restricted regional roads are

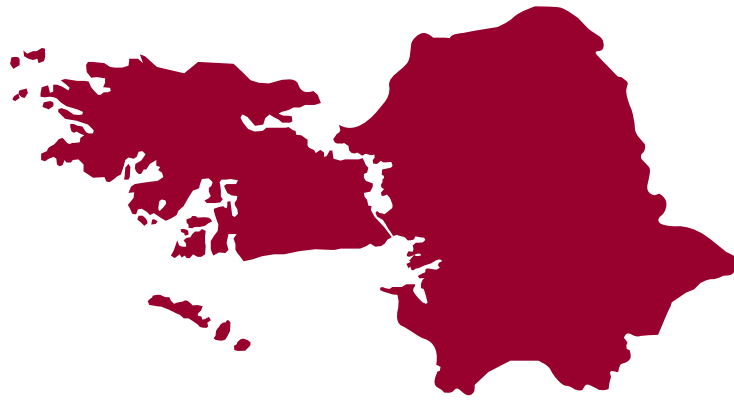


		<p>where the only available family lands for an applicant to build their first family in a cluster and accessed onto a Regional Road; that these lands should comply with the necessary sight distances and other technical requirements.</p>	<p>required to be protected and safety is paramount thus the need for restricted additional accesses along such roads. The widening of the criteria serves to allow more development along such roads and compromises the investment afforded to the upkeep and maintenance of such routes. It is not considered appropriate to tailor a policy objective for a particular circumstance. The OPR under Recommendation No.14 has requested amendments to <b><i>RH6 Access to National Roads</i></b>. Please see OPR Recommendation No.14.</p> <p><b>Chief Executive's Recommendation:</b> See OPR Recommendation No.14.</p>
<b>GLW-C10-9</b>	Conor Quinn	<p>It is noted in this submission that in circumstances where the only family lands available to a family member to build their first family home, that are accessed from a Regional Road, and that would be part of an existing cluster; that these applications would have to comply with the necessary sight distances and other technical requirements.</p>	<p><b>Chief Executive's Response:</b> Significant resources have been expended on the Regional Roads and they provide essential linkages between our towns and villages. These restricted regional roads are required to be protected and safety is paramount thus the need for restricted additional accesses along such roads. The widening of the criteria serves to allow more development along such roads and compromises the investment afforded to the upkeep and maintenance of such routes. It is not considered appropriate to tailor a policy objective for a particular circumstance. The OPR under Recommendation No.14 has requested amendments to <b><i>RH6 Access to National Roads</i></b>. Please see OPR Recommendation No.14.</p> <p><b>Chief Executive's Recommendation:</b></p>

			See OPR Recommendation No.14.
<b>GLW-C10-121</b>	Roadstone Ltd	<p>In this comprehensive submission it is noted that the extractive industries are important to the wider economy and the need to protect the operations of working quarries and proven aggregate resources is firmly established in national and regional planning policy.</p> <p>Policy <b>Objective RD1 Rural Enterprise Potential</b> is noted and its stated emphasis on the extractive industries.</p> <p><b>Section 4.14 Mineral Extraction and Quarries</b> the significance of mineral extraction and quarries is noted. The policy objectives with respect to mineral extraction and quarries are noted.</p> <p>It is proposed that <b>Policy Objective MEQ3 Sustainable Management of Exhausted Quarries</b> would be amended to include reference to commercial, industrial uses follows:</p> <p><b>MEQ 3 Sustainable Management of Exhausted Quarries</b> Encourage the use of quarries and pits for sustainable management of post recovery stage <b>to possible uses including the processing of</b> construction and demolition waste, <b>restoration by backfilling with inert soil and stone, as well as agriculture, biodiversity, recreation/amenities, commercial, industrial, residential, or a combination of same,</b> subject to normal planning and environmental considerations.</p>	<p><b>Chief Executive's Response:</b></p> <p>Whilst the general agreement with the policy objectives in the plan are noted, Galway County Council fully recognises the importance of the aggregates and extractive industry sector in County Galway and the crucial role it plays in the on-going infrastructural development of the county.</p> <p>It is considered that the proposed wording is not appropriate as it leads to a further expansion of the potential use of exhausted quarries and processing of materials from a wide range of industries would not be in the spirit of the policy objective</p>

		<p><b>MEQ 4 Landscaping Plans</b></p> <p>Ensure that all extractions shall be subjected to landscaping requirements and that worked out quarries should be rehabilitated to a use agreed with the Planning Authority which could include recreational, biodiversity, amenity, commercial, industrial, residential or a combination of same, subject to normal planning and environmental considerations.</p> <p>It is recommended that the County Development Plan highlight areas containing proven mineral deposits on an appropriate map, to protect them from future development of incompatible land use. It is noted that the County Development Plan should ensure that the extraction of aggregates takes places in suitable locations where the resource exists.</p>	<p>It is considered that the proposed wording is not appropriate as it leads to a further expansion of the potential use of exhausted quarries from recreational, biodiversity to more intense use of an industrial and residential use.</p> <p>The merit of including a map to illustrate the location of proven mineral deposits is not appropriate given the limited level of details that could be conveyed.</p> <p><b>Chief Executive’s Recommendation:</b> No Change.</p>
<p><b>GLW-C10-91</b></p>	<p>Forgotten Horses Ireland</p>	<p>This submission relates to <b>Section 4.12. Equine Industry</b>. It is noted in this submission that there is no stated objective for the provision of facilities for animals, other than agricultural animals and the commercial equine industry. It is stated that County Galway is lacking in infrastructure to cater for the various species of animals which find themselves in poor circumstances. It is recommended that the County Development Plan should indicate how such facilities can be provided for to facilitate charities such as Forgotten Horses Ireland.</p>	<p><b>Chief Executive’s Response:</b></p> <p><b>Section 4.12 Equine Industry</b> recognises the importance of this industry. <b>Policy Objective EQ1 Equine Industry</b> reflects this. Notwithstanding this it is considered that the following text could be added to policy objective</p> <p><b>EQ1 Equine Industry</b></p> <p>To support and promote the equine industry in the county as an economic and employment provider and welfare service in accordance with the proper planning and sustainable development of the area.</p>

		<p>It is also noted there are no equine pound facilities in County Galway to deal with the Control of Horses Act and Animal Health and Welfare Acts. Presently, all Galway cases are dealt with by other counties which it is noted is not satisfactory and the omission of an objective or guidance on the provision of such facilities is a failure to address animal welfare.</p>	<p><b>Chief Executive's Recommendation:</b>  <b>EQ1 Equine Industry</b>  To support and promote the equine industry in the county as an economic and employment provider and welfare service in accordance with the proper planning and sustainable development of the area.</p>
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**Chief Executive's Report  
on Submissions received on the Draft Galway County Development Plan  
2022 - 2028**

# **Submissions received on Chapter 5: Economic Development, Enterprise and Retail Development**

Portal No.	Submission Name	Summary of Issues Raised in Submission	Chief Executive's Response
GLW-C10-1810	Cllr. Geraldine Donohue	It is requested that a Masterplan be prepared for the former Galway Airport site, which should include the retention of the existing runway and associated services.	<p><b>Chief Executive's Response:</b></p> <p>The vision document has been developed in accordance with the <i>Key Growth Enabler</i> set out in the NPF which seeks to develop the airport site as a strategic employment site in Metropolitan County Galway.</p> <p>As outlined under the OPR Observation No.6 policy objective EL4 Masterplan for the former Galway Airport Site has been amended. It is envisaged that this masterplan will be prepared in close consultation with stakeholders such as IDA, NTA, TII and Galway City.</p> <p><b>Chief Executive's Recommendation:</b></p> <p>No Change.</p>
GLW-C10-233	Cllr. Jim Cuddy	It is requested that any future plans for the former Galway Airport site, would include the retention of the existing runway and associated services. Reference is made to The Galway Flying Club.	<p><b>Chief Executive's Response:</b></p> <p>The vision document has been developed in accordance with the <i>Key Growth Enabler</i> set out in the NPF which seeks to develop the airport site as a strategic employment site in Metropolitan County Galway.</p> <p>As outlined under the OPR Observation No.6 policy objective EL4 Masterplan for the former Galway Airport Site has been amended. It is envisaged that this masterplan will be prepared in close consultation</p>

			<p>with stakeholders such as IDA, NTA, TII and Galway City.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-1161/788</b>	David Courtney	<p>This submission references Section 5.10.5 – Former Galway Airport Lands Strategy. The submission requests that the runway at the former airport is kept in place to have a viable airstrip/airfield for use by small jets and light aircraft, as well as air ambulance and search &amp; rescue. There should be a facility for aviation in Galway and the existing infrastructure should be utilised. The submission suggests consultation with the public to determine what should be done with the airport site.</p>	<p><b>Chief Executive's Response:</b> The vision document has been developed in accordance with the <i>Key Growth Enabler</i> set out in the NPF which seeks to develop the airport site as a strategic employment site in Metropolitan County Galway.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-842</b>	Timbeltron Unlimited Company	<p>This submission relates to the former Galway Airport Site, more specifically the former Steiner manufacturing premises which adjoins the R339. This location is referred to in the Northwest and Western Region RSES under Regional Policy Objective 3.6.6, which notes that both sides of the R339 should be included in the plan area and developed. The submission requests that the adopted Development Plan includes amended Policy EL4 and the Galway Airport Site Strategy Map to include the lands to the north of the R339.</p>	<p><b>Chief Executive's Response:</b> Settlement plans have been drafted and are contained within <b>Chapter 2 Core Strategy. Settlement Strategy and Housing Strategy</b>. These comprise of a range of towns and villages across the County. Each settlement plan provides for future growth in population and employment supported by infrastructure and facilities. At this stage it is not considered expedient to identify further lands for development.</p> <p>The NPF and RSES identifies the former Galway airport site as a Key Growth Enabler and the Draft Development Plan sets out a strategic vision for the site itself. As a first step, it is considered prudent to</p>

			<p>consider lands within public ownership and the overarching document seeks to establish a framework for this site. At this stage, it is not considered expedient to include further lands for development.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-726</b>	Aer Arann	<p>The submission requests that the existing runway at the former Galway Airport Site is noted as a 'strength' in the Former Galway Airport Site Strategy document. The submission recognises that the objective to optimise the use of the former airport site would not be achieved should the site remain exclusively as an airport. However, there is an opportunity to synergise between the proposed Innovation, Business and Technology Campus and the existing airport infrastructure.</p> <p>Aer Arann recognises aviation related activities which could provide economic return and high value employment opportunities, including a Search and Rescue (SAR) base along with associated support businesses. The submission acknowledges Cork Airport Business Park.</p>	<p><b>Chief Executive's Response:</b> The vision document has been developed in accordance with the <i>Key Growth Enabler</i> set out in the NPF which seeks to develop the airport site as a strategic employment site in Metropolitan County Galway.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-797</b>	Eamonn O'Donoghue	<p>This submission relates to the Galway Airport site. The submission states that the continued function of Galway Airport does not preclude a wide variety of other developments on its extensive site. It is noted that Galway Airport can provide an invaluable resource and facility for Air Ambulance and access for</p>	<p><b>Chief Executive's Response:</b> The vision document has been developed in accordance with the <i>Key Growth Enabler</i> set out in the NPF which seeks to develop the airport site as a</p>



		<p>a wide variety of emergency medical supplies; Search and Rescue services; air cargo, air taxi and air courier services; can serve private business and technical support flights for Galway’s international industry sector; and can play an important role in aviation training and maintenance.</p>	<p>strategic employment site in Metropolitan County Galway.</p> <p><b>Chief Executive’s Recommendation:</b> No Change.</p>
<b>GLW-C10-347</b>	Galway Flying Club	<p>The submission outlines the history and background of the Galway Flying Club. The submission welcomes the economic and infrastructural development at the airport – it is noted that the existing aviation infrastructure is not incorporated into the future vision for the site. Galway Flying Club expects to be facilitated by the current public owners and to be included in the shared use of this large site.</p> <p>It is noted that the aviation asset can be incorporated into the fully prepared Masterplan and can easily co-exist with, and enhance, future economic development.</p> <p>The submission refers to Section 1.2.1 which states that the mandatory objectives include “<i>integration of the planning and sustainable development of the area with the social, community and cultural requirements of the area and its population.</i>” It is noted that the preservation of flying activity in Carnmore is essential to the aforementioned integration.</p> <p>It is the submission of Galway Flying Club that aviation should be included in the preparation of the Masterplan for the airport site, and that Galway Flying</p>	<p><b>Chief Executive’s Response:</b> The use of the former Galway Airport site by the Galway Flying Club is noted as is its contribution.</p> <p>The Airport is jointly owned by Galway County Council and Galway City Council. A detailed analysis of the former Galway Airport site has been completed. The framework plan examines the potential business and technological innovation prospects which includes a vision for the redevelopment of the site. At this stage the purpose of the document is to set out a high-level vision for the site with an overall approach and development actions which will give an indication of the development potential that is envisaged at this location. The vision document is a high-level initial placeholder to stimulate interest, with the expectation that a detailed and strategic masterplan will be carried out in due course, in close collaboration with key stakeholders. Details such as the key uses at the site will be established during the Masterplanning process.</p>

		Club should be included in the development of the Masterplan document.	<b>Chief Executive's Recommendation:</b> No Change.
<b>GLW-C10-838</b>	BV Commercial Real Estate Advisors	<p>The submission requests that adequate lands are zoned for warehousing/logistics use to meet the demands of the market with Covid and Brexit changes. The submission also requests that additional lands are zoned 'Industrial', 'Business &amp; Enterprise', &amp; Business &amp; Technology' in settlements within the vicinity of, as well as within, the "Strategic Economic Corridor" (SEC) including Oranmore, Carnmore, &amp; Glennascaul, to ensure adequate zoned lands are available for development.</p> <p>Failure to allow for policies will result in a loss of this investment in direct contradiction to the objectives of the Regional Spatial and Economic Strategy.</p>	<p><b>Chief Executive's Response:</b> A series of settlement plans and Local Area Plans have been put in place across the County, which include employment zoned lands. The quantity of zoned lands across the County is considered sufficient at this stage. Lands have been strategically zoned in areas where there is adequate supporting infrastructure.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-833</b>	Ben Walsh	<p>In relation to: <a href="#">Folio: GY 100071F lands adjacent exit to R381 of M6 motorway.</a></p> <p>The submission welcomes the consideration of providing supporting facilities for future large-scale employment proposed at the former airport site.</p> <p>The submission proposes the zoning of lands in the vicinity of the Galway Airport site along the M6 in order to provide for logistics and retail space and provide ancillary services for motorway users.</p>	<p><b>Chief Executive's Response:</b> Submission supports the employment vision for the former Galway Airport.</p> <p>Adequate land has been zoned in towns and villages of varying scales across the County to accommodate commercial development including logistics.</p>

		The submission requests GY100071F Gleannascaul for zoning as the lands are located in a prime location adjacent to M6 within a strategic economic corridor. It is submitted that said lands be zoned with a view to providing logistics, distribution and retail space. It will also be necessary to provide ancillary services for motorway traffic.	<b>Chief Executive's Recommendation:</b> No Change.
<b>GLW-C10-979</b>	Ciara Croffy	The submission requests that the Council consider backland sites in Ballinasloe for development of convenience / comparison retail. All retail development should be directed to the centre and not out of town sites.	<b>Chief Executive's Response:</b> The land use zoning map and supporting Policy Objectives is set out in the Local Area Plan for Ballinasloe. The Draft Ballinasloe LAP is currently on public display and is open to submissions pertaining specifically to Ballinasloe can be made.  <b>Chief Executive's Recommendation:</b> No Change.
<b>GLW-C10-936</b>	Connemara Chamber of Commerce	The submission requests a remote working hub in Clifden town centre. The submission identifies a property on Main Street.	<b>Chief Executive's Response:</b> The Draft Plan is supportive of working hubs in towns such as Clifden. However, the delivery of a working hub in the town does not fall within the remit of the Draft Plan.  <b>Chief Executive's Recommendation:</b> No Change.
<b>GLW-C10-900</b>	Coillte CGA	The submission requests that the Draft Plan includes reference to the regulatory framework established under the Department of Agriculture, Food and the Marine.	<b>Chief Executive's Response:</b> The Draft Plan supports a range of tourism facilities across the County. <b>Chapter 4 Rural Living and Development</b> contains a range of Policy Objectives

		<p>It is considered that the provision of woodland lodges at appropriate locations within the Coillte estate, would support the continued growth of the passive and active tourism sector fully supporting Tourism Objectives TI1and TI2.</p> <p>It is requested that the Council support the provision of woodland lodge tourism accommodation at suitable locations in the Coillte estate at Portumna Forest Park.</p> <p>The submission notes that Coillte estates can facilitate the provision of tourism accommodation at appropriate locations, such as Portumna. The submission seeks to enhance the policy context in the Development Plan to support the development of sensitively designed forest-based tourist activity on Coillte lands at Portumna Forest Park.</p> <p>The submission requests that the new Plan further recognises that the provision of enhanced tourist infrastructure at Portumna Forest Park will result in significant benefits for Portumna Town while providing an opportunity to develop a tourist resource in the east of the County. At a national level it would contribute to post Covid-19 social and economic recovery.</p> <p>The submission outlines recommended text to be inserted in the Development Plan in support of forest based tourism development.</p>	<p>that support the regulatory framework established under the Department of Agriculture, Food and the Marine. Supporting Policy Objectives have been principally set out in <b>Chapter 8 Tourism and Landscape</b> and <b>Chapter 5 Economic, Enterprise and Retail Development</b> which support forest based tourism visitor accommodation. The narrative contained within the Draft Plan is deliberately concise with supporting Policy Objectives and more specific Settlement Plan. Therefore, it is not considered necessary or appropriate to include the additional narrative or Policy Objectives outlined in the submission.</p>
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		<p>Reference is made to a range of tourism strategies such as the Visitor Experience Development Plan.</p> <p>In addition, under this section, the submission requests the following text to be inserted into Policy Objective VEDP 1 (Visitor Experience Development Plans):</p> <p style="background-color: yellow;">“Portumna Town has been identified as a Destination Hub in the Lough Derg Visitor Experience Development Plan 2020-2024. Its strategic location and range of natural and built assets, make it an ideal base for water-based activities, navigating the Shannon, and for exploring the range of walking trails extending from the town.”</p> <p>Under section 8.8.2 (Accommodation), the submission recommends the inclusion of the following text:</p> <p style="background-color: yellow;">“The Council recognises that the provision of accommodation such as those highlighted are essential to enable growth in the tourism sector and welcomes the provision of new types of tourism accommodation such as forest based woodland lodges.”</p> <p>With respect to Policy Objective TI 1 (Tourism Infrastructure), the submission recommends the inclusion of the following text:</p>	
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		<p>“Encourage and promote tourism related facilities and accommodation within, adjacent or connected to existing settlements in the county...”</p> <p>The following text is recommended with respect to Policy Objective TI 2 (Visitor Accommodation):</p> <p>“Encourage and facilitate visitor accommodation facilities at appropriate locations within the county where there is an identified deficit or justifiable requirement for such facilities.”</p> <p>The following text is recommended under Section 8.9.3, Policy Objective LWT1 (Lakeland and Waterways Tourism):</p> <p>“To support the development of tourism activities and associated infrastructure such as visitor accommodation in Lakeland areas and waterways subject to Normal Planning and environmental criteria.”</p> <p>The following text is recommended under Section 8.11 (Additional Tourism Experiences):</p> <p>“Galway County Council is supportive of the development of additional tourism experiences or tourism attractions of scale, which would serve to enhance tourism and employment within the county. The Plan supports the sustainable development of</p>	
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		<p>facilities such as outdoor activity, leisure parks and forest-based tourism accommodation models at suitable locations throughout the County such as Portumna Forest Park. Development proposals for unique tourism offerings will be considered on their merits subject to the protection of the integrity of the built and natural heritage of the County.”</p> <p>The following text is recommended with respect to Policy Objective ATE 1 (Additional Tourism Initiatives):</p> <p>“To facilitate the sustainable development of the tourism sector and provide for the delivery of a unique combination of tourism opportunities drawing on the network of attractions and natural assets in County Galway and potential future attractions.”</p> <p>The following text is recommended under section 8.12 (Failte Ireland Tourism Brands):</p> <p>“County Galway encompasses some of Ireland’s most beautiful landscapes and seascapes, forming parts of both the Wild Atlantic Way and Ireland’s Hidden Heartlands brand regions. The Council recognises the transformative power of brand initiatives as key drivers of economic activity and supports development and investment in both the Wild Atlantic Way and</p>	
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		<p>Ireland’s Hidden Heartlands brand regions by supporting the diversification of visitor attractions and associated tourism infrastructure such as visitor accommodation”</p> <p>The following text is recommended under section 8.12.2 (Ireland’s Hidden Heartlands):</p> <p>“Ireland’s Hidden Heartlands proposition; which includes east Galway; has rebranded the midlands since 2018; as a way of boosting tourism in this area. The River Shannon, Lough Derg and its adjoining natural assets is central to the proposition.”  “The Plan is to entice visitors to the area’s walkways, lakes and forests, and the campaign will promote activities like walking, cycling/mountain biking, fishing and boating. Natural access points to the River Shannon and the provision of tourism infrastructure which facilitates the enjoyment of activities on and around the River Shannon will be sensitively developed. The Council will support the development of and investment in visitor accommodation for the implementation of the overall Hidden Heartlands Strategy.”</p> <p>The following text is recommended with respect to Policy Objective CTB 2 (Tourism Stakeholders):</p>	
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		<p>"To support Failte Ireland and any other stakeholders in identifying suitable locations for both new and improved infrastructure such as visitor accommodation and car parks to cater for the growth in visitors using the Wild Atlantic Way WAW) and Ireland's Hidden Heartlands (IHH) touring network and visitor attractions within the county."</p>	<p><b>Chief Executive's Recommendation:</b> No Change.</p>
<p><b>GLW-C10-898</b></p>	<p>Ibec</p>	<p>The submission notes that investment is needed to transition travel patterns to public transport and active modes to create liveable communities. Transport policies must allow people to choose where they want to live and work; and connectivity and efficient land use planning will ensure Galway is a living county. Multi-modal transport networks must be strengthened. 10 minute neighbourhood.</p> <p>Improve inter-urban connectivity for job creation, along the Atlantic Economic Corridor. Draft Plan must maximise the assets along the western seaboard and connect the economic hubs, clusters and catchments of the region to attract investment, support job creation. The following is recommended:</p> <ul style="list-style-type: none"> <li>• <i>Develop the Atlantic Corridor northwards by completion of the M17 Tuam to Sligo.</i></li> <li>• <i>Support the development of a network of strong urban centres along the Atlantic coast.</i></li> <li>• <i>Prioritise investment engage in joint spatial planning and development along the Corridor</i></li> </ul>	<p><b>Chief Executive's Response:</b> In relation to reduced car dependency and improved public transport accessibility levels, the Draft Plan contains a number of supporting Policy Objectives to assist the delivery of improved public transport. Settlement Plans have been included within the Draft Plan in towns and villages across the County where residentially zoned lands are within walking distance of employment, community and commercial zoned land. <b>Chapter 6 Transport and Movement</b> in particular has a number of sustainable transport focussed Policy Objectives . There are also Policy Objectives in <b>Chapter 6 Transport and Movement</b> which support improved infrastructural connectivity within the region. The Council regularly collaborates with other Local Authorities along the AEC on common issues.</p>

		<p>Digital infrastructure and smart technologies are critical enablers for economic and social revitalisation. The National Broadband Plan will provide the infrastructure for high speed broadband that could not be provided commercially. The submission recommends that the Development ensures a supporting regulatory environment for the successful roll-out of 5G. The submission recommends to support investment in ICT infrastructure to capitalise on remote working and learning opportunities; and ensure all communities can transition to digitalisation for a better quality of life and eliminate digital inequalities, in terms of access to digital networks for the purposes of business, access to public services and education.</p> <p>The submission notes that significant investment and smart policy making will be needed to ensure economic growth in the county is decoupled from environmental harm and needs to be a central consideration in the Development Plan. It is important that the Council makes progress in the delivery of actions on Climate Change and the transition to a low carbon future for all sectors. The submission recommends the following:</p> <ul style="list-style-type: none"> <li>• That the Council support the sustainable reinforcement and provision of new energy infrastructure by infrastructure providers, ensuring the energy needs of future economic expansion and</li> </ul>	<p>Digital Infrastructure including improved broadband are supported in <b>Chapter 7 Utilities and Infrastructure</b> of the Draft Plan. Digital Hubs and Remote working are also supported in the Draft Plan.</p> <p>The issue of Climate Change is addressed within each chapter of the Draft Plan as an embedded theme. In addition <b>Chapter 14 Climate Action, Energy and Renewable Resource</b> sets out a range of supporting Policy Objectives in pursuit of sustainable climate action. The Local Authority Renewable Energy Strategy will also assist in sustainable renewable energy delivery in County Galway. Therefore, the Council is fully committed to its climate related responsibilities and transitioning as appropriate.</p>
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		<p>population across Galway can be delivered in a sustainable manner.</p> <ul style="list-style-type: none"> <li>• Support the transition of the gas network to a carbon neutral network by 2050.</li> <li>• Support the development of renewable energy projects.</li> </ul> <p>High quality water is essential to the region's economy and broader society. The submission recommends liaising with Irish Water during the lifetime of the Plan to secure investment in the provision, extension and upgrading of the piped water distribution network and wastewater pipe network across the County, to serve existing population and future population growth and sustain economic growth. The submission recommends that the Council:</p> <ul style="list-style-type: none"> <li>• Ensure adequate and appropriate wastewater infrastructure is available to cater for existing and proposed development.</li> </ul> <p>The transition to a circular economy must form a key part of the Plan as Galway is the third most populous county in Ireland. Necessary infrastructure must be developed and the Plan must assist businesses, communities and public entities to make the necessary transformations. The submission recommends the following:</p>	<p>The Council regularly collaborates with Irish Water. The Settlement Plans referenced above have been zoned in close collaboration with Irish Water, such that land is only zoned across the County where there is supporting water supply and waste water infrastructure. Investment in water infrastructure is supported through a range of Policy Objectives contained within the Draft Plan.</p> <p>As set out in <b>Chapter 7 Infrastructure and Utilities</b> of the Draft Plan The Council recognises the importance of waste management and will promote the circular economy principles, prioritising prevention, reuse, recycling and recovery, and to sustainably manage residual waste which will contribute to more sustainable communities for the existing and future population of County Galway. <b>Policy Objective WM 2 Requirements for Waste Management</b> also supports the transition to a circular economy. Research and</p>
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		<ul style="list-style-type: none"> <li>• Ensure the principles of circularity and smart resource use are embedded in the Plan.</li> <li>• Progress the development of the Circular Economy Action Plan at a local level. Set an ambition to make Galway a leader in resource efficiency and sustainable value creation.</li> <li>• Identify specific short-term deliverables to build early momentum.</li> <li>• Support the research and development of green fuels such as biogas, biomethane and hydrogen as fuels for power generation, manufacturing, energy storage and transport.</li> </ul> <p>The submission notes that the continued shortage of affordable housing threatens to undermine the achievement of many economic policy goals, including the attraction of overseas investment into Ireland, the promotion of third-level education, the reduction of emissions and the improvement of household incomes and wellbeing. Transport and land use should be developed through a coordinated approach to support compact, urban growth. Sufficient zoned lands should be provided to ensure that no shortage in supply arises during the lifetime of the development plan.</p> <p>The Housing Strategy must account for a required change in household mix and tenure. The expected demographic changes that will impact the housing stock and mix must be accounted for. There is a</p>	<p>innovation in alternative sustainable energy types is also supported in the Draft Plan.</p> <p>The Draft Plan, including the Housing Strategy and Housing Need Demand Assessment, is fully committed to the delivery of appropriate housing across the County and the Housing for All – A New Housing Plan for Ireland. Volume 2 of the Draft Plan contains 15 settlement plans which include zoning for housing. In addition, two Urban Framework Plans at Garraun and Briarhill contain additional residentially zoned land.</p>
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		<p>requirement for a holistic view towards housing allowing for an appropriate mix of housing which recognises all the different housing needs. Bridging a finance scheme will be required to better utilise the supply of zoned and serviceable land suitable for housing.</p> <p>The submission recommends that there is continuous investment in social housing. The demands for purpose-built social housing have not dissipated and only been exacerbated by the economic shock brought on by Covid. Maintenance, refurbishment, and potential replacement will become an increasing focus of local authorities in metropolitan areas. The submission recommends that the Council support the redevelopment and reuse, including energy retrofitting, of existing housing stock.</p> <p>The retail sector is pivotal in regenerating and renewing the town centres within the County and their economic viability, including delivery of high-quality public realm, built environment and sense of place. The Plan must promote the development of additional convenience retail to support housing and population growth. Issues of vacancy and dereliction should be addressed in Galway. New residential development should be supported with required services.</p> <p>The submission recommends to consider all options of funding regional projects. This includes encouraging new partnership models such as City</p>	<p>The Draft Plan supports the reuse of buildings in towns and villages across the County.</p> <p><b>Chapter 5 Economic Development, Enterprise and Retail</b> sets out Policy Objectives in support of the retail sector in County Galway. This includes a commitment to deliver a Joint Retail Strategy in partnership with Galway City Council.</p> <p><b>Policy Objectives CSA 2 Retail and Complimentary Uses</b> and <b>CSA 3 Town Centre Uses</b> seek to reduce vacancy rates across towns and villages in the County.</p> <p>The Council actively pursues a number of funding streams such as Rural Regeneration Development Fund and Town and Village Renewal for example.</p>
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		<p>Deals and leveraging the potential of competitive financing.</p> <p>The submission notes the importance of tourism in Galway. The protection of the coastline is imperative to ensure long-term benefits from tourism activities. Investment in the tourism sector should support visitor experience development, upgrading of existing attractions and sites, visitor awareness and accessibility. Incorporating the needs of the night time economy is key to reimagining town centres. The submission recommends prioritising immediate investment in supporting infrastructure, such as late-night transport provision, for the recovery and growth of the night-time economy. Galway County Council must actively support local night-time economic development, which includes re-thinking the use of public space and re-imagining under-utilised spaces. The submission recommends that the Council support development of the tourism sector in Galway including investment in both the Wild Atlantic Way and Ireland’s Hidden Heartlands and capture key opportunities to grow the sector based around Waterways, Activities, Heritage, Arts and Culture, in an urban and a rural environment.</p> <p>The submission recommends supporting the Council’s local enterprise network through Local Enterprise Offices. The submission recommends ensuring quality of life factors are incorporated into Galway County Council’s enterprise policies. The submission also recommends progressing the planning and</p>	<p><b>Chapter 8 Tourism and Landscape</b> in the Draft Plan contains a suite of Policy Objectives in support of Tourism development in the County. In addition, the Council is committed to delivering a Tourism Strategy in County Galway in the coming years.</p> <p>The contribution of the night time economy is recognised in the Draft Plan with supporting <b>Policy Objective CSA 8 Evening and Late Night Uses</b>.</p> <p>The Draft Plan recognises the importance of County Galway’s towns and villages being an attractive place for people to locate, which in turn attracts talent and foreign direct investment. A visionary document for the use of the former Galway Airport site as an employment location is appended to <b>Chapter 5 Economic, Enterprise and Retail Development</b>.</p>
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		<p>development of the former Galway Airport site to support sustained economic growth.</p> <p>Regarding planning capabilities, the submission recommends that a programme is created to upskill existing local authority staff to provide a more active role in performing planning including forward planning, regulatory policy, development management and enforcement. It is also recommended to ensure a greater pooling and sharing of specialist skills between local authorities and other public bodies, involved in planning and construction; and to ensure a consistent approach to land use zoning and community gain that balances the legitimate interests of transport providers and users, energy providers and users, and local communities.</p>	<p>A regular training and upskilling programme is in place to ensure the efficient running of the Planning Section.</p> <p>In addition, regular collaboration with neighbouring local authorities, such as Galway City Council, ensure ideas are shared and thought out in a thorough and efficient manner. Other stakeholder engagement regularly takes place with external bodies such as Irish Water and the Department of Education.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-835</b>	Kylemore Abbey & The Kylemore Trust	<p>Kylemore welcomes and supports the policy objectives in relation to agri-food development, specifically SCO3, SCO5 and SCO6.</p>	<p><b>Chief Executive's Response:</b> Submission supports the agri-food related Policy Objectives set out in <b>Chapter 5 Economic, Enterprise and Retail Development</b> of the Draft Plan.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-817</b>	Lidl Ireland GmbH	<p>The submission emphasises the importance of retailing and the need for appropriate policies and objectives in the Plan.</p> <p>Covid-19 related lockdowns highlighted the importance of providing 'Foodstores' locally and not on a centralised basis. Lidl, and similarly scaled operators, should be actively encouraged to develop</p>	<p><b>Chief Executive's Response:</b> A series of supporting Policy Objectives for the retail sector have been included in the Draft Plan.</p> <p>A network of land has been zoned in towns and villages across the County with ample zoned land that could accommodate retail development in accordance with the Retail Hierarchy for the County</p>

		<p>a broader network of stores in a wider network of towns, as opposed to concentrating convenience floorspace in a smaller number of larger superstores/hyperstores. Limiting local access to physical stores would accelerate the transition to online shopping options, therefore the vitality and viability of town and village centres should be enhanced through the provision of 'brick and mortar' retail infrastructure to the greatest extent possible.</p>	<p>as set out in <b>Chapter 5 Economic, Enterprise and Retail Development</b>. Loughrea is regarded as a Self-Sustaining Town along with Gort. Upon review of the Retail Hierarchy, it is considered appropriate to include Loughrea Town as a <i>Level 3 District/Sub County Town</i> as per the OPR submission.</p> <p>It is not considered appropriate to include reference to the Small Growth Villages in the Retail Hierarchy as their commercial retail commercial provision is of a smaller more rural convenience scale. The Draft Plan seeks to support a thriving town and village centre and commercial activity is encouraged in these locations.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<p><b>GLW-C10-796</b></p>	<p>Bearna Golf Club</p>	<p>This submission requests site-specific policy for Bearna Golf Club to facilitate the development of tourism and recreational uses on the subject site. The site was referred to in the 2009-2015 Plan under Policy ED37, and in the 2015-2021 Plan under Policy EDT 9. The strategic location, strong transport links, and growing tourism industry associated with the site are all core facilitators of employment growth.</p> <p>The submission requests a site-specific policy objective in Chapter 5, as follows:</p> <p><i>"Facilitate the development of an integrated tourism and recreational complex at Bearna Golf and Country Club, including the development of a hotel, leisure</i></p>	<p><b>Chief Executive's Response:</b> The use of the lands in question as a golf club and course is established, ancillary uses to this use would be considered on its merits. It is not appropriate to zone lands in this location, remote from a settlement plan area.</p>



		<i>centre, conference centre, golf apartments, apartmentland associated residential units.”</i>	<b>Chief Executive’s Recommendation:</b> No Change.
<b>GLW-C10-783</b>	SEAI Sustainable Energy Communities Programme Galway	<p>This submission requests that the Development Plan recognises the role social enterprises and co-operatives play in Irish society, and the important role that businesses can play supporting their local communities – and not just as employers and ratepayers but as active participants in the sustainable development of the region. The submission notes that growth delivered by social innovations is more sustainable. The submission requests that the Plan references social enterprise or co-operatives as potential drivers of sustainable development.</p> <p>The submission suggests that the Development Plan recognises the emerging innovations of Doughnut Economics or Community Wealth Building and considers implementing them by working with communities in strategic sites that have been identified in the plan.</p>	<p><b>Chief Executive’s Response:</b> The Draft Plan is supportive of the Social Enterprise Sector and seeks to promote a range of sustainable economic development across the County in accordance with proper planning and sustainable development, and other planning considerations. All-encompassing innovations are sought to be recognised in the Draft Plan. Climate change and sustainability is a deeply embedded theme in the Draft Plan.</p> <p><b>Chief Executive’s Recommendation:</b> No Change.</p>
<b>GLW-C10-775</b>	Amicitia	<p>It is noted in this submission that Galway County Council can support social enterprises and co-operatives through making the following commitments in the Development Plan:</p> <ul style="list-style-type: none"> <li>• Enable and support the development of a vibrant Social Enterprise sector, as a valuable and important component of the overall economic vision for County Galway.</li> </ul>	<p><b>Chief Executive’s Response:</b> The Draft Plan is supportive of the Social Enterprise Sector and seeks to promote a range of economic development across the County in accordance with proper planning and sustainable development, and other planning considerations. All-encompassing innovations are sought to be recognised in the Draft Plan.</p>

		<ul style="list-style-type: none"> <li>• A commitment to work with Social Enterprises to access and develop appropriate fit for purpose land and buildings as spaces to enable development and growth of new services and products.</li> <li>• A commitment to include Social Clauses in Public Procurement.</li> <li>• Identify and disseminate best practice local examples of social enterprises and increase public understanding of their contribution to society and the economy.</li> </ul> <p>The submission suggests that the Development Plan recognises the emerging innovations of Doughnut Economics or Community Wealth Building and considers implementing them by working with communities in strategic sites that have been identified in the plan. Doughnut Economics and Community Wealth Building offer two examples of emerging economic models that are place-based and more sustainable to a society confronted with a climate and biodiversity emergency.</p>	<p><b>Chief Executive’s Recommendation:</b> No Change.</p>
<p><b>GLW-C10-713</b></p>	<p>IDA Ireland</p>	<p>IDA Ireland supports the policies and objectives in the Draft Plan in respect of employment and the framework to facilitate high-value employment opportunities, in particular Policy Objective EL 1 and EL 2. The submission supports Policy Objective EL 3, EL 4 and EL 5 and notes that the Former Galway Airport Site has potential connectivity to the existing railway line serving Oranmore and is in proximity to existing large employment areas such as Parkmore Industrial estate and IDA lands at Oranmore and</p>	<p><b>Chief Executive’s Response:</b> Noted. Submission is supportive of the Draft Plan.</p>

		Athenry. The site would help support businesses which need links to strong multinational companies.	<b>Chief Executive's Recommendation:</b> No Change.
<b>GLW-C10-679</b>	Tesco Ireland Limited	<p>This submission requests that Galway County Council provide flexible, holistic policies that would promote the development of retail stores of an appropriate scale, at suitable locations across the County.</p> <p>It is requested that 'Shops–Large Scale Convenience/Comparison Centre' is revised from 'Open for Consideration' to 'Permitted in Principle'.</p> <p><u>Local Retailing</u> Reference to the importance of Neighbourhood and District Centres. Flexibility should be provided in zoning and local policy objectives to ensure new centres with retail of appropriate scales can be achieved. Employment growth can be generated through the provision of self-sustaining communities where sustainable travel patterns are promoted and town centres invigorated.</p> <p><u>Existing Retailers</u> The Local Authority should take the opportunity to support continued growth of local convenience retailing across the County. Delivery and access routes should be safeguarded The submission requests that no policies are introduced that could lead to any restrictions on deliveries as part of the new Development Plan and that the Local Authority engage with retail operators as part of any future</p>	<p><b>Chief Executive's Response:</b> Retail development is addressed in great detail in the Draft Plan with narrative and supporting Policy Objectives. There is also a commitment in the Draft Plan to carry out a joint retail strategy with Galway City Council. Proposals for convenience/comparison centre development will be considered in accordance with proper planning and sustainable development.</p> <p>The importance of neighbourhood and district centres is recognised.</p> <p>Deliveries to commercial premises are a fundamental consideration of a planning application appraisal.</p>

		<p>public realm works, town centre management objectives or transportation strategies. It is also requested that policies providing for deliveries, including early morning deliveries, are encouraged.</p> <p><u>Requirements of Retailers</u></p> <p>It is important that the Local Authority recognise that unobstructed and level floorplates are required for larger retail convenience layouts and such sites that are available in or around town centres are suitable for accommodating the provision of convenience retailing facilities.</p> <p>Request for specific click and collect Policy Objective.</p>	<p>Public realm improvement works to towns and villages are carried out in consultation with key stakeholders.</p> <p>The size of larger convenience retailers are recognised as are the important role of our town and village centres.</p> <p>The existing Policy Objectives are supportive of appropriate retail development, which includes retail development, where appropriate.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-608</b>	Baile Bhrúachlain Teoranta & Baile Eamoinn Teoranta	<p>A detailed submission has been made. Regarding <b>Chapter 5 Economic Development, Enterprise and Retail Development</b> it is proposed that the Draft County Development Plan should recognise the need to adapt to the move to online retailing, the change in shopping practices and the need to convert disused retail premises to alternative uses. 'Service hubs' should provide essential retail facilities to their immediate hinterland.</p> <p>Galway County Council should promote the delivery of 'Essential Retail' and 'Essential Healthcare' facilities within key gateway villages within the South Connemara region.</p>	<p><b>Chief Executive's Response:</b></p> <p>The Council is supportive of a multitude of uses in the town and village centres across the County. Alternative and newer uses such as working hubs are generally supported in appropriate locations.</p>

		<p>Specific considerations are outlined for a number of towns and villages.</p> <p>The submission notes that the emerging plan offers the Planning Authority an opportunity to ensure that the appropriate measures are in place to protect and promote the important cultural heritage of Galway.</p>	<p><b>Chapter 10 Natural Heritage, Biodiversity and Green/Blue Infrastructure</b> of the Draft Plan contains a series of supporting cultural heritage related Policy Objectives. There are also retail related supporting Policy Objectives in the Draft Plan.</p> <p><b>Chief Executive’s Recommendation:</b> No Change.</p>
<b>GLW-C10-585</b>	Social Enterprise Republic of Ireland	<p>This submission requests that a number of commitments are included in the Development Plan:</p> <ul style="list-style-type: none"> <li>• Facilitate, enable and support the development of a vibrant Social Enterprise sector, as a valuable and important component of the overall Economic Development vision.</li> <li>• A commitment to work with Social Enterprises to access and develop appropriate fit for purpose land and buildings as space to enable development and growth of new services and products.</li> <li>• A commitment to include Social Clauses in Public Procurement.</li> <li>• Identify and disseminate best practice examples of social enterprises and increase public understanding of their contribution to society and the economy.</li> </ul>	<p><b>Chief Executive’s Response:</b> The Draft Plan is supportive of the Social Enterprise Sector and seeks to promote a range of economic development across the County in accordance with proper planning and sustainable development, and other planning considerations.</p>

		SERI is willing to meet with GCC and advise how they might better support local Social Enterprises based on identified needs.	<b>Chief Executive's Recommendation:</b> No Change.
<b>GLW-C10-570</b>	Joyce Country and Western Lakes Geopark Project	<p>The Joyce Country and Western Lakes Geopark Project seeks to achieve UNESCO Global Geopark status by 2023. The geopark idea and the six objectives of the Strategic Framework for Tourism Development which accompanies this submission have special relevance to the following objectives outlined in <b>Chapter 5 Economic Development, Enterprise and Retail Development:</b></p> <p>Chapter 5 – Policy Objectives ES1; EL 1; SCO 1, 3, 5, 7, 8</p>	<p><b>Chief Executive's Response:</b> The Draft Plan would not prohibit the quest of the Joyce Country and Western Lakes Geopark Project to achieve UNESCO. The Draft Plan is supportive of such designations across the County and there is a specific policy objective in <b>Chapter 10 Natural Heritage, Biodiversity and Green/Blue Infrastructure, UGG1 UNESCO Global Geopark Status.</b></p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-435</b>	Gus McCarthy MKO	<p>Submission is to reinstate the recognition of industrial and commercial uses and facilities outside of settlement centres. The submission relates to established industrial and commercial uses which require extensive land area but are low in intensity of use. These uses predominantly consist of 'open storage' with a small number of associated buildings required. However, there is not appropriate availability for these sites to be located in zoned, serviced lands in Galway County.</p> <p>The submission notes that there is potential for Council owned storage compounds, such as Liosbaun Industrial Estate, to be relocated on the preparation of the LDA masterplan for the area. Established site areas outside of designated settlement centres would</p>	<p><b>Chief Executive's Response:</b> A series of settlement plans and Local Area Plans have been put in place across the County, which include employment zoned lands and lands for industrial commercial uses. The quantity of zoned lands across the County is considered sufficient at this stage. Lands have been strategically zoned in areas where there is adequate supporting infrastructure. Zoning of additional lands in remote locations detached from settlements, would not be in accordance with proper planning and sustainable development.</p>

		<p>positively meet the future requirements of the Councils for new locations for their storage purposes. This is where established open storage facilities in areas outside of settlement centres could provide a logical alternative location away from urban centres, towns, and villages.</p> <p>It is submitted that the changes made to wording in policy does not support the provision or future development of established industrial and commercial uses in rural unzoned areas that have these existing uses. The submission refers to the following policy objectives from previous Development Plans:</p> <ul style="list-style-type: none"> <li>• 2003-2009: Policy 4, Policy 19;</li> <li>• 2009-2015: Policy ED 3, Policy ED 9;</li> <li>• 2015-2021: Policy EDT 11.</li> </ul> <p>It is requested that the Council reinstate a policy objective that supports established rural enterprises in unzoned areas outside of designated settlement centres and that can accommodate future development on such sites.</p>	<p><b><i>Policy Objective RD 1 Rural Enterprise Potential</i></b> is supportive of rural industry.</p> <p><b>Chief Executive’s Recommendation:</b> No Change.</p>
<p><b>GLW-C10-229</b></p>	<p>County Galway Traveller Interagency Group</p>	<p>The submissions requests that <b>Chapter 5 Economic Development, Enterprise and Retail Development</b> includes a focus on the social economy as it is noted that this has proven to be valuable route for Traveller Entrepreneurship. It is recommended that Section 5.3 references National Social Enterprise Policy for Ireland 2019-2022 with a commitment to an objective relating to its further implementation through the</p>	<p><b>Chief Executive’s Response:</b> The submission suggests a series of amendments to the Draft Plan pertaining to the Travelling Community. However, the Draft Plan has been prepared with an all-inclusive focus, for all members of the community. The Draft Plan seeks to include all members of the community.</p>

		<p>Development Plan. Reference to the situation of communities experiencing levels of unemployment such as the Traveller community in Section 5.8 – commit to an objective in relation to equality outcomes.</p> <p>The submission suggests the inclusion of an objective relating to the Yellow Flag Programme.</p> <p>The submission suggests strengthening digital infrastructure that Travellers have access to which would facilitate participation in economic and social life. Policy Objective CWH1 could pursue a more expansive approach given the links suggested to public buildings, libraries, and community centres. This could include a function within such hubs to addressing the emerging issues of digital inequalities.</p> <p>The Traveller Interagency Group is preparing to launch a “Framework for Good Practice on Traveller Ethnicity” and the submission requests that this framework is referenced alongside a commitment to support and encourage its full implementation across all areas covered by the County Development Plan.</p> <p>The submission suggests implementing the public sector equality and human rights duty established under the Irish Human Rights and Equality Commission Act 2014.</p>	<p><b>Chief Executive’s Recommendation:</b> No Change.</p>
<p><b>GLW-C10-2303</b></p>	<p>Fionnbarra Ó Muirí</p>	<p>Submission notes that the documents <i>National Broadband Plan, June 2020</i>, and the <i>Making Remote Work: National Remote work Strategy 2021</i>, are not</p>	<p><b>Chief Executive’s Response:</b></p>



		<p>referred to in the Draft Plan and both are noted as relevant.</p> <p>In this submission the following recommendations are proposed for inclusion in the Draft County Plan.</p> <ul style="list-style-type: none"> <li>• That a new chapter on remote working and broadband is written into the Draft County Plan, outlining the impact that they will have for the county during the period 2022-2028.</li> <li>• Include and implement the aforementioned documents. It is queried whether Section 5.8.5 Remote Working is in the correct part of the Draft County Plan and whether it contains enough detail.</li> </ul>	<p>The Draft Plan is supportive of the Making Remote Work, this is referenced in <b>Chapter 5 Economic Development, Enterprise and Retail Development.</b></p> <p>In addition to the remote working narrative in the Draft Plan there are also a number of Policy Objectives which support remote working.</p> <p>The Draft Plan is supportive of the National Broadband Plan, this is referenced in <b>Chapter 7 Infrastructure and Utilities.</b></p> <p><b>Chief Executive’s Recommendation:</b> No Change.</p>
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**Chief Executive's Report  
on Submissions received on the Draft Galway County Development Plan  
2022 - 2028**

## **Submissions received on Chapter 6: Transport and Movement**

Portal No.	Submission Name	Summary of Issues Raised in Submission	Chief Executive's Response
GLW-C10-1320	Cllr. Donagh Mark Killillea	<p><b>Section 6.5.2.4 Public Transport</b>  <b>Rail Services</b>  The county is served from the south and from the east via the Athenry/Limerick (Western Rail Corridor) and Galway/Dublin rail lines respectively. The Galway/Limerick line intersects with the Galway/Dublin line in Athenry. The disused rail line between Athenry and Claremorris via Tuam provides the potential for additional rail services to the north of the county and the extension of the Western Rail Corridor to provide rail access to the north west of the country. The council supports the opening of the Western Rail Corridor route from Athenry to Tuam, Claremorris and Collooney as an option for passenger and cargo transportation. In this regard it is acknowledged that the Government has announced an All Ireland Strategic Rail Review.</p> <p>At present the existing railway line which serves Galway to Athlone is limited in terms of its capacity due to the infrastructural constraints. This plan supports the upgrade of this line including provision of a dual line being provided between Galway and Athlone which would significantly increase both the speed and frequency of service on this line. The Council considers the development of enhanced rail infrastructure to be critical in terms of facilitating balanced regional growth and the development of the Galway Metropolitan Area Strategic Plan (MASP). The Council will continue to engage with Iarnród Éireann and other service providers in seeking to improve rail services and infrastructure at appropriate locations in the County.</p>	<p><b>Chief Executive's Response:</b></p> <p>Upon review, it is considered appropriate to include the R333 from Killbannon to Mayo border in Table 6.1, Priority Transportation Infrastructure Projects for County Galway 2022-2028.</p> <p>The topic in relation to the greenway has been addressed under the Department of Transport submission (GLW-C10-864).</p>

		<p><b>New PO as follows:</b>  PT 9 Tuam to Galway City Light Rail Link (Via Claretuam, Corofin, Loughgeorge, Claregalway, Galway City)  To explore the possibility of a light rail link as a rural to Urban connector.</p> <p><b>Section 6.5.2.2 Greenways and Blueways</b>  <b>GBW 1 Greenways</b>  To support the development of an integrated Strategic Greenway Network of national and regional routes and maximise connectivity to existing greenways through linkages of cycling and walking infrastructure in a manner that is compatible with nature conservation and other environmental policies. This will include but is not limited to the following which are of National and Regional importance;</p> <ul style="list-style-type: none"> <li>• National Greenway Dublin to Galway</li> <li>• Connemara Greenway i.e. (Clifden to Oughterard, Galway to Oughterard)</li> <li>• Develop the “Quiet Man Greenway” from Athenry to Milltown either alongside or on or adjacent to the existing rail infrastructure in some or most part.</li> </ul> <p><b>Addition of this text to Table 6.1:</b>  Table 6.1 Priority Transportation Infrastructure Projects for County Galway 2022-2028.  R336, R446, R332, R360, R328, R365, R333 from Killbannon to Mayo Border.</p>	<p>It is not considered appropriate that this policy objective is included as it is not supported in the NDP, NPF and RSES.</p> <p>Noted.</p> <p><b>Chief Executive’s Recommendation:</b></p>
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			<p>See recommendation to Department of Transport (GLW-C10-864).</p> <p><b>Table 6.1 Priority Transportation Infrastructure Projects for County Galway 2022-2028.</b></p> <p><b>R336, R446, R332, R360, R328, R365, R333 from Killbannon to Mayo Border.</b></p>
GLW-C10-1260	Cllr. Gerry King	<p><b>6.5.5 Ports, Harbours, Piers and Slipways</b> Give slipways a separate identity and plan as they are a serious Health &amp; Safety issue if not attended yearly (I.E contract).</p>	<p><b>Chief Executive’s Response:</b> From a land-use perspective, the Planning Authority considers that the reference to slipways is appropriate where they are.</p> <p><b>Chief Executive’s Recommendation:</b> No Change.</p>
GLW-C10-2249	Cllr. Dr. EF Parsons	<p>A new strategic aim is proposed in this submission:</p> <ul style="list-style-type: none"> <li>• <b>Ballinasloe Townparks Relief Road linking also to Townparks Amenity Area</b></li> </ul> <p><b>Other Roads</b></p> <ul style="list-style-type: none"> <li>• R336 Bearnna-Scrib via Ros an Mhil</li> <li>• Athenry Relief Road;</li> <li>• Tuam Inner Relief Road;</li> <li>• Kinvara Inner Relief Road;</li> <li>• Link from the Parkmore Industrial Estate to the R339;</li> <li>• <b>Ballinasloe Townparks Relief Road linking also to Townparks Amenity Area</b></li> </ul>	<p><b>Chief Executive’s Response:</b> The Draft Ballinasloe Local Area Plan 2022-2028 is currently on public display and it is considered that this is the more appropriate form for the proposed strategic aim and the listing of the Ballinasloe Inner Relief Road.</p> <p><b>Chief Executive’s Recommendation:</b> No Change.</p>

<b>GLW-C10-1</b>	William Flynn	This submission has raised concern regarding the roads in Bearna, including flooding and traffic issues along the R336.	<p><b>Chief Executive’s Response:</b> Galway County Council will continue to support extensions and improvements to existing roads infrastructure within the County. The Council recognises the importance of the public road network in the county and the importance of the continued safeguarding and development of this infrastructure to ensure the safety of road users, the transport of goods and services and connectivity between the settlements and the wider region.</p> <p>The R336 is listed in Table 6.1 Priority Transportation Infrastructure Projects for County Galway 2022-2028 and it is noted that network improvement works, strengthening overlay and improvements are required.</p> <p><b>Chief Executive’s Recommendation:</b> No Change.</p>
<b>GLW-C10-165</b>	Anne Gannon	This submission notes that it would be beneficial to have a cycle/footpath from the village to the pitch in Moycullen.	<p><b>Chief Executive’s Response:</b> The County Development Plan is not an economic plan with the provision of financial budget to facilitate the construction of footpaths. The plan is a land use plan that supports the development of the plan area. There are policy objectives in relation to the provision of footpaths and lighting network etc within the settlement plan for Maigh Cuilinn (see Policy Objective <b>MSGT 7 Infrastructure</b> and <b>MSGT 9 Pedestrian and Cycle Network</b>). It is noted that the pitch is situated outside of the settlement boundary for Maigh Cuilinn and there is policy objective in <b>Chapter 6 Transport and Movement</b> that support the</p>

			<p>provision of footpaths etc. However, it is considered that the distance from the settlement to the pitch would require significant investment which is outside remit of the County Development Plan.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-561</b>	Áine Ní Chonncubhair	The submission notes that there is a need for more bus services between the west and east of Galway City. This is suggested between Bearna / Knocknacarra, and the Parkmore / GMIT estates; and Oranmore / Athenry to NUIG / UHG which avoid the city centre.	<p><b>Chief Executive's Response:</b> The County Development Plan is a land use plan, the purpose of which is to support and facilitate development in relation to the policy objectives. There is a suite of policy objectives outlined in Section 6.5.2.4 Public Transport that support the expansion of bus services.</p> <p>The provision of new bus routes/services is outside the remit of the County Development Plan and is a function of the associated regulatory authorities such as the National Transport Authority.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-621</b>	City Bus Direct Ltd.	A comprehensive submission has been made which outlines an introduction to City Bus Direct Ltd., along with a description of the lands to which the submission relates and a vision for the subject lands. The submission relates to lands in the townland of Glennascaul, Oranmore which are located outside the MASP settlement of Oranmore. The submission requests that the lands would be used as 'open storage' for a bus depot.	<p><b>Chief Executive's Response:</b> It is not appropriate to identify lands outside settlement boundary for specific uses. The settlement plan for Oranmore and Urban Framework Plan for Garraun have lands zoned for business and enterprise/industrial uses and therefore development of this nature should be directed to identified settlements.</p>

		The submission requests the reinstatement of Policy ED 3 and Policy ED 9 from the Galway County Development Plan 2009-2015 and this request is based on the need to utilise established industrial and commercial use in lands outside of designated settlement centres for 'open storage' uses.	<b>Chief Executive's Recommendation:</b> No Change.
<b>GLW-C10-667</b>	Tom Sampson	<p>The submission notes the need for a radical and just transition to low carbon transport and movement. The submission notes that the Draft County Development Plan has this vision however, relies upon third parties to deliver. The submission states that there is no provisions in the Draft Plan that will achieve a reduction in car traffic or emissions.</p> <p>The submission suggests that safe segregated cycle and walking routes/paths should be implemented throughout Oranmore.</p> <p>It is recommended that transport hubs should be created throughout the county to fully integrate transport options between all existing and proposed settlements.</p> <p>It is requested that more specific emphasis and objectives on concepts that can reduce car travel, and in turn carbon emissions, are included (example of the 15-minute city concept provided).</p> <p>The submission discusses issues such as bike parking at Park &amp; Ride facilities, footpaths, bike lockers at train stations/bus stops/transport hubs, and ownership of the Oranhill link roads.</p>	<p><b>Chief Executive's Response:</b></p> <p>The contents of the submission have been noted by the Planning Authority. The County Development Plan is not an economic plan, it is a land use plan that supports the development of the plan area. The County Development Plan provides policy objectives which support the transition to low carbon transport and movement, and supports third parties in their proposals to achieve this transition. There is a suite of policy objectives in <b>Chapter 6 Transport and Movement</b> to support public transport, electric vehicles, and the transition to low carbon transport modes, in particular <b>Policy Objective ILUTP 1 Sustainable Transportation</b>.</p> <p>The Planning Authority considers that there are sufficient policy objectives contained in the Draft County Development Plan to support concepts that can reduce car travel.</p> <p>In relation to bike parking at Park and Ride facilities, Section 6.5.2.4 notes <i>'the Council will investigate the provision park and ride facilities at appropriate locations with the main focus on encouraging commuters to utilise public transport, reducing congestion and assisting in the transition to a low carbon county.'</i> The Draft Galway County</p>



			<p>Development Plan 2022-2028 does not prohibit any of the proposals outlined in the submission.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-669</b>	Áine Ní Chonncubhair	In relation to <b>Chapter 6 Transport and Movement</b> the submission states that a greenway is needed for Connemara, which could be used as a means of travel for the people of Moycullen.	<p><b>Chief Executive's Response:</b> The submission has been noted. In <b>Chapter 6 Transport and Movement</b>, Section 6.5.2.2 Greenways and Blueways contains a policy objective which recognises that the Connemara Greenway is of National and Regional importance, outlined in Policy Objective <b>GBW 1 Greenways</b>.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-752</b>	Seán O Keeffe	In relation to <b>Chapter 6 Transport and Movement</b> the submission notes that a cycling greenway is required for East Galway and Connemara to assist with local transport.	<p><b>Chief Executive's Response:</b> It is considered that the provision of Greenways is adequately addressed within <b>Chapter 6 Transport &amp; Movement</b> particularly with respect to <i>Policy Objectives GBW 1 Greenways</i> and <i>GBW 2 Future Development of Network of Greenways</i>.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-746</b>	Caroline Rowan	In relation to <b>Chapter 6 Transport and Movement</b> , the submission states that it is vital that high-quality, safe, sustainable transport alternatives are implemented in Galway. It is suggested to develop a light rail system running to and through Galway City and to each of the	<p><b>Chief Executive's Response:</b> The contents of the submission have been noted. There are a number of policy objectives which support sustainable transport modes in <b>Chapter 6 Transport and Movement</b>.</p>

		<p>metropolitan settlements. This light rail system would enable travel between commuter towns and the city.</p> <p>It is noted that Galway needs to embrace cycling as a sustainable mode of transport and implement safe cycle networks. Bike parking facilities should be provided at appropriate Park &amp; Ride locations.</p> <p>The submission discusses issues such as the provision of protected cycling infrastructure which keeps pedestrians safe from motorists; prioritising the Bearna – Oranmore cycleway within the lifetime of the plan; delivering Active Travel requires providing safe, wide footpaths; default speed limit of 30km/h should be applied to all urban areas; speed limits on the Oranmore Coast Road and Maree Road should be reduced from 80km/h to 50km/h.</p> <p>The submission provides a rationale for the above proposals.</p>	<p>The Planning Authority supports cycling as a sustainable mode of transport. There are policy objectives outlines in <b>Chapter 6 Transport and Movement</b> to support cycling as a mode of transport. Policy Objective <b>WC 1 Pedestrian and Cycling Infrastructure, WC 2 Bicycle Parking, WC 4 Modern Network of Walking and Cycling Infrastructure</b> and <b>PT 5 Park and Ride</b> are examples of the various policy objectives which embrace cycling as a sustainable mode of transport.</p> <p>The speed limits applied are outside of the remit of the County Development Plan and are a reserved function of the Elected Members dealt with under the Roads and Transportation Section.</p> <p><b>Chief Executive’s Recommendation:</b> No Change.</p>
<p><b>GLW-C10-809</b></p>	<p>Niall Ó Brolcháin</p>	<p>This submission requests an ambition for Very Light Rail system in the Draft Galway County Development Plan 2022-2028. It is considered vital that Galway City Council and Galway County Council develop in partnership as people travel from the county to the city for work and vice versa.</p>	<p><b>Chief Executive’s Response:</b> The contents of the submission have been noted. There are a number of policy objectives which support sustainable transport modes in <b>Chapter 6 Transport and Movement</b>. Policy Objective <b>GCTPS 9 Collaboration with Galway City</b> supports the collaboration with Galway City Council to bring forward transport proposals and measures that will enhance travel to and from Galway City.</p> <p><b>Chief Executive’s Recommendation:</b></p>

			No Change.
<b>GLW-C10-812</b>	Comhlacht Forbartha An Spidéal	The submission proposes an amendment/inclusion for <b>Chapter 6 Transport and Movement</b> in relation to the capacity of the R336. The submission requests that the road is widened and bicycle use restricted to cyclists only. It is also requested that works commence on widening the footpath along the roadside from city boundary at Bearna to An Spidéal. It is suggested to improve bus services on this route to reduce car traffic and all school children travelling from An Spidéal to the city must use a bus. A rationale is provided for these proposals.	<p><b>Chief Executive’s Response:</b> Galway County Council will continue to support extensions and improvements to existing roads infrastructure within the County. The Council recognises the importance of the public road network in the county and the importance of the continued safeguarding and development of this infrastructure to ensure the safety of road users, the transport of goods and services and connectivity between the settlements and the wider region.</p> <p>The R336 is listed in Table 6.1 Priority Transportation Infrastructure Projects for County Galway 2022-2028 and it is noted that network improvement works, strengthening overlay and improvements are required.</p> <p>The County Development Plan is not an economic plan with the provision of financial budget to facilitate the construction of footpaths. The plan is a land use plan that supports the development of the plan area.</p> <p><b>Chief Executive’s Recommendation:</b> No Change.</p>
<b>GLW-C10-820</b>	Kiltullagh Pioneers Football Club	The submission provides background information regarding road safety at Kiltullagh to frame the submission. It is requested that the Council review traffic management plans to cater for a suitable upgrade of the link road, L7182, that will resolve the current dangers associated with daily commuting traffic and pedestrian accessibility to	<p><b>Chief Executive’s Response:</b> The contents of the submission have been noted. Table 6.1 Priority Transportation Infrastructure Projects for County Galway 2022-2028 contained in <b>Chapter 6 Transport and Movement</b> notes that works</p>

		<p>Castlepark. It is requested that the road layout and traffic management upgrade is provided for under <b>Policy Objective GCTPS 7 Improvements to Road Networks</b>. A rationale has been provided for this proposal.</p>	<p>are to be undertaken to local and regional road networks within the county including to continue strengthening, improvements and realignment works where necessary, to these networks.</p> <p>Section 6.3.3 Galway County Transport and Planning Strategy and Galway Transport Strategy contains Policy Objective <b>GCTPS 7 Improvements to Road Network</b> which aims to manage and maintain the efficient and safe operation of the road network under its control.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<p><b>GLW-C10-889</b></p>	<p>Brendan Mulligan</p>	<p>The submission requests that the Draft Galway County Development Plan 2022-2028 includes a policy objective to support the Gluas Committee case for the undertaking of an independent, comprehensive feasibility study on a Very Light Rail System for Galway City and across the Galway MASP. It is requested that this feasibility study is undertaken as part of the review of the Galway Transport Strategy.</p>	<p><b>Chief Executive's Response:</b> The contents of the submission have been noted. There are a number of policy objectives which support sustainable transport modes in <b>Chapter 6 Transport and Movement</b>.</p> <p>At this stage of the plan making process, the Draft Plan supports public transport such as in Section 6.5.2.4 Public Transport, and the policies and objectives contained in the Galway County Transport &amp; Planning Strategy promote public transport. A number of other stakeholders would need to be consulted in relation to light rail provision, and it would be outside the remit of the development plan to specify such a study to be undertaken without consultation with said stakeholders. Policy Objective <b>GCTPS 9 Collaboration with Galway City</b> supports the collaboration with Galway City Council to bring</p>

			<p>forward transport proposals and measures that will enhance travel to and from Galway City.</p> <p><b>Chief Executive’s Recommendation:</b> No Change.</p>
<b>GLW-C10-901</b>	Eilís Bell	<p>This submission requests the provision of walking/cycling infrastructure on key access routes to Scoil Sailearna, Indreabhán. It is also requested to provide a coastal walkway extending from the pre-existing Spiddal Walkway west to An Trá Mhór.</p>	<p><b>Chief Executive’s Response:</b> The contents of the submission have been noted. The Planning Authority considers that <b>Chapter 6 Transport and Movement</b> contains sufficient policy objectives to support the provision of walking/cycling infrastructure. The Draft Galway County Development Plan 2022-2028 supports cycling as a sustainable mode of transport. The Draft Plan does not prohibit any of the proposals outlined in the submission.</p> <p><b>Chief Executive’s Recommendation:</b> No Change.</p>
<b>GLW-C10-932</b>	Coiste Comhairleach Plean 5 Bliana Iorras Aithneach	<p>The submission relates to a number of chapters in the Draft Galway County Development Plan 2022-2028. In relation to <b>Chapter 6 Transport and Movement</b>, the submission proposes inclusions for Section 6.5.3, including the need for improvements to existing road infrastructure along the N59, R336 and roads of lower grading in the National Transport Hierarchy in Connemara.</p>	<p><b>Chief Executive’s Response:</b> The contents of the submission have been noted. The Planning Authority considers that this has been adequately addressed in the Draft Galway County Development Plan 2022-2028. Table 6.1 Priority Transportation Infrastructure Projects for County Galway 2022-2028 contained in <b>Chapter 6 Transport and Movement</b> notes that works are to be undertaken to the N59 and R336 along with local and regional roads across the country.</p> <p><b>Chief Executive’s Recommendation:</b> No Change.</p>

<b>GLW-C10-934</b>	Ronan Mac Giollapharaic	This submission relates to the need for facilities at Cill Ronain Harbour. The need for pontoons / marina is noted. These would improve access for people with disabilities and would cater for smaller vessels. Facilities at Cill Ronain Harbour are below par (e.g. toilet facilities needed).	<p><b>Chief Executive's Response:</b> Policy Objective <i>IS 3 Development of Pier Infrastructure</i> contained in <b>Chapter 13 The Galway Gaeltacht and Islands</b> supports the enhancement and development of new pier infrastructure.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-945</b>	Ronan Mac Giollapharaic	This submission relates to traffic management at Dun Aonghasa. Concern is raised regarding the volume of traffic, safety and the need for a future traffic management plan at this location.	<p><b>Chief Executive's Response:</b> The preparation of a traffic management plan at Dun Aonghasa is outside the remit of the County Development Plan.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-954</b>	Murt Coleman	This submission requests a feasibility study for Very Light Rail to connect Bearna, Moycullen and Oranmore.	<p><b>Chief Executive's Response:</b> The contents of the submission have been noted. There are a number of policy objectives which support sustainable transport modes in <b>Chapter 6 Transport and Movement</b>.</p> <p>At this stage of the plan making process, the Draft Plan supports public transport such as in Section 6.5.2.4 Public Transport and the policies and objectives contained in the Galway County Transport &amp; Planning Strategy promote public transport. A number of other stakeholders would need to be consulted in relation to light rail provision which would be outside the remit of the development plan</p>

			<p>to specify such a study to be undertaken without consultation with said stakeholders.</p> <p><b>Chief Executive’s Recommendation:</b> No Change.</p>
<b>GLW-C10-1162</b>	West on Track	<p>This submission provides information on West on Track. The focus of the submission is the protection and development of the section of Western Rail Corridor that passed from Athenry through Tuam on to County Mayo. The submission outlines relevant national and local policy in relation to rail, and support is shown towards various policy objectives and sections of the Draft County Development Plan in relation to rail. The submission requests that Section 6.3.2 includes the text of the specific RSES objective referred to. It is requested that the following strategic aim is included in Section 6.2:</p> <p style="text-align: center;"><i>To promote the renewal of the Claremorris-Tuam-Athenry rail line including the provision of Park and Ride stops at Tuam and Abbeyknockmoy.</i></p> <p>The submission suggests that planning permission should not be granted in cases where a proposed development would infringe on or interfere with the integrity of the thoroughfare of the Western Rail Corridor.</p>	<p><b>Chief Executive’s Response:</b> The Planning Authority considers that this has been adequately addressed in <b>Chapter 6 Transport and Movement</b>. Policy Objective <b>PT 7 Western Rail Corridor</b> supports the opening of this rail line for passengers and cargo.</p> <p>Planning permission for any development would be granted subject to the proper planning and sustainable development of the area, compliance with relevant development management standards and compliance with national policy.</p> <p><b>Chief Executive’s Recommendation:</b> No Change.</p>

<p><b>GLW-C10-1225</b></p>	<p>Western Inter-County Railway Committee</p>	<p>This submission requests that a commitment contained in Galway County Development Plan 2015-2021 and other County Development Plans is reinstated in the Draft Galway County Development Plan 2022-2028, as follows:</p> <ul style="list-style-type: none"> <li>- <i>Seek to protect and safeguard the significant investment made in strategic transportation infrastructure, in particular the network of national roads, the existing rail lines and the Western Rail Corridor.</i></li> </ul> <p>Additional policy objectives and amendments to current maps are proposed. Policy objectives as follows:</p> <ul style="list-style-type: none"> <li>- <i>Galway to Athlone Rail Railway Line – construct a dual railway track and additional improvement works to include an additional platform and a passing loop at Garraun, Oranmore to ensure enhanced capacity and frequency of service.</i></li> <li>- <i>Western Rail Corridor – reconstruct the Western Rail Corridor from Athenry to Tuam and Claremorris to Collooney for passenger and freight transportation, with Park and Ride facilities at Abbeyknockmoy and Tuam.</i></li> </ul> <p>Amendment proposed to Map 6.1 Transport Network to include Abbeyknockmoy.</p>	<p><b>Chief Executive’s Response:</b></p> <p>Policy Objective <b>PT 7 Western Rail Corridor</b> and Policy Objective <b>GCTPS 5 Upgrade to Public Transport Networks</b> supports the opening and upgrading of the Western Rail Corridor.</p> <p>The policy objectives mentioned above in relation to the Western Rail Corridor adequately cover this.</p> <p>It is not considered necessary to include Abbeyknockmoy on this map as it is a higher level, strategic map.</p> <p><b>Chief Executive’s Recommendation:</b> No Change.</p>
<p><b>GLW-C10-1271</b></p>	<p>Glus Committee</p>	<p>A detailed submission has been made regarding the provision of Very Light Rail in Galway. A rationale for the</p>	<p><b>Chief Executive’s Response:</b></p>



		<p>proposal is outlined in the body of the submission and how the implementation of this system across the Galway MASP can contribute to meeting the objectives in the National Planning Framework and RSES has been set out, with particular reference to the climate emergency and biodiversity crisis, UN Sustainable Development Goals and specific chapters of the Draft Galway County Development Plan 2022-2028. The submission requests that the following policy objective is included in the Draft Galway County Development Plan 2022-2028:</p> <ul style="list-style-type: none"> <li>- <i>Galway County Council supports Galway City Council in seeking national funding for a feasibility study of Very Light Rail in Galway City to be considered as part of a scheduled review of the Galway Transport Strategy in 2022.</i></li> </ul>	<p>At this stage of the plan making process, the Draft Plan supports public transport such as in Section 6.5.2.4 Public Transport, and the policies and objectives contained in the Galway County Transport &amp; Planning Strategy promote public transport. A number of other stakeholders would need to be consulted in relation to light rail provision which would be outside the remit of the development plan to specify such a study to be undertaken without consultation with said stakeholders. Policy Objective <b>GCTPS 9 Collaboration with Galway City</b> supports the collaboration with Galway City Council to bring forward transport proposals and measures that will enhance travel to and from Galway City.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-1391</b>	Paul A Cassidy	<p>This submission is in favour of re-opening the Western Rail Corridor. The submission provides an overview of the Western Rail Corridor; the Climate Action Bill 2020; future electrification of the railways and the Western Railway Corridor as an economic driver for north east Galway. The submission notes the recent investment for the upgrading of rail infrastructure in Cork linking Mallow to Kent Railway Station.</p> <p>The submission notes that the railway corridor is of national importance and should be left as a railway for the purpose it was intended until it is re-opened.</p>	<p><b>Chief Executive's Response:</b> The contents of the submission have been noted. <b>Chapter 6 Transport and Movement</b> provides policy objectives to support the opening of the Western Rail Corridor, and the addition of Loughrea to this. Policy Objective <b>PT 7 Western Rail Corridor</b> and <b>PT 8 Loughrea Rail Infrastructure</b> support the opening and expansion of the Western Rail Corridor.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-1403</b>	Kevin J Cassidy	<p>This submission is in favour of re-opening the Western Rail Corridor. The submission outlines reasons as to why they</p>	<p><b>Chief Executive's Response:</b></p>

		<p>wish to see the Western Rail Corridor reopened. The submission notes the recent investment for the upgrading of rail infrastructure in Cork linking Mallow to Kent Railway Station.</p> <p>It is noted that the Western Rail Corridor is vital to Tuam commuters, and is an integral part of the National Rail Grid.</p>	<p>The contents of the submission have been noted. <b>Chapter 6 Transport and Movement</b> provides policy objectives to support the opening of the Western Rail Corridor, and the addition of Loughrea to this. Policy Objective <b>PT 7 Western Rail Corridor</b> and <b>PT 8 Loughrea Rail Infrastructure</b> support the opening and expansion of the Western Rail Corridor.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-1408</b>	Robert O'Halloran	<p>This submission relates to the Western Railway Corridor. The submission provides an overview of the Western Railway Corridor. The submission outlines other rail services in Cork and Dublin which are operative, or have been extended/received funding. The submission notes that the reopening of the Western Rail Corridor is of paramount importance for economic and connectivity purposes for Galway and Ireland as a whole. It is suggested that the reopening of the Western Rail Corridor has to form a vital and integral part of the Draft Galway County Development Plan 2022-2028.</p>	<p><b>Chief Executive's Response:</b> The contents of the submission have been noted. <b>Chapter 6 Transport and Movement</b> provides policy objectives to support the opening of the Western Rail Corridor, and the addition of Loughrea to this. Policy Objective <b>PT 7 Western Rail Corridor</b> and <b>PT 8 Loughrea Rail Infrastructure</b> support the opening and expansion of the Western Rail Corridor.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-2301</b>	Mark Cassidy	<p>This submission is in favour of the re-opening of the Western Rail Corridor. The submission contains 13 no. points outlining the advantages of the re-opening, and notes the recent investment for the upgrading of rail infrastructure in Cork linking Mallow to Kent Railway Station.</p> <p>The submission notes that the railway corridor is of national importance and should be left as a railway for the purpose it was intended until it is re-opened.</p>	<p><b>Chief Executive's Response:</b> The contents of the submission have been noted. <b>Chapter 6 Transport and Movement</b> provides policy objectives to support the opening of the Western Rail Corridor, and the addition of Loughrea to this. Policy Objective <b>PT 7 Western Rail Corridor</b> and <b>PT 8 Loughrea Rail Infrastructure</b> support the opening and expansion of the Western Rail Corridor.</p> <p><b>Chief Executive's Recommendation:</b></p>

			No Change.
<b>Submission reference numbers are appended to this Report</b>		A total of 1,654 submissions have been received relating to the topic of greenways in County Galway.	<p><b>Chief Executive’s Response:</b></p> <p>A significant number of submissions were received relating to the topic of greenways in County Galway. There is no prohibition of the development of greenway infrastructure in County Galway within the Draft Galway County Development Plan. The Plan makes supporting reference to greenways throughout Volume 1. In addition, a number of Policy Objectives support the development of the greenway.</p> <p>For example, in <b>Chapter 6 Transport and Infrastructure</b> policy objectives <b><i>GBW 1 Greenways</i></b> and <b><i>GBW 2 Future Development of Network of Greenways</i></b> support the development of greenways in County Galway.</p> <p>Greenways are also supported in <b>Chapter 10 Natural Heritage, Biodiversity and Green/Blue Infrastructure</b>, specifically under Policy Objectives <b><i>BGP 1 Strategic Greenways/Blueways</i></b>, <b><i>BGP 2 Development of Strategic Greenway Network</i></b> and <b><i>BGP 3 Greenways, Blueways, Peatways and Trails</i></b>.</p> <p>Greenways are also supported with Policy Objectives in <b>Chapter 8 Tourism and Landscape</b>.</p> <p>There is strong narrative and supporting Policy Objectives that are favourable towards the provision of greenways in the County throughout the Draft Plan.</p>

			<p>However, the delivery of the greenway does not fall within the remit of the Draft Galway County Development Plan.</p> <p><b>Chief Executive's Recommendation:</b> Please see Chief Executive's Response to submission GLW-C10-864.</p>
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**Chief Executive's Report  
on Submissions received on the Draft Galway County Development Plan  
2022 - 2028**

## **Submissions received on Chapter 7: Infrastructure, Utilities and Environmental Protection**

Portal No.	Submission Name	Summary of Issues Raised in Submission	Chief Executive's Response
GLW-C10-1810	Cllr. Geraldine Donohue	It is recommended that the siting of antenna and masts shall accord with strict guidelines for the siting of same in proximity to Protected Structures and within Architectural Conservation Areas.	<p><b>Chief Executive's Response:</b> It is considered that there are Policy Objectives contained in <b>Chapter 12 Architectural, Archaeological and Cultural Heritage</b> which address the concerns raised in this submission.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
GLW-C10-1320	Cllr. Donagh Mark Killillea	<p>It is recommended that the following amendments are made to <b>Chapter 7 Infrastructure, Utilities &amp; Environmental Protection:</b></p> <p><b>7.5.10 Sludge Management</b> Irish Water is responsible for the treatment and disposal of the sludge that is generated from both its water and wastewater treatment plants. Irish Water has prepared a National Wastewater Sludge Management Plan (NWSMP) which outlines Irish Water's strategy to ensure a nationwide standardised approach for managing wastewater sludge over a 25-year period. It is proposed that the NWSMP will have ongoing five yearly reviews. The current plan covers 2016-2021 and will be revised and updated in 2021 for the period 2022-2027. A separate plan will be prepared in relation to sludge produced at drinking water plants. The NWSMP proposes to develop a Sludge Hub Centre and Satellite Dewatering Site network for wastewater sludge treatment, optimised on a regional rather than county basis. <b>The Tuam Area will not be suitable or considered appropriate siting for a regional Connaught/Ulster waste</b></p>	<p><b>Chief Executive's Response:</b> Noted.</p> <p>The content of the submission with respect to Sludge Management is outside the remit of the Development Plan. The allocation of Waste Management facilities does not fall within the control of the Council.</p>

		<p>management facility and/or as a regional or county sludge hub given its proximity to the SAC Lough Corrib and River Clare flood plain and the processing or associated treatment will not be permitted in the life time of this plan</p> <p><b>7.5.10 Sludge Management</b>  WW 1 Enhancement of Wastewater Supply Infrastructure Work in conjunction with Irish Water to maximise the potential of existing capacity and to facilitate the delivery of new wastewater services infrastructure, to facilitate future growth in the county.</p> <p>The Tuam Area will not be suitable or considered appropriate siting for a regional Connaught/Ulster waste management facility and/or as a regional or county sludge hub given its proximity to the SAC Lough Corrib and River Clare flood plain and the processing or associated treatment will not be permitted in the life time of this plan</p> <p><b>WW 2 Delivery of Wastewater Infrastructure</b>  Liaise and co-operate with Irish Water in the implementation and delivery of the Water Services Strategic Plan (2015) and the Irish Water Investment Plan 2020-2024 and other relevant investment works programmes of Irish Water in the delivery of infrastructure within the county. The Tuam Area will not be suitable or considered appropriate siting for a regional Connaught/Ulster waste management facility and/or as a regional or county sludge hub given its proximity to the SAC Lough Corrib and River Clare flood plain and the processing or associated treatment will not be permitted in the life time of this plan.</p>	
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<b>GLW-C10-2247</b>	Cllr. Joe Sheridan	Same as submission GLW-C10-1320 above	<p><b>Chief Executive's Response:</b>  Same as submission GLW-C10-1320 above.</p> <p><b>Chief Executive's Recommendation:</b>  Same as submission GLW-C10-1320 above.</p>
<b>GLW-C10-2246</b>	Cllr. Joe Sheridan	<p><b>7.7 Electricity</b>  <b>EG 4 EirGrid's Grid 25 Investment Programme</b>  Support the implementation of EirGrid's Grid 25 Investment Programme, while taking into account landscape, residential, amenity and environmental considerations. <b>As key towns in the county Tuam, Ballinasloe and Loughrea should be given priority for the 220KVA Line network. Its proximity to the motorway access is attractive to developing commerce and industry with target brownfield sites in these key towns.</b></p>	<p><b>Chief Executive's Response:</b>  Noted. It is not in the remit of the County Development Plan to prioritise areas for investment over one part of the county to another.</p> <p><b>Chief Executive's Recommendation:</b>  No Change.</p>



<p><b>GLW-C10-1129</b></p>	<p>Cllr. Dr. EF Parsons</p>	<p>Amend policy objective WM6 as follows:</p> <p><b>WM 6 Waste Management</b></p> <p>To continue to meet the duties under the Waste Management (certification of historic unlicensed waste disposal and recovery activity) Regulations 2008, including those in relation to the identification and registration of closed landfills.</p> <p>To carry out remediation of the Poolboy Landfill site</p> <ol style="list-style-type: none"> <li>1. as financially provided for in the Landfill Remediation Fund 2013 from Ballinasloe Town Council and detailed in the capital account 2020 (copy attached) and previous documentation with the Galway County Council where this commitment is detailed and</li> <li>2. as per legally required by High Court Order Justice Kearns 1999 No 1789p (copy attached) to return it to recreational / parkland use and</li> <li>3. I request those lands “to be designated as an open space/ park/ amenity area” as per Clause 2c of HCO in this CDP 2022-2028 and a specific classification for parkland/amenity applied to them in CDP to protect their future development as decreed by High Court Order and</li> <li>4. that independent legal clarity is provided to the community of Ballinasloe, funded by GCC regarding all their legal obligations under this High Court Order and in particular clause 2b and 2d of High Court Order 1999 No 1789p as outlined below-Clause 2b “Ballinasloe Urban District Council will not sell transfer lease or otherwise dispose of the lands situate at Poolboy whether to Galway County Council or to a private operator the lands situate at Poolboy or adjacent thereto so as to permit the said lands to be used by Galway County Council or such</li> </ol>	<p><b>Chief Executive’s Response:</b></p> <p>Noted. The content of the submission with respect to landfill sites and referencing within a specific policy objective to deal with waste management of the county is not considered appropriate.</p>
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		operator as a landfill facility subject to same not being ultra vires the Ballinasloe UDC" Clause 2d "...the lands situate at Poolboy will not be used for the purpose of landfill or any related purpose and in particular will not be utilised as a transfer station.	<b>Chief Executive's Recommendation:</b> No Change.
<b>GLW-C10-1373</b>	Denis Naughton TD	Same as submission GLW-C10-1129 above.	<b>Chief Executive's Response:</b> Same as submission GLW-C10-1129 above.  <b>Chief Executive's Recommendation:</b> Same as submission GLW-C10-1129 above.
<b>GLW-C10-1281</b>	Cllr. Noel Thomas	<p><b>WS 5 Private Water Supply</b> Support the provision of a private water supply in instances where there is no public water supply <b>or where it is not cost effective or practical to connect to an existing supply or where the existing supply does not have sufficient capacity to serve the proposed development.</b> <del>the existing supply does not have sufficient capacity to serve the proposed development.</del></p> <p>This will only be considered where it can be demonstrated that the proposed water supply meets the standards set out in the EU and national legislation and guidance including adherence to Article 6 of the EU Habitats Directive, and would not be prejudicial to public health or would not significantly impact negatively on the source or yield of an existing supply.</p> <p><b>WS 8 Proliferation of Septic Tanks</b></p>	<p><b>Chief Executive's Response:</b> The proposed additional wording for <b>Policy Objective WS 5 Private Water Supply</b> would not be in accordance with the EPA Guidelines. Furthermore, it is not within the remit of the Planning Authority to consider the cost effectiveness of a proposed water supply. It is therefore considered that the additional wording would not be appropriate in this instance.</p> <p>The proposed rewording of <b>Policy Objective WS 8 Proliferation of Septic Tanks</b> would not be in accordance</p>

		Discourage the over-concentration/proliferation of individual septic tanks and treatment plants to minimise the risk of groundwater pollution. Encourage the use of high standard treatment plants to minimise the risk of groundwater pollution.	with the EPA guidance on septic tanks. It is also considered that the proposed wording may also compromise water quality should an over-concentration of defective septic tanks be in situ after a number of years.  <b>Chief Executive's Recommendation:</b> No Change.
<b>GLW-C10-1278</b>	Athenry Community Council Trust Ltd	<b>Section 7.5.8</b> It is requested that Galway County Council explicitly include Athenry as part of the Greater Galway Area Drainage Study (Policy Objectives Wastewater WW3). It is noted that Athenry was originally envisaged under the Galway East Main Drainage Scheme as supported by The Regional Spatial and Economic Strategy (RSES). It is noted that the Wastewater Treatment Plant in Athenry is at capacity.	<b>Chief Executive's Response:</b> The Planning Authority note the request with regard to the Greater Galway Area Drainage Study. The Planning Authority also note the wastewater capacity issues in Athenry. The Wastewater Treatment Plant Upgrade for Athenry has been completed. Network contract is due to commence construction in 2022 which will address wastewater capacity in Athenry.  <b>Chief Executive's Recommendation:</b> No Change.
<b>GLW-C10-1160</b>	Clarinbridge Oyster Co-Society Ltd	It is requested that backland development is not permitted, particularly in rural agricultural areas where there are many narrow roads which are utilised by heavy agricultural machinery. Road safety is stated as the concern.  It is noted that Clarinbridge Village has a proliferation of poorly performing septic tanks and wastewater treatment systems. It is noted that private wastewater treatment plants are not being properly maintained or inspected.	<b>Chief Executive's Response:</b> The Planning Authority note the comments with regard to backland developments. The Policy Objective as proposed is recommended to be amended following the submission of the OPR see Recommendation 10.  The monitoring and performance of septic tanks and wastewater treatments systems are a separate process from the County Development Plan.

	<p>The submission refers to a private treatment system that is serving a housing estate in proximity to the Bridge Shopping Centre, the mouth of the Clarin River and an S.A.C. It is noted that this private treatment system is emitting unpleasant odours impacting the adjacent lands and is particularly noticeable during periods of heavy rainfall.</p> <p>It has stated that Kinvara’s Wastewater Treatment Plant has not functioned since it was installed in 2014 and this is having a negative impact on Kinvara’s shellfish farming. It is also noted that Kinvara has had ‘no bathing’ notices for several months during the summer.</p> <p>It is requested that there are no buildings permitted in proximity to the coastlines, rivers or lakes.</p> <p>It is noted that there is significant pollution entering the Clarinbridge Oyster Fishery, the Clarin River and that the Oyster heritage in the area has been decimated by pollution despite the Shellfish Water Directive (2016/113EC) in place. It is noted that there is concern regarding flooding, biodiversity and the native shellfish of Kinvara Bay.</p> <p>It is noted that the River Basin Management Plan is behind schedule and that there is no evidence of improvement in the local rivers. It is also noted that two pollution incidences reported by Clarinbridge Oyster Co-Op Society Ltd were not addressed.</p>	<p>The monitoring and performance of private treatment system is a separate process from the County Development Plan.</p> <p>The performance of Municipal wastewater treatment plants is the responsibility of Irish Water. The Draft Galway County Development Plan 2022-2028 includes Policy Objectives within <b>Chapter 7 Infrastructure, Utilities &amp; Environmental Protection</b> which support the enhancements in wastewater infrastructure.</p> <p>DM Standard 49 Coastal Management and Protection (b) provides appropriate setback from the soft shoreline. Proposals in close proximity to rivers and lakes will be considered on their merits on a case by case basis.</p> <p>Concerns with respect to pollution should be referred to the Environment Section of Galway County and the Environmental Protection Agency as appropriate.</p> <p>The Planning Authority, or the Draft Galway County Development Plan 2022-2028, cannot expediate the delivery of the River Basin Management Plan. The implementation of the relevant recommendations and measures as outlined in the River Basin Management Plan</p>
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<b>GLW-C10-966</b>	Grúpa Pobail Chéibh An tSrutháin, An Cheathrú Rua	<p>It is noted that Policy Objective Wastewater WW9 is welcomed (<i>There shall be a minimum 100m setback for all new waste water treatment plants in An Cheathrú Rua</i>) and it is proposed that this objective is not removed from the final Galway County Development Plan 2022-2028. The group made a detailed submission outlining their views during the pre-draft stage.</p> <p>It is noted that several other observations and submissions that they made during the pre-draft stages were not included in the Draft Plan. It is proposed that the following points are included in the Galway Development Plan 2022-2028 in relation to waste water treatment management:</p> <ul style="list-style-type: none"> <li>• The incorporation of strict regulations in relation to wastewater treatment plants.</li> <li>• Wastewater treatment plants should be strictly regulated on scenic seashore sites.</li> <li>• Wastewater treatment plants should be strictly regulated in proximity to public piers.</li> </ul>	<p><b>Chief Executive's Response:</b> Policy Objective <b>WW9 Municipal Wastewater Treatment Plants in An Cheathrú Rua</b> was proposed by Elected Members at the Plenary Meeting in May 2021, the officials opposed this new policy objective, and this was conveyed at the meeting.</p> <p>In the case of single house developments served by a domestic treatment system, these requirements are set out in the EPA Code of Practice for Waste Water Treatment Systems and Disposal Systems Serving Single Houses (2009).</p> <p>The provision of new wastewater treatment infrastructure falls under the remit of Irish Water. The Planning Authority have consulted with Irish Water and have proposed Policy Objectives contained for the most part within <b>Chapter 7 Infrastructure, Utilities and Environmental Protection</b> which supports the enhancement of wastewater infrastructure in accordance with the Capital Investment</p>

		<ul style="list-style-type: none"> <li>Wastewater treatment plants should be strictly regulated close to all public amenities.</li> </ul> <p>It is noted that the proposal to locate a wastewater treatment plant at Céibh an tSrutháin is inappropriate and it is proposed that Céibh an tSrutháin should be designated as a public 'Recreation and Amenity Area'. It is proposed that the area could be developed for the community and developed as a fishing and sailing amenity.</p> <p>It is proposed that strict regulations need to be implemented in relation to wastewater treatment plants on coastal and scenic areas. It is noted that such objectives need to be an integral part of the Development Plan to ensure sustainable environmental protection in line with climate change and its impact on coastal regions. It is proposed that Céibh an tSrutháin, and similar sites, should not be considered appropriate locations for sewage plants. It is recommended that Céibh an tSrutháin would be eliminated as a site for a sewage plant.</p> <p>The submission acknowledged that a 100m setback for all new wastewater treatment plants in An Cheathrú Rua is welcomed and it proposed that additional measures are required in order to safeguard sites along the coastline such as Céibh an tSrutháin. It is recommended that:</p> <ul style="list-style-type: none"> <li>Stricter objectives are required to protect the coast as a 100m buffer may not be enough.</li> <li>Climate change needs to be at the forefront of proposals for wastewater treatment plants at</li> </ul>	<p>Plan 2020-2024 and the Natural Water Resources Plan (NWRP).</p>
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		<p>such coastal locations such as Céibh an tSrutháin.</p> <ul style="list-style-type: none"> <li>• The public health implications associated with the development of sewage treatment plants needs to be highlighted.</li> <li>• There needs to be a complete re-assessment of locating sewage treatment plants in proximity to dwellings and public amenity areas.</li> <li>• Wastewater treatment plants should not be located at scenic sites.</li> <li>• Scenic sites should be designated as “Recreation and Amenity”.</li> </ul> <p>The submission included an Appendix A which recommended that Céibh an tSrutháin be zoned under the Galway County Development Plan 2022-2028 as a “<i>Recreation and Amenity Area</i>” and to have it designated as a public amenity for leisure, tourism and for community enjoyment. It further noted policy objectives in the Draft Development Plan that it considered that the submission falls in accordance with namely; 6.5.5 Ports, Harbours, Piers and Slipways; 8.9.2 Coastal and Marine Tourism; 9.11 Marine and Coastal Tourism; 12.7.3 The Gaeltacht and Linguistic Heritage; 13.6 Preserving and Promoting An Gaeltacht in the Planning Process.</p> <p>It is noted that Céibh an tSrutháin is of high scenic amenity and a historic site.</p>	<p><b>Chief Executive’s Recommendation:</b> See OPR Recommendation 16 – An Cheathrú Rua.</p>
<p><b>GLW-C10-960</b></p>	<p>Ronan MacGiollapharaic</p>	<p>It is noted that a “public septic system” is crucial for Cill Ronáin and the Aran Islands, for both the residents and the 200,000+ annual tourists.</p>	<p><b>Chief Executive’s Response:</b> The Planning Authority note the content of the submission. Irish Water are the statutory undertaker responsibility for the provision of wastewater infrastructure.</p>

		<p>It is noted that Cill Ronáin is not listed for future works in Section 7.5.5. It is proposed that working with Irish Water should be a key goal of the Council and that there should be an all three-island approach. It is stated that there is no need for major ground works owing to the stony nature of the Islands.</p>	<p><b>Chief Executive's Recommendation:</b> No Change.</p>
<p><b>GLW-C10-930</b></p>	<p>Cuan Beo Environmental CLG</p>	<p><b>Water Quality, Supply and Ground Water Protection</b></p> <p>It is noted that there is a concern that the County Development Plan fails to recognise that freshwater discharge to South Galway Bay is primarily groundwater. It is noted that this concern is supported by the Geological Survey of Ireland which commented that as of the 5<sup>th</sup> of September 2018 <i>"There are no Groundwater Protection Scheme summary of Groundwater Quality reports for Co. Galway to date"</i></p> <p>It is noted that in the same period the EPA (Water Quality in Ireland 2013-2018) reports that <i>"water quality data and ecological assessments of two Turloughs (Caherglassaun and Tullynafrankagh), undertaken by the National Parks and Wildlife Services (NPWS), indicate that these Groundwater Dependent Terrestrial Ecosystems (GWTDE) do not meet their conservation objectives due to excessing phosphorus concentrations in groundwater, and the groundwater bodies relating to the Turloughs remain at poor status"</i>.</p> <p>In this submission it is proposed to develop a Groundwater Protection Scheme that categorises groundwater discharge as the primary conduit for nutrients and contaminants to South Galway Bay.</p>	<p><b>Chief Executive's Response:</b></p> <p>The Planning Authority note the content of this submission with regard to water quality. The enhancement of water quality is addressed within <b>Chapter 7 Infrastructure, Utilities &amp; Environmental Protection</b>. Section 7.5.3 Water Quality and Ground Water Protection Scheme sets out the Councils strategy in this regard. The Government published the River Basin Management Plan 2018-2021 in April 2021. This plan outlines a programme of actions which aim to meet the environmental objectives and requirements of the Water Framework Directive. The Council supports the development of Drinking Water Safety Plans in line with the requirements of the Water Framework Directive and the current and future cycles of River Basin Management Plans. The Council is committed to the protection and improvement of all drinking water, surface water and groundwaters in the county in accordance with the WFD and the RBMP.</p> <p>Section 7.5.3 includes a suite of Policy Objectives which collectively provide conditions to support the enhancement of water quality on a county wide basis which in turn will assist in addressing the concerns outlined in the submission.</p>



		<p>It is proposed to integrate the Groundwater Protection Scheme with River Basin Management Plans.</p> <p>It is noted that there remains a significant knowledge gap and a lack of investigation on the water quality status of coastal and estuarine waters. It is noted that this has resulted in a pronounced lack of any targeted actions to improve water quality specifically in these water bodies in the Draft Development Plan.</p> <p>It is noted that the principal concern is that the failure to accurately assess the water quality status of coastal waters does not reflect the reality that the deterioration of land-based water bodies has resulted in the deterioration of coastal and estuarine water bodies. It is noted that this failure is replicated in policy making which regularly places coastal waters at the bottom of the list when it comes to drafting objectives, enforcing regulations and allocating investment for improvement.</p> <p>It is noted that the improvement of land-based water bodies will have the most direct impact on improving coastal water bodies and that this is where the focus should remain. It is noted that a failure to account for how a particular land-based polluting activity affects coastal water quality undervalues the harmful impact of that polluting activity. It is stated that this fails to account for the economic, recreational and cultural loss of the people whose livelihoods depend on such coastal waters.</p> <p>It is recommended that a more comprehensive and regular programme for coastal water quality monitoring,</p>	
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		<p>which would include a detailed account of the affect land-based pressures and polluting activities have on coastal water quality, is included in the County Development Plan.</p> <p>It is requested to include a targeted action to mitigate against the specific challenges facing coastal waters. These actions noted include siltation, drainage works, storm water overflows and wastewater treatment.</p> <p>It is noted that the opted solution for decision making on drainage works, flood relief programmes, storm water overflows and sewage discharges is to direct the resulting water from these activities to the sea. It is noted the pollutants and debris from these activities remain in the coastal environment for significant periods of time and present a substantial challenge for coastal marine life.</p> <p>It is noted that the nutrients from agricultural fertilization and sewage treatment remain in the immediate coastal environment for a considerable period, and in substantial quantities. This presents a significant challenge to coastal marine life. It is noted that excessive freshwater inputs in coastal waters significantly lower salinity concentrations and deposit considerable amounts of suspended solids in coastal waters.</p> <p>It is noted that water discharges also impact recreational coastal users and that 'bathing bans' are the favoured approach of the County Council as opposed to correcting the polluting activity.</p>	
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		<p>It is proposed that targeted actions, to find alternative solutions to water discharges into coastal waters, need to be put in place and included in the County Development Plan.</p> <p>It is proposed that the County Development Plan categorises the harmful effects that drainage works, flood relief works, storm water overflows and sewage discharges present to coastal waters and that targeted actions are put in place to find alternative solutions to water discharges from these activities into coastal waters.</p>	<p><b>Chief Executive's Recommendation:</b> No Change.</p>
<p><b>GLW-C10-925</b></p>	<p>Coiste Comhairleach Plean Gnímh 5 Bliana Iorras Aithneach</p>	<p>Coiste Comhairleach Plean Gnímh 5 Bliana Iorras Aithneach suggested narrative to be included in Development Plan.</p> <p>It is proposed that Galway County Council should open discussions with the Department of the Tourism, Culture, Arts Gaeltacht, Sports and Media with a view to <i>“lessening the impact of Special Areas of Conservation, and other environmental designations”</i> on the construction of essential housing, industrial and commercial development.</p> <p>It is proposed that Galway County Council should apply the principle of de minimis in relation to SACs and permit housing, industrial and commercial developments onto small sections of SACs.</p> <p>It is proposed that narrative should include Galway County Council's strong support of the Údarás na Gaeltachta's 5 Year Strategy for the Carna/Cill Chiaráin</p>	<p><b>Chief Executive's Response:</b> The Planning Authority note the comments with respect to lessening the <i>“impact of Special Areas of Conservation, and other environmental designations”</i> on the construction of essential housing, industrial and commercial development. The Planning Authority consider that no reasonable rationale has been provided for such an approach and furthermore, are satisfied that the Planning Authority have allocated sufficient zoned lands for such uses to ensure sufficient lands are available for such uses.</p> <p>The Planning Authority have consulted with Údarás na Gaeltachta who have provided feedback on the plan to the Planning Authority. The Planning Authority are satisfied that</p>

		<p>area, and that these benefits should extend to surrounding communities.</p> <p>It is proposed that Table 6.1 should include the R336 from Screebe to Barna as a proposed route for upgrade.</p> <p>It is proposed that Table 6.1 should include the R340 as a route for a total upgrade of carriageway as it is a vital link between the R336 and the N59.</p> <p>It is noted that substantial improvements in infrastructure in the western part of the county is essential. It is proposed that a total upgrade of the N59 in Connemara is required.</p> <p>It is proposed that a policy is adopted in Section 9.7 of the County Development Plan that would look favourably on planning applications for the development of marine related industries and activities along the coastline.</p> <p>It is proposed to include a policy objective to develop Páirc na Mara on the site chosen by Údarás na Gaeltachta in Cill Chiaráin. It is proposed to include a policy objective to extend and upgrade the pier at Cill Chiaráin.</p> <p>It is proposed in Section 8.5 to include an objective to increase the number of staff working on tourism.</p>	<p>sufficient support to this extremely important body has been provided within the plan.</p> <p>All routes included within Table 6.1 have been included following consultation with the Council's Roads Office and the National Roads Project Office.</p> <p>The Council are committed to the management and maintenance of the road network including the efficient and safe operation of the road network under its control, and will work with TII and NTA to identify locations on the national network where targeted improvements may be required to address specific issues.</p> <p>The Planning Authority consider that <b>Policy Objective MCE 1 Marine Economy</b> supports development and growth of the maritime economy.</p> <p>The Planning Authority consider that <b>Policy Objective MRI 2 Marine Resource Innovation Park</b> appropriately supports the development and expansion of strategic Marine Resource Innovation Parks including Páirc na Mara at Cill Chiarán. The addition of a further Policy Objective in this respect is not considered appropriate.</p> <p>The County Development Plan is not an economic plan with the ability to create additional jobs. It is considered that</p>
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<b>GLW-C10-708</b>	Martina Byrne	<p>It is noted that recent water quality testing results at Barna Pier have been the worst quality recorded. It is proposed that this needs to be addressed before any further planning permission is granted in the area.</p>	<p><b>Chief Executive's Response:</b> Any development proposals would be required to be in accordance with all the required legislation to ensure water quality would not be adversely impacted upon.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-685</b>	County Galway Comhairle na nÓg/Youth Work Ireland Galway	<p>It is proposed that additional bins are provided at local amenities correctly labelled denoting recyclable, compost and general rubbish.</p>	<p><b>Chief Executive's Response:</b> The provision of additional bins does not fall within the remit of the County Development Plan.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>

<p><b>GLW-C10-466</b></p>	<p>MÓR Action</p>	<p>This comprehensive submission relates to the Maree-Oranmore area and was presented in two parts. Part 1 of the submission relates to issues that the group considered absent from the Draft County Development Plan. Part 2 made specific submissions on referenced paragraphs, objectives and policies as set out in the Draft County Development Plan. This submission summarised the key points to be considered and these are noted below:</p> <p><b>Metropolitan Area Strategic Plan (MASP)</b>  This submission notes that the Metropolitan Area Strategic (MASP) lacks a clear connection between Garraun and Oranmore. It notes that having a town centre in Garraun and another town centre in Oranmore, 2km away, goes against proper planning. It suggests that the settlement boundaries for Oranmore and Garraun should be merged and considered together. In addition, it suggests that the MASP boundary should be extended to include Maree and Rinville.</p> <p>It further suggests that a Green Infrastructure Network should be formed in the context of MASP.</p> <p><b>Transportation Plan</b>  This submission suggests that a joint Transportation Plan should be prepared at the core of Metropolitan Area Strategic Plan (MASP) linking Garraun and Oranmore. It</p>	<p><b>Chief Executive’s Response:</b></p> <p>The settlement plans for Garraun and Oranmore have been prepared concurrently and with consideration of each other. It is considered that both plans will complement each other.</p> <p>The MASP boundary has been set in the Regional Spatial and Economic Plan for Galway. The Planning Authority cannot amend this plan boundary to include Maree and Rinville.</p> <p>Green infrastructure is supported within the Draft Galway County Development Plan 2022-2028 particularly within <b>Chapter 6 Transport and Movement. Policy Objectives GBW 1 Greenways</b> and <b>Policy Objectives GBW 2 Future Development of Network of Greenways</b> would support the provision of future greenways which may come forward at this location.</p> <p>The Galway Transportation Strategy promotes the integration of land use and transportation within Galway City and suburbs and environs of Galway County. This plan</p>
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		<p>notes that the Dept of Education has indicated that no new primary school will be constructed at Garraun due to its proximity to Oranmore and it is concerned that this will have additional traffic implications for Oranmore. It notes that safe routes to schools are fundamental for Oranmore and Garraun.</p> <p><b>Green Infrastructure &amp; Ecological Corridors</b> This submission states that there is a lack of mapping of green infrastructure and ecological corridors to form the baseline for understanding where the ecological corridors to be protected are located. It proposes that land use zoning of ecological and green corridors outside of the settlement boundaries are essential.</p> <p><b>Flooding</b> This submission states that there are no climate change flood risks from the Strategic Flood Risk Assessment (SFRA) to prevent future flood risk. It notes that the Catchment Flood Risk Assessment and Management data did not include for any wave overtopping on the Coast Road. The submission notes that since 2013 the Coast Road has experienced wave overtopping.</p>	<p>is a joint Galway City Council and Galway County Council 20-year strategy prepared in partnership with the National Transport Authority. The GTS in conjunction with the new Galway County Transport and Planning Strategy is considered to set out a significant number of measures which will be support enhancements in sustainable transport measures into the future. With respect to school's infrastructure the Council regularly consult with bodies such as the Department of Education to ensure appropriate conditions are in place to facilitate new and enhanced educational facilities.</p> <p>All ecological sites within the County are protected within the Draft Galway County Development Plan 2022 – 2028. <b>Chapter 10 Natural Heritage, Biodiversity and Green/Blue Infrastructure</b> includes policy objectives which supports Green Infrastructure and Ecological Corridors. <b>Policy Objective NBH 5 Ecological Connectivity and Corridors</b> and <b>NHB 7 Mitigation Measures</b> provide specific details in this regard. <b>Policy Objective GBI 2 Green/Blue Infrastructure Network</b> is considered to address Green Infrastructure appropriately.</p> <p>Noted. Climate change and coastal change have been considered in the preparation of and have informed both the SFRA and Plan.</p> <p>The SFRA GIS layers, including those relating to predictive indicators and Future Scenario mapping, will be made available for use in assessing individual planning applications as part of the Council's development management functions.</p>
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		<p>It recommends that flood zones should be based on the latest data available and use future flood probability under climate change scenarios, and not present-day probability.</p> <p>The submission further notes that there is no flood emergency response plan to manage flooding during rush hour at the Coast Road, along the access to the Railway Station and parts of Maree.</p> <p><b>Land Use Zoning</b> This submission notes that land Use zoning requirements should be specific to the zoned land parcel and include objectives that deliver infrastructure and amenities for cumulative existing and future development.</p> <p><b>Cycling</b> This submission recommends the implementation of segregated cycle lanes to encourage more cyclists in Oranmore. It suggests that there should be an active travel solution for all paths and cycleways for the duration of the County Development Plan and not just standalone projects. It also suggests the implementation of safe and segregated cycle routes and walking routes within Oranmore and Rinvilla to extend to Galway City.</p> <p><b>Speed Limits</b> It is stated that there is no consideration of the EU best practice for 30km speed limits in built-up areas and recommends that all routes have a 30km speed limit. It suggests that a trial one-way traffic system should have been implemented for Oranmore to gather information on traffic mobility in the village. It also notes that there</p>	<p>The provision of infrastructure and amenities has been taken into consideration with respect to Land Use Zoning.</p> <p>The Draft Galway County Development Plan 2022-2028 supports the provision of segregated cycle lanes where possible. This is outlined within <b>Policy Objective WC 5 Traffic Free Cycle Routes</b>.</p> <p>The designation of speed limits does not fall within the remit of the development plan process.</p>
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		<p>is no enforcement of existing traffic and parking regulations in Oranmore.</p> <p><b>Public Realm Improvements</b> It notes that public realm improvements to Oranmore are required to make it more desirable and easier to visit the village.</p> <p>Other issues addressed within Part 1 of this comprehensive submission include:</p> <p><b>Culture and Community</b> This submission proposes that additional facilities are provided for teenagers in the locality including a skate park, hockey pitches, basketball courts with safer access to pitches and playgrounds and safer cycle infrastructure.</p> <p><b>Recreation</b> The submission recommends that Renville should be considered as a Special Area for Recreation (SAR), including park expansion and having social, cultural, recreational and environmental uses.</p> <p><b>Settlement Boundary</b> The submission notes that the material amendment to extend the settlement boundary for Oranmore to the south contradicts the Strategic Environmental Assessment (SEA) Environmental Report. It notes that there are no reasonable grounds presented for this land to be zoned Residential (Phase 2). It states that it is unclear how this zoning achieves the core strategy vision</p>	<p>The Settlement Plan for Oranmore is considered to support the provision of public realm improvements. However, the inclusion of an additional Policy Objective is considered appropriate with respect to Town Centre Management.</p> <p>The provision of facilities such as those outlined in the submission would be supported in the Oranmore Settlement Plan. Policy Objectives such as <b>OMSP 8 Community Facilities, OMSP 9 Community Facilities at Oranhill</b> and <b>OMSP 10 Recreational Facilities</b> would all apply in this instance.</p> <p>The importance of Renville as an extremely valuable public space is acknowledged. However, the designation as requested is not considered appropriate in this instance.</p> <p>The comments with regard to the settlement boundary of Oranmore are noted. The Planning Authority also note the comments with respect to compact growth and the rationale for designing the identified parcel of lands for Residential phase 2. The lands in question are being safeguarded for longer term growth and are not anticipated to be developed in the life of the proposed plan. The</p>
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		<p>and objective for compact growth, because there are no visible access points that allow for the zoned lands to be within 15 minutes' walk of the services and education facilities of Oranmore. It further notes that it would increase car dependency and traffic on the Maree Road and through Oranhill.</p> <p>Part 2 of the submission relates to the specific policy objectives in Chapter 7 of the Draft County Development Plan. The submission welcomes Section 7.5.5 <b>WW2 Delivery of Wastewater Infrastructure</b> and the proposed improvements to network capacity. It recommends that a retrofitting of the Sustainable Urban Drainage is included in the County Development Plan to increase capacity.</p> <p>This submission recommends under Section 7.6 Waste Management that there is an opportunity to develop a Community Repair Hub that would be a place for people to upskill and be utilised as a community resource. It suggests that this is included in the County Development Plan. In addition, it recommends that neighbouring properties are engaged with when Construction and Environmental Management Plans are being prepared.</p> <p>Under Section 7.9.1 Air Quality it proposes that an air quality monitoring programme is established for Oranmore Town Centre.</p>	<p>Planning Authority consider that Policy Objective <b>GCMA 1 Residential Development</b> will ensure lands will be developed in a sequential manner with lands closer to the town centre coming forward for development over the life of the plan.</p> <p>The Planning Authority welcome the support for Section 7.5.5. of the Plan. The requested alteration to WW2 is noted. In this instance the wording as proposed in the plan is considered appropriate.</p> <p>The request with respect Community Repair Hub is noted. There is insufficient detail with regard to this request and as such it is considered premature to include this as part of the plan in this instance.</p> <p>The detail with regard to Construction and Environmental Management Plans would be considered during the Development Management process. Submissions can be made by members of the public during the application process where comments can be made in this regard.</p> <p>The Environmental Protection Agency is the statutory body responsible for monitoring air quality in Ireland. The Council acknowledges the need to ensure the highest standards of air quality within the County and will collaborate with the Environmental Protection Agency as appropriate to ensure</p>
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		<p>The submission notes under Section 7.9.5 Major Accidents and Seveso Sites that the community is made aware of the risks and actions within any emergency response plans from existing Seveso sites.</p>	<p>high standards of air quality are maintained and poor standards are addressed as appropriate.</p> <p>The notification to the community of emergency response plans from Seveso Sites does not fall within the remit of the Galway County Development Plan 2022-2028.</p> <p><b>Chief Executive’s Recommendation:</b>  Insert New Policy Objective into Oranmore Settlement Plan as follows:</p> <p><b>OMSP 16 Town Centre Management</b>  Subject to appropriate resources, the Council in collaboration with local stakeholders shall prepare a town centre management plan for Oranmore. The Management Plan will consider some or all of the following:</p> <ul style="list-style-type: none"> <li>(a) Upgrade of public lighting.</li> <li>(b) Connectivity of the Town centre including upgrade of paving.</li> <li>(c) Consider upgrade/redesign of Town Centre.</li> <li>(d) Scheme for façade improvement on identified priority streetscapes.</li> <li>(e) Upgrade and improvement of street furniture.</li> <li>(f) Consistent sustained signage design policy within the Town Centre.</li> <li>(g) Provision of appropriate quality soft landscaping and planting as well as functional public spaces.</li> <li>(h) Car parking management.</li> <li>(i) Consideration of reuse of backlands within the town centre for civic space/ other uses.</li> <li>(j) To facilitate the carrying out of streetscape enhancement works subject to resources being available.</li> </ul>
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<p><b>GLW-C10-110</b></p>	<p>Killary Adventure Co.</p>	<p>This submission raised a number of issues in relation to Connemara, adventure tourism and making it a more attractive place for visitors to stay in. It noted the following:</p> <p><b>The Planning Process</b> It noted that the cost of building or buying homes in local villages in Connemara has climbed to unsustainable levels for locals. It noted that it has become “increasingly fraught” to acquire planning permission on family lands. It noted that the Covid pandemic has started a trend whereby urban inhabitants are relocating to the west or to buy holiday homes in Connemara.</p> <p><b>Broadband</b> The submission noted that it is essential that rural areas have access to good broadband connections. The submission noted that underground cabling was installed outside the gate of their property fourteen years ago and nothing has happened since.</p> <p><b>Agency Cooperation</b> The submission noted that there is a contradiction between agencies and gave the example of Transport Infrastructure Ireland aiming to reduce traffic on national routes whereas the Wild Atlantic Way increases traffic on the West Coast routes.</p> <p><b>Public Toilets and Rubbish Collection</b> The submission noted that the pandemic has particularly highlighted a major issue with access to public toilets and</p>	<p><b>Chief Executive’s Response:</b></p> <p>The concerns regarding the planning process are noted. It is also noted that no specific amendment to the Draft Galway County Development Plan has been suggested to address these concerns. The Policy Objectives contained within <b>Chapter 4 Rural Living and Development</b>, regarding Rural Housing, are considered to be in accordance with Section 28 Guidelines particularly the Sustainable Rural Housing Guidelines for Planning Authorities, 2005.</p> <p>The Planning Authority agree that the continued development of broadband and ICT infrastructure within the County is essential and have included a suite of Policy Objectives to ensure the appropriate conditions are in place to ensure the enhancement of broadband provision across the county are provided.</p> <p>The Planning Authority do not consider that Transport Infrastructure Ireland are aiming to reduce traffic on National Routes.</p> <p>The provision of the Public Toilets and Rubbish Collection does not fall within the remit of the County Development.</p>
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		<p>rubbish collection at popular areas in Connemara. It noted that it is now a major issue in rural areas of high scenic amenity.</p> <p><b>Innovation</b> It noted that food trucks are now a major international phenomenon and it highlighted that a process needs to be established to allow for such use. The submission suggested that this is particularly relevant in the covid climate and its aftermath. It also noted that eco-style pods, as well as other typical traditional accommodation types, should be permissible for the benefit of rural areas.</p> <p><b>Renewable Energy</b> The submission noted that consideration should be given to innovative renewable energy solutions for rural communities. It suggested small scale /micro renewable energy projects utilising wind, hydro, solar and tidal energy and noted that localised power creation is essential for Connemara. The submission also noted that new approaches to traditional farming methods on land and sea are required. It noted that other countries are using aquaponics and Recirculating Aquaculture Systems (RAS) as new systems of farming.</p>	<p>The Planning Authority consider that there are appropriate Policy Objectives contained within the Draft Galway County Development Plan 2022-2028 to support rural areas within <b>Chapter 4 Rural Living and Development</b>, such as Policy Objective CD 1 Rural Enterprises.</p> <p>The Planning Authority consider that there are appropriate Policy Objectives contained within the Draft Galway County Development Plan 2022-2028 to support innovative renewable energy solutions for rural communities within <b>Chapter 4 Rural Living and Development</b> and the Local Authority Renewable Energy Strategy.</p> <p><b>Chief Executive’s Recommendation:</b> No Change.</p>
<p><b>GLW-C10-160</b></p>	<p>Connemara Dark Skies</p>	<p>This submission supports Galway County Council’s inclusion of Policy Objectives on light pollution and dark skies in the Draft County Development Plan (Sections 7.9.3 and 8.10.4).</p>	<p><b>Chief Executive’s Response:</b></p>

		<p><b>Policy Objective LP1 Lighting Schemes:</b>  To require that all developments shall ensure lighting schemes are designed so that <del>so that excessive</del> <b>light spillage</b> is minimised to ensure light pollution in the surrounding environment including residential amenity, wildlife and near public roads is limited. <b>Lighting schemes should consider dimming or switching off lighting during the night where appropriate.</b> Such lighting schemes shall be submitted and agreed with the Planning Authority.</p> <p><b>Policy Objective LP2 Lightening and Climate Action</b>  To require the use of low energy LED (or equivalent) lighting in support of Climate Action. <b>Lighting should be limited to warmer correlated colour temperatures (CCT) of 3000 Kelvin or below to be of an environmentally sensitive manner.</b></p> <p><b>Policy Objective LP3 Dark Skies</b>  To encourage the maintenance of dark skies in rural areas, <b>and to limit light pollution in urban and rural areas to actively reduce existing sources of light pollution from public infrastructure in strategic dark sky areas by upgrading to dark sky friendly lighting and to limit light pollution in urban and rural areas.</b></p> <p>The submission concluded with a recommendation that Appendix 5 on the Guidelines for the Single Rural House should be amended to include recommendations on outdoor lighting in line with the dark sky friendly principles.</p>	<p>The amended wording as suggested is not considered appropriate in this instance.</p> <p>The wording as proposed is noted. The wording of <b>Policy Objective LP2 Lightening and Climate Action</b> as proposed in the Draft Galway County Development Plan in this instance is considered acceptable.</p> <p>The wording as proposed is noted. The wording of <b>Policy Objective LP3 Dark Skies</b> as proposed in the Draft Galway County Development Plan in this instance is considered acceptable.</p> <p>Any proposals for rural housing will need to have regard to the Policy Objectives as proposed with regard to Dark Skies. No change is considered necessary in this instance.</p> <p><b>Chief Executive’s Recommendation:</b>  No Change.</p>
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<p><b>GLW-C10-196</b></p>	<p>Donncha Ó Sullivan</p>	<p>This submission noted that it reviewed the Draft Development Plan and was pleased to advise that it had no comments to make.</p>	<p><b>Chief Executive’s Response:</b> Noted.</p> <p><b>Chief Executive’s Recommendation:</b> No Change.</p>
<p><b>GLW-C10-431</b></p>	<p>MKO on behalf of Creggs Rural Development Company</p>	<p>This submission relates to Creggs and has highlighted four main issues.</p> <p><b>1.The Deficiency of Sewerage Infrastructure in Creggs</b> The submission noted that the lack of sewerage infrastructure is creating a barrier for development in the village centre. It noted that the current sewage system is based on septic tank storage, collection and disposal with no water treatment facilities. The submission further noted that for the village to grow, an improved sewage and treatment system is required. The submission proposed that public waste water facilities must be implemented in Creggs.</p> <p>The submission supported Policy RH14, Policy WS1. Policy WS 5 of the Draft County Development Plan.</p> <p>The submission noted that Policy Objective WW5 “Waste Water Treatment Associated with Development in Un-Serviced Areas” in the current County Development Plan has not been included in the Draft County Development Plan 2022-2028. It is proposed in this submission to include this policy in the Draft County Development Plan for the benefit of the village of Creggs. It is noted that this is supported by National Policy Objective 18b and National Strategic Outcome 9 Sustainable Management</p>	<p><b>Chief Executive’s Response:</b></p> <p>The provision of new wastewater treatment infrastructure falls under the remit of Irish Water. The Planning Authority have consulted with Irish Water and have proposed Policy Objectives contained for the most part within <b>Chapter 7 Infrastructure, Utilities and Environmental Protection</b> which supports the enhancement of wastewater infrastructure in accordance with the Capital Investment Plan 2020-2024 and the Natural Water Resources Plan (NWRP).</p> <p>Noted.</p> <p>The inclusion of the suggested Policy Objective titled Waste Water Treatment Associated with Development in Un-Serviced Areas is not considered appropriate.</p> <p>The Planning Authority note that as per the DHPLG National Taking in Charge Initiative Report, 2018, there were 74 housing estates with developer provided water services infrastructure in County Galway, the third highest number in the country at this time. Many of these are not</p>

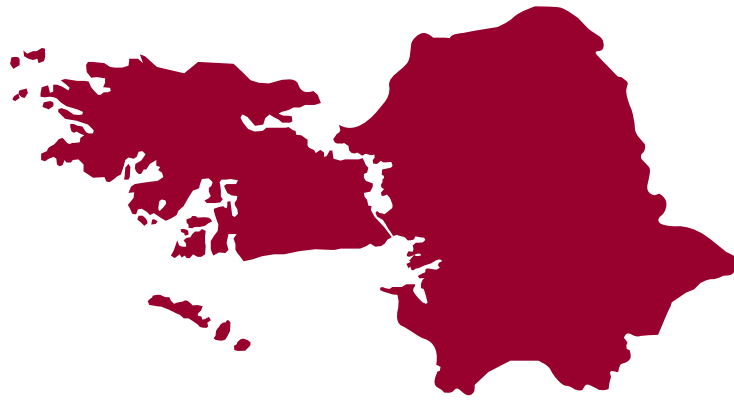


		<p>of Water and other Environmental Resources in the National Planning Framework (NPF) and the Regional Policy Objectives 8.15 and 8.17.</p> <p><b>2.The Potential for a Remote Working Hub</b> The submission suggests that the provision of Co-working space in Creggs would allow workers to live and work locally. It is noted that national policy on remote working supports the establishment of a co-working hub in the village. It is noted that an area within the Heritage Centre has been identified as suitable for the re-purposing and utilising as a co-working space/evening study area. It is highlighted that the establishment of a Co-working hub at Creggs is supported by Policy CWH1 Co-Working Hubs, and Policy RD4 Remote Working of the Draft County Development Plan.</p> <p><b>3. Rural Housing and Development</b> The submission supports Policy RC3 and Policy RC5 in the Draft County Development Plan which supports development of new homes in small towns and villages. The submission welcomed the evidence in the Draft County Development Plan that the Council has set out policies to aid development in areas that have deficiencies in wastewater infrastructure. It is noted that growth within the village of Creggs is critical and it has the potential to be achieved through this policy. It is</p>	<p>functioning properly, or are poorly maintained, giving rise to public health and environmental risks. Due to the risks to public health, water quality and environmental risks the Planning Authority are not in favour of the provision of developer provided water services infrastructure. The Planning Authority consider that the provision of wastewater treatment provision across the county of the scale requested would be better served under the remit of Irish Water.</p> <p>The Draft County Development Plan supports, where appropriate, the establishment of remote working hubs in towns and villages across the county. <b>Policy Objective SCO 8 Hubs and Remote Working</b> contained in <b>Chapter 5 Economic Development, Enterprise and Retail Development</b> is considered to support the provision of remote working hubs similar to the type of project highlighted in this submission.</p> <p>The comments with respect to rural housing including policy objectives RC3, RC 5 and RC 6 are welcomed.</p>
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		<p>noted that Policy RC6 Residential Development Potential of Villages is welcomed.</p> <p><b>4. Public Realm Improvements</b></p> <p>It is noted in this submission that there are a number of issues and concerns that fall within the realm of public realm maintenance such as cobble repairs, gully maintenance and street lighting. Detailed plans for the Public Realm Framework Plan were outlined in the Creggs Village Plan (Appendix 1) accompanying this submission. It is noted that Policy CGR9 Delivering Improved Public Realm of the Draft County Development Plan and Policy CGR10 Public Realm Strategy are welcomed. It is noted that improvements to the public realm have the opportunity to assist the growth of Creggs, making it a desirable place to live with a high quality of life.</p> <p>This submission included the “<i>Creggs Village Plan - Creggs Collaborative Workshop and Village Plan Urban Design</i>” as prepared by MKO Ireland, Planning and Environmental Consultants.</p>	<p>The comments with respect to public realm improvements including policy objectives CGR 9 and CGR 10 are welcomed.</p> <p><b>Chief Executive’s Recommendation:</b> No Change.</p>
<p><b>GLW-C10-439</b></p>	<p>Mark Coffey – Coffey Construction</p>	<p>This submission relates to Athenry and raised a number of issues. It is suggested that the population estimation growth of 18,655 “<i>should be doubled for zoning purposes to allow for enough land to come to market</i>”. Otherwise, this submission suggested, land prices will increase and there will be very little land available to develop during the life of the Plan.</p>	<p><b>Chief Executive’s Response:</b> As part of the review of the Draft Galway County Development Plan population allocation for the County were considered. <b>Chapter 2 Core Strategy, Settlement Strategy and Housing Strategy</b> has outlined the population projections for the settlements as included in the Settlement Hierarchy. The population projections as allocated to Athenry are considered appropriate.</p>

		<p>It is suggested that Athenry should be treated as a key town with a proposed density of 30 units per hectare. It noted that <i>“540 units is not enough for life of next plan”</i>. This submission recommended 1,540 additional units for Athenry; the rationale outlined is that Athenry is serviced by a motorway and can cater for demand from Briarhill and Gaurran.</p> <p>This submission noted that planning applications have been made by Coffey Construction which could potentially bring 275 units to Athenry over the next 5 years if permitted. It is requested that a meeting is held with Forward Planning to discuss plans.</p> <p>This submission requested that the Council include criteria in the County Development Plan that will allow planning amendments be made to waste water plants, to allow for improved water infrastructure. This submission noted that private treatment plants and water supply at locations that Irish Water are unable to provide services, should be considered and supported in the County Development Plan.</p> <p>This submission noted that additional lands require zoning in Oranmore. It is considered in this submission that not all of the zoned lands in Oranmore will become</p>	<p>The designation of Ballinasloe and Tuam as Key Towns is consistent with the Regional Spatial and Economic Strategy for the Northern and Western Region and are considered appropriate. Athenry’s importance is considered to be suitably addressed with the designation of Strategic Potential as outlined in <b>Chapter 2 Core Strategy, Settlement Strategy and Housing Strategy</b>.</p> <p>There have been a number of public consultation events and periods to make submissions to date as part of the Development Plan process to enable all stakeholders to engage with the Forward Planning and Policy Unit of Galway County Council to provide input into the Draft Plan.</p> <p>The Planning Authority note that as per the DHPLG National Taking in Charge Initiative Report, 2018, there were 74 housing estates with developer provided water services infrastructure in County Galway, the third highest number in the country at this time. Many of these are not functioning properly, or are poorly maintained, giving rise to public health and environmental risks. Due to the risks to public health, water quality and environmental risks the Planning Authority are not in favour of the provision of developer provided water services infrastructure. The Planning Authority consider that the provision of wastewater treatment provision across the county of the scale requested would be better served under the remit of Irish Water.</p> <p>As part of the review of the Oranmore Settlement Plan the quantum of Residential Phase 1 lands were examined. There is a requirement of 20.53 hectares of Residential Phase 1</p>
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		<p>available on the market. This submission noted that 20 acres of land are in their ownership on the East side of Oranmore. It is proposed that these lands are considered for zoning owing to their proximity to services, and because they are within walking distance of the town centre (GLW-C10-439-1309).</p> <p>The final issue raised related to road safety. This submission suggested that part of the N67, adjacent to Oranmore, should be changed to a regional road with a reduced speed limit. This submission noted that new houses, on the southern side of the town, exit onto a roundabout which it considers are designed for a much slower speed limit (highlighted on GLW-C10-439-1308). This submission noted that traffic exiting an estate at 50kph has to merge with traffic travelling at 100kph, which is a road safety concern. This submission further indicated on an attached map (GLW-C10-439-1308) additional road traffic concerns at alternative existing junctions in Oranmore.</p>	<p>lands. The Planning Authority has zoned accordingly. The quantum of Phase 1 Residential Lands in Oranmore is in full compliance with the Core Strategy of the Draft Galway County Development Plan. It is considered that the proposed zoning contained in the Plan for the site is acceptable in this instance.</p> <p>The reclassification of National Roads to Regional Roads does not fall within the remit of the County Development Plan.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
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**Chief Executive's Report  
on Submissions received on the Draft Galway County Development Plan  
2022 - 2028**

## **Submissions received on Chapter 8: Tourism and Landscape**

Portal No.	Submission Name	Summary of Issues Raised in Submission	Chief Executive's Response
GLW-C10-1326	Cllr. Mary Hoade	The wording of policy objective <b>UGG 1 UNESCO Global Geopark Status</b> is supported.	<p><b>Chief Executive's Response:</b> Noted. It is considered that the wording supports the UNESCO Global Geopark status.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
GLW-C10-1368	Cllr. Martina Kinnane	<p>It is requested in this submission that the following is included:</p> <p>The tourism sector is extremely important to the economic development Clarinbridge and South Galway, Recent Feasibility Study (carried out by Tourism International Ireland) recognises, Clarinbridge/South Galway has untapped tourism potential and the Oyster Theme Experience could have a potentially transforming effect on how Clarinbridge/South Galway could re-position itself as serious tourism destination internationally.</p> <p>A New Policy Objective is proposed: Objective CTB 6: Support and facilitate the development of a masterplan for The World is Your Oyster Tourism/Heritage Experience for Clarinbridge/South Galway.</p>	<p><b>Chief Executive's Response:</b> <b>Chapter 8 Tourism and Landscape</b> supports the tourism sector throughout the County and the spirit of the proposed new policy objective is already underpinned in the existing policy objectives of the Draft County Development Plan. The inclusion of specific projects as proposed may create an issue with respect to the SEA and AA. Therefore, it is considered that the existing policy objectives are sufficient.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>

<p><b>GLW-C10-1260</b></p>	<p>Cllr. Gerry King</p>	<p>In this submission additional text is proposed as highlighted below:</p> <p><b>8.12.1 Wild Atlantic Way</b></p> <p>The Wild Atlantic Way has been a transformational tourism initiative led by Fáilte Ireland, for the West of Ireland. It showcases the natural assets and outstanding scenery of the West and has been an important economic driver for the county. The Galway stage of the Wild Atlantic Way is 300km long starting from the village of Kinvara near the County Clare border and finishing at Leenane near the County Mayo border. The route encompasses numerous visitor attractions including Dunguaire Castle, ferry crossings to the Aran Islands and Inisbofin, the wider Conamara area including villages such as Roundstone and Ballyconneely, and Kylemore Abbey. The Council recognises the importance of the branding of the Wild Atlantic Way and its positive impact on the tourism sector and the economic growth of the county. <b>Galway County Council should be part funded by Failte Ireland to advance the services along the Wild Atlantic Way route in the county which is 300km long. These services include, Picnic areas, Rubbish bins, Toilets, and also assist in funding for hedges and roads as traffic has increased immensely.</b></p>	<p><b>Chief Executive's Response:</b></p> <p>The Draft County Development Plan is a not a funding Plan but seeks to support the tourism sector throughout the county. The Draft outlines the importance of the Wild Atlantic Way and contains therein Policy objectives supporting this and other tourism initiatives. The inclusion of the text is not appropriate given the reasons outlined above.</p> <p><b>Chief Executive's Recommendation:</b></p> <p>No Change.</p>
<p><b>GLW-C10-1122</b></p>	<p>Cllr. Dr. EF Parsons</p>	<p>A detailed submission was received which requested the following:</p> <p><b>8.2 Strategic Aims</b></p>	<p><b>Chief Executive's Response:</b></p> <p>Submission Noted.</p>

		<p>Galway County Council shall work with the appropriate agencies and state bodies to ensure that the tourism industry is promoted and supported and that our landscapes are suitably protected and will accord with the following strategic aims:</p> <ul style="list-style-type: none"> <li>• To safeguard and augment County Galway's extensive tourism sector;</li> <li>• To maximise the potential of sustainable tourism thereby contributing to the balanced economic development of the County;</li> <li>• To work in partnership with Fáilte Ireland, and other agencies to develop tourism in county Galway;</li> <li>• To support the preparation and implementation of a Tourism Strategy for County Galway;</li> <li>• To develop and enhance new and existing tourism products, attractions and tourism infrastructure;</li> <li>• To develop and enhance access to natural swimming resources and water sports recreation within the county such as the Suck River;</li> <li>• To capitalise on the distinct tourist attractions that County Galway has to offer including Destination Towns, natural, built and cultural heritage, scenic landscapes and natural amenities;</li> <li>• <b>Accessibility Friendly Towns</b> To support and designate a pilot town for <i>Accessibility Friendly Tourism and Respite Tourism</i> within the county as an innovative pilot for <i>Enhanced Accessibility Friendly Tourism and Respite Holiday Breaks</i>.</li> </ul>	<p>The Ballinasloe Local Area Plan is currently on display and this policy objective is best placed at that level as opposed to the Draft County Development Plan.</p> <p>See Recommendation with respect to <b>Chapter 11 Community Development and Social Infrastructure</b>.</p>
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		<ul style="list-style-type: none"> <li>• To work to improve the visitor experience and to support Visitor Experience Development Plans between neighbouring counties/ local authorities and other agencies, including consideration of phased developments planning with Cross border bodies, to ensure that all visitors may in time enjoy the unique experience of the Aughrim to Antrim Boyne via Athlone Castle historic battlefield and cultural tourist trail.</li> <li>• To work to improve the visitor experience and to support Visitor Experience Development</li> <li>• Plans across the county to ensure that all visitors enjoy the unique experience of County Galway;</li> <li>• To capitalise on the County's identified nodes along the Wild Atlantic Way and Irelands Hidden Heartlands;</li> <li>• To support the development of Sports Tourism within the county and capitalise on existing and developing nodes of accessible sporting infrastructure, ie gyms, running tracks, pitches, courts, swimming pools, natural swimming locations &amp; watersports and greenway access</li> <li>• To protect the landscape categories within the County and avoid negative impacts upon the natural environment.</li> </ul> <p><b>New Policy Objective Heritage Tourism</b></p> <ul style="list-style-type: none"> <li>• <b>HT4 Historic Sites</b> To support the development and enhancement of the historic battlefields, historic O'Kelly Clan built heritage and ecclesiastical sister abbey sites</li> </ul>	<p>Policy Objective VEDP 1 covers the spirit of the submission.</p> <p>Section 8.9 of the Draft Plan deals with outdoor tourism pursuits and there are a number of policy objectives that relate to this type of tourism.</p> <p>HT 2 supports heritage assets within the county and promotes such assets as a focus for tourism. Individual tourism products are not appropriate at County Development Plan level.</p>
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		<p>and the Aughrim Interpretive Centre as very important cultural and tourism asset</p> <p><b>8.12.2 Irelands Hidden Heartlands</b>  The development of bathing areas and accessible water-based recreation on the River Suck should be examined further and supported as part of the tourism product within Irelands Hidden Heartlands and to spread evenly accessible recreational and sporting tourism product throughout the county.</p>	<p>There is a section outlined in the plan that supports and includes this text. Section 8.12.3 gives a comprehensive assessment of Ireland’s Hidden Heartlands</p> <p><b>Chief Executive’s Recommendation:</b>  No Change.</p>
<b>GLW C10-1377</b>	Cllr. Joe Byrne	<p>The submission states that the current Landscape Sensitivity Map LCM 2 is now replaced by Map 8.2.</p> <p>Landscape Sensitivity Ratings Class 1 to Class 5 are now replaced by 1-4. In my locality some areas currently in Classes 3-5 are now replaced by proposed Class 2.</p> <p>The submission proposes that the Class 2 is similar to current Class 3 and not an onerous current Class 4/5.</p>	<p><b>Chief Executive’s Response:</b>  Section 4, p 20, of the Landscape Character Assessment describes the sensitivity classes as:</p> <ul style="list-style-type: none"> <li>1 Low: Unlikely to be adversely affected by change</li> <li>2 High: Elevated sensitivity to change</li> <li>3 Special: High sensitivity to change</li> <li>4 Iconic: Unique landscape with high sensitivity to change</li> </ul> <p>The sensitivity rating is provided to supply potential developers with prior notification of the likely findings of a landscape and visual impact assessment of developments in each area. These are generalisations and the sensitivity rating need to be read in the full context of the rest of the section which addresses this issue (4.6 Limitation to Landscape Sensitivity Mapping).</p> <p>It should be noted that individual projects in any landscape area, notwithstanding its dominant sensitivity rating, may have greater or lesser impacts on the visual quality and</p>

			<p>character of the landscape depending on the details of the project design and the specific characteristics of the site and its context.</p> <p>The Planning Authority will consider this sensitivity rating and may, depending on the nature of the site and development, require the applicants to demonstrate that the proposed development addresses the sensitivities identified for each relevant landscape type.</p> <p>Seen in this context, there is discretion to consider each project on a case-by-case basis <i>‘depending on the details of the project design and the specific characteristics of the site and its context’</i>. This ensures that any designations are not unduly ‘onerous’ and that sufficient discretion remains for the development management process to take account of local circumstances.</p> <p><b>Chief Executive’s Recommendation:</b> No Change.</p>
<b>GLW-C10-1830</b>	Cllr. Joe Sheridan	<p>It is proposed in this submission to amend the following policy objective:</p> <p><b>TOU 2 Key Economic Pillars</b> To promote and facilitate tourism as an economic pillar of the County’s economy and to support the provision of appropriate visitor attractions and improvement in public spaces to promote attractive and vibrant town centres as key places for tourists. <b>To promote climate forums and tourism thru the connected hub network in the county.</b></p>	<p><b>Chief Executive’s Response:</b> All Chapters of the Draft County Development Plan support the Climate Action Agenda with <b>Chapter 14 Climate Change, Energy and Renewable Resource</b> specifically dealing with climate change, energy and renewable resource. Table 14.3 Climate Action Policy Objectives was incorporated into the County Development Plan for the different sectors outlining the Policy objectives chapter by chapter. <b>Chapter 8 Tourism and Landscape</b> have several policy objectives which cover this additional text proposed, therefore, no change is required as the spirit of the text is already stated in the Draft County Development Plan.</p>

			<p><b>Chief Executive’s Recommendation:</b> No Change.</p>
<p><b>GLW-C10-1520</b></p>	<p>Donncha Ó hEallaithe</p>	<p>This submission relates to map 8.3 Landscape Sensitivity Map; it is requested that the stretch of road on both sides of the R336, between Na Forbacha and Baile na hAbhann, is amended to Landscape Sensitivity Class 2, currently at Sensitivity Class 3. The rationale noted is that it is prohibiting applicants from obtaining planning permission.</p>	<p><b>Chief Executive’s Response:</b> The Planning Authority note the concerns with regard to landscape designation. The Draft Galway County Development Plan is accompanied by a Landscape Character Assessment (LCA) (Appendix 4). This LCA for Galway has been prepared having regard to the <i>National Landscape Strategy for Ireland 2015 – 2025</i> as produced by the Department of Culture, Heritage and the Gaeltacht. All landscape designations have been set out in accordance with this document. The request to amend the classification has not set out any rationale in support of the requested change other than to highlight difficulties for applicants obtaining planning permission. The Planning Authority consider the landscape designations as proposed to be appropriate in this instance. The Planning Authority will consider this sensitivity rating and may, depending on the nature of the site and development, require the applicants to demonstrate that the proposed development addresses the sensitivities identified for each relevant landscape type. Seen in this context, there is discretion to consider each project on a case-by-case basis <i>‘depending on the details of the project design and the specific characteristics of the site and its context’</i>. This ensures that any designations are not unduly ‘onerous’ and that sufficient discretion remains for the development management process to take account of local circumstances.</p> <p><b>Chief Executive’s Recommendation:</b> No Change.</p>

<p><b>GLW-C10-932</b></p>	<p>Coiste Comhairleach Plean 5 Bhliana Iorras Aithneach</p>	<p>This submission requests that the following policy objective is included in the Draft Galway County Development Plan 2022-2028 in Section 8.5:</p> <ul style="list-style-type: none"> <li>- <i>Tourism is a major industry and a means of producing real foreign earnings in County Galway. It is the policy of Galway County Council to increase the number of staff assigned to assist in the promotion of tourism. Galway Council aspires to appoint three of its staff to the development of the tourism potential of this county with one of those specifically assigned to South Connemara.</i></li> </ul>	<p><b>Chief Executive's Response:</b></p> <p>The County Development Plan is not an economic plan with the provision of financial budget to facilitate the employment of staff to carry out specific rolls, including the suggested appointment of three staff members for the development of tourism potential, as requested in this submission.</p> <p>The Planning Authority would like to reference Policy Objective <b>GCTS 1 Galway County Tourism Strategy</b> within <b>Chapter 8 Tourism and Landscape</b>. The Plan will support the preparation and implementation of this strategy which will support the existing tourism sector whilst also ensuring the county is maximising its tourism potential.</p> <p><b>Chief Executive's Recommendation:</b></p> <p>No Change.</p>
<p><b>GLW-C10-930</b></p>	<p>Cuan Beo</p>	<p>This submission relates to the need for the development of tourism facilities and coastal infrastructure. It recommends the refurbishment of piers, coastguards, toilets, parking, showering facilities, additional bicycle racks etc at inland waterways, beaches, and coastal areas in support of more bicycle use.</p> <p>It notes that local tourism such as Air B&amp;B and more localised and rural tourism facilities need to be promoted.</p>	<p><b>Chief Executive's Response:</b></p> <p>The Planning Authority can confirm that within <b>Chapter 6 Transport and Movement</b>, policy objective <b>PH 2 Sustainable Development of Ports, Harbours, Piers and Slipways</b> supports coastal infrastructure such as piers etc. Within <b>Chapter 8 Tourism and Landscape</b>, policy objective <b>TI 1 Tourist Infrastructure</b> seeks to encourage and promote tourism related facilities in the county.</p> <p>The marketing of individual Air B&amp;B, or rural tourism facilities, does not fall within the remit of the Development Plan.</p>

			<p><b>Chief Executive's Recommendation:</b> No Change.</p>
<p><b>GLW-C10-926</b></p>	<p>Coiste Comhairleach Plean 5 Bhliana Iorras Aithneach</p>	<p>This submission requests the following policy objective is included in the Draft Galway County Development Plan 2022-2028 in Section 8.5:</p> <p>- <i>Tourism is a major industry and a means of producing real foreign earnings in County Galway. It is the policy of Galway County Council to increase the number of staff assigned to assist in the promotion of tourism. Galway Council aspires to appoint three of its staff to the development of the tourism potential of this county with one of those specifically assigned to South Connemara.</i></p>	<p><b>Chief Executive's Response:</b> The County Development Plan is not an economic plan with the provision of financial budget to facilitate the employment of staff to carry out specific rolls such as in the case of this submission, and three staff members for the development of tourism potential.</p> <p>The Planning Authority would like to reference Policy Objective <b>GCTS 1 Galway County Tourism Strategy</b> within <b>Chapter 8 Tourism and Landscape</b>. The Plan will support the preparation and implementation of this strategy which will support the existing tourism sector whilst also ensuring the county is maximising its tourism potential.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<p><b>GLW-C10-911</b></p>	<p>Ronan MacGiollapharaic</p>	<p>This submission relates to Section 8.10.4 Dark Skies. It is requested that the Aran Islands are designated as dark skies areas.</p>	<p><b>Chief Executive's Response:</b> As per <b>Policy Objective DS 1 Dark Skies</b>, within <b>Chapter 8 Tourism and Landscape</b>, the potential for Dark Skies designations will be investigated at appropriate locations throughout the county.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<p><b>GLW-C10-900</b></p>	<p>Coillte</p>	<p>This comprehensive submission supports the policy objectives of Chapter 8. This submission provides information on woodland lodge tourism accommodation</p>	<p><b>Chief Executive's Response:</b> The Planning Authority welcome the support for the policy objectives contained within <b>Chapter 8 Tourism and</b></p>

		<p>and requests that the Draft County Development Plan supports the provision of same at suitable locations in the Coillte estate. It is noted that the provision of woodland lodges at appropriate locations within the Coillte estate would fully support the continued growth of the tourism sector in line with <b>TI 1 Tourist Infrastructure</b> and <b>TI 2 Visitor Accommodation</b>.</p> <p>This section of the submission relates to Portumna: This submission requests that the following recommendations are incorporated into the County Development Plan, and that the Plan:</p> <ul style="list-style-type: none"> <li>- <i>Supports the provision of forest based tourism accommodation such as woodland lodges and ancillary facilities at Portumna Forest Park</i></li> <li>- <i>Recognises that Portumna Forest Park is uniquely positioned to provide a recognised tourist product given the Park’s strategic location and access to natural resources and amenities</i></li> </ul> <p>This submission requests that the County Development Plan:</p> <ul style="list-style-type: none"> <li>- Supports the provision of accessible recreational, community and sporting facilities in the county.</li> <li>- Supports the provision of tourism infrastructure, including tourism accommodation (woodland lodges) at appropriate locations in the Coillte estate.</li> <li>- Supports the provision of tourism infrastructure, including tourism accommodation (woodland lodges) with ancillary facilities at Portumna Forest Park.</li> </ul>	<p><b>Landscape.</b> It is noted that there are Policy Objectives contained within the Portumna Settlement Plan which would support the provision of tourism infrastructure as requested.</p> <p><b>Chief Executive’s Recommendation:</b> No Change.</p>
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<p><b>GLW-C10-863</b></p>	<p>Pobal Rua</p>	<p>In this submission it is recommended that green and blue infrastructure is prioritised due to its importance for tourism.</p>	<p><b>Chief Executive’s Response:</b> The Draft Galway County Development Plan specifically supports greenways which is detailed in <b>Chapter 8 Tourism and Landscape</b> within Section 8.9.1 Greenways/Blueways and Policy Objectives <b>GBW 1 Greenways</b> and <b>GBW 2 Future Development of Network of Greenways</b>. The development of a greenway infrastructure in accordance with the Strategy for Future Development of National and Regional Greenways would be supported by the Plan.</p> <p><b>Chief Executive’s Recommendation:</b> No Change.</p>
<p><b>GLW-C10-835</b></p>	<p>Kylemore Abbey</p>	<p>In this comprehensive submission it is noted that Kylemore Abbey welcomes the policy aims for tourism in the Draft County Plan. It requests that the following specific tourism actions are incorporated into the County Development Plan:</p> <p>Additional tourism support at local authority level; in welcoming the planned Tourism Strategy and Visitor Experience Development Plans, Kylemore would favour increased staffing number of Tourism officers to deliver and sustain this strategy.</p> <p>Prioritise transport infrastructure, services and EV charge points for rural-based tourism areas, attractions, and centres particularly in Connemara to support sustainable tourism.</p>	<p><b>Chief Executive’s Response:</b></p> <p>The Planning Authority would like to reference Policy Objective <b>GCTS 1 Galway County Tourism Strategy</b> within <b>Chapter 8 Tourism and Landscape</b>. The Plan will support the preparation and implementation of this strategy which will support the existing tourism sector whilst also ensuring the county is maximising its tourism potential.</p> <p>The Development Plan supports the provision of enhanced infrastructure and services across the county. EV charge points are supported within <b>Chapter 6 Transport and Movement</b> within Section 6.5.2.3. Policy Objective <b>EV 1 Electric Vehicles Charging Infrastructure</b> seeks to support and facilitate the roll out of additional electric charging points.</p>



		<p>Encourage partnership with arts organisations. Creative Ireland and GCC Arts Office so that Kylemore can host cultural events, performance, and exhibitions, thereby providing a platform for cultural tourism, particularly in North West Connemara and providing incentive for increased visitor footfall during the off-peak and shoulder seasons.</p> <p>Encourage the local authority to take a co-ordinating role in developing regional, multi-partner partnerships for new cultural and spiritual tourism products, in particular a spiritual way walking trail/Camino from Connemara to Mayo, linking Kylemore Abbey, Mámean, Croagh Patrick, Ballintubber and Knock.</p>	<p>The content of the submission with regard to arts organisations is noted. Section 12.8 and the associated policy objectives are considered to support creativity and the arts. The Council will endeavour to work with artists and designers and other stakeholders to develop strategies in relation to the Arts.</p> <p>The Planning Authority would like to reference Policy Objective <b>GCTS 1 Galway County Tourism Strategy</b> within <b>Chapter 8 Tourism and Landscape</b>. The Plan will support the preparation and implementation of this strategy which will support the existing tourism sector whilst also ensuring the county is maximising its tourism potential. It is anticipated that further examination of tourism products, such as those referenced in the submission, will be carried out as part of this strategy.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<p><b>GLW-C10-776</b></p>	<p>Kilconly Community development Association</p>	<p>This comprehensive submission relates to Castlegrove Woods in Kilconly. It includes detailed maps outlining proposed walkways and trails. A detailed plan was submitted for the further development of Castlegrove Woods and its surrounding area with recreational facilities. It is noted that Coillte and Inland Fisheries are on board for the redevelopment. This submission seeks support for the continued redevelopment and enhancement of Castlegrove Woods.</p>	<p><b>Chief Executive's Response:</b> The purpose of the development plan is not to identify specific local projects. There is a suite of Policy Objectives located within <b>Chapter 6 Transport and Movement</b> which would facilitate developments such as that mentioned in this submission. Specifically, Policy Objectives <b>WC 4 Modern Network of Walking and Cycling Infrastructure</b> and <b>WC 5 Traffic Free Cycle Routes</b> would be supportive of the proposal as detailed at Castlegrove Woods in Kilconly.</p> <p><b>Chief Executive's Recommendation:</b></p>

			No Change.
<b>GLW-C10-741</b>	Eddie Phelan	This submission relates to camping provision and motorhome tourism. It is requested that camping facilities are open for consideration in land use zonings R, C1, TC1, C2, BT, BE, CF and OS. It is noted that this would allow the development of camping facilities if appropriate to the specific site.	<p><b>Chief Executive's Response:</b> The Planning Authority note the request with regard to the provision of motorhome tourism. Within Volume 2 and the Settlement Plans the Planning Authority are satisfied that sufficient lands would be available for the provision of such developments.</p> <p>Such proposals would also be supported within <b>Chapter 4 Rural Living and Development</b> within Section 4.13 and policy objective <b>CD 1 Rural Enterprises</b>.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-759</b>	John Moriarty	It is noted in this submission that Galway County Council should investigate the policies of 'Aires' and 'Stellenplatz', of France and Germany, in relation to the importance of motorhome tourism.	<p><b>Chief Executive's Response:</b> The Planning Authority note the request with regard to the provision of motorhome tourism. Within Volume 2 and the Settlement Plans the Planning Authority are satisfied that sufficient lands would be available for the provision of such developments.</p> <p>Such proposals would also be supported within <b>Chapter 4 Rural Living and Development</b> within Section 4.13 and policy objective <b>CD 1 Rural Enterprises</b>.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>

<p><b>GLW-C10-735</b></p>	<p>Paddy Boyce</p>	<p>This submission relates to motorhome/campervan services. It is requested that additional provision is made for more facilities to encourage tourism of this type.</p>	<p><b>Chief Executive’s Response:</b>  The Planning Authority note the request with regard to the provision of motorhome tourism. Within Volume 2 and the Settlement Plans the Planning Authority are satisfied that sufficient lands would be available for the provision of such developments.</p> <p>Such proposals would also be supported within <b>Chapter 4 Rural Living and Development</b> within Section 4.13 and policy objective <b>CD 1 Rural Enterprises</b>.</p> <p><b>Chief Executive’s Recommendation:</b>  No Change.</p>
<p><b>GLW-C10-689</b></p>	<p>Údarás na Gaeltachta</p>	<p>This comprehensive submission supports the aims and goals that are laid out in Chapter 8. During the period of the new Development Plan, it is noted that the Údarás will be building on the continuous cooperation between the Údarás, the County Council, the walkway officer and the employment schemes being administered by the Údarás to develop walkways and greenways. The Údarás strongly support the recommendations associated with the Joyce Country and Western Lakes project (GLW-C10-570) and continuous funding from the different parties will be needed to preserve this project. The submission supports the emanation action/infrastructure etc. which increase the likelihood of gaining planning permission for hotels and other accommodation in the Gaeltacht.</p>	<p><b>Chief Executive’s Response:</b>  The Planning Authority notes the support for walkways and greenways. The Draft Galway County Development Plan specifically supports greenways which is detailed in <b>Chapter 8 Tourism and Landscape</b> within Section 8.9.1 Greenways/Blueways and Policy Objectives <b>GBW 1 Greenways</b> and <b>GBW 2 Future Development of Network of Greenways</b>. The development of a greenway infrastructure in accordance with the Strategy for Future Development of National and Regional Greenways would be supported by the Plan.</p> <p>The support for the Joyce Country and Western Lakes project and submission reference GLW-C10-570 is noted.</p> <p>The development of infrastructure is a priority of the Council on a county wide basis. The Plan includes policy objectives which support such works including supports</p>

			<p>other stakeholders such as Irish Water and TII to name but a few.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-608</b>	Baile Bhrúachlain Teoranta & Baile Eamoinn Teoranta	<p>This comprehensive submission recommends that tourism needs to be more at the forefront of this Draft Development Plan. It is noted that tourism is vital throughout the Connemara Region for the local community and economy. This submission welcomes the policies on Tourism in the Draft Plan however it requests that they are further developed.</p> <p>It is requested that DM Standard 44, Tourism Infrastructure and Holiday Orientated Developments, is amended to state:</p> <p>- <i>"The Council recognises that there is an untapped tourism potential in County Galway, particularly in the Connemara Region, which can be realised in different ways through the development of new tourism infrastructure facilities to enhance the tourism offerings of the region. Where the provision of such facilities complies with the other requirements of the County Development Plan as set out and the requirements of proper planning and sustainable development, the Council will consider</i></p>	<p><b>Chief Executive's Response:</b> The Planning Authority welcomes the support for the policy objectives for Tourism within the Draft Plan. The Planning Authority are satisfied that the Policy Objectives as proposed create conditions to ensure the tourism economy can continue to develop and grow over the life of the Plan.</p> <p>The Planning Authority would like to reference Policy Objective <b>GCTS 1 Galway County Tourism Strategy</b> within <b>Chapter 8 Tourism and Landscape</b>. The plan will support the preparation and implementation of this strategy which will support the existing tourism sector whilst also ensuring the county is maximising its tourism potential.</p> <p>The Planning Authority note the amended text as suggested to DM Standard 44. The amended text as suggested is not considered to be significantly different from the text as proposed in the Draft Plan. The text which makes specific reference to the Connemara region is noted however, the Planning Authority consider that the County as a whole should be treated equally with regard to this DM Standard, and as such the wording as proposed in the Draft Plan is considered appropriate in this instance.</p>

		<p><i>the provision of same subject to the submission of the following:</i></p> <ul style="list-style-type: none"> <li>- <i>Comprehensive justification of need for the facility</i></li> <li>- <i>Overall master plan of the facility</i></li> <li>- <i>Documentary evidence of compliance with the other requirements of the Development Plan.”</i></li> </ul> <p>It is requested under 15.7.1 Tourism Related Documents under a) Tourism Infrastructure Development that the first line reads as follows:</p> <ul style="list-style-type: none"> <li>- <i>“The Council also recognises...”</i></li> </ul> <p>It is proposed that Policies CTB 1-5 and Policies SGV9 in Volume 1 are elaborated upon.</p> <p>It is proposed that the Development Plan should align more with the <i>Fáilte Ireland Connemara Coast and Aran Islands Development Plan</i> for the provision of new projects and facilities.</p> <p>It is recommended that the Development Plan should acknowledge potential opportunities that can bring tourism life in Connemara, such as the Celtic Camino/Camino Connemara, new greenways, blueways and cycle links between key towns and villages, South Connemara as an Adventure Tourism destination, new</p>	<p>The requested addition of the word “also” in the first line under DM Standard 44 is not considered necessary.</p> <p>The Planning Authority are satisfied that the Policy Objectives including <b>CTB 1 – 5</b> as proposed are appropriate with respect to the County Tourism Brands. The wording within <b>SGV 9 Tourism</b>, which relates to tourism in the small growth villages, is also considered appropriate in this instance.</p> <p>The Draft Galway County Development Plan 2022-2028 supports the Connemara Coast and Aran Islands Visitor Experience Development Plan (2017) within Section 8.7. The Council have consulted with Failte Ireland and there have been no concerns raised in terms of the alignment of the Draft Plan with this tourism document.</p> <p>The development plan has not listed every potential tourism development in the county but has included a suite of policy objectives that would support such projects as those listed in this submission for Connemara, and indeed elsewhere throughout County Galway.</p>
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		<p>Heritage Piers, Geoparks and the designation of Designated Bathing Waters.</p> <p>It is submitted that more needs to be done to develop parking and waste management facilities at beaches in South Connemara to increase their potential as local tourism assets.</p>	<p>The Planning Authority acknowledge the development of parking and waste management facilities at beaches. The enhancement of such facilities would be supported within the provision of the Draft Plan as proposed.</p> <p><b>Chief Executive’s Recommendation:</b> No Change.</p>
GLW-C10-584	Glenlo Abbey Hotel and Estate	<p>This comprehensive submission relates to Glenlo Abbey Hotel and Estate. It is requested that the Development Plan include a specific policy in relation to the site as follows:</p> <p>- <i>“It is a policy of the Planning Authority to work with and facilitate the enhanced development of the Glenlo Abbey Hotel and Estate to secure an integrated tourism and recreational complex on the Estate grounds, including the enhancement of leisure, golf and hotel facilities, connection to the Connemara Greenway, enhanced connection to the Lough Corrib, and potential future development on the grounds of the Estate”</i></p> <p>It is noted that the Draft County Development Plan does not make any particular reference to the Glenlo Abbey Hotel and Estate nor is it included in any proposed zoning areas. It is considered that there is great potential to further develop the lands at Glenlo Abbey in the future, which would benefit from the guidance of a focused policy for the site in the Development Plan.</p>	<p><b>Chief Executive’s Response:</b></p> <p>The Planning Authority note the content of the requested policy for inclusion in the County Development Plan. The specific nature of the requested policy is considered inappropriate for inclusion in the Development Plan. <b>Chapter 8 Tourism and Landscape</b> would support the development of tourism proposals such as those outlined in the submission. Both the text and policy objectives within Section 8.8 Tourism Infrastructure are considered appropriate in this instance.</p> <p>The submission is correct in its assertion that the plan does not make any particular reference to the Glenlo Abbey Hotel and Estate and that the lands are not within any landuse zoning area. The Plan does not intend to list or make references to specific enterprises or business. The Plan intends to provide policy objectives which support economic development on a wider scale. The development</p>

		<p>It is requested that the following text is included in support of the proposed policy above:</p> <p>- <i>“Glenlo Abbey Hotel and Estate are situated on the foot of Lough Corrib, nestled between Galway City to the south and the vast Connemara Region surrounding on the north, west and east Glenlo Abbey dates back to the 18<sup>th</sup> Century and is Galway County’s only 5 star hotel. It is recognised as a high quality tourism resource with an array of leisure and sporting facilities including fishing on Lough Corrib, walks and cycling through the grounds, falconry, horse riding, a 21 bay driving range and the unique championship 9 hole golf course on the grounds. The hotel, where old world charm meets contemporary elegance is also home to Ireland’s most unique destination dining experience, offering visitors the opportunity to dine aboard two of the original carriages of the Orient Express.</i></p> <p><i>The Hotel and Estate are an important source of direct and indirect employment and tourism in the County and site specific policy and objectives to guide and secure the future direction of the development of the Estate are of great importance to Galway County”.</i></p> <p>In addition, the following objectives are proposed for inclusion in the Development Plan:</p>	<p>of Glenlo Abbey Hotel and Estate is not considered disadvantaged by virtue of it not being specifically referenced in the Plan or being designated for specific land use zoning.</p> <p>The requested inclusion of text and policy objectives are noted. However, the requested insertions are not considered appropriate to be included within the County Development Plan. As noted above, it is considered that the future development of Glenlo Abbey Hotel and Estate are sufficiently supported by virtue of the text and policy objectives as proposed within the Draft Galway County Development Plan.</p>
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		<ul style="list-style-type: none"> <li>• <i>“It is an objective of Galway County Council to support the protection and enhancement of the Glenlo Abbey Hotel and Estate grounds, its protected structures and high class landscape, and allow for its extension as appropriate.</i></li> <li>• <i>It is an objective of Galway County Council to support and work with the Glenlo Abbey Hotel and Estate to ensure the maintenance and enhancement of tourism, sporting, leisure, and related uses within the Estate grounds.</i></li> <li>• <i>It is an objective of Galway County Council to support the development of facilities on the grounds such as a new mooring point on Lough Corrib, subject to detailed planning and environmental justification and consideration.</i></li> <li>• <i>It is an objective of Galway County Council to support and work with the Glenlo Abbey Hotel and Estate to provide for the development of appropriate residential development on the grounds of the estate, subject to detailed discussion and consideration, without detracting from the Estate’s landscape character and built and natural heritage.”</i></li> </ul>	<p><b>Chief Executive’s Recommendation:</b> No Change.</p>
<b>GLW-C10-570</b>	Joyce Country & Western Lakes Geopark	<p>It is noted in this submission that achieving UNESCO Global Geopark status for Joyce Country and Western Lakes (JCWL) area should be in one of the priorities of the County Development Plan.</p> <p>It is noted that the JCWL Geopark Project has already made great progress towards satisfying the requirements for UNESCO Global Geopark status. The</p>	<p><b>Chief Executive’s Response:</b> Noted. It is considered that the wording within Policy Objective <b>UGG 1 UNESCO Global</b> supports the UNESCO Global Geopark status.</p>



		<p>application to UNESCO will be submitted in November 2021 and the outcome will be known by mid-2023. It is noted that the Geopark idea, and the six objectives of their Strategic Framework for Tourism Development, has relevance to Chapter 8.</p> <p>It is noted that more visitors would be attracted to the Geopark region to explore the area.</p> <p>It is requested that acknowledgement of this is included in the Development Plan as more visitors would be attracted to the Geopark region to explore, experience, and linger the area as a sustainable form of tourism.</p>	<p><b>Chief Executive's Recommendation:</b> No Change.</p>
<p><b>GLW-C10-552</b></p>	<p>Cósta Gaelach Chonamara agus Árann</p>	<p>This submission requested a number of recommendations for inclusion in the County Development Plan:</p> <p>Support for sewerage plants across the Gaeltacht, especially in An Spidéal, to achieve blue flag status, and support for a hotel to attract visitors to the area.</p> <p>Gaeltacht festivals, such as Féile na Ronnach, should be mentioned in the County Development Plan.</p>	<p><b>Chief Executive's Response:</b></p> <p>The provision of new wastewater treatment infrastructure falls under the remit of Irish Water. The Planning Authority have consulted with Irish Water and have proposed Policy Objectives contained for the most part within <b>Chapter 7 Infrastructure, Utilities and Environmental Protection</b> which supports the enhancement of wastewater infrastructure in accordance with the Capital Investment Plan 2020-2024 and the Natural Water Resources Plan (NWRP).</p> <p>The specific mentioning/listing of local festivals is not considered appropriate in the County Development Plan. There are Policy Objectives within <b>Chapter 8 Tourism and</b></p>

		<p>The tourism centres in the Gaeltacht should be mentioned.</p> <p>The Arts and Crafts across the Gaeltacht should be mentioned.</p>	<p><b>Landscape.</b> Section 8.10.3 specifically supports events and festivals across the county.</p> <p>This specific mentioning/listing of tourism centres in the Gaeltacht is not considered appropriate in the County Development Plan.</p> <p>This specific mentioning/listing of Arts and Crafts in the Gaeltacht is not considered appropriate in the County Development Plan.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-466</b>	MÓR Action	<p>This comprehensive submission relates to the Maree-Oranmore area.</p> <p>It is noted in relation to Chapter 8, Policy Objectives GBW1 and GBW2, that priority should be given to the connection between Oranmore to Galway City for safe travel by bicycle.</p>	<p><b>Chief Executive's Response:</b> The Draft Galway County Development Plan specifically supports greenways which is detailed in <b>Chapter 6 Transport and Movement</b> within Section 6.5.2.2 Greenways and Blueways and Policy Objectives <b>GBW 1 Greenways</b> and <b>GBW 2 Future Development of Network of Greenways</b>. The development of a greenway infrastructure in accordance with the Strategy for Future Development of National and Regional Greenways would be supported by the Plan.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-462</b>	Eleanor Kilmartin	<p>It is requested in this submission that a greenway is introduced from Oughterard to Clifden. It is proposed that the Wild Atlantic Way could be further boosted with</p>	<p><b>Chief Executive's Response:</b> The Draft Galway County Development Plan specifically supports the Connemara Greenway and the Clifden to Oughterard section of this greenway is detailed in <b>Chapter 6 Transport and Movement</b> within Section 6.5.2.2</p>

		the Wild Atlantic Blue Cycleway. It is noted that hotels, guesthouses, and nearby shops would benefit.	Greenways and Blueways and Policy Objective <b>GBW 1 Greenways</b> .  <b>Chief Executives Recommendation.</b> No Change.
<b>GLW-C10-160</b>	Connemara Dark Skies	This submission supports Galway County Council’s inclusion of Policy Objectives on light pollution and dark skies in the Draft County Development Plan (DS 1 Dark Skies).	<b>Chief Executive’s Response:</b> Noted.  <b>Chief Executive’s Recommendation:</b> No Change.
<b>GLW-C10-122</b>	Hilda Gannon	<p>This submission relates to Section 8.9.1 Greenway/Blueways. It is noted that progress needs to be made on the Connemara Greenway. It is requested that the section from Galway City to Moycullen and Oughterard is expedited.</p> <p>It is requested that there is an integrated, holistic approach to how the Connemara Greenway passes through the parish of Moycullen that ensures accessibility and optimal use.</p> <p>It is proposed that the plans for the Connemara Greenway need to bring the greenway users into Oughterard, with multiple access points from the Greenway into the village rather than having a main “stop” on the Clifden side of the village.</p>	<b>Chief Executive’s Response:</b> The Draft Galway County Development Plan specifically supports the Connemara Greenway and the Clifden to Oughterard section of this greenway is detailed in <b>Chapter 6 Transport and Movement</b> within Section 6.5.2.2 Greenways and Blueways and Policy Objective <b>GBW 1 Greenways</b> .  <b>Chief Executive’s Recommendation:</b> No Change.

<p><b>GLW-C10-13</b></p>	<p>Daniel Curley</p>	<p>This submission relates to the area known as Uí Maine Country and a proposal for an extensive heritage tourism project. A comprehensive feasibility study accompanied this submission. It is proposed in this submission that the medieval Gaelic heritage of South Roscommon and East Galway could be harnessed for social, sustainable employment and economic benefit of the latter rural regions. It is noted that this could potentially be undertaken as a collaborative long-term project supported by both local authorities.</p>	<p><b>Chief Executive’s Response:</b>  The Development Plan includes a suite of policy objectives within <b>Chapter 8 Tourism and Landscape</b>. Section 8.10.1 Heritage Tourism would support the proposal outlined within the submission. The policy objectives within Section 8.10.1 are considered appropriate in this instance.</p> <p><b>Chief Executive’s Recommendation:</b>  No Change</p>
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**Chief Executive's Report  
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## **Submissions received on Chapter 9: Marine and Coastal Management**

Portal No.	No.	Submission Name	Summary of Issues Raised in Submission	Chief Executive's Response:
GLW-C10-1251		Cllr. Joe Sheridan	<p><b>Chapter 9 Marine and Coastal Management</b></p> <p><b>AF 1 Marine Aquaculture</b></p> <p>To support the sustainable development of marine aquaculture and fishing industries, so as to maximise their contribution to jobs and growth in coastal communities where it can be demonstrated that the development will not have significant adverse effects on the environment. <b>Positive consideration will be given to the provision and allocation of aquaculture and community-owned renewable permissions and infrastructure for the placement of beyond the foreshore aquatic installations ..... side of horizon developments such as offshore wind, solar, and other beyond foreshore installations for existing licenced and other community owned entities with county.</b></p>	<p><b>Chief Executive's Response:</b></p> <p>Upon review it is considered the policy objective as proposed in the submission is not appropriate as it is not considered necessary to refer to specific community groups.</p> <p><b>Chief Executive's Recommendation:</b></p> <p>No Change.</p>
GLW-C10-1260		Cllr. Gerry King	<p><b>9.9 Aquaculture and Fishing</b></p> <p>Aquaculture relates to the farming of finfish, shellfish, seaweed species and aquatic food types. It is not exclusively related to sea-based fishing, although the marine environment on the foreshore makes up the majority of aquaculture activity. The fisheries industry plays an important role in maintaining the counties strong marine economy. In recent years the national employment figure in the fisheries industry was in excess of 14,000 people either directly or indirectly. Given the extensive coastline, number of existing fishing villages and the employment created from this</p>	<p><b>Chief Executive's Response:</b></p> <p>It is considered that this is adequately addressed under Policy Objective <b>IS 3 Development of Pier Infrastructure</b>. Therefore, upon review, it is not considered necessary to amend as per the submission.</p>

			<p>industry requires recognition and protection in this plan.</p> <p>The plan will seek to facilitate the development of this industry further in a sustainable manner, without detriment to the natural environment. It is also considered that the enabling infrastructure to facilitate a thriving aquacultural industry is of paramount importance. <del>The development and maintenance of harbours, piers and associated infrastructure will also be required to ensure the continued development of this industry.</del> <b>The development and maintenance of Harbours, Piers and associated infrastructure will be prioritised to ensure the continued development of the industry.</b></p>	<p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-1696</b>		Galway Bay Against Salmon Cages	<p>It is requested that Galway County Council readopt Chapter 11 Fishing and Marine Resources Objectives that is contained in the Galway County Development Plan 2015-2021 into the Draft Galway County Development Plan 2022 - 2028. It is requested that Galway County Development Plan is fully consistent with EU and domestic environmental protection legislation and case law.</p>	<p><b>Chief Executive's Response:</b> The contents of this submission have been noted. The Planning Authority considers that the Draft County Development Plan is fully consistent with EU and domestic environmental protection legislation. <b>Chapter 9 Marine and Coastal Management</b> has been prepared in the context of national and regional plans, policies and guidance as outlined in Section 9.3 Strategic Context.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-932</b>		Coiste Comhairleach Plean 5 Bliana Iorras Aithneach	<p><b>(Two identical submissions made (incl. GLW-C10-928). The following summary is of the second submission.</b> This submission suggested text to be included in Section 9.7.</p>	<p><b>Chief Executive's Response:</b> The contents of this submission have been noted. The Planning Authority considers that there are sufficient policy objectives to</p>

			<p>This submission requests that Galway County Council include policy which encourages the utilisation of the marine resources along the coastline as a source of employment in communities that are contiguous to the Atlantic, and that planning applications for the development of marine-related industries and activities would be looked on favourably. It is requested that Galway County Council deploy more personnel to assist in energising marine based industries (i.e. industry, services, recreational/tourism facilities).</p> <p>The submission requests that the Council support the development of Páirc na Mara on the site chosen by Údarás na Gaeltacht in Cill Chiaráin which has the potential for creating significant employment and has capacity to attain national and international significance.</p> <p>It is requested that a policy objective be included to extend and upgrade Cill Chiaráin pier for the purposes of fishing, marine developments, climate change and tourism related activities.</p>	<p>encourage the utilisation of the marine resources along the coastline as a source of employment. Policy Objective <b><i>MCE 1 Maritime Economy</i></b> supports the development and growth of the maritime economy.</p> <p>The Draft County Development Plan supports the proposals outlined in the submission, in accordance with the proper planning and sustainable development of the area.</p> <p><b>Chief Executive’s Recommendation:</b> No Change.</p>
<b>GLW-C10-930</b>		Cuan Beo	<p>This submission requests that protection of water quality is mentioned specifically in the Strategic Aims and that improvements to water quality and water quality infrastructure are included in Policy SMT 1.</p>	<p><b>Chief Executive’s Response:</b> The contents of the submission have been noted. The Draft County Development Plan acknowledges that the economic, social and environmental wellbeing of the county requires water quality to be of the highest possible standard.</p>



			<p>The submission notes that as Ros a Mhíl is a primary fishing port and there is potential to add value at local level through seafood processing. It is submitted that there is potential to develop viable businesses from coastal resources. The policy objectives on marine and coastal challenges should recognise opportunities also.</p> <p>The submission notes that significant improvements are needed in the collection, management and distribution of data and information in order to effectively manage the marine and coastal environment. Policy should be determined on the basis of good data.</p> <p>Due to the shift in tourism patterns with an increased popularity of rural coastal locations, coastal infrastructure and sea access could be developed under Policy Objectives <b>MCE 1 Marine Economy, MCT 1 Water Based Sports and Marine Recreation, MCT 2 Coastal Tourism and Recreation</b> and <b>MCT 3 Existing Coastal Walkways</b> (specifically changing rooms, toilets, handrails, fresh water).</p> <p>The submission notes that education has a role to play in the enrichment of marine coastal heritage. Specific sustainable actions could include a country wide education programme on aquatic biodiversity,</p>	<p>The Planning Authority considers that there are adequate policy objectives elsewhere in <b>Chapter 9 Marine and Coastal Management</b> to address opportunities. It is a Strategic Aim of this chapter <i>'to promote growth in the marine sector and deliver a thriving maritime economy harnessing; the opportunities that present themselves in a co-ordinated and sustainable manner.'</i></p> <p>Noted. The development plan is not an economic plan with the provision of financial budget to facilitate the development of coastal infrastructure and sea access. The plan is a land-use plan which supports the development of the area. The development plan would not prohibit any of the proposals outlined in this submission. The sustainable development of marine related infrastructure is also supported under Policy Objective <b>SMT 1 Marine Potential</b>.</p> <p>The Planning Authority considers that Policy Objective <b>MRI 1 Marine Research and Innovation</b> supports marine development such as research and innovation facilities in the County.</p>
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			<p>integration of marine trades, and recreational activities.</p> <p>Concrete and realistic actions should be included in Policy Objective <b><i>MRE 1 Renewable Energy</i></b> in relation to renewable energy. Policies should be included that would consider more natural flood management techniques and greater use of water as a resource.</p> <p>Cuan Beo welcomes the opportunity to contribute to Policy Objective MCC4.</p>	<p>The Planning Authority considers that there are appropriate policy objectives contained within <b>Chapter 9 Marine and Coastal Management</b> which have created the conditions to ensure the continuing development of the marine sector in County Galway in accordance with proper planning and sustainable development. Policy Objective <b><i>MRE 1 Renewable Energy</i></b> supports future proposals for sustainable offshore renewable energy generation off the coast of County Galway.</p> <p>This has been noted by the Planning Authority.</p> <p><b>Chief Executive’s Recommendation:</b> No Change.</p>
<b>GLW-C10-537</b>		Killary Adventure Co.	<p>The submission requests that criteria be outlined for expanding existing adventure businesses at Killary fjord. The submission requests guidance for the future development along the N59 road. In addition, clarification is requested on whether there is capacity to build on the side of the Killary fjord.</p> <p>Fáilte Ireland are looking at future locations for wild swimming hubs. The submission requests clarification on the plans for Killary Harbour and its location as an outdoor adventure hub i.e. new marinas, piers, swimming pools.</p>	<p><b>Chief Executive’s Response:</b> The contents of this submission have been noted. The Planning Authority considers that there are a suite of adequate and appropriate policy objectives contained in the Draft Galway County Development Plan 2022-2028 which would support the expansion and development of existing adventure businesses at Killary fjord in accordance with proper planning and sustainable development.</p> <p><b>Chief Executive’s Recommendation:</b> No Change.</p>



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## **Submissions received on Chapter 10: Natural Heritage, Biodiversity and Green/Blue Infrastructure**

Portal No.	Submission Name	Summary of Issues Raised in Submission	Chief Executive's Response
GLW-C10-262	Cllr. Alistair McKinstry	<p><b>Chapter 10: Natural Heritage, Biodiversity and Green/Blue Infrastructure</b></p> <p>The Connemara Greenway from the City to Oughterard via Maigh Cuilinn must be treated as critical transport infrastructure, not just a tourist amenity...and how it links with Moycullen and Oughterard.</p>	<p><b>Chief Executive's Response:</b></p> <p>Strategic projects in the county are outlined on Table 6.2 within <b>Chapter 6 Transport and Movement</b>, which illustrates same. The plan also acknowledges the benefits of greenway infrastructure from a recreational amenity perspective which encourages an active and healthy lifestyle for our community.</p> <p><b>Chief Executive's Recommendation:</b></p> <p>No Change.</p>
GLW-C10-1281	Cllr. Noel Thomas	<p><b>Chapter 10 Natural Heritage, Biodiversity and Green/Blue Infrastructure</b></p> <p><b>PO 1 Delivery of All Ireland Pollinator Plan</b> To facilitate the delivery of the All Ireland Pollinator Plan where possible.</p> <p>In the interest of preserving and enhancing biodiversity and working in conjunction with the All Ireland Pollinator Plan -</p> <p>It shall be the policy of the council to ensure that at least 20% of the green space on all housing estates being built will have to be dedicated, developed and maintained as a pollinator zone. The area dedicated can be confined to one single lot or various lots around the site providing that the total area of the lots meets the minimum requirement of 20%.</p> <p>The pollinator zones should be planted with a mix of pollinator friendly-bulbs, self seeding annuals and biennials, perennials, shrubs, trees, fruit trees and fruit</p>	<p><b>Chief Executive's Response:</b></p> <p>In relation to Policy Objective <b>PO 1 Delivery of the All Ireland Pollinator Plan</b>, the existing policy objective supports the delivery of the All Ireland Pollinator Plan. This is a strategic plan which forms the basis of framework for future user navigating through the Development Management process. It is not considered appropriate to specify specific requirements for the Pollinator Plan, which is an overall strategy. Furthermore, there are specific requirements outlined in <b>Chapter 15 Development Management and Standards</b> that contain requirements for residential developments in terms of open space and other considerations.</p> <p><b>Chief Executive's Recommendation:</b></p> <p>No Change.</p>

		bushes and the majority of this planting should consist of native plants.	
GLW-C10-2126	Cllr. Dr. EF Parsons	<p>It is requested that the following insertion of the adoption of the Principle of Environmental Justice - a 'fair' distribution of environmental benefits and burdens, including the application of environmental policy planning implementation and governance is incorporated into the Draft Plan:</p> <p><b>7.9 Environmental Protection</b>          "The issue of Environmental discrimination is one that environmental justice measures should address with regard to the serial siting of old Landfill, Superdump, waste facilities in an area of heightened environmental sensitivity and/or community amenity importance close to residential communities.          Areas of heightened socio-economic deprivation indices should be protected from compounding environmental injustice and environmental discrimination and should be reflected in planning policies &amp; operations in environmental decision making and implementation. Policy implementation and planning can stack the odds against attracting industry and investment to certain locations within the county and blight communities from attracting investment and high value job creation despite outstanding infrastructure, location, resources, skills and natural environmental beauty. This principle of environmental justice will ensure that all communities will be supported by contents of the CDP TO improve and maintain a clean and healthy</p>	<p><b>Chief Executive's Response:</b>          Noted. Upon review of the proposed wording, and to ensure consistency with the County Development Plan, it is considered prudent to include reference to environmental protection. However it is considered <b>Chapter 10: Natural Heritage, Biodiversity and Green/Blue Infrastructure</b> is a more appropriate Chapter to include the reference to environmental justice.</p> <p><b>Chief Executive's Recommendation:</b>          Section 10.6.1 Context Paragraph 2          This biodiversity is under pressure from development and human activity. A sustainable approach is needed to protect and conserve the natural heritage. While it is inevitable that our landscape will continue to change in response to the needs of our society, it is essential that a balance is reached between development and ensuring that there are no detrimental impacts to the natural heritage and biodiversity of the County through environmental considerations including environmental justice.</p>

		environment, especially those who have traditionally lived , worked and played closest to sources of pollution, therefore in the interests of equity I call that this principle of environmental justice is named and inserted into the CDP. ”	
<b>GLW-C10-948</b>	Senator Seán Kyne	10.16 Table BGP3 “Recognise the potential of Greenways as commuting routes to work and college as well as social, leisure and tourism pursuits and ensure sufficient width of Greenway is achieved in areas closer to Galway City.”	<b>Chief Executive’s Response:</b> It is considered that the trust of the proposed wording is covered within Policy Objective <b>BGP 3 Greenways, Blueways, Peatways and Trails</b> , therefore it is not considered necessary to include this.  <b>Chief Executive’s Recommendation:</b> No Change.
<b>GLW-C10-468</b>	Donna Carroll	This submission has attached a copy of <b>Chapter 10 Natural Heritage, Biodiversity and Green/Blue Infrastructure</b> and has not provided any commentary on the chapter.	<b>Chief Executive’s Response:</b> There has been no commentary provided with this submission to allow the Planning Authority to form a response.  <b>Chief Executive’s Recommendation:</b> No Change.
<b>GLW-C10-854</b>	Irish Architects Declare	A detailed submission has been made in relation to <b>Chapter 10 Natural Heritage, Biodiversity and Green/Blue Infrastructure</b> . The submission provides background information on the Architects Declare. The submission wishes to integrate the ‘Green Factor Approach’ into the Draft Galway County Development Plan 2022-2028. The submission outlines the benefits of using green infrastructure. A detailed description of the ‘Green Factor Approach’ is provided, along with a	<b>Chief Executive’s Response:</b> The contents of this submission have been noted. The Planning Authority considers that there is sufficient mention of green infrastructure in <b>Chapter 10 Natural Heritage, Biodiversity and Green/Blue Infrastructure</b> . Policy Objective <b>GBI 1 New Developments</b> seeks to include proposals which protect, manage and enhance the development of green infrastructure resources in a

		<p>number of case studies where the approach has been applied and a methodology study on how the 'Green Factor Approach' was developed in the city of Helsinki, Finland.</p> <p>It is noted that the greening of the built environment is recognised as one of the key policy interventions required to increase urban resilience to climate change and to address other concerns such as poor air quality, flood management, increasing biodiversity and promoting active travel.</p>	<p>sustainable manner. Policy Objective <b>CC 10 Green Infrastructure</b> seeks to promote the integration of green infrastructure/networks into new development and regeneration proposals.</p> <p>This has been noted by the Planning Authority.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-935</b>	Joyce County and Western Lakes GeoEnterprise	<p>This submission relates to gaining a UNESCO Global Geopark status for Joyce Country and Western Lakes Region. The submission outlines the benefits of the status to help drive sustainable tourism development. The submission refers to the Geopark idea and the six key objectives of their Strategic Framework for Tourism Development, which have special relevance to this chapter. The submission outlines a rationale for the region to gain UNESCO status and notes the benefits which would arise from supporting the establishment of UNESCO Global Geopark status for the Joyce Country and Western Lakes region.</p>	<p><b>Chief Executive's Response:</b> The contents of this submission have been noted. Policy Objective <b>UGG 1 UNESCO Global Geopark Status</b> supports the ongoing work of the Joyce Country and Western Lakes aspiring Geopark.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>

<p><b>GLW-C10-1131</b></p>	<p>Roger Garland</p>	<p>A detailed and extensive submission has been made which relates a number of chapters in the Draft Galway County Development Plan 2022-2028. It provides a detailed comparison of the Draft County Development Plan with other Development Plans across the country. The submission states that the draft plan fails to comply with the Planning and Development Act 2000 (as amended), the Regional Spatial and Economic Strategy 2020-2032, DoECLG Guidelines, Development Plans Guidelines for Planning Authorities (2007), National Heritage Act 1995.</p> <p>The submission has extracted policy objectives and guidance from various other Development Plans across the country and recommends they are included in the Draft County Development Plan. There is concern that the provisions of the Galway County Development Plan 2015-2021 have not been carried forward to the Draft County Development Plan.</p> <p>The issues raised include the following:</p> <ul style="list-style-type: none"> <li>- <b>Chapter 4 Rural Living and Development:</b> <ul style="list-style-type: none"> <li>- It is suggested that additional policy objectives are included in relation to: <ul style="list-style-type: none"> <li>- the role of farmers as custodians of the natural resources of the countryside;</li> <li>- Promote the adoption of a Land Use Strategy;</li> <li>- Protect and preserve rural amenities, archaeological and natural heritage, landscape and the</li> </ul> </li> </ul> </li> </ul>	<p><b>Chief Executive’s Response:</b></p> <p>This is an extensive submission dealing with a wide range of issues relating to various chapters of the Draft Plan. The submission proposes additional text or the re-phrasing of policy objectives. Much of this text and the proposed additional policies objectives have been extrapolated from other Development Plans throughout Ireland. Where policy objectives have not been taken from other Development Plans, text has been extrapolated from within the chapters which the submission suggests to be included as policy objectives.</p> <p>Whilst the proposed additional text and associated policy objectives have been reviewed, it is considered that the narrative and associated policy objectives in the Draft County Development Plan provide sufficient background information, context, and policy platform to guide, support, and facilitate development proposals, in addition to protecting the environmental and built assets of the County. There are broad similarities between the proposed text and policy objectives in the submission to that set out in the Draft County Development Plan. Therefore, it is not considered that the changes are necessary as it would not result in a change in the policy direction of the Draft Galway County Development Plan 2022-2028.</p>
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		<p>environment generally, from adverse impacts of agricultural practices and development particularly in high amenity areas.</p> <ul style="list-style-type: none"> <li>- Amendments are recommended to Policy Objective <b>F2 Sustainable Development</b>.</li> <li>- It is recommended that Policy Objective <b>F3 Native Woodlands</b> is relocated to Chapter 10.</li> <li>- Additional policy objectives are proposed for Forestry.</li> <li>- Amendments are recommended for Policy Objective CD 1.</li> <li>- 1<sup>st</sup> &amp; 2<sup>nd</sup> sentence of paragraph 2 in Section 4.14 should be included as policy objectives.</li> <li>- Additional policy objectives recommended for mineral extraction and quarries, and public rights of way.</li> </ul> <p>- <b>Chapter 6 Transport and Movement:</b></p> <ul style="list-style-type: none"> <li>- Amendments recommendation for Policy Objective <b>WC 4 Modern Network of Walking and Cycling Infrastructure</b>.</li> <li>- Include a table with maps of way-marked ways, and database should be available on the council website and updated as new trails emerge.</li> <li>- Additional policy objectives and recommendations proposed for walkways and promotion of walking.</li> <li>- It is recommended that a table of cycle routes is included with maps.</li> </ul>	<p>There is a strong emphasis in the submission in relation to walking and cycling. Much of the information proposed to be included e.g. details of walking and cycling trails and employing a walks and cycling officer do not fall within the remit of the Development Plan. Such information can be provided in other publications separate to the Development Plan.</p>
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		<p>Recommendations are made for policy objectives for the promotion, facilitation, support, improvement and encouragement for the development of cycle routes, and support for proposed greenways as part of the primary cycle network in the county.</p> <ul style="list-style-type: none"> <li>- It is recommended to actively encourage, support, promote and facilitate the development of the disused railway from Galway City to Clifden for a greenway, walkway and cycleway/other recreational activity.</li> <li>- <b>Chapter 7 Infrastructure, Utilities &amp; Environmental Protection</b> <ul style="list-style-type: none"> <li>- Addition proposed to Policy Objective <b>EG 2 Delivery of Electricity and Gas Infrastructure.</b></li> <li>- Policy objective recommended for the undergrounding of transmission lines shall be considered first as part of a detailed consideration and evaluation of all available options.</li> <li>- Additional policy objective proposed to identify Public Rights of Way and established walking routes prior to any new telecommunication developments.</li> <li>- Take into account the impact of telecommunication developments on</li> </ul> </li> </ul>	<p>It is not clear where the map for these cycle routes would be located. The County Development Plan is a higher level strategic document which supports the development of cycling facilities.</p> <p>Policy Objective <b>WC 5 Traffic Free Cycle Routes</b> contained in <b>Chapter 6 Transport and Movement</b> promotes traffic free pedestrian and cycle routes.</p> <p>The Draft County Development Plan is a strategic land use plan which provides policy objectives to support the development of such facilities. The plan does not prohibit the proposals/issues outlined in the submission.</p> <p>The Planning Authority notes that Policy Objective <b>ICT 8 Underground Cabling</b> seeks to co-operate with the relevant agencies to facilitate the undergrounding off all electricity, telephone and television cables in urban areas wherever possible. Policy Objective <b>ICT 5 Siting and Design</b> for Telecommunications Infrastructure requires best practice in both siting and design in relation to the erection of communication antennae and support infrastructure.</p>
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		<p>established walking routes and ensure that these are located to minimise and/or mitigate adverse impacts.</p> <ul style="list-style-type: none"> <li>- <b>Chapter 8 Tourism and Landscape:</b> <ul style="list-style-type: none"> <li>- Suggests 'Landscape' is removed from the chapter title.</li> <li>- Additional policy objectives recommended for protection of landscape and tourism and recreational development shall be assessed against the nature and scale appropriate to the character of the area.</li> <li>- Amendments proposed to <b>Policy Objective GPW 1 Walkways and Cycleways.</b></li> <li>- It is recommended that Section 8.13 Landscape is relocated to <b>Chapter 10 Natural Heritage, Biodiversity and Green/Blue Infrastructure</b></li> </ul> </li> <li>- Chapter 9 Marine and Coastal Management <ul style="list-style-type: none"> <li>- The submission suggests amendments to policy objectives contained in Chapter 9 and recommends that additional policy objectives are developed from the existing commentary within the chapter.</li> <li>- Additional policy objectives are suggested for public access to the coast; to prohibit inappropriate development</li> </ul> </li> </ul>	<p>It is not considered appropriate that landscape would be removed from the chapter title. Tourism and landscape are complementary to each other in the draft plan.</p> <p>The Planning Authority considers that there are a suite of policy objectives throughout the Draft Galway County Development Plan 2022-2028 to address the protection of landscape and tourism, and it is noted that planning permission would only be permitted for recreational development in accordance with the proper planning and sustainable development of the area.</p> <p>It is not considered appropriate to relocate Section 8.13 Landscape, as previously stated landscape and tourism complement each other in the Draft County Development Plan.</p> <p>There are a suite of policy objectives throughout to protect the coast from inappropriate development. Policy Objective <b>MCD 1 Protection of the Coastline</b> seeks to protect the special character of the coast by preventing inappropriate development. The Draft County Development Plan states that the development of new quarries would be strictly controlled in areas of high landscape value, in areas of significant archaeological potential, on European Sites, Natural Heritage Areas (NHAs), Nature</p>
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		<p>which would cause damage to beaches, estuaries, sand dunes, protected/designated landscapes, amenity areas; to prohibit mineral extraction along the coast; to prohibit development of facilities for fishing and leisure; Introduce bye-laws restricting or prohibiting jet-skiing and water skiing; protect established rights of way to coastal areas (policy objectives and text extracted from other plans)</p> <ul style="list-style-type: none"> <li>- Amendments proposed to Policy Objective <b>MCT 2 Coastal Tourism and Recreation</b> (suggested text extracted from other plans)</li> <li>- <b>Chapter 10 Natural Heritage, Biodiversity and Green Blue Infrastructure</b> <ul style="list-style-type: none"> <li>- Text to be upgraded to policy objective – final sentence in Section 10.5 Galway County Heritage and Biodiversity Plan 2017 – 2022.</li> <li>- Additional policy objective suggested to review/update the County Heritage Plan (policy objective extracted from other plans)</li> <li>- Amendments proposed to Policy Objective <b>NHB 3 Protection of European Sites</b> (text and policy objectives extracted from other plans)</li> </ul> </li> </ul>	<p>Reserves or other areas of importance for the conservation of flora and fauna and development shall also have regard to the requirements of the EU guidance document Undertaking Non-Energy Extractive Activities in Accordance with Natura 2000 Requirements. Policy Objective <b>MCT 1 Water Sports and Marine Recreation</b> encourages proposals that promote the <u>sustainable development</u> of water-based sports and marine recreation.</p> <p>The County Heritage Plan is a separate document outside of the County Development Plan and will be reviewed in due course.</p> <p>Section 10.5 Heritage Ireland 2030 supports the implementation of the Galway County Heritage and Biodiversity Plan 2017-2022 and any subsequent plan in partnership with relevant stakeholders</p>
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		<ul style="list-style-type: none"> <li>- Additional policy objectives proposed to protect European Sites, NHAs, Ramsar sites and habitats (policy objectives and text extracted from other plans)</li> <li>- Amendments proposed to Policy Objective <b>WTHW 1 Wetland Sites</b> (policy objectives extracted from other plans)</li> <li>- Additional policy objective recommended to facilitate public access to wetlands in partnership with NPWS, WI and other stakeholders (policy objectives extracted from other plans)</li> <li>- Policy Objective P 3 Framework Plans to be replaced (policy objective text extracted from other plans)</li>   <li>- Additional policy objectives recommended for the protection of peatland landscapes, to plan and prepare for the future use of large industrial cutaway bog sites, to recognise the importance of raised bogland as a major natural, archaeological and amenity resource and liaise with relevant Government departments and NGOs to secure the conservation of original peatland</li> </ul>	<p>subject to available resources. Policy Objective <b>NHB 1 Natural Heritage and Biodiversity of Designated Sites, Habitats and Species</b> supports the protection, conservation and enhancement of natural heritage and biodiversity, and seeks to protect and where possible enhance the natural heritage sites designated under EU Legislation and National Legislation.</p> <p>Policy Objective <b>NHB 5 Ecological Connectivity and Corridors</b> supports the protection and enhancement of biodiversity and ecological connectivity in non-designated sites, including woodlands, trees, hedgerows, semi-natural grasslands, rivers, streams, natural springs, wetlands, stonewalls, geological and geomorphological systems, other landscape features and associated wildlife areas where these form part of the ecological network and/or may be considered as ecological corridors in the context of Article 10 of the Habitats Directive.</p> <p>Policy Objective <b>NHB 6 Implementation of Plans and Strategies</b> supports the implantation of relevant recommendations in the National Peatlands Strategy. Policy Objective <b>WTWF 1 Wetland Sites</b> seeks to protect and conserve the ecological and biodiversity heritage of the wetland sites in the County.</p>
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		<p>areas (text extracted from other plans)</p> <ul style="list-style-type: none"> <li>- Policy Objective <b>TWHS 1 Trees, Hedgerows, Natural Boundaries and Stone</b> to be replaced (policy objective text extracted from other plans)</li> <li>- Additional policy objectives proposed for the preservation and retention of the existing network of native woodlands for their contribution to the environment; to protect mature trees not formally protected by TPOs; recognise the recreational potential of forestry.</li> </ul> <ul style="list-style-type: none"> <li>- Policy Objective <b>PG 1 Geological and Geo-Morphological Systems</b> to be replaced (policy objectives and text extracted from other plans)</li> <li>- Policy Objective <b>PG 3 Promotion of and Access to Geological Sites</b> to be replaced (policy objectives and text extracted from other plans)</li> <li>- Additional policy objective proposed to co-ordinate the continuing development of strategic walking route, trails or other countryside recreational opportunities.</li> <li>- Policy Objective <b>ESK 1 Protection of Eskers Systems</b> to be replaced (text</li> </ul>	<p>Policy Objective <b><i>TWHS 3 Protection of Forestry</i></b> seeks to protect all substantial areas of deciduous forest, other than areas of commercial forestry. The policy objectives outlined in <b>Chapter 10 Natural Heritage, Biodiversity and Green/Blue Infrastructure</b> recognise the recreational potential of forestry through policy objectives to sustain, protect and enhance amenity, such as in Policy Objective <b><i>TWHS 2 Planting of Trees and Woodlands</i></b>.</p> <p>The Planning Authority considers that the policy objectives provided for geological sites support the development of countryside recreational activities.</p>
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		<p>and policy objective extracted from other plans)</p> <ul style="list-style-type: none"> <li>- Additional policy objectives proposed for cycling and pedestrian access around esker heritage; and to ensure projects affecting eskers are adequately assessed.</li> <li>- <b>Policy Objective IW 1 Inland Waterways (a) &amp; (b)</b> to be merged and replaced; and <b>(f)</b> to be replaced (text and policy objectives extracted from other plans)</li> <li>- It is suggested that a table of existing or potential riverside walk/cycle routes is included.</li> <li>- Additional policy objectives proposed for access to the inland waterways; facilitate the creation of linear parks; support and facilitate the development of greenways and trails; specific policy objectives for River Corrib and River Shannon.</li> <li>- Section 10.15 Green and Blue Infrastructure – upgrade text in paragraph 4 to policy objective; additional text to be included regarding public rights of way. The submission notes that the Planning and Development Act 2000 (as amended) makes it mandatory that the preservation of public right way which give access to seashore, mountain, lakeshore, riverbank and</li> </ul>	
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		<p>other place of natural beauty or recreational utility which public right of way shall be identified both by marking them on a map forming part of the development plan and by indicating their location on a list appended to the development plan.</p> <ul style="list-style-type: none"> <li>- Policy Objective PRW 1 Public Rights of Way to be replaced (text and policy objective extracted from other plans)</li> <li>- Additional policy objectives proposed in relation to public rights of way (text and policy objective extracted from other plans)</li> <li>- Title change proposed for Section 10.18 to remove ‘World Heritage Sites’ from the title as these are discussed under Section 10.19</li> <li>- Additional policy objectives proposed for ‘Heritage’, and to publish a list with maps of heritage sites which are open to the public; and to prepare and implement a strategy for access to heritage routes (text and policy objective extracted from other plans).</li> <li>- Additional policy objectives proposed for ‘Islands in Rivers and Lakes’ to protect the landscape character and promote public access to the islands (text and policy objective extracted from other plans).</li> <li>- Additional policy objective proposed for the fencing of hitherto open land</li> </ul>	<p>Every effort has been taken to ensure that the Draft County Development Plan is consistent with all relevant legislation, guidelines and other relevant plans and programmes. Policy Objective <b>PRW 1 Public Rights of Way</b> contained in <b>Chapter 10 Natural Heritage, Biodiversity and Green/Blue Infrastructure</b> relates to public rights of way.</p> <p><b>Chapter 10 Natural Heritage, Biodiversity and Green/Blue Infrastructure</b> policy objectives support the mapping of agreed maps of public rights of way.</p> <p>It is not considered necessary or warranted to remove wording from the title of Section 10.18 UNESCO Global Geoparks and World Heritage Sites.</p>
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		<p>(text and policy objective extracted from other plans).</p> <ul style="list-style-type: none"> <li>- Additional policy objectives proposed for the protection and management of landscapes and their amenity value (text and policy objective extracted from other plans).</li> <li>- Additional policy objective proposed for Connemara to enhance and promote our National Parks; and propose the designation of local areas as Special Amenity Areas (text and policy objective extracted from other plans)</li> <li>- Chapter 11 Community Development and Social Infrastructure <ul style="list-style-type: none"> <li>- Section 11.14 Sports, Recreation and Amenity – it is recommended that ‘Amenity’ is removed from the title.</li> <li>- It is recommended that Policy Objective <b>SRA 2 Promote Public Access to Natural Amenities</b> is relocated to <b>Chapter 10 Natural Heritage, Biodiversity and Green/ Blue Infrastructure</b> under Section 10.6 Natural Heritage and Biodiversity, and merged with proposed additional policy objectives for outdoor recreational amenities (text and policy objective extracted from other plans)</li> <li>- Policy Objective PWB 4 Heritage of Burial Grounds is relocated to Chapter 12 Architectural, Archaeological and</li> </ul> </li> </ul>	<p>The Planning Authority do not consider it appropriate to include such policy objectives on the fencing of open land. Development of fencing to open land is covered by numerous mechanisms throughout national legislation and policy.</p> <p>It is not considered appropriate to remove ‘Amenity’ from the title of Section 11.14 Sports, Recreation and Amenity.</p>
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		<p>Cultural Heritage and merged with Policy Objective ARC 6.</p> <ul style="list-style-type: none"> <li>- Amendments proposed to Policy Objectives <b>ARC 2 Archaeological Sites, ARC 4 Protection of Archaeological Sites, and ARC 6 Burial Grounds.</b></li> <li>- Additional policy objectives proposed for signage and access routes to publicly accessible archaeological sites and National Monuments listed in the RMP; protection and preservation by record of all archaeological remains and sites of historic importance; (text and policy objective extracted from other plans)</li> <li>- Additional subsection is suggested, titled 'Mass Rocks' with an additional policy objective (text and policy objective extracted from other plans)</li> <li>- Chapter 13 The Gaeltacht and Islands <ul style="list-style-type: none"> <li>- Additional policy objectives proposed for public access to sea islands; and ensure that new development is sympathetic to the individual form and traditional building patterns (text and policy objective extracted from other plans)</li> </ul> </li> <li>- Chapter 14 Climate Change, Energy and Renewable Resources <ul style="list-style-type: none"> <li>- Section 14.7 Energy and Renewable Resource should be relocated to</li> </ul> </li> </ul>	<p>The Planning Authority considers there are sufficient policy objectives to support access to archaeological sites and monuments, as outlined in Policy Objective <b>ARC 2 Archaeological Sites.</b></p> <p>It is considered that the policy objectives in <b>Chapter 12 Architectural, Archaeological and Cultural Heritage</b> adequately reflect our cultural and built heritage assets.</p> <p>It is a Strategic Aim of the Council to support the transport network access to Oileán Árann and Inishbofin in terms or air and sea routes as appropriate.</p>
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		<p><b>Chapter 7 Infrastructure, Utilities &amp; Environmental Protection</b></p> <ul style="list-style-type: none"> <li>- Additional policy objectives proposed for renewable energy, wind energy, hydro power and solar power (text and policy objective extracted from other plans)</li> </ul>	<p>The Planning Authority considers that there are sufficient policy objectives outlined in <b>Appendix 1 Local Authority Renewable Energy Strategy</b> in relation to wind, solar and hydro power. This appendix document provides a suite of policy objectives pertaining to each renewable energy source.</p> <p>It is considered that the policy objectives as existing in the Draft Galway County Development Plan 2022-2028 are appropriately located.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
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**Chief Executive's Report  
on Submissions received on the Draft Galway County Development Plan  
2022 - 2028**

# **Submissions received on Chapter 11: Community Development and Social Infrastructure**

Portal No.	Submission Name	Summary of Issues Raised in Submission	Chief Executive's Response
GLW-C10-2245	Cllr. Evelyn Francis Parsons	<b>YP4 Teenage recreational areas</b> Support the provision where appropriate of designated teenage recreational areas with age appropriate facilities in Key Towns and towns/ areas with demonstrable need.	<b>Chief Executive's Response:</b> On review of the policy objective proposed in this submission, the Planning Authority considers Policy Objectives <b>YP 1 Play Facilities</b> and <b>YP 3 Multi-Agency Approach</b> are sufficient and addresses the content of the submission.  <b>Chief Executive's Recommendation:</b> No Change.
GLW-C10-1322	Sean Canney TD	<b>YP4 Teenage recreational areas</b> Support the provision where appropriate of designated teenage recreational areas with age appropriate facilities in Key Towns and towns/ areas with demonstrable need.	<b>Chief Executive's Response:</b> Same as GLW-C10-2245 above.  <b>Chief Executive's Recommendation:</b> Same as GLW-C10-2245 above.
GLW-C10-1905	Cllr. Tim Broderick	<b>EDU 6 Fast food outlets located close to schools</b> It is the policy objective of the Council to give careful consideration to the appropriateness and location of fast food outlets in the vicinity of schools and, where considered appropriate, to restrict the opening or expansion of new fast food/takeaway outlets in close proximity to schools so as to protect the health and wellbeing of school-going children.	<b>Chief Executive's Response:</b> The submission does not suggest what wording to amend the policy objective to, and upon review it is considered appropriate to retain the policy objective as worded in the Draft Galway County Development Plan 2022-2028.  <b>Chief Executive's Recommendation:</b> No Change.

<p><b>GLW-C10-233</b></p>	<p>Clr. Jim Cuddy</p>	<p>Public Library should be provided in the village. Services of Town. Bus Shelters for the village</p>	<p><b>Chief Executive’s Response:</b>  <b>Chapter 11 Community Development and Social Infrastructure</b> covers a suite of policy objectives which support the development of such facilities as those outlined in the submission.</p> <p><b>Chief Executive’s Recommendation:</b>  No Change.</p>
<p><b>GLW-C10-1387</b></p>	<p>Denis Naughten TD</p>	<p>Following Galway’s designation as a European capital of culture and Tuam’s Town status as a pilot for creative places Ireland. The following should be included in CDP:</p> <p><b>Creative Spaces</b></p> <ol style="list-style-type: none"> <li>1. Facilitation of open-air creative performances and speciality events such as: Music concerts, drama performances, exhibitions, specialists events (vintage cars), other outdoor performances/creative endeavours that meet health and safety guidelines which could also be facilitated. This objective works in tandem with proposals put forward in documents such as the Tuam Master Plan to make the public realm more inclusive in its usages for creative and community means.</li> <li>2. Work with arts and creative groups in facilitating co-operative use of council owned spaces where possible and which are currently underutilised. Many arts and culture groups have no dedicated spaces to create, this point was highlighted in submissions to the Tuam Master Plan and Tuam Town Area Plan.</li> <li>3. Encourage a creative arts tourism corridor in the east of the County, promoting the well-established music, drama, and artistic communities.</li> </ol>	<p><b>Chief Executive’s Response:</b>  The County Development Plan zones appropriate lands for town centre. The holding of events such as those referenced in the submission are outside remit of the County Development Plan.</p> <p>It is considered that reference to Tuam Masterplan is a specific document for the Tuam area and therefore, at county level, inclusion of same would not be appropriate.</p> <p>The reference to specific groups is not a matter for the County Development Plan. Lands are zoned in accordance with the settlement hierarchy and appropriate zoning would facilitate community groups hosting events.</p> <p><b>Chapter 8 Tourism and Landscape</b> addresses the tourism aspect outlined in this submission. There are policy objectives contained in this chapter to support arts tourism, such as <b>HT 1 Stakeholders</b> which seeks to work with relevant stakeholders such as the Arts Council to support the</p>

		<p><b>Reference to access of OPW sites:</b>  <b>Access to OPW Sites in County Galway</b>  At a time, when open space is regarded as an asset, we would like to include a clear commitment in the CDP, to making open spaces in the ownership of the OPW far easier for community groups, and private individuals to access for appropriate functions, that are not for profit. Focus especially on providing, not on prohibiting, these sites can be brought into vogue in a very positive way, and can be a source of inspiration for many groups, and individuals across the county.</p> <p><b>Stronger reference to Ballinasloe and accessibility.</b></p> <p><b>11.13 People with Disabilities and Universal Design</b>  Persons with disabilities include those who have long-term physical, mental, intellectual or sensory impairments which in interaction with various barriers may hinder their full and effective participation in society on an equal basis with others. For people with mobility impairments, ensuring level/ramped access to buildings, dished kerbs and the provision of appropriate parking <b>and fully accessible</b> toilet facilities <b>such as changing places</b> are important. For people with visual impairments, tactile paving and audible signals at pedestrian crossings are necessary. For persons with mental, intellectual or sensory impairments, it is important to ensure facilities such as quiet rooms and sensory gardens <b>and communication boards</b> are</p>	<p>development of heritage and cultural tourism in Galway.</p> <p>The Planning Authority notes that the operations of OPW sites is a matter for the OPW and not the County Development Plan. Sites under the ownership of the OPW are not within the remit of the Draft Galway County Development Plan 2022-2028. There are policy objectives contained which support the OPW.</p> <p>It is considered that the wording as proposed in the narrative under Section <b>11.13 People with Disabilities and Universal Design</b> is appropriate and warranted in this instance.</p>
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		<p>incorporated into development proposals where appropriate. The Irish Wheelchair Association and Sport Ireland's 'Great Outdoors - A Guide for Accessibility' (2018) provides guidance on accessible design to make specific outdoor environments more available and accessible for people with a disability. One of the Strategic Priorities of the National Disability Authority Strategic Plan 2019-2021 is to continue to build awareness and adoption of the concept of Universal Design, maximizing independence and participation for all. The Council will promote Universal Design and Lifetime Housing in all new developments. This type of housing allows for the future adaption of units as needs present throughout the life cycle of the occupier/owner. It is a proactive step in addressing the housing needs of people with a disability, older people and the diversity of the family unit as well as increasing the value and sustainability of buildings in the long-term.</p> <p><b>PDU 2 Recognised Special Needs</b></p> <p>(a) It is the Council's policy objective to consider all different levels of ability, in the location, layout and design of housing developments, communal facilities, public spaces and transport services. Proposals could include the appropriate mitigation of the built environment for example, through the selection of building materials; the provision of quiet rooms and sensory gardens where appropriate; and in <b>the design of pedestrian facilities for the visually impaired.</b></p> <p><b>(b) To support the provision of public accessibility friendly toilets, maximum dependency adult changing</b></p>	<p>On review of the policy objective proposed in this submission, the Planning Authority consider it appropriate to include the amended policy objective as worded.</p>
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		<p>facilities at all appropriate locations in our towns and villages and at transport connectivity nodes.</p> <p>(c) To support the provision of universal access to water-based facilities (eg. marinas) recreational waterbased activities for all people, especially for those with additional needs, individuals who are differently abled, those with physical or/and sensory impairments, mobility difficulties and that overall the implementation of United Nations Convention of Rights of Persons with Disabilities in this regard.</p> <p><b>PDU4</b> It is the Council's policy objective to support the designation of a pilot town as an <i>Accessibility Friendly Town</i> to develop comprehensively as a model of excellence for accessibility within the county</p> <p><b>SRA 2 Promote Public Access to Natural Amenities</b> Recognize the role played by natural amenities as a major resource for visitors and local people and support, protect and promote public access to natural amenities that have been traditionally used for outdoor recreation (waterbased facilities, recreational activities and marinas).</p> <p><b>SRA 3 High-quality cycle and walking network</b> Identify and seek to implement a strategic, coherent and high-quality cycle and walking network across the County that is integrated with accessible public transport where possible and interconnected with cultural, recreational, retail, educational and</p>	<p>On review of the policy objective proposed in this submission, the Planning Authority consider that it is not appropriate to include the amended policy objective as worded. It should be noted that a similar Policy Objective is included in the Ballinasloe Local Area Plan 2022-2028.</p> <p>On review of the policy objective proposed in this submission, the Planning Authority consider it appropriate to include the amended policy objective as worded.</p> <p>On review of the policy objective proposed in this submission, the Planning Authority consider it appropriate to include the amended policy objective as worded.</p>
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		<p>employment destinations, access for all toilet facilities and attractions.</p> <p><b>SRA9</b> It is the policy objective of the Council to facilitate development of an accessible swimming area/s on the Suck River to afford balanced development of natural swimming amenities and water-based sports within the county.</p>	<p>The proposed Policy Objective <b>SRA 9</b> specifically relates to the Suck River and it is noted that the Draft Ballinasloe Local Area Plan 2022-2028, which is currently on public display, provides policy objective <b>BKT 63 Bathing Areas</b> and it is considered that this policy objective located in the LAP is the correct form to address this.</p> <p><b>Chief Executive's Recommendation:</b> <b>PDU 2 Recognised Special Needs</b></p> <p>(a) It is the Council's policy objective to consider all different levels of ability, in the location, layout and design of housing developments, communal facilities, public spaces and transport services. Proposals could include the appropriate mitigation of the built environment for example, through the selection of building materials; the provision of quiet rooms and sensory gardens where appropriate; and in the design of pedestrian facilities for the visually impaired.</p> <p>(b) To support the provision of public accessibility friendly toilets, maximum dependency adult changing facilities at all appropriate locations in our towns and villages and at transport connectivity nodes.</p> <p>(c) To support the provision of universal access to water-based facilities (e.g. marinas) recreational water-based activities for all people, especially for those with additional needs, individuals who are differently abled,</p>
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			<p>those with physical or/and sensory impairments, mobility difficulties and that overall the implementation of United Nations Convention of Rights of Persons with Disabilities in this regard.</p> <p><b>SRA 2 Promote Public Access to Natural Amenities</b> Recognize the role played by natural amenities as a major resource for visitors and local people and support, protect and promote public access to natural amenities that have been traditionally used for outdoor recreation (water-based facilities, recreational activities and marinas).</p> <p><b>SRA 3 High-quality cycle and walking network</b> Identify and seek to implement a strategic, coherent and high-quality cycle and walking network across the County that is integrated with accessible public transport where possible and interconnected with cultural, recreational, retail, educational and employment destinations, access for all toilet facilities and attractions.</p>
<b>GLW-C10-1118</b>	Cllr. Dr. Evelyn Francis Parsons	<p><b>Stronger reference to Ballinasloe and accessibility.</b></p> <p><b>11.13 People with Disabilities and Universal Design</b> Persons with disabilities include those who have long-term physical, mental, intellectual or sensory impairments which in interaction with various barriers may hinder their full and effective participation in society on an equal basis with others. For people with mobility impairments, ensuring level/ramped access to</p>	<p><b>Chief Executive’s Response:</b> Same as GLW-C10-1397 above.</p> <p><b>Chief Executive’s Recommendation:</b> Same as GLW-C10-1397 above.</p>

		<p>buildings, dished kerbs and the provision of appropriate parking <b>and fully accessible</b> toilet facilities <b>such as changing places</b> are important. For people with visual impairments, tactile paving and audible signals at pedestrian crossings are necessary. For persons with mental, intellectual or sensory impairments, it is important to ensure facilities such as quiet rooms and sensory gardens <b>and communication boards</b> are incorporated into development proposals where appropriate. The Irish Wheelchair Association and Sport Ireland's 'Great Outdoors - A Guide for Accessibility' (2018) provides guidance on accessible design to make specific outdoor environments more available and accessible for people with a disability. One of the Strategic Priorities of the National Disability Authority Strategic Plan 2019-2021 is to continue to build awareness and adoption of the concept of Universal Design, maximizing independence and participation for all. The Council will promote Universal Design and Lifetime Housing in all new developments. This type of housing allows for the future adaption of units as needs present throughout the life cycle of the occupier/owner. It is a proactive step in addressing the housing needs of people with a disability, older people and the diversity of the family unit as well as increasing the value and sustainability of buildings in the long-term.</p> <p><b>Section 11.13 People with Disabilities and Universal Design</b></p> <p><b>PDU 2 Recognised Special Needs</b></p>	
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		<p>(a) It is the Council’s policy objective to consider all different levels of ability, in the location, layout and design of housing developments, communal facilities, public spaces and transport services. Proposals could include the appropriate mitigation of the built environment for example, through the selection of building materials; the provision of quiet rooms and sensory gardens where appropriate; and in the design of pedestrian facilities for the visually impaired.</p> <p>(b) To support the provision of public accessibility friendly toilets, maximum dependency adult changing facilities at all appropriate locations in our towns and villages and at transport connectivity nodes.</p> <p>(c) To support the provision of universal access to water-based facilities (e.g. marinas) recreational waterbased activities for all people, especially for those with additional needs, individuals who are differently abled, those with physical or/and sensory impairments, mobility difficulties and that overall the implementation of United Nations Convention of Rights of Persons with Disabilities in this regard.</p> <p><b>PDU4</b> It is the Council’s policy objective to support the designation of a pilot town as an <i>Accessibility Friendly Town</i> to develop comprehensively as a model of excellence for accessibility within the county</p> <p><b>11.14 Sports, Recreation and Amenity</b></p> <p><b>SRA 2 Promote Public Access to Natural Amenities</b> Recognize the role played by natural amenities as a major resource for visitors and local people and</p>	
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		<p>support, protect and promote public access to natural amenities that have been traditionally used for outdoor recreation (water-based facilities, recreational activities and marinas).</p> <p><b>SRA 3 High-quality cycle and walking network</b> Identify and seek to implement a strategic, coherent and high-quality cycle and walking network across the County that is integrated with accessible public transport where possible and interconnected with cultural, recreational, retail, educational and employment destinations, access for all toilet facilities and attractions.</p> <p><b>SRA9</b> It is the policy objective of the Council to facilitate development of an accessible swimming area/s on the Suck River to afford balanced development of natural swimming amenities and water-based sports within the county.</p>	
<p><b>GLW-C10-1368</b></p>	<p>Cllr. Martina Kinane</p>	<p><b>SRA8.1 Objective: Serious Consideration be given to the establishment of a designated bathing area and change facilities in Rinvile, Oranmore within the life span of the Development Plan</b></p> <p><b>SRA8.2 Objective Consideration be given within the Development Plan for the installation of a Tidal Pool and changing facilities at Rinvile, Oranmore</b></p> <p><b>Rinvile Park</b> Earnest consideration be given over the lifespan of proposed Development Plan 2022-2028 to the extension of Rinvile Park.</p>	<p><b>Chief Executive’s Response:</b> As outlined under Section 11.14 Sports, Recreation and Amenity the policy objectives <b>SRA 1 Sport, Amenity and Recreation</b> and <b>SRA 8 Swimming Facilities</b> supports the provision of sporting, leisure and recreational facilities within the county. The proposed projects outlined in this submission are generally supported under these policy objectives.</p>

		<p><b>Policy Objective</b> Galway County Council will collaborate with Galway City Council on the extension of Rinville Park, Oranmore, over the life span of the County Development Plan 2022-2028.</p>	<p>Policy objectives are contained in the Draft County Development Plan that support collaboration with Galway City Council on a range of issues however, it is not considered appropriate to include specific projects such as the extension of Rinville Park. The extension of parks or amenity areas is supported under policy objectives contained in the Plan. It is a mandatory objective outlined in Section 1.2.1 Mandatory Objectives to support the preservation, improvement and extension of amenities and recreational amenities.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-1810</b>	Cllr. Geraldine Donohue	<p>The submission recommends the following:</p> <ul style="list-style-type: none"> <li>• That a public pitch suitable for Hockey be developed in the County</li> <li>• That Skate Parks be developed as part of any future development of our larger parks in response by our Youth who also need to be catered for within public amenities in the County</li> <li>• Public Toilets open and fully accessible for all abilities and ages.</li> </ul> <p><b>Chapter 6 Transport and Movement</b> <b>New Objective under Chapter 6:</b> Section 6.5.5 PH 6 Rinville Pier/</p>	<p><b>Chief Executive's Response:</b> As outlined in <b>Chapter 11 Community Development and Social Infrastructure</b>, and the Volume 2 settlement plans, there are a suite of policy objectives and appropriate zoning that facilitate the uses as outlined in the submission. The County Development Plan identifies appropriate land as per the zonings, however the mechanism to deliver on particular uses or infrastructure, such as public toilets, is not within the remit of the County Development Plan.</p> <p>The County Development Plan is not an economic plan with the financial budget to carry out such an analysis, but it is a land-use plan</p>

		Preparation of a traffic analysis of car parking and associated road infrastructure at the Pier	<p>which provides policy objectives to support the development of the area.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
GLW-C10-970	Senator Aisling Dolan	<p>It is suggested that a Joint Local Authority Strategy would be prepared with Roscommon County Council on the development of the following;</p> <ul style="list-style-type: none"> <li>• River Suck in terms of tourism and villages;</li> <li>• Beara Breifne Way-Walks and Trails Tourism</li> <li>• Strategy to link Regional Cycleways</li> <li>• Develop towns along boundary for local community</li> </ul> <p><b>Regeneration of Towns and Villages</b> Ballinasloe is a Key Town with a Local Area Plan Ballygar, Dunmore &amp; Glenamaddy are Small Growth Villages</p> <ul style="list-style-type: none"> <li>•Tackle vacancy in urban areas and renewal for housing</li> <li>•Pro-active management of derelict sites.</li> <li>•Planning – development of quality housing with sufficient green spaces and access to services</li> <li>•Increase population levels in East Galway towns – Placemaking</li> <li>•Support of community centres and groups.</li> <li>•Support roll-out of National Broadband Plan and connectivity</li> </ul> <p><b>TRANSPORT</b></p> <ul style="list-style-type: none"> <li>•Increase public transport options and development of Local Links to connect towns and villages in East Galway</li> </ul>	<p><b>Chief Executive's Response:</b> It is policy of Galway County Council to collaborate with other councils. In relation to the issues outlined in this submission, Policy Objective <b>BKT 5 Collaboration</b> contained in the Draft Ballinasloe Local Area Plan 2022-2028, which is currently on public display, supports the collaboration with other councils on a range of issues.</p> <p><b>Chapter 3 Placemaking, Regeneration and Urban Living, and Chapter 4 Rural Living and Development</b> have a suite of policy objectives to deal with the regeneration of towns and villages, such as <b>PM 2 Regeneration</b>.</p> <p><b>Chapter 6 Transport and Movement</b> contains policy objectives to deal with local transport links</p>



		<p>including Mountbellew to Portiuncula University Hospital &amp; rail &amp; coach services. TO ensure connectivity for an older population.</p> <ul style="list-style-type: none"> <li>• Development of off-road dedicated Cycleways linked to the TII Galway to Athlone Cycleway to towns and villages in East Galway</li> </ul> <p><b>EDUCATION</b></p> <ul style="list-style-type: none"> <li>• Develop safe routes to schools – primary &amp; secondary</li> <li>• Develop further hubs for third level regional outreach in towns such as Dunmore, Glenamaddy &amp; Ballinasloe and expansion of Connacht Ulster Alliance – Technological University in Mountbellew. Opportunities with Shannon TÚS University.</li> </ul> <p><b>TOURISM</b></p> <ul style="list-style-type: none"> <li>• Development of East Galway within the Hidden Heartlands</li> <li>• Shannon Masterplan links with towns &amp; villages on the River Suck</li> </ul> <p><b>ACCESSIBILITY</b></p> <ul style="list-style-type: none"> <li>• Develop footpath/ cycleway access within our town and villages in East Galway especially to sports clubs in or adjacent to urban area under Active Travel. To have safe routes for children and teenagers – all ages to walk or cycle to sports clubs for training.</li> </ul> <p><b>COMMUNITY CENTRES</b></p> <ul style="list-style-type: none"> <li>• Support the development and maintenance of Community Centres</li> <li>• Work with Healthy Communities HSE &amp; primary care access in regional areas with community centres</li> </ul>	<p>and cycleways/greenway. The provision of cycleways/greenways are covered under <b>GBW 1 Greenways</b> and <b>GBW 2 Future Provision of Greenways</b>. <b>Chapter 10: Natural Heritage, Biodiversity and Green/Blue Infrastructure</b> also supports the provision of greenways.</p> <p><b>Chapter 11 Community Development and Social Infrastructure</b> covers policy objectives that support the reference to education that has been raised in the submission.</p> <p><b>Chapter 8 Tourism and Landscape</b> supports the tourism proposals raised in this submission.</p> <p><b>Chapter 6 Transport and Movement</b> provides policy objectives to support the proposals raised in this submission in terms of footpath / cycleway access in towns and villages.</p> <p><b>Chapter 11 Community Development and Social Infrastructure</b> provides a suite of policy objectives to support the proposals outlined in this submission.</p>
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		<ul style="list-style-type: none"> <li>• Remote Working Hubs</li> </ul> <p><b>ENVIRONMENTAL</b></p> <ul style="list-style-type: none"> <li>• Prioritise areas of Special Protection and the boglands, woodlands, rivers in the area. Allow access public amenities.</li> <li>• Protect flora and fauna and quality of waterways.</li> <li>• Prioritise the support of group water schemes and treatment plants to assist with development in regional areas.</li> </ul> <p><b>MOUNTBELLEW</b></p> <ul style="list-style-type: none"> <li>• Review Mountbellew as an area of strategic potential with the development of Connacht Ulster Alliance Campus as part of the Technological University with GMIT Mountbellew Agricultural College</li> <li>• Strong Commuter Town for Galway city</li> </ul> <p><b>BALLINASLOE – KEY TOWN TOWNSPARK ROAD</b></p> <ul style="list-style-type: none"> <li>• Urgently develop the Townspark Road and continue from the rear of Gullanes Hotel to the development of the new school for Scoil An Chroí Naofa</li> </ul>	<p>This is not matter for the County Development Plan, it is a matter for the NPWS who are the statutory body who are involved in the designation of SPAs and consults widely with stakeholders including non-government farming and conservation groups and other government departments. The County Development Plan maps and has policy objectives for SPAs.</p> <p><b>Chapter 10 Natural Heritage, Biodiversity and Green/Blue Infrastructure</b> covers the protection of flora and fauna under policy objective <i><b>NHB 1 Natural Heritage and Biodiversity of Designated Sites, Habitats and Species.</b></i></p> <p><b>Chapter 7 Infrastructure, Utilities and Environmental Protection</b> addresses water schemes and treatment plans to assist with development in regional areas. Irish Water are the relevant statutory body that deals with water supply / wastewater treatment in the country.</p> <p>Galway County Council supports the progression and advancement of Mountbellew Agricultural College. It recognises its importance in providing education facilities to the county and wider area.</p> <p>The Draft Ballinasloe Local Area Plan 2022-2028 is currently on public display. The Planning Authority considers that this is the more</p>
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		<ul style="list-style-type: none"> <li>• Develop a park amenity to run along the Suck</li> </ul> <p><b>SPORTS</b></p> <ul style="list-style-type: none"> <li>• Develop a multi-purpose sports hub adjacent to the Tennis Courts to accommodate sporting groups with an indoor facility and basketball court.</li> <li>• Develop water sports – kayaking &amp; paddleboarding in river stretch from marina to the lock in Poolboy as well as through the town and along the River Suck banks.</li> <li>• Explore the possibilities of a safe swimming zone.</li> <li>• Develop a boardwalk to allow a circular route walk to link the marina to lock on Poolboy and walks along the Grand Canal and the Beara Breifne Way</li> <li>• Develop natural walkways in the Fair Green to encourage usage of green spaces</li> <li>• Develop accessible areas and walkways along by the River Suck</li> </ul> <p><b>BALLINASLOE FLOOD EMBANKMENT PROJECT</b></p> <ul style="list-style-type: none"> <li>• Local Authority to work with state agencies to develop a walkway &amp; cycleway on the embankment</li> </ul> <p><b>MARINA</b></p> <p>Develop marina to attract further tourism – electricity sockets on docks, small playground visible to families on boats,</p> <ul style="list-style-type: none"> <li>• Signage to promote Ballinasloe in liaison with Waterways Ireland</li> </ul> <p><b>BOGLANDS ADJACENT TO M6 MOTORWAY</b></p> <ul style="list-style-type: none"> <li>• Eco-Park Development in Poolboy &amp; Kellysgrove Bog areas as well as the Suck River Callows</li> </ul>	<p>appropriate form for the consideration of the issues raised rather than at county level.</p> <p>It is considered that the development of water-based sports is adequately addressed under policy objective <b><i>MCT 1 Water Based Sports and Marine Recreation</i></b> contained in <b>Chapter 9 Marine and Coastal Management</b>. It is considered that the proposals outlined in the submission would be more appropriately located in the Ballinasloe Local Area Plan which is currently on public display.</p> <p>It is considered that the proposals outlined in the submission would be more appropriately located in the Ballinasloe Local Area Plan which is currently on public display. The Planning Authority collaborates with all state agencies on an ongoing basis.</p> <p><b>Chapter 10 Natural Heritage, Biodiversity and Green/Blue Infrastructure</b> provides policy objectives for the protection of</p>
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		<ul style="list-style-type: none"> <li>• Work with Bord na Móna for a licence in the area working with Ballinasloe Walks &amp; Trails and BACD development association to develop as a public amenity.</li> <li>• Protect wildlife and flora &amp; fauna in the area</li> <li>• Develop a public park and amenity for the community in Ballinasloe. Currently no public park in the town.</li> </ul> <p><b>SUPPORT OTHER SUBMISSIONS</b></p> <ul style="list-style-type: none"> <li>• I support both submissions from Poolboy Community Development Council in relation to rezoning of lands adjacent to the landfill and at the Premier Proteins site.</li> <li>• I support the submission from Mr. Kevin Dolan in relation to rezoning of his property to residential in the Poolboy area.</li> </ul> <p>There is a large residential demand in Ballinasloe. The recently funded footpaths project in to Poolboy and down Old Mill Road provide safe routes for residents to access town especially in terms of accessibility. Ideal location to walk to town centre in 10-15 minutes as well as less than a km to M6 motorway. As a strong commuter town, many residents travel to Athlone, Tullamore, Galway &amp; Dublin for work. Close access in the Poolboy area to healthcare supports with Portiuncula University Hospital, Day Hospital &amp; GP services and frequent coach &amp; rail transport links. Also a high demand for residential units in this location from Brothers of Charity.</p> <p>In terms of the lands adjacent to the landfill, this is a low-lying site close to River Suck Callows Special Protected Area. Developments in this area impact</p>	<p>peatlands/boglands. <b>Chapter 8 Tourism and Landscape</b> and <b>Chapter 9 Marine and Coastal Management</b> contains suite of policy objectives to support the proposals in this submission.</p> <p>Noted. This has been addressed under <b>Chapter 2 Core Strategy, Settlement Strategy and Housing Strategy</b>.</p> <p>The Settlement Hierarchy as outlined in <b>Chapter 2 Core Strategy, Settlement Strategy and Housing Strategy</b> identifies the population and residential requirement and it is considered Ballinasloe as a Key Town appropriately reflects the future demands for the town.</p> <p>In terms of industrial potential, it is considered that this is a matter for the Ballinasloe Local Area</p>
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		underground waterways and the health of the local community as well as a devastating impact on wildlife and biodiversity protected by the SPA. An inappropriate location for any industrial development.	Plan 2022-2028, which is currently on public display.  <b>Chief Executive's Recommendation:</b> No Change.
<b>GLW-C10-948</b>	Senator Seán Kyne	<b>Section 11.11 Planning for Ageing</b>  <b>New Policy Objective Planning (PA6)</b>  Support the provision of "granny flats" in appropriate settings within rural sites to allow for care of older persons and those with special needs with connection to on-site waste-water infrastructure.	<b>Chief Executive's Response:</b>  Policy Objective <i><b>RH 12 Adaptation of Existing Housing Stock</b></i> contained in <b>Chapter 4 Rural Living and Development</b> supports the principle of granny flats. It is not considered necessary to repeat policy objectives.  <b>Chief Executive's Recommendation:</b> No Change.
<b>GLW-C10-952</b>	Senator Seán Kyne	Same as GLW-C10-948 above.	<b>Chief Executive's Response:</b> Same as GLW-C10-948 above.  <b>Chief Executive's Recommendation:</b> No Change.
<b>GLW-C10-1864</b>	Joseph Cormican	Maintenance of existing housing estates needs to proceed along with new development. Churchview in Claregalway awaiting roads and lighting maintenance. North West quadrant of Claregalway has no development and has not been designated for protected green space.	<b>Chief Executive's Response:</b> The contents of this submission have been noted. The maintenance of housing estates is not within the remit of the Development Plan, which is a land-use plan that provides policy objectives to support the development of County Galway.  <b>Chief Executive's Recommendation:</b>

			No Change.
<b>GLW-C10-965</b>	Castlegar Athletics Club	This submission requests that an athletic track is included in the plan for the Castlegar area. The athletics club is stated to be the fastest growing in Connacht therefore require an athletic track, however the Brierhill NS would also benefit. The submission requests a 4 lane 400m track, with 8 lane 100m sprint track.	<p><b>Chief Executive's Response:</b> The contents of the submission have been noted. The Planning Authority considers there are sufficient policy objectives contained in <b>Chapter 11 Community Development and Social Infrastructure</b> to support the development of social and community facilities, such as Policy Objective <b>SC 1 Social and Community Infrastructure</b> and <b>SC 2 Provision of lands for social and community facilities</b>. Policy Objective <b>SRA 1 Sport, Amenity and Recreation</b> also supports local sports groups and community groups in the development of authorised facilities for sporting.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-890</b>	FORUM Connemara CLG	<p>This submission emphasises the importance of making Connemara a more accessible place for people with all types of disabilities, older people and vulnerable people. The submission acknowledges the UN Convention on the Rights of Persons with Disabilities which was adopted in 2006, signed by Ireland in 2007.</p> <p>The submission notes that FORUM, through its Rural Recreation Programme, continues to support Galway County Council in promoting community walks and</p>	<p><b>Chief Executive's Response:</b> The contents of this submission have been noted. Section 11.13 People with Disabilities and Universal Design outlines policy objectives which promote Universal Design and to ensure that new social infrastructure and housing developments are accessible and inclusive for a range of users.</p> <p>Policy Objective <b>PDU 2 Recognised Special Needs</b> seeks to consider all different levels of ability, in the location, layout and design of communal facilities and public spaces.</p>

		trails to support the Greenway, Slí Chonamara and the Western Way.	<b>Chief Executive's Recommendation:</b> No Change.
<b>GLW-C10-880</b>	Lackagh Museum and Community Development Association	This submission requests that the recommendations contained in the 2021 Community Area Based Plan for Lackagh and Turloughmore and the Redevelopment Plan for Lackagh Museum be given consideration in any local area works by Galway County Council.	<b>Chief Executive's Response:</b> The contents of this submission have been noted. The Draft Galway County Development Plan 2022-2028 does not prohibit the proposals outlined in this submission. The plan is a land-use plan which generally supports the development of Lackagh, including Lackagh Museum, and Turloughmore in accordance with proper planning and sustainable development. Works carried out by the Planning Authority are outside the remit of the County Development Plan.  <b>Chief Executive's Recommendation:</b> No Change.
<b>GLW-C10-835</b>	Kylemore Abbey & The Kylemore Trust	The submission notes that Kylemore Abbey plays an important role in enhancing the attractiveness and quality of life in rural Connemara in terms of community, natural and cultural amenity, faith/religious practice, and education. By providing cultural, heritage and amenity facilities (walking trails; heritage experiences, event and education venues) Kylemore acts as a community resource and cultural hub.  As part of its current strategic plan, Kylemore intends to further develop these activities, in line with its values-led ethos, specifically through:	<b>Chief Executive's Response:</b> The contents of this submission have been noted.

		<ul style="list-style-type: none"> <li>- provision of new walking trails and a new cultural venue in the Castle building serving the Connemara area addressing policy objective <b>SRA 1 Sport Amenity and Recreation</b></li> <li>- the development of its new Monastery and Education/Retreat Centre, Kylemore will develop as a centre for faith based programmes for in line with CDP policy objective <b>EDU 1 Educational Facilities</b></li> <li>- Kylemore’s new Monastery will enhance Kylemore as a place of worship, and act as a multi-faith facility for the area in line with CDP objective <b>PWB 1 Places of Worship</b></li> </ul>	<p><b>Chief Executive’s Recommendation:</b> No Change.</p>
<b>GLW-C10-829</b>	Loughrea Sports & Community Development Group	<p>This submission seeks to demonstrate to Galway County Council the merit in providing an objective to provide a regional Community Recreation &amp; Sports Campus at Loughrea. The submission requests the inclusion of an objective in the 2022-2028 Development Plan, as follows: <i>To support a regional standard multi-sports/recreational/community facility to service the current and future needs of South &amp; East Galway and the wider county.</i> The submission used social demographics and an audit of existing sport and recreational facilities to demonstrate the need for such a facility. It is noted that the area is lacking a cluster of sport/recreational facilities. The existing community/sport/recreational facilities are sporadically located and no longer fit for purpose. Such a facility must be centrally located and would facilitate the clustering of multiple sports and recreational uses creating a facility of scale.</p>	<p><b>Chief Executive’s Response:</b> The contents of this submission have been noted. The Planning Authority considers that Policy Objective <b>MU 1 Multi-Use Community Facilities</b> adequately addresses the matter of a multi-sports/recreational/community facility to service current and future needs of South &amp; East Galway and the wider community. The Draft Galway County Development Plan 2022-2028 is a land-use plan which provides policy objectives to support the development of such facilities. It should be noted that it is expected the Loughrea Local Area Plan will be reviewed mid-2022 and be put on public display thereafter. The form for making submissions on particular land use zonings would be more appropriate under this process. Notwithstanding this, as outlined above there is policy objectives contained in <b>Chapter 11 Community Development and Social</b></p>



		<p>Loughrea has a diverse population of different nationalities, citizens and ethnicities when compared to Galway County and the State. A facility such as the proposed would provide a mechanism for social cohesion within a diverse community. In addition to social inclusion, such facility would have positive implications for employment in Loughrea. The facility would deliver on national and regional spatial policy by achieving compact growth while simultaneously driving regional growth, investment and prosperity. Provision of a Community Sports &amp; Recreation Campus would have the potential to improve the health status of the residents of Loughrea and the wider community.</p> <p>The submission seeks to include a strategic objective in the Draft Galway County Development Plan 2022-2028 to begin setting out a framework for the provision of community/recreational/sports facilities in the revised Loughrea LAP. The provision of a Community Recreation &amp; Sports Campus would deliver on the Self Sustaining Town objective by providing the “catch-up” investment required to become more sustainable and would build on existing employment base in the town.</p> <p>The Loughrea Sports &amp; Community Development Group are keen to work with Galway County Council and Galway Sports Partnership as well as other relevant stakeholders to deliver the much needed Community Recreation and Sports Campus in Loughrea.</p>	<p><b>Infrastructure</b> to support in principle the provision of facilities within the county.</p> <p>The rationale provided for the provision of a multi-use community facility has been noted.</p> <p>It is not considered necessary to include a specific policy objective as the Loughrea Local Area Plan will be reviewed next year and this would be the more appropriate form for such an objective.</p> <p>Noted.</p> <p><b>Chief Executive’s Recommendation:</b> No Change.</p>
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<b>GLW-C10-1414</b>	Ciaran Cannon TD	Development of a regional sports campus in Loughrea	<p><b>Chief Executive's Response:</b> Same as GLW-C10-829 above.</p> <p><b>Chief Executive Recommendation:</b> Same as GLW-C10-829 above.</p>
<b>GLW-C10-824</b>	Eileen Ní Thuathail	<p>The submission states that the consultation process was insufficient and that the process did not provide the time or guidance necessary to fully inform the public.</p> <p>The submission states that it is incomprehensible that areas protected by the Natura 2000 network may be redesignated as areas with 'potential' for various projects. The submission requests that the Natura 2000 network is fully assessed and protected in accordance with the provisions of the relevant legislation.</p>	<p><b>Chief Executive's Response:</b> The contents of this submission have been noted. The public consultation was carried out in accordance with Section 12 of Planning and Development Act 2000 (as amended). It should be noted that there were webinars during the summer, and the unprecedented level of submissions in excess of 2800 would indicate that the public consultation process was sufficient. It is also noted that the Draft Galway County Development Plan 2022-2028 was on advertised on social media platforms and radio stations across the county.</p> <p>The Planning Authority considers that there is sufficient policy objectives outlined in the Draft County Development Plan for the protection of the integrity of European sites that form part of the Natura 2000, such as in Policy Objective <b><i>NHB 1 Natural Heritage and Biodiversity of Designated Sites, Habitats and Species.</i></b></p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-816</b>	Kiltullagh	This submission requests that Galway County Council actively engage and support, in collaboration with the	<p><b>Chief Executive's Response:</b></p>

		<p>local community, the sustainable development to extend the current footpath from Kiltullagh Cross intersection (L7182 / L3114 / R348) to an appropriate entrance in accordance with current best practice traffic and pedestrian management guidelines and general public Health and Safety regulations.</p> <p>Several existing public services are within potential walking distance of Castlepark Community Park. The current Kiltullagh community business hub of Duane's family run business provides fuel, convenience and hardware supplies and is located 400m from Castlepark. Ward's thatched public house provides social and heritage value to the village and is within 400m to Castlepark.</p> <p>A school car park (44 spaces, incl. 4 disability spaces) was developed off the busy public road intersection junction (L7182 / L3114 / R348) adjacent to the school and Kiltullagh community hall to cater for a safe Drop Off/Pick Up of children/senior citizens and general patrons attending the school/community hall/RC church events. This new car park also caters as a 'spill over' car park for the RC church that is located directly across the road. The existing church car park currently caters for approx. 35 car spaces. In recent years, in consultation and partnership with the local community, the council developed a footpath from Duane's Service store to the Kiltullagh Cross intersection (L7182 / L3114 / R348). This critical and excellent piece of local infrastructure, which is also street lit, allowed the capacity for the school goes and all users, including both local residential</p>	<p>The contents of the submission have been noted. The County Development Plan is not an economic plan with the provision of a financial budget to facilitate the construction of footpaths. The plan is a land use plan that supports the development of the plan area. It is an objective of the Council to support new walking and cycling networks as the 'first choice' for shorter local journeys and to link settlements within the County and Galway City, as outlined in Policy Objective <b>GCTPS 4 Walking and Cycling</b>.</p>
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		<p>developments, to walk safely 24/7/365 to/from their local convenience store to the local school, church, public house, cemetery, Kiltullagh community hall facilities.</p> <p>The proposed footpath/cycleway would create a fully inclusive and accessible Castlepark community recreational, social, environmental and potentially economic facility that will provide sustainable health benefits and various other opportunities to the local and wider community for future generations to come.</p>	<p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-808</b>	Accessibility Ballinasloe	<p>Accessibility Ballinasloe work closely with voluntary organisations, schools, businesses and clubs, local representatives and Galway County Council to identify areas where improvements can be made which will have a positive effect on the lives of people in our community. The organisation welcomes the opportunity to continue to work with Galway County Council to develop Ballinasloe as a Town of Excellence in leading the way for accessibility not just in the county but across the country.</p>	<p><b>Chief Executive's Response:</b> The contents of this submission have been noted by the Planning Authority and the collaboration with Accessibility Galway is welcomed.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-781</b>	Galway Mountain Rescue Team	<p>This submission requests that Galway County Council consider referencing the important role that voluntary emergency services and rescue services play within the County. The submission notes that there has been no reference made to Voluntary Emergency and Rescue Organisations which provide vital lifesaving services to persons in County Galway. Many of these organisations operate as Registered Charities and are supported in part by grant funding from Galway County Council.</p>	<p><b>Chief Executive's Response:</b> The contents of this submission have been noted. Section 11.15 Emergency Services acknowledges the range of Coast Guard resources which include Volunteer Units. The Planning Authority considers it appropriate to include reference to voluntary units.</p>

			<p><b>Chief Executive's Recommendation:</b>  Section 11.15 Emergency Services  The Planning Authority recognises Volunteer Units and the important role that they play in the county.</p>
<p><b>GLW-C10-685</b></p>	<p>Youth work Ireland Galway</p>	<p>The submission requests that Policy Objective YP3 is labelled as 'Youth Facilities' rather than 'Multi-Agency Approach'.</p> <p><b>Objective YP3 <del>Multi-Agency Approach</del> Youth Facilities</b>  <i>Facilitate a multi-agency approach to the provision of youth facilities such as Youth Clubs, Youth Cafés across the County, and encourage their integration into multi-purpose community facilities.</i></p> <p>The submission notes that it needs to be a specific heading as the need to improve and increase Galway County's youth facilities is important to Comhairle members.</p> <p>The submission requests community boards or spaces to exhibit youth art, and other non-sport related activities. The submission requests the provision of youth centres in Gaeltacht areas. It is requested that the provision of public parks in proximity to local amenities is included in Policy Objectives for Young People.</p> <p>It is requested that there is an increase to public toilet facilities / changing facilities in public areas for families with young children / members of the public.</p>	<p><b>Chief Executive's Response:</b>  Upon review, the Planning Authority considers it appropriate to amend the policy objective title as worded in the submission.</p> <p>The Planning Authority considers that the policy objectives outlined in <b>Chapter 11 Community Development and Social Infrastructure</b> adequately address the proposals outlined in this submission. The County Development Plan is a land use plan which provides policy objectives to support the development of the plan area.</p> <p>The County Development Plan identifies appropriate land as per the zonings, however the mechanism to deliver on particular uses or</p>

			<p>infrastructure such as toilets is not within the remit of the County Development Plan.</p> <p><b>Chief Executive's Recommendation:</b>  <b>Objective YP3 Multi-Agency Approach Youth Facilities</b>  <i>Facilitate a multi-agency approach to the provision of youth facilities such as Youth Clubs, Youth Cafés across the County, and encourage their integration into multi-purpose community facilities.</i></p>
<b>GLW-C10-665</b>	Aughrim Community Development Ltd.	The submission requests reference to the heritage at Aughrim to recognise the tourism potential of the region into the future. Aughrim Community Development would seek to work with Galway County Council into the future to allow Aughrim and its hinterland to reach its full potential as a sustainable rural tourism initiative in east Galway and a key destination in Fáilte Ireland's Hidden Heartlands tourism proposal.	<p><b>Chief Executive's Response:</b>  The contents of this submission have been noted. The Planning Authority considers that there is adequate reference to the heritage at Aughrim within the Draft Galway County Development Plan 2022-2028. <b>Chapter 8 Tourism and Landscape</b> notes that Aughrim would be included in the 'walking hubs' of the Beara Breifne Way. This is recognised under Section 8.12.2 Ireland's Hidden Heartlands. The protection of the Battle of Aughrim site is outlined in Policy Objective <b>ARC 7 Battlefield Sites</b> contained in <b>Chapter 12 Architectural, Archaeological and Cultural Heritage</b>.</p> <p><b>Chief Executive's Recommendation:</b>  No Change.</p>
<b>GLW-C10-583</b>	Kay McCormack	Additional recreational amenities are requested for Oranmore to support the projected population growth – accessible by footpath or cycle lane. Funding to be	<p><b>Chief Executive's Response:</b>  The contents of this submission have been noted. The Planning Authority considers that</p>

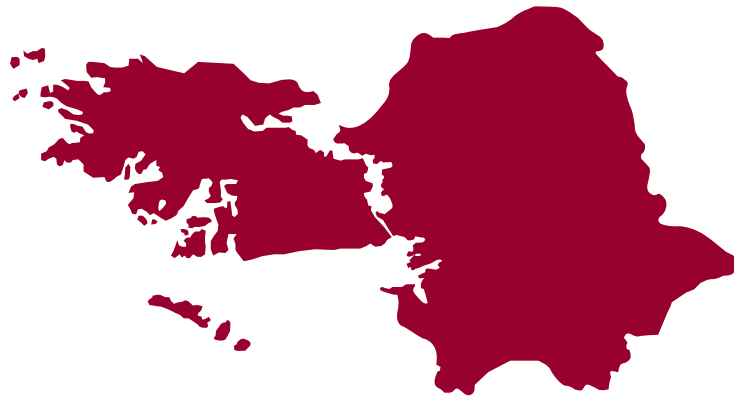
		<p>made available for recreational amenities, parks, sports pitches, cultural centres in the area.</p> <p>Mapping flood risk assessment and special area of conservation completed before any new development takes place.</p>	<p>there are sufficient policy objectives outlined in the plan for Oranmore to support the development of recreational facilities. Policy Objective <b>OMSP 10 Recreational Facilities</b> supports the development of walkways and cycleways throughout the plan area where feasible. Policy Objective <b>OMSP 8 Community Facilities</b> seeks to provide additional community facilities as an integral part of proposals for new residential development in Oranmore.</p> <p>The Stage 2 SFRA undertaken as part of the preparation of the undertaken at Plan level provides an appropriately strategic assessment of flood risk within the various settlements under the Draft Galway County Development Plan 2022-2028. Screening for Appropriate Assessment will be required with all applications where it is considered the proposed development may impact on a Special Area of Conservation.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-570</b>	Joyce Country and Western Lakes Geopark Project	Establishing a UNESCO Global Geopark in Joyce Country and Western Lakes region will provide more locally generated businesses and job opportunities, which in turn will help sustain and grow local communities and the quality services they require. The Joyce Country Western Lakes Geopark Project's key goal is to achieve this UNESCO status by 2023.	<p><b>Chief Executive's Response:</b> The contents of this submission have been noted and the Planning Authority supports the Joyce Country Western Lakes Geopark Project's key goal to achieve UNESCO status.</p>

		<p>The project’s framework has six strategic objectives, a number of which have specific relevance to the following Draft Development Plan objectives:</p> <p>Chapter 11 Community Development and Social Infrastructure – <i>SCI 1 Community and Social development in the County, SCI 2 Galway Local Economic and Community Plan, SCI 3 Social Inclusion, SCI 4 Recreation, Amenity, Sports and Social Inclusion, SCI 5 Voluntary and Community Groups; MU 1 Multi-use Community Facilities; EDU 1 Educational Facilities, EDU 5 Shared use of educational and community facilities; YP 3 Multi-Agency Approach; SRA 1 Sport, Amenity and Recreation, SRA 2 Promote Public Access to Natural Amenities, SRA 3 High-quality cycle and walking network, SRA 4 Passive and Active Open Space; TLS 1 Traditional Local Services; and CWH 1 Co-Working Hubs.</i></p>	<p><b>Chief Executive’s Recommendation:</b> No Change.</p>
<b>GLW-C10-293</b>	Galway Rural Development	<p>The submission suggests that it may be appropriate to include the mention of social enterprise in the Draft Galway County Development Plan 2022-2028.</p>	<p><b>Chief Executive’s Response:</b> The Planning Authority considers that the provision of social enterprises would be supported in the Draft County Development Plan as existing.</p> <p><b>Chief Executive’s Recommendation:</b> No Change.</p>
<b>GLW-C10-264</b>	Galway Roscommon Education & Training Board	<p>The submission notes that new school accommodation would not only benefit the students but creates a focal point in the community. GRETB school buildings are</p>	<p><b>Chief Executive’s Response:</b> Volume 2 contains settlement plans with zoning maps and it is considered that Galway County</p>



		used for community use after school hours. The submission requests that, to allow for expansion in school numbers and services, consideration be given to land adjacent to Galway Roscommon Education & Training Board school buildings when zoning for educational and training use.	Council has zoned lands adjacent to existing educational facilities.  <b>Chief Executive's Recommendation:</b> No Change.
<b>GLW-C10-254</b>	Gus McCarthy MKO	This submission requests that the Council consider the location of new burial grounds on Class II Restricted Roads (outside of the 100km/hr speed limit zone) in order to facilitate their development and to meet Policy Objective PWB2 of the Plan. Regional Roads have the capacity to facilitate burial grounds, with there being plenty of scope for car parking facilities to be developed, and a lower impact on causing traffic congestion therefore it is requested to introduce a policy objective that supports the development of burial grounds on these roads.	<b>Chief Executive's Response:</b> The contents of the submission have been noted. The Planning Authority does not consider it appropriate to locate burial grounds on Class II Restricted Roads outside of the speed limit zone. This would raise serious traffic safety concerns.  <b>Chief Executive's Recommendation:</b> No Change.
<b>GL1-C10-229</b>	County Galway Traveller Interagency Group	'Social Inclusion and Community Development' – The submission requests the inclusion of a specific objective for Intercultural Inclusion with reference to the implementation of the National Traveller and Roma Inclusion Strategy in the County.  The submission suggests the inclusion of an objective relating to the Yellow Flag Programme.	<b>Chief Executive's Response:</b> The contents of this submission have been noted. Section 11.3 Strategic Context notes that this chapter has been prepared in the context of the National Strategy for Traveller and Roma Integration 2017-2021. Policy Objective <b>SH 3 Traveller Accommodation</b> in the Policy Objectives Specific Housing Need contained in <b>Chapter 2 Core Strategy, Settlement Strategy and Housing Strategy</b> seeks to support and implement the Traveller Accommodation Programme 2019-2024 for County Galway.

		<p>The submission suggests strengthening digital infrastructure that Travellers have access to which would facilitate participation in economic and social life. Policy Objective CWH1 could pursue a more expansive approach given the links suggested to public buildings, libraries, and community centres. This could include a function within such hubs to addressing the emerging issues of digital inequalities.</p> <p>The Traveller Interagency Group is preparing to launch a “Framework for Good Practice on Traveller Ethnicity” and the submission requests that this framework is referenced alongside a commitment to support and encourage its full implementation across all areas covered by the County Development Plan.</p> <p>The submission suggests implementing the public sector equality and human rights duty established under the Irish Human Rights and Equality Commission Act 2014.</p>	<p>It is considered that <b>CWH1 Co-Working Hubs</b> is sufficient in the provision of the infrastructure mentioned in this submission. It is not considered necessary to amend this policy objective.</p> <p><b>Chief Executive’s Recommendation:</b> No Change.</p>
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**Chief Executive's Report  
on Submissions received on the Draft Galway County Development Plan  
2022 - 2028**

## **Submissions received on Chapter 12: Architectural, Archaeological and Cultural Heritage**

Portal No.	Submission Name	Summary of Issues Raised in Submission	Chief Executive's Response
GLW-C10-880	Lackagh Museum and Community Development Association	<p>The submission requests that the recommendations contained in the 2021 Community Area Based Plan for Lackagh and Turloughmore and the redevelopment plan for Lackagh Museum be given consideration in any local area works by Galway County Council. The submission is accompanied by the Lackagh and Turloughmore Community Development Study 2021.</p>	<p><b>Chief Executive's Response:</b> The contents of this submission have been noted. The Draft Galway County Development Plan 2022-2028 does not prohibit the proposals outlined in this submission. The plan is a land-use plan which generally supports the development of Lackagh, including Lackagh Museum, and Turloughmore in accordance with proper planning and sustainable development.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
GLW-C10-835	Kylemore Abbey & The Kylemore Trust	<p>This submission raises issues on a number of chapters in the Draft Galway County Development Plan 2022-2028. In relation to Chapter 12 Architectural, Archaeological and Cultural Heritage, the submission outlines the programme of heritage and conservation initiatives that the Kylemore Trust will undertake over the next 10 years. Phase 1 is the Kylemore Conservation and Heritage Programme 2021-2024 which will deliver a conservation programme focused on a number of items. It is stated that the conservation programme will specifically meet a number of policy objectives in relation to Architectural Heritage identified within the Draft County Development Plan.</p> <p>The submission notes that Kylemore Abbey has begun discussions with stakeholders on creating taught programmes for heritage and conservation</p>	<p><b>Chief Executive's Response:</b> The contents of this submission have been noted. <b>Chapter 8 Tourism and Landscape</b> refers to Kylemore Abbey and its location along the Wild Atlantic Way. The Council recognises the importance of the branding of the Wild Atlantic Way and its positive impact on the tourism sector and the economic growth of the county. Section 8.10.1 recognises Kylemore Abbey as an example of the vibrancy of heritage tourism in the county.</p>

		<p>skills aimed at apprentices in the construction sector, with the Kylemore site acting as a 'living laboratory' for conservation and traditional building skills.</p> <p>The submission requests recognition for the intrinsic cultural heritage of Kylemore Abbey as a national and international heritage locale within the County Development Plan.</p>	<p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-783</b>	SEAI Sustainable Energy Communities Programme Galway	<p>This submission raises issues on a number of chapters in the Draft Galway County Development Plan 2022-2028. In relation to Chapter 12 Architectural, Archaeological and Cultural Heritage, the submission references Section 12.8 and suggests that the subsection fails to recognise the central role artists can play in supporting a Just Transition. The submission suggests the following amendment/inclusion:</p> <ul style="list-style-type: none"> <li>- Galway County Council should adopt a more creative approach to policy making that encourages co-design with local communities, understands the need for experimental thinking and recognises storytelling as a core component of this process.</li> <li>- To achieve this, the appropriate supports should be put in place to bring artists and designers into the process of policy making and encourage multidisciplinary networks to emerge across the county.</li> </ul> <p>The submission outlines a rationale for the proposal.</p>	<p><b>Chief Executive's Response:</b> The contents of this submission have been noted. The Planning Authority considers that there are sufficient policy objectives outlined for Creativity and The Arts in the Draft Galway County Development Plan 2022-2028 to encourage and recognise the importance of artists. Policy Objectives <b>CA 1 Development of Arts and Cultural Infrastructure, CA 2 Development of facilities, CA 3 Public Realm Works of Art</b> and <b>CA 4 Implementation of Plans and Programmes</b> support creativity and the arts in the county.</p>

		<p>This submission noted that it would welcome to see provision for a town park in each small settlement in County Galway. It is noted that this aligns with SDG’s 3, 13 and 15 and the Our Rural Future: Rural Development Policy 2021-2025.</p>	<p>The Planning Authority welcome the provision of parks for every settlement. The Plan includes a number of Policy Objectives which would support public parks including Policy Objective <b>SRA 4 Passive and Active Open Space</b>.</p> <p><b>Chief Executive’s Recommendation:</b> No Change.</p>
<b>GLW-C10-775</b>	Amicitia	<p>This submission raises issues on a number of chapters in the Draft Galway County Development Plan 2022-2028. In relation to Chapter 12 Architectural, Archaeological and Cultural Heritage, the submission references Section 12.8 and suggests that the subsection fails to recognise the central role artists can play in supporting a Just Transition. The submission suggests the following amendment/inclusion:</p> <ul style="list-style-type: none"> <li>- Galway County Council should adopt a more creative approach to policy making that encourages co-design with local communities, understands the need for experimental thinking and recognises storytelling as a core component of this process.</li> <li>- To achieve this, the appropriate supports should be put in place to bring artists and designers into the process of policy making and encourage multidisciplinary networks to emerge across the county.</li> </ul>	<p><b>Chief Executive’s Response:</b> The contents of this submission have been noted. The Planning Authority considers that there are sufficient policy objectives outlined for Creativity and The Arts in the Draft Galway County Development Plan 2022-2028 to encourage and recognise the importance of artists. Policy Objective <b>CA 1 Development of Arts and Cultural Infrastructure, CA 2 Development of facilities, CA 3 Public Realm Works of Art and CA 4 Implementation of Plans and Programmes</b> support creativity and the arts in the county.</p>

		The submission outlines a rationale for the proposal.	<b>Chief Executive’s Recommendation:</b> No Change.
<b>GLW-C10-665</b>	Aughrim Community Development Ltd.	<p>This submission outlines the aims, functions and project history of Aughrim Community Development Company Limited (ACD) and is accompanied by a marketing brief for Uí Mhaine – Traditional Homeland of the O’Kelly.</p> <p>The submission seeks additional reference to its internationally significant cultural heritage and tourism potential. The tourism potential of the heritage assets in Aughrim are noted.</p> <p>ACD wish to petition the Planning Authority to work with them to use the Battle of Aughrim Visitor Centre as a primary tourism hub in this area. ACD seek to work with the Planning Authority to bring Aughrim and its hinterland to reaching its potential as a sustainable rural tourism initiative in east Galway.</p>	<p><b>Chief Executive’s Response:</b> A comprehensive submission has been made, the contents of which have been noted.</p> <p><b>Chapter 12 Architectural, Archaeological and Cultural Heritage</b> makes reference to the battle site at Aughrim and the need to conserve and protect the significant battle sites in County Galway, as outlined in Section 12.6.9. Policy Objective <b>ARC 7 Battlefield Sites</b> specifically references the Battle of Aughrim site.</p> <p>The Draft Galway County Development Plan 2022-2028 recognises the need to protect these sites and preserve them as places of historical interest. The plan does not prohibit any proposals outlined in the submission, and as a land-use plan promotes the protection and preservation of the Battle of Aughrim site as a place of historical interest and notes that consideration should be given to the conservation and protection of these significant sites.</p> <p><b>Chief Executive’s Recommendation:</b> No Change.</p>
<b>GLW-C10-570</b>	Joyce Country and Western Lakes Geopark Project	The Joyce Country and Western Lakes Geopark Project seeks to achieve UNESCO Global Geopark status by 2023. The geopark idea, and the six objectives of the Strategic Framework for Tourism Development which accompanies this submission,	<p><b>Chief Executive’s Response:</b> The contents of this submission have been noted.</p> <p><b>Chapter 10 Natural Heritage, Biodiversity and Green/Blue Infrastructure</b> includes a policy objective specific to the Joyce Country and Western Lakes</p>

		<p>have special relevance to the following objectives outlined in Chapter 12:</p> <p>Chapter 12 – Policy Objectives AH 1-13; ARC 1-12; CUH 1-4; CA 1-4</p>	<p>aspiring Geopark, outlined in Policy Objective <b>UGG 1 UNESCO Global Geopark Status.</b></p> <p><b>Chief Executive’s Recommendation:</b> No Change.</p>
<b>GLW-C10-396</b>	Alan McKenna	<p>The submission has raised concerns with regard to cillini sites / children’s burial grounds and the need to protect these sites.</p>	<p><b>Chief Executive’s Response:</b> The contents of the submission have been noted. The Draft Galway County Development Plan 2022-2028 recognises the need to protect these sites and preserve them as places of historical and cultural interest. However, the designation of protected sites is not within the remit of the County Development Plan, and is a function of the Department of Housing, Local Government and Heritage’s National Monument Service.</p> <p><b>Chapter 12 Architectural, Archaeological and Cultural Heritage</b> contained in the Draft Galway County Development Plan 2022-2028 supports the protection of such sites, as per Policy Objective <b>ARC 5 Development Management, ARC 6 Burial Grounds,</b> and <b>ARC 9 Recorded Monuments.</b></p> <p><b>Chief Executive’s Recommendation:</b> No Change.</p>





**Chief Executive's Report  
on Submissions received on the Draft Galway County Development Plan  
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## **Submissions received on Chapter 13: The Galway Gaeltacht and Islands**

Portal No.	Submission Name	Summary of Issues Raised in Submission	Chief Executive's Response
GLW-C10-50	Conradh na Gaeilge	<p>This submission outlines the background of the 20 Year Strategy for the Irish Language 2010-2030 and the Maigh Cuilinn Language Plan. The submission notes that the Draft County Development Plan should consider the pressure experienced by Gaeltacht areas as a result of the over-development of housing and the damage this has on Gaeltacht areas especially where there is a lack of sociolinguistic research conducted.</p> <p>In relation to MSGT 11 Enurement Clause, the submission suggests that the language enurement clause is increased to 35% as opposed to the 20% outlined in the policy objective. This would be to ensure the objectives of the Maigh Cuilinn Language Plan are complied with. The submission recommends cooperating with Údarás na Gaeltachta and the Department of the Gaeltacht while defining a clear and transparent process through which the Enurement Clause will be managed and monitored to ensure the objective of the clause is achieved.</p> <p>The submission suggests the following criteria to be included during in any Language Impact Statements, and impact statements not in compliance with the following recommended criteria should be rejected:</p> <ul style="list-style-type: none"> <li>• <i>Ability in Irish of the (potential) residents;</i></li> </ul>	<p><b>Chief Executive's Response:</b> The contents of this submission have been noted.</p> <p>It is considered appropriate in this instance to retain the Enurement Clause as existing. The Planning Authority notes that the Census will be carried out in 2022 and results released thereafter may reveal a change in demographics of Irish speakers in the Galway Gaeltacht, and accordingly this may be taken into account by the Council.</p> <p>With regards to the requirement for the submission of Language Impact Statements, it is proposed to insert a new Policy Objective <b>GA 5 Linguistic Impact Statements</b> as follows: <i>Galway County Council shall require the submission of a Linguistic Impact Statement for housing proposals for two or more houses in the Gaeltacht area in order to protect and strengthen the Irish language and cultural heritage of</i></p>

		<ul style="list-style-type: none"> <li>• <i>Language behaviour of the (potential) residents, i.e., the normal language(s) of the family home;</i></li> <li>• <i>Any connection the (potential) residents may have with the Irish speaking community;</i></li> <li>• <i>Any connection the (potential) residents may have with the institutions of the local community which function through Irish;</i></li> <li>• <i>In the case of business, the working language of that business;</i></li> <li>• <i>In the case of a business, the language policy of that business regarding the employment of people who are competent in Irish;</i></li> <li>• <i>In the case of a business, will it be providing all or any service in Irish.</i></li> </ul> <p>The submission concurs with the Strategic Aims outlined in Section 13.2 – it is noted that an Enurement Clause of 35% is central to the Maigh Cuilinn Language Plan and is imperative in achieving Development Plan objectives. A substantial proportion of the additional population projected for Maigh Cuilinn must be daily speakers of Irish to achieve the Strategic Aims outlined in Section 13.2 relating to the Irish language.</p> <p>The submission references Section 13.6 of the Development Plan and reinstates that housing development without an Enurement Clause of 35% would have a detrimental effect on the survival of Irish in Maigh Cuilinn and the Gaeltacht Status of Maigh Cuilinn.</p>	<p><i>the Galway Gaeltacht areas. A Language Enurement Clause of 15 years duration shall apply to approved development, of two or more units.'</i></p> <p>This has been noted by the Planning Authority.</p> <p>As previously stated, the Planning Authority consider the Enurement Clause as existing to be appropriate.</p>
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			<p><b>Chief Executive’s Recommendation:</b> Inclusion of new policy objective as follows:</p> <p><b>GA 5 Linguistic Impact Statements</b> ‘Galway County Council shall require the submission of a Linguistic Impact Statement for housing proposals for two or more houses in the Gaeltacht area in order to protect and strengthen the Irish language and cultural heritage of the Galway Gaeltacht areas. A Language Enurement Clause of 15 years duration shall apply to approved development, of two or more units.’</p>
<b>GLW-C10-56</b>	Dara Ó Maoildhia	<p>Resident of Inis Mór. This submission requests specific housing policy for the islands, with a focus on renovating vacant and derelict buildings throughout each island.</p> <p>It is noted that suitable accommodation is required for families to rent. The submission notes that c. 70-80 vacant/derelict houses are located on Inis Mór which could provide opportunity for the provision of new housing. The 14 named villages/hamlets on Inis Mór should be protected and kept alive through the provision of new housing to cater for families.</p> <p>As tourism is the main industry on the island, there is also a demand for worker accommodation during the summer months and finding such accommodation is</p>	<p><b>Chief Executive’s Response:</b> The contents of this submission have been noted. Policy Objective <b>IS 4 Rural Housing on the Islands</b> supports permanent rural housing on the islands where the applicants can demonstrate that they have permanently lived on the island for a substantial and sustained period of time and can contribute to the long term viability of the islands. <b>Chapter 4 Rural Living and Development</b> outlines a suite of policy objectives to support rural housing. The policy objectives in relation to housing and rural housing are in accordance with the National Planning Framework.</p> <p>Policy Objective <b>GICT 3 Tourism Development within An Gaeltacht and Islands</b> supports the provision of short-term guest accommodation facilities in appropriate locations.</p>

		<p>challenging when pitted against the demand for tourist accommodation.</p> <p>The submission suggests that planning policy is loosened sufficiently to allow the development of housing on the islands to cater for all demand.</p>	<p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-570</b>	Joyce Country and Western Lakes Geopark Project	<p>The Joyce Country and Western Lakes Geopark Project seeks to achieve UNESCO Global Geopark status by 2023. The Irish language and Gaeltacht culture is celebrated, and is a defining and differentiating characteristic of the Joyce Country and Western Lakes Geopark idea. Achieving UNESCO Global Geopark status will help achieve the vision of these elements being a living and natural part of people's day-to-day lives in the area, integrated into visitor experiences and reflected daily in engagement with locals and other stakeholders.</p> <p>The geopark idea and the six objectives of the Strategic Framework for Tourism Development (accompanying the submission) have special relevance to the following objectives outlined in Chapter 13:</p> <p>Policy Objective <b><i>GA 1 Linguistic and Cultural Heritage of An Gaeltacht, GA 2 Development of Language Plans, GA 3 Support the Statutory Development Agencies, GA 5 Signage within the Gaeltacht; GIED 1 Economic Development in An Gaeltacht and the Islands, GIED 2 Development of Brownfield Sites within Gaeltacht Settlements, GIED 3 Development of Infrastructure</i></b></p>	<p><b>Chief Executive's Response:</b> The contents of this submission have been noted and the submission supports the policy objectives contained within this chapter.</p>

		<i>within An Gaeltacht and Islands, GIED 5 Development of Digital Hubs within An Gaeltacht and Islands, GIED 6 Bus Services and Rural Transport Programme within An Gaeltacht and Islands; GICT 1 Development of Creative Industry, GICT 2 Development of Water-Based Leisure Sector, GICT 3 Tourism Development within An Gaeltacht and Islands and GICT 4 The Connemara Coast &amp; Aran Islands Visitor Experience Development Plan.</i>	<b>Chief Executive's Recommendation:</b> No Change.
<b>GLW-C10-633</b>	Colm Ó Cinnseala	<p>Residents of Na Forbacha.</p> <p>The submission recognises the difficulty to acquire/build a dwelling in Na Forbacha due to price of property and lack of details regarding zoning in the area. The submission requests a Land Use Zoning Map for Na Forbacha.</p> <p>This submission supports Policy Objective GA 4 – Language Enurement Clause.</p> <p>The submission outlines general proposals as follows:</p> <ul style="list-style-type: none"> <li>- The Council consult with local people to select a local indigenous placement in Irish for new housing schemes/estates.</li> <li>- Any development to the south of the R336 would be low rise to preserve the views and preserve and develop tourism.</li> <li>- The current requirement of 0.2 hectares for a single house is reduced to 0.14 hectares.</li> </ul>	<p><b>Chief Executive's Response:</b></p> <p>Na Forbacha is designated a level 7 settlement in the Settlement Hierarchy under the Draft Galway County Development Plan 2022-2028. The settlement is also situated within District D of An Gaeltacht, Cois Fharraige. The Planning Authority does not consider it warranted to include a zoning map for this area.</p> <p>Noted.</p> <p>It is considered that the policy objectives as existing are appropriate. The proposals outlined in the submission are a matter outside the County Development Plan in terms of proficiency in Irish and the planning application form.</p> <p>The site size for a single house is to be in accordance with EPA guidelines, therefore it is not considered appropriate to reduce this.</p>

		<ul style="list-style-type: none"> <li>- That the County Council set a recognised standard of Irish, such as achieving at least a B2 proficiency grade in Irish on the Europass Self-Assessment Framework.</li> <li>- Planning application forms to include a question regarding proficiency in Irish.</li> <li>- Where any network of wind turbines is approved it is recommended that they include surfacing and walking and cycling facilities and that these facilities be open to the public.</li> </ul> <ul style="list-style-type: none"> <li>- That the County Council's Irish Language Officer and the Language Planning Officer have a role in the process of proposing and approving wording in signage and housing estates in the Gaeltacht.</li> </ul> <p>The submission outlines specific proposals as follows:</p> <ul style="list-style-type: none"> <li>- Section 13.1 – Placenames misspelled: Cloch na Rón, Dúiche Sheoigheach, Iorras Aithneach, Ros a' Mhíl and Na Forbacha. Section should refer to Acht na Gaeltachta 2012.</li> </ul>	<p>The Draft County Development Plan supports the proposals outlined in the submission and the policy objectives would not prohibit the provision of surfacing, walking and cycling facilities open to the public with any network of wind turbines. There are policy objectives outlined in <b>Chapter 14 Climate Change, Energy and Renewable Resource</b> to address this.</p> <p>This is not within the specific remit of the County Development Plan. Policy Objectives <b>GA 1 Linguistic and Cultural Heritage of An Gaeltacht</b>, <b>GA 2 Development of Language Plans</b> and <b>GA 3 Support the Statutory Development Agencies</b> are supporting of language plans. DM Standard 2 requires that new developments shall be required to consult with Coiste Logainmneacha Chontae na Gaillimhe, the Galway County Council Placename Committee, and to identify an appropriate name for new development shall reflect the local heritage and character of the area.</p> <p>Any error in the spelling of placenames will be reviewed and amended.</p>
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		<ul style="list-style-type: none"> <li>- Section 13.5 – Suggested final wording: <i>These planning areas generally equate with the Language Planning Areas as laid out under Acht na Gaeltachta 2012. The Council recognises the linguistic benefits of inter-generational language transmission and, as a general rule, will look favourably on planning applications by applicants near to their parent’s home.</i></li> <li>- Policy Objective GA 5 - In all instances where new signage on shopfronts in An Gaeltacht are proposed, the profession/type of business shall be in Irish <i>only and not be of a smaller font size as the name of the business. Where roadside signage is erected signs must be in Irish or, if bilingual, the Irish text to be highlighted and/or given preference.</i></li> <li>- Include mention of intergenerational sustainability in Policy Objective RC 4 and 5.</li> <li>- Include ‘regattas featuring traditional Galway Hookers’ in Section 8.10.3 relating to Events and Festivals.</li> <li>- All instances of ‘An Gaeltacht’ should read ‘An Ghaeltacht’.</li> <li>- All instances of ‘Colaisti’ should read ‘Coláistí’.</li> </ul>	<p><b>Chapter 13 The Galway Gaeltacht and Islands</b> reflects and acknowledges the Language Planning Areas under Acht na Gaeltachta 2021. In relation to planning applications for individuals, <b>Chapter 4 Rural Living and Development</b> contains a suite of policy objectives that applicants would have to comply with, therefore it is not considered appropriate in this instance to reference the wording as proposed.</p> <p>As previously stated, any error in the spelling will be reviewed and amended.</p> <p><b>Chief Executive’s Recommendation:</b> No Change.</p>
<p><b>GLW-C10-696</b></p>	<p>Conradh na Gaeilge</p>	<p>This submission notes the difficulty that local Irish-speaking people face when trying to acquire planning permission due to local need criteria. Planning for</p>	<p><b>Chief Executive’s Response:</b> The contents of this submission have been noted. It is Council policy to promote, enhance and protect the</p>



		<p>housing in the Gaeltacht areas should be focused on the permanence and strengthening of Gaeltacht communities and the submission suggests that a person who speaks Irish has a local need. The submission states that planning for housing in the Gaeltacht should follow these objectives:</p> <ul style="list-style-type: none"> <li>• <i>To reinstate the number of Gaeltacht inhabitants who are living within their own communities</i></li> <li>• <i>That fluent speakers of Irish should be given the opportunity to live in the Gaeltacht</i></li> <li>• <i>That local economies are strengthened and that Gaeltacht economies are developed</i></li> </ul> <p>The submission has regard to the Development Plan Guidelines, in particular the mandatory objective relating to Gaeltacht areas and suggests that these guidelines have not been implemented in the draft Development Plan. The submission suggests the implementation of an action plan to realise the aspirations of the NPF in relation to the importance of the Gaeltacht and Gaeltacht Islands.</p> <p>The submission outlines a number of recommendations for the Development Plan:</p> <ul style="list-style-type: none"> <li>- Persons who speak Irish are recognised as having a local need.</li> <li>- Every proposal for a dwelling to be accompanied by a Language Impact Assessment, including the following criteria;</li> </ul>	<p>linguistic and cultural heritage of the Gaeltacht and to promote Irish as the community language. Policy Objective <b>GA 1 Linguistic and Cultural Heritage of An Gaeltacht</b> supports this. The Language Enurement Clause applied to the Gaeltacht districts under Policy Objective <b>GA 4 Language Enurement Clause</b> seeks to strengthen the Gaeltacht communities.</p> <p>The Planning Authority considers that the Draft Galway County Development Plan 2022-2018 has been prepared in accordance with national and regional policy and guidance. The Development Plan Guidelines (2007) were consulted with regard to format, structure and content.</p> <p>With regards to the requirement for the submission of Language Impact Statements, it is proposed to insert a new Policy Objective <b>GA 5 Linguistic Impact Statements</b> as follows: <i>Galway County Council shall require the submission of a Linguistic Impact Statement for housing proposals for two or more houses in the Gaeltacht area in order to protect and strengthen the Irish language and cultural heritage of the Galway Gaeltacht areas. A Language Enurement</i></p>
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		<ul style="list-style-type: none"> <li>- <i>Irish language ability of the residents (proposed)</i></li> <li>- <i>The language profile of the residents (proposed) i.e. The everyday language/languages of the family</i></li> <li>- <i>Any connection that the residents (proposed) have with the Irish speaking community</i></li> <li>- <i>In the case of a business, the working language of that business</i></li> <li>- <i>In the case of a business, the language policy of that business regarding the employment of people with the ability to speak Irish</i></li> <li>- <i>In the case of a business, will all/any services be available through Irish</i></li> <li>- In relation to housing estates and language clauses, the submission recommends that a competency and level TEG B2 or higher in spoken Irish as an acceptable standard for people from outside of the constituency. People originally from the constituency do not need to demonstrate a competency in Irish. The submission recommends a language enurement clause of 90% in category A&amp;B Gaeltacht areas, and 35% in category C Gaeltacht areas.</li> <li>- Ensure that no more than 10% houses in any constituency are holiday homes.</li> <li>- There should be a (separate) social housing scheme for the Gaeltacht community on their own land or their family's land. Implement a</li> </ul>	<p><i>Clause of 15 years duration shall apply to approved development, of two or more units.'</i></p> <p>It is considered appropriate in this instance to retain the Enurement Clause as existing. The Planning Authority notes that the Census will be carried out in 2022 and results released thereafter may reveal a change in demographics of Irish speakers in the Galway Gaeltacht, and accordingly this may be taken into account by the Council.</p> <p>Appropriately zoned land and Housing Need Demand Assessment addresses the specific requirements for social and affordable housing in the county and the</p>
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		<p>strategy in order to purchase houses/land where available and to build social housing or to convert houses to social housing. It is necessary to examine the most effective way of providing affordable housing in the Gaeltacht in such a way as to strengthen the use of Irish.</p> <ul style="list-style-type: none"> <li>- To provide support to the Gaeltacht islands in relation to travel systems and infrastructure.</li> <li>- To carry out research in areas of conservation on the islands in particular, and on the wind farms which have an influence on local planning.</li> <li>- The submission recognises the importance of Gaeltacht co-ops, tourism and summer colleges in the Gaeltacht areas.</li> </ul>	<p>housing strategy and HNDA have addressed the provision of this.</p> <p>It is a Strategic Aim of the Planning Authority to support an appropriate level of services and infrastructure to provide for existing and future growth and sustainable development.</p> <p><b>Chapter 8 Tourism and Landscape</b> provides a suite of policy objectives to support tourism development throughout the county and Islands.</p> <p><b>Chief Executive’s Recommendation:</b> Inclusion of new policy objective as follows:</p> <p><b>GA 5 Linguistic Impact Statements</b> <i>‘Galway County Council shall require the submission of a Linguistic Impact Statement for housing proposals for two or more houses in the Gaeltacht area in order to protect and strengthen the Irish language and cultural heritage of the Galway Gaeltacht areas. A Language Enurement Clause of 15 years duration shall apply to approved development, of two or more units.’</i></p>
<p><b>GLW-C10-701</b></p>	<p>Labhrás Ó Finneadha</p>	<p>The submission notes the routes that the relate to the R336 and constraints on development along these</p>	<p><b>Chief Executive’s Response:</b></p>

		<p>routes, suggesting that the housing zone in Spiddal could be expanded as these routes are no longer proposed. The submission argues that the 'language condition' being applied to housing development in the Gaeltacht is 'illegal'; and that it is against natural law to prohibit people from selling a house for a certain period of years.</p> <p>The submission acknowledges ecological matters stating that a way to increase the number of pollinators is to allow the building of numerous individual houses which have gardens with trees/flowers. The submission wants Spiddal to grow and allow people to build houses regardless of 'culture'.</p>	<p>The Planning Authority notes the reference to the routes for the R336 and the constraints thereon. It should be noted that any prospective planning application is assessed against the policy objectives contained in the County Development Plan. The policy objectives relating to language enurement clauses are considered appropriate in maintaining and supporting the Irish language in the Gaeltacht area, such as <b>GA 4 Language Enurement Clause</b>.</p> <p>The Planning Authority notes that the All Ireland Pollinator Plan has been adopted which is an all-island wide attempt to reverse declines in pollinating insects. It is an objective of the Pollinator Plan to work together to create networks of biodiversity-friendly habitat across our landscape, from gardens to businesses, faith communities and sports clubs.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<p><b>GLW-C10-769</b></p>	<p>Anne Mooney</p>	<p>The submission requests that the Council facilitate the urgent provision permanent homes and long-term rentals on the islands. The submission requests that the Council facilitate a study of existing housing on the island of Inis Meáin (other islands where necessary) and assess the ratio of vacant habitable dwellings/holiday homes/permanent dwellings/derelict dwellings. Where there is a demand for permanent dwellings and where the percentage of holiday homes is deemed unsuitable, new-build holiday homes should not be permitted.</p>	<p><b>Chief Executive's Response:</b> Policy objectives in relation to Islands in <b>Chapter 4 Rural Living and Development</b> and <b>Chapter 13 The Galway Gaeltacht and Islands</b> to support housing on the Islands.</p> <p>The Planning Authority considers the Islands to be a unique attribute to the county. The publishing of a specific chapter in relation to the Gaeltacht and Islands highlights the importance of this attribute.</p>

		<p>Refurbishment of derelict dwellings should be encouraged.</p> <p>The Planning Authority should designate areas that are suitable for dwellings based on their assessment of the existing housing stock and the ability of particular areas to assimilate further dwellings. The possible designation of areas for small clusters of houses at suitable locations for long-term rental or sale as permanent residences should be investigated.</p> <p>The submission suggests that the local need policy that applies to other rural areas in the county should not apply to applications for single permanent dwellings on the islands. Priority should be given in no particular order to those who are:</p> <ul style="list-style-type: none"> <li>(i) from the island;</li> <li>(ii) have lived on the island permanently for X amount of years;</li> <li>(iii) are working on the island;</li> <li>(iv) have children in the island schools; and,</li> <li>(v) speak Irish (in the case of Gaeltacht islands).</li> </ul>	<p>It is considered that there are sufficient policy objectives contained in the draft plan to address this, such as Policy Objective <b><i>IS 4 Rural Housing on the Islands</i></b>.</p> <p><b>Chief Executive’s Recommendation:</b> No Change.</p>
<b>GLW-C10-777</b>	Fóram Chois Fharráige um Pleanáil Teanga CTR	This submission supports the Gaeltacht objectives however states that method and definite strategies are needed to implement these objectives. Actions needed to facilitate the protection and promotion of Irish. The Development Plan should consider that the 26	<b>Chief Executive’s Response:</b> The contents of this submission have been noted.

		<p>Language Planning Areas (10 no. in Galway) in the Gaeltacht Act 2012 which were laid out by electoral division. Area D: Cois Fharráige should correspond with the LPT Cois Fharráige outlined in the Act, to include Furbo, Spiddal, Killanin, Sailearna and Kilcummin (Galway). The submission outlines recommendations including:</p> <ul style="list-style-type: none"> <li>- Ensure regular contact with language planning officers in respect of protecting and promoting Irish;</li> <li>- Zone residential land in Cois Fharráige in proximity to amenities and services where a small number of dwellings could share access to essential services;</li> <li>- Recommends that the site requirement for a single dwelling is reduced from 0.5 acre to 0.33 acre;</li> <li>- Language conditions should apply to standalone dwellings as in housing estates;</li> <li>- Planning application form should include a question on Irish competency;</li> <li>- Development Plan should state that the appropriate speaking standard is B2 as laid out in Common European Framework of Reference for Languages.</li> <li>- Recommends the inclusion of policy that would protect Spiddal from development which could damage the standing of Irish in Spiddal.</li> <li>- That a Development Plan be prepared for the Gaeltacht as a specific part of the County Development Plan, in which the distinctive</li> </ul>	<p>The site size for a single house is to be in accordance with EPA guidelines, therefore it is not considered appropriate to reduce this.</p> <p>It is outside of the remit of the County Development Plan to require an Irish speaking standard of B2 as laid out in Common European Framework of Reference for Languages.</p> <p>Policy Objective <b><i>RH 5 Rural Housing Zone 5 (An Ghaeltacht)</i></b> notes that A Language Enurement of 15 years duration will apply to approved developments in this category. Policy objectives such as this would protect areas within the Gaeltacht from development which could damage the standing of Irish.</p>
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		needs of that area could be met, an area where there is a living, dynamic and strong Gaeltacht, in order to support the national campaign in relation to language planning. This will strengthen goal GA2.	<b>Chief Executive's Recommendation:</b> No Change.
<b>GLW-C10-932</b>	Coiste Comhairleach Plean 5 Bliana Iorras Aithneach	<p>This submission outlines proposed amendments/inclusions for Chapter 13, summarised as follows:</p> <ul style="list-style-type: none"> <li>- <i>GCC acknowledges the extensive SACs in Connemara which makes it difficult to obtain planning permission in this area. While GCC supports the protection of the environment, the strengthening of rural and Gaeltacht areas is a central objective.</i></li> <li>- <i>Seek to open discussions with the Department of the Gaeltacht, Tourism, Culture, Arts and Sports with a view to lessening the impact of Special Areas of Conservation, and other environmental designations on the construction of essential housing and industrial and commercial developments that create employment in rural and Gaeltacht areas in the County, with the objective of ensuring the viability of rural and Gaeltacht areas.</i></li> <li>- <i>Look favourably on applying the principle of de minimus regarding SACs where housing/commercial/industrial developments extend onto small sections of SACs.</i></li> </ul>	<p><b>Chief Executive's Response:</b> The contents of this submission have been noted.</p> <p>This is outside the remit of the County Development Plan.</p> <p>This is outside the remit of the County Development Plan.</p> <p>All applications are assessed in accordance with proper planning and sustainable development, and associated environmental considerations. The Planning Authority notes that de minimus principle</p>

		<ul style="list-style-type: none"> <li>- <i>The preservation and fostering of the Irish language is a primary objective of Galway County Council and it is equally acknowledged that our commitment to the language must be underpinned by the development of infrastructure in the Gaeltacht areas of this county.</i></li> <li>- <i>Galway County Council, while abiding with its total commitment to the preservation and fostering of the Irish language in its area of remit, acknowledges that practical measures are urgently needed to strengthen the economic and social fabric of Gaeltacht communities, particularly in peripheral area. A continuous decline in the population in some of those areas, allied to high unemployment and emigration, is acknowledged to be a huge threat to some Gaeltacht communities, and consequently a threat to the status of the Irish language in this county and this country.</i></li> <li>- <i>Galway County Council recognizes that a number of areas in the County have shown a continual decline in their socio-economic status as highlighted in successive Census. The South West Connemara Gaeltacht is a prime example of that decline as shown in Galway County Council publications based on examinations of</i></li> </ul>	<p>cannot be applied regarding SACs where housing/commercial/industrial developments extend onto small sections of SACs.</p> <p><b>Chapter 13 The Galway Gaeltacht and Islands</b> supports the promotion of the Irish language and culture in the narrative and supported further by a suite of policy objectives.</p> <p><b>Chapter 13 The Galway Gaeltacht and Islands</b> contains a suite of policy objectives which, in combination with those outlined in <b>Chapter 4 Rural Living and Development</b> and <b>Chapter 5 Economic Development, Enterprise and Retail development</b>, support the development of necessary infrastructure in the Gaeltacht areas of the county. The County Development Plan is a land-use plan and the Planning Authority acknowledges that there will be an economic strategy prepared under <b>Chapter 5 Economic Development, Enterprise and Retail Development</b>. The Census is due to be carried out in 2022, and a review of the most up to date analysis from the census results will be conducted by the Council once the data is available.</p>
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		<p><i>Census reports. The continuing decline in population, employment opportunities, and the resultant demographic imbalance in South West Connemara, poses a threat to the bedrock of the Irish language.</i></p> <ul style="list-style-type: none"> <li>- <i>Galway County Council strongly supports the implementation of the Údarás na Gaeltachta 5 Year Plan for the Carna/Cill Chiaráin area, the benefits of which would also accrue to surrounding communities, through actions such as the development of the R340 and the upgrading of infrastructure in the local villages of Cill Chiaráin and Carna. It is recognized by Galway County Council that those villages are in need of public sewerage schemes and this matter will be stressed in contacts with Irish Water.</i></li> <li>- <i>Galway County Council supports the development of Páirc na Mara on the site chosen by Údarás na Gaeltacht in Cill Chiaráin and recognize it as an innovative project in utilizing the marine sector for the benefit of the community and acknowledges this to be a project which has the potential to be of national and international significance.</i></li> </ul>	<p>Galway County Council supports Údarás na Gaeltachta and consults and collaborates with them on an ongoing basis. It is noted that the Council supports all plans and policies produced by the Údarás. The Planning Authority does not consider it warranted to note each individual plan or proposal produced by the Údarás.</p> <p>Galway County Council are in constant contact with Irish water, who are the regulatory authority who deal with wastewater treatment and water supply.</p> <p>The Planning Authority considers that there is sufficient mention of Páirc na Mara in <b>Chapter 9 Marine and Coastal Management</b>. Policy Objective <b>MRI 2 Marine Resource Innovation Park</b> supports the development and expansion of strategic Marine Resource Innovation Parks including Páirc na Mara.</p> <p><b>Chief Executive’s Recommendation:</b> No Change.</p>
<p><b>GLW-C10-783</b></p>	<p>SEAI Sustainable Energy Communities Programme Galway</p>	<p>This submission outlines proposed amendments/inclusions for <b>Chapter 13 The Galway Gaeltacht and Islands</b>, summarised as follows:</p>	<p><b>Chief Executive’s Response:</b> Same as GLW-C10-932 above.</p>

		<ul style="list-style-type: none"> <li>- GCC acknowledges the extensive SACs in Connemara which makes it difficult to obtain planning permission in this area. While GCC supports the protection of the environment, the strengthening of rural and Gaeltacht areas is a central objective.</li> <li>- Seek to open discussions with the Department of the Gaeltacht, Tourism, Culture, Arts and Sports with a view to lessening the impact of Special Areas of Conservation, and other environmental designations on the construction of essential housing and industrial and commercial developments that create employment in rural and Gaeltacht areas in the County, with the objective of ensuring the viability of rural and Gaeltacht areas.</li> <li>- Look favourably on applying the principle of de minimus regarding SACs where housing/commercial/industrial developments extend onto small sections of SACs.</li> <li>- The preservation and fostering of the Irish language is a primary objective of Galway County Council and it is equally acknowledged that our commitment to the language must be underpinned by the development of infrastructure in the Gaeltacht areas of this county.</li> <li>- Galway County Council, while abiding with its total commitment to the preservation and fostering of the Irish language in its area of remit, acknowledges that practical measures</li> </ul>	
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		<p><i>are urgently needed to strengthen the economic and social fabric of Gaeltacht communities, particularly in peripheral area. A continuous decline in the population in some of those areas, allied to high unemployment and emigration, is acknowledged to be a huge threat to some Gaeltacht communities, and consequently a threat to the status of the Irish language in this county and this country.</i></p> <ul style="list-style-type: none"> <li>- <i>Galway County Council recognizes that a number of areas in the County have shown a continual decline in their socio-economic status as highlighted in successive Census. The South West Connemara Gaeltacht is a prime example of that decline as shown in Galway County Council publications based on examinations of Census reports. The continuing decline in population, employment opportunities, and the resultant demographic imbalance in South West Connemara, poses a threat to the bedrock of the Irish language.</i></li> <li>- <i>Galway County Council strongly supports the implementation of the Údarás na Gaeltachta 5 Year Plan for the Carna/Cill Chiaráin area, the benefits of which would also accrue to surrounding communities.</i></li> <li>- <i>Galway County Council supports the development of Páirc na Mara on the site chosen by Údarás na Gaeltacht in Cill Chiaráin and recognize it as an innovative project in utilizing the marine sector for the benefit of the community and acknowledges this to be a</i></li> </ul>	
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		<p><i>project which has the potential to be of national and international significance.</i></p> <ul style="list-style-type: none"> <li>- <i>Galway County Council will continue to lend its practical help to Údarás na Gaeltachta 5 Year Development Plan for the Carna/Cill Chiaráin and west Connemara Gaeltacht area through actions such as the development of the R340 and the upgrading of infrastructure in the local villages of Cill Chiaráin and Carna. It is recognized by Galway County Council that those villages are in need of public sewerage schemes and this matter will be stressed in contacts with Irish Water.</i></li> </ul>	<p><b>Chief Executive' Recommendation:</b> Same as GLW-C10-932 above.</p>
<b>GLW-C10-821</b>	Comhlacht Forbartha Inis Meáin CTR	<p>This submission relates to Inis Meáin. The submission outlines how the Strategic Aims in <b>Chapter 13 The Galway Gaeltacht and Islands</b> should be implemented in the case of Inis Meáin. The submission recommends that a housing plan for the island is funded, developed and implemented between 2022 and 2028. The submission recommends increased investment in the recycling system, in conservation and in heritage. It is recommended to provide all available support at County Council level for the implementation of the Aran Islands language plan. The submission requests the funding of a feasibility study on the development of a "Tidal Pool" on Inis Meáin, and to support the development of the initiative if the results of the feasibility study are positive. Further to this, the submission recommends providing funding for sports facilities on the island. Include an action to ensure that</p>	<p><b>Chief Executive's Response:</b> The contents of this submission have been noted. The Planning Authority notes that the County Development Plan is a strategic land-use plan and not an economic plan with the budget to fund the proposals outlined. The County Development Plan provides policy objectives which support the development of the area.</p>

		the island community is aware of the supports available, and to ensure that by supporting efforts to solve the housing problems on the island we can maintain and sustain a viable community on the island. The submission recommends supporting cultural initiatives and adult education in the community. It is recommended that Phase 3 of the development on the Caladh Mór Pier is promoted and built by 2028.	<b>Chief Executive's Recommendation:</b> No Change.
<b>GLW-C10-863</b>	Pobal Rua	It is recommended that An Cheathrú Rua be developed as a language services centre for the Connemara Gaeltacht and that the village of An Cheathrú Rua be the main village in the Connemara Gaeltacht offering language services. It is recommended that priority be given to green and blue infrastructure in the context of their importance for tourism, the environment and public wellbeing. It is recommended that the appropriate recognition and support be given to proposals such as the Connemara Way, Cycle Paths in South Connemara and public walking facilities, and that their importance be recognised.	<b>Chief Executive's Response:</b> It is considered that An Cheathrú Rua is appropriately identified on the settlement hierarchy as a small growth village, with the appropriate residential yield and population allocations.  <b>Chapter 6 Transport and Movement, Chapter 8 Tourism and Landscape and Chapter 10 Natural Heritage, Biodiversity and Green/Blue Infrastructure</b> actively support the provision of cycleways and walkways in the context of tourism, the environment and public wellbeing.  <b>Chief Executive's Recommendation:</b> No Change.
<b>GLW-C10-865</b>	Pobal Rua	The submission recommends that Policy Objective <b>MSGT 12</b> specifically states that the Language Impact Statement is to be prepared by an expert in the field of sociolinguistics or language planning. The Language Impact Statement must prove that this development would benefit the Irish language locally.	<b>Chief Executive's Response:</b> The premise of a Linguistic Impact Statement, like any technical document submitted ancillary to a planning application, would have to be prepared by a qualified professional of their field. The Planning Authority

			<p>considers Policy Objective <b>MSGT 12 Language Impact Statements</b> to be appropriate in this instance.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-868</b>	Máire Ní Chionna	The submission notes that due to young people leaving rural areas for work, pupil numbers are falling in local schools. The submission proposes that, in the case of the Gaeltacht, the Council be in favour of granting planning permission to families where Irish is their spoken language, on the basis that the children will increase the number of pupils in the local school.	<p><b>Chief Executive's Response:</b> The Planning Authority supports the development of housing where Irish is the applicants spoken language. Policy Objective <b>RH 5 Rural Housing 5 (An Ghaeltacht)</b> notes that it is a policy objective of the Council that consideration will be given to Irish speakers who can prove their competence to speak Irish in accordance with Galway County Council's requirements and who can demonstrate their ability to be a long term assess to the traditional, cultural and language networks of vibrant Gaeltacht communities.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-910</b>	Comharchumann Fuinneamh Oileáin Árann Teo	The submission outlines the background and objectives of Comharchumann Funnimh Oileáin Árann Teo (CFOAT). The submission recommends that the Aran Islands should have their own Local Area Plan and should be considered a small growth town for the purposes of the Development Plan. This is recommended due to the need to protect and preserve these areas while promoting sustainable development. The Islands are a tourist attraction therefore should	<p><b>Chief Executive's Response:</b> A comprehensive and detailed submission has been made, the contents of which have been noted. It is not considered appropriate to consider the Aran Islands as a small growth town. There are a suite of policy objectives contained in <b>Chapter 13 The Galway Gaeltacht and Islands</b> to support development of the Islands while ensuring their protection from unsuitable development.</p>

		<p>have a suitable status in the Development Plan to facilitate the promotion of the area for the benefit of the entire county.</p> <p><b>Marine and Fishing</b> - Supports the plan to develop Inis Oirr harbour. Second phase of Inis Meain harbour should be completed. Wheelchair access required at Inishmore from ferries/make the pier more accessible. Pontoons at Inishmore would benefit small boats, fishermen, and visiting boats. Kilronan pier facilities need upgrading due to the number of users during summer months – toilet facility required. Galway County Council should consider the islands and Rossaveel harbour when planning for offshore wind developments as these are ideally located to facilitate these developments before, during and after they have been erected. These are to be considered in order to future proof these coastal communities and to be ready for such development to begin.</p> <p><b>Islands and Town Planning</b> - It is suggested that Galway County Council carry out traffic surveys at peak times on the islands to identify and witness the traffic issues and solutions. The submission raises the issue of traffic in Kilronan village, particularly during summer months. Cutting and maintenance of grass verges on the roadside may give additional space to road users when the summer months bring additional pedestrians and cyclists to the islands.</p> <p>The submission suggests renovating derelict/inhabited buildings to increase the existing housing stock on the</p>	<p>The support shown towards the development of Inis Oirr harbour is noted. The Council supports the development of new pier infrastructure under Policy Objective <b>IS 3 Development of Pier Infrastructure</b>. The plan supports the provision of facilities outlined in this submission and does not prohibit the proposals made.</p> <p>The preparation of traffic surveys is outside the remit of the County Development Plan. The plan is a land-use plan which provides policy objectives to support the development of the area. This would be a reserved function of the Infrastructure and Operations Unit in Galway County Council.</p> <p>It is a policy objective of the Planning Authority to maximise the sustainable regeneration of</p>
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		<p>islands. An overview of existing housing stock on the islands is needed to get a clear overview of what already exists and to identify gaps and opportunities for future planning. Plans need to be made in order to assist the upgrade of existing inhabited old buildings in order to avoid them becoming derelict in the future as well as focusing on making already derelict buildings habitable again.</p> <p><b>Climate Change</b> - The submission outlines the need for futureproofing of the Islands and mitigating the effects of climate change. The submission notes that the Islands can lead the way in renewable energy transition for the County and offer an ideal location to aid in implementing and planning climate policies. The designation of the Aran Islands as a ‘designated decarbonisation zone’ is welcomed, but it must be followed with tangible supports, plans and funding in order to achieve results.</p> <p>The submission requests that GCC become signatories of the Covenant of Mayors.</p> <p><b>Energy Independence</b> - It is requested that suitable locations on the Islands are identified for renewable energy generation, and that the Council has regard to</p>	<p>underutilised/vacant lands and/or buildings for potential residential development in the Gaeltacht area. Policy Objective <b><i>GIED 2 Development of Brownfield Sites within Gaeltacht Settlements</i></b> encourages this.</p> <p>The plan aims to protect and enhance the Galway Gaeltacht over the lifetime of the plan while also ensuring these communities can be developed in a way to ensure the county’s transition to a low carbon and climate resilient society. <b>Chapter 14 Climate Change, Energy and Renewable Resource</b> addresses in more detail Climate Change and the interrelationship between the policy objectives of this chapter and the transition to a resilient society. The Planning Authority notes that the development plan is not an economic plan with the financial budget to provide funding to achieve the stated results. The plan is a land-use plan which provides policy objectives to support the sustainable development of the Islands and the wider county.</p> <p>The County Development Plan supports the proposals outlined in relation to energy independence. The</p>
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		<p>the Energy Masterplans completed for the Islands, along with the Clean Energy Transition Agenda for the Aran Islands.</p> <p>They also suggest that GCC supports the proposal from TD Eamon Ó Cuiv, to install a new sub-sea cable to the islands, and connect them to Co. Clare in order to form a loop and a back-up option for power import and export.</p> <p>Due to the shift to remote working as a result of Covid-19 it is important that the Islands are included in the rollout of fibre optic broadband.</p> <p><b>Septic System</b> - It is noted that Kilronan is in need of a public septic system.</p> <p><b>Waste and Recycling</b> - In relation to recycling on the Islands, it is recommended that the Athchursail Árann operation should be included in the Development Plan. The submission also proposes that the landfill site at Árainn/Inishmore is repurposed for an environmentally friendly green project, such as a solar park. More public bins are required over the Islands and across the County.</p> <p><b>Water</b> - GCC should support a means to resolve the water issues on all three islands and the current system is not meeting the needs of the islanders and its visitors. Water refilling stations should be considered in popular locations on the Islands.</p>	<p>Renewable Energy Strategy in Appendix 1 identifies areas of Wind and Solar Potential in the county.</p> <p>This is a function of Irish Water who are the regulatory body that deal with water supply / wastewater treatment throughout the country. This is not a matter for the County Development Plan.</p> <p>This is a function of Irish Water who are the regulatory body that deal with water supply / wastewater treatment throughout the country. This is not a matter for the County Development Plan.</p>
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		<p><b>Tourism</b> – GMIT study on tourism should be considered in the Plan. Devise a plan for traffic management at Dun Aonghasa on Inishmore. Signage required for accessing Poll na bPéist which is a growing tourist attraction. Measures to discourage visitors from swimming/diving at Poll na bPéist required to relieve pressure on emergency services.</p> <p><b>Dark sky area</b> - Potential for the Aran Islands to be designated as a dark sky reserve similar to that at Kenmare, Co. Kerry.</p> <p><b>Greenway</b> - The submission notes that consideration should be given to developing a greenway on the ‘high road’ from Lower Cill Ronáin to Gort na gCapall and then via ‘An Caiseal road’ to Cill Mhuirbhígh.</p> <p><b>Buses</b> – Submission recommends GCC work to ensure that buses operating on the Islands are appropriate for the existing road network.</p> <p><b>Public toilets</b> – All public toilets on the Islands should be assessed to see if they are fit for purpose.</p>	<p>The preparation of traffic surveys/traffic management plans is outside the remit of the County Development Plan. The plan is a land-use plan which provides policy objectives to support the development of the area. This would be a reserved function of the Infrastructure and Operations Unit in Galway County Council.</p> <p>The Planning Authority notes that it is a policy objective to investigate the potential for dark skies designated areas at appropriate locations throughout the county.</p> <p>Policy Objective <b>GBW 2 Future Development of Network of Greenways</b> supports the delivery of sustainable greenway projects.</p> <p>The provision of new bus routes/services is outside the remit of the County Development Plan and is a function of the associated prescribed authorities such as the National Transport Authority.</p> <p>This is outside the remit of the County Development Plan.</p> <p><b>Chief Executive’s Recommendation:</b> No Change.</p>
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<p><b>GLW- C10-929</b></p>	<p>Comharchumann Forbartha Árann</p>	<p>This submission raised a number of issues relating to the Islands. The issues were raised under the following headings:</p> <ul style="list-style-type: none"> <li>- Population decline</li> <li>- Implementation of island policy</li> <li>- Social housing on the Islands</li> <li>- Assurance and high quality services available</li> <li>- Disability access to ferries</li> <li>- Sewerage systems</li> <li>- Youth supports, and investment in facilities and supports for the sporting industry</li> <li>- Parking facilities for Cill Mhuirbhigh</li> <li>- Investment in infrastructure for the Islands</li> <li>- Plan for additional bins, cleaning schedules, maintenance of roads/verges and need for public toilets on the Islands</li> <li>- Services and pontoons required at the harbour to facilitate wheelchair access at Cill Ronáin</li> <li>- Recognition status to be given to Coiste Calafort Árann</li> <li>- Assistance in the development of the Language Plan and implementation of signage, events &amp; festivals</li> <li>- Recognition and supports for co-operatives/community groups and their work</li> <li>- Education/schools on the Islands</li> <li>- Incentives to attract families/business to the Islands</li> <li>- Tax incentives</li> <li>- Implement a Health Publication on Islands Primary Care Services (April 2017)</li> <li>- Funding for tourism</li> </ul>	<p><b>Chief Executive's Response:</b></p> <p>The contents of the submission have been noted. In relation to population decline, Policy Objective <b>IS 2 Development Proposals on the Islands</b> gives priority to development that contributes to retention of the year-round population on the islands.</p> <p>Appropriately zoned land and Housing Need Demand Assessment addresses the specific requirements for social and affordable housing in the county and the housing strategy and HNDA have addressed the provision of this.</p> <p>The Council supports the development of new pier infrastructure under Policy Objective <b>IS 3 Development of Pier Infrastructure</b>. The plan supports the provision of facilities outlined in this submission and does not prohibit the proposals made.</p> <p>The provision of new bus routes/services is outside the remit of the County Development Plan and is a function of the associated prescribed authorities such as the National Transport Authority.</p> <p>The County Development Plan is not an economic plan with the financial budget to provide funding for facilities on the Islands. The plan is a land-use plan which provides supportive policy objectives for development of the area.</p>
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		<ul style="list-style-type: none"> <li>- Employment and services for sustaining vitality of the Islands</li> <li>- Social enterprises on the Islands</li> <li>- Requirement of high quality broadband</li> <li>- Specific island policy to address the issues relating to the Islands and residents</li> <li>- Interdepartmental committee dealing with the Islands in the provision of policies and supports</li> <li>- Early childhood care and education, subsidiary program and capital supports</li> <li>- Budget/funding for the Islands to address the challenges offshore islands face</li> <li>- Climate change</li> <li>- Fisheries</li> <li>- Provide supports for the dissemination of Arts, Culture and Language services to the public and visitors to the Islands</li> </ul>	<p>The provision of bins, cleaning of roads, public areas and amenities as well as public toilets is not within the remit of the County Development Plan.</p> <p><b>Chapter 11 Community Development and Social Infrastructure</b> provides policy objectives that support the development of such facilities in accordance with proper planning and sustainable development. Section 11.13 People with Disabilities and Universal Design contains policy objectives to ensure all new developments and public open spaces are accessible for people with disabilities. The plan does not prohibit any proposals outlined in the submission.</p> <p>Policy Objective <b><i>GA 2 Development of Language Plans</i></b> supports the development and implementation of languages plans in Gaeltacht Language Planning Areas, Gaeltacht Service Towns and Irish Language Networks.</p> <p>There are policy objectives contained in <b>Chapter 11 Community Development and Social Infrastructure</b> to support voluntary and community groups.</p> <p>The Planning Authority considers that there are sufficient policy objectives contained in <b>Chapter 4 Rural Living and Development</b> and <b>Chapter 9 Marine and Coastal Management</b> to support the fishing sector.</p> <p>The submission mentions on a number of occasions that funding should be made available for projects for</p>
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			<p>tourism, sports/youth clubs, challenges for offshore islands, childcare and climate change. The Planning Authority notes that the County Development Plan is a land-use plan which does not have the financial budget to supply funding. This function is outside the remit of the County Development Plan.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-980</b>	Ronan Mac Giollapharaic	To aid in future planning and development, this submission suggests that the Islands should be classed as units as they operate as such rather than village hamlets.	<p><b>Chief Executive's Response:</b> The Planning Authority considers that the current wording is appropriate in this instance.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-1258</b>	Colm Ó Cinnseala	<p>This submission relates to Furbo. The following issues are raised and discussed in the submission:</p> <ul style="list-style-type: none"> <li>- Intergenerational continuity</li> <li>- Details of the residential zoning in Furbo</li> <li>- In support of Policy Objective GA 4</li> <li>- Large scale dwellings on R336 obscures the view and impacts on tourist experience</li> </ul> <p>The submission recommends the following:</p> <ul style="list-style-type: none"> <li>- Zoning map included for Furbo.</li> <li>- Consult with local people for naming of new housing estates.</li> <li>- Permit low-level development on R336 to preserve the sea view.</li> </ul>	<p><b>Chief Executive's Response:</b> The contents of this submission have been noted. The County Development Plan acknowledges that the Gaeltacht area has unique landscape and there are a suite of policy objectives provided to support this.</p>

		<ul style="list-style-type: none"> <li>- Reduce requirement of 0.5 acre for one-off dwelling to 0.14 hectare.</li> <li>- Set a recognized standard of Irish, such as achieving at least a B2 proficiency grade in Irish in the Europass Self - Assessment Framework. Include a question on this in the planning application form.</li> <li>- Wind turbine developments to include walk/cycling facilities open to the public.</li> <li>- That the County Council's Irish Language Officer and the Language Planning Officers have a role in the process of proposing, approving and permitting the wording on any signage &amp; names for new housing estates.</li> <li>- Section 8.10.3 - Include 'Regattas featuring traditional Galway Hookers'</li> <li>- 13.5 <ul style="list-style-type: none"> <li>• Cloch na Rón misspelled. Ditto Dúiche Sheigheach, Iorras Aithneach, Ros a' Mhíl and Na Forbacha. All placenames need to be edited and corrected throughout this chapter.</li> </ul> </li> <li>- Section 13.1 should contain a reference to Acht na Gaeltachta 2012. <ul style="list-style-type: none"> <li>• Additional final sentence 1. <i>These planning areas generally equate with the Language Planning Areas as laid out under Acht na Gaeltachta 2012.</i></li> <li>• Additional final sentence 2. <i>The Council recognises the linguistic benefits of inter-generational language transmission and, as a general rule, will look favourably on planning</i></li> </ul> </li> </ul>	<p>The site size for a single house is to be in accordance with EPA guidelines, therefore it is not considered appropriate to reduce this.</p> <p>The proficiency in the Irish Language is a separate process from the County Development Plan and as such it is not considered appropriate to include reference to a category of Irish in the policy objectives.</p> <p>DM Standard 2 requires that new developments shall be required to consult with Coiste Logainmneacha Chontae na Gaillimhe, the Galway County Council Placename Committee, and to identify an appropriate name for new development that shall reflect the local heritage and character of the area.</p> <p>Any errors will be reviewed and amended.</p>
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		<p><i>applications by applicants near to their parent's home.</i></p> <ul style="list-style-type: none"> <li>- GA 5 - New signage to shopfronts in An Gaeltacht shall be in Irish only. <ul style="list-style-type: none"> <li>• Roadside signage must be in Irish or, if bilingual, the Irish text to be highlighted and/or given preference.</li> </ul> </li> <li>- All instances of 'An Gaeltacht' should read 'An Ghaeltacht'.</li> <li>- All instances of 'Colaisti' should read 'Coláistí'.</li> </ul>	<p>Policy Objective <b>GA 5 Signage within An Gaeltacht</b> requires signage on shopfronts to be in Irish.</p> <p>All errors will be reviewed and amended.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-1264</b>	Patsy Clancy & Aileen Cunningham	<p>This submission raises items from the Draft Plan which they feel are keen to be adhered to. The submission notes that it is important to protect the coastline and coastal views, while having tourism-related economic development in mind (Section 4.2; 8.3.1; Map 8.1; 8.13.3 including Map 8.3). Disrupting coastal views with large buildings not in keeping with our landscape is detrimental to the sustainability of our tourism industry. The submission refers to Policy Objective RH 14 in respect of development along the R336, stating that housing developments on the south side of this road does not reflect the village quality that Na Forbacha represents. The submission refers to Policy Objective SS7 stating that houses should be sympathetically designed in response to the environment and views protected. The submission acknowledges that the Wild Atlantic Way is central to the economic development of coastal regions in the</p>	<p><b>Chief Executive's Response:</b> The County Development Plan acknowledges that the Gaeltacht area has unique landscape and there are a suite of policy objectives provided to support this.</p>

		County and the quality of this tourism concept should not be impaired or degraded by coastal developments which may impair sea views on the R336. In support of Policy Objective RH 4 and RH 5.	Noted.  <b>Chief Executive's Recommendation:</b> No Change.
<b>GLW-C10-1281</b>	Cllr. Noel Thomas	<b>GIED 1 Economic Development in An Gaeltacht and the Islands</b> To promote and support developments that contribute to the economic development of the Gaeltacht and Islands in a sustainable manner at suitable locations. <b>of services, industries and businesses such as media businesses, public services, translation companies, publishing, educational services, translation, Coláistí Samhraidh, tourism etc. that use Irish as the lingua franca of daily business and provide important Irish language services locally, nationally and globally. These businesses are particularly important as they sustain and grow the Irish language base of the Gaeltacht and also help the growth of strong linguistic Irish speaking communities.</b>	<b>Chief Executive's Response:</b>  It is considered that the proposed wording in relation to <b>GIED 1 Economic Development in An Gaeltacht and the Islands</b> is not required as it would not be appropriate to include a selected list of industries and businesses which may perceive to limit or exclude others. Policy Objective <b>GIED 1 Economic Development in An Gaeltacht and the Islands</b> as set out within the Draft Galway County Development Plan 2022-2028 is concise, open and inclusive to all development that contribute to economic development of the Gaeltacht.  <b>Chief Executive's Recommendation:</b> No Change.
<b>GLW-C10-1437</b>	Comharchumann Shailearna	In summary, this submission raises the following issues: <ul style="list-style-type: none"> <li>- Planning permission should be made readily available for the people/families of the Gaeltacht and for employees in the area.</li> <li>- The new Development Plan should have options to overcome the challenges of building houses in the Connemara area. The submission requests that GCC would provide a the</li> </ul>	<b>Chief Executive's Response:</b> There are a suite of policy objectives contained in <b>Chapter 4 Rural Living and Development</b> and <b>Chapter 13 The Galway Gaeltacht and Islands</b> to deal with rural housing in Gaeltacht.



		<p>Comharchumann with a list of any properties in their possession suitable for affordable housing projects as a first phase of affordable housing development.</p> <ul style="list-style-type: none"> <li>- Land zoning to be used for affordable housing in An Spidéal and other locations in the Comharchumann's functional area. The submission requests additional residential zoned land to the north of An Spidéal for Residential (Phase 1) with which could be used for affordable housing and the Comharchumann would be supportive of a condition added to the zoning of this land. A Language Condition would apply to the proposed housing development.</li> <li>- The development of sewerage systems from west of An Spidéal to meet the housing and development needs of Comharchumann Shailearna's operative area. The Comharchumann calls for the objective of the Development Plan to provide local sewerage systems to meet the needs of the local community in Cois Fharráige.</li> </ul>	<p>Appropriately zoned land and Housing Need Demand Assessment addresses the specific requirements for social and affordable housing in the county and the housing strategy and HNDA have addressed the provision of this.</p> <p>Irish water are the regulatory authority in relation to provision of wastewater treatment and water supply in the country. This is not a matter for the County Development Plan.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-1484</b>	Cumann Forbartha Cois Farráige	This submissions raises a number of issues in relation to the Gaeltacht including Language Protection, roads, economic and social development, housing, renewable energy and heritage and environmental protection.	<b>Chief Executive's Response:</b>

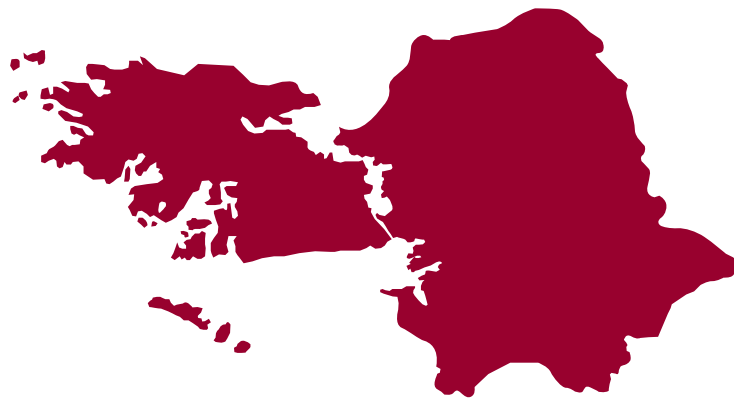
		<p>In relation to Section 13.5.4, the submission notes that the area of Cois Fharrage outlined in the Draft Plan should be in line with the Language Planning Area that consists of Na Forbacha, An Spidéal, Killanin, Sailcarnagh and Kilcummin. It is recommended that the lands north of the R336 are changed to Level 2 and south of the R336 changed to Level 2 where housing have already been built, at least 200m offshore. An objective of the Council will be to meet housing demand in a way that is understanding of the housing needs of the local community, in support of government policy, that Irish speakers will be able to live in the Gaeltacht. Sewerage treatment services to be developed in Cois Fharrage to support housing in the area.</p> <p>Amendment to Policy Objective GA 4 – <i>specify that B2 standard of Irish is required to satisfy the Language Enurement Clause in the case of any house development with a language condition in the Gaeltacht.</i> Amendment to Policy Objective GA 4 – subparagraph <i>‘Strengthening the Gaeltacht’ to give favourable consideration to granting planning permission to people with fluent Irish to build a house in the Gaeltacht area, where the language is widely used and seek at least CEFR B1 standard from the applicant and that a Language Clause of 20 years would be attached.</i> Amendment to Policy Objective GA 6 – <i>Housing needs in the Gaeltacht cannot be met in the identified villages and favourable consideration be given to housing applications in South Connemara for native speakers/fluent Irish speakers (B1 TEG) outside the identified villages, subject to the availability of necessary services/facilities.</i> Amendment</p>	<p>The proficiency in the Irish Language is a separate process from the County Development Plan and as such it is not considered appropriate to include reference to a category of Irish in the policy objectives.</p> <p>Specific separating of policy objectives to address a particular sector of the community is not considered appropriate. Upon review of the policy objectives in <b>Chapter 4 Rural Living and Development</b> and <b>Chapter 13 The Galway Gaeltacht and Islands</b>, it is considered that there is sufficient policy objectives to</p>
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		<p>to Policy Objective GA 5 to ensure <i>roadside signage is in Irish only or bilingual with Irish predominating; place names and new housing names in Irish only; business signage in Irish or bilingual with Irish taking precedence; Irish Language Officers and Irish Planning Officers to have a roll in proposing, approving and accepting signage wording and housing estate names.</i> Additional policy recommended for An Ghaeltacht to include an objective for fluent Irish speaking planning officers to operate the South Connemara / Aran Gaeltacht area. Additional policy recommended for An Ghaeltacht so that planning application forms seek information about applicant's Irish language ability and background in the case of detached houses in the South Connemara / Aran Gaeltacht area.</p> <p>Increase safety and eliminate congestion on the R336. Provide bus shelters, pedestrian crossings, lay-bys, 'cat-eyes' and improvements to the footpath on the R336. Include an objective to develop a Park&amp;Ride facility to the west of the city on the R336, near Bearna.</p> <p>The submission recommends providing a cemetery in the Indreabhán area. The submission recommends development a Community Wood in Cois Fharraige as an educational, recreational, and environmental conservation facility. It is recommended that the Development Plan recognises Irish language colleges in South Connemara / Aran as an important element to the Gaeltacht economy. It is stated that the development of rural windmills in Connemara would</p>	<p>support Gaeltacht communities therefore not considered appropriate to amend.</p> <p><b>Chapter 6 Transport and Movement</b> provides policy objectives to support the development of transport infrastructure, however it is noted that this is not a matter for the County Development Plan.</p> <p>There are policy objectives contained in <b>Chapter 11 Community Development and Social Infrastructure</b> to support burial grounds, such as <b>PWB 2 Burial Grounds</b>. However, it is outside the remit of the County Development Plan to provide lands for a cemetery.</p>
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		<p>assist in the economic and social development of the area.</p> <p><b>CHAPTER 4</b> - In relation to housing, the submission notes that there is an urgent needs to increase housing supply in the rural area of Cois Fharriage. The submission notes the increasing shift to remote working and that there will be a corresponding demand for additional housing in rural areas. The submission to amend DM Standard 9 so the requirement of 0.2 hectares for a single dwelling would to be reduced to 0.14-0.175 hectares. The submission proposes to amend DM Standard 13 to allow a cluster of five or less dwellings to be served by a single sewerage system.</p> <p>The submission recommends policies for wind turbine developments in Cois Fharraige. It is noted that renewable energy developments should not cause detriment to the health of residents in the vicinity, and should be located appropriate distances from houses of normal residence. It is requested that favourable consideration be given to solar panel developments.</p> <p>The submissions recommends objectives for the protection of archaeological heritage on the coast, the preservation of the waterways, and control of invasive species.</p>	<p>The site size for a single house is to be in accordance with EPA guidelines, therefore it is not considered appropriate to amend DM Standard 9.</p> <p>There are a suite of policy objectives contained in <b>Chapter 12 Architectural, Archaeological and Cultural Heritage, Chapter 8 Tourism and Landscape, and Chapter 10: Natural Heritage, Biodiversity and Green/Blue Infrastructure</b> which address the recommendations outlined.</p> <p><b>Chief Executive’s Recommendation:</b> No Change.</p>
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<p><b>GLW-C10-1520</b></p>	<p>Donncha Ó hÉallaithe</p>	<p>This submission offers recommendations in relation to a range of issues concerning the Gaeltacht, as follows:</p> <ul style="list-style-type: none"> <li>- Amendment to Policy Objective GA 6 – <i>All proposals for rural housing in the Gaeltacht shall be mindful of the high levels of employment in some Gaeltacht areas outside agriculture, fishing and forestry and the need to facilitate Gaeltacht Irish speakers in staying in Gaeltacht areas, in accordance with national policies.</i></li> <li>- Standard of spoken Irish Level B2 (CEFR) to satisfy the Language Enurement Clause.</li> <li>- Question on the planning application form on the linguistic background of the applicant who is seeking permission in the Gaeltacht.</li> <li>- Amendment to Policy Objective GA 4 to state that Language Enurement Clause will not be a condition of planning permission for houses built in the electoral areas of Gaeltacht Area F or in Moycullen, Barna and Claregalway if the local primary schools do not have Gaeltacht Recognition.</li> </ul>	<p><b>Chief Executive’s Response:</b> The proficiency in the Irish Language is a separate process from the County Development Plan and as such it is not considered appropriate to include reference to a category of Irish in the policy objectives.</p> <p>It is considered that the Language Enurement Clause plays a significant role in protecting and enhancing the Irish language in Gaeltacht communities.</p> <p><b>Chief Executive’s Recommendation:</b> No Change.</p>
<p><b>GLW-C10-2253</b></p>	<p>Pobal Rua</p>	<p>This submission is from a Cheathrú Rua Language Planning Officer. The following recommendations were made:</p> <ul style="list-style-type: none"> <li>- Develop An Cheathrú Rua as a service centre for the Connemara Gaeltacht.</li> </ul>	<p><b>Chief Executive’s Response:</b> It is considered that An Cheathrú Rua is appropriately identified on the settlement hierarchy as a small growth village, with the appropriate residential yield and population allocations.</p>

		<ul style="list-style-type: none"> <li>- The Development Plan should state that Language Impact Statements are to be prepared by an expert in the field of Sociolinguistics or Language Planning; that the Statement proves that such a development would benefit the Irish language locally; and that the appointee be independent from the County Council to avoid a conflict of interest.</li> <li>- Implement a Language Enurement Clause be implemented as per the 2015-2021 Development Plan.</li> <li>- A B2 or higher proficiency in spoken Irish (CEFR) shall be the acceptable standard.</li> <li>- Priority given to green and blue infrastructure in the context of tourism.</li> <li>- Appropriate recognition and support be given to projects such as the Connemara Way, Cycle Routes in South Connemara and walking facilities for the community.</li> </ul>	<p>As previously stated, a new policy objective is to be included to require Language Impact Statements to be prepared, as follows:</p> <p><b>GA 5 Linguistic Impact Statements</b>  <i>'Galway County Council shall require the submission of a Linguistic Impact Statement for housing proposals for two or more houses in the Gaeltacht area in order to protect and strengthen the Irish language and cultural heritage of the Galway Gaeltacht areas. A Language Enurement Clause of 15 years duration shall apply to approved development, of two or more units.'</i></p> <p><b>Chief Executive's Recommendation:</b>  <b>GA 5 Linguistic Impact Statements</b>  <i>'Galway County Council shall require the submission of a Linguistic Impact Statement for housing proposals for two or more houses in the Gaeltacht area in order to protect and strengthen the Irish language and cultural heritage of the Galway Gaeltacht areas. A Language Enurement Clause of 15 years duration shall apply to approved development, of two or more units.'</i></p>
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**Chief Executive's Report  
on Submissions received on the Draft Galway County Development Plan  
2022 - 2028**

# **Submissions received on Chapter 14 and LARES: Climate Change, Energy and Renewable Resource**

## **Chapter 14 Climate Change, Energy and Renewable Energy & Local Authority Renewable Energy Strategy (LARES)**

**This section of the Chief Executive's Report will examine both Chapter 14 and the Local Authority Renewable Energy Strategy as they are intertwined. The following are the sections:**

**Section 1: Summary of Submissions and Chief Executive's Response in relation to Chapter 14 Climate Change, Energy and Renewable Energy**

**Section 2: High Level Summary of submissions received and Chief Executive's Recommendation: in relation to the Cois Fharraigne area and the wind designations as illustrated on Appendix 1 Draft Local Authority Renewable Energy Strategy (LARES)**

**Section 3: High Level Summary of Submissions and Chief Executive's Report in relation to Cois Fharraigne who raised other issues than the main topic around the Wind Designation Map**

**Section 4: Summary of Submissions and Chief Executive's Report by Organisation received in relation to Appendix 1 Draft Local Authority renewable Energy Strategy (LARES)**

**Section 5: Summary of Submissions by Individuals received in relation to Appendix 1 Local Authority Renewable Energy Strategy**

**Section 6: List of members of the public/bodies who made submissions/observations to Section 2 (Cois Fharraigne area and the wind designations)**



**Section 1: Summary of Submissions and Chief Executive’s Response in relation to Chapter 14 Climate Change, Energy and Renewable Energy**

Portal No.	Submission Name	Summary of Issues Raised in Submission	Chief Executive’s Response
GLW-C10-1810	Cllr. Geraldine Donohue	<p>Cognisance and reference for the inclusion of greywater harvesting and attenuation should be included in Draft Plan.</p> <p>Bio gas facilities - they should not be located in town centres or residential areas.</p>	<p><b>Chief Executive’s Response:</b>  <b>Chapter 7 Infrastructure, Utilities and Environmental Protection</b>, policy objective <b>CWS 1 Water Conservation with all Developments</b> supports water conservation.</p> <p>In relation to Bio Gas facilities <b>LARES Policy Objective 21 Commercial Bioenergy</b> outlines that commercial proposals should be located in rural area.</p> <p><b>Chief Executive’s Recommendation:</b>            No Change.</p>
GLW-C10-377	The Port of Galway	<p>A detailed submission was received. It is requested to insert a new policy objective: <b>“Support the research, development and commercialisation of green hydrogen as a fuel for power generation, manufacturing, energy storage and transport.”</b></p>	<p><b>Chief Executive’s Response:</b>            Green Hydrogen has the potential to contribute to achieving energy targets. It is more appropriate for a planning authority to facilitate, rather than support developments. Accordingly, it is considered that a new policy objective with revised wording can be inserted.</p> <p><b>Chief Executive’s Recommendation:</b>  <b>Policy Objective RE8 Green Hydrogen</b>  <b>The research, development and commercialisation of green hydrogen as a fuel for power generation, manufacturing, energy storage and transport will be facilitated, subject to compliance with all other relevant policies and objectives.”</b></p>

GLW-C10-465	Not Here Not Anywhere	<p>It is stated that the Plan should ensure a rapid phasing out of all fossil fuels including gas, by banning expansion of the gas grid, the construction of both on-shore and floating LNG infrastructure, fracked gas in its energy mix.</p> <p>It is submitted that any new large scale fossil fuel infrastructure projects must be mandated to undertake climate impact assessment.</p> <p>It is submitted that new data centres in Galway must be powered entirely by onsite or new off-site renewable energy and that existing centres in Galway should be required to transition rapidly to onsite or new off-site renewables.</p>	<p><b>Chief Executive’s Response:</b> Development Plan policies to ban particular classes of development have been found to be unlawful. Development Plan policies are framed to indicate the objectives and policies that new development must comply with. In this regard, <b>Chapter 14 Climate Change, Energy and Renewable Energy</b> indicates how the implementation of this Plan will support relevant national, sectoral and regional objectives. In particular, the plan notes the need to avoid duplication with other strategies and policy documents, including the Council’s Climate Adaptation Strategy, the Plan addresses climate change only in so far as it relates to spatial planning.</p> <p>EIAR Regulations require all new large scale fossil fuel infrastructure project are currently mandated to undertake climate impact assessment.</p> <p>There is no legal provision to compel developments to operate other than to comply with relevant regulations and standards. The assessment of all new large new developments, such as data centres, are assessed to ensure compliance with all relevant national and county policy objectives and plans, including those for energy and emission standards.</p> <p><b>LARES Policy Objective 34</b> Colocation currently addresses this submission, where it states:</p>

		<p>It is submitted that where technically possible, heat generated from a data centre should be utilised for district heating systems.</p> <p>It is submitted that the establishment of community energy projects should be supported throughout the lifetime of the County Development Plan.</p>	<p><i>“To advocate for the co-location of renewable energy developments and technologies to ensure the most efficient use of land identified as suitable for renewable energy generation in this LARES”.</i></p> <p><b>LARES Policy Objective 38</b> Community Ownership, currently addresses this submission, where it states:  <i>“To encourage the local community to become active participants in renewable energy generation to help drive an energy transition from the bottom up. To consider favourably renewable energy proposals involving Community Ownership, subject to the requirements of the Habitats, Birds, Water Framework, Floods and EIA Directives”.</i></p> <p><b>Chief Executive’s Recommendation:</b>  No change.</p>
<p><b>GLW-C10-597</b></p>	<p>Andrew O Grady</p>	<p>It is requested to consider extending the designations to cover the proposed site area of a potential wind farm site east of Maam Cross and west of Oughterard.</p>	<p><b>Chief Executive’s Response:</b>  The area identified was not included in the previous [2015 Wind Strategy]. The area is classified as being ‘Not Normally Permissible’ in the current designations on account of the factors set out in Appendix 1 of the LARES. It should also be noted that there has been a considerable volume of submissions received in relation to the nearby Derroura Forestry Submissions.</p> <p><b>Chief Executive’s Recommendation:</b>  No Change.</p>

<p><b>GLW-C10-685</b></p>	<p>Youth Work Ireland Galway</p>	<p>It is noted that the provision of e-charging points for e-bikes is not referenced in this chapter or under Chapter 6 Transport and Movement.</p>	<p><b>Chief Executive’s Response:</b> It is acknowledged that e-charging points for e-bikes are a relevant consideration so that development management can better facilitate sustainable transport.</p> <p><b>Chief Executive’s Recommendation:</b> Chapter 15 Development Management Standards Renewable Energy Proposals should be amended to include: <i>Provisions for of e-charging points for e-bikes should be facilitated in suitable areas, subject to compliance with other relevant development management standards.</i></p>
<p><b>GLW-C10-689</b></p>	<p>Údarás na Gaeltachta</p>	<p>This submission seeks, a project-by-project EIAR-based approach to the permitting of commercial-scale wind and solar energy developments in areas identified as ‘Open for Consideration’ and ‘Generally to be Discouraged’, where constraints and challenges detailed within Section 5 and 9 of the LARES are adequately addressed and where such development does not have a negative impact on the surrounding environment.</p>	<p><b>Chief Executive Response:</b> The proposed change would constitute a piecemeal case-by-case approach that would lack any strategic co-ordination. This would be contrary to the proper planning and sustainable development of the area.</p> <p>Moreover, as recognised both by the most and all previous recent Landscape Character Assessments, much of the area of interest to Údarás na Gaeltachta contain some of Ireland’s most iconic landscapes that are also designated as some of the most sensitive to change in County Galway. The proposed changes would significantly increase the vulnerability of these areas to unsustainable levels of effects on nationally significant scenic, cultural and heritage resources.</p>

		<p>Submission seeks to strengthen Micro-Energy and Auto-Production Policy Framework – Encouraging the use of Micro-Energy and Auto-Production technologies in appropriate settings.</p> <p>Submission seeks to establish Údarás na Gaeltachta as a key stakeholder for facilitating renewable energy</p>	<p>It is recommended that Draft Policy Objective 28 be amended to include the underlined words:  <i>To recognise, facilitate and favourably consider auto production as a renewable energy contributor, with <u>particular focus on retrofitting / expanding existing developments</u> where appropriate, and in accordance with the LARES and the proper planning and sustainable development of the area.</i></p> <p>The LARES Policy already makes provision for community engagement and ownership, at Policy Objective 38 by making provision for Community Ownership:  <i>To encourage the local community to become active participants in renewable energy generation to help drive an energy transition from the bottom up.</i>  <i>To consider favourably renewable energy proposals involving Community Ownership, subject to the requirements of the Habitats, Birds, Water Framework, Floods and EIA Directives.</i></p> <p><b>Chief Executive’s Recommendation:  LARES Policy Objective 28</b>  To recognise, facilitate and favourably consider auto production as a renewable energy contributor, with <u>particular focus on retrofitting / expanding existing developments</u> where appropriate, and in accordance with the LARES and the proper planning and sustainable development of the area.</p>
<b>GLW-C10-693</b>	Eve McDowall	The submission notes the need to support the switch to cleaner energy and utilise our resources	<b>Chief Executive’s Response:</b>

		such as coastal and wind energies and put them to use on a much larger scale to power homes and businesses.	Renewable Energy Strategy at Appendix 1 provides substantial policy proposals to address these issues.  <b>Chief Executive's Recommendation:</b> No change.
<b>GLW-C10-719</b>	Headford Environmental Group	This submission proposes that to maintain up to date adherence to global agreements and international scientific advice by adding the word 'international', and reducing the timeframe to 2030, so that it reads: <i>"To reduce the County's CO2 emissions by achieving international, national, regional and any local targets for achieving a low carbon economy by 2030"</i> .	<b>Chief Executive's Response:</b> The target dates are aligned with national goals.  <b>Chief Executive's Recommendation:</b> No change.
<b>GLW-C10-731</b>	SSE	It is suggested that that Galway County Council should include the following planning policy / objective in its County Development Plan: <i>"Support the research, development and commercialisation of green hydrogen as a fuel for power generation, manufacturing, energy storage and transport"</i> .  It is stated that County Development Plan should reflect Action 64 in the Climate Action Plan which seeks to increase the energy efficiency of Local Authority social housing stock.	<b>Chief Executive's Response:</b> Green Hydrogen has the potential to contribute to achieving energy targets. It is more appropriate for a planning authority to facilitate, rather than support developments. Accordingly, the submission can be accepted subject to the revised wording below.  LARES at Section 9.9 draws attention to the fact that <i>the Building Regulations will require all new builds occupied after the 31<sup>st</sup> December 2020 (31<sup>st</sup> December 2018 for public sector buildings) to be in compliance with a Near Zero Energy Building Standard 15, which will help to achieve greater levels of energy efficiency. The challenge, however, will be to encourage retrofitting existing private developments which will need to be supported by appropriate financial mechanisms. This is beyond the</i>

			<p><i>scope of this LARES, and is addressed in greater detail in the County Galway CDP 2022-2028.</i></p> <p><b>Chief Executive’s Recommendation:</b> No change.</p>
<b>GLW-C10-783</b>	SEAI Sustainable Energy Communities Programme	<p>Land should be zoned for infrastructure that might be available in the future to support all renewable energy projects in all the towns and villages of County Galway.</p> <p>Support the provision and installation of hybrid and constructive technological and generational facilities on community owned solar array sites in Galway.</p> <p>To promote, disseminate, and exemplify low carbon circular economies by use of good citizen Community examples through the RESS, SEC and low carbon communities .</p>	<p><b>Chief Executive’s Response</b> Attention is drawn to LARES Policy Objective 4 - Prioritisation of ‘Strategic Areas’ for renewable energy development <i>“The areas that are identified as ‘Strategic Areas’ for renewable energy development will be prioritised for renewable energy uses over other uses, in accordance with the proper planning and sustainable development of the area”.</i></p> <p>LARES recognises the role of micro-renewable energy development – such as hybrid solar array sites as a key contributor to renewable energy generation targets, particularly where it is community led. LARES Policy Objective 26 makes specific provision for Community-led micro-renewable developments and off-grid developments.</p> <p>The LARES Policy Objective 38 on Community Ownership proposes to encourage the local community to become active participants in renewable energy generation to help drive an energy transition from the bottom up and to consider favourably renewable energy proposals involving Community Ownership, subject to the requirements of the Habitats, Birds, Water Framework, Floods and EIA Directives.</p>

		<p>This submission urges the need to improve the grid structure in order to allow the feed-in of new renewable generated electricity supplies.</p> <p>It is suggested that the Local Authority consider signing up to a “Local hinterland Climate Action Charter”.</p> <p>It is suggested that the provision of more electric vehicles/bikes and charge points within the town and outside in villages would be promoted.</p>	<p>Chapter 14 at Policy Objective <b>EG 2 (a) Electricity Transmission Networks</b> specifically states an objective: <i>To support the development of the transmission grid network in order to sustainably accommodate both consistent and variable flows of renewable energy generated in County Galway.</i></p> <p><b>LARES Policy Objective 38 Community Ownership</b>, currently addresses this submission, where it states: <i>To encourage the local community to become active participants in renewable energy generation to help drive an energy transition from the bottom up. To consider favourably renewable energy proposals involving Community Ownership, subject to the requirements of the Habitats, Birds, Water Framework, Floods and EIA.</i></p> <p>It is acknowledged that e-charging points for e-bikes are a relevant consideration so that development management can better facilitate sustainable transport.</p> <p><b>Chief Executive’s Recommendation:</b>  <b>Chapter 15 Development Management Standards</b>  <b>It is recommended that the Development Management Standards Renewable Energy Proposals should be amended to include:</b>  <b>DM Standard 72: E-Charging Points</b></p>
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			<i>Provisions for of e-charging points for e-bikes should be facilitated in suitable areas, subject to compliance with other relevant development management standards.</i>
<b>GLW-C10-789</b>	Ballinasloe Town Team	It is suggested that the Local Authority should consider signing up to a “Local hinterland Climate Action Charter” with member SEC’s to deliver local adaption strategies and measures.	<p><b>Chief Executive’s Response:</b>  <b>LARES Policy Objective 38 Community Ownership,</b> currently addresses this submission, where it states:  <i>To encourage the local community to become active participants in renewable energy generation to help drive an energy transition from the bottom up.</i>  <i>To consider favourably renewable energy proposals involving Community Ownership, subject to the requirements of the Habitats, Birds, Water Framework, Floods and EIA</i></p> <p><b>Chief Executive’s Recommendation:</b>  No change.</p>
<b>GLW-C10-792</b>	Mark Green	<p>The use of animal waste products e.g., slurry, for biomass should not be encouraged as this incentivises the further intensification of animal agriculture which is detrimental to animal welfare, biodiversity, CO2 emissions and both animal and human health.</p> <p>LARES Policy Objective 21 Commercial Bioenergy - All bioenergy facilities should also be assessed against their impact on biodiversity, animal welfare and CO2 reduction requirements. Rather</p>	<p><b>Chief Executive’s Response:</b>  Appendix 1 at 9.3, page 10 draws attention to the fact that <i>“the remit of the planning process does not generally cover agricultural practices such as planting or harvesting, so energy crop production cannot realistically be guided by this strategy or the wider planning process”.</i></p> <p>The Development Management process, as a matter of course, includes consideration of impacts on biodiversity and climate targets. Appendix 1 at 9.3, page 10 draws attention to the fact that the remit of the planning</p>

		<p>than encouraging the use of land to grow biomass, preference should be given, where appropriate, to organic horticulture.</p> <p>Micro-renewables, particularly solar, hydro and heat pumps, should be actively encouraged through the planning process by minimising planning constraints, educating and enabling individuals and communities to implement projects, and collaborating with other stakeholders to provide a one-stop shop.</p> <p>Marine renewables - The National Marine Planning Framework was launched on 1<sup>st</sup> July 2021. It is questioned if the LARES will be revised in light of this.</p>	<p>process does not generally cover agricultural practices such as planting or harvesting, so energy crop production cannot realistically be guided by this strategy or the wider planning process.</p> <p>Attention is drawn to three policies objectives that address this submission, namely <b>LARES Policy Objective 25 Micro-renewable energy developments:</b>  <i>To facilitate and recognise micro-renewable energy developments as effective contributors to the generation of renewable energy in County Galway.</i></p> <p><b>LARES Policy Objective 26 Community-led micro-renewable developments and off-grid developments:</b>  <i>To favourably consider community-led micro-renewable developments and off-grid developments appropriate, and in accordance with the LARES and the proper planning and sustainable development of the area.</i></p> <p><b>LARES Policy Objective 27 Micro-renewable technologies:</b>  <i>To actively promote and encourage the uptake of micro-renewable technologies, with particular focus on retrofitting existing developments where appropriate, and in accordance with the LARES and the proper planning and sustainable development of the area</i></p> <p>The publication is noted and is of relevance.</p>
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		<p>Notes that Landscape Character Assessment (Appendix 4) Coastal landscape includes inner Galway Bay and south side of Galway Bay, are limestone and different in character to Connemara granite coastal. This is completely ignored in the landscape type summary (p33).</p> <p>Recommend view west from Clarinbridge pier, looking at Dunbulcan bay and toward Galway Bay.</p>	<p>The submission is correct, the text quoted refers only to the coasts of west Galway. The limestone origins of the inner and southern Bay need to be described.</p> <p>The proposed view does not sufficiently comply with the Attributes of Protected Views set out in 6.2</p> <p><b>Chief Executive’s Recommendation:</b></p> <ul style="list-style-type: none"> <li>• It is recommended that relevant sections of the LARES be reviewed and revised, if necessary, to have regard to the recently published national marine planning framework</li> <li>• The text currently only refers to the coastal landscape of west Galway is dominated by a series enclosed bodies of sea water. It is recommended that the text be augmented by inserting the sentence in the landscape type summary (p33) to include <i>The coastal landscapes of Inner Galway Bay [Unit 1b] are formed by limestone which gives rise to different features, appearance and character.</i></li> </ul>
<p><b>GLW-C10-800</b></p>	<p>EDF Renewables Ireland</p>	<p>This submission requests that areas be reassessed and considered for inclusion within LARES that have been consistently designated AIP in both the 2011-16 and 2015-21 Wind Energy Strategy for</p>	<p><b>Chief Executive’s Response:</b></p> <p>The proposed designations are the result of a re-appraisal that examined the reason why previous planning applications failed [Section 4 of LARES]. The</p>

		<p>Galway.</p> <p>This submission requests the use of site-specific and targeted Environmental Impact Assessment (EIA) and Appropriate Assessment (AA) processes.</p> <p>This submission requests policy objectives to ensure that the onshore grid infrastructure necessary to facilitate both on- and offshore renewable energy development is directly referenced and supported, subject to appropriate design measures being implemented.</p>	<p>reasons for differences between previous and new deployment zones are set out in detail at LARES Section 14. The reappraisal was also required to take account of new and updated ecological designations as well as related case law. For these reasons areas that were identified in previous strategies were omitted. Notwithstanding these adjustments, the County will continue to have nationally significant areas of areas for potential wind energy development.</p> <p>The proposed change would constitute a piecemeal case-by-case approach that would lack any strategic co-ordination. This would be contrary to the proper planning and sustainable development of the area.</p> <p><b>Chapter 14 Climate Change, Energy and Renewable Resource</b> at Policy Objective <b>EG 2 (a) Electricity Transmission Networks</b> specifically states an objective:</p> <p><i>To support the development of the transmission grid network in order to sustainably accommodate both consistent and variable flows of renewable energy generated in County Galway.</i></p> <p><b>Chief Executive’s Recommendation:</b> No change.</p>
<b>GLW-C10-927</b>	NUIG	<p>Confirm full support for the submission regarding Green Hydrogen to the Draft Galway County Development Plan 2022-2028.</p>	<p><b>Chief Executive’s Response:</b> Support is noted.</p> <p><b>Chief Executive’s Recommendation:</b> As per CE Recommendation to GLW-C10-377.</p>

**Section 2: High Level Summary of submissions received and Chief Executive’s Recommendation: in relation to the Cois Fharraige area and the wind designations as illustrated on Appendix 1 Draft Local Authority Renewable Energy Strategy (LARES)**

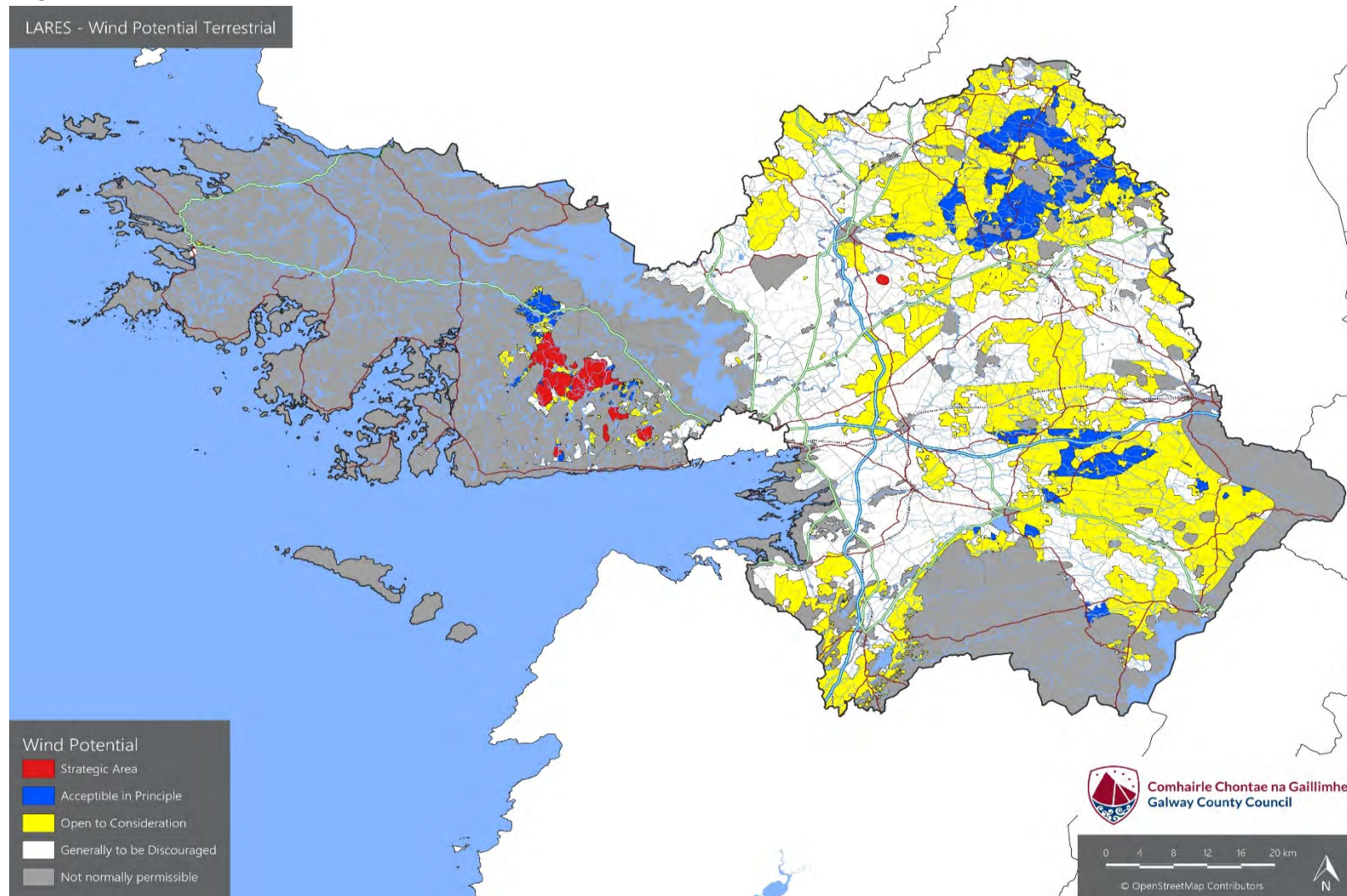
Portal No.	High Level Summary of Issues	Summary of Issues Raised in Submission	Chief Executive’s Response
See separate Sheet* at end of this section of CE Report .	<p>It is noted that there are objections to:</p> <ul style="list-style-type: none"> <li>• zoning of area in Cois Fharraige as being 'Acceptable in Principle' or 'Open to Consideration'</li> <li>• zoning in densely populated areas in close proximity to houses will give rise to nuisance</li> <li>• adverse effects on landscape and tourism</li> <li>• adverse effects on property value and/or future housing development potential</li> </ul> <p>It is noted that these submissions request that lands from An Spidéal to na Minna in Cois Fharraige be removed from designation as</p>		

	being 'Acceptable in Principle' or 'Open to Consideration' for wind energy.		
		<b>Summary of Issues Raised in Submission</b>	<b>Chief Executive's Response</b>
		Zoning in densely populated areas in close proximity to houses will give rise to nuisance	<p>It is noted, and acknowledged, that the referenced area of Cois Fharrage between An Spidéal to na Minna is an area of concentrated residential development.</p> <p>It is further noted that this area of dense population is almost entirely concentrated in areas that lies within 4km of the shore.</p> <p>It is acknowledged that for much of this area, this density would give rise to challenges to comply with normal requirements for wind energy developments to protect health and safety and to avoid nuisance.</p>
		Adverse effects on landscape and tourism	<p>There is good evidence about effects of wind energy on landscape and tourism from two sources.</p> <ol style="list-style-type: none"> <li>1. The existing windfarm north-east of Furbo – located about 4 km from the coast is not visible from most of the houses and roads along coastal plain between An Spidéal to na Minna because of the local topography.</li> <li>2. Fáilte Ireland have conducted very large-scale surveys of visitor attitudes to wind energy that have conclusively demonstrated that there are no adverse effects on visitor perceptions.</li> </ol>

	Adverse effects on property value and/or future housing development potential	Effects on property value arise from specific impacts due to visibility, proximity or pathways. The development management process examines each application to ensure that these adverse effects will not occur. This protection is also provided by compliance with the Plan’s policies, objectives and guidelines of the Plan, as set out above.
	<p><b>Chief Executive’s Recommendation:</b></p> <p><b>LARES Recommendation No.5</b></p> <p><b>It is recommended that mapping be amended to ensure that for a distance of 4km inland from the coast there will be no designation of lands as being either “Acceptable in Principle” or “Open to Consideration” for wind energy development between An Spidéal to na Minna in Cois Fharráige.</b></p> <p><b>See Maps</b></p> <p><b>FROM/TO and Aerial Map</b></p>	

FROM:

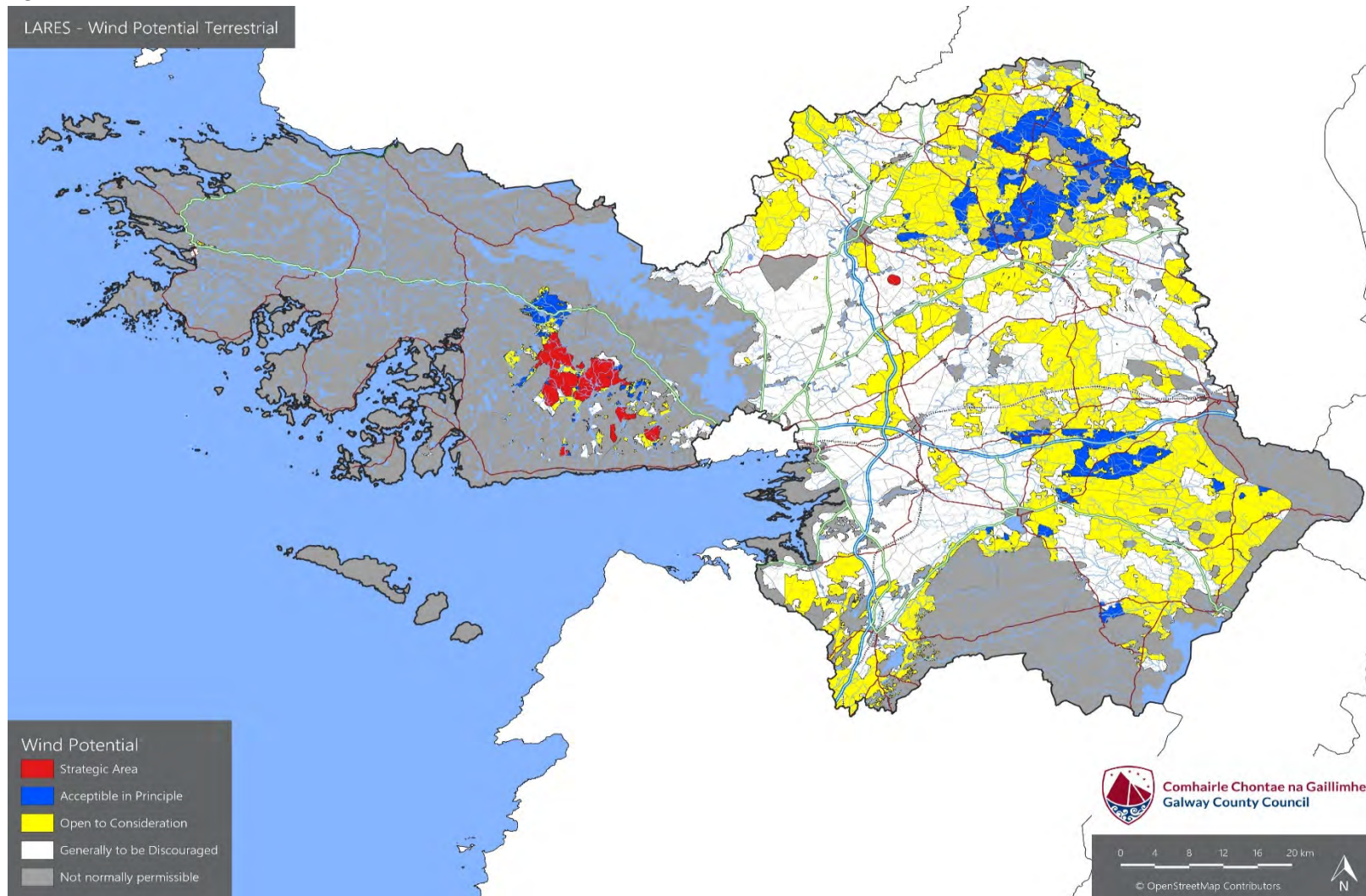
LARES - Wind Potential Terrestrial



Map 1: Current Wind Potential map



TO:



Map 2: Alternative version with 4km deep stretch along coastline of Cois Fharrige used as "Not Normally Permissible" zone



Aerial Map of 4km Buffer

**Section 3: High Level Summary of Submissions and Chief Executive’s Report in relation to Cois Fharrage who raised other issues than the main topic around the Wind Designation Map.**

Portal No’s:	High Level Summary of Issues		
<p>GLW-C10-577            GLW-C10-580            GLW-C10-799            GLW-C10-871            GLW-C10-884            GLW-C10-1295            GLW-C10-1394            GLW-C10-1401            GLW-C10-1443            GLW-C10-1454            GLW-C10-1464            GLW-C10-1473            GLW-C10-1476            GLW-C10-1487            GLW-C10-1491            GLW-C10-1492            GLW-C10-1493            GLW-C10-1507            GLW-C10-1758            GLW-C10-2244            GLW-C10-2252            GLW-C10-2325</p>	<ul style="list-style-type: none"> <li>• That more windfarms are located in South Connemara compared to East Galway.</li> <li>• Too many windfarms in the area - overconcentration.</li> <li>• The increased number of identified potential sites for wind energy generation.</li> <li>• No evidence that setback distances from dwellings were considered in the mapping.</li> <li>• Concern about the adverse effect that the proposed designations will have on the Gaeltacht area.</li> <li>• Irish speakers will be forced out of an Irish speaking area due to a lack of available housing sites.</li> <li>• No language impact assessment.</li> <li>• Section 12.7.3 of the Draft Plan conflicting with the wind energy designations, in this regard.</li> <li>• Mapping not being clear enough.</li> <li>• Decommissioning plans should be required for windfarms.</li> </ul>		

	<b>Summary of Issues Raised in Submission</b>	<b>Chief Executive's Response</b>
	<p>That more windfarms are located in South Connemara compared to East Galway.</p> <p>Too many windfarms in the area - overconcentration.</p> <p>The increased number of identified potential sites for wind energy generation.</p>	<p>To date wind energy developments have been developed by the private sector in response to favourable wind energy conditions – mostly wind speed and available large tracts of unoccupied lands. These assets are most concentrated in elevated and western parts of the county.</p> <p>Technological developments now mean that such developments are increasingly viable on lower energy sites. The revised wind energy potential mapping reflects this with most of the areas now concentrated in the eastern part of the county.</p>
	<p>No evidence that setback distances from dwellings were considered in the mapping.</p>	<p>The current draft uses population density as a proxy for the presence of dwellings. In addition, any planning application will be in accordance with National Guidance.</p>
	<p>Concern about the adverse effect that the proposed designations will have on the Gaeltacht area.</p>	<p>There is no significant increase in designations of new wind potential areas in Gaeltacht areas – most increases are in the eastern part of the county.</p>
	<p>Conflict with Section 12.7.3 of the Draft Plan [the Gaeltacht and Linguistic Heritage]</p>	<p>Housing policy is assessed in <b>Chapter 4 Rural Living and Development</b>.</p>
	<p>Mapping not being clear enough</p>	<p>Mapping is limited to the level of detail of county-wide data used. This generally allows recognition of features of approximately 300m in length. Further detail would not be supported by available data.</p>
	<p>Decommissioning plans should be required for windfarms.</p>	<p>Planning permissions generally specify the duration of the permission and include a requirement that the lands be returned to specific, sustainable conditions.</p>

	<p><b>Chief Executive's Recommendation:</b> It is recommended that <b>Chapter 15 Development Management Standards DM Standard 70: Wind Energy</b> and <b>DM Standard 71: Solar Energy</b> should include the following bullet point respectively: <i>Proposals for the decommissioning of the project following cessation of use or expiry of the permitted duration of use.</i></p>
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**Section 4: Summary of Submissions and Chief Executive’s Report by Organisation received in relation to Appendix 1 Draft Local Authority Renewable Energy Strategy (LARES)**

<b>Portal No.</b>	<b>Submission Name</b>	<b>Summary of Issues Raised in Submission</b>	<b>Chief Executive’s Response</b>
<b>GLW-C10-10/724</b>	Keelderry Commonage Shareholders - Andy Dunne	The Keelderry Commonage area to be reconsidered as an area suitable for wind energy development.	<p><b>Chief Executive Response:</b> As stated by the submission ‘<i>The site is located within the Slieve Aughty SPA which is of particular importance for hen harriers.</i>’ This factor, combined with the nearby Slieve Aughtey Scenic route, and a landscape sensitivity as ‘Special’ means that the site has been excluded for consideration as being suitable for wind energy development.</p> <p><b>Chief Executive’s Recommendation:</b> No change.</p>
<b>GLW-C10-43/44</b>	Gort Tidy town	The Local Authority should have a requirement that the amount of energy that can be produced by a development be quantified by the developer taking ALL factors (build, transport, etc) into account to show the EROI of the development.	<p><b>Chief Executive’s Response:</b> Impact assessment of projects require an assessment of cumulative effects.</p> <p><b>Chief Executive’s Recommendation:</b> No change.</p>
<b>GLW-C10-256</b>	Grange Solar Ltd	This submission highlights the need for small-scale ground mounted solar installations to be considered as part of the LARES.	<p><b>Chief Executive’s Response:</b> The LARES Section 19 Policy Objectives provide ample support for the development of solar energy in a wide range of locations at a wide range of scale.</p> <p><b>Chief Executive’s Recommendation:</b> No change.</p>

<b>GLW-C10-440</b>	ESB Smart Energy Services	This submission highlights the need for small-scale ground mounted solar installations to be considered as part of the LARES.	<p><b>Chief Executive’s Response:</b> The LARES Section 19 Policy Objectives provide ample support for the development of solar energy in a wide range of locations at a wide range of scale.</p> <p><b>Chief Executive’s Recommendation:</b> No change.</p>
<b>GLW-C10-505</b>	Kylemore Abbey	It is queried whether development of a small-scale solar project in the grounds of the Abbey would be permissible under proposed policy.	<p><b>Chief Executive’s Response:</b> The proposed development will be constructed solely to serve the needs of Kylemore Abbey, the auto-production policy within the LARES should be applied. [<b>LARES Policy Objective 28</b>] <i>To recognise, facilitate and favourably consider auto production as a renewable energy contributor where appropriate, and in accordance with the LARES and the proper planning and sustainable development of the area.</i></p> <p><b>Chief Executive’s Recommendation:</b> No change.</p>
<b>GLW-C10-742</b>	Wind Energy Ireland	WEI submit that the LARES lacks renewable energy targets and suggests that a specific objective should be included in the final LARES and County Plan to translate the renewable energy potential demonstrated in Table 11 of the LARES, into a specific MW generating target. A suggested wording for a specific policy objective is provided below:	<p><b>Chief Executive’s Response:</b> The role of a planning authority is to facilitate the realisation of national and sectoral policies. Planning authorities are obliged to seek the implementation of policies, objectives and targets during the lifetime of the plan. The planning authority does not have a developmental role in relation to wind energy, so it is arguably <i>ultra vires</i> for them to propose the delivery of a specific target.</p>

		<p><i>“To deliver over 1.5GW of renewable energy in County Galway by 2030 and over 1.25GW within the lifetime of the 2022 – 2028 Galway County Development Plan”.</i></p> <p>WEI submit that the LARES and the Draft County Development Plan for the approximate commissioned capacity of wind farms in County Galway is incorrect, and significantly overstates the actual capacity currently installed.</p> <p>WEI submit that the LARES MW totals for wind energy yield from the wind energy deployment zones, does not take sufficient account of project ‘attrition rates’ that arise from planning objections. WEI estimate that a yield of 5% of designated lands will be viable. This calculation is based on a 700m set-back from all Eircode properties.</p>	<p>The data provided is noted.</p> <p>LARES recognises that the issue of project attrition is recognised as a significant barrier to the realisation of wind energy objectives. The LARES assumes that only 15% of the Acceptable in Principle areas, and 7.5% of the Open to Consideration Areas, will be developable. On the basis of these calculations the differences between WEI and LARES are comparable, especially considering the more conservative 700m residential set-back assumed by WEI. The LARES needs to anticipate and to take account of potential barriers as fully as possible in order to maximise certainty for developers, communities as well as energy policy-makers. This concern has proven justifiable, having regard to the volume of submissions received in relation to wind energy.</p> <p>The Landscape Character Assessment at Section 4, 4.3, pg.22; provides Landscape Sensitivity Definitions, that indicates whether an area is a robust or sensitive landscape type, as follows:  Iconic: Unique landscape with high sensitivity to change</p>
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		<p>WEI submit that the Landscape Character Assessment should adopt a 'Medium' category because the proposed system affords an unwarranted degree of sensitivity to the second-lowest category on sensitivity on the four-point scale.</p>	<p>Special: High Sensitivity to change  High: Elevated sensitivity to change  Low: Unlikely to be adversely affected by change</p> <p>From the outset, it should be noted that the current system designated the majority of the county as being of 'Low' sensitivity and the areas of 'High' sensitivity refer to two areas that contain extensive areas of blanket bog and karst limestone – that are generally regarded as very distinctive landscape in their own right.</p> <p>Galway is a county that has two very different types of fundamental landscape because of the underlying geology – as pointed out in Section 2.2 and Figure 1. Seen in this context, it is unsurprising that a gradually escalating 'conventional rating or classification systems' is not employed.</p> <p>This system provides an escalating scale of sensitivity, by reference to that landscape's intrinsic sensitivity to change and the very wide range of intrinsic under-lying conditions. The category of 'High' indicates an elevated sensitivity to change – which needs to be read in the context of the qualifying advice provided which states: <i>It should be noted that individual projects in any landscape area, notwithstanding its dominant sensitivity rating, may have greater or lesser impacts on the visual quality and character of the landscape depending on the details of the project design and the specific characteristics of the site and its context.</i></p>
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			<p>The option of proposing areas of ‘Medium’ sensitivity was examined. All of these areas occurred as small areas throughout the ‘Eastern Plains’ identified in Figure 1. Having regard to the small, highly mixed nature of such areas distributed throughout the working landscapes of the Eastern Plains [consisting of the North and Central Galway Complex Landscape Types], it was determined that a single ‘Low Sensitivity’ designation would be more practicable. Sensitivities identified with each landscape character types, combined with designated views and routes, would be sufficient for development management purposes at a more local scale. In light of these considerations the system used provides an appropriately graduated response that accurately reflects the sensitivities of the landscape character areas of Galway.</p> <p><b>Chief Executive’s Recommendation:</b> <b>LARES</b></p> <ul style="list-style-type: none"> <li>• <b>3. Renewable Energy Development Analysis</b></li> </ul> <p><b>3.1 Wind</b> Analysis of permitted and commissioned commercial scale wind energy developments across County Galway shows that there is an approximate commissioned capacity of <del>446MW</del>, <b>322.65 MW</b> with a further 124MW of permitted un-commissioned capacity at the time of writing. This demonstrates that there is a combined potential wind energy MW capacity of <del>570</del> <b>446.65MW</b> from permitted wind energy development across County Galway.</p>
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			<p>Table to be updated as follows:</p> <p>Derrybrien Windfarm: <del>163.3 MW</del> <b>59.5MW</b>  Galway Wind Park <del>180</del> <b>172MW</b>  Inverin Windfarm <del>15</del> <b>3.3MW</b></p> <p>As per CE Recommendation.</p>
<b>GLW-C10-815</b>	SCAN SEC (Sustainable Energy Community)	<p><b>Re: 14.8.1 LARES RE7</b>  Submission proposes that the Local Authority should partner and support successful RESS community projects to promote, disseminate and exemplify low carbon circular economies by use of good citizen communities through connected Hubs infrastructure.</p> <p><b>Re: 14.8.1 LARES RE 4</b>  Submission proposes that the council should support the provision and installation of hybrid and constructive technological and generational facilities on community owned solar array sites.</p>	<p><b>Chief Executive’s Response:</b>  The <b>LARES Policy Objective 38</b> on Community Ownership proposes to encourage the local community to become active participants in renewable energy generation to help drive an energy transition from the bottom up, and to consider favourably renewable energy proposals involving Community Ownership, subject to the requirements of the Habitats, Birds, Water Framework, Floods and EIA Directives.</p> <p>The LARES recognises the role of micro-renewable energy development – such as hybrid solar array sites as a key contributor to renewable energy generation targets, particularly where it is community led.</p> <p>LARES <b>Policy Objective 26</b> makes specific provision for Community-led micro-renewable developments and off-grid developments.</p> <p><b>Chief Executive’s Recommendation:</b>  No change.</p>

<b>GLW-C10-840</b>	Comharchumann Fuinneamh Oileáin Árann Teo	This submission proposes that the government designates the inhabited islands around Ireland as Lighthouse Islands. The Irish islands have the potential to become exemplars in the energy transition and in their response to the climate and biodiversity emergencies.	<p><b>Chief Executive’s Response:</b> It is noted that the submission proposes an action by the government. Attention is drawn to LARES <b>Policy Objective 38</b> on Community Ownership, which is relevant to this submission, where it states:</p> <p><i>To encourage the local community to become active participants in renewable energy generation to help drive an energy transition from the bottom up.</i></p> <p><i>To consider favourably renewable energy proposals involving Community Ownership, subject to the requirements of the Habitats, Birds, Water Framework, Floods and EIA Directives.</i></p> <p><b>Chief Executive’s Recommendation:</b> No change.</p>
<b>GLW-C10-870</b>	RWE Renewables Ireland	This submission suggests wording for a specific policy objective “To deliver over 1.5GW of renewable energy in County Galway by 2030 and over 1.25GW within the lifetime of the 2022 – 2028 Galway County Development Plan”.	<p><b>Chief Executive’s Response:</b> The role of a planning authority is to facilitate the realisation of national and sectoral policies. Planning authorities are obliged to seek the implementation of policies, objectives and targets during the lifetime of the plan. The planning authority does not have a developmental role in relation to wind energy, so it is arguably <i>ultra vires</i> for them to propose the delivery of a specific target.</p>

		<p>It is strongly suggested that areas with the lowest landscape sensitivity, be classified at least as “Open to Consideration” in the new Plan and LARES.</p> <p>The submission disagrees with the negative wind energy zoning now associated with Easternmost part of county Galway sharing borders with Tipperary and Offaly or Shannon Environs Landscape.</p>	<p>Landscape is only one factor that is used to determine Potential for Wind Energy Development Potential. Low landscape sensitivity is used as an ‘opportunity factor’ for wind energy – as set out in Figures 7 and 9 of the LARES, however, it is only one factor. Other issues such as proximity to areas of elevated population density, designations for ecological or cultural significance were also weighted and combined to determine areas of maximum opportunity. The designation of areas where wind energy is discouraged, or not open for consideration, are intended to increase certainty and consensus about where development efforts should concentrate. Designations of sensitive areas as being “Open to Consideration” will only lead to increased levels of failed projects for the reason set out in Section 4.</p> <p>The analysis of policies in adjoining counties provided at Map 6 confirms the consistency across county boundaries of this areas as being ‘Not/Less Favoured [Roscommon]; ‘not deemed suitable’ [Offaly] and ‘areas unsuitable’ in Tipperary.</p> <p>As acknowledged by the submission this area also contains nationally significant SAC ecological designations.</p> <p><b>Chief Executive’s Recommendation:</b> No change.</p>
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<p><b>GLW-C10-882</b></p>	<p>Enerco Energy Limited</p>	<p>The submission proposes, as a Policy Objective, that commercial scale wind energy development in areas identified as ‘Open for Consideration’ and ‘Generally to be Discouraged’ will be favourably considered where constraints and challenges detailed within Section 5 and 9 of the LARES are adequately addressed and where such development does not have a negative impact on the surrounding environment (including water quality), landscape, biodiversity or local amenities subject to Environmental Impact Assessment and Appropriate Assessment processes.</p> <p>The submission proposes altering the LARES designation of Laurclavagh and surrounding townlands, Co. Galway from ‘Generally to be Discouraged’ back to ‘Open for Consideration’ as set out in current plan policy.</p>	<p><b>Chief Executive’s Response:</b></p> <p>The proposed change would constitute a piecemeal case-by-case approach that would lack any strategic co-ordination. This would be contrary to the proper planning and sustainable development of the area.</p> <p>Contrary to submission’s assertion that the landscape designations are based solely on ‘sieve-mapping’, the landscape character assessment of Galway is based on over two years of rigorous field work to ‘ground truth’ mapping data that was prepared by using existing official sources. This work was evaluated, in turn, by GCC officials who have extensive and detailed professional experience of each of these areas. For example, the significance of the area in the vicinity of Knockma 4km to the north of Laurclavagh and surrounding townlands.</p> <p>However, Landscape is only one factor that is used to determine Potential for Wind Energy Development Potential. Other issues such as proximity to areas of elevated population density, designations for ecological or cultural significance were also weighted and combined to determine areas of maximum opportunity. The designation of areas where wind energy is</p>
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			<p>discouraged is intended to increase certainty and consensus about where development efforts should concentrate. Designations of sensitive areas as being ‘Generally to be Discouraged’ will only lead to increased levels of failed projects for the reason set out in section 4.</p> <p><b>Chief Executive’s Recommendation:</b> No change.</p>
<b>GLW-C10-973</b>	GreenSource	<p>Set minimum target of 1.25GW of renewable energy within the lifetime of the plan.</p> <p>Include all areas deemed as “Low Sensitivity” as “Open to Consideration” for wind energy project development in the final plan.</p>	<p><b>Chief Executive’s Response:</b> The role of a planning authority is to facilitate the realisation of national and sectoral policies. Planning authorities are obliged to seek the implementation of policies, objectives and targets during the lifetime of the plan. The planning authority does not have a developmental role in relation to wind energy, so it is arguably ultra vires for them to propose the delivery of a specific target.</p> <p>Landscape is only one factor that is used to determine Potential for Wind Energy Development Potential. Low landscape sensitivity is used as an ‘opportunity factor’ for wind energy – as set out in Figures 7 and 9 of the LARES, however, it is only one factor. Other issues such as proximity to areas of elevated population density, designations for ecological or cultural significance were also weighted and combined to determine areas of maximum opportunity. The designation of areas where wind energy is discouraged, or not open for</p>

			<p>consideration, are intended to increase certainty and consensus about where development efforts should concentrate. Designations of sensitive areas as being “Open to Consideration” will only lead to increased levels of failed projects for the reason set out in Section 4.</p> <p><b>Chief Executive’s Recommendation:</b> No change.</p>
<b>GLW-C10-689</b>	Údarás na Gaeltachta	<p>This submission seeks, a project-by-project EIAR-based approach to the permitting of commercial-scale wind and solar energy developments in areas identified as ‘Open for Consideration’ and ‘Generally to be Discouraged’ where constraints and challenges detailed within Section 5 and 9 of the LARES are adequately addressed and where such development does not have a negative impact on the surrounding environment.</p> <p>This submission seeks to strengthen Micro-Energy and Auto-Production Policy Framework – Encouraging the use of Micro-Energy and Auto-Production technologies in appropriate settings.</p>	<p><b>Chief Executive’s Response:</b> The proposed change would constitute a piecemeal case-by-case approach that would lack any strategic co-ordination. This would be contrary to the proper planning and sustainable development of the area.</p> <p>Moreover, as recognised both by the most and all previous recent Landscape Character Assessments, much of the area of interest to Údarás na Gaeltachta contain some of Ireland’s most iconic landscapes that are also designated as some of the most sensitive to change in County Galway. The proposed changes would significantly increase the vulnerability of these areas to unsustainable levels of effects on nationally significant scenic, cultural and heritage resources.</p> <p>It is recommended that Draft <b>Policy Objective 28</b> be amended to include the underlined words: <i>To recognise, facilitate and favourably consider auto production as a renewable energy contributor, with particular focus on retrofitting / expanding existing</i></p>



		<p>This submission seeks to establish Údarás na Gaeltachta as a key stakeholder for facilitating renewable energy.</p>	<p><b>developments</b> where appropriate, and in accordance with the LARES and the proper planning and sustainable development of the area.</p> <p>The LARES Policy already makes provision for community engagement and ownership, at <b>Policy Objective 38</b> by making provision for Community Ownership:  <i>To encourage the local community to become active participants in renewable energy generation to help drive an energy transition from the bottom up.</i>  <i>To consider favourably renewable energy proposals involving Community Ownership, subject to the requirements of the Habitats, Birds, Water Framework, Floods and EIA Directives.</i></p> <p><b>Chief Executive’s Recommendation:</b>  <b>LARES</b>  Draft <b>Policy Objective 28</b> be amended to include the underlined words:  <i>To recognise, facilitate and favourably consider auto production as a renewable energy contributor, with <b>particular focus on retrofitting / expanding existing developments</b> where appropriate, and in accordance with the LARES and the proper planning and sustainable development of the area.</i></p>
<b>GLW-C10-461</b>	Charlie Troy & Dearbhaill Standún	<p>This submission requests the removal of the proposed zoning changes at the townlands of Shannagurraun, Knock, Knockalough, Lettergunnet and Truscán na gCappall.</p>	<p><b>Chief Executive’s Response:</b>  The LARES mapping has been amended to take account of the 4km buffer along the Galway Coastline. Any planning applications submitted will have to take account of National and Local Guidance.</p>

			<b>Chief Executive's Recommendation:</b> As per CE Recommendation.
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### **Section 5: Summary of Submissions by Individuals received in relation to Appendix 1 Local Authority Renewable Energy Strategy**

This section provides responses to individual submissions. Many of the issues arising have been responded to in relation to other submissions outlined above. There are specific ones that relate to Derroura Forestry, which is subject to an individual response for this topic.

Specific responses have been provided to a number of submissions that raise issues not otherwise addressed. These responses are indicated below.

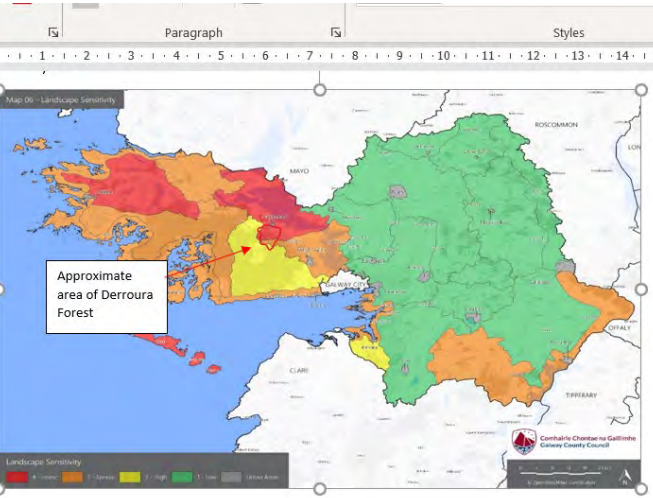
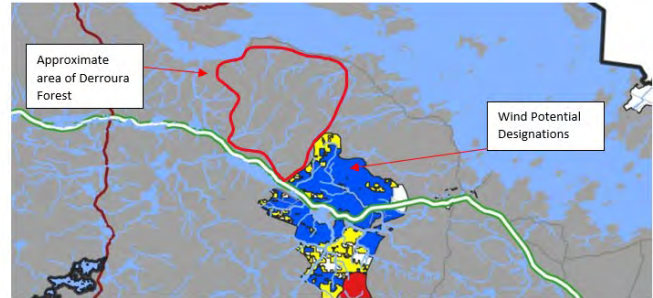
A small number of submissions consist of objections to individual projects. These are outside the remit of a County Development Plan process.

Portal No.	High Level Summary	Summary of Issues Raised in Submission	Chief Executive's Response
<p>GLW-C10-87, GLW-C10-88, GLW-C10-441, GLW-C10-515, GLW-C10-568 GLW-C10-569 GLW-C10-571 GLW-C10-572 GLW-C10-573 GLW-C10-574 GLW-C10-578 GLW-C10-579 GLW-C10-681 GLW-C10-691 GLW-C10-721 GLW-C10-722 GLW-C10-723 GLW-C10-749 GLW-C10-1228 GLW-C10-1243 GLW-C10-1269 GLW-C10-1288 GLW-C10-1306</p>	<ul style="list-style-type: none"> <li>• The zoning of areas as being 'Acceptable in Principle' or 'Open to Consideration' not appropriate <ul style="list-style-type: none"> <li>○ zoning in densely populated areas in close proximity to houses will give rise to nuisance</li> <li>○ adverse effects on landscape and tourism</li> <li>○ adverse effects on property value and/or future housing development potential</li> </ul> </li> <li>• That more windfarms located in South Connemara compared to East Galway.</li> <li>• Too many windfarms in the area - overconcentration.</li> <li>• Concern about the adverse effect that the proposed</li> </ul>		<p><b>Chief Executive's Response:</b></p> <p>The mapping provided is not zoning. It is a designation of potential suitability for future wind energy based on consideration of a wide range of factors.</p> <p>The designation of an area as being either 'Acceptable in Principle' or 'Open to Consideration' is made subject to the requirement that applications for planning permission comply with all other policies, objectives and guidelines of the Plan, as well as compliance with other requirements such as protection of natural and cultural heritage. Applications will also need to be able to demonstrate compliance with all other requirements, such as national guidance for wind energy, as well as matters affecting public health and safety, as well as the requirements of electrical transmission systems.</p> <p>It is acknowledged that for much of this area, this density would give rise to challenges to comply with normal requirements for wind energy developments to protect health and safety and to avoid nuisance.</p> <p><b>Chief Executive's Recommendation:</b> SEE LARES Recommendation 5.</p>

<p>GLW-C10-1327 GLW-C10-1406 GLW-C10-1407 GLW-C10-1409 GLW-C10-1708 GLW-C10-1720 GLW-C10-1741 GLW-C10-1749 GLW-C10-2469</p>	<p>designations will have on the Gaeltacht area.</p>		
<p>GLW-C10-514 GLW-C10-674 GLW-C10-680 GLW-C10-681 GLW-C10-753 GLW-C10-891 GLW-C10-916</p>	<p>Niamh o’Toole Orla O’Toole Orla O’Toole Angela Power Thomas O’Toole Maeve Shiel Sarah O’Toole</p>	<p>Derroura Forestry Submissions</p> <p>These submissions object to proposed wind farm construction in Derroura forestry.</p>	<p><b>Chief Executive’s Response:</b></p> <p>While there is no definitive boundary for Derroura, it occurs outside the Current Draft Wind Deployment area as per map below.</p> <p>The Derroura Forest’s inclusion within the current ‘<i>Not Normally Permissible</i>’ area is due to the Landscape Sensitivities outlined in the Draft Landscape Character Assessment, which designates the Landscape Character Units of West Conamara (south half of Derroura Forest) and Upper Corrib Environs (north half of Derroura</p>

Forest) as Special and Iconic sensitivities respectively (see map below).

Deployment areas (see map below).



**Chief Executive's Recommendation:**  
No change.

<p><b>GLW-C10-885</b></p>	<p>Ronan Mac Giollapharaic</p>	<p>Submission draws attention to the fact that a Wind Granted Uninstalled has been omitted on Map 1: Renewable Energy Developments in County Galway Page 3 Also on Map 2: Wind developments within the county page 28 972143 Granted 03/11/1997 on The south east side of the Island of Inishmeain.</p>	<p><b>Chief Executive’s Response:</b> Noted.</p> <p><b>Chief Executive’s Recommendation:</b> It is recommended that relevant mapping be amended to include the omitted permission on the Island of Inishmeain.</p>
<p><b>GLW-C10-938</b></p>	<p>Michael Humphreys</p>	<p>Submission relates to an area around Lough Auna, north-east of Clifden and south-west of Letterfrack. It is requested that the mapping would be amended to reflect the current provisions of the Galway County Development Plan 2015-2021 and Wind Energy Strategy in which the subject lands have been designated as ‘Open to Consideration’.</p>	<p><b>Chief Executive’s Response:</b> The designation of lands within this area arises from a series of considerations as set out in detail at LARES Section 14. Moreover, as recognised both by the most and all previous recent Landscape Character Assessments, much of the area contains some of Ireland’s most iconic landscapes that are also designated as some of the most sensitive to change in County Galway.</p> <p><b>Chief Executive’s Recommendation:</b> No change.</p>
<p><b>GLW-C10-1306</b></p>	<p>Sean Thornton</p>	<p>Submission seeks designation for wind energy development of lands north of An Spidéal within an area that currently contains a mosaic of types of designations changes the landscape sensitivity class from the lowest sensitivity to the second highest and requests a review and re-evaluation of the draft mapping.</p>	<p><b>Chief Executive’s Response:</b> The designation of lands within this area arises from a series of considerations as set out in detail at LARES Section 14. No submission has been made to indicate why the current designation of this land should be changed, nor what designation is sought.</p>

			<p><b>Chief Executive’s Recommendation:</b> No change.</p>
<p><b>GLW-C10-2297</b></p>	<p>Richard Bourns</p>	<p>This submission refers to lands west of Clonfert Cathedral, that have been subject to a previous application for wind energy development; it objects that an apparent arbitrary outline of landscape sensitivity has been provided.</p>	<p><b>Chief Executive’s Response:</b> The proposed designations are the result of a re-appraisal that examined the reason why previous planning applications failed [Section 4 of LARES]. The reasons for differences between previous and new deployment zones are set out in detail at LARES Section 14. The reappraisal was also required to take account of new and updated ecological designations as well as related case law – especially in relation to protection of designated habitats.</p> <p>In the present case, the re-appraisal also has regard to an analysis of policies in adjoining counties provided at Map 6 confirms the consistency across county boundaries of this areas as being ‘Not/Less Favoured [Roscommon]; ‘not deemed suitable’ [Offaly] and ‘areas unsuitable’ in Tipperary.</p> <p>The re-appraisal also has regard to historic landscapes, noting in the present case how <i>the more productive soils of this area, which are often characterised by large flat fields, are the result of a long history of intensive agriculture and settlement. This historic pattern of settlement has resulted in elevated concentration of archaeological, architectural and cultural remains.</i></p>



			<p><i>Features from different periods of land management and settlement are often found in close proximity. The landscape is full of instances of such concentrations. These include Protected Structures around Lawrencetown such as the Gothic style folly gateway in Ballymore or around the National Monuments of The Cathedral of St Brendan Clonfert and Clontuskert Abbey.</i></p> <p>These observations are particularly pertinent in view of the proximity of The Cathedral of St Brendan Clonfert and its associated historic landscape.</p> <p>For these reasons areas that were identified in previous strategies were omitted.</p> <p><b>Chief Executive’s Recommendation:</b> No change.</p>
<b>GLW-C10-2418</b>	Padraig O Coisdeadhla	Submission objects to designations in residential areas around Invern.	<p><b>Chief Executive’s Response:</b> It is noted, and acknowledged, that the referenced area of Cois Fharrage around Invern is an area of concentrated residential development.</p> <p>It is further noted that this area of dense population is almost entirely concentrated in areas that lies within 4km of the shore. It is acknowledged that for much of this area, this density would give rise to challenges to comply with normal requirements for wind energy developments to protect health and safety and to avoid nuisance.</p>

			<p><b>Chief Executive’s Recommendation:</b> As per CE Recommendation.</p>
<p><b>GLW-C10-597</b></p>	<p>Andre O’Grady</p>	<p>To consider extending the designations to cover the proposed site area of a potential wind farm site east of Maam Cross and west of Oughterard.</p>	<p><b>Chief Executive’s Response:</b> The area identified was not included in the previous [2015]. The area is classified as being ‘Not Normally Permissible’ in the current designations on account of the factors set out in Appendix 1. It should also be noted that there has been a considerable volume of submissions received in relation to the nearby Derroura Forestry.</p> <p><b>Chief Executive’s Recommendation:</b> No change.</p>

**List of Submissions as assigned to Section 2:**

**Submissions Reference numbers of submissions that raise similar issues about to lands in and adjacent to Cois Fharraige**

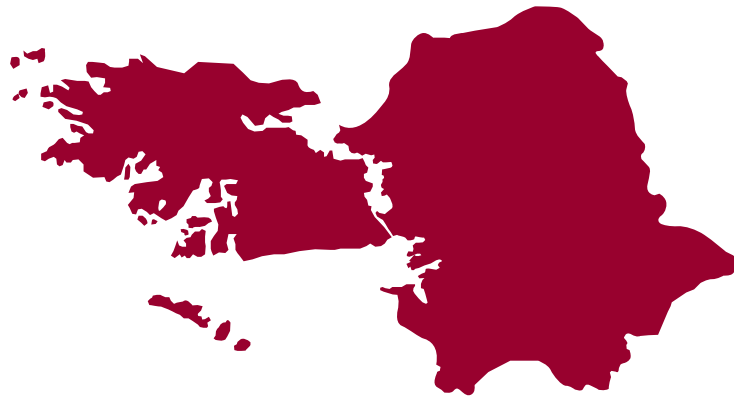
GLW-C10-1290	GLW-C10-2285	GLW-C10-2334	GLW-C10-2378	GLW-C10-2423	GLW-C10-2467	GLW-C10-2512
GLW-C10-1292	GLW-C10-2286	GLW-C10-2335	GLW-C10-2379	GLW-C10-2424	GLW-C10-2468	GLW-C10-2513
GLW-C10-1293	GLW-C10-2287	GLW-C10-2336	GLW-C10-2380	GLW-C10-2425	GLW-C10-2470	GLW-C10-2514
GLW-C10-1294	GLW-C10-2288	GLW-C10-2337	GLW-C10-2381	GLW-C10-2426	GLW-C10-2471	GLW-C10-2515
GLW-C10-1296	GLW-C10-2289	GLW-C10-2338	GLW-C10-2382	GLW-C10-2427	GLW-C10-2472	GLW-C10-2516
GLW-C10-1310	GLW-C10-2290	GLW-C10-2339	GLW-C10-2383	GLW-C10-2428	GLW-C10-2473	GLW-C10-2517
GLW-C10-1321	GLW-C10-2291	GLW-C10-2340	GLW-C10-2384	GLW-C10-2429	GLW-C10-2474	GLW-C10-2518
GLW-C10-1328	GLW-C10-2292	GLW-C10-2341	GLW-C10-2385	GLW-C10-2430	GLW-C10-2475	GLW-C10-2519
GLW-C10-1336	GLW-C10-2293	GLW-C10-2342	GLW-C10-2386	GLW-C10-2431	GLW-C10-2476	GLW-C10-2520
GLW-C10-1339	GLW-C10-2294	GLW-C10-2343	GLW-C10-2387	GLW-C10-2432	GLW-C10-2477	GLW-C10-2521
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GLW-C10-1374	GLW-C10-2296	GLW-C10-2345	GLW-C10-2389	GLW-C10-2434	GLW-C10-2479	GLW-C10-2523
GLW-C10-1374	GLW-C10-2299	GLW-C10-2346	GLW-C10-2390	GLW-C10-2435	GLW-C10-2480	GLW-C10-2524
GLW-C10-1376	GLW-C10-2300	GLW-C10-2347	GLW-C10-2391	GLW-C10-2436	GLW-C10-2481	GLW-C10-2525
GLW-C10-2255	GLW-C10-2302	GLW-C10-2348	GLW-C10-2392	GLW-C10-2437	GLW-C10-2482	GLW-C10-2526
GLW-C10-2256	GLW-C10-2304	GLW-C10-2349	GLW-C10-2393	GLW-C10-2438	GLW-C10-2483	GLW-C10-2527
GLW-C10-2257	GLW-C10-2305	GLW-C10-2350	GLW-C10-2394	GLW-C10-2439	GLW-C10-2484	GLW-C10-2528
GLW-C10-2258	GLW-C10-2306	GLW-C10-2351	GLW-C10-2395	GLW-C10-2440	GLW-C10-2485	GLW-C10-2529
GLW-C10-2259	GLW-C10-2307	GLW-C10-2352	GLW-C10-2396	GLW-C10-2441	GLW-C10-2486	GLW-C10-2530
GLW-C10-2260	GLW-C10-2308	GLW-C10-2353	GLW-C10-2397	GLW-C10-2442	GLW-C10-2487	GLW-C10-2531
GLW-C10-2261	GLW-C10-2309	GLW-C10-2354	GLW-C10-2398	GLW-C10-2443	GLW-C10-2488	GLW-C10-2532
GLW-C10-2262	GLW-C10-2310	GLW-C10-2355	GLW-C10-2399	GLW-C10-2444	GLW-C10-2489	GLW-C10-2533
GLW-C10-2263	GLW-C10-2311	GLW-C10-2356	GLW-C10-2400	GLW-C10-2445	GLW-C10-2490	GLW-C10-2534
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**Chief Executive's Report  
on Submissions received on the Draft Galway County Development Plan  
2022 - 2028**

# **Submissions received on Chapter 15: Development Management Standards**



Portal No.	Submission Name	Summary of Issues Raised in Submission	Chief Executive's Response
GLW-C10-160	Connemara Dark Skies	<p>The submission draws upon the principles of the International Dark-Sky Association. It is suggested that Chapter 15 includes standards on lighting reflective of the policy objectives on light pollution in Section 7.9.3.</p> <p>It is also recommended that the guideline for the single rural house in Appendix 5 should be amended to include recommendations on outdoor lighting in line with dark sky friendly principles as detailed in Policy Objective LP3. The submission makes the following recommendations which are each supported by a rationale:</p> <p>Policy Objective LP1 amended as follows: To require that all developments shall ensure lighting schemes are designed so that <del>so that excessive</del> light spillage is minimised to ensure light pollution in the surrounding environment including residential amenity, wildlife and near public roads is limited. Lighting schemes should consider dimming or switching off lighting during the night where appropriate. Such lighting schemes shall be submitted and agreed with the Planning Authority.</p> <p>Policy Objective LP2 amended as follows: To require the use of low energy LED (or equivalent) lighting in support of Climate Action. Lighting should be limited to warmer correlated colour temperatures (CCT) of 3000 Kelvin or below to be of an environmentally sensitive manner.</p> <p>Policy Objective LP3 amended as follows: To encourage the maintenance of dark skies in rural areas</p>	<p><b>Chief Executive's Response:</b></p> <p>The existing policy has been devised in conjunction with the Infrastructure and Operations Directorate and operates in accordance with the relevant guidance and directives as appropriate.</p> <p>The existing policy has been devised in conjunction with the Infrastructure and Operations Directorate and operates in compliance with energy saving and sustainability apparatus.</p> <p>The existing policy has been devised in conjunction with the Infrastructure and</p>

		To encourage the maintenance of dark skies in rural areas, and to limit light pollution in urban and rural areas to actively reduce existing sources of light pollution from public infrastructure in strategic dark sky areas by upgrading to dark sky friendly lighting and to limit light pollution in urban and rural areas.	Operations Directorate and operates in accordance with the relevant guidance and directives as appropriate.  <b>Chief Executive's Recommendation:</b> No change.
<b>GLW-C10-466</b>	MÓR Action	In relation to Chapter 15, the submission requests that existing hedgerows and trees are retained where possible. This submission is specifically relating to <b>DM Standard 48: Field Patterns, Stone Walls, Trees and Hedgerows.</b>	<b>Chief Executive's Response:</b> This request has already been covered under the relevant policy and objectives outlined in Chapter 10 and DM Standard 48.  <b>Chief Executive's Recommendation:</b> No change.
<b>GLW-C10-608</b>	Baile Bhruachlain Teoranta & Baile Eamoinn Teoranta	<u>Density and Building Heights - DM Standard 2:</u> The submission requests that the Planning Authority prepare density standards in accordance with Chapters 5 and 6 of the Section 28 Ministerial Guidelines for Sustainable Residential Development in Urban Areas (2009). It is stated that the appropriate densities which are likely to apply to new residential development in villages is not clearly indicated.  <u>Building Lines – DM Standard 30:</u> It is recommended that, where justification is provided, flexibility should be applied to DM Standard 30. The submission requests a statement regarding flexibility be included in this section to ensure development is not hindered where it may not be able to conform with the requirements of the standard.  <u>Parking – DM Standard 32:</u> The submission requests clarity on whether the car parking standards outlined are a minimum or maximum standard.	<b>Chief Executive's Response:</b> An undertaking has been given to comply with the Section 28 guidelines as Part of the MASP chapter in Volume 2 of the Draft County Development Plan.  DM Standard 30 relates to setback with respect to Building lines. Within urban areas there may be some flexibility with respect to setback and this is covered as part of the DM standards with respect to <b>Chapter 3 Placemaking, Regeneration and Urban Living.</b>  As per OPR Recommendation No. 8.

		<p>In relation to Table 15.5, the submission considers the standard of 1 car parking space per 3m<sup>2</sup> to be excessive and should be adjusted.</p> <p>The submission would welcome the inclusion of DM Standard 32 (i) relating to the visual impact of car parking, requiring parking to be placed behind buildings where possible and the use of screening and planting to soften car parking.</p> <p><u>Buffer Zone Standard – Wastewater Treatment Plants</u></p> <p>It is requested that a buffer zone standard of 100m setback buffer zone for development in proximity to Waste Water Treatment Plants is set as the standard for the entire County. The submission requests that uniform standards and policies are applied throughout the County to avoid ambiguity and to provide clear and concise guidance on buffer zone standards and on the appropriate maintenance regime and standards that should apply to private and communal WWTP's.</p>	<p>It is not considered appropriate to have a standard buffer zone of 100m to all wastewater treatment plants, as one size fits all standards cannot apply as different treatment plants will require different setbacks depending on a number of factors. Such a policy would be overly prescriptive and may lead to an impediment to permitting appropriate development. Irish water, as the governing body on municipal WWTP, have indicated that there is no justification for such a setback in the majority of situations and that all applications will be dealt with on a case by case basis whilst always ensuring that public health is paramount.</p> <p><b>Chief Executive's Recommendation:</b> As per Recommendation No. 8.</p>
<p><b>GLW-C10-923</b></p>	<p>Joyce's Supermarkets</p>	<p>The submission relates to Table 15.5 of the Development Management Standards. It is requested that a standard of 1 car parking space per 20sqm new floorspace is applied for 'Shops'. The submission outlines a rationale for this proposal.</p>	<p><b>Chief Executive's Response:</b> It is considered that the carparking standards set out are appropriate and based on best practice and sustainable transport models.</p>

			<b>Chief Executive's Recommendation:</b> No change.
<b>GLW-C10-1377</b>	Cllr. Joe Byrne	<p><b>DM Standard 5 - Dependent Relative Accommodation/Granny Flats (Urban and Rural)</b></p> <p>Proposals for this accommodation should demonstrate:</p> <ul style="list-style-type: none"> <li>• A bona-fide need for such a unit;</li> <li>• A physical connection to the main house with direct access to the main dwelling;</li> </ul> <p>That the proposal does not impact adversely on either the residential amenities of the existing property or the residential amenities of the area; That the accommodation can revert to being part of the original house when no longer occupied by a member of the family.</p> <p>All applications for family flat development shall comply with the following criteria:</p> <ul style="list-style-type: none"> <li>• The flat shall form an integral part of the structure of the main house with provision for direct internal access to the remainder of the house i.e. not detached;</li> <li>• The flat shall be modest in size and shall not have more than one bedroom (2 bedrooms in exceptional circumstances). The unit shall not exceed a gross floor area of <del>50 square metres</del> <b>75 square metres;</b></li> <li>• The flat shall not have a separate access provided to the front elevation of the dwelling;</li> <li>• There shall be no permanent subdivision of the garden/private amenity space;</li> </ul>	<p><b>Chief Executive's Response:</b></p> <p>It is considered acceptable that in some cases a second bedroom is required and if so with a justification the gross floor area should not exceed 75 sq.m.</p>

		<ul style="list-style-type: none"> <li>• The flat shall remain in the same ownership as that of the existing dwelling on site. In this regard, the flat shall not be let, sold or otherwise transferred, other than as part of the overall property;</li> <li>• The design proposed shall enable the flat to easily fully revert to being part of the original house when no longer occupied by the family member(s);</li> <li>• If the site is not connected to public mains, the existing wastewater treatment system on site must be capable for any additional loading from the flat, and if not proposals should be submitted to accommodate the additional loading.</li> </ul> <p><b>DM Standard 10 – Linear Development</b></p> <p>Linear development is a prevalent issue in the County that is having a detrimental impact on the character of the rural landscape. The Sustainable Rural Housing Guidelines define linear development as five or more houses on any one side of a given 250 metres of road frontage.</p> <p>Exemption will apply if the applicant can demonstrate that the site is the only land available in the family holding, and also include for nephew or niece, grandchild.</p> <p>Linear development does not necessarily have to be served by individual accesses nor have a continuous or uniform building line. Buildings sited back, staggered, or at angles and with gaps between them can still represent ribbon development, if they have a common frontage or they are visually linked.</p> <p>In cases where a development would create or extend linear form of development, the proposal will not be considered favourably.</p> <p>Applicants will be considered favourably if this is the only family owned site available (5 or more in 250m does not apply in this case).</p>	<p>This addition is not in the spirit of DM Standard 10 and therefore is not considered as an appropriate amendment.</p>
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		<p><b>DM Standard 27: Access to National and Other Restricted Roads for Residential Developments</b></p> <p>The provision of residential access to National and other Restricted Roads will have regard to the following: The following requirements shall apply to the provision of residential access to National and other Restricted Roads: Housing Need Eligibility</p> <p>a) Residential development along National Roads will be restricted outside the 60kmp speed zones in accordance with the DoECLG Spatial Planning and National Road Guidelines (2012). Consideration shall be given to the need of farm families to live on the family holding-on a limited basis and a functional need to live at this location must be demonstrated. Where there is an existing access, the combined use of same must be considered and shown to be technically unsuitable before any new access can be considered. Access via local roads shall always be the preferred access.</p> <p>b) Proposed access onto any restricted Regional Road outside the 60kmp kph speed zones shall be restricted <del>to members of the farm family on the family holding</del> <b>need of members of the family on the family lands</b> and on a limited basis only. Where there is an existing access, the combined use of same must be considered and shown to be technically unsuitable before any new access can be considered. This may require the upgrading and/or relocation of the existing entrance to serve the combined development. Access via local roads shall always be the preferred access. Any new access and must be accompanied by a justification for the proposed access.</p> <p>c) An Enurement condition will be attached to grants of planning permission for the above.</p>	<p>Significant resources have been expended on the Regional Roads and they provide essential linkages between our towns and villages. These restricted regional roads are required to be protected and safety is paramount, thus the need for restricted additional accesses along such roads. The widening of the criteria serves to allow more development along such roads and compromises the investment afforded to the upkeep and maintenance of such routes. See OPR Recommendation No. 14 where DM Standard 27 has been proposed to be amended further.</p> <p><b>Chief Executive’s Recommendation:</b> Please see Recommendation No. 14.</p>
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<p><b>GLW-C10-1346</b></p>	<p>Cllr. Peter Roche and Cllr. Seamus Walsh</p>	<p><b>DM Standard 4 – House Extensions (Urban and Rural) Proposed extensions shall:</b></p> <ul style="list-style-type: none"> <li>• In general, be subordinate to the existing dwelling in its size, unless in exceptional cases, a larger extension compliments the existing dwelling in its design and massing; <b>In general compliment the existing dwelling in its design and massing;</b></li> <li>• reflect the window proportions, detailing and finishes, texture, materials and colour unless a high quality contemporary and innovatively designed extension is proposed.</li> <li>• not have an adverse impact on the amenities of adjoining properties through undue overlooking, undue overshadowing and/or an over dominant visual impact; and</li> <li>• carefully consider site coverage to avoid unacceptable loss of private open space.</li> </ul> <p><b>DM Standard 5 Dependent Relative Accommodation/Granny Flats (Urban and Rural)</b> Proposals for this accommodation should demonstrate:</p> <ul style="list-style-type: none"> <li>• A bona-fide need for such a unit;</li> <li>• <b>Take cognisance of the current Housing Crisis;</b></li> <li>• <del>A physical connection to the main house with direct access to the main dwelling;</del> <b>For a new structure, a physical connection to the main house with direct access to the main dwelling is desirable but not a requirement. The conversion of an existing Detached Garage to create accommodation for a family member in need of accommodation can be considered;</b></li> </ul>	<p><b>Chief Executive’s Response:</b></p> <p>The amendment proposed here is ambiguous and may lead to confusion as to the standard required. Therefore the recommendation is for no change to the text.</p> <p>It is considered that the provision of a granny flat/relative accommodation was to provide for additional living accommodation with the support of the occupants of the established dwelling. This amendment seeks to essentially provide for two separate dwelling units on an established single site. This is not considered appropriate in terms of density and residential amenity.</p>
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		<ul style="list-style-type: none"> <li>• That the proposal does not impact adversely on either the residential amenities of the existing property or the residential amenities of the area;</li> </ul> <p><del>That the accommodation can revert back to being part of the original house when no longer occupied by a member of the family.</del></p> <p>Where the proposal is attached to the main house, that the accommodation can revert back to being part of the original house when no longer occupied by a member of the family</p> <p>All applications for family flat development shall comply with the following criteria:</p> <ul style="list-style-type: none"> <li><del>• The flat shall form an integral part of the structure of the main house with provision for direct internal access to the remainder of the house i.e. not detached;</del></li> <li><del>• The flat shall be modest in size and shall not have more than one bedroom (2 bedrooms in exceptional circumstances). The unit shall not exceed a gross floor area of 50 square metres;</del></li> <li>• The flat shall be modest in size and shall not have more than 2 bedrooms, except in exceptional circumstances. The unit shall not exceed a gross floor area of 80 square metres;</li> <li>• The flat shall not have a separate access provided to the front elevation of the dwelling; The flat shall not have a separate access provided to the front elevation of the existing dwelling;</li> <li><del>• There shall be no permanent subdivision of the garden/private amenity space;</del></li> </ul>	<p>See Recommendation to Submission GLW-C10-1377. This amendment is similar in spirit to that recommendation.</p> <p>The amendment proposed here is ambiguous and may lead to confusion as to the standard required. Therefore the recommendation for no change to the text.</p>
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		<ul style="list-style-type: none"> <li><del>The flat shall remain in the same ownership as that of the existing dwelling on site. In this regard, the flat shall not be let, sold or otherwise transferred, other than as part of the overall property;</del></li> <li>The flat shall remain in the same ownership as that of the existing dwelling on site. In this regard, the flat shall not be sold or otherwise legally transferred, other than as part of the overall property.</li> <li><del>The design proposed shall enable the flat to easily fully revert to being part of the original house when no longer occupied by the family member(s);</del></li> <li>Where attached to the original dwelling is being proposed the design proposed shall enable the flat to easily fully revert to being part of the original house when no longer occupied by the family member(s);</li> <li>If the site is not connected to public mains, the existing wastewater treatment system on site must be capable for any additional loading from the flat, and if not, proposals should be submitted to accommodate the additional loading.</li> </ul> <p><b>DM Standard 6- -Domestic Garages (Urban and Rural)</b></p> <ul style="list-style-type: none"> <li>The design, form and materials should be ancillary to, and consistent with the main dwelling on site;</li> <li><del>Structures should generally be detached and sited to the rear of the dwelling house and be visually subservient in terms of size, scale and bulk;</del> Structures may be detached or connected to the dwelling but should generally be visually subservient in terms of size, scale and bulk</li> </ul>	<p>The DM standards relates to substantiated cases with respect to the provision of a granny flat and therefore this amendment does not hold the spirit of the standard or policy. The original text to remain is recommended.</p> <p>The DM standards relates to substantiated cases with respect to the provision of a granny flat and therefore this amendment does not hold the spirit of the standard or policy. The original text to remain is recommended.</p> <p>The amendment proposed here is ambiguous and may lead to confusion as to the standard required. Therefore the recommendation is for no change to the text.</p>
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		<ul style="list-style-type: none"> <li>• In general of size up to 60m<sup>2</sup> but may be larger if a case for same is substantiated subject to other requirements of the CDP</li> <li>• Storage facilities should be used solely for purposes incidental to the enjoyment of the dwelling and not for any commercial, manufacturing, industrial use or habitable space in the absence of prior planning consent for such use.</li> </ul> <p><b>DM Standard 8 -Site Selection and Design</b></p> <p>Apply the following guidance in assessing planning applications for rural housing: Site Selection and Design</p> <ul style="list-style-type: none"> <li>• The scale, form, design and siting of the development should be sensitive to its surroundings and visually integrate with the receiving landscape --- integrate in so far as possible with the receiving landscape.</li> <li>• Simple design forms and materials reflective of traditional vernacular should be used. Design forms and materials reflective of traditional vernacular should be used.</li> <li>• Have regard to the scale of surrounding buildings. A large house requires a large site to ensure effective integration into its surroundings (either immediately or in the future, through planned screening</li> <li>• A visual impact assessment or photo montage may be required where the proposal is located in an area identified as “Protected Views/Scenic Routes” in the Landscape Character Assessment of the County or in Class 3 and 4 designated landscape sensitivity areas.</li> <li>• The design, siting and orientation of a new dwelling should be site specific responding to the natural features and topography of the site to best integrate development with the landscape and to optimise solar gain to maximise energy efficiency.</li> <li>• The siting of new development shall visually integrate with the landscape, utilising natural features including existing contours</li> </ul>	<p>The amendment proposed here is ambiguous and may lead to confusion as to the standard required. Therefore the recommendation is for no change to the text.</p>
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		<p>and established field boundaries and shall not visually dominates the landscape. (Cutting and filling of sites is not desirable). <b>The siting of new development shall, in so far as possible, visually integrate with the landscape, utilise natural features including existing contours and established field boundaries and shall not visually dominate the landscape. (Cutting and filling of sites is not desirable, but may be necessary.)</b></p> <ul style="list-style-type: none"> <li>• New buildings should respect the landscape context and not impinge scenic views or skylines <del>as seen from vantage points or public roads.</del> <b>as seen from major vantage points or public roads seen as important for tourism.</b></li> <li>• Larger houses (e.g. in excess of 200sqm) should incorporate design solutions to minimise visual mass and scale e.g. subdivided into smaller elements of traditional form to avoid bulky structures.</li> <li>• Use a simple plan form to give a clean roof shape – a long plan in preference to a deep plan. This will avoid the creation of a bulky shape.</li> <li>• Where existing vernacular structures exist on site, consideration should be given to their reuse, adaptation and extension in preference to new build.</li> <li>• Clustering with existing rural buildings is generally preferable to stand-alone locations.</li> </ul> <p><b>DM Standard 9 -Site Sizes for Single Houses Using Individual On-Site Wastewater Treatment Systems</b></p> <ul style="list-style-type: none"> <li>• A minimum site size of 2000m<sup>2</sup> is generally required for a single house so as to provide for adequate effluent treatment, parking, landscaping, open space and maintenance of rural amenity.</li> </ul>	<p>The amendment to the text does not accord with the best principles of design and would not comply with the design guidelines for rural housing.</p> <p>The amendment proposed here is ambiguous and subjective and may lead to confusion as to the standard required. Therefore the recommendation for no change to the text.</p>
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		<ul style="list-style-type: none"> <li>• For house sizes, with a Floor Footprint greater than 200m<sup>2</sup>. The site size shall be increased by 1 0m<sup>2</sup> for each 1 m<sup>2</sup> of house footprint area above 200m<sup>2</sup>.</li> <li>• Special consideration will be given to existing houses and to proposed developments who can demonstrate Rural Housing Need and comply with EPA guidelines where the minimum size is not totally achievable. i.e. For house sizes, with a site size less than 2000m<sup>2</sup>. The house footprint shall be decreased by 1 m<sup>2</sup> of house area for each 1 0m<sup>2</sup> below 2000m<sup>2</sup>.</li> </ul> <p><b>Delete this DM Standard</b></p> <p><b>DM Standard 10 -Linear Development</b>  <del>Linear development is a prevalent issue in the County that is having a detrimental impact on the character of the rural landscape. The Sustainable Rural Housing Guidelines define linear development as five or more houses on any one side of a given 250 metres of road frontage.</del></p> <p><del>Linear development does not necessarily have to be served by individual accesses nor have a continuous or uniform building line. Buildings sited back, staggered, or at angles and with gaps between them can still represent ribbon development, if they have a common frontage or they are visually linked. In cases where a development would create or extend linear form of development, the proposal will not be considered favourably. Applicants will be considered favourably if this is the only family owned site available (5 or more in 250m does not apply in this case).</del></p> <p><b>DM Standard 18: Rural Enterprise</b>  The Council will consider rural enterprises, and resource development (such as agriculture, agri-food sector, agri-tourism, commercial fishing, aquaculture, marine tourism, forestry, bio-energy, the extractive industry, recreation, cultural heritage, marine enterprise sector,</p>	<p>The amendment proposed here is ambiguous and subjective, and may lead to confusion as to the standard required. Therefore the recommendation is for no change to the text.</p> <p>This deletion is not in accordance with the Sustainable Rural Housing Guidelines, therefore it is not considered appropriate to delete the DM Standard.</p>
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		<p>research and analysis) and renewable energy resources (such as wind/ocean energy) in rural and coastal areas within the County subject to considerations of proper planning and sustainable development and shall include the following:</p> <p>a) <del>Existing Buildings The conversion of existing farm buildings in rural areas for small scale employment purposes will be considered subject to policy.</del> <b>a) Existing Buildings The conversion of existing farm buildings in rural areas for employment purposes will be considered.</b></p> <p>b) <del>Agriculturally Related Industry Agriculturally related industry, involving processing of farm produce where it is unsuited to an urban situation and is environmentally sustainable.</del> <b>New Buildings will be considered in rural areas for the provision of agricultural related and locally sustainable industry</b></p> <p>c) <del>Farm Related Business</del></p> <p><del>Business directly related to farming, such as the servicing and repair of farm machinery, land reclamation, drainage work, agricultural contracting etc., where it will not give rise to adverse environmental effects, have safe access and not be prejudicial to residential amenity.</del></p> <p><b>c) Farm-Related Business</b>  <b>Business directly related to farming will be considered, such as the servicing and repair of farm machinery, land reclamation, drainage work, agricultural contracting etc .. where it is financially advantageous to locate in a given area and where it will not give rise to adverse environmental effects, have safe access and not be prejudicial to residential amenity.</b></p> <p>The following information shall accompany any application:</p> <ul style="list-style-type: none"> <li>• The type of business proposed;</li> </ul>	<p>Certain standards will apply to all developments and the omission of the words subject to policy may be misleading to any potential applicant, therefore no change to the existing wording in the Draft County Development Plan is recommended.</p> <p>Certain standards will apply to all developments and the omission of the words subject to policy may be misleading to any potential applicant. It is not appropriate to reference costings and financial parameters within a DM Standard.</p>
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		<ul style="list-style-type: none"> <li>• The nature and extent of the work;</li> <li>• Reason for its location (i.e. justification as to why it is not proposed within settlement centre, etc.);</li> <li>• Reason for its location (e.g. justification on why it is not proposed within settlement centre, etc.);</li> <li>• Anticipated levels of traffic generated by the proposal, accessibility, and car-parking;</li> <li>• The effects on the amenities of the adjoining occupiers particularly in relation to hours of work, noise and general disturbance;</li> <li>• Whether the proposal requires delivery/shipment of goods and details of same;</li> <li>• Arrangements for storage and collection of waste. (Materials used or goods manufactured, serviced or repaired in the home-based business must be stored within a building).</li> <li>• No goods manufactured, serviced or repaired should be displayed so that they are visible from outside the site.</li> <li>• Should not have any adverse impacts on the amenities of neighbouring dwellings</li> </ul> <p><b>DM Standard 20: Industrial/Commercial</b></p> <p>DM Standard 20: Industrial/Commercial Industrial, commercial enterprise and retail development will be required to satisfy minimum requirements for placemaking, public realm, design, layout, access, landscaping, tree planting, boundary treatment, water supply, surface water disposal, wastewater disposal, solid waste, screened storage areas, fire safety, odour control, emissions control, lighting, parking, manoeuvring space, loading and unloading space, energy efficiency and biodiversity. Care should be taken in the laying out of parking areas to avoid conflict between the movements of customer’s vehicles, goods vehicles and pedestrians. Commercial Developments Commercial</p>	<p>The amendment proposed here is ambiguous and may lead to confusion as to the standard required. Therefore the recommendation is for no change to the text as proposed.</p>
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	<p>developments shall be subject to the proper planning and development of the area, specifically the following requirements:</p> <ul style="list-style-type: none"> <li>• <del>Advertising Signs— Advertising signs shall be confined to the name of the establishment being painted on or affixed to the façade of the building and illuminated, if required, from an external light source so arranged as not to cause glare to road users or intrusion to adjacent property owners;</del> Advertising Signs - Advertising signs shall not be confined to the name of the establishment being painted on or affixed to the facade of the building. They can be illuminated, if required, from an external light source so arranged as not to cause glare to road users or intrusion to adjacent property owners; Advertising as currently allowed in Planning Regulations Exempted Development will not be disallowed.</li> <li>• Operating Times - In the case of permitted hot food “take aways” closing time shall be 12.30am;</li> <li>• Security Shutters - Roll down shutters placed externally on the front façade shall not be permitted. Any necessary security screens shall be inside the shop windows;</li> <li>• Site Coverage: -For single storey or 6m high, shall not normally exceed 75%; -For two storey or 9m high, shall not normally exceed 60%; -For three storey or 12m high, shall not normally exceed 50%. Industrial Development There shall be a presumption that only industrial processes of appropriate size and whose nature will not cause nuisance or injury to the predominant residential environment of towns and villages, shall be permitted. Industrial development shall be subject to the proper planning and development of the area, specifically the following requirements:</li> <li>• Hours of Operation - The hours of industrial operation will be controlled where they are likely to result in harm to environmental amenities including residential amenity;</li> </ul>	<p>This amendment involves the reference to exempted development regulations, which is secondary legislation, and the inclusion into a DM standard in a Development Plan is not considered appropriate, therefore recommendation for no change to the original text is proposed.</p>
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		<ul style="list-style-type: none"> <li>• Noise Levels - Noise levels shall not exceed 55 dB (a) Leq when measured at the boundary of the site;</li> <li>• Waste Management/Storage - Provision shall be made on site in a screened compound 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;</li> <li>• Advertising Signs - Advertising signs shall be confined to the name of the establishment being painted on or affixed to the façade of the building and illuminated, if required, from an external light source so as not to cause glare to road users or intrusion to adjacent property owners;</li> <li>• Density - Site coverage shall not normally exceed 75% nor shall plot ratio exceed 1:2;</li> <li>• Landscaping - A comprehensive professionally prepared planting scheme for the site shall be necessary. The Planning Authority shall also consult relevant Local Area Plans where appropriate that may relate to industrial/commercial/enterprise and retail sites including the site coverage, plot area ratio and public open space requirements.</li> </ul> <p><b>Home Based Economic Activities</b> Home based economic activity may be considered. The use must be ancillary in scale and nature to the residential unit, <del>there can be no associated visitors and no impact on neighbouring residential amenity.</del> <b>Potential Impact on neighbouring residential amenity must be addressed and minimised.</b></p> <p><b>DM Standard 27: Access to National and Other Restricted Roads for Residential Developments</b></p>	<p>The amended wording is not considered appropriate because the wording is ambiguous and the impact of adjoining residential properties should be considered at all times.</p>
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		<p><b>Additional text in red as follows:</b></p> <p>Housing Need Eligibility</p> <p>a) Residential development along National Roads will be restricted outside the 60kmp speed zones in accordance with the DoECLG Spatial Planning and National Road Guidelines (2012).</p> <p>Consideration shall be given to the need of farm families to live on the family holding on a limited basis and a functional need to live at this location must be demonstrated. Where there is an existing access, the combined use of same must be considered and shown to be technically unsuitable before any new access can be considered. Access via local roads shall always be the preferred access.</p> <p><b>b)</b></p> <p>Proposed access onto any restricted Regional Road outside the 60kmp kph speed zones shall be restricted to members of the farm family on the family holding and on a limited basis only.–Where there is an existing access, the combined use of same must be considered and shown to be technically unsuitable before any new access can be considered. This may require the upgrading and/or relocation of the existing entrance to serve the combined development. Access via local roads shall always be the preferred access. Any new access must be accompanied by a justification for the proposed access.</p> <p><b>DM Standard 29: Sight Distances Required for Access onto National, Regional, Local and Private Roads</b></p> <p><b>Additional text in red as follows:</b></p> <p>Vehicular entrances and exit points must be designed by the developer as part of a planning application with adequate provision for visibility so that drivers emerging from the access can enjoy good visibility of</p>	<p>As per OPR Recommendation No. 14.</p>
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		<p>oncoming vehicles, cyclists and pedestrians. Where a new entrance is proposed, the Planning Authority must consider traffic conditions and available sight lines. Road junction visibility requirements shall comply with Geometric Design of Junctions (priority junctions, direct accesses, roundabouts, grade separated and compact grade separated junctions) (DN-GEO-03060) for rural roads and Design Manual for Urban Roads and Streets for urban roads (including any updated/superseding document).</p> <p>Where substantial works are required in order to facilitate the provision of adequate sight distances lands within the sight distance triangles shall be within the control of the applicant and shall be subject of a formal agreement with the adjacent landowner which ensures certainty that the applicant is in a position to comply with the relevant condition and or standard.</p> <p><b>Exit Visibility Check</b></p> <p>Visibility splays shall be measured a minimum distance of 2.4m from the edge of the carriageway ('x' distance) or as determined by Galway County Council. In limited instances this may be reduced 2.0m in difficult circumstances on urban roads.</p> <p>Site visibility requirements shall be provided within the development boundary of the site or on lands in the control of the applicant or lands in public ownership.</p> <p>A Letter of consent from adjoining property owners will be required in order to achieve sightlines, and these works to be carried out in advance of commencement of construction of the dwelling house.</p> <p>Entry Visibility Check</p>	<p>The amended text to DM Standard 29 is not considered appropriate. The original wording is in accordance with <b>TII publication – Geometric Design of Junctions (DN-GEO-03060)</b>.</p> <p>The proposed wording is not considered appropriate and unambiguous in relation to consents and ensuring safe access/egress from potential developments.</p>
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	<p>A vehicle turning into the proposed development shall be visible to an approaching vehicle for a distance of Y in order to avoid a rear end collision. A vehicle turning right into the proposed development shall have a forward visibility to the centre of the opposite lane for a distance of Y to ensure they can safely cross the path of an on-coming vehicle.</p> <p>On narrow Local Roads with poor horizontal and vertical alignment and where the 80 km/h speed limit applies, the design speed applied for access visibility requirements should be the speed (km/h) that one can drive the road in a safe manner (Effective Speed). This can be assessed as the 85th percentile speed drivers travel on the road. The visibility will then be assessed on the 85th percentile speed for that road. In general, where the capacity, width, surface condition or alignment of the road is deemed inadequate, development will not be favoured unless a detailed robust upgrade proposal is submitted to the Planning Authority.</p> <p><b>DM Standard 31: Developments on Private Roads</b> Additional text in red as follows:</p> <p>The following shall apply to development on a private road:</p> <p>a) Where development is proposed on a private road, the safety and capacity of the junction of the private road with the public road shall be a consideration by the planning authority. The applicant should demonstrate that the sightlines are in compliance with DM Standard 31 of the GCDP 2022-2028 at the junction of the private road and local road, in their planning application.</p> <p>b) Where an applicant proposes development on a private road, they shall satisfactorily demonstrate to the Planning Authority comprehensive evidence by way of legal documentation and associated maps of a right of way agreement and the requisite consent</p>	<p>This wording is not required as it will lead to a variance in standards being assessed in the county as a whole. Each planning application will be assessed on its context and it is not considered appropriate to deviate from these agreed national standards.</p>
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		<p>of the relevant parties to utilise the existing infrastructure and/or to indicate works along the proposed access route for the purpose of installing, repairing and/or upgrading infrastructure so as to render the development site adequately equipped to serve the proposed development.</p> <p><b>c) In general, where the capacity, width, surface condition or alignment of the private road is deemed inadequate development will not be favoured, until an adequate suitable road improvement works plan is submitted to the Planning Authority.</b></p> <p><b>DM Standard 33: Controls for Sign age along Public Roads</b></p> <p>a) Licensing System The Planning Authority will operate a licensing system for certain permanent signs and structures on public roads that are not exempt under Planning Regulations.</p> <p>(b) Rural Areas <del>Advertising signs will</del> <b>will be restricted along roads in rural areas outside the boundaries of towns and villages save for a limited number, e.g. those exempt under-Planning Regulations and those which relate to heritage or tourist attractions and which are of national interest.</b> <del>not be permitted along roads in rural areas outside the boundaries of towns and villages save for a limited number, which relate to heritage or tourist attractions and which are of national interest</del></p> <p>c) Towns, Villages &amp; Settlements Areas Within towns, villages and settlement areas, no signage will be permitted where it may constitute a hazard or obstacle for pedestrians or road users or where the location of such signage may obscure sight distances at junctions or cause undue or necessary distraction to road</p>	<p>The wording as proposed would lead to ambiguity, reliant on certain works being carried out by third parties to facilitate access/egress to a development.</p> <p>This amendment involves the reference to exempted development regulations, which is secondary legislation, and the inclusion into a DM standard in a Development Plan is not considered appropriate, therefore the recommendation is for no change to the original text as proposed.</p>
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		<p>users. The proliferation of non-road traffic signage on and adjacent to all roads outside of the 50-60kmh speed limit area shall be avoided in the interest of traffic safety and visual amenity, in accordance with the Spatial Planning and National Road Guidelines for Planning Authorities 2012 (or any updated/superseding document). Signs should not impair the setting of any archaeological or historical site or any proposed or protected building or structures within an Architectural Conservation Area (ACA).</p> <p>d) Fingerpost Signs The system for fingerpost signs, which relate to premises, and are located away from major routes will operate on the basis of any future policy document prepared by Galway County Council in relation to finger post signs. <del>Signage in the Gaeltacht shall be in the Irish Language only.</del> <b>Signage in the Gaeltacht shall be bilingual with prominence the Irish Language.</b></p> <p><b>DM Standard 32: Parking Standards</b> <del>Delete text with strikethrough</del> <b>and additional text in red as follows;</b> Whilst this Plan promotes a modal shift away from the private car to more sustainable modes of transport, the car will continue to be an important mode of transport, and therefore there will normally be a requirement to provide car parking as part of a development. <del>Car parking should be located to the rear of building lines where possible.</del> Large areas of car parking should be accompanied by a landscaping plan to mitigate the visual impact of same. In assessing applications for change of use or for replacement buildings within towns and villages, an allowance will be given for former site use in calculating the car parking requirements generated by the new development. <b>In relation to infill sites and sites adjacent to public transport corridors or civic parking facility, a flexible application of standards will be considered.</b> In addition to car parking, sufficient space will be required within a</p>	<p>There is a legal requirement to only provide signage as Gaeilge in the Gaeltacht area. Therefore no change to the original text.</p> <p>This wording is as per the DM Standard that was published as part of the Draft Plan.</p>
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		<p>development site for all service vehicles necessary for the operation of the business or building, including drop-off areas, loading/unloading areas etc. In relation to Car Parking Design Standard Dimensions refer to Section 16 of the DoEHLG/DoT/DTO Traffic Management Guidelines and to the Metric Handbook Planning and Design Data (3rd Edition) and to the Design Manual of Roads and Streets DMURS (as amended).</p> <p><b>DM Standard 34: Traffic Impact Assessment, Traffic &amp; Transport Assessment, Road Safety Audit &amp; Noise Assessment</b>  All new road layouts should be designed in accordance with the Design Manual for Urban Roads and Streets (DMURS) and the Design Manual for Roads and Bridges (DMRB). Development proposals should also include provision for a sustainable modal split, with pedestrian and cycling facilities recognised as an important aspect of new design proposals. All significant <b>Major</b> development proposals or those that the Planning Authority consider would pose a safety risk or traffic impact <b>that as deemed by Galway County Council Roads Section, might pose a safety risk or serious</b> traffic impact shall be accompanied by road safety audits, road safety impact assessments and transport and traffic assessments. These shall include a consideration of the cumulative impact of development on the road network.</p> <p><b>Rest of DM Standard text to remain same</b></p> <p><b>DM Standard 37: Public Water Supply and Wastewater Collection</b>  <b>The following is to be deleted and new DM Standard in red as follows</b>  <del>DM Standard 37: Public Water Supply and Wastewater Collection</del></p>	<p>This wording is ambiguous and would lead to confusion.</p>
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		<p><del>All new developments will be required to utilise and connect to the public water and wastewater network, where practicable. Applicants who need to get a new or modified connection to public water supply or wastewater collection infrastructure must liaise with Irish Water.</del></p> <p>All new developments that propose to utilise and connect to the public water and wastewater network, where practicable. Applicants who need to get a new or modified connection to public water supply or wastewater collection infrastructure must assure themselves that connection to this supply is possible.</p> <p><del>Where the applicant has concerns about the feasibility of connecting to the public network, they should make a pre-connection enquiry to Irish Water in order to establish the feasibility of a connection in advance of seeking planning permission.</del></p> <p>Where the applicant has concerns about the feasibility of connecting to the public network, they should make a pre-connection enquiry to Irish Water in order to establish the feasibility of a connection in advance of seeking planning permission.</p> <p><b>DM Standard 39: Effluent Treatment Plants</b></p> <p>The suitability of a site for the treatment of wastewater shall be determined, in accordance with the criteria set down in the EPA Wastewater Treatment Manuals (1999, 2009) or any revision or replacement of these manuals or any guidelines issued by the EPA concerning the content of these manuals.</p> <ul style="list-style-type: none"> <li>• For single houses the EPA Wastewater Treatment Manuals- Treatment Systems for Single Houses 2009 (including any updated or superseding document) shall apply;</li> </ul>	<p>Irish Water is the utility provider, with respect to public mains water supply, and therefore it is considered prudent in the interest of public health to liaise with the provider with respect to the public water supply. Therefore, it is considered appropriate that there is no change to the original text.</p>
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		<ul style="list-style-type: none"> <li>• For larger developments (where appropriate) the EPA Wastewater Treatment Manuals-Treatment Systems for Small Communities, Business, Leisure Centres and Hotels shall apply.</li> </ul> <p>The following requirements shall apply with respect to effluent treatment facilities:</p> <p>a) <del>Single Houses</del>  <del>Each dwelling house shall be serviced by its own septic tank or treatment plant and shall not share this facility with any other dwelling other than in exceptional circumstances.</del></p> <p>a) <b>New Single House</b>  <b>Each dwelling house shall be serviced by its own septic tank or treatment plant and shall not share this facility with any other dwelling other than in legacy sites and exceptional circumstances.</b></p> <p>b) Clustered Housing  In the case of clustered housing schemes, public (Irish Water) wastewater connection is encouraged. In the case of unserviced villages, private wastewater treatment plants for each dwelling shall be permitted where the treatment systems are in compliance with the standards in the Environmental Protection Agency (EPA), Code of Practice for Wastewater Treatment Systems for Single Dwellings.</p> <p>c) Certification Certification will be required that septic tanks have been de-sludged in accordance with EPA Guidelines. The following will be a requirement of Planning Permission:</p> <ul style="list-style-type: none"> <li>• Design Details - Design calculations supporting the selection of a particular type and size of system;</li> <li>• Maintenance - A maintenance agreement specifying associated terms and conditions;</li> </ul>	<p>The amendment proposed here is ambiguous and may lead to confusion as to the standard required. Therefore the recommendation for no change to the text.</p>
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		<ul style="list-style-type: none"> <li>• Certification - Certification that septic tanks have been de-sludged in accordance with EPA Guidelines.</li> </ul> <p><b>DM Standard 44: Tourism Infrastructure and Holiday Orientated Developments</b></p> <p>Text to be deleted with strikethrough and new text in red</p> <p><del>While seeking to ensure that most tourism development locate in or close to towns and villages, the Council recognises that by its nature, some tourism development may require other locations.</del></p> <p>While seeking to ensure that tourism development in towns and villages flourishes, the Council recognises that by its nature, some tourism development may require other locations.</p> <p>Developments that may be open to consideration outside settlement centres include: indoor and outdoor recreation facilities, golf courses, swimming, angling, sailing/boating, pier/marina development, equestrian and pony trekking routes, adventure/interpretative centres and associated ancillary uses, tourist related leisure facilities including walking and cycling.</p> <p><del>In these circumstances the Council shall promote the reuse of existing buildings outside of settlements for holiday homes/guest accommodation where it can be demonstrated that the redevelopment work is bona fide (replicates and/or is similar in scale and design to the existing building) and will not have significant adverse impact on the environment.</del></p> <p>The Council shall promote the reuse of existing buildings for holiday homes/guest accommodation where possible. Consideration will be given in the provision of new dwellings where it can be demonstrated that the proposal to locate on a particular site is bona fide and is made</p>	<p>The revised wording is considered satisfactory and therefore, the recommendation is to replace the original text with the proposed wording.</p> <p>The wording as proposed in the Draft County Development Plan is considered sufficient to address the concerns raised and therefore, the proposed amendment is not required.</p>
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by applicants who have satisfied that they comply with the requirements of RH2 and that their proposal will not have a significant adverse impact on the environment.

**a) Tourism Infrastructure Development**

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

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

**b) Holiday Orientated Developments**

Holiday villages shall have regard to the following:

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

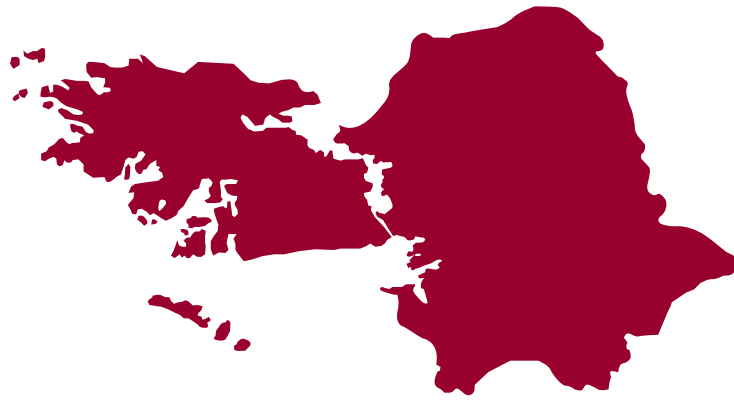
There is a legal requirement to only provide signage as Gaeilge in the Gaeltacht area.

		<p><del>be permitted in the open countryside. In exceptional cases, where it can be demonstrated that facility is dependent on physical or locational constraints which are site specific, consideration may be given to such facilities;</del></p> <ul style="list-style-type: none"> <li>• <b>In general, new standalone holiday orientated development schemes or new tourism facilities which cannot demonstrate connectivity to existing settlements shall not be encouraged in the open countryside</b></li> <li>• <b>Consideration may be given to facilities such as; Existing schemes can be extended or added to where it can be demonstrated that the facility is well established and there is justification or need for the extra accommodation.</b></li> <li>• All new developments must have regard to the Galway Design Guidelines for the Single Rural House.</li> </ul>	<p>Therefore no change to the original text is recommended.</p> <p>The revised wording is considered satisfactory and therefore the recommendation is to replace of the original text with the proposed wording.</p> <p><b>Chief Executive’s Recommendation:</b></p> <p><b>DM Standard 44: Tourism Infrastructure and Holiday Orientated Developments</b>  <del>While seeking to ensure that most tourism development locate in or close to towns and villages, the Council recognises that by its nature, some tourism development may require other locations.</del></p> <p><b>While seeking to ensure that tourism development in towns and villages flourishes, the Council recognises that by its nature, some tourism development may require other locations.</b></p> <p><b>DM Standard 44: Tourism Infrastructure and Holiday Orientated Developments</b>  <b>b) Holiday Orientated Developments</b></p>
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			<p>Holiday villages shall have regard to the following:</p> <ul style="list-style-type: none"> <li>• The scale of the development should be of modest proportions and should relate to the size of the settlement;</li> <li>• The design of the scheme should be to a high standard and should include the preservation of boundary characteristics and significant site features as well as car parking provision, segregated waste storage area, public lighting;</li> <li>• <del>In general, stand alone holiday orientated development schemes or new tourism facilities which cannot demonstrate connectivity to existing settlements shall not be permitted in the open countryside. In exceptional cases, where it can be demonstrated that facility is dependent on physical or locational constraints which are site specific, consideration may be given to such facilities;</del></li> <li>• In general, new standalone holiday orientated development schemes or new tourism facilities which cannot demonstrate connectivity to existing settlements shall not be encouraged in the open countryside;</li> <li>• Consideration may be given to facilities such as; Existing schemes can be extended or added to where it can be demonstrated that the facility is well</li> </ul>
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			<p>established and there is justification or need for the extra accommodation;</p> <ul style="list-style-type: none"> <li>All new developments must have regard to the <i>Galway Design Guidelines for the Single Rural House</i>.</li> </ul>
GLW-C10-794	Cllr. Joe Sheridan	<p>DM Standard 5 – Dependent Relative Accommodation/Granny Flats (Urban and Rural) <b>Include Mamo Mews as part of descriptor following Granny Flats</b></p> <p>Delete the following bullet points that have <del>strikethrough</del></p> <p>Proposals for this accommodation should demonstrate:</p> <ul style="list-style-type: none"> <li>A bona-fide need for such a unit;</li> <li><del>A physical connection to the main house with direct access to the main dwelling;</del></li> <li>That the proposal does not impact adversely on either the residential amenities of the existing property or the residential amenities of the area;</li> </ul> <p>That the accommodation can revert back to being part of the original house when no longer occupied by a member of the family.</p> <p>All applications for family flat development shall comply with the following criteria:</p> <ul style="list-style-type: none"> <li><del>The flat shall form an integral part of the structure of the main house with provision for direct internal access to the remainder of the house i.e. not detached;</del></li> <li>The flat shall be modest in size and shall not have more than one bedroom (2 bedrooms in exceptional circumstances). The unit shall not exceed a gross floor area of 50 square metres;</li> </ul>	<p><b>Chief Executive’s Response:</b> See Recommendation to Submission GLW-C10-1377.</p> <p>The DM standards relates to substantiated cases with respect to the provision of a granny flat and therefore this amendment does not hold the spirit of the DM Standard. The original text to remain is recommended.</p>

		<ul style="list-style-type: none"> <li>• <del>The flat shall not have a separate access provided to the front elevation of the dwelling;</del></li> <li>• There shall be no permanent subdivision of the garden/private amenity space;</li> <li>• The flat shall remain in the same ownership as that of the existing dwelling on site. In this regard, the flat shall not be let, sold or otherwise transferred, other than as part of the overall property;</li> <li>• <del>The design proposed shall enable the flat to easily fully revert to being part of the original house when no longer occupied by the family member(s);</del></li> <li>• If the site is not connected to public mains, the existing wastewater treatment system on site must be capable for any additional loading from the flat, and if not proposals should be submitted to accommodate the additional loading.</li> </ul>	<p><b>Chief Executive's Recommendation:</b> No Change.</p>
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**Chief Executive's Report  
on Submissions received on the Draft Galway County Development Plan  
2022 - 2028**

**Submissions received on Volume 2: MASP**

# Baile Chláir

Portal No.	Submission Name	Summary of Issues Raised in Submission	Recommendation and Opinion Baile Chláir
<b>GLW-C10-4</b>	King Construction Claregalway	This submission has highlighted that lands (19.5 acres) are zoned Residential Phase 2 and Recreation and Amenity in the Draft Galway County Development Plan 2022-2028. It has been requested that circa 8 acres of these lands would be zoned Residential Phase 1. A justification for the said re-zoning has been outlined.	<p><b>Chief Executive’s Response:</b> Noted. As part of the review of the Baile Chláir settlement plan the quantum of Residential Phase 1 lands were examined. There is a requirement of 13.00 hectares of Residential Phase 1 lands. The Planning Authority has zoned accordingly. The quantum of Phase 1 Residential Lands in Baile Chláir is in full compliance with the Core Strategy of the Draft Galway County Development Plan 2022-2028. It is considered the subject lands have connectivity issues and poor access and therefore to zone them Residential Phase 1 would not be appropriate in this instance.</p> <p><b>Chief Executive’s Recommendation:</b> No Change.</p>
<b>GLW-C10-798</b>	King Construction Claregalway	This submission relates to the same parcel of land as per submission reference number <b>GLW-C10-4</b> . The submission has requested the change from Residential Phase 2 to Residential Phase 1. The submission has provided a comprehensive assessment of the subject lands including site location and context, planning history, planning policy context and also rationale for the purpose of the submission and justification for rezoning to Residential Phase 1.	<p><b>Chief Executive’s Response:</b> Noted. As part of the review of the Baile Chláir settlement plan the quantum of Residential Phase 1 lands were examined. There is a requirement of 13.00 hectares of Residential Phase 1 lands. The Planning Authority has zoned accordingly. The quantum of Phase 1 Residential Lands in Baile Chláir is in full compliance with the Core Strategy of the Draft Galway County Development Plan 2022-2028. It is considered the subject lands to the east of Baile Chláir village zoned “Residential Phase 2” is acceptable in this instance.</p> <p><b>Chief Executive’s Recommendation:</b> No Change.</p>



Portal No.	Submission Name	Summary of Issues Raised in Submission	Recommendation and Opinion Baile Chláir
GLW-C10-51	Coláiste Bhaile Chláir	<p>This submission has outlined some of the issues facing Coláiste Bhaile Chláir including enrolment policy, school transport and meeting the needs of the local community. The submission has highlighted that additional housing will place additional strain on school places and will impact on people being forced to seek schooling elsewhere and additional school transport being required. The school have advised that they will continue to expand and open their facilities to the entire community. The submission has identified lands that should be identified as a large park/green open space for school and community use, the development of a running track and a small internal pitch. It is also suggested that a possible new internal road layout could be explored to alleviate assist with traffic flow around the area until the Baile Chláir bypass/ring road is developed.</p> <p>The submission has requested the following:</p> <ul style="list-style-type: none"> <li>• The lands nearest the school continue to remain zoned “Community Facilities”</li> <li>• Any lands zoned “Open Space/Recreation &amp; Amenity” remain within that designation.</li> <li>• The submission has made reference to Policy Objective BCSMP 3 and has requested that</li> </ul>	<p><b>Chief Executive’s Response:</b> The Planning Authority notes the content of the submission received. The population allocation for Baile Chláir is identified in <b>Chapter 2 Core Strategy, Settlement Hierarchy and Housing Strategy</b>. It is considered prudent that Baile Chláir would grow in population as indicated as the settlement will play a considerable role in the Metropolitan area.</p> <p>In response to the specific points raised:</p> <ul style="list-style-type: none"> <li>• It is considered appropriate that the subject lands as identified remain “Community Facilities”.</li> <li>• The Planning Authority considers that the lands as identified remain as Open Space/Recreation &amp; Amenity.</li> <li>• The lands identified are zoned ‘Open Space/Recreation and Amenity’. <b>Policy Objective BCMSP 3 Community Facilities and Services</b></li> </ul>

		<p>access points to identified locations should be for access to development of “community facilities and services”</p> <ul style="list-style-type: none"> <li>Approval of housing development in Baile Chláir needs to be considered having regard to the capacity of Coláiste Bhaile Chláir which has already reached and moved beyond its maximum capacity. School transport rules also need to be considered for the wider catchment area around Baile Chláir as we are already unable to offer places to families who move into the area.</li> </ul>	<p>promotes the development of community facilities at the identified location.</p> <ul style="list-style-type: none"> <li>The Planning Authority consults with the Department of Education with regard to capacity issues and takes into account future schools’ requirements in the Development Plan process.</li> </ul> <p><b>Chief Executive’s Recommendation:</b> No Change.</p>
<b>GLW-C10-57</b>	Josette Farrell	<p>This submission has highlighted the traffic issues within Baile Chláir. It has been suggested that a new internal road near the school area could be developed to assist with traffic until a bypass is secured. It has also been suggested that river walks along the River Clare be developed, provision of a playground and a library would all be welcome.</p>	<p><b>Chief Executive’s Response:</b> The Planning Authority notes the content of the submission with regard to the possibility of a new internal road near the school area until a bypass is secured. The Planning Authority can confirm that there is no temporary proposal in place for the provision of a new internal road. There is a Policy Objective <b>BCMSP 8 Baile Chláir Bypass</b> included in the settlement plan that supports the delivery of this road.</p> <p>The provision of community facilities such as a library and a playground are supported under the land use zoning provisions for Baile Chláir. There is specific reference to the provision of a playground within Policy Objective <b>BCMSP 3 Community Facilities and Services</b>.</p> <p>With respect to the suggested river walk way along the River Clare it is noted that the provision of greenways/blueways are supported within <b>the Draft</b></p>

			<p><b>Galway County Development Plan 2022-2028.</b> There are Policy Objectives which support the provision of greenways/blueways within both <b>Chapter 6 Transport and Movement</b> as per <b>Policy Objective GBW 2 Future Development of Network of Greenways</b> and <b>Chapter 10 Natural Heritage, Biodiversity and Green/Blue Infrastructure</b> as per <b>Policy Objectives BGP 1 Strategic Greenways/Blueways, BGP 2 Development of Strategic Greenway Network</b> and <b>BGP 3 Greenways, Blueways, Peatways and Trails.</b></p> <p><b>Chief Executive’s Recommendation:</b> No Change.</p>
<b>GLW-C10-233</b>	Cllr Jim Cuddy	<p>The submission has made suggestions which relate to the following headings:</p> <ul style="list-style-type: none"> <li>• Baile Chláir</li> <li>• Rural Housing</li> <li>• Urban Housing</li> <li>• Transport and Movement</li> <li>• Natural Heritage, Biodiversity and Green/Blue Infrastructure</li> <li>• Development Management Standards</li> </ul> <p><u>Baile Chláir</u></p> <ul style="list-style-type: none"> <li>• The Baile Chláir relief road should be shown clearly in the County Development Plan.</li> <li>• BCMSP 3 (c) which relates to community facilities for the purpose of a graveyard be deleted with these lands remaining agricultural.</li> </ul>	<p><b>Chief Executive’s Response:</b></p> <p><u>Baile Chláir</u> The Baile Chláir relief road is listed in table 6.1 in <b>Chapter 6 Transport and Movement</b> and as a policy objective in Baile Chláir settlement plan under <b>BCMSP 8 Baile Chláir Bypass.</b></p> <p>The Planning Authority have no objection to the relocation of the ‘Community Facilities’ zoning further to the south of the location as proposed.</p>

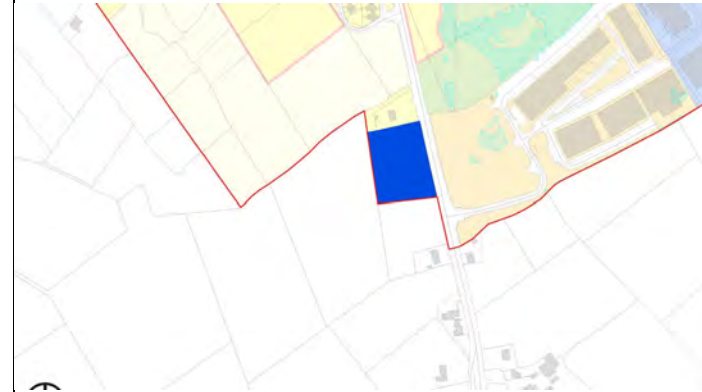
		<p>A justification for the said re-zoning has been outlined.</p> <ul style="list-style-type: none"> <li>• Cycle lanes, safe walkways and cycle racks should be provided.</li> <li>• An objective should be included for a greenway along the River from Galway City and continuing along the Clare River to Baile Chláir.</li> <li>• A commitment should be included to provide a library for Baile Chláir.</li> </ul>	<p>The plan supports the provision of cycle lanes, walkways and provision of cycle infrastructure. There are numerous Policy Objectives within <b>Chapter 6 Transport and Movement</b> which support the aforementioned infrastructure. Policy Objectives <b>WC 1 Pedestrian and Cycling Infrastructure, WC 2 Bicycle Parking, WC 3 Sustainable Transport Movement, WC 4 Modern Network of Walking and Cycling Infrastructure and WC 5 Traffic Free Cycle Routes</b> all support the provision of the infrastructure as requested within this section of the submission. The settlement plan for Baile Chláir includes <b>Policy Objective BCMSP 6 and BCMSP 7 (c)</b> which specifically refer to both cycling and walking.</p> <p>With respect to the suggested greenway connecting Baile Chláir along the River Clare to Galway City it is noted that the provision of greenways/blueways are supported within both <b>Chapter 6 Transport and Movement</b> and <b>Chapter 10 Natural Heritage, Biodiversity and Green/Blue Infrastructure</b>. There are specific policy objectives such as <b>GBW 1 Greenways, GBW 2 Future Development of Network of Greenways, BGP 1 Strategic Greenways/Blueways, BGP 2 Development of Strategic Greenway Network and BGP 3 Greenways, Blueways, Peatways and Trails</b> within the Draft Galway County Development Plan 2022-2028.</p> <p>With respect to the provision of a library for Baile Chláir the Planning Authority consider the plan would support such a</p>
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		<ul style="list-style-type: none"> <li>An objective should be included to engage the services of a town planner for the proper planning of the village.</li> </ul> <p><u>Rural Housing</u></p> <ul style="list-style-type: none"> <li>With regard to Restricted Regional Roads, it is suggested access points outside the 60km speed limit shall be restricted to members of immediate family to build their first home on family lands where no other family lands are available.</li> <li>People who have lived in an area for 15 years or have children attending the local and are active in community groups should be regarded as local.</li> <li>Members of farm families wishing to build their first home on family lands should be facilitated.</li> <li>Minimum site size for a rural house should be reduced from ½ acre to 1/3 of an acre.</li> </ul>	<p>proposal under <b>Policy Objective BCMSP 3 Community Facilities and Services within the Baile Chláir settlement plan.</b></p> <p>The Planning Authority note the request for a policy objective for the engagement of a planner. It should be noted that the Planning Section of Galway County Council has a number of Planners who have prepared the Draft Galway County Development Plan 2022-2028 and associated documents and it is not considered necessary to include Policy Objective as requested.</p> <p><u>Rural Housing</u></p> <p>Please see response to Office of the Planning Regulator</p> <p>The minimum site size of ½ acre is in compliance with the EPA Standards and therefore to reduce this further would not be appropriate.</p>
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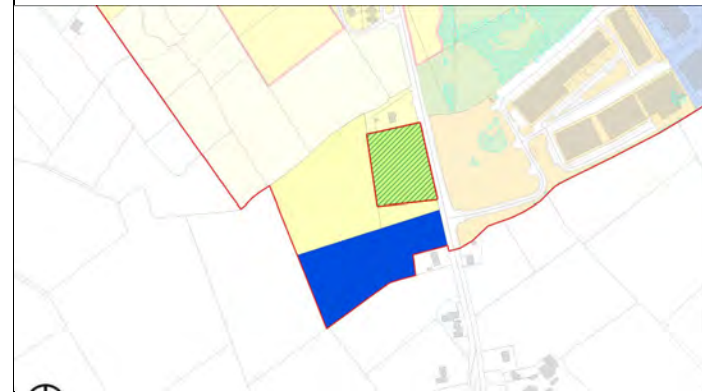
		<p><u>Urban Housing</u></p> <ul style="list-style-type: none"> <li>• It should be a condition of planning that sufficient lands are allocated for open spaces, playgrounds, footpaths and street lighting.</li> </ul> <p><u>Transport and Movement</u></p> <ul style="list-style-type: none"> <li>• An objective should be included for Galway County Council to engage with Bus Eireann or other public transport providers to provide local services.</li> <li>• The runway at the Galway Airport Site should be maintained and that the long overdue masterplan for the site includes such a provision. The remainder of the site could be used for Park and Ride, small industry, film industry, Air Ambulance as well as a number of other identified uses. The use of the runway by the Galway Flying Club has also been highlighted. This runway so close to Galway City should be retained for both industrialists and tourists.</li> <li>• Provision of bus shelters to the village of Baile Chláir would encourage people to use public transport. Suggested locations have been identified.</li> </ul>	<p><u>Urban Housing</u></p> <ul style="list-style-type: none"> <li>• It is considered that the <b>DM Standard 2 Multiple Housing Schemes</b> Draft Galway County Development Plan 2022-2028 in <b>Chapter 15 Development Management Standards</b> is sufficient to providing guidance for Developers and Applicants</li> </ul> <p><u>Transport and Movement</u></p> <ul style="list-style-type: none"> <li>• In <b>Chapter 6 Transport and Movement</b>, there is a <b>Policy Objective PT 2 Development of Public Transport Infrastructure</b> to support and liaise with transport providers.</li> <li>• In <b>Chapter 5 Economic Development, Enterprise and Retail Development section 5.7.3.</b> references the importance of the former Galway Airport lands. <b>Policy Objective EL4 Former Galway Airport</b> supports a wide range of uses on these lands and it is envisaged that a further detailed analysis of these lands with all stakeholders including TII, NTA and Galway City Council and other relevant parties will take place as plans progress further.</li> <li>• It is considered that <b>Policy Objective GCTPS 6 Road based Public Transport</b> is supportive of infrastructure such as bus stops etc.</li> </ul> <p><b>Chief Executive's Recommendation:</b></p> <ol style="list-style-type: none"> <li>1. Rezone the Community Facilities lands as per map to Residential Infill</li> </ol>
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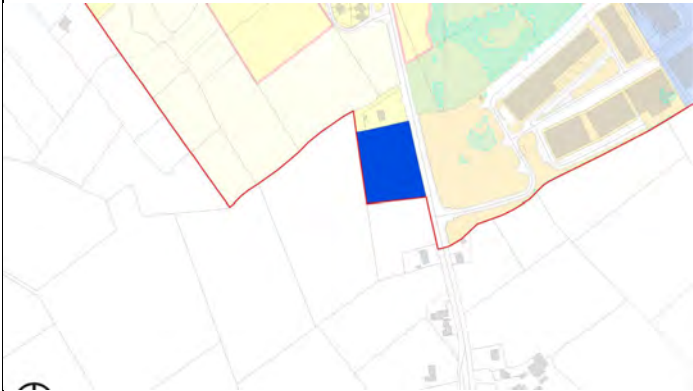
2. Zone additional lands Community Facilities with a specific policy objective BCMSP3 (c) and additional lands Residential Phase 2 as per map.

**FROM:**

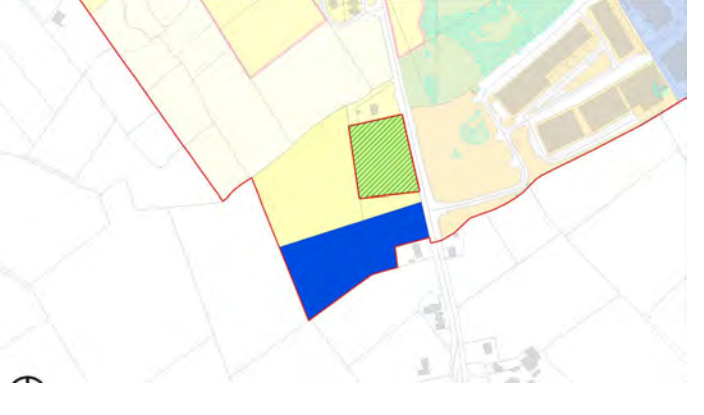


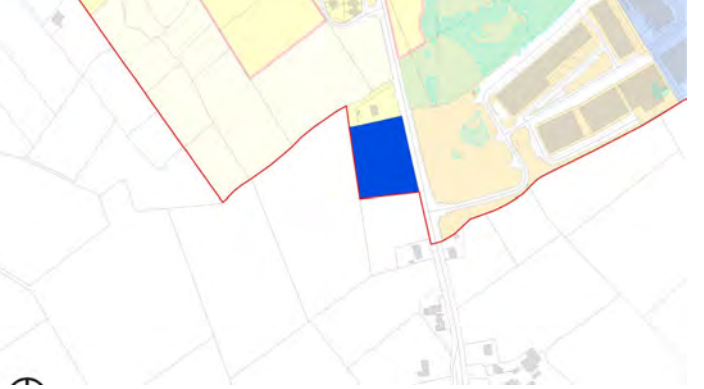
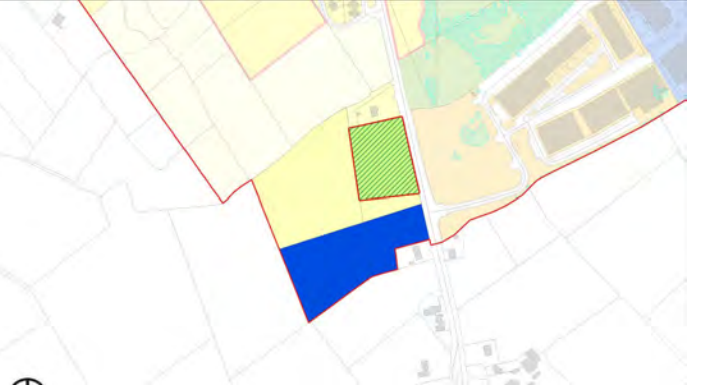
**TO:**

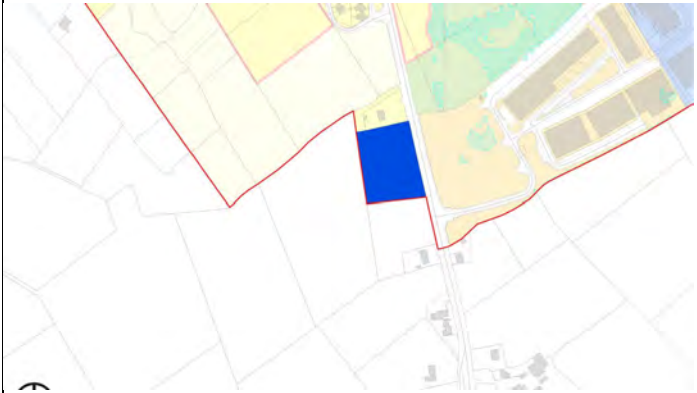


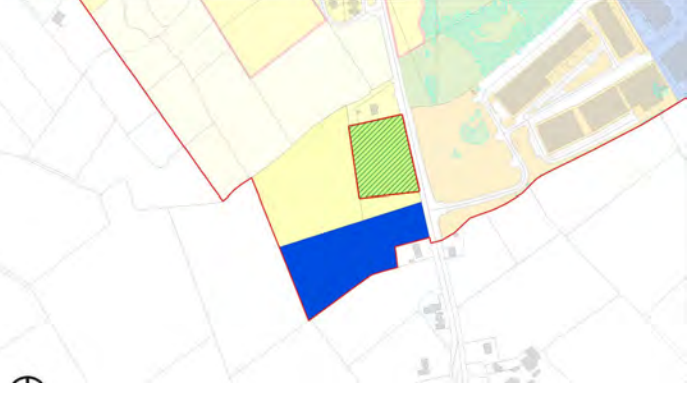
Portal No.	Submission Name	Summary of Issues Raised in Submission	Recommendation and Opinion Baile Chláir
GLW-C10-694	Seoirse Morris	This submission has requested that BCMSP 3(c) within the Baile Chláir settlement plan be deleted as this land is not suitable for a burial ground.	<p><b>Chief Executive's Response:</b> Noted. The Planning Authority have no objection to the relocation of the 'Community Facilities' zoning further to the south of the location as proposed. It is recommended that the lands which were zoned 'Community Facilities' be changed to 'Residential Infill'.</p> <p><b>Chief Executive's Recommendation:</b> It is recommended that the Community Facilities zoning be relocated to the south of the lands subject to this submission. It is recommended that the lands be rezoned 'Residential Infill'.</p> <p><b>FROM:</b></p>  <p><b>TO:</b></p>



			
<p><b>GLW-C10-959</b></p>	<p>Mary Morris Waldron</p>	<p>This submission has indicated that a parcel of land is zoned Community Facilities in the MASP settlement of Baile Chláir. It has been requested that these lands be zoned to Residential Phase 1. A justification for the said re-zoning has been outlined.</p>	<p><b>Chief Executive’s Response:</b>  Noted. The Planning Authority have no objection to the relocation of the ‘Community Facilities’ zoning further to the south of the location as proposed. Having reviewed a number of submissions which relate to this site it is recommended that the lands which were zoned ‘Community Facilities’ be changed to ‘Residential Infill’.</p> <p><b>Chief Executive’s Recommendation:</b>  It is recommended that the Community Facilities zoning be relocated to the south of the lands subject to this submission. It is recommended that the lands be rezoned ‘Residential Infill’.</p> <p><b>FROM:</b></p>

			 <p>TO:</p> 
<p><b>GLW-C10-976</b></p>	<p>Catherine Morris</p>	<p>This submission has requested lands in Baile Chláir are rezoned from BCMSP (c) to residential purposes.</p>	<p><b>Chief Executive’s Response:</b>  Noted. The Planning Authority have no objection to the relocation of the ‘Community Facilities’ zoning further to the south of the location as proposed. Having reviewed a number of submissions which relate to this site it is</p>

			<p>recommended that the lands which were zoned 'Community Facilities' be changed to 'Residential Infill'.</p> <p><b>Chief Executive's Recommendation:</b> It is recommended that the Community Facilities zoning be relocated to the south of the lands subject to this submission. It is recommended that the lands be rezoned 'Residential Infill'.</p> <p><b>FROM:</b></p>  <p><b>TO:</b></p>
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<p><b>GLW-C10-460</b></p>	<p>Eamonn &amp; Anne Garrett</p>	<p>A comprehensive submission was received in relation to the designation of lands in Baile Chláir, history of land allocated for Community Facilities and the investment undertaken into Flood Relief Schemes in Baile Chláir. The following is an overview of the submission:</p> <p><b>Part A</b> has requested that a parcel of land (1.399 hectares) which has been zoned Community Facilities in the Draft Galway County Development Plan 2022-2028 be changed to Residential zoning. It is suggested that these lands do not form part of the flood zone area as detailed on the historic OPW maps. The submission has also highlighted the lands which have been provided for Community Facilities in the past including lands for a playground area or playing pitches at Claregalway National School. A justification for the proposed rezoning of these lands have been provided including access and utilities such as sewerage already serving the lands.</p>	<p><b>Chief Executive’s Response:</b> Noted.</p> <p><b>Part A</b> The Planning Authority note the content of the submission in relation to the parcel of lands which are presently zoned for ‘Community Facilities’ in the Draft Galway County Development Plan 2022-2028. However having regard to the location of these lands adjacent to the existing school it is considered prudent for the Planning Authority to seek to retain these lands for ‘Community Facilities’ that would facilitate potential future development of the local school.</p>

		<p><b>Part B</b> has requested that a parcel of land (1.124 hectares) which has been zoned Open Space/Recreation &amp; Amenity in the Draft Galway County Development Plan 2022-2028 be changed to Residential zoning. The submission has stated that area C on the submitted map is not part of the flood zone area on OPW maps. The submission has also stated that they are of the opinion that these lands identified as A, B and B1 on the submitted map do not flood. Commentary has also been provided on relation to the Claregalway Flood Relief Scheme in support of the requested change in zoning. Notwithstanding the opinion that these lands do not flood the submission has highlighted that the OPW flood maps have not been updated to reflect the most up to date information following the completion of the Flood Relief Scheme. In the absence of the most up to date OPW flood maps being available to inform the Draft Galway County Development Plan the submission has requested that the Planning Authority extend the duration of the existing Plan as per the recent legislation which facilitates the pending the preparation and making of new development plans which may facilitate the OPW maps to be reviewed prior to passing of the CDP 2022-2028.</p> <p>In conclusion to Part B it is highlighted that Area C of their lands are located outside of flood zones and should be changed to Residential zoning and additional time should be provided for the OPW flood maps to be updated which would demonstrate that their additional lands A, B and B1 would also be suitable from a flooding perspective and also be changed to Residential zoning.</p>	<p><b>Part B</b></p> <p>The Planning Authority have carried out a Stage 2 SFRA of the settlement plan including the lands as identified in Part B of this submission. The subject lands are identified by multiple flood risk indicators as being at risk of flooding. These are as follows:</p> <ul style="list-style-type: none"> <li>• CFRAMS Flood Hazard and Risk Flood Extent Mapping (this is OPW’s most up-to-date and available flood risk mapping for the area and was published in 2016)</li> <li>• Estimated Flood Extent (from Office of Public Works/Ryan Hanley detailed study of the Clare River Flood Extent 2009-2010)</li> <li>• Fluvial (Clare River) 1 in 100 (or 1% AEP) PFRA mapping</li> <li>• Pluvial 1 in 100 and 1 in 1000 (1% and 0.1% AEP) PFRA mapping</li> </ul> <p>In addition, much of the subject lands are identified by the GSI as having previously experienced <i>groundwater</i> flooding (the flood relief scheme does not seek to reduce flooding from groundwater). This is within a wider region that is known for groundwater flooding and underlain by limestone geology.</p> <p>The subject lands are a mixture of:</p> <ul style="list-style-type: none"> <li>• <b>Flood Zone A</b> - the highest level of flood risk and, in the case of flood risk from rivers, is delineated as per a 100-year flood event or 1% Annual Exceedance Probability;</li> </ul>
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			<ul style="list-style-type: none"> <li>• <b>Flood Zone B</b> - a moderate level of flood risk and, in the case of flood risk from rivers, is delineated as per a 1,000-year flood event or 0.1% Annual Exceedance Probability; and</li> <li>• <b>Flood Zone C</b> - the lowest level of flood risk</li> </ul> <p>These Flood Risk Zones are based on the best, most up-to-date and available information and they are supported by in field studies.</p> <p>Based on the requirements of the Guidelines and the most up to date available information from the OPW, zoning parts of the subject lands within either Flood Zones A or B for highly vulnerable uses such as <i>Residential</i> would not be in compliance with the Flood Risk Management Guidelines.</p> <p>With respect to communications from the OPW, there is currently insufficient evidence available to justify any reductions to the extents of the flood zones and therefore changes to zoning on these lands as requested would be contrary to the Minister’s FRM Guidelines.</p> <p>While the Planning Authority acknowledge there is a small area of subject lands located within Flood Zone C due to its configuration and location in isolation it would not be appropriate to alter these lands to Residential Phase 1.</p> <p>The commentary with respect to extending the existing plan to facilitate the possibility that the OPW will update their flood mapping is not considered feasible and cannot be considered as there is no provision to do so under the mechanisms identified within the submission.</p>
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			<p>Furthermore as part of the review of the Baile Chláir settlement plan the quantum of Residential Phase 1 lands were examined. There is a requirement of 13.00 hectares of Residential Phase 1 lands. The Planning Authority has zoned accordingly. The quantum of Phase 1 Residential Lands in Baile Chláir is in full compliance with the Core Strategy of the Draft Galway County Development Plan 2022-2028.</p> <p>Having regard to the above with regard to flooding and also the quantum of residential lands allocated within the settlement of Baile Chláir it is considered the subject lands as identified in Part A of this submission should remain as “Open Space/Recreation and Amenity” in this instance.</p> <p><b>Chief Executive’s Recommendation:</b> No Change.</p>
<b>GLW-C10-576</b>	Lakeview Estate Residents Association	This submission has requested that lands adjoining Lakeview Residential Estate which are zoned Residential Phase 1 in the Draft Galway County Development Plan 2022-2028 be removed as the site is subject to flooding.	<p><b>Chief Executive’s Response:</b> Noted. Flood Zones are based on present day fluvial risk i.e. flood risk from the river and are based on the requirements of the Flood Risk Management Guidelines and the most up to date available information from the OPW. The site is identified in the SFRA mapping and in the submission as being at risk from pluvial sources. Flood zones must be based on fluvial flood risk and cannot be based on pluvial flood risk.</p> <p>The flood event symbol represents an approximate location. The description associated with this symbol is “Lakeview Estate Claregalway Flooding”. The report associated with this flooding was submitted by the Lakeview Residents Association in 2009. That report</p>

			<p>identifies, inter alia, that:</p> <ul style="list-style-type: none"> <li>• “During the past 20 years the R. Clare has overflowed its banks in winter on a significant number of occasions flooding the N17 national route at the Nine Arches and adjacent lands at Lakeview.</li> <li>• In particular, it is noted that such flooding is becoming increasingly frequent.</li> <li>• Adding to the problems associated with the R. Clare overflows, the low-lying lands in the Lakeview TD are characterised by a number of turloughs which regularly flood up in winter.</li> <li>• Some of these turloughs occur directly adjacent to Lakeview Estate as illustrated in the accompanying photographs.</li> <li>• Some residents of Lakeview Estate have lived here since 1972 and can testify that flooding is now occurring in adjacent fields that were free of flooding 35 or so years ago.”</li> </ul> <p>The content of the Lakeview Residents Association report is consistent with the findings of the SFRA for the Draft Galway County Development Plan 2022-2028. Lands adjacent to the Lakeview Estate have been flooded in the past and are subject to elevated levels of flood risk from a range of sources – including flooding from fluvial (the River Clare), groundwater (turlough) and pluvial (rainfall-generated overland flows which arise before run-off enters any watercourse or sewer – any drainage is overwhelmed by the rainfall). Only fluvial and coastal (not relevant in Baile Chláir) sources of flooding are used in the delineation of Flood Zones. Various parts of the fields adjacent to the Lakeview Estate, using the most up-to-date and available</p>
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			<p>information in compliance with the FRM Guidelines, have been identified within Flood Zone A or B. Furthermore, certain areas outside of Flood Zones A and B are identified by the SFRA as being at risk from groundwater and/or pluvial sources of flooding.</p> <p>The lands zoned Residential Phase 1 in this area are not within Flood Zone A or B and have been zoned in compliance with the Guidelines. It is noted, however, that they are identified as being at risk from pluvial flooding.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-678</b>	Lakeview Resident Association	<p>This submission has raised a number of points as follows:</p> <ul style="list-style-type: none"> <li>Lands currently zoned Residential Area 2 at Lakeview should not be rezoned to Residential Area 1 as there is currently adequate land zoned Residential Area 1 to meet the projected housing needs of Claregalway. If lands at Lakeview are zoned Residential Area 1 then it will exacerbate existing traffic and parking problems;</li> </ul>	<p><b>Chief Executive's Response:</b> The Planning Authority note the content of the submission and have the following comments:</p> <ul style="list-style-type: none"> <li>As part of the review of the Baile Chláir settlement plan the quantum of Residential Phase 1 lands were examined. There is a requirement of 13.00 hectares of Residential Phase 1 lands. The Planning Authority has zoned accordingly. The quantum of Phase 1 Residential Lands in Baile Chláir is in full compliance with the Core Strategy of the Draft Galway County Development Plan 2022-2028. The Planning Authority concur with the request to retain these lands as Residential Area 2. The Planning Authority recommend that these lands should be retained as Residential Phase 2.</li> </ul>

		<ul style="list-style-type: none"> <li>• Schools should be required to provide adequate facilities for traffic including parking at both drop off and pick up times;</li> <li>• The offering up of lands for amenity purposes by developers is unacceptable should this result in lands in the Lakeview area being changed to Residential Phase 1. Any such offers need to be carefully inspected to ensure lands are not subject to flooding.</li> <li>• When submissions cite support from local organisations/bodies for rezoning the Council should seek to ensure that such local organisations/bodies exist or are still active and in fact support such proposed changes in zoning. Rezoning of lands in advance of proper contracts in relation to lands offered is premature and no guarantee that these lands will come forward for development.</li> </ul>	<ul style="list-style-type: none"> <li>• All planning applications for school facilities will be considered on their merits and will be subject to compliance with the requirements of the County Development Plan. Please see <b>Chapter 6 Transport and Movement</b> which includes a specific <b>Policy Objective NNR 5 School Travel Plans</b> which requires the installation of traffic management measures and <b>Chapter 15 Development Management Standards</b>. DM Standard 32, Table 15.5 Car Parking Standards outlines the car parking requirements for schools as proposed. The parking provision as outlined within Table 15.5 is considered appropriate.</li> <li>• All lands which are located within the settlement plans contained within Volume 2 have been subject a SFRA which provides an appropriately strategic assessment of flood risk in compliance with the 2009 Flood Guidelines. It considers, among other things, available, published information on flood risk.</li> <li>• All submissions which are received are considered on their own merits having regard to the proper planning and sustainable development of the area.</li> </ul>
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		<ul style="list-style-type: none"> <li>• Zoning of lands should take into consideration the impact on existing residents.</li> <li>• Zoning for residential development should be done to reduce vehicular access in favour of encouraging cycling and walking.</li> <li>• No permission should be granted unless lands are zoned Residential Area 1 unless public consultation takes place and local representatives approve such changes in zoning.</li> </ul>	<ul style="list-style-type: none"> <li>• The preparation of the Draft Galway County Development Plan 2022-2028 involves extensive public consultation where submissions can be submitted with regard to the zoning of lands. Lands are zoned appropriately in accordance with the Core Strategy.</li> <li>• The Draft Galway County Development Plan 2022-2028 has been prepared in full consideration of the climate action agenda. There are a number of areas throughout the plan where policy objectives are included to encourage walking and cycling. <b>Chapter 14 Climate Change, Energy and Renewable Resource</b> under <b>Table 14.3</b> Climate Action Policy Objectives incorporated into the County Development Plan lists all Policy Objectives which address the climate change concerns including reduction in CO2 emissions from vehicular vehicles and the encouragement of more sustainable modes of transport.</li> <li>• In <b>Chapter 2 Core Strategy, Settlement Strategy and Housing Strategy</b> there are a suite of Policy Objectives that ensure that lands are developed in a sequential manner in accordance with the proper planning and development. In addition, Volume 2 contains Policy Objectives that detail the Residential Phase 1 lands are to be developed first such as <b>Policy Objective GCMA 1 Residential Development</b> which supports the development of lands designated Residential (Phase 1) within the lifetime of the plan. This Policy Objective also states that Residential (Phase 2) lands have been</li> </ul>
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		<ul style="list-style-type: none"> <li>• Some of the lands currently zoned Residential Phase 2 in close proximity to the local GAA pitch in Lakeview should be rezoned recreational as there is no provision for other sporting activities and the current GAA grounds will not be sufficient over the coming years.</li> <li>• River Walks should be included in the County Development Plan for the Claregalway area.</li> <li>• The provision of playgrounds and outdoor gyms should be in every town and village in County Galway. The provision of suitable seating and relaxation area in village and town centres.</li> </ul>	<p>designated for the longer terms needs of the area and are generally not developable within the lifetime of the plan.</p> <ul style="list-style-type: none"> <li>• There has been no indication from the local GAA club that additional lands are required at this location to meet the future needs of the club. It is also noted that there is an extensive area of lands to the immediate west and north of the GAA grounds zoned Open Space/Recreation and Amenity which could facilitate any expansion of the club into the future.</li> <li>• With respect to the suggested greenway/river walk way for Baile Chláir it is noted that the provision of greenways/blueways are supported within both <b>Chapter 6 Transport and Movement</b> and <b>Chapter 10 Natural Heritage, Biodiversity and Green/Blue Infrastructure</b> of the Draft Galway County Development Plan 2022-2028 as per <b>Policy Objective GBW 2 Future Development of Network of Greenways, BGP 1 Strategic Greenways/Blueways, BGP 2 Development of Strategic Greenway Network</b> and <b>BGP 3 Greenways, Blueways, Peatways and Trails</b></li> <li>• The provision of a playgrounds has been specifically referenced within <b>Policy Objective BCMSP 3 (b)</b>. The provision of an outdoor gym and suitable seating and relaxation area would be supported by Policy Objective BCMSP 3.</li> </ul> <p><b>Chief Executive's Recommendation:</b></p>
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It is considered appropriate that the land use zoning map for Baile Chláir be updated to specifically detail the location of the proposed playground as referenced under BCMSP (b).

**FROM:**



**TO:**



<b>GLW-C10-692</b>	Joseph Morris	The submission relates to a parcel of lands located to the rear of the Gleann Mhuiris Housing Estate. It is requested that these lands would be rezoned from Residential Phase 2 to Residential Phase 1. The submission has provided a comprehensive assessment to justify the rezoning to Residential Phase 1.	<p><b>Chief Executive’s Response:</b> Noted. As part of the review of the Baile Chláir settlement plan the quantum of Residential Phase 1 lands were examined. There is a requirement of 13.00 hectares of Residential Phase 1 lands. The Planning Authority has zoned accordingly. The quantum of Phase 1 Residential Lands in Baile Chláir is in full compliance with the Core Strategy of the Draft Galway County Development Plan 2022-2028. It is considered the subject lands towards the southern edge of the settlement boundary of Baile Chláir village zoned “Residential Phase 2” is acceptable in this instance.</p> <p><b>Chief Executive’s Recommendation:</b> No Change.</p>
<b>GLW-C10-885</b>	MKO On Behalf of Oisin Kenny	The submission relates to a parcel of land and it is requested that the lands currently outside the plan boundary be included in the settlement boundary and zoned Residential Phase 1. The submission has provided a comprehensive assessment of the subject lands including site description and constraints, planning history, planning policy context and a justification for rezoning to Residential Phase 1.	<p><b>Chief Executive’s Response:</b> Noted. As part of the review of the Baile Chláir settlement plan the quantum of Residential Phase 1 lands were examined. There is a requirement of 13.00 hectares of Residential Phase 1 lands. The Planning Authority has zoned accordingly. The quantum of Phase 1 Residential Lands in Baile Chláir is in full compliance with the Core Strategy of the Draft Galway County Development Plan 2022-2028. The subject lands as identified are located outside of the settlement boundary. It is considered that the subject lands should remain unzoned in this instance.</p> <p><b>Chief Executive’s Recommendation:</b> No change</p>
<b>GLW-C10-937</b>	MKO On Behalf of Sean Noone	The submission has requested that a parcel of land (0.6 hectares) would be rezoned from Open Space to Residential Phase 1. The submission has provided a	<p><b>Chief Executive’s Response:</b> Noted.</p>

		comprehensive assessment of the subject lands including site description and constraints, planning history, planning policy context and a justification for rezoning to Residential Phase 1. A comprehensive justification has been made for the proposed rezoning which has included a Site Specific Flood Risk Assessment.	As identified in the submission and in the hydrologist's appendix, most of the subject lands is within Flood Zone C - compatible zoning from flood risk perspective. There is currently insufficient evidence available to justify any reductions to the extents of the flood zones at this site.  Parts of the lands are within Flood Zone A/B. Zoning for various uses on these parts of this land would not be in compliance with the Guidelines.  <b>Chief Executive's Recommendation:</b> No Change.
<b>GLW-C10-958</b>	Tommy Duggan	The submission has requested that lands currently zoned Town Centre Infill/Residential would be rezoned to Town Centre. The submission has indicated that the site could be utilised as retail in future years.	<b>Chief Executive's Response:</b> The Planning Authority note the request to change the zoning on site from Town Centre Infill/Residential to Town Centre. The Planning Authority consider the subject site to be an excellent opportunity for the provision of high quality new residential development with the settlement. As outlined in the National Planning Framework it is considered that these lands address the concept of Compact Growth which is a key strategic policy of the NPF.  <b>Chief Executive's Recommendation:</b> No Change.
<b>GLW-C10-1154</b>	WMCBC – Walsh McManamon Chartered Building Consultancy	This submission has highlighted lands that are zoned for Residential Phase 2 in the MASP settlement of Baile Chláir. It is noted that these lands are the same as those referred to in submission <b>GLW-C10-1155</b> . It has been requested that these lands be zoned Residential Phase 1. A justification for the said re-zoning has been outlined.	<b>Chief Executive's Response:</b> Noted. As part of the review of the Baile Chláir settlement plan the quantum of Residential Phase 1 lands were examined. There is a requirement of 13.00 hectares of Residential Phase 1 lands. The Planning Authority has zoned accordingly. The quantum of Phase 1 Residential Lands in

			<p>Baile Chláir is in full compliance with the Core Strategy of the Draft Galway County Development Plan 2022-2028. It is considered the subject lands towards the southern edge of the settlement boundary of Baile Chláir village zoned “Residential Phase 2” is acceptable in this instance.</p> <p><b>Chief Executive’s Recommendation:</b> No Change.</p>
<b>GLW-C10-1155</b>	Goaley Construction	This submission has indicated that lands are zoned for Residential Phase 2 in the MASP settlement of Baile Chláir. It has been requested that these lands be zoned Residential Phase 1. A justification for the said re-zoning has been outlined.	<p><b>Chief Executive’s Response:</b> Noted. As part of the review of the Baile Chláir settlement plan the quantum of Residential Phase 1 lands were examined. There is a requirement of 13.00 hectares of Residential Phase 1 lands. The Planning Authority has zoned accordingly. The quantum of Phase 1 Residential Lands in Baile Chláir is in full compliance with the Core Strategy of the Draft Galway County Development Plan 2022-2028. It is considered the subject lands towards the southern edge of the settlement boundary of Baile Chláir village zoned “Residential Phase 2” is acceptable in this instance.</p> <p><b>Chief Executive’s Recommendation:</b> No Change.</p>



# Bearna

Portal No.	Submission Name	Summary of Issues Raised in Submission	Recommendation and Opinion Bearna
GLW-C10-251	Dermot Corcoran	<p>This submission has focused on the MASP settlement of Bearna and has highlighted the following:</p> <ul style="list-style-type: none"> <li>• Basing the CDP on the 2016 Census is a flawed and risky strategy. The population of Bearna has expanded rapidly between 2000-2008 and again post 2016. This expansion has occurred without committed development and infrastructure.</li> <li>• The Metropolitan Area Strategic Plan (MASP) with respect to Bearna is flawed. There is limited public transport, a singular traffic artery (R336) which experiences significant traffic jams. Sustainable compact development is not feasible in Bearna until such time as the Galway City Outer Bypass has been constructed.</li> <li>• Sustainable development of Bearna can only take place when there is sufficient wastewater treatment capacity.</li> </ul>	<p><b>Chief Executive's Response:</b></p> <ul style="list-style-type: none"> <li>• The population projections for Bearna as detailed within Chapter 2: Core Strategy, Settlement Strategy and Housing Strategy have been carried out having regard to Census 2016, ESRI figures, the location of the settlement within the metropolitan area of Galway City as designated in the RSES, the population requirements as per the NPF and the RSES. The topography of the settlement and infrastructure capacity has also been taken into consideration with regard to the population allocation for the settlement of Bearna.</li> <li>• The designation of Bearna as a settlement within the MASP has been predetermined as part of the RSES. The County Development Plan must be consistent with the RSES and as such the settlement of Bearna cannot be excluded from the MASP.</li> <li>• The Council have liaised with Irish Water and there is sufficient capacity at Mutton Island to meet the forecasted growth in Bearna.</li> </ul>

		<ul style="list-style-type: none"> <li>• Policy Objectives BSMP 5 &amp; 7 are not reflected in the zoning plan for Bearna. A linear zonation of minimum of 50m is required to ensure a coastal amenity park can be achieved. The absence of such provision will completely undermine concepts such as Oranmore-Bearna Cycleway among other things</li> <li>• In light of global warming and rising sea levels and changing storm patterns a minimum building setback of 50m from the foreshore boundary wall.</li> <li>• With respect to BMSP 10 “prepare and publish an Architectural Conservation Area Appraisal and Management Plan” for the existing ACA along the Pier Road is required as a matter of urgency.</li> </ul>	<ul style="list-style-type: none"> <li>• The comments noted with respect to BSMP 5 and 7 are noted. The Council are satisfied that the building setback of 30m from the foreshore field boundary line will allow sufficient space to ensure a coastal amenity park as well as the Oranmore-Bearna Cycleway can be achieved.</li> <li>• The comments in relation to global warming and rising sea levels are noted. The SFRA undertaken at Plan level provides an appropriately strategic assessment of flood risk within the town of Bearna in compliance with the 2009 Flood Guidelines. It considers, among other things, available published information on flood risk. The setback area of 30m has been considered as part of this assessment.</li> <li>• The comments with respect to BMSP 10 and the preparation of an Architectural Conservation Area Appraisal and Management Plan are noted. The Council agree with the comments made in this regard and will ensure this body of work is carried out subject to the availability of resources.</li> </ul> <p><b>Chief Executive’s Recommendation:</b> No Change.</p>
<p><b>GLW-C10-437</b></p>	<p>Padraig Campbell</p>	<p>The submission has raised a number of points in relation to the settlement of Bearna as follows:</p> <ul style="list-style-type: none"> <li>• The village of Bearna is not in the Metropolitan area of Galway. Bearna is not urban and is a village.</li> </ul>	<p><b>Chief Executive’s Response:</b></p> <ul style="list-style-type: none"> <li>• The designation of Bearna as a settlement within the MASP has been predetermined as part of the RSES. The County Development Plan must be consistent with the RSES and as such the</li> </ul>

		<ul style="list-style-type: none"> <li>The submission is not supportive of the Infill Residential Zoning at the bottom of Mags Lane. This zoning encroaches on the 30 metre setback/Amenity Park.</li> <li>Concerns raised in terms of sewage treatment capacity for Bearna and water quality.</li> </ul>	<p>settlement of Bearna cannot be excluded from the MASP.</p> <ul style="list-style-type: none"> <li>The comments with respect to the Infill Residential Zoning at the bottom of Mags Lane and the concerns with regard to this zoning encroachment on the 30 metre setback/amenity park are noted. The 30m setback as required under Policy Objective BMSP 9 – Coastal Setback would need to be adhered to should a planning application be submitted for these lands. Any proposal which would encroach on this coastal setback would materially contravene the plan. The inclusion of Policy Objective BMSP 9 is considered sufficient to ensure this 30m coastal setback is sufficiently protected.</li> <li>The Council have liaised with Irish Water and there is sufficient capacity at Mutton Island to meet the forecasted growth in Bearna.</li> </ul> <p><b>Chief Executive’s Recommendation:</b> No Change.</p>
<p><b>GLW-C10-522</b></p>	<p>Donnelly Family</p>	<p>A comprehensive submission has been received which has detailed that they were not consulted and none of their concerns have been addressed in the plan. A number of themes have been requested as follows:</p>	<p><b>Chief Executive’s Response:</b> The Council notes the submission has highlighted that they were not consulted and none of their concerns have been taken on board. In the interests of clarity, the Council would like to put on record that a significant level of public consultation has taken place to date in the preparation of the Draft Galway County Development Plan 2022-2028 and also during the recent public display period of the draft plan</p>

		<ul style="list-style-type: none"> <li>• The strategic location and special character of Bearna needs to be recognised with the need for it to grow successfully and sustainably.</li>   <li>• The heritage of Bearna needs to be protected without limiting progress.</li>   <li>• Higher population and employment allocations should be provided for Bearna. Bearna has been referred to as a strategic location for housing on page 53 of the RSES.</li> </ul>	<p>where the submitters have provided their comments and concerns on the plan.</p> <ul style="list-style-type: none"> <li>• The strategic location and character of Bearna have been recognised within the preparation of the Draft Galway County Development Plan 2022-2028. It is considered that there are Policy Objectives in the Bearna settlement plan and in the County Development Plan to ensure it will grow successfully and sustainably.</li>   <li>• It is considered that there are Policy Objectives in the Bearna settlement plan and in the County Development Plan to ensure progress will not be limited whilst also protecting the heritage of Bearna.</li>   <li>• The population projections for Bearna as detailed within Chapter 2: Core Strategy, Settlement Strategy and Housing Strategy have been carried out having regard to Census 2016, ESRI figures, the strategic location of the settlement within the metropolitan area of Galway City as designated in the RSES, the population requirements as per the NPF and the RSES. The topography of the settlement and infrastructure capacity has also been taken into consideration with regard to the population allocation for the settlement of Bearna which is deemed sufficient to meet the growth of the settlement over the life of the plan.</li> </ul>
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		<ul style="list-style-type: none"> <li>• The RSES favours future growth focusing on consolidation of built-up areas and supporting community infrastructure and services that are accessible by walking cycling or public transport. The plan is inconsistent with this and should be altered.</li>   <li>• The plan fails to adequately direct and encourage sustainable urban development in the built up areas of Bearna.</li>   <li>• Hard and soft infrastructure needs to be improved.</li>   <li>• Additional amenities and services are required for Bearna such as a new primary school, childcare, sporting facilities and play areas.</li> </ul>	<ul style="list-style-type: none"> <li>• The plan has been prepared in accordance with and has been informed by the RSES. The plan supports the future growth of built up areas as evidenced by the focusing of development within established built up area. The plan supports the provision of community facilities and services (see Policy Objective BMSP 3). The plan also supports enhanced public transport provision (see Policy Objective BMSP 18). The plan also supports both walking and cycling provision (see Policy Objective BMSP 15 and BMSP 19). It is considered that the provisions within the Bearna settlement plan and the wider County Development Plan supports consolidation of built-up areas and supporting community infrastructure and services that are accessible by walking cycling or public transport</li>   <li>• The plan has provided appropriate land use zonings to encourage sustainable urban development in the built up areas of Bearna. It is considered that the plan would contribute towards the compact and sustainable urban development of the town.</li>   <li>• The improvement of hard and soft infrastructure is supported within the settlement plan (see BMSP 13 – Public Infrastructure).</li>   <li>• The request for additional amenities and services for Bearna are noted. The plan supports the provision of community facilities and services within BMSP 3. Further Policy Objectives BMSP 6 to BMSP 9 supports improved national school</li> </ul>
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		<ul style="list-style-type: none"> <li>• The plan should do more to address outward commuting from Bearna.</li> <li>• The plan needs to be revised to ensure implementation of national and regional policies.</li> <li>• The R336 inner relief road should be rejected in favour of the prioritisation of more sustainable modes of transport. This route does not</li> </ul>	<p>facilities, a coastal amenity park, support the preparation of a feasibility study jetty/marina development and a coastal setback of 30m from the foreshore to allow for the development of the coastal amenity park and a seaside promenade, cycleway, children’s playground(s), landscaped amenity space and improved access routes to the local beaches, Bearna Pier and water-based activities.</p> <ul style="list-style-type: none"> <li>• Due to the proximity of Bearna to Galway City it is inevitable that there will continue to be significant outward commuting due to employment, education and amenity reasons to name but a few. This plans supports employment and economic development within the settlement of Bearna and provides an environment to facilitate the creation of economic development opportunities and employment. The plans also supports the importance of sustainable transport, including the effective integration of land use and transportation, encouraging a modal shift from private transport to cycling, cycling and public transport</li> <li>• The Council consider the Draft Galway County Development Plan 2022-2028 is consistent with national and regional policies.</li> <li>• This plan continues to support the completion of the Inner Relief Road to form a new village street with high quality mixed-use development, which would further enhance the vitality and success of</li> </ul>
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		<p>encourage a transition towards sustainable and low carbon transport modes. The route is not in accordance with the GTS.</p> <ul style="list-style-type: none"> <li>• The N6GCCR must support sustainable transport.</li> <li>• Greenway infrastructure to the city should also be delivered.</li> </ul>	<p>Bearna village. However, the plans also supports the importance of sustainable transport, including the effective integration of land use and transportation, encouraging a modal shift from private transport to cycling, cycling and public transport.</p> <ul style="list-style-type: none"> <li>• The Planning Authority notes the reference to the N6GCCR. Galway County Council together with Galway City Council, the National Transport Authority (NTA) and Transport Infrastructure Ireland (TII) are committed to delivering a sustainable transport vision for Galway where all elements of transport are working together to achieve an integrated transport solution. This is being progressed in the city and environs area by the delivery of the GTS which includes measures such as public transport, bus networks, rail, park and ride, cycle networks and the provision of the N6 GCRR. The GTS has been further complimented by the new GCTPS which forms part of this Draft Galway County Development Plan 2022-2028. The GCTPS. The GCTPS seeks to actively promote and support improvements to the transport networks which will encourage greater use of sustainable transport by existing populations, reduce car dependency and support new development in locations where sustainable travel choices can be encouraged and facilitated through existing and upgraded infrastructure and other measures.</li> <li>• The plan supports the development of a strategic greenway network. Policy Objective BGP2</li> </ul>
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			<p>supports the development of the Oranmore to Bearna Coastal Greenway.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-539</b>	Kennedy Family	<p>This submission has requested the change from Residential Phase 2 to Residential Phase 1. The submission has provided a comprehensive assessment of the subject lands including site location and context, planning history, planning policy context, analysis of projected population growth targets and a justification test. The submission has also suggested that the population allocation for Bearna has been miscalculated based on their analysis and have requested that the current population allocation and quantum of Residential Phase 1 lands be reconsidered.</p>	<p><b>Chief Executive's Response:</b> Noted. As part of the review of the Bearna settlement plan the quantum of Residential Phase 1 lands were examined. There is a requirement of 10.00 hectares of Residential Phase 1 lands. The Planning Authority has zoned accordingly. The quantum of Phase 1 Residential Lands in Bearna is in full compliance with the Core Strategy of the Draft Galway County Development Plan 2022-2028. It is considered the subject lands to the north of Bearna village zoned "Residential Phase 2" is acceptable in this instance.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-557</b>	Des Fitzgerald and Meriel FitzSimon	<p>This submission has focused on and welcomes the references Coastal Amenity Park in the Draft Galway County Development Plan 2022-2028. The submission highlights that the addition of the Coastal Amenity Park will increase the walking area for the community.</p> <p>Concern has however been raised with regard to the proposed residential infill zoning which is located on top of the Coastal Amenity Park. It is requested that a minimum set back of 30m at all points from the sea walls form Lacklea Boreen to Mags Lane be required.</p>	<p><b>Chief Executive's Response:</b> The comments with respect to the Infill Residential Zoning at the <b>top of the Coastal Amenity Park</b> and the concerns with regard to this zoning encroachment on the 30 metre setback/amenity park are noted. The 30m setback as required under Policy Objective BMSP 9 – Coastal Setback would need to be adhered to should a planning application be submitted for these lads. Any proposal which would encroach on this coastal setback would materially contravene the plan. The inclusion of Policy Objective BMSP 9 is considered sufficient to ensure this 30m coastal setback is sufficiently protected.</p>



			<b>Chief Executive's Recommendation:</b> No Change.
<b>GLW-C10-589</b>	Ruth McDonagh and Ian Foley	<p>A comprehensive submission has been received which relates to proposed zoning of Town Centre Residential/Infill and has requested that this should be changed to an amenity zoning.</p> <p>A justification for the proposed change in zoning has been outlined which has raised matters such as the quantum of lands zoned for residential purposes, the site not being an infill site, contrary to the proper planning and sustainable development of Bearna, site encroaches with 30 setback of coastal amenity park as referenced in PO BMSP 9.</p> <p>The submission has also raised concern with regard to the proposed Town Centre Residential/Infill zoning as it has not been included in the zoning matrix in Section 1.10 of Volume 2.</p> <p>The submission has also outlined that the subject lands are prone to coastal flooding.</p>	<p><b>Chief Executive's Response:</b> Noted.</p> <p>The Planning Authority consider this subject site to be an infill site due to it being the closest developable site to the east of the centre of the settlement and the proposals for an amenity park to the immediate south (30m setback). The development of these lands with high quality new residential developments at appropriate densities would be in accordance with the requirements of the NPF and would also facilitate the development of this section of the proposed coastal amenity park.</p> <p>A description of Town Centre Residential/Infill zoning has been included within Section 1.10 of Volume 2 and states the following: 'To facilitate for the provision of high quality new residential developments at appropriate densities within Town Centre sites. To provide an appropriate mix of house sizes, types and tenures in order to meet household needs and to promote balanced communities'.</p> <p>The Stage 2 SFRA undertaken at Development Plan provides a strategic assessment of flood risk within the town of Bearna in compliance with the 2009 Flood Guidelines. It considers, among other things, available published information on flood risk. This SFRA has</p>

			<p>concluded that the subject lands would be suitable for development.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-635</b>	Freeport Landowners	<p>This submission relates to the proposed coastal setback as set out in Policy Objective BMSP 9 Coastal Setback which requires a 30m setback from the site boundary for the linear amenity park between Mags Boreen and the pier. The submission considers that the 30m setback is excessive and a 15m setback would be a more realistic proposition. The submission has requested that Policy Objective BMSP 9 Coastal Setback be amended to replace 30m with 15m.</p>	<p><b>Chief Executive's Response:</b> It is considered that a general setback of 30m along the coastline is appropriate to ensure that future proposals for the Bearna Coastline is not compromised by reducing this set back to 15m as requested.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-651</b>	Peter O'Fegan	<p>This submission has looked at a number of different topics which are summarised as follows:</p> <ul style="list-style-type: none"> <li>• It is requested that engineering solutions to deal with flooding such as culverting of streams and watercourses be included where appropriate similar to DM Standard 27 in the extant County Development Plan 2015-2023.</li> <li>• The submission has requested that the zoning on their lands be changed from 'Open Space Recreation and Amenity' and 'Constrained Land Use' to 'Town Centre' zoning. An SSFRA which includes engineering solutions has also been submitted in support of this change of zoning.</li> </ul>	<p><b>Chief Executive's Response:</b></p> <ul style="list-style-type: none"> <li>• The Flood Risk Guidelines require planning authorities to take a precautionary approach when zoning lands at risk of flooding. Reference to the existing DM Standard 27 in the County Development Plan 2015-2021 is noted. However there is no provision for the Planning Authority to include engineering mechanisms in the consideration of zoning of lands.</li> <li>• As part of the review of the Bearna settlement plan a Stage 2 Strategic Flood Risk Assessment was carried out. Lands were identified as Open Space/Recreation &amp; Amenity in the plan area as a result of the requirement for open space lands or if</li> </ul>

			<p>subject lands were identified in a flood risk area (A and B).</p> <p>Having reviewed the details as submitted the Planning Authority are of the opinion that insufficient evidence has been provided to allow for the land use zoning proposed in areas within Flood Zone A/B.</p> <p>The site-specific flood risk assessment submitted includes mitigation measures as a basis for the zoning proposed. It is not within the scope of the SFRA/Plan preparation process to consider mitigation measures due to the requirements of the Flood Risk Management Guidelines. The proposal for these lands would contravene a key requirement from the Flood Risk Management Guidelines:</p> <p>“Only when both avoidance and substitution cannot take place should consideration be given to mitigation and management of risks.”</p> <p>The lands proposed to be zoned for inappropriate uses are within Flood Zone A, an area at elevated risk of flooding. The Guidelines require a sequential approach involving firstly to avoid inappropriate development in this area. Exceptions to the restriction of development are only allowed where a detailed Justification Test (taking into account flood risk management measures) is passed. A Justification Test would not be passed in this instance as there are more alternative lands available for town centre/town centre infill/</p>
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		<ul style="list-style-type: none"> <li>• In relation to Design it has been requested that the Planning Authority prepare density standards in accordance with Chapter 5 and 6 of the Sustainable Residential Development in Urban Areas (2009) Guidelines.</li> <li>• The content of DM Standard 32 (a) has been welcomed which relates to car parking.</li> <li>• The following text is recommended to be inserted into section 3.5.8 to help facilitate the requirements of compact growth, appropriate densities and in particular innovative design principles. ‘Facilitate and encourage innovation in order to drive sustainable development, protecting against potential negative impacts. The planning authority welcomes contemporary designs and</li> </ul>	<p>residential uses in Bearna. As a Justification Test would not be passed consideration cannot be given to the mitigation and management of risk.</p> <ul style="list-style-type: none"> <li>• Chapter 3 Placemaking, Regeneration and Urban Living has addressed density. Section 3.6.3 has identified that compact growth is a key component of growth agenda in Ireland up to 2040. The plan encourages higher densities along sustainable transport corridors such as railway lines. Due to different levels of public transport links across the county a balance will have to be struck in applying a fair and realistic level of density that is in keeping with the character of the surrounding area and meets the needs of its residents. The plan therefore proposes that a Density Typology Study will be carried out to establish a strategy for applying the appropriate level of density across the county (see Policy Objective CGR 5 – Typology Study).</li> <li>• Noted.</li> <li>• The Draft Galway County Development Plan 2022-2028 includes a suite of Policy Objectives which promotes high quality design and a number of policy objectives support quality design and placemaking. In Chapter 15 Development Management Standards The text as proposed is noted however in this instance it is considered that the plan as proposed facilitate the requirements of</li> </ul>
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		<p>innovation. In order to facilitate and encourage innovative design solutions the Council will exercise flexibility in the application of the development management standards in instances where high quality design and layout has been demonstrated and subject to the maintenance of privacy and protection of residential amenities’.</p> <ul style="list-style-type: none"> <li>• It is requested that the population projections for the county including Bearna are reconsidered and revised upwardly to reflect the likely population growth.</li> <li>• The submission has requested that Policy Objective BMSP 9 Coastal Setback be amended to replace 30m with 15m.</li> </ul>	<p>compact growth, appropriate densities and in high quality design principles.</p> <ul style="list-style-type: none"> <li>• Noted. As part of the review of the Bearna settlement plan the quantum of Residential Phase 1 lands were examined. There is a requirement of 10.00 hectares of Residential Phase 1 lands. The Planning Authority has zoned accordingly. The quantum of Phase 1 Residential Lands in Bearna is in full compliance with the Core Strategy of the Draft Galway County Development Plan 2022-2028. It is considered the subject lands to the west of Bearna village zoned “Residential Phase 2” is acceptable in this instance.</li> <li>• The Planning Authority note the comments with regard to reducing the coastal setback from 30m to 15m. The Planning Authority consider that a building setback of 30m is required in order to allow for the development of the coastal amenity park and a seaside promenade, cycleway, children’s playground(s), landscaped amenity space and improved access routes to the local beaches, Bearna Pier and water-based activities.</li> </ul> <p><b>Chief Executive’s Recommendation:</b> No Change.</p>
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<b>GLW-C10-675</b>	Declan Mahon	A submission has been received which has requested that their lands be changed from 'Residential Phase 2' to 'Residential Phase 1'. A 'Justification Test' has been included within the submission to illustrate and support the case for the requested rezoning.	<p><b>Chief Executive's Response:</b> Noted. As part of the review of the Bearna settlement plan the quantum of Residential Phase 1 lands were examined. There is a requirement of 10.00 hectares of Residential Phase 1 lands. The Planning Authority has zoned accordingly. The quantum of Phase 1 Residential Lands in Bearna is in full compliance with the Core Strategy of the Draft Galway County Development Plan 2022-2028. It is considered the subject lands to the north west of Bearna village zoned "Residential Phase 2" is acceptable in this instance.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-714</b>	Avison Young	A submission has been received which has requested that their lands be changed from 'Residential Phase 2' to 'Residential Phase 1'. A 'Justification Test' has been included within the submission to illustrate and support the case for the requested rezoning.	<p><b>Chief Executive's Response:</b> Noted. As part of the review of the Bearna settlement plan the quantum of Residential Phase 1 lands were examined. There is a requirement of 10.00 hectares of Residential Phase 1 lands. The Planning Authority has zoned accordingly. The quantum of Phase 1 Residential Lands in Bearna is in full compliance with the Core Strategy of the Draft Galway County Development Plan 2022-2028. It is considered the subject lands to the west of Bearna village zoned "Residential Phase 2" is acceptable in this instance.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-727</b>	Burkeway Homes	This submission has highlighted a recent High Court judgement in relation to Strategic Housing Developments in particular High Court ruling (2019 No.	<p><b>Chief Executive's Response:</b> Noted. The Planning Authority have reviewed this submission and are aware of the High Court ruling (2019</p>

		<p>20 J.R. 21<sup>st</sup> June 2019) which related to an SHD proposal at Trusky East, Bearna.</p> <p>The basis of this ruling has been detailed within the submission which included material contravention of the CDP on the basis of the population allocation within the CDP, the wording of Objective CCF6.</p> <p>The ruling also made reference to the proposal to include hard infrastructure within the 'Open Space Recreation' zoning and ruled that infrastructure such as bridges, roads and car parking would not be included within 'utilities infrastructure' which would be permitted under the aforementioned zoning.</p> <p>The submission has requested that the Council take cognisance of this ruling and in particular request the amendment of the zoning matrix to ensure 'Utilities Infrastructure' includes roads, bridges and car parking which are ancillary to and intended to serve a specific residential development.</p>	<p>No. 20 J.R. 21<sup>st</sup> June 2019) which related to an SHD proposal at Trusky East, Bearna. The Planning Authority do not consider the content of the submission or of this judgement sufficient rationale to amend the zoning matrix as requested.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<p><b>GLW-C10-778</b></p>	<p>Róisín Ní Chaoimh</p>	<p>This submission has looked at a number of different topics which are summarised as follows:</p> <p>Bearna</p> <ul style="list-style-type: none"> <li>• The coastline should be protected from over development particular due to the potential for flooding in the coming years.</li> </ul>	<p><b>Chief Executive's Response:</b></p> <p>Bearna</p> <ul style="list-style-type: none"> <li>• The SFRA undertaken at Plan level provides an appropriately strategic assessment of flood risk within the town of Bearna in compliance with the 2009 Flood Guidelines. It considers, among other things, available, published information on flood risk. This SFRA has informed the zoning of lands for</li> </ul>

		<ul style="list-style-type: none"> <li>• The 30 setback as proposed for Bearna village has been welcomed. Coastal paths outside of village areas can be disruptive to local wildlife and do not need to hug the shore.</li> <li>• Rising sea levels are also a cause for concern in terms of coastal paths</li> </ul> <p>Chapter 2 Core Strategy, Settlement Strategy and Settlement Strategy.</p> <ul style="list-style-type: none"> <li>• Legislation on derelict housing should be implemented.</li> <li>• Restriction should be imposed on short term letting.</li> </ul> <p>Chapter 6 Transport and Movement</p> <ul style="list-style-type: none"> <li>• Public transport needs to be more reliable and affordable.</li> <li>• Greenways offer a great opportunity to widen means of transport. However these should be constructed with local wildlife in mind and their conservation a priority.</li> </ul>	<p>development. All lands have been zoned having regard to the SFRA and the 2009 Flood Guidelines.</p> <ul style="list-style-type: none"> <li>• Noted.</li> <li>• Noted.</li> <li>• Noted</li> <li>• Noted</li> </ul> <p><b>Chief Executive’s Recommendation:</b> No Change.</p>
<p><b>GLW-C10-803</b></p>	<p>Oakway Homes</p>	<p>A submission has been received which has requested that their lands be changed from ‘Residential Phase 2’ to ‘Residential Phase 1’. A ‘Justification Test’ has been included within the submission to illustrate and support the case for the requested rezoning.</p>	<p><b>Chief Executive’s Response:</b> Noted. As part of the review of the Bearna settlement plan the quantum of Residential Phase 1 lands were examined. There is a requirement of 10.00 hectares of Residential Phase 1 lands. The Planning Authority has zoned accordingly. The quantum of Phase 1 Residential Lands in</p>



			<p>Bearna is in full compliance with the Core Strategy of the Draft Galway County Development Plan 2022-2028. It is considered the subject lands to the west of Bearna village zoned “Residential Phase 2” is acceptable in this instance.</p> <p><b>Chief Executive’s Recommendation:</b> No Change.</p>
<b>GLW-C10-819</b>	Truskey West (Property Holdings) Ltd.	<p>A submission has been received which has requested that their lands be changed from ‘Residential Phase 2’ to ‘Residential Phase 1’. The submission has provided a context for the proposed zoning including a review of the previous zoning on site, the location advantages of the size compliance with the RSES, the Draft Galway County Development Plan 2022-2028 including the Core Strategy and the integration with neighbouring developments.</p> <p>The submission has also made the case should the Planning Authority not deem Residential Phase 1 as appropriate that the lands be zoned Residential Infill as an alternative given the characteristics of the site including its modest size of 0.59 hectares.</p>	<p><b>Chief Executive’s Response:</b> Noted. As part of the review of the Bearna settlement plan the quantum of Residential Phase 1 lands were examined. There is a requirement of 10.00 hectares of Residential Phase 1 lands. The Planning Authority has zoned accordingly. The quantum of Phase 1 Residential Lands in Bearna is in full compliance with the Core Strategy of the Draft Galway County Development Plan 2022-2028. The Planning Authority also note the request to change the lands to Residential Infill.</p> <p>It is considered the subject lands to the west of Bearna village zoned “Residential Phase 2” is acceptable in this instance.</p> <p><b>Chief Executive’s Recommendation:</b> No Change.</p>
<b>GLW-C10-834</b>	Shane O’Connor	<p>A submission has been received which has requested that the settlement boundary be extended to include their lands and to zone same as ‘Residential Infill’. The submission has included a rationale for the proposed boundary extension and zoning including analysis of planning history in close proximity to the site and also compliance with other Draft Galway County</p>	<p><b>Chief Executive’s Response:</b> Noted. The site proposed is located outside the boundary of the draft settlement plan for Bearna. There are sufficient residential lands zoned as both phase 1, phase 2 and residential infill lands within the settlement boundary. The site is located a significant distance from the town centre, there are sequentially preferable sites close to</p>

		Development Plan 2022-2028 provision with respect to 'Residential Infill'.	the town centre which are zoned as part of this Draft Galway County Development Plan 2022-2028. It would be inappropriate to zone this site for residential development in advance of those sites within the LAP boundary and closer to the town centre.  <b>Chief Executive's Recommendation:</b> No Change.
<b>GLW-C10-847</b>	Gabriel McGoldrick	<p>A comprehensive submission has been received which has raised a number of points in relation to the settlement of Bearna. These points are summarised as follows:</p> <p><b><u>Bearna Population allocation and zoning</u></b> There is no justification for the increase in population allocation for Bearna given the lack of resources/infrastructure/amenities. The submission requests that justification for the proposed population allocation be provided.</p>	<p><b>Chief Executive's Response:</b></p> <p><b><u>Bearna Population allocation and zoning</u></b> The population allocated to Bearna is in accordance with the Core Strategy as contained in Chapter 2 Core Strategy, Settlement Strategy and Housing Strategy. The increase in population is considered appropriate based on the designation of Bearna within the MASP. The Planning Authority can confirm that having liaised with Irish Water there is sufficient capacity at Mutton Island to meet the forecasted growth in Bearna. In terms of amenities the Planning Authority note the need for additional amenities within the settlement of Bearna. The settlement plan for Bearna has included provision for Community Facilities and Open Space/Recreation and Amenity proportionate to the size of the settlement. The plan has also included numerous Policy Objectives with respect to supporting and improving the amenities/social infrastructure of the settlement including Community Facilities and Service (BMSP 3), Coastal Edge (BMSP 5), National School (BMSP 6), Coastal Amenity Park (BMSP 7), Jetty/Marina Development to list but a few.</p>

		<p><b><u>Bearna land zoning</u></b> The submission has highlighted that the plan states 10ha of lands are needed and highlights that 33ha of phase 2 residential lands are provided without any definition of what that implies. It is requested that all extraneous zoning be removed.</p> <p><b><u>Water Quality</u></b> The submission has highlighted concern with regard to water quality in the Truskey Stream which connect to the SAC in Galway Bay. Issues with regard to ecoli, public health, tankering of waste to the city by road, disregard of 2006 Part 8 planning permission limitations on the pumping station, and developments permitted outside of the allowed area in discharge licence. It is requested that the Chief Executive acknowledges the issues in relation to the pumping station and associated impacts. Existing residential units should be connected to the waste network before any further development is allowed to improve water quality in the area.</p> <p><b><u>Flooding</u></b> The submission has requested that lands rezoned from Flood Zone A by CAAS in the last Bearna LAP is maintained as Flood Zone A in this version of the plan, in accordance with the aims of the development plan.</p>	<p><b><u>Bearna land zoning</u></b> Noted. As part of the review of the Bearna settlement plan the quantum of Residential Phase 1 lands were examined. There is a requirement of 10.00 hectares of Residential Phase 1 lands. The Planning Authority has zoned accordingly. The quantum of Phase 1 Residential Lands in Bearna is in full compliance with the Core Strategy of the Draft Galway County Development Plan 2022-2028. It is considered the quantum of Residential Phase 2 lands is acceptable in this instance.</p> <p><b><u>Water Quality</u></b> The concerns raised with regard to water quality in the Truskey Stream are noted. The Planning Authority can confirm that having liaised with Irish Water and there is sufficient capacity at Mutton Island to meet the forecasted growth in Bearna. Any proposals on zoned lands shall be required to connect to the Irish Water Network.</p> <p><b><u>Flooding</u></b> The comments with respect to flooding made within this submission are noted. The Planning Authority are in agreement with the submission in this respect and in light of the findings of the Stage 2 SFRA which was prepared as part of the Draft Galway County Development Plan 2022-</p>
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		<p><b><u>Footpaths</u></b> The submission has highlighted the plan says it will prioritise walking, cycling and public transport but raises concern with regard to the provision of a footpath not being provided on the Moycullen Road in Bearna over the past 14 years. An explanation has been requested to explain the refusal to provide this footpath.</p> <p><b><u>Bearna Inner Relief Road</u></b> The submission has raised a number of concerns with respect to the Bearna Inner Relief Road including the following;</p> <ul style="list-style-type: none"> <li>• Not listed in the planned roads.</li> <li>• No intention from the council to deliver this road.</li> <li>• The quality of the plan for this road has been questioned.</li> <li>• No environmental assessment done for this road and therefore the planning is now null and void.</li> <li>• No justification for this road once the City Ring Road is approved.</li> <li>• The proposed road is an exercise to open up more lands for development while there is already sufficient lands available.</li> <li>• It is requested that the CE acknowledges that the Inner Relief Road is not required. If the CE considers that this road is required then it should</li> </ul>	<p>2028 it is not considered appropriate to amend the land use zoning as proposed.</p> <p><b><u>Footpaths</u></b> The County Development Plan is not an economic plan with the provision of financial budget to facilitate the construction of footpaths etc. The plan is a land use plan that supports the development of the plan area. There are Policy Objectives in relation to the provision of footpaths and lighting network etc within the settlement plan for Bearna (see Policy Objective BMSP 11 Town Centre Management and BMSP 19 Public Footpaths &amp; Lightening Network).</p> <p><b><u>Bearna Inner Relief Road</u></b> The Part 8 (reference LA27/06-Bearna Inner Relief road) was approved at a meeting of Galway County Council on the 23rd of October 2006. A section of the inner relief road has already been constructed. The plan specifically supports completion of the inner relief road (see Policy Objective BMSP 14 – New Village Street). The route of the proposed road is also delineated within the Land Use Zoning Map for Bearna. The Planning Authority are satisfied that this road once complete would further enhance the vitality and success of Bearna village. The inner relief road once complete will also enhance the quality of environment in the centre of the village and improve traffic safety, circulation and management in Bearna.</p> <p>The Planning Authority are satisfied that the Part 8 permission as referred to above is valid and in accordance with environmental legislation.</p>
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		<p>be explained why a re-planning should not be undertaken similar to projects in Naas and Ardee.</p> <p><b><u>Amenities</u></b>  The submission has raised concern at the absence of amenities being provided in Bearna over the last 14 years. A number of examples have been cited including no new primary school, no sporting facility, or street lighting. It has also been highlighted that Bearna is the most car dependent community in Ireland. The submission has stated that the Councils answer to the above is to build more roads and more houses.</p> <p>It is requested that the CE explain why there has been no improvement in amenities and how will this change in the next 5 to 6 years.</p>	<p>The N6 GCRR if approved and constructed would be of value for the settlement of Bearna in terms of connectivity to Galway City and to the east. The Planning Authority are of the opinion that the completion of the Inner Relief Road will also enhance the settlement itself as outlined above.</p> <p>The commentary with respect to the opening up of more lands for development are noted. The Planning Authority agree that sufficient lands for development have been made available as per the Core Strategy (see Chapter 2 Core Strategy, Settlement Strategy and Housing Strategy). The completion of the relief road is a primary objective of the Local Authority and subsequent future plans may take this into consideration when zoning lands .</p> <p><b><u>Amenities</u></b>  The settlement plan for Bearna has included provision for Community Facilities and Open Space/Recreation and Amenity proportionate to the size of the settlement. The plan has also included numerous Policy Objectives with respect to supporting and improving the amenities/social infrastructure of the settlement including Community Facilities and Service (BMSP 3), Coastal Edge (BMSP 5), National School (BMSP 6), Coastal Amenity Park (BMSP 7), Jetty/Marina Development to list but a few.</p> <p><b>Chief Executive’s Recommendation:</b>  No Change.</p>
<p><b>GLW-C10-873</b></p>	<p>Deirdre O’Flaherty</p>	<p>This submission has requested that lands zoned Town Centre Infill/Residential in Bearna not be adopted for the following reasons:</p>	<p><b>Chief Executive’s Response:</b></p>

		<p>The site has no built fabric and does not constitute an infill site. The proposed zoning would not allow for the general building setback of 30m as required within policy objective BMSP 9. The proposed zoning does not sufficiently allow for the creation of the Coastal/Amenity Park as outlined in policy objective BMSP 7. The proposed zoning does not sufficiently allow for the conservation and enhancement of the Coastal Edge as outlined in policy objective BMSP 5.</p> <p>The lands subject to this zoning have been subject to coastal flooding.</p> <p>Access to the subject site at the junction of the R336 and Mags Boreen has restricted sight lines.</p>	<p>The comments with respect to the Town Centre Infill/Residential Zoning are noted. The Planning Authority are satisfied that the proposed zoning will encourage appropriate development at this location. The concerns outlined with respect to BMSP 5, 7 and 9 are noted. Any planning applications which may be submitted in the future would need to comply with these Policy Objectives.</p> <p>The SFRA undertaken at Plan level provides an appropriately strategic assessment of flood risk within the town of Bearna in compliance with the 2009 Flood Guidelines. It considers, among other things, available, published information on flood risk. The lands in relation to this submission have been considered in relation to flooding and the existing land use zoning is considered acceptable based on the data available including the Stage 2 SFRA.</p> <p>The concerns with respect to the proposed junction with the R336 and the junction of Mags Lane are noted. It is further noted that the road serving the site is an adopted road (L53841). All issues including access arrangements would be required to comply with all the required Policy Objectives and DM Standards contained within the plan. Any potential proposal on these lands would need to demonstrate compliance with the plan in place at the time an application was submitted and same would be considered further during the Development Management process.</p>
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		<p>The submission has raised concern with regard to the scale of zoning in the settlement of Bearna and the potential for hollowing out the town centre.</p>	<p>The concerns raised with regard to over zoning and hollowing out of the town centre are noted. As part of the review of the Bearna settlement plan the quantum of Residential Phase 1 lands were examined. There is a requirement of 10.00 hectares of Residential Phase 1 lands. The Planning Authority has zoned accordingly to meet the projected population growth for the settlement. And is in full compliance with the Core Strategy of the Draft Galway County Development Plan 2022-2028. The Planning Authority are of the opinion that no over zoning in Bearna has occurred (see Chapter 2 Core Strategy, Settlement Strategy and Housing Strategy). Furthermore the Planning Authority would highlight the support for the sustainable development within the town centre of Bearna particularly Policy Objectives BMSP 2 and BMSP 4.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-914</b>	Karl O'Flaherty	<p>This submission has requested that lands zoned Town Centre Infill/Residential in Bearna not be adopted for the following reasons:</p> <ul style="list-style-type: none"> <li>• The additional zoning will compound the already poor sea water quality.</li> <li>• Mags Boreen is popular area for people to visit with no amenities for users with parking and traffic congestion an issue. Further development will exacerbate the problem. Access to the</li> </ul>	<p><b>Chief Executive's Response:</b> The Planning Authority note the content of the submission received with respect to the proposed Town Centre Infill/Residential zoning.</p> <p>With regard to water quality the Planning Authority can confirm that having liaised with Irish Water there is sufficient capacity at Mutton Island to meet the forecasted growth in Bearna.</p> <p>The concerns with respect to the proposed junction with the R336 and the junction of Mags Lane and parking issues on Mags Lane are noted. It is further noted that the road serving the site is an adopted road (L53841). All issues including access arrangements, parking and traffic</p>

		<p>subject site at the junction of the R336 and Mags Boreen has restricted sight lines.</p> <ul style="list-style-type: none"> <li>The issue of coastal flooding at the lower levels of Mags Boreen has been highlighted.</li> </ul>	<p>congestion etc. would be required to comply with all the required Policy Objectives and DM Standards contained within the plan. Any potential proposal on these lands would need to demonstrate compliance with the plan in place at the time an application was submitted and same would be considered further during the Development Management process.</p> <p>The Stage 2 SFRA undertaken at Plan level provides an appropriately strategic assessment of flood risk within the town of Bearna in compliance with the 2009 Flood Guidelines. It considers, among other things, available, published information on flood risk. This Stage 2 SFRA has concluded that the subject lands would be suitable for development.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-947</b>	Fergal O'Flaherty	<p>This submission has requested that lands zoned Town Centre Infill/Residential in Bearna not be adopted for the following reasons:</p> <ul style="list-style-type: none"> <li>Traffic safety due to limited visibility at the junction of Mags Boreen and the R336.</li> <li>No amenities for users with parking and traffic congestion an issue. Further development will exacerbate the problem.</li> </ul>	<p><b>Chief Executive's Response:</b> The Planning Authority note the content of the submission received with respect to the proposed Town Centre Infill/Residential zoning.</p> <p>The concerns with respect to the proposed junction with the R336 and the junction of Mags Lane and parking issues on Mags Lane are noted. It is further noted that the road serving the site is an adopted road (L53841). All issues including access arrangements, parking and traffic congestion etc. would be required to comply with all the required Policy Objectives and DM Standards contained within the plan. Any potential proposal on these lands would need to demonstrate compliance with the plan in</p>



		<ul style="list-style-type: none"> <li>The issue of coastal flooding at the lower levels of Mags Boreen has been highlighted.</li> <li>The additional zoning will compound the already poor sea water quality.</li> </ul>	<p>place at the time an application was submitted and same would be considered further during the Development Management process.</p> <p>The Stage 2 SFRA undertaken at Plan level provides an appropriately strategic assessment of flood risk within the town of Bearna in compliance with the 2009 Flood Guidelines. It considers, among other things, available, published information on flood risk. This Stage 2 SFRA has concluded that the subject lands would be suitable for development.</p> <p>With regard to water quality the Planning Authority can confirm that having liaised with Irish Water there is sufficient capacity at Mutton Island to meet the forecasted growth in Bearna.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-978</b>	Barry Walsh	This submission supports the submission made by GLW C10 873 by Deirdre O Flaherty.	<p><b>Chief Executives Response:</b> Response same as GLW-C10-873</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-1158</b>	Phobal Bhearna Community Group	A comprehensive submission has been received by the Phobal Bhearna Community Group which has raised the following points:	<p><b>Chief Executive's Response:</b> The Planning Authority note the content in this submission which relates to a number of various points in relation to Bearna. The support at the outset is welcomed as are the points raised within the submissions</p>

		<ul style="list-style-type: none"> <li>• The submission supports the overall vision of the plan and Policy Objectives BSMP 1-20 which relate to Bearnna. The inclusion of Bearnna within the MASP is opposed as is the proposed population projections due to significant infrastructural deficits.</li> <li>• The proposed population projections for Bearnna are considered flawed as they are based on the 2016 Census data. Analysis of grants of planning permission since the 2016 census has been provided. Data with respect to unoccupied properties has also been provided.</li> <li>• Concerns have raised with regard to traffic congestion in the Bearnna area. The provision of the Galway City Outer Bypass will improve this situation but sustainable compact development is not feasible until this bypass has been constructed. The development of an internal Bearnna Bypass will only open further lands for unsustainable development which will not address congestion on the R336.</li> <li>• Concern has been raised with respect to the provision of adequate wastewater treatment</li> </ul>	<ul style="list-style-type: none"> <li>• The designation of Bearnna as a settlement within the MASP has been predetermined as part of the RSES. The County Development Plan must be consistent with the RSES and as such the settlement of Bearnna cannot be excluded from the MASP.</li> <li>• The population projections for Bearnna as detailed within Chapter 2: Core Strategy, Settlement Strategy and Housing Strategy have been carried out having regard to Census 2016, ESRI figures, the location of the settlement within the metropolitan area of Galway City as designated in the RSES, the population requirements as per the NPF and the RSES. The topography of the settlement and infrastructure capacity has also been taken into consideration with regard to the population allocation for the settlement of Bearnna.</li> <li>• The Planning Authority note the concerns raised with respect to traffic congestion in the Bearnna area and note the comments with regard to the proposed Galway City Ring Road. The Planning Authority consider the further development of the Bearnna Inner Relief will further improve traffic congestion in the area. The Planning Authority have considered the impact of proposed zoning on all infrastructure including roads and are satisfied the quantum of lands proposed for Bearnna are appropriate.</li> <li>• With regard to water quality the Planning Authority can confirm that having liaised with Irish Water</li> </ul>
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		<p>provision. It is requested that Bearna should not be considered as a population growth centre until such time as adequate infrastructure has been put in place. The issue of water quality and E. Coli pollution in Bearna has also been raised.</p> <ul style="list-style-type: none"> <li>• The increase in population in Bearna has occurred without proportion growth in social infrastructure and community facilities etc. Policy Objectives BSMP 5 and 7 have not been addressed in the landuse zoning map. A coastal amenity park can only be achieved if a minimum 50m setback from the foreshore wall between Mags Boreen and Lacklea Boreen is provided.</li> <li>• Concern has been raised with respect to the absence of any provision of the Coastal Amenity Park within the landuse zoning map. The land use zoning as proposed 'Town Centre' or 'Town Centre Infill/Residential' offers a carte blanche to developers to build to close to the shore. A set back of 50m should be provided to ensure lands are retained for coastal amenity use.</li> <li>• The issue of coastal flooding has been raised and a minimum setback from the foreshore of 50m has been suggested for safety reasons. A photo of a fishing craft circa 40m inside the foreshore boundary wall has been submitted which was caused due to Atlantic Storm 2014.</li> </ul>	<p>there is sufficient capacity at Mutton Island to meet the forecasted growth in Bearna.</p> <ul style="list-style-type: none"> <li>• The comments noted with respect to BSMP 5 and 7 are noted. The Council are satisfied that the building setback of 30m from the foreshore field boundary line will allow sufficient space to ensure a coastal amenity park can be achieved.</li> <li>• The Planning Authority note the comments with regard to the absence of any delineation on the land use zoning map for the proposed Coastal Amenity Park. The Planning Authority can confirm that all proposals at this location would need to comply with Policy Objective BMSP 9 Coastal Setback which requires 30m from the foreshore field boundary line to allow for the development of the coastal amenity park.</li> <li>• The Stage 2 SFRA undertaken at Plan level provides an appropriately strategic assessment of flood risk within the town of Bearna in compliance with the 2009 Flood Guidelines. It considers, among other things, available, published information on flood risk.</li> </ul>
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		<ul style="list-style-type: none"> <li>• The submission supports the inclusion of Policy Objectives BSMP 16 and 17 with respect to the Irish Language.</li> <li>• The submission has noted that inclusion of Policy Objective BMSP 10 – “prepare and publish an ACA Appraisal and Management Plan for the existing ACA. The urgency of this taking place has been highlighted.</li> </ul>	<p>In order to inform the Stage 2 assessment, the town was inspected on foot by experienced professionals to examine, inter alia, the potential source and direction of flood paths from fluvial and coastal sources, locations of topographic and built features that coincide with the flood indicator related boundaries and to identify vegetation associated with a high frequency of inundation. As part of the consultation process for the Draft Galway County Development Plan 2022-2028 and associated environmental assessments, evidence provided in submissions including photographic and video evidence of flood events and site specific flood risk assessments are being taken into account. The undertaking of the Stage 2 SFRA and the application of the land use zoning along the coastline within the settlement of is an appropriate approach in meeting the requirements of the Guidelines and protecting human life, property and other receptors from the effects of flood events. In light of the above it is not considered appropriate to amend the land use zoning as proposed.</p> <ul style="list-style-type: none"> <li>• Noted.</li> <li>• The Planning Authority acknowledge the urgency for the preparation of an ACA Appraisal and Management Plan for the existing ACA. As funds become available the preparation of same shall be prioritised.</li> </ul>
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			<b>Chief Executive's Recommendation:</b> No Change.
<b>GLW-C10-1280</b>	M.G. Ryan & Co LLP Solicitors (on behalf of Ian Foley & Ruth McDonagh)	This submission is a duplicate of submission <b>GLW-C10-589</b> above. The submission also includes a letter from Ian Foley & Ruth McDonagh solicitors M.G. Ryan & Co LLP Solicitors. This letter has expressed surprise that submission <b>GLW-C10-635</b> from Freeport Landowners was acceptable due to the quality of the map used in the submission.	<b>Chief Executive's Response:</b> See response to <b>GLW-C10-589</b> above.  <b>Chief Executive's Recommendation:</b> Same as recommendation to <b>GLW-C10-589</b> above.
<b>GLW-C10-1282</b>	Thomas and Rita Lally	This submission relates to lands which are located in a rural setting in close proximity to the boundary with Galway City and remote from any zoned settlement. The closest zoned settlement is Bearnna. The submission has requested that these lands be zoned commercial to facilitate small companies who do not have many options for where to operate.	<b>Chief Executive's Response:</b> The subject lands are remote from any settlement and are located within a rural setting. It is considered that ample lands have been designated within the various settlements to adequately meet the needs of commercial enterprises for the period of the upcoming plan.  <b>Chief Executive's Recommendation:</b> No Change
<b>GLW-C10-1841</b>	Molloy Family	<p>This submission has requested that their lands which are zoned Open Space in the Draft Galway County Development Plan 2022-2028 be changed to Village/Core/Town Centre.</p> <p>The submission has advised that they are not aware of any flooding on their lands. They have also identified that a site specific flood risk assessment has been carried out by Hydros Environmental Ltd, which concludes that the lands should be designated as Zone C. They have advised</p>	<b>Chief Executive's Response:</b> The Stage 2 SFRA undertaken at Plan level provides an appropriately strategic assessment of flood risk within the town of Bearnna in compliance with the 2009 Flood Guidelines. It considers, among other things, available, published information on flood risk.  In order to inform the Stage 2 SFRA, the town was inspected on foot by experienced professionals to examine, inter alia, the potential source and direction of flood paths from fluvial and coastal sources, locations of topographic and built features that coincide with the flood indicator related boundaries and to identify vegetation associated with a

		<p>that engineers have peer reviewed this flood risk assessment on their behalf.</p>	<p>high frequency of inundation. As part of the consultation process for the Draft Galway County Development Plan 2022-2028 and associated environmental assessments, evidence provided in submissions including photographic and video evidence of flood events and site specific flood risk assessments are being taken into account.</p> <p>Having reviewed the details as submitted the Planning Authority are of the opinion that insufficient evidence has been provided to allow for the land use zoning proposed in areas within Flood Zone A/B. The letter from the Consulting Engineers indicates that a Flood Risk Assessment, (which has not been submitted) includes mitigation measures. The proposal for these lands would contravene a key requirement from the Flood Risk Management Guidelines:</p> <p>“Only when both avoidance and substitution cannot take place should consideration be given to mitigation and management of risks.”</p> <p>The lands proposed to be zoned for inappropriate uses are within Flood Zone A/B, an area at elevated risk of flooding. The Guidelines require a sequential approach involving firstly to avoid inappropriate development in this area. Exceptions to the restriction of development are only allowed where a detailed Justification Test (taking into account flood risk management measures) is passed. A Justification Test would not be passed in this instance as there are more alternative lands available for village core/town centre uses in Bearna. As a Justification Test would not be passed consideration cannot be given to the mitigation and management of risk.</p>
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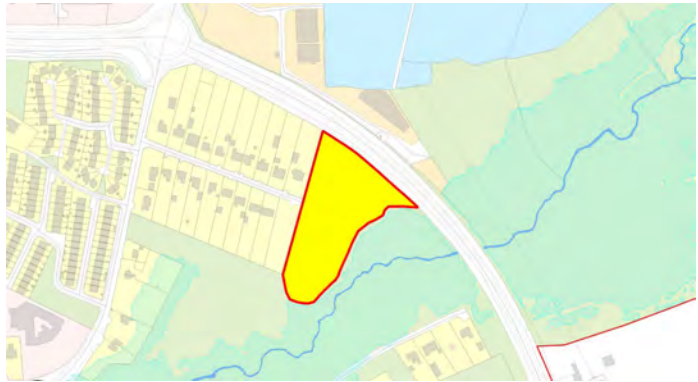
			<p>The undertaking of the Stage 2 SFRA and the application of the 'Open Space' and 'Constrained Land Use' Zoning is an appropriate approach in meeting the requirements of the Guidelines and protecting human life, property and other receptors from the effects of flood events. In light of the above it is not considered appropriate to amend the land use zoning as proposed.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
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# Oranmore

Portal No.	Submission Name	Summary of Issues Raised in Submission	Recommendation and Opinion Oranmore
GLW-C10-1411	Martha and Martin Breen	<p>This submission has expressed support for the change in zoning of lands of 2.3 hectares at Carrowmoneash, Oranmore from Residential Phase 1 to Open Space / Recreation &amp; Amenity. The submission has made reference to a previous planning refusal on lands subject to planning reference number 19/1721. The submission has highlighted six refusal reasons including traffic hazard, environmental issues and risk of flooding. The submission has highlighted that the Planning Authority deemed the proposal to be contrary to Ministerial Guidelines with respect to flooding.</p>	<p><b>Chief Executive’s Response:</b>            Noted. The Elected Members at the Pleanary Council Meeting to adopt the Draft Plan in May 2021 proposed and passed the rezoning from Residential Phase 1 to Open Space / Recreation &amp; Amenity. The Planning Authority considered that there was no justification for this as the site was outside the flood risk zone as demonstrated by the Stage 2 SFRA. It is noted that the refusal reasons pertaining to planning reference 19/1721 were in relation to access arrangements; design; flooding; proximity to Natura 2000 site. In relation to flooding, it was considered that insufficient information accompanied the planning application. In the absence of these documents, the PA considered the application to be contrary to Section 28 Guidelines.</p> <p>The SFRA has identified Flood Risk Zones A, B and C, as per the requirements in the Guidelines, for settlements within the County that are being provided with land use zoning under the Plan. The inclusion of lands within the relevant Flood Zone has implications for the land use zoning allowed under the Guidelines.</p> <p>The subject lands have been identified as being within Flood Zone C – the flood zone with the lowest flood risk. There is no historical evidence of flooding identified for the subject lands and the OPW’s most advanced, available, predictive model does not indicate any “Present Day” risk. Flood</p>

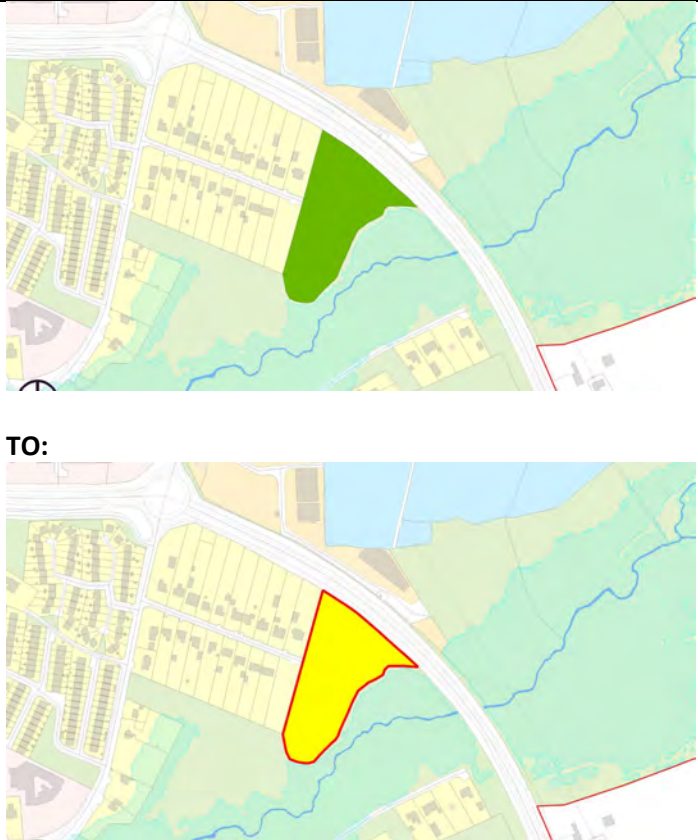


			<p>Zones A and B must be based on “Present Day” risk, which does not take into account increases in risk as a result of climate change.</p> <p>Notwithstanding this, parts of the subject lands, in a similar way to other Flood Zone C lands within settlements across the County, have been identified by OPW’s most advanced, available, predictive model as being at risk under two Future Scenarios that take into increases in flood risk as a result of climate change: “High-End Future Scenario” (a more extreme prediction) and “Mid-Range Future Scenario” (an average of predictions).</p> <p>Any future development on lands within Flood Zone C will need to demonstrate compliance with the various Plan provisions relating to Flood Risk Assessment and climate change, including those relating to assessing the potential impacts of climate change, such as an increase in the extent or probability of flooding, and any associated measures necessary to address these impacts.</p> <p>In accordance with Recommendation No. 7 of the Office of the Planning Regulator, it is considered that these lands should revert to Residential Phase 1 as per the pre-draft plan.</p> <p><b>Chief Executive’s Recommendation:</b></p> <ol style="list-style-type: none"> <li>1. Remove Open Space / Recreation &amp; Amenity and replace with Residential Phase 1 in line with Recommendation 1 of the Office of the Planning Regulator submission.</li> </ol> <p><b>FROM:</b></p>
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			 <p><b>TO:</b></p>  <p>2. Revert to the pre-draft plan zoning as Residential Phase 1.</p>
<p><b>GLW-C10-1379</b></p>	<p>Gabriel and Carmel Folan</p>	<p>Same as GLW-C10-1411 above.</p>	<p><b>Chief Executive's Response:</b> Noted. The Elected Members at the Pleanary Council Meeting to adopt the Draft Plan in May 2021 proposed and passed the rezoning from Residential Phase 1 to Open</p>

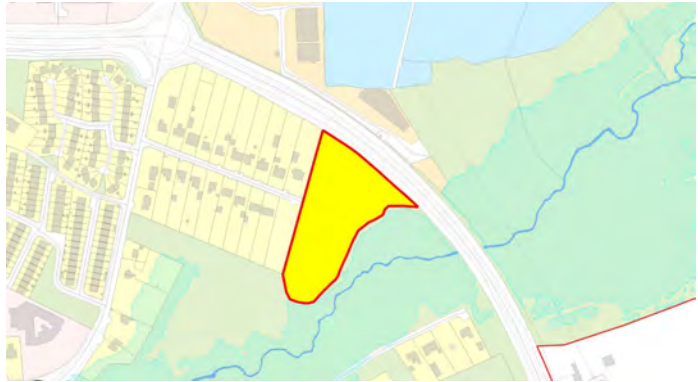
			<p>Space / Recreation &amp; Amenity. The Planning Authority considered that there was no justification for this as the site was outside the flood risk zone as demonstrated by the Stage 2 SFRA. It is noted that the refusal reasons pertaining to planning reference 19/1721 were in relation to access arrangements; design; flooding; proximity to Natura 2000 site. In relation to flooding, it was considered that insufficient information accompanied the planning application. In the absence of these documents, the PA considered the application to be contrary to Section 28 Guidelines.</p> <p>The SFRA has identified Flood Risk Zones A, B and C, as per the requirements in the Guidelines, for settlements within the County that are being provided with land use zoning under the Plan. The inclusion of lands within the relevant Flood Zone has implications for the land use zoning allowed under the Guidelines.</p> <p>The subject lands have been identified as being within Flood Zone C – the flood zone with the lowest flood risk. There is no historical evidence of flooding identified for the subject lands and the OPW’s most advanced, available, predictive model does not indicate any “Present Day” risk. Flood Zones A and B must be based on “Present Day” risk, which does not take into account increases in risk as a result of climate change.</p> <p>Notwithstanding this, parts of the subject lands, in a similar way to other Flood Zone C lands within settlements across the County, have been identified by OPW’s most advanced, available, predictive model as being at risk under two Future Scenarios that take into increases in flood risk as a</p>
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			<p>result of climate change: “High-End Future Scenario” (a more extreme prediction) and “Mid-Range Future Scenario” (an average of predictions).</p> <p>Any future development on lands within Flood Zone C will need to demonstrate compliance with the various Plan provisions relating to Flood Risk Assessment and climate change, including those relating to assessing the potential impacts of climate change, such as an increase in the extent or probability of flooding, and any associated measures necessary to address these impacts.</p> <p>In accordance with Recommendation No. 7 of the Office of the Planning Regulator, it is considered that these lands should revert to Residential Phase 1 as per the pre-draft plan.</p> <p><b>Chief Executive’s Recommendation:</b></p> <ol style="list-style-type: none"> <li>1. Remove Open Space / Recreation &amp; Amenity and replace with Residential Phase 1 in line with Recommendation 1 of the Office of the Planning Regulator submission</li> </ol> <p><b>FROM:</b></p>
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			 <p><b>TO:</b></p> <p>2. Revert to the pre-draft plan zoning as Residential Phase 1.</p>
<p><b>GLW-C10-1279</b></p>	<p>Fionnuala and Gary O'Donnell</p>	<p>Same as GLW-C10-1411 above.</p>	<p><b>Chief Executive's Response:</b>  Noted. The Elected Members at the Pleanary Council Meeting to adopt the Draft Plan in May 2021 proposed and passed the rezoning from Residential Phase 1 to Open Space / Recreation &amp; Amenity. The Planning Authority considered that there was no justification for this as the site was outside the flood risk zone as demonstrated by the</p>

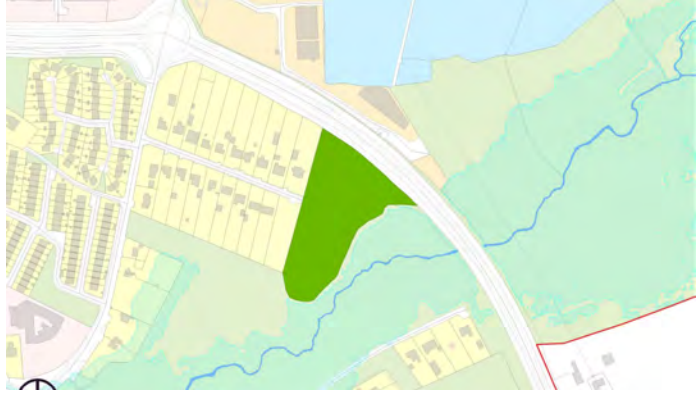
			<p>Stage 2 SFRA. It is noted that the refusal reasons pertaining to planning reference 19/1721 were in relation to access arrangements; design; flooding; proximity to Natura 2000 site. In relation to flooding, it was considered that insufficient information accompanied the planning application. In the absence of these documents, the PA considered the application to be contrary to Section 28 Guidelines.</p> <p>The SFRA has identified Flood Risk Zones A, B and C, as per the requirements in the Guidelines, for settlements within the County that are being provided with land use zoning under the Plan. The inclusion of lands within the relevant Flood Zone has implications for the land use zoning allowed under the Guidelines.</p> <p>The subject lands have been identified as being within Flood Zone C – the flood zone with the lowest flood risk. There is no historical evidence of flooding identified for the subject lands and the OPW’s most advanced, available, predictive model does not indicate any “Present Day” risk. Flood Zones A and B must be based on “Present Day” risk, which does not take into account increases in risk as a result of climate change.</p> <p>Notwithstanding this, parts of the subject lands, in a similar way to other Flood Zone C lands within settlements across the County, have been identified by OPW’s most advanced, available, predictive model as being at risk under two Future Scenarios that take into increases in flood risk as a result of climate change: “High-End Future Scenario” (a more extreme prediction) and “Mid-Range Future Scenario” (an average of predictions).</p>
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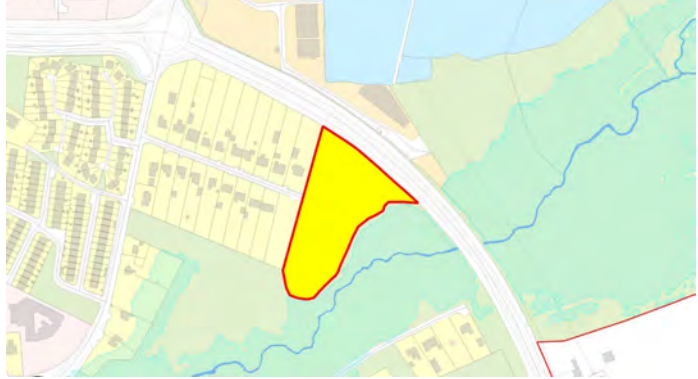
			<p>Any future development on lands within Flood Zone C will need to demonstrate compliance with the various Plan provisions relating to Flood Risk Assessment and climate change, including those relating to assessing the potential impacts of climate change, such as an increase in the extent or probability of flooding, and any associated measures necessary to address these impacts.</p> <p>In accordance with Recommendation No. 7 of the Office of the Planning Regulator, it is considered that these lands should revert to Residential Phase 1 as per the pre-draft plan.</p> <p><b>Chief Executive's Recommendation:</b></p> <ol style="list-style-type: none"><li>1. Remove Open Space / Recreation &amp; Amenity and replace with Residential Phase 1 in line with Recommendation 1 of the Office of the Planning Regulator submission</li></ol> <p><b>FROM:</b></p> 
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			<p><b>TO:</b></p>  <p>2. Revert to the pre-draft plan zoning as Residential Phase 1.</p>
<p><b>GLW-C10-1145</b></p>	<p>Mary Madden</p>	<p>Same as GLW-C10-1411 above.</p>	<p><b>Chief Executive’s Response:</b>  Noted. The Elected Members at the Pleanary Council Meeting to adopt the Draft Plan in May 2021 proposed and passed the rezoning from Residential Phase 1 to Open Space / Recreation &amp; Amenity. The Planning Authority considered that there was no justification for this as the site was outside the flood risk zone as demonstrated by the Stage 2 SFRA. It is noted that the refusal reasons pertaining to planning reference 19/1721 were in relation to access arrangements; design; flooding; proximity to Natura 2000 site. In relation to flooding, it was considered that insufficient information accompanied the planning application. In the absence of these documents, the PA considered the application to be contrary to Section 28 Guidelines.</p>

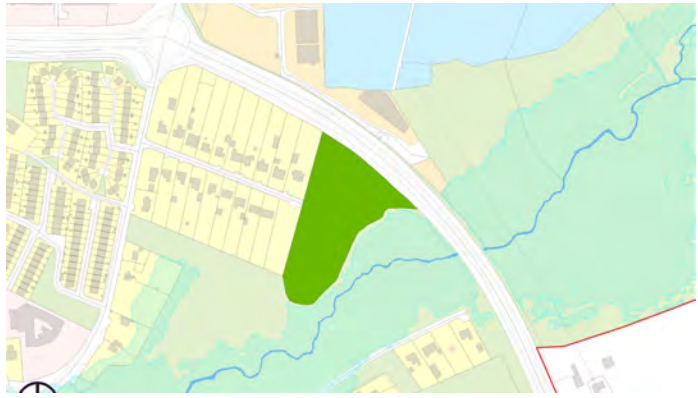


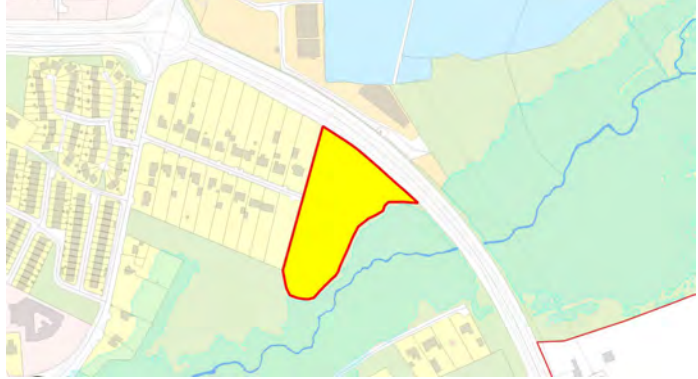
			<p>The SFRA has identified Flood Risk Zones A, B and C, as per the requirements in the Guidelines, for settlements within the County that are being provided with land use zoning under the Plan. The inclusion of lands within the relevant Flood Zone has implications for the land use zoning allowed under the Guidelines.</p> <p>The subject lands have been identified as being within Flood Zone C – the flood zone with the lowest flood risk. There is no historical evidence of flooding identified for the subject lands and the OPW’s most advanced, available, predictive model does not indicate any “Present Day” risk. Flood Zones A and B must be based on “Present Day” risk, which does not take into account increases in risk as a result of climate change.</p> <p>Notwithstanding this, parts of the subject lands, in a similar way to other Flood Zone C lands within settlements across the County, have been identified by OPW’s most advanced, available, predictive model as being at risk under two Future Scenarios that take into increases in flood risk as a result of climate change: “High-End Future Scenario” (a more extreme prediction) and “Mid-Range Future Scenario” (an average of predictions).</p> <p>Any future development on lands within Flood Zone C will need to demonstrate compliance with the various Plan provisions relating to Flood Risk Assessment and climate change, including those relating to assessing the potential impacts of climate change, such as an increase in the extent or probability of flooding, and any associated measures necessary to address these impacts.</p>
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			<p>In accordance with Recommendation No. 7 of the Office of the Planning Regulator, it is considered that these lands should revert to Residential Phase 1 as per the pre-draft plan.</p> <p><b>Chief Executive's Recommendation:</b></p> <ol style="list-style-type: none"><li>1. Remove Open Space / Recreation &amp; Amenity and replace with Residential Phase 1 in line with Recommendation 1 of the Office of the Planning Regulator submission</li></ol> <p><b>FROM:</b></p>  <p><b>TO:</b></p>
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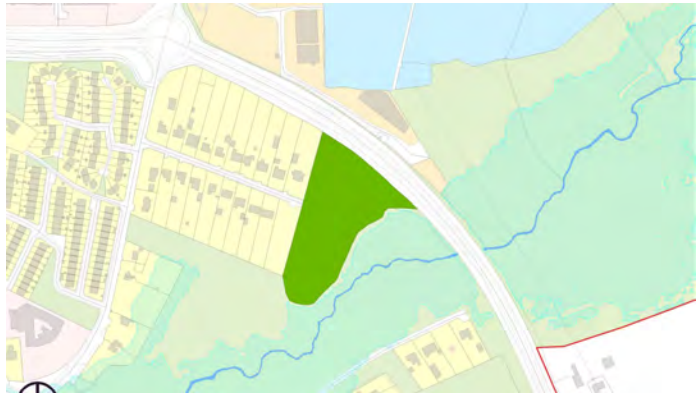
			 <p data-bbox="1285 616 1998 676">2. Revert to the pre-draft plan zoning as Residential Phase 1.</p>
<p data-bbox="199 724 273 820"><b>GLW-C10-1139</b></p>	<p data-bbox="315 724 528 788">Brian and Mary O Higgins</p>	<p data-bbox="600 724 972 750">Same as GLW-C10-1411 above.</p>	<p data-bbox="1285 724 1621 750"><b>Chief Executive’s Response:</b></p> <p data-bbox="1285 759 1998 1254">Noted. The Elected Members at the Pleanary Council Meeting to adopt the Draft Plan in May 2021 proposed and passed the rezoning from Residential Phase 1 to Open Space / Recreation &amp; Amenity. The Planning Authority considered that there was no justification for this as the site was outside the flood risk zone as demonstrated by the Stage 2 SFRA. It is noted that the refusal reasons pertaining to planning reference 19/1721 were in relation to access arrangements; design; flooding; proximity to Natura 2000 site. In relation to flooding, it was considered that insufficient information accompanied the planning application. In the absence of these documents, the PA considered the application to be contrary to Section 28 Guidelines.</p> <p data-bbox="1285 1299 1998 1364">The SFRA has identified Flood Risk Zones A, B and C, as per the requirements in the Guidelines, for settlements within</p>

			<p>the County that are being provided with land use zoning under the Plan. The inclusion of lands within the relevant Flood Zone has implications for the land use zoning allowed under the Guidelines.</p> <p>The subject lands have been identified as being within Flood Zone C – the flood zone with the lowest flood risk. There is no historical evidence of flooding identified for the subject lands and the OPW’s most advanced, available, predictive model does not indicate any “Present Day” risk. Flood Zones A and B must be based on “Present Day” risk, which does not take into account increases in risk as a result of climate change.</p> <p>Notwithstanding this, parts of the subject lands, in a similar way to other Flood Zone C lands within settlements across the County, have been identified by OPW’s most advanced, available, predictive model as being at risk under two Future Scenarios that take into increases in flood risk as a result of climate change: “High-End Future Scenario” (a more extreme prediction) and “Mid-Range Future Scenario” (an average of predictions).</p> <p>Any future development on lands within Flood Zone C will need to demonstrate compliance with the various Plan provisions relating to Flood Risk Assessment and climate change, including those relating to assessing the potential impacts of climate change, such as an increase in the extent or probability of flooding, and any associated measures necessary to address these impacts.</p> <p>In accordance with Recommendation No. 7 of the Office of the Planning Regulator, it is considered that these lands</p>
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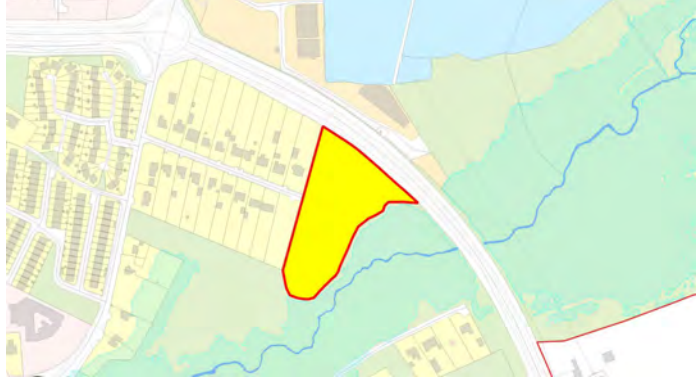
			<p>should revert to Residential Phase 1 as per the pre-draft plan.</p> <p><b>Chief Executive's Recommendation:</b></p> <ol style="list-style-type: none"><li>1. Remove Open Space / Recreation &amp; Amenity and replace with Residential Phase 1 in line with Recommendation 1 of the Office of the Planning Regulator submission</li></ol> <p><b>FROM:</b></p>  <p><b>TO:</b></p>
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			 <p data-bbox="1285 651 1989 683">Revert to the pre-draft plan zoning as Residential Phase 1.</p>
<p data-bbox="190 724 304 820"><b>GLW-C10-707</b></p>	<p data-bbox="304 724 586 788">Oliver and Triona O Higgins</p>	<p data-bbox="586 724 1285 756">Same as GLW-C10-1141 above.</p>	<p data-bbox="1285 724 1998 756"><b>Chief Executive’s Response:</b></p> <p data-bbox="1285 762 1998 1257">Noted. The Elected Members at the Pleanary Council Meeting to adopt the Draft Plan in May 2021 proposed and passed the rezoning from Residential Phase 1 to Open Space / Recreation &amp; Amenity. The Planning Authority considered that there was no justification for this as the site was outside the flood risk zone as demonstrated by the Stage 2 SFRA. It is noted that the refusal reasons pertaining to planning reference 19/1721 were in relation to access arrangements; design; flooding; proximity to Natura 2000 site. In relation to flooding, it was considered that insufficient information accompanied the planning application. In the absence of these documents, the PA considered the application to be contrary to Section 28 Guidelines.</p> <p data-bbox="1285 1299 1998 1364">The SFRA has identified Flood Risk Zones A, B and C, as per the requirements in the Guidelines, for settlements within</p>

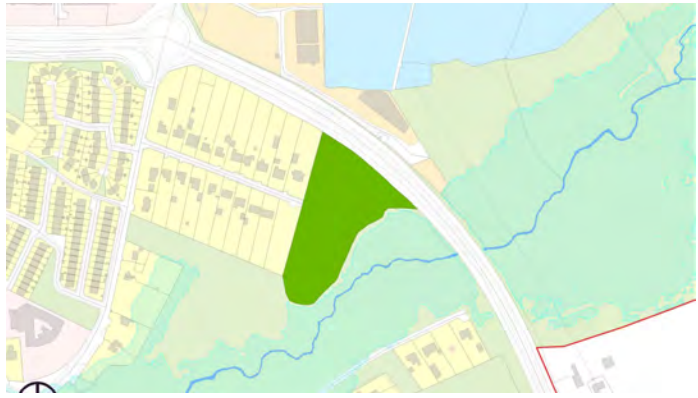
			<p>the County that are being provided with land use zoning under the Plan. The inclusion of lands within the relevant Flood Zone has implications for the land use zoning allowed under the Guidelines.</p> <p>The subject lands have been identified as being within Flood Zone C – the flood zone with the lowest flood risk. There is no historical evidence of flooding identified for the subject lands and the OPW’s most advanced, available, predictive model does not indicate any “Present Day” risk. Flood Zones A and B must be based on “Present Day” risk, which does not take into account increases in risk as a result of climate change.</p> <p>Notwithstanding this, parts of the subject lands, in a similar way to other Flood Zone C lands within settlements across the County, have been identified by OPW’s most advanced, available, predictive model as being at risk under two Future Scenarios that take into increases in flood risk as a result of climate change: “High-End Future Scenario” (a more extreme prediction) and “Mid-Range Future Scenario” (an average of predictions).</p> <p>Any future development on lands within Flood Zone C will need to demonstrate compliance with the various Plan provisions relating to Flood Risk Assessment and climate change, including those relating to assessing the potential impacts of climate change, such as an increase in the extent or probability of flooding, and any associated measures necessary to address these impacts.</p> <p>In accordance with Recommendation No. 7 of the Office of the Planning Regulator, it is considered that these lands</p>
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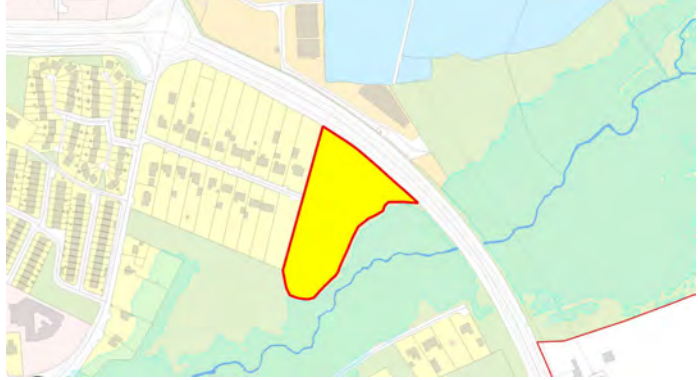
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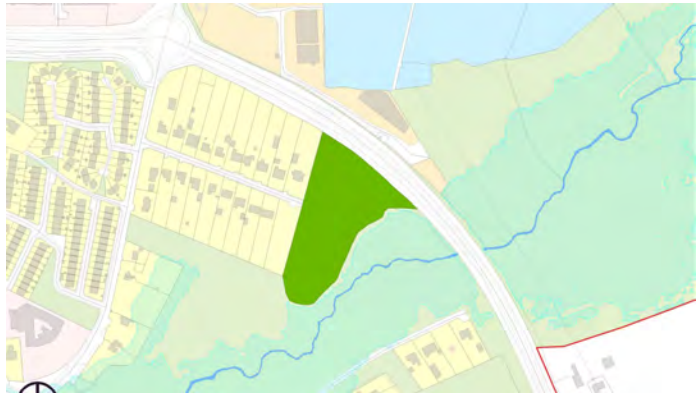
			 <p data-bbox="1285 616 1917 644">Revert to the pre-draft zoning as Residential Phase 1.</p>
<p data-bbox="203 691 277 786"><b>GLW-C10-581</b></p>	<p data-bbox="318 691 528 751">Sarah and Declan Burke</p>	<p data-bbox="600 691 972 715">Same as GLW-C10-1141 above.</p>	<p data-bbox="1285 691 1621 715"><b>Chief Executive’s Response:</b></p> <p data-bbox="1285 727 1989 1219">Noted. The Elected Members at the Pleanary Council Meeting to adopt the Draft Plan in May 2021 proposed and passed the rezoning from Residential Phase 1 to Open Space / Recreation &amp; Amenity. The Planning Authority considered that there was no justification for this as the site was outside the flood risk zone as demonstrated by the Stage 2 SFRA. It is noted that the refusal reasons pertaining to planning reference 19/1721 were in relation to access arrangements; design; flooding; proximity to Natura 2000 site. In relation to flooding, it was considered that insufficient information accompanied the planning application. In the absence of these documents, the PA considered the application to be contrary to Section 28 Guidelines.</p> <p data-bbox="1285 1267 1989 1364">The SFRA has identified Flood Risk Zones A, B and C, as per the requirements in the Guidelines, for settlements within the County that are being provided with land use zoning</p>

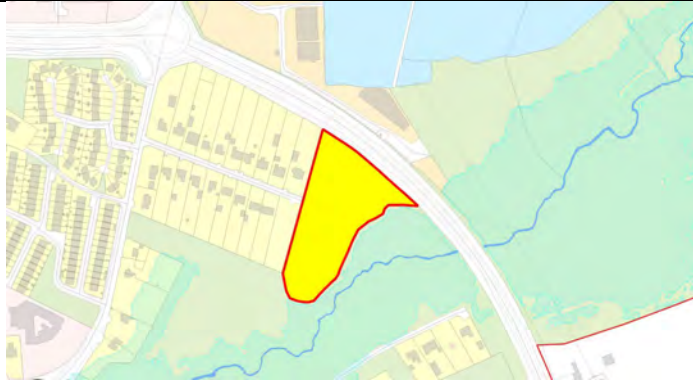
			<p>under the Plan. The inclusion of lands within the relevant Flood Zone has implications for the land use zoning allowed under the Guidelines.</p> <p>The subject lands have been identified as being within Flood Zone C – the flood zone with the lowest flood risk. There is no historical evidence of flooding identified for the subject lands and the OPW’s most advanced, available, predictive model does not indicate any “Present Day” risk. Flood Zones A and B must be based on “Present Day” risk, which does not take into account increases in risk as a result of climate change.</p> <p>Notwithstanding this, parts of the subject lands, in a similar way to other Flood Zone C lands within settlements across the County, have been identified by OPW’s most advanced, available, predictive model as being at risk under two Future Scenarios that take into increases in flood risk as a result of climate change: “High-End Future Scenario” (a more extreme prediction) and “Mid-Range Future Scenario” (an average of predictions).</p> <p>Any future development on lands within Flood Zone C will need to demonstrate compliance with the various Plan provisions relating to Flood Risk Assessment and climate change, including those relating to assessing the potential impacts of climate change, such as an increase in the extent or probability of flooding, and any associated measures necessary to address these impacts.</p> <p>In accordance with Recommendation No. 7 of the Office of the Planning Regulator, it is considered that these lands</p>
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			 <p data-bbox="1285 616 1917 644">Revert to the pre-draft zoning as Residential Phase 1.</p>
<p data-bbox="199 689 273 788"><b>GLW-C10-380</b></p>	<p data-bbox="315 689 546 715">Catherine Flannery</p>	<p data-bbox="600 689 972 715">Same as GLW-C10-1141 above.</p>	<p data-bbox="1285 689 1621 715"><b>Chief Executive’s Response:</b></p> <p data-bbox="1285 724 1989 1219">Noted. The Elected Members at the Pleanary Council Meeting to adopt the Draft Plan in May 2021 proposed and passed the rezoning from Residential Phase 1 to Open Space / Recreation &amp; Amenity. The Planning Authority considered that there was no justification for this as the site was outside the flood risk zone as demonstrated by the Stage 2 SFRA. It is noted that the refusal reasons pertaining to planning reference 19/1721 were in relation to access arrangements; design; flooding; proximity to Natura 2000 site. In relation to flooding, it was considered that insufficient information accompanied the planning application. In the absence of these documents, the PA considered the application to be contrary to Section 28 Guidelines.</p> <p data-bbox="1285 1264 1989 1364">The SFRA has identified Flood Risk Zones A, B and C, as per the requirements in the Guidelines, for settlements within the County that are being provided with land use zoning</p>

			<p>under the Plan. The inclusion of lands within the relevant Flood Zone has implications for the land use zoning allowed under the Guidelines.</p> <p>The subject lands have been identified as being within Flood Zone C – the flood zone with the lowest flood risk. There is no historical evidence of flooding identified for the subject lands and the OPW’s most advanced, available, predictive model does not indicate any “Present Day” risk. Flood Zones A and B must be based on “Present Day” risk, which does not take into account increases in risk as a result of climate change.</p> <p>Notwithstanding this, parts of the subject lands, in a similar way to other Flood Zone C lands within settlements across the County, have been identified by OPW’s most advanced, available, predictive model as being at risk under two Future Scenarios that take into increases in flood risk as a result of climate change: “High-End Future Scenario” (a more extreme prediction) and “Mid-Range Future Scenario” (an average of predictions).</p> <p>Any future development on lands within Flood Zone C will need to demonstrate compliance with the various Plan provisions relating to Flood Risk Assessment and climate change, including those relating to assessing the potential impacts of climate change, such as an increase in the extent or probability of flooding, and any associated measures necessary to address these impacts.</p> <p>In accordance with Recommendation No. 7 of the Office of the Planning Regulator, it is considered that these lands</p>
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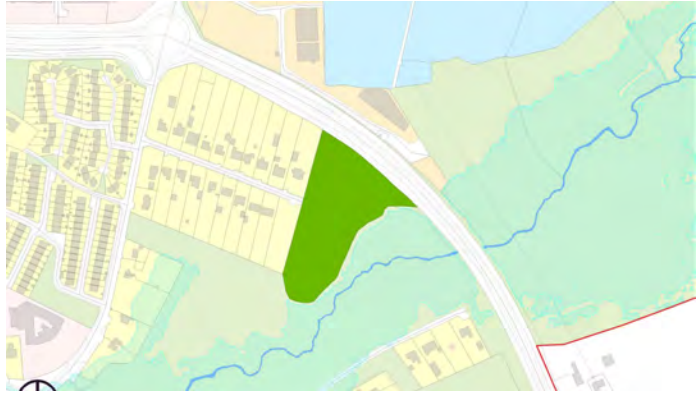
			 <p data-bbox="1283 614 2000 678">2. Revert to the pre-draft plan zoning as Residential Phase 1.</p>
<p data-bbox="190 722 304 821"><b>GLA-C10-1143</b></p>	<p data-bbox="304 722 586 754">John Hynes</p>	<p data-bbox="586 722 1283 1145">This submission relates to lands located adjacent to the Garda Station, Oranmore. The site is located within Flood Zone A which the submission states is incorrect. The submission outlines the suitability of the site for development, stating that the site presents an excellent opportunity for developing Tourism and Leisure facilities. It is noted that commercial / mixed used zoning could usefully further enhance the tourism opportunity for local craft and artisan showcasing and retail. The provision of a hotel is recommended. It is requested that Commercial / Mixed Use zoning is applied to the entire site.</p>	<p data-bbox="1283 722 2000 754"><b>Chief Executive’s Response:</b></p> <p data-bbox="1283 762 2000 1145">The subject lands are identified in Flood Zone A. The SFRA undertaken at Plan level provides an appropriately strategic assessment of flood risk within the town of Oranmore in compliance with the 2009 Guidelines, <i>The Planning System and Flood Risk Management, Guidelines for Planning Authorities</i>. It considers, among other things, available, published information on flood risk. Taking into account the Stage 2 SFRA prepared as part of the Draft County Development Plan, it is noted that Indicative Flood Zone A at this site is appropriate. Justification test would not pass on the lands within Flood Zone A.</p> <p data-bbox="1283 1193 2000 1289">The Planning Authority considers there are more suitable alternative lands available for tourism / leisure facilities in Oranmore.</p> <p data-bbox="1283 1337 2000 1361"><b>Chief Executive’s Recommendation:</b></p>

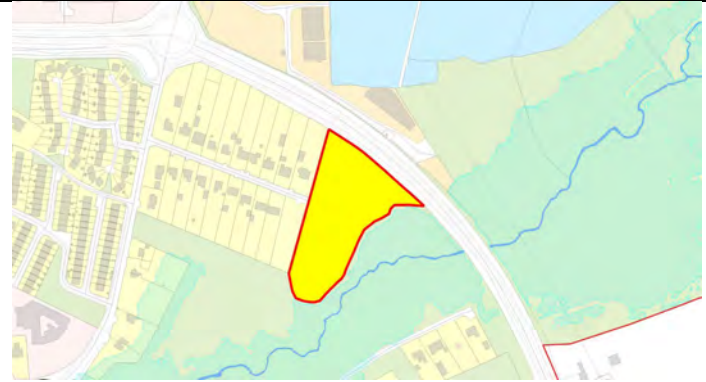
			No Change.
<b>GLW-C10-1141</b>	George Francis McGrath	This submission relates to lands at Main Street, Oranmore. The site is partially zoned Open Space / Recreation & Amenity and Town Centre in the Draft Galway County Development Plan 2022-2028. The site is under private ownership with no existing public realm or public access. The submission requests that the site is zoned Town Centre in its entirety.	<p><b>Chief Executive's Response:</b> The contents of this submission in relation to the Constrained Land Use objective and 'Town Centre' zoning have been noted. It is submitted that the lands in question have been zoned 'Open Space / Recreation &amp; Amenity' due to the associated flood risk. Taking into account the Stage 2 SFRA prepared as part of the Draft County Development Plan, the lands zoned Open Space / Recreation &amp; Amenity are located within Flood Zone A. The rezoning of these lands would not be in compliance with the 2009 guidelines, <i>The Planning System and Flood Risk Management, Guidelines for Planning Authorities</i>. Justification test would not pass on the lands within Flood Zone A.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-1140</b>	Dr. John Hynes	This submission relates to a property at Main Street, Oranmore, Co. Galway. The site is zoned Town Centre and Open Space / Recreation & Amenity in the Draft Galway County Development Plan 2022-2028. The site is entirely within private ownership and the benefit of public access to Open Space/Recreation and Amenity was never pertained. The submission requests that the site is zoned Town Centre in its entirety.	<p><b>Chief Executive's Response:</b> The contents of this submission in relation to the constrained land use objective and Town Centre zoning have been noted. It is submitted that the lands in question have been zoned Open Space / Recreation &amp; Amenity due to the associated flood risk. Taking into account the Stage 2 SFRA, the lands zoned Open Space / Recreation &amp; Amenity are located within Flood Zone A. The rezoning of these lands would not be in compliance with the 2009 guidelines, <i>The Planning System and Flood Risk Management, Guidelines for Planning Authorities</i>. Justification test would not pass on the lands within Flood Zone A.</p> <p><b>Chief Executive's Recommendation:</b></p>



			No Change.
<b>GLW-C10-1137</b>	Westlyn Property Ltd	This submission relates to lands at Westlink Commercial Park, Carrowmoneash. The lands are zoned Business & Enterprise in the Draft Galway County Development Plan 2022-2028 and the submission requests that the lands are rezoned to Commercial/Mixed Use as an intricate part of the economic driver for the city and region. The submission outlines the planning history and background for the subject site and indicates a rationale for the proposed Commercial/Mixed Use zoning.	<p><b>Chief Executive’s Response:</b> Noted. These lands have been identified as Business and Enterprise. It is an objective of the MASP to facilitate the expansion of business and enterprise uses in the plan area of Oranmore where appropriate. It is not considered appropriate to identify these lands Commercial/Mixed Use as Business and Enterprise is an appropriate land use at this site in accordance with the proper planning and sustainable development of the area. There is a parcel of land zoned for Commercial/Mixed Use to the west of the site at Oranmore Business Park. The plan for Oranmore includes policy objectives for the development of business and enterprise uses in the settlement, outlined in <b>Policy Objective OMSP 3 Business and Enterprise.</b></p> <p><b>Chief Executive’s Recommendation:</b> No Change.</p>
<b>GLW-C10-946</b>	Sean McDonnell	<p>This submission relates to lands at the east of Claregalway Road (R381) which are zoned Business and Technology, Open Space / Recreation &amp; Amenity and Environmental Management in the Oranmore Local Area Plan 2012-2022.</p> <p>As part of the Draft Galway County Development Plan 2022-2028, the lands are zoned Business &amp; Technology, with a small area of Open Space / Recreation &amp; Amenity within the site boundary. It is requested that the lands would be rezoned from Business and Technology to Business and Enterprise. The submission outlines a rationale for the proposed zoning.</p>	<p><b>Chief Executive’s Response:</b> Noted. These lands have been identified as Business &amp; Technology. It is an objective of the MASP to promote the development of high value business and technology uses to reinforce Oranmore’s role as a growth centre for large, innovative, companies in sectors including, science and technology-based industry in life sciences, bio-pharma, IT, internationally traded services and Research and Development. It is not considered appropriate to identify these lands Business and Enterprise as this site is more appropriate for business and technology uses permitted under the MASP.</p>

			<b>Chief Executive's Recommendation:</b> No Change.
<b>GLW-C10-903</b>	John Grealy	<p>This submission relates to lands at Maree Road, Oranmore which are zoned Residential Phase 2 and Open Space / Recreation &amp; Amenity in the Draft Galway County Development Plan 2022-2028. In addition, the submission relates to a portion of land which is located outside the settlement boundary.</p> <p>The submission requests the following:</p> <ul style="list-style-type: none"> <li>- The portion of land zoned 'Residential Phase 2' to be zoned 'Residential Phase 1';</li> <li>- The portion of land zoned 'Open Space / Recreation &amp; Amenity' to be zoned 'Residential Phase 2'; and,</li> <li>- The unzoned land to remain the same.</li> </ul> <p>The submission outlines the advantages of this rezoning while providing a rationale for the proposal.</p>	<p><b>Chief Executive's Response:</b></p> <p>Noted. As part of the review of the Oranmore settlement plan the quantum of Residential Phase 1 lands were examined. There is a requirement of 20.53 hectares of Residential Phase 1 lands. The Planning Authority has zoned accordingly. The quantum of Phase 1 Residential Lands in Oranmore is in full compliance with the Core Strategy of the Draft Galway County Development Plan.</p> <p>It is considered that the proposed zoning contained in the plan for the site is acceptable in this instance.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-895</b>	Hailview Ltd.	<p>This submission relates to lands of 2.3 hectares at Carrowmoneash, Oranmore. The lands are zoned 'Open Space / Recreation &amp; Amenity' in the Draft Galway County Development Plan 2022-2028. The submission requests that the lands are zoned 'Residential Phase 1'. The submission outlines a rationale for the proposal and is accompanied by a Flood Risk Assessment prepared by Langan Consulting Engineers.</p>	<p><b>Chief Executive's Response:</b></p> <p>Noted. The Elected Members at the Pleanary Council Meeting to adopt the Draft Plan in May 2021 proposed and passed the rezoning from Residential Phase 1 to Open Space / Recreation &amp; Amenity. The Planning Authority considered that there was no strong justification for this as the site was outside the flood risk zone as demonstrated by the SFRA. Having regard to the planning history and the Stage 2 SFRA prepared as part of the Draft County Development Plan, it is noted that the lands rezoned from Residential Phase 1 lands to Open Space /Recreation and Amenity are not encroaching on Flood Zone A or B. It is therefore considered that there is no justification for the</p>

			<p>rezoning from the Elected Members from Residential Phase 1 to Open Space / Recreation &amp; Amenity, in accordance with Recommendation No. 7 of the Office of the Planning Regulator. These lands should revert to Residential Phase 1 as per the pre-draft plan.</p> <p><b>Chief Executive's Recommendation:</b></p> <ol style="list-style-type: none"> <li>1. Remove Open Space / Recreation &amp; Amenity and replace with Residential Phase 1 in line with Recommendation 1 of the Office of the Planning Regulator submission</li> </ol> <p><b>FROM:</b></p>  <p><b>TO:</b></p>
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<b>GLW-C10-860</b>	Mary Dooley and Michael Grealish	This submission relates to lands at Frenchfort, Oranmore. The subject lands are not currently zoned in the Draft Galway County Development Plan 2022-2028. The submission requests that the lands are included in the settlement boundary and zoned Residential Phase 1. The submission outlines a rationale for the proposed zoning and is accompanied by a Preliminary Ecological Assessment.	<p><b>Chief Executive’s Response:</b> Noted. As part of the review of the Oranmore settlement plan the quantum of Residential Phase 1 lands were examined. There is a requirement of 20.53 hectares of Residential Phase 1 lands. The Planning Authority has zoned accordingly. The quantum of Phase 1 Residential Lands in Oranmore is in full compliance with the Core Strategy of the Draft Galway County Development Plan. It is considered that the location of the site outside of the settlement boundary is acceptable in this instance.</p> <p><b>Chief Executive’s Recommendation:</b> No Change.</p>
<b>GLW-C10-845</b>	Softdrive Ltd	This submission relates to lands at Renville & Oranbeg, Oranmore. The submission requests additional land to be included in the settlement boundary and that this land would be zoned Residential. The submission proposes to utilise land banks in the Renville & Oranbeg area for provision of sustainable housing.	<p><b>Chief Executive’s Response:</b> Noted. As part of the review of the Oranmore settlement plan the quantum of Residential Phase 1 lands were examined. There is a requirement of 20.53 hectares of Residential Phase 1 lands. The Planning Authority has zoned accordingly. The quantum of Phase 1 Residential Lands in Oranmore is in full compliance with the Core Strategy of the</p>


			<p>Draft Galway County Development Plan 2022-2028 therefore it is not considered appropriate to extend the settlement boundary to include additional residential zoned lands.</p> <p>Oranbeg - Significant parts of these sites are within Flood Zone A/B, aligning with CFRAMS. Proposed Zoning on Flood Zone A/B would not be in compliance with the 2009 Guidelines, <i>The Planning System and Flood Risk Management, Guidelines for Planning Authorities</i>. Justification test would be failed for Flood Zone A/B lands.</p> <p>Renville/Oranbeg - Significant parts of this site are within Flood Zone A/B, aligning with Irish Coastal Protection Strategy Study (ICPSS) mapping. Proposed Zoning on Flood Zone A/B would not be in compliance with the 2009 Guidelines, <i>The Planning System and Flood Risk Management, Guidelines for Planning Authorities</i>. Justification test would be failed for Flood Zone A/B lands.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-746</b>	Caroline Rowan	The submission requests specific timelines for the development of recreational and social amenities in Oranmore. The submission requests these amenities in central locations accessible by foot or by bike. It is proposed that Galway County Council purchase green space between the Tesco and Aldi in Oranmore to develop public realm space, and the lands currently for sale at Renville Park, to increase the size of the park to support increase in population. The submission	<p><b>Chief Executive's Response:</b> Noted. The Draft Galway County Development Plan 2022-2028 is a land-use plan that outlines the policy objectives to support and facilitate the development of recreational and social amenities in line with the proper planning and sustainable development of the area. The plan supports the development of facilities in accordance with proper planning and sustainable development, however, a precise timeline for the delivery of these facilities is not a matter to be addressed within the Draft County Development Plan.</p>


		recommends that funding is put aside to provide bicycle parking at the park and Rinville Pier.	<b>Chief Executive's Recommendation:</b> No Change.
<b>GLW-C10-740</b>	Oranmore Community Development Association	<p>This submission provides background on Oranmore Community Development Association and its aims and objectives. The submission requests additional Policy Objective OMSP 16, as follows:</p> <p><i>“Ensure the Development / Provision of a Social / Cultural / Youth Multi-Purpose Facility / Innovation Hub in the town centre of Oranmore or another appropriate location, which can provide a range of activities for the local community, including meeting rooms, youth facilities, game rooms, senior citizen facilities including a day care unit, indoor/outdoor sports, exercise and recreational facilities”</i></p> <p>The submission requests that an objective such as Objective CF 11 Coastal Walkway/Cycleway in the Oranmore Local Area Plan 2012-2022 is included in the Galway County Development Plan 2022-2028.</p> <p>This submission raises various issues for the town of Oranmore including existing school capacity, increase in motor traffic and Quality Bus Corridor. The submission requests that lands along Claregalway Road adjacent to the IDA Park are zoned for recreational amenity.</p>	<p><b>Chief Executive's Response:</b> Noted.</p> <p>The proposed Policy Objective wording outlined in the submission is accounted for in the Draft County Development Plan, under <b>Policy Objective OMSP 8 Community Facilities.</b></p> <p>In relation to the addition of a policy objective such as Objective CF 11 contained in the Oranmore Local Area Plan 2012-2022, it is submitted that <b>Policy Objective OMSP 10 Recreational Facilities</b> provides for riverside walkways and cycleways. It is considered that the wording in this draft Policy Objective is appropriate and sufficient as the coastline to the west of Oranmore is now situated outside of the settlement. The Draft County Development Plan supports the development of walkways/cycleways throughout the County. <b>Chapter 6 Transport and Movement</b> outlines a number of policy objectives to support this, including <b>Policy Objective GCTPS 4 Walking and Cycling, WC 1 Pedestrian and Cycling Infrastructure, WC 4 Modern Network of Walking and Cycling Infrastructure, and GBW 1 Greenways. Chapter 8 Tourism</b></p>

			<p><i>and Landscape</i> provides policy objectives to support this, including <b>Policy Objective GBW 1 Walkways and Cycleways. Chapter 10 Natural Heritage, Biodiversity and Green/Blue Infrastructure</b> includes policy objectives which support the development of recreational opportunities including walkways, cycleways, greenways.</p> <p>It is noted that the submission requests lands zoned for recreational amenity use in the IDA Park, however in the interest of compact growth it is appropriate that these lands remain zoned Business &amp; Technology.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-739</b>	Maciej Natalicz	This submission refers to lands between the Irish school and Bluebell Woods estate in Oranmore, which is in proximity to a Natura 2000 site. The submission states that there has been an attempt to extract the large mountains of crushed stone which remain on site.	<p><b>Chief Executive's Response:</b> Noted. The contents of this submission have been noted by the Planning Authority.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-738</b>	Roykeel Ltd	This submission refers to lands to the south-east of Oranmore, west of the N67 and east of Oranhill. The lands are zoned Residential Phase 1 and Community Facilities in the extant Galway County Development Plan 2015-2021. The proposed zoning for the site under the Draft Galway County Development Plan 2022-2028 is Residential Phase 1 and Open Space / Recreation & Amenity, with a reduction in the size of the residential zoned land to facilitate the OS zoning. The submission requests that the zoning at this site remains the same as	<p><b>Chief Executive's Response:</b> Noted. It is submitted that the land use zoning matrix for Community Facilities and Open Space / Recreation &amp; Amenity contain similar permissible and open for consideration land uses, therefore it is considered acceptable that the lands remain zoned Open Space / Recreation &amp; Amenity. As per the OPR Recommendation the Core Strategy Table has been updated.</p>


		<p>in the extant development plan, Residential Phase 1 and Community Facilities. The submission outlines a rationale for the proposal including details of the projected population growth for Oranmore; the support for the upgrading of the wastewater plant serving Oranmore; and, the need to develop clear Development Management Standards for densities in Metropolitan Towns.</p> <p>It is requested that the Development Management Standards for density are updated in accordance with the relevant Section 28 Ministerial Guidelines.</p>	<p><b>Chief Executive's Recommendation:</b> No Change.</p>
<p><b>GLW-C10-668</b></p>	<p>Tom Sampson</p>	<p>This submission raises a number of issues in Oranmore. The submission notes that their property is zoned Residential Phase 2 in the Draft Galway County Development Plan 2022-2028, however requests that it is zoned existing residential. The submission states that the lands adjacent to theirs is subject to frequent surface water flooding.</p> <p>It is requested that a firm commitment is put in place to deliver community facilities. The submission notes that Active Travel infrastructure should be included as part of these facilities.</p> <p>The submission states that Oranmore and Garraun should not be considered two separate settlements and Active Travel infrastructure must be developed and implemented in parallel with any development at Garraun, ensuring that Active Travel access between the two locations is immediate, not something to be completed post-build.</p>	<p><b>Chief Executive's Response:</b> Noted. The contents of the submission have been noted by the Planning Authority. Following review of the zoning map, the Planning Authority considers the zoning of this land as Residential Existing to be appropriate.</p> <p>It is noted that the plan for Oranmore is a land-use plan which provides policy objectives to support development of the town, as outlined in <b>Policy Objective OMSP 8 Community Facilities</b> which seeks to provide the necessary community facilities in Oranmore.</p> <p>Oranmore Settlement Plan and the Garraun Urban Framework Plan have been prepared concurrently and are informed by one another. The policy objectives for each settlement have been prepared with strong consideration of the other. The Planning Authority consider that both the Settlement Plan and Urban Framework Plan compliment and support each other. Both settlements are located within the MASP.</p>

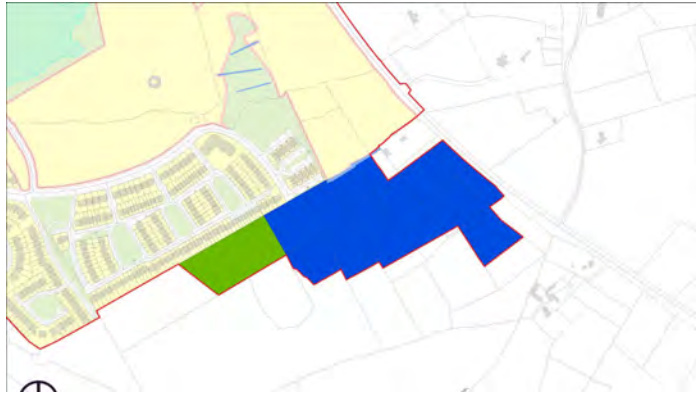


		<p>The submission requests specific emphasis and objectives on concepts that would reduce car travel.</p>	<p>With regards to traffic and transport, both plans have taken into account the GTS and GCTPS and the policy objectives outlined Section 6.3.3, <b>Chapter 6 Transport and Movement</b> of the Draft Galway County Development Plan support its implementation, with particular regard to the MASP. Garraun is a unique settlement as a result of the train station and the development envisaged in the UFP for Garraun will enhance the connectivity of the train station to the town centre of Oranmore. The policy objectives complement each other.</p> <p>It is considered that the settlements of Oranmore and Garraun are intertwined and the future anticipated success of Garraun will have positive implications for both settlements and the wider MASP area.</p> <p><b>Chief Executive's Recommendation:</b>  Rezone lands from Residential Phase 2 to Residential Existing.</p> <p>FROM:</p> 
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			<p>TO:</p> 
<p><b>GLW-C10-628</b></p>	<p>Eoin Butler</p>	<p>This submission refers to Oranmore and Garraun. The submission recommends that Oranmore and Garraun would be considered together. The submission outlines the basis and rationale for this proposal. It is recommended that a transport plan is delivered with the plan for Oranmore and Garraun. It is recommended that such transportation plan is at the core of plans for Oranmore and Garraun.</p> <p>The submission requests that the Coast Road flooding issue is addressed.</p> <p>It is submitted that additional amenity lands are needed in Oranmore that can be serviced by footpaths, cycleways, streetlighting.</p>	<p><b>Chief Executive's Response:</b>  The contents of the submission have been noted by the Planning Authority.</p> <p>Oranmore Settlement Plan and the Garraun Urban Framework Plan have been prepared concurrently and are informed by one another. The policy objectives for each settlement have been prepared with strong consideration of the other. The planning authority consider that both the Settlement Plan and Urban Framework Plan compliment and support each other. It is considered that the settlements of Oranmore and Garraun are intertwined and the future anticipated success of Garraun will have positive implications for both settlements and the wider MASP area.</p> <p>As part of the Garraun Framework it is envisaged that there would be a public park to the front of the lands beside the Train Station. In addition there are lands zoned Open Space/Recreation and Amenity in the Oranmore Plan.</p>

		<p>The submission further notes the need for an infrastructure plan as educational facilities are located within the town centre and there is only 100metres of cycle lanes within the town.</p> <p>The submission states that the MASP does not address biodiversity, nor does it include goals or objectives specific to each town in terms of biodiversity.</p>	<p>With regards to traffic and transport, both plans have taken into account the GTS and GCTPS and the policy objectives outlined in Section 6.3.3, <b>Chapter 6 Transport and Movement</b> of the Draft Galway County Development Plan support its implementation, with particular regard to the MASP. Garraun is a unique settlement as a result of the train station and the development envisaged in the UFP for Garraun will enhance the connectivity of the train station to the town centre of Oranmore. The policy objectives complement each other.</p> <p><b>Chapter 10 Natural Heritage, Biodiversity and Green/Blue Infrastructure</b> outlines a number of policy objectives in relation to biodiversity throughout the County.</p> <p><b>Chief Executive’s Recommendation:</b> No Change.</p>
<b>GLW-C10-627</b>	Eoin Butler	Same as GLW-C10-628 above.	<p><b>Chief Executive’s Response:</b> Same as GLW-C10-628 above.</p> <p><b>Chief Executive’s Recommendation:</b> No change.</p>
<b>GLW-C10-582</b>	Lactans Ltd.	This submission relates to lands at Oranhill to the south of Oranmore. The lands are located outside the settlement boundary. The submission requests that the plan boundary is extended to include these lands, and that ‘Community Facilities (7.11 hectares) and Open Space / Recreation & Amenity (1.27 hectares) zoning is applied. The submission requests that these lands are	<p><b>Chief Executive’s Response:</b> The proposal to include the subject lands in the settlement boundary and zone these Community Facilities is noted. The Planning Authority considers the proposal to be acceptable. A specific policy objective shall be included in Section 2.11 of Volume 2 of the adopted Galway County</p>

		<p>zoned such as to facilitate the provision of a retirement village. The submission outlines the rationale for the proposal.</p>	<p>Development Plan 2022-2028 to facilitate the provision of a nursing home/retirement village at these lands.</p> <p><b>Chief Executive’s Recommendation:</b></p> <ol style="list-style-type: none"> <li>1. Include lands in settlement boundary zoned Community Facilities and Open Space / Recreation &amp; Amenity.</li> <li>2. Amend Policy Objective OMSP 8 Community Facilities, as follows with changes highlighted red:</li> </ol> <p><b>OMSP 8            Community Facilities</b></p> <p>(a) To seek the provision of additional community facilities including childcare, healthcare, place of worship and community centre, as an integral part of proposals for new residential development and having regard to existing facilities in the area.</p> <p>(b) Reserve lands for the provision of community facilities for the purpose of a nursing home / retirement village.</p> <p><b>FROM:</b></p> 
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			<p><b>TO:</b></p> 
<p><b>GLW-C10-566</b></p>	<p>Bernadette McCarthy</p>	<p>This submission relates to lands to the north of Oranmore Town Centre. The submission requests that the Constrained Land Use objective is removed from the subject site.</p>	<p><b>Chief Executive’s Response:</b></p> <p>The subject lands are identified in Flood Zone A with a Constrained Land Use objective pertaining to the site. The SFRA undertaken at Plan level provides an appropriately strategic assessment of flood risk within the town of Oranmore in compliance with the 2009 Flood Guidelines. It considers, among other things, available, published information on flood risk. Taking into account the Stage 2 SFRA prepared as part of the Draft Galway County Development Plan 2022-2028, it is noted that Indicative Flood Zone A at this site is appropriate.</p> <p>The Constrained Land Use cannot be removed as it reflects Flood Zone A which have been delineated as per the process outlined in the Ministerial Guidelines. There is no evidence provided that would result in flood zones being updated.</p>

			<p>The Planning Authority considers the Constrained Land Use objective to be appropriate in this instance.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-556</b>	Darragh Guinnane	<p>A comprehensive submission has been made in relation to a site at Moneymore, Maree Road, Oranmore. The submission outlines information regarding the site, including its proximity to facilities and services. The submission requests that the settlement boundary is extended to include the subject site and that the site be zoned Residential. The submission outlines a justification for the proposed extension of the settlement boundary rezoning of the site, including zoning history, habitat designations, and flooding.</p>	<p><b>Chief Executive's Response:</b> Noted. As part of the review of the Oranmore settlement plan the quantum of Residential Phase 1 lands were examined. There is a requirement of 20.53 hectares of Residential Phase 1 lands. The Planning Authority has zoned accordingly. The quantum of Phase 1 Residential Lands in Oranmore is in full compliance with the Core Strategy of the Draft Galway County Development Plan.</p> <p>Zoning of this site would also have the potential to impact upon European sites, which are highly protected. Any part of this site within a European site could not be developed therefore zoning it would be inappropriate.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-530</b>	Frank Flanagan	<p>This submission relates to a site of approx. 0.16 hectares at Frenchpark, Oranmore. The site is zoned Residential Existing with a small section of Open Space / Recreation &amp; Amenity in the Oranmore Local Area Plan 2012-2022. The submission requests that the lands remain zoned as residential in the forthcoming Development Plan. The submission outlines the rationale for this proposal.</p>	<p><b>Chief Executive's Response:</b> Noted. The proposal outlined in this submission has been noted. The Planning Authority considers it acceptable to zone the subject lands Residential Infill.</p> <p>A relatively small part of this site is within Flood Zone A/B. Proposed Zoning on Flood Zone A/B would not be in compliance with the Guidelines. Justification test would be failed for Flood Zone A/B lands.</p>

			<p><b>Chief Executives Recommendation:</b>  Rezone from Open Space / Recreation &amp; Amenity to Residential Infill</p> <p><b>FROM:</b></p>  <p><b>TO:</b></p> 
<p><b>GLW-C10-466</b></p>	<p>MÓR Action</p>	<p>A comprehensive and detailed submission has been made by MÓR Action which outlines the background of the group and raises a number of issues such as culture</p>	<p><b>Chief Executive's Response:</b>  Noted. The contents of this submission have been noted by the Planning Authority. The Draft Galway County</p>

		<p>and community; sustainable mobility; town centre public realm; Rinville park as a special area for recreation; and, biodiversity. The submission contains a number of charts outlining public amenities that the residents of Oranmore would like to see developed. The submission reviews the Draft Galway County Development Plan 2022-2028 and outlines items which they believe should be included in the plan.</p> <p>The submission states that the extension of the Oranmore settlement boundary to the south contradicts the SEA report and no mitigation measures have been proposed for the effects. The submission further notes that the benefits of zoning this land Residential Phase 1 on the local and wider community have not been detailed in the plan. Future development of this land must be of exceptional quality and ensure there are no impacts on the environmental components listed in the SEA Environmental Report.</p> <p>There are detailed submissions outlined relevant for various chapters and volumes of the Draft Galway County Development Plan where a number of issues were raised.</p> <p>In summary, the submission makes the following suggestions:</p> <ul style="list-style-type: none"> <li>- The settlement boundaries for Oranmore and Garraun are merged and considered as a whole.</li> </ul>	<p>Development Plan is a land-use plan which provides supporting policy objectives for the issues outlined in this submission. The plan does not prohibit the proposals outlined in the submission.</p> <p>As outlined under the OPR Recommendation these lands are proposed to be removed from the Plan Boundary.</p> <p>Oranmore Settlement Plan and the Garraun Urban Framework Plan have been prepared concurrently and are informed by one another. The policy objectives for each settlement have been prepared with strong consideration of the other. The Planning Authority consider that both the Settlement Plan and Urban Framework Plan compliment</p>
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		<ul style="list-style-type: none"> <li>- A full Transport Plan is delivered as part of the Oranmore and Garraun MASPs.</li> <li>- Land use zoning of ecological and green corridors outside of the settlement boundaries is essential.</li> <li>- The MASP boundary should include Renville and Maree.</li> <li>- Land use zoning requirements should be set and be specific to the zoned land parcel and include objectives that deliver infrastructure and amenities for cumulative existing and future development.</li> <li>- Delivery of safe segregated cycle and walking routes within Oranmore and to Renville and Galway City is a priority under the National Transport Strategy and should similarly prioritised in the County Development Plan.</li>   <li>- Public realm improvements required in Oranmore.</li> <li>- Specific objectives are sought to encourage the re-use of derelict and vacant buildings, and use of upper floors.</li>   <li>- It is requested that the location, condition and ecosystem services provided by ecological corridors, green infrastructure, bat activity and habitat, wetland sites, hedgerows and natural boundaries, are mapped and understood.</li> </ul>	<p>and support each other. Both settlements are located within the MASP.</p> <p>The policy objectives outlined in <b>Chapter 6 Transport and Movement</b> of the Draft County Development Plan support the proposals for traffic management within town centres. It is noted that the Galway County Transport and Planning Strategy (GCTPS) has been prepared to be compatible/compliment the Galway Transport Strategy, in particular in regard to the metropolitan (MASP) areas which border the Galway City administrative area. The strategy includes traffic management, giving priority to walking, cycling and bus movements, modifications to the traffic network, management of parking activities and heavy goods vehicles, improvements to the public realm and use of ‘smarter mobility’.</p> <p>The specific policy objectives outlined for Oranmore promote the development of the Town Centre which would result in an overall improvement to the public realm, as outlined in <b>Policy Objective OMSP 2 Sustainable Town Centre</b> and <b>OMSP 11 Open Space</b>.</p> <p><b>Chapter 10 Natural Heritage, Biodiversity and Green/Blue Infrastructure</b> includes <b>Policy Objectives NHB 1 through to NHB 11</b> which outline policy for habitats and species, including the protection of bats and bat habitats and ecological corridors. <b>Policy Objective GBI 1 New Developments and GBI 2 Green/Blue Infrastructure</b></p>
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			<p><b>Network</b> also relate to the network of green infrastructure in the County.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-439</b>	Mark Coffey	This submission suggests that more land needs to be zoned in Oranmore to meet the needs of Oranmore.	<p><b>Chief Executive's Response:</b> Noted. The contents of the submission have been noted and the Planning Authority considers that there is sufficient land zoned within Oranmore to support and facilitate future development while ensuring compact growth.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-406</b>	Brendan Carroll	This submission relates to lands to the north of Oranmore Town Centre. The site is zoned Residential Existing under the Draft Galway County Development Plan 2022-2028. The submission requests that the Constrained Land Use objective is removed from the subject site and that the site remains zoned Town Centre / Commercial as contained in the Oranmore Local Area Plan 2012-2022. The submission outlines the suitability of the site for Town Centre zoning.	<p><b>Chief Executive's Response:</b> The subject lands are partially identified in Flood Zone A with a Constrained Land Use objective pertaining to this section of the site. The SFRA undertaken at Plan level provides an appropriately strategic assessment of flood risk within the town of Oranmore in compliance with the 2009 Flood Guidelines, <i>The Planning System and Flood Risk Management, Guidelines for Planning Authorities</i>. It considers, among other things, available, published information on flood risk. Taking into account the Stage 2 SFRA prepared as part of the Draft County Development Plan, it is noted that Indicative Flood Zone A at this site is appropriate. Justification test would not pass on the lands within Flood Zone A.</p> <p>The Planning Authority considers the Constrained Land Use objective to be appropriate in this instance.</p>

			<p>It is considered that the zoning of this site as Residential Existing is appropriate the Planning Authority would not see any benefit of extending the Town Centre zoned lands in Oranmore. Therefore, the Planning Authority does not propose any change to the zoning of this site.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-397</b>	Vincent Carroll	Same as GLW-C10-406 above.	<p><b>Chief Executive's Response:</b> The subject lands are partially identified in Flood Zone A with a Constrained Land Use objective pertaining to this section of the site. The SFRA undertaken at Plan level provides an appropriately strategic assessment of flood risk within the town of Oranmore in compliance with the 2009 Flood Guidelines, <i>The Planning System and Flood Risk Management, Guidelines for Planning Authorities</i>. It considers, among other things, available, published information on flood risk. Taking into account the Stage 2 SFRA prepared as part of the Draft County Development Plan, it is noted that Indicative Flood Zone A at this site is appropriate.</p> <p>The Planning Authority considers the Constrained Land Use objective to be appropriate in this instance.</p> <p>It is considered that the zoning of this site as Residential Existing is appropriate the Planning Authority would not see any benefit of extending the Town Centre zoned lands in Oranmore. Therefore, the Planning Authority does not propose any change to the zoning of this site.</p> <p><b>Chief Executive's Recommendation:</b></p>

			No Change.
<b>GLW-C10-255</b>	Coppinger Building	The submission refers to lands at Carrowmoneash, Oranmore. The submission requests that the Constrained Land Use objective is removed from the site and that the site is zoned solely Residential.	<p><b>Chief Executive's Response:</b> The subject lands are partially identified in Flood Zone A, with a Constrained Land Use objective pertaining to this section of the site. The SFRA undertaken at Plan level provides an appropriately strategic assessment of flood risk within the town of Oranmore in compliance with the 2009 Flood Guidelines. It considers, among other things, available, published information on flood risk. Taking into account the Stage 2 SFRA prepared as part of the Draft County Development Plan, it is noted that Indicative Flood Zone A at this site is appropriate.</p> <p>The Constrained Land Use objective cannot be removed as it reflects Flood Zones A which have been delineated as per the process outlined in the Ministerial Guidelines. There is no evidence provided that would result in flood zones being updated. The Planning Authority considers the Constrained Land Use objective to be appropriate in this instance.</p> <p>The site is zoned solely Residential Existing with the necessary Constrained Land Use objective applied.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-253</b>	George Francis McGrath	The submission refers to lands at Main Street, Oranmore. The lands are zoned Town Centre and Open Space / Recreation & Amenity in the Draft Galway County Development Plan 2022-2028. The submission requests that the entire site is zoned Town Centre. The submission outlines a rationale for the proposed zoning.	<p><b>Chief Executive's Response:</b> The contents of this submission in relation to the constrained land use objective and Town Centre zoning have been noted. It is submitted that the lands in question have been zoned Open Space / Recreation &amp; Amenity due to the associated flood risk. Taking into account the Stage 2</p>

			<p>SFRA prepared as part of the Draft County Development Plan, it is noted that Indicative Flood Zone A at this site is appropriate.</p> <p>The proposed zoning on Flood Zone A would not be in compliance with the 2009 guidelines, <i>The Planning System and Flood Risk Management, Guidelines for Planning Authorities</i>. Justification test would not pass on the lands within Flood Zone A.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-252</b>	Oranmore Maree Planning and Environment Group	<p>This submission refers to the infrastructural needs of Oranmore, stating that the current infrastructure is operating at 100% capacity and on occasion capacity is exceeded. The submission states that the Galway County Development Plan 2022-2028 is inoperable during its term as a result. The submission notes in particular the lack of wastewater provision to resolve existing overflow and environmental issues. The submission requests that the Galway County Development Plan 2022-2028 is deferred, and LAPs introduced in the MASP area until such a time that the infrastructure is put in place to accommodate the Development Plan.</p>	<p><b>Chief Executive's Response:</b> Noted. The contents of the submission with regards to infrastructural needs are noted. Section 2.14 of the plan for Oranmore recognises the need to support opportunities to upgrade the existing surface and foul drainage systems. <b>Policy Objective OMSP 14 Public Utilities</b> supports upgrading of existing systems.</p> <p>Irish Water have confirmed that there is adequate WWTP capacity to meet the 2028 Draft CDP population targets for Oranmore.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-12</b>	Oranmore Heritage	<p>This submission encloses a petition to Galway County Council to protect, maintain and improve the public right of way from Renville Quay to Renville Point. The submission outlines a rationale for the petition.</p>	<p><b>Chief Executive's Response:</b> Noted. The contents of this submission regarding the public right of way have been noted. The Draft Galway County Development Plan 2022-2028 outlines policy objectives contained in Section 10.17 contained in <b>Chapter 10 Natural Heritage, Biodiversity and Green/Blue Infrastructure</b> to</p>

			<p>support public rights of way in the County. <b>Policy Objective PRW 1 Public Rights of Way</b> supports the protection of public rights of way.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<p><b>GLW-C10-11</b></p>	<p>John O'Shaughnessy</p>	<p>This submission has requested that the lands be rezoned from Business and Technology to Agriculture.</p>	<p><b>Chief Executive's Response:</b> The submission to rezone the subject lands from Business and Technology to Agriculture has been noted. It is not considered appropriate to introduce the Agriculture zoning to the Oranmore Settlement Plan. Therefore, it would be considered appropriate to remove these lands from the settlement boundary, and the lands would be unzoned. Any development potential of these lands would need to satisfy the policy objectives outlined in <b>Chapter 4 Rural Living and Development</b>.</p> <p><b>Chief Executive's Recommendation:</b> Remove the subject lands from the settlement boundary;</p> <p><b>From:</b></p> 

			<p><b>To:</b></p>  An aerial photograph of a coastal area. A red line outlines a specific plot of land. Within this plot, several rectangular buildings are highlighted in yellow. The plot is situated on a peninsula or near a shoreline, with a large blue area representing water or a lake to the south and west. A road or path is visible leading to the buildings. The surrounding area shows other land parcels and some vegetation.
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# Garraun

Portal No.	Submission Name	Summary of Issues Raised in Submission	Recommendation and Opinion Garraun
GLW-C10-962	Sarah Price	<p>This submission relates to the vehicular access to Oranmore from the Cartron area. It is requested that vehicular access from under Cartron Bridge to Oranmore village would be maintained.</p> <p>In addition, there is concern regarding the scale of the development envisaged at this location from an environmental and biodiversity perspective.</p>	<p><b>Chief Executive's Response</b> The Urban Framework Plan has identified a planned and co-ordinated development of lands in Garraun which is focussed on the train station. Special cognisance will be taken of the existing pattern of development in the area and it is anticipated that there would be some form of vehicular/pedestrian access under Cartron bridge.</p> <p>In relation to the potential scale of development, the framework envisages significant development around the train station with higher density potential, but careful cognisance will be taken of the topography and pattern of existing development</p> <p><b>Chief Executive's Recommendation</b> No Change.</p>
GLW-C10-953	Thomas Mulveen	<p>This submission relates to the scale of the development that is envisaged at this location and the impact of the development at this rural location.</p> <p>In addition, there is concern that relates to the vehicular access to Oranmore from the Cartron area. It is requested that vehicular access from under Cartron Bridge to Oranmore village would be maintained.</p>	<p><b>Chief Executive's Response</b> In relation to the potential scale of development, the framework envisages significant development around the train station with higher density potential, but careful cognisance will be taken of the topography and pattern of existing development</p>



			<p>The Urban Framework Plan has identified a planned and co-ordinated development of lands in Garraun which is focussed on the train station. Special cognisance will be taken of the existing pattern of development in area and it is anticipated that there would be some form of vehicular/pedestrian access under Cartron bridge</p> <p><b>Chief Executive's Recommendation</b> No Change.</p>
<b>GLW C10-883</b>	Tommy Mulveen	<p>This submission relates to the scale of the development that is envisaged at this location and the impact of the development at this rural location.</p> <p>In addition, there is concern that relates to the vehicular access to Oranmore from the Cartron area. It is requested that vehicular access from under Cartron Bridge to Oranmore village would be maintained.</p>	<p><b>Chief Executive's Response</b></p> <p>In relation to the potential scale of development, the framework envisages significant development around the train station with higher density potential, but careful cognisance will be taken of the topography and pattern of existing development</p> <p>The Urban Framework Plan has identified a planned and co-ordinated development of lands in Garraun which is focussed on the train station. Special cognisance will be taken of the existing pattern of development in area and it is anticipated that there would be some form of vehicular/pedestrian access under Cartron bridge.</p> <p><b>Chief Executive's Recommendation</b> No Change.</p>
<b>GLW C10-700</b>	Rose Hogan	<p>It is considered that the new traffic arrangements with the new junction on the N67/R446 will reduce access to the current residences in Cartron and increase the levels of social isolation.</p>	<p><b>Chief Executive's Response</b></p> <p>In relation to the potential scale of development, the framework envisages significant development around the train station with higher density potential, but careful</p>

		<p>It is suggested that the vehicular traffic access to Cartron from the Coast Road under the railway bridge should be retained.</p> <p>It is requested that the development would not proceed as planned and that the scale should be amended significantly and a buffer zone around the existing homes should be provided.</p>	<p>cognisance will be taken of the topography and pattern of existing development</p> <p>The Urban Framework Plan has identified a planned and co-ordinated development of lands in Garraun which is focussed around on the train station. Special cognisance will be taken of the existing pattern of development in area and it is anticipated that there would be some form of vehicular/pedestrian access under Cartron bridge.</p> <p><b>Chief Executive's Recommendation</b> No Change.</p>
<b>GLW-C10-908</b>	Martina Guinnane	<p>This submission relates to lands that have been zoned Residential Phase 1 and Open Space.</p> <p>It is requested that the Open Space lands would be re-zoned to Residential Phase 1 to ensure that the subject lands would be developed in a coherent manner. It is stated that this could occur if the "Justification Test" as contained in the <i>Flood Risk Management Guidelines 2009</i> was applied to these lands.</p>	<p><b>Chief Executive's Response</b></p> <p>The subject lands are identified in Flood Zone A. The SFRA undertaken at Plan level provides an appropriately strategic assessment of flood risk within the town of Oranmore in compliance with the 2009 Flood Guidelines. It considers, among other things, available, published information on flood risk. Taking into account the Stage 2 SFRA prepared, it is noted that Indicative Flood Zone A at this site is appropriate.</p> <p>The proposed Zoning on Flood Zone A would not be in compliance with the Guidelines. Justification test would not pass on the lands within Flood Zone A.</p> <p><b>Chief Executive's Recommendation</b> No Change.</p>
<b>GLW C10-877</b>	Jeanne Price	<p>This submission relates to the scale of the development that is envisaged at this location and the impact of the development at this rural location.</p>	<p><b>Chief Executive's Opinion</b></p> <p>In relation to the potential scale of development, the framework envisages significant development around the train station with higher density potential, but careful</p>

		<p>In addition, there is concern that relates to the vehicular access to Oranmore from the Cartron area. It is requested that vehicular access from under Cartron Bridge to Oranmore village would be maintained. There is concern in relation to the impact of development on the local ecosystem. There is reference to the proposed network of roads to facilitate the development and the privacy of existing homeowners will be affected.</p> <p>There is concern in relation to the wastewater and sewage infrastructure in this area.</p> <p>The construction stage of the development over a number of years would cause noise, pollution and dust.</p> <p>In conclusion it is requested that further consultation and engagement with all parties/stakeholders in order to protect the local community. There is a requirement to retain vehicular access to the coast road and a buffer zone around the existing houses while accommodating development on a more reasonable scale.</p>	<p>cognisance will be taken of the topography and pattern of existing development.</p> <p>The Urban Framework Plan has identified a planned and co-ordinated development of lands in Garraun which is focussed on the train station. Special cognisance will be taken of the existing pattern of development in area, and it is anticipated that there would be some form of vehicular/pedestrian access under Cartron Bridge.</p> <p>The Planning Authority have consulted with Irish Water who have confirmed there is capacity within their infrastructure to meet the projected growth in Garraun. Any development proposals would be required to include Construction Environmental Management Plans which would be required address noise, pollution and dust.</p> <p>There has been significant consultation throughout the preparation of the County Development Plan. Any future planning applications which may occur will also include further opportunities for the public to make submissions.</p> <p><b>Chief Executive's Recommendation</b> No Change.</p>
<b>GLW C10- 876</b>	Maeve Price	<p>This submission relates to the scale of the development that is envisaged at this location and the impact of the development at this rural location.</p> <p>In addition, there is concern that relates to the vehicular access to Oranmore from the Cartron area. It is</p>	<p><b>Chief Executive's Response</b></p> <p>In relation to the potential scale of development, the framework envisages significant development around the train station with higher density potential, but careful</p>

		<p>requested that vehicular access from under Cartron Bridge to Oranmore village would be maintained. There is concern in relation to the impact of development on the local community.</p> <p>There is a requirement for housing in the Galway area but it is stated that it should not come to the detriment of the existing community. It is concluded that the development would be scaled back.</p>	<p>cognisance will be taken of the topography and pattern of existing development</p> <p>The Urban Framework Plan has identified a planned and co-ordinated development of lands in Garraun which is focussed on the train station. Special cognisance will be taken of the existing pattern of development in area and it is anticipated that there would be some form of vehicular/pedestrian access under Cartron bridge</p> <p><b>Chief Executive's Recommendation</b> No Change.</p>
<b>GLW C10- 872</b>	David Price	<p>This submission relates to the scale of the development that is envisaged at this location and the impact of the development at this rural location.</p> <p>There is concern that relates to the vehicular access to Oranmore from the Cartron area. It is also stated that the level of development will contribute to anti-social behaviour. There is also concern raised regarding the education facilities and the capacity to accommodate the expected growth at this location.</p> <p>It is recommended that the development would not proceed as planned and that the designs should be amended significantly.</p>	<p><b>Chief Executive's Response</b></p> <p>In relation to the potential scale of development, the framework envisages significant development around the train station with higher density potential, but careful cognisance will be taken of the topography and pattern of existing development</p> <p>The Urban Framework Plan has identified a planned and co-ordinated development of lands in Garraun which is focussed on the train station. Special cognisance will be taken of the existing pattern of development in area and it is anticipated that there would be some form of vehicular/pedestrian access under Cartron bridge</p> <p><b>Chief Executive's Recommendation</b> No Change.</p>

<p><b>GLW C10- 853</b></p>	<p>Corestone Ltd</p>	<p>There is a detailed submission on a number of parcels of lands within the Garraun Framework. Lands have been identified in 5 different parcels as follows:</p> <ul style="list-style-type: none"> <li>• Lands 1 and 2 – It is the request of this submission that these lands are rezoned from ‘Open Space/Recreation and Amenity’ to ‘Residential Phase 2’.</li>   <li>• Lands 3 – It is the request of this submission that these lands are rezoned from ‘Open Space/Recreation and Amenity’ to ‘Transport Infrastructure’, in order to facilitate the extension of the train station car park.</li>   <li>• Lands 4 and 5 – It is the request of this submission that these lands remain zoned as ‘Open Space/Recreation and Amenity’. It is stated that these lands are being made available to facilitate the development of the proposed ecopark.</li> </ul>	<p><b>Chief Executive’s Response</b></p> <p>The subject lands are identified in Flood Zone A. The SFRA undertaken at Plan level provides an appropriately strategic assessment of flood risk within Garraun in compliance with the 2009 Flood Guidelines. It considers, among other things, available, published information on flood risk. Taking into account the Stage 2 SFRA, it is noted that Indicative Flood Zone A at this site is appropriate. The proposed Zoning on Flood Zone A would not be in compliance with the Guidelines. Justification test would not pass on the lands within Flood Zone A.</p> <p>The subject lands are identified in Flood Zone A. The SFRA undertaken at Plan level provides an appropriately strategic assessment of flood risk within Garraun in compliance with the 2009 Flood Guidelines.</p> <p>Noted.</p> <p><b>Chief Executive’s Recommendation</b> No Change.</p>
<p><b>GLW C10- 846</b></p>	<p>Garraun Residents</p>	<p>This submission is from a number of residents in the Cartron area. It is considered that the Framework Plan will have a negative effect on a significant number of families and local community. There is concern in relation to the separation of the lands between the railway north and south which would be to the detriment of the local community. Reference has been made to the</p>	<p><b>Chief Executive’s Response</b></p> <p>In relation to the potential scale of development, the framework envisages significant development around the train station with higher density potential, but careful cognisance will be taken of the topography and pattern of existing development</p>

		<p>health implications of local residents if development is carried out as per the Framework</p> <p>There is concern in relation to the elimination of vehicular access from under the Cartron Bridge to the coast road.</p>	<p>The Urban Framework Plan has identified a planned and co-ordinated development of lands in Garraun which is focussed on the train station. Special cognisance will be taken of the existing pattern of development in area and it is anticipated that there would be some form of vehicular/pedestrian access under Cartron bridge</p> <p><b>Chief Executive's Recommendation</b> No Change.</p>
<b>GLW C10- 770</b>	Matthew Carty	<p>This submission has outlined a number of objections in relation to the Framework Plan. It is stated that the Carton area is steeped in history including a marked ring fort, natural beauty and green space.</p> <p>It is considered that the vision outlined in <b>Chapter 2 Core Strategy, Settlement Hierarchy and Housing Strategy</b> does not align with the Garraun Framework Plan. It is stated that the biodiversity implications of the area will be impacted upon and the local road network has created a sanctuary for wildlife and the protection of native species and wildflowers which support the All Ireland Pollinator Plan. It is requested that further ecological studies would be carried out prior to development progressing.</p> <p>Reference has been made to the recorded ring fort GA095-012 in Carton and that further detailed studies must be completed prior to approval of the framework.</p> <p>Section 6.4 of Framework has been referenced and the construction of a new junction on the N67 providing access to Cartron and Garraun, north of the rail line and</p>	<p><b>Chief Executive's Response</b> Any development proposals within the Garraun Urban Framework Plan area will be the subject of a further detailed planning assessment through the Development Management process and the submission of a planning application. At this, more refined and detailed stage a closer examination will be carried out which will include key planning considerations including biodiversity; traffic; residential amenity and archaeology for example.</p> <p>In relation to the images in the Urban Framework Plan of the Cartron Bridge area, note that images are indicative. Any further plans for the area surrounding Cartron Bridge</p>

		<p>a link road to the L7105. There is concern in relation to the elimination of vehicular access from under the Cartron Bridge to the coast road and that it would separate close neighbours and families cutting of the close-knit community.</p> <p>It is stated that the Framework Plan is not aligned with the Rural Development Policy 2021-2025 which is focused on sustainable and inclusive rural development.</p> <p>It is considered that with the undulating topography will lead to overlooking of the existing properties. It is considered that consideration should be given to buffer zones of trees and hedgerows in order to reduce the impact of existing dwellings.</p> <p>It is considered that the building phase of this development would lead to significant disruption to the local community.</p> <p>In conclusion it is stated that there is support for the dual rail link and additional cycle lanes however more consultation is required.</p>	<p>and access to the northern section of the Plan area would be the subject of further consideration, assessment and consultation with stakeholders and members of the public.</p> <p>Our Rural Future: Rural Development Policy 2021 – 2025 has informed the preparation of the Draft County Development Plan which includes the preparation of the Urban Framework Plan.</p> <p>In relation to overlooking a minimum distance from site boundaries and screening/planting will be assessed and considered as part of any planning application.</p> <p>Any construction work within the framework plan would have to be carried out during normal working hours without detriment to residential amenity. This would also form part of the assessment on any forthcoming planning application.</p> <p>The support for the dual track is welcomed.</p> <p><b>Chief Executive’s Recommendation</b> No Change.</p>
<b>GLW-C10-764</b>	Gearard Doogan	<p>This submission relates to lands adjoining the residential estate Costa na Mara. There is concern in relation to the rezoning from Open Space/Recreation and Amenity that was contained in the Oranmore Local Area Plan 2012-2022 to Community Facilities as indicated in the Draft Galway County Development Plan 2022-2028.</p>	<p><b>Chief Executive’s Response</b> Submission Noted. It was considered appropriate to zone the lands Community Facilities to ensure that there are adequate and sufficient lands available for a multiple of community uses such as educational facilities.</p>

		<p>It is considered that this rezoning would have a biodiversity impact on the subject lands. It is stated that a potential school development would contribute to significant noise levels to the residents of Costa Na Mara and traffic congestion at this location. There is reference to flooding implications at this location.</p> <p>In conclusion it is considered that the lands would be zoned "Open Space/Recreation and Amenity" and it is considered that the biodiversity park should be extended.</p>	<p>Furthermore, the area of the Urban Framework Plan identified as an Eco Park is considered efficient at this stage. The Draft Plan has been the subject of a detailed Strategic Environmental Assessment, Appropriate Assessment and Strategic Flood Risk Assessment during which the areas of sufficient ecological value have been considered. Flood risk has also been assessment. Therefore the Urban Framework Plan and associated land use zonings are considered to be appropriate at this stage.</p> <p><b>Chief Executive's Recommendation</b> No Change.</p>
<b>GLW C10- 750</b>	Des Flaherty	<p>This submission relates to the scale of the development that is envisaged at this location and the impact of the development at this rural location and on the local families in the community.</p> <p>There is concern relating to potential curtailment of the vehicular access to Oranmore from the Cartron area. It is requested that vehicular access from under Cartron Bridge to Oranmore village would be maintained. Reference is made to the lifetime enurement clause in relation to the family home and it is queried that with the zoning of the family lands, is the enurement clause no longer applicable.</p>	<p><b>Chief Executive's Response</b> The scale of development proposed at Garraun is considered appropriate, given its proximity to Oranmore Train Station and the link with public transport infrastructure. Development of these lands in such a manner is considered to accord with the aspirations of Project Ireland 2040 and our aspirations to become less car dependent.</p> <p>The Urban Framework Plan has identified a planned and co-ordinated development of lands in Garraun which is focussed on the train station. Special cognisance will be taken of the existing pattern of development in area and it is anticipated that there would be some form of vehicular/pedestrian access under Cartron bridge. Enurement clause would not apply to Residential zoned land.</p>



		<p>There is reference to the local ecosystem and the implications of the development on this area. There are a number of Celtic/Neolithic sites and burial area and it is requested that further studies would be carried out.</p> <p>It is considered that with the undulating topography will lead to overlooking of the existing properties. It is considered that consideration should be given to buffer zones of trees and hedgerows in order to reduce the impact of existing dwellings</p> <p>It is considered that the building phase of this development would lead to significant disruption to the local community. There is a specific request for additional consultation with the local community. It is requested that the development would not proceed as planned and that the designs should be amended significantly and a buffer zone around the existing homes should be provided.</p>	<p>Historic remnants and the impact on ecology has been the subject of a strategic assessment. This will be the subject of further assessment during the assessment of future planning applications.</p> <p>In relation to overlooking a minimum distance from site boundaries and screening/planting will be assessed and considered as part of any planning application.</p> <p>Any construction work within the framework plan would have cogniscance of adjoining residential properties. This would also form part of the assessment on any forthcoming planning application. Any planning application will also contain more detailed design detail which will be the subject of a further consultation, during which members of the public can make additional submission on the proposal.</p> <p><b>Chief Executive’s Recommendation</b> No Change.</p>
<p><b>GLW C10- 661</b></p>	<p>Mark Ronaldson</p>	<p>This submission relates to the lands adjoining C�osta na Mara and the proposed use of lands for “Community Facilities”. There is concern relating to the proximity of the new development to the boundary wall and the proposed use of “Education” that is envisaged on these lands. There is also a number of questions posed in relation to the access arrangements through C�osta na Mara.</p> <p><u>A number of questions has been posed in the submission as follows:</u></p>	<p><b>Chief Executive’s Response</b></p> <p>The boundary of the Urban Framework Plan abuts the eastern boundary of the Costa na Mara development. Any</p>

		<ul style="list-style-type: none"> <li>• How close will the new development be to our back boundary wall</li> <li>• What sort of education institution will be developed there?</li> <li>• How high will the new development be?</li> <li>• Will the development affect the boundary walls surrounding our homes?</li> <li>• Will C�osta na Mara be linked to the new development with gates/pasageways etc.?</li> <li>• Will stakeholders of the educational institution park in C�osta na Mara when conducting business related to the new development?</li> <li>• What is the timeframe for this proposed development?</li> </ul>	<p>proposal to develop these lands would be the subject of a further planning application and detailed assessment which will detail precise distances to the boundary in question. Building heights and parking will also be determined at planning application stage and in accordance with relevant DM Standards.</p> <p>The lands in question are zoned Community Facilities where it is envisaged that education facilities could be located</p> <p>A distinct link between the Garraun Urban Framework Plan and Costa na Mara is not proposed at this stage. Any future link would require consultation with all relevant stakeholders.</p> <p>The new Galway County Development Plan will expire in 2028.</p> <p>There is no definitive timeline for delivery of development on zoned land within the Plan.</p> <p><b>Chief Executive’s Recommendation</b> No Change.</p>
<p><b>GLW-C10-164</b></p>	<p>Rob Wynne</p>	<p>The submission has raised concern regarding the proposed zoning for ‘Community Facilities’ in Garraun, adjacent to Costa na Mara housing estate</p>	<p><b>Chief Executive’s Response</b> It was considered appropriate to zone the lands Community Facilities to ensure that there are adequate and sufficient lands available for a multiple of community uses such as educational facilities.</p> <p><b>Chief Executive’s Recommendation</b> No Change.</p>

<p><b>GLW C10- 627</b></p>	<p>Eoin Butler</p>	<p>This submission relates to Garraun and Oranmore Metropolitan Plans. It is considered that these plans are flawed and they need to be re-assessed. It is considered that Garraun is adjacent to Oranmore and should be treated as same.</p> <p>It is considered that the provision of educational facilities should be a priority for the settlements. There should be joint up infrastructure plans between Garraun and Oranmore.</p> <p>A specific query has been raised in relation to coastal flooding and how this is going to be addressed within the Development Plan.</p> <p>It is suggested that all lands surrounding schools should be rezoned to ensure for any future expansion of these facilities to address the deficiency within Oranmore.</p> <p>It is stated that there are no biodiversity mapping/plans contained within the Draft Plan.</p>	<p><b>Chief Executive’s Response</b></p> <p>The Garraun Urban Framework Plan area adjoins Oranmore. Cognisance has been taken of the transition westwards from Oranmore Town into the Framework Plan area. A higher density was considered appropriate for Garraun, given its proximity to Oranmore Train Station which accords with the aspirations of Project Ireland 2040 and our aspirations to become less car dependent.</p> <p>The provision of Community Facilities has been provided within each of the zoned settlements within Volume 2. Regular discussion and collaboration with Department of Education also informs this exercise. Additional lands are designated as necessary.</p> <p>The impact of coastal flooding has been considered as part of the Strategic Flood Risk Assessment.</p> <p>Both the National Biodiversity Action Plan and the Galway County Heritage and Biodiversity Plan 2017 – 2022 informed the preparation of the Draft Plan.</p> <p><b>Chief Executive’s Recommendation</b></p> <p>No Change.</p>
<p><b>GLW C10- 628</b></p>	<p>Eoin Butler</p>	<p>This submission relates to Garraun and Oranmore Metropolitan Plans. It is considered that these plans are flawed and they need to be re-assessed. It is considered that Garraun is adjacent to Oranmore and should be treated as same.</p>	<p><b>Chief Executive’s Response</b></p> <p>The Garraun Urban Framework Plan area adjoins Oranmore. Cognisance has been taken of the transition westwards from Oranmore Town into the Framework Plan area. A higher density was considered appropriate for Garraun, given its proximity to Oranmore Train Station</p>

		<p>It is considered that the provision of educational facilities should be a priority for the settlements. There should be joint up infrastructure plans between Garraun and Oranmore.</p> <p>It is suggested that all lands surrounding schools should be rezoned to ensure for any future expansion of these facilities to address the deficiency within Oranmore.</p> <p>A specific query has been raised in relation to coastal flooding and how this is going to be addressed within the Development Plan.</p> <p>It is suggested that all lands surrounding schools should be rezoned to ensure for any future expansion of these facilities to address the deficiency within Oranmore.</p> <p>It is stated that there are no biodiversity mapping/plans contained within the Draft Plan.</p>	<p>which accords with the aspirations of Project Ireland 2040 and our aspirations to become less car dependent.</p> <p>The provision of Community Facilities has been provided within each of the zoned settlements within Volume 2. Regular discussion and collaboration with Department of Education also informs this exercise. Additional lands are designated as necessary.</p> <p>The impact of coastal flooding has been considered as part of the Strategic Flood Risk Assessment.</p> <p>Both the National Biodiversity Action Plan and the Galway County Heritage and Biodiversity Plan 2017 – 2022 informed the preparation of the Draft Plan.</p> <p><b>Chief Executive’s Recommendation</b> No Change.</p>
<p><b>GLW C10- 601</b></p>	<p>Costa na Mara Management Company</p>	<p>This submission has raised a number of issues relating to the Framework Plan as follows:</p> <ul style="list-style-type: none"> <li>• Access to Costa na Mara-Consultation is required with the Management Company;</li> <li>• Consultation is required in relation to the traffic control measures for the Coast Road bordering Costa na Mara, with the increase in traffic that would be generated from adjoining schools;</li> </ul>	<p><b>Chief Executive’s Response</b></p> <p>Any potential future connection from Costa na Mara to the Garraun Urban Framework Plan area would be the subject of a further detailed assessment and consultation with relevant stakeholders.</p> <p>Any proposal to develop a school within the Urban Framework Plan area would be the subject of a further detailed assessment which would include a traffic</p>

		<ul style="list-style-type: none"> <li>• Consultation required regarding the proposed trees/shrubs that are planted along the boundary wall of Costa na Mara housing estate.</li> </ul>	<p>management appraisal and public consultation. The provision of appropriate landscaping would also be considered during the assessment of a planning application.</p> <p><b>Chief Executive's Recommendation</b> No Change.</p>
<b>GLW C10- 567</b>	Claire Doogan	<p>This submission has raised a number of concerns relating to the impact of the Garraun Framework on the local environment and adjoining residential estate of Costa na Mara.</p> <ul style="list-style-type: none"> <li>• It is stated that the development will have a significant impact on the local biodiversity of the area and the loss of mature woodland. Reference has been made to the number of eco parks that are illustrated on the Framework Plan, it is suggested that the existing woodland adjacent to residential estate of Costa na Mara would be utilised as a park and trees retained.</li> <li>• In relation to the identification of playing fields and the accompanying lighting facilities it is stated that there will be opposition to these. It is suggested that more discussion would occur, and greater distance would be created between the playing fields and the housing estate.</li> <li>• The property value will be affected by the proposed development.</li> </ul>	<p><b>Chief Executive's Response</b></p> <p>It is considered that the area of the Urban Framework Plan identified as an Eco Park is considered sufficient at this stage. The Draft Plan has been the subject of a detailed Strategic Environmental Assessment and Appropriate Assessment during which the areas of ecological value have been considered and as such the Urban Framework Plan and associated land use zonings are considered to be appropriate at this stage.</p> <p>The identification of playing fields to the west of the Costa na Mara housing development relates to an indicative image on the Urban Framework Plan. The actual definitive layout of these Community Facilities zoned lands are yet to be determined through the Development Management process and the submission of a detailed planning application which will be the subject of further assessment and consultation where members of the public will be afforded a further opportunity to make representation on the final proposal for these lands.</p> <p>The proposed Framework Plan area comprises residential units, communities and a local centre. There are also</p>

		<ul style="list-style-type: none"> <li>There is also reference to the volume of traffic that will generated at this location.</li> </ul>	<p>employment uses and open space. The statutory process of making a development plan cannot consider property values in its determination of land use zonings.</p> <p>The proposed Urban Framework Plan area is oriented around public transport provision, which seeks to reduce reliance on the private car. It is anticipated at this stage that the proposed Framework Plan area would not exacerbate traffic volumes as the Draft Urban Framework Plan is a transport oriented development which seeks to reduce reliance on the private car.</p> <p><b>Chief Executive's Recommendation</b> No Change.</p>
<b>GLW C10-146</b>	Costa na Mara Management Company	This submission relates to the public consultation process that was currently underway and advising the residents of Costa na Mara of the key dates.	<p><b>Chief Executive's Response</b> Submission noted.</p> <p><b>Chief Executive's Recommendation</b> No Change.</p>
<b>GLWC 10-828</b>	Mike Finn	This submission relates to lands which are located at Garraun South and it is requested that these would be included in the settlement boundary for Garraun.	<p><b>Chief Executive's Response</b> The lands in question are located to the south of the Urban Framework Plan areas on the opposite side of the R338 Coast Road.</p> <p>Significant parcels of this land are within Flood Zoned A/B which would not permit residential zoning. The Justification Test would not pass on these lands. Furthermore, the zoning of additional lands as residential would not be appropriate as this would not comply with the Core Strategy as outlined in Chapter 2 "<i>Core Strategy, Settlement Strategy and Housing Strategy</i>".</p>

			<p>The additional lands are not contiguous to the existing Urban Framework Plan area. The existing coast road represents a substantial and logical physical barrier to contain the Urban Framework Plan area in accordance the vision and aspirations of the National Planning Framework.</p> <p><b>Chief Executive’s Recommendation</b> No Change.</p>
<b>GLW C10- 807</b>	Donnacha Finn	This submission relates to lands zoned Open Space and requests that these lands would be zoned Residential	<p><b>Chief Executive Response</b> Significant parcels of this land are within Flood Zoned A/B which would not permit residential zoning. The Justification Test would not pass on these lands. Furthermore, the zoning of additional lands as residential would not be appropriate as this would not comply with the Core Strategy as outlined in Chapter 2 “<i>Core Strategy, Settlement Strategy and Housing Strategy</i>”.</p> <p><b>Chief Executive’s Recommendation</b> No Change.</p>
<b>GLW- C10- 913</b>	William Gordon and Sjiela Gibson	A detailed submission in relation to the Garraun area. It is requested that there would be sufficient increase in the Core Strategy population allocation to accommodate MASP growth targets and higher density.	<p><b>Chief Executive’s Response</b> The population allocation for the Garraun Framework Plan area and associated densities within have been given careful consideration during the preparation of the Draft County Development Plan. Careful consideration has been taken of the existing pattern of development within and adjoining the Urban Framework Plan Area. On the basis of this assessment the population allocation and associated densities is considered to be appropriate in this instance.</p> <p><b>Chief Executive’s Recommendation</b></p>

			No Change.
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# Briarhill

Portal No.	Submission Name	Summary of Issues Raised in Submission	Recommendation and Opinion Briarhill
GLW-C10-2251	Seamus Murphy	<p>This submission relates to a number of policy objectives in Briarhill.</p> <p>In relation to <b>BUFP 2 Nodal Centre Development</b>, it is suggested that there should be connectivity to Community Facilities and the Indicative Green Corridor.</p> <p>In relation to <b>BUFP 3 Business and Technology</b>, it is suggested that North/South interconnectivity through the indicative green corridor which would be better served as being linear in form and stretching West to East across the framework lands.</p> <p>In relation to <b>BUF4 Community Facilities</b>, it is suggested that new community facilities would be connected to the Nodal Centre possibly via a linear park/cycleway and greenway.</p> <p>In relation to <b>BUF 5 Open Space, Recreation and Amenity</b>, it is suggested that there would be the creation of an East to West linear park which would ensure sustainable management in accordance with best practice.</p> <p>In conclusion it is suggested that the overall framework plan should identify the linear park and ensure linkage with the various land uses.</p>	<p><b>Chief Executive’s Response:</b> The green corridor is an indicative corridor illustrated on the Urban Framework Plan. It is envisaged that the green corridor/linear park will have a significant role in the future development of the framework area where access and connectivity will be paramount for the occupiers and visitors to this area.</p> <p>It is considered that as the development potential of these lands evolve the green corridor will play a fundamental part in the connectivity and all of the different uses envisaged in this area</p> <p><b>Chief Executive’s Recommendation:</b> No Change.</p>

Portal No.	Submission Name	Summary of Issues Raised in Submission	Recommendation and Opinion Briarhill
GLW-C10-2250	Noel P Regan	<p>It is suggested that there would be connection between the Indicative Green Corridor and the Nodal Centre and a number of different phases of the framework to ensure connectivity.</p> <p>It is suggested that there would connection between the Indicative Green Corridor and Community Facilities to ensure objectives are deliverable.</p> <p>It is stated that not all phase 1 lands are connected to either the proposed community facilities or indicative green corridor which will not allow framework objectives to be achieved</p> <p>In relation to the west to east connectivity via a Linear Park, it is stated that indicative green corridor would allow a service route along with safe pedestrian and cyclist access along the linear corridor.</p>	<p><b>Chief Executive’s Response:</b> The green corridor is an indicative corridor illustrated on the Urban Framework Plan. It is envisaged that the green corridor/linear park will have a significant role in the future development of the framework area where access and connectivity will be paramount for the occupiers and visitors to this area.</p> <p>It is considered that as the development potential of these lands evolve the green corridor will play a fundamental part in the connectivity and all of the different uses envisaged in this area</p> <p><b>Chief Executive’s Recommendation:</b> No Change.</p>
GLW C10-857	Keith Donohue	<p>This submission relates to the design aspect of the plan and the lack of connection with the green corridor with a number of different uses as follows:</p> <ul style="list-style-type: none"> <li>• Connectivity required between green corridor and the Nodal Centre</li> <li>• Connectivity between the indicative Green Corridor and the Community Facilities</li> <li>• Residential Phase 1 lands do not appear to have connectivity to either the proposed Community Facilities or Indicative Green Corridor</li> </ul>	<p><b>Chief Executive’s Response:</b> The green corridor is an indicative corridor illustrated on the Urban Framework Plan. It is envisaged that the green corridor/linear park will have a significant role in the future development of the framework area where access and connectivity will be paramount for the occupiers and visitors to this area.</p> <p>It is considered that as the development potential of these lands evolve the green corridor will play a fundamental part</p>

		<ul style="list-style-type: none"> <li>• Full East to West implementation of the Linear Park maybe required to ensure full design compliance.</li> </ul>	<p>in the connectivity and all of the different uses envisaged in this area</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW C10-831</b>	Aine O Donnchadha	<p>This submission relates to the Green Corridor and it is stated that the lands are controlled by one landowner. It is considered that these lands will benefit the full extent of the Briarhill area and that one landowner should not be burdened exclusively with this land use. It is requested that there would be 50% reduction of these indicative lands from 5.5ha to 2.75ha.</p> <p>In addition, it is requested that there would be a zoning flexibility for the "Indicative Green Corridor" and that there would be a new policy objective of the existing policy objective <b>BUF 5 Open Space, Recreation and Amenity</b> would be amended as follows:</p> <p><i>"The exact location, size and dimensions of the green corridor/linear park shall be agreed in writing with Galway County Council at the planning application stage for each development in Briarhill"</i>.</p>	<p><b>Chief Executive's Response:</b> The green corridor is an indicative corridor illustrated on the Urban Framework Plan. It is envisaged that the green corridor/linear park will have a significant role in the future development of the framework area where access and connectivity will be paramount for the occupiers and visitors to this area.</p> <p>It is not considered appropriate that this green corridor would be reduced by 50% as proposed.</p> <p>It is considered that as the development potential of these lands evolve the green corridor will play a fundamental part in the connectivity and all of the different uses envisaged in this area</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW C10-1849</b>	Brendan O'Boyle	<p>This submission is in general favour of the Framework Plan. There is concern for local residents regarding the exit along the Parkmore Road.</p> <p>In addition, it is suggested that any new development would not be multistorey apartment blocks where they would be backing onto nearby houses.</p>	<p><b>Chief Executives Response:</b> The purpose of the Development Plan and the associated zoning plans are to indicate where the Local Authority considers the development potential in the respective settlements. The detailed analysis as requested in this submission will be dealt with as part of the Development Management process.</p>

			<b>Chief Executive's Recommendation:</b> No Change.
<b>GLW C10- 1275</b>	Murphy Heffernan Ltd	<p>It is stated that from a design perspective the inclusion of a Nodal Centre, Community Facilities and Indicative Green Corridor should create a sense of place, subject to design and planning.</p> <p>Reference to the Green Corridor has been made and that there is no sense of connectivity between the different land uses. It is suggested that policy objectives BUFP1 -BUF12, but in particular BUF 4,5,10,11 and 12 that the Green Corridor would transverse these lands to ensure integration would occur and connectivity to existing centres i.e Briarhill Centre and IDA Parkmore East and West and subsequent North-South connections.</p>	<p><b>Chief Executive's Response:</b> The green corridor is an indicative corridor illustrated on the Urban Framework Plan. It is envisaged that the green corridor/linear park will have a significant role in the future development of the framework area where access and connectivity will be paramount for the occupiers and visitors to this area.</p> <p>It is considered that as the development potential of these lands evolve the green corridor will play a fundamental part in the connectivity and all of the different uses envisaged in this area</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW C10- 697</b>	Costello Family	<p>This submission relates to traffic issues and the access to the lands from the Parkmore Road. A report has been submitted from NRB Consulting Engineers Ltd who carried out a review of the traffic, roads and access issues in the Briarhill area. It is stated that from an Engineering perspective. All transport modes can quite easily be accommodated via the proposed access from Parkmore Road without compromising the future Bus Corridor at this location.</p> <p>It is requested that the Draft Development Plan 2022-2028 provides for all transport modes to access the Briarhill lands from the Parkmore road.</p>	<p><b>Chief Executive's Response:</b> <i>Parkmore is a key employment centre for the north east of Galway accommodating over 13,500 jobs. Parkmore Road is a key artery within this area linking Parkmore East and West to the National Road and wider Galway network.</i></p> <p><i>As set out in the Parkmore Area Strategic Framework Plan prepared by the NTA, there is a need to tackle congestion and improve the efficient movement of goods and people in the Parkmore area by providing attractive alternatives to the private car. To achieve this aim, the framework plan identifies a series of sustainable transport infrastructure measures, integrated with the Galway Transport Strategy, which will help to improve access to the Parkmore area from</i></p>

			<p><i>across the city by walking, cycling and public transport. In particular the framework plan includes dedicated bus lanes and pedestrian /cycle facilities on Parkmore Road leading up to the Monivea Road junction.</i></p> <p><i>The creation of further vehicular access points onto the Parkmore Road will create additional delays to public transport along this critical link. This will undermine the investment in sustainable infrastructure and is therefore contrary to the central aim of improving access to the Parkmore area. The creation of a walk, cycle and PT only link from Briarhill to Parkmore will enable future residents living in this area to travel to nearby employment opportunities by sustainable means, thereby contributing to the sustainable development of this area.</i></p> <p>Taking the above in account and the comments from the OPR, TII, NTA and Galway City Council a new Policy Objective is proposed to provide an ABTA for the Briarhill Urban Framework Plan. Please see recommendation number 4 OPR.</p> <p><b>Chief Executive’s Recommendation:</b> See Recommendation No 4 OPR.</p>
<b>GLW C10- 688</b>	Martin Coyne	This submission is in favour of the Briarhill Framework Plan. It is requested that the Framework plan would be updated to reflect the Briarhill Land Use Zoning Map.	<p><b>Chief Executives Response:</b> It should be noted that when the Draft Galway County Development Plan 2022-2028 is adopted, all documents including the Urban Framework Plans will be updated to reflect the final zonings and as appropriate policy objectives to ensure consistency.</p> <p><b>Chief Executive’s Recommendation:</b></p>

			No Change.
<b>GLW C10- 246</b>	Declan Gardiner	This submission relates to lands zoned Residential Phase 2. It is requested that these lands measuring 0.977ha would be rezoned to Residential Phase 1.	<p><b>Chief Executive's Response:</b> Noted. As part of the preparation of the Briarhill Plan, cognisance of <b>Chapter 2 Core Strategy, Settlement Hierarchy and Housing Strategy</b> and in particular table 2.9. There is a requirement of 13.03 hectares of Residential Phase 1 lands. The Planning Authority has zoned accordingly. The quantum of Phase 1 Residential Lands in Briarhill is in full compliance with the Core Strategy of the Draft Galway County Development Plan.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW- C10- 1856</b>	Stephen Casserly	It is requested that there would be an athletics track included in the plan area.	<p><b>Chief Executive's Response:</b> It is recognised that passive and active amenity spaces are extremely important within an urban environment. It should be noted that <b>BUFP 4 Community Facilities</b> promote the provision of and improvement of a diverse range of community facilities. In addition, <b>BUFP 5 Open Space, Recreation and Amenity</b> also supports the delivery of recreational green spaces. As development proposals for these lands develop further special cognisance of these policy objectives will be taken and the specific requirements for the area.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW- C10- 1852</b>	Matthew Conroy	It is requested that future correspondence would be sent to the submitter on all matters relating to Briarhill.	<p><b>Chief Executive's Response:</b> The County Development Plan is a statutory process is outlined under Section 13 of the Planning and Development</p>

			<p>Act 2000(as amended). There are specific periods of public display for members of the public/landowner/interested bodies to make submissions and these are summarised and referenced in a Chief Executive Report. There is no other forum during a County Development Plan process to notify people individually on particular issues. There is advertisement in the local press, social media as to when and what stage the County Development Plan is at and period of public display etc.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
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<b>GLW-C10-817</b>	Lidl Ireland	<p>This submission has raised a number of issues regarding the Town Centre/Residential Infill in the County Galway Metropolitan Area and associated land use zoning matrix table. It is suggested that the Metropolitan Area Strategic Plan is a potential barrier to development within the town centres of the Metropolitan Area, as it suggests primarily residential focus. The submission suggests that the Town C/Infill Residential would be removed.</p> <p>The submission notes that the Draft Garraun and Briarhill Urban Framework Plans appear to designate the centre of each area as the 'Nodal Centre' in lieu of the Town Centre / C1 / Town Centre/ Commercial zoning objective. The submission requests a consistently / comparably worded and referenced objective.</p>	<p><b>Chief Executive's Response</b></p> <p>Upon reviewing the Land Use Matrix Table for County Galway Metropolitan Area, it is considered that there is justification to amend the land use matrix table. It is not considered appropriate to remove the Town Centre/Infill Residential as proposed. The purpose of TC/Infill residential is to support the town centre but also acts as a complimentary use in support of conventional town centre uses.</p> <p>The Nodal Centre classification is similar to Town Centre uses of established settlements of Oranmore, Baile Chláir and Bearna. It is considered appropriate to include the term Nodal Centre in Land Use Matrix table for Garraun and Briarhill.</p>
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		<p>It is noted that <i>Large Scale Convenience / Comparison Centre</i> is <i>Open for Consideration</i> in the Metropolitan Area whilst being <i>Permitted in Principle</i> in the Strategic Growth Towns and Villages, whereas it is considered a consistent designation would be most appropriate.</p>	<p>The Land Use Matrix Table should be amended to reflect consistency.</p> <p><b>Chief Executive's Recommendation</b>  <b>Change as per below</b></p>
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Zoning	Objective	Description
Existing Residential & Infill Residential	To protect and improve residential amenities of existing residential areas.	To provide for house improvements alterations, extensions and appropriate infill residential development in accordance with principles of good design and protection of existing residential amenity.
Residential Phase 1	To protect, provide and improve residential areas within the lifetime of this plan.	To facilitate for the provision of high quality new residential developments at appropriate densities with layout and design well linked to the town centre and community facilities. To provide an appropriate mix of house sizes, types and tenures in order to meet household needs and to promote balanced communities.
Residential Phase 2	To protect, provide and improve residential areas.	To facilitate the provision of high quality new residential developments at appropriate densities with layout and design well linked to the town centre and community facilities. Phase 2 residential is generally not developable during the lifetime of this plan subject to the provisions below. (*Single House developments for family members on family owned lands: *Non-residential developments that are appropriate to the site context,

		<p>any existing residential amenity and the existing pattern of development in the area;</p> <p>*Where it is apparent that R-Residential (Phase 1) lands cannot or will not be developed within the plan period, residential development maybe considered in a phased manner on some residential (Phase 2 lands).</p>
<b>Town Centre/Infill Residential</b>	<p>To protect, provide and improve residential amenity and appropriate commercial developments within key town centre sites within the lifetime of this plan.</p>	<p>To facilitate support the for the provision of high quality new residential developments and appropriate commercial developments at appropriate densities within Town Centre sites. To provide an appropriate mix of house sizes, types and tenures in order to meet household needs and to promote balanced communities.</p>
<b>Town Centre/Commercial</b>	<p>To provide for the development and improvement of appropriate town centre uses including retail, commercial, office and civic/community uses and to provide for “Living over the Shop” scheme Residential accommodation, or other ancillary residential accommodation.</p>	<p>To develop and consolidate the existing town centre to improve its vibrancy and vitality with the densification of appropriate commercial and residential developments ensuring a mix of commercial, recreation and civic uses.</p>
<b>Commercial/Mixed Use</b>	<p>To provide for the development of commercial and complementary mixed uses, on</p>	<p>To facilitate the further development and improvement of existing employment areas and to facilitate</p>

	suitable lands that can provide focal points for the provision of services to surrounding neighbourhoods/areas and opportunities for commercial enterprises, retail developments and employment creation and which do not undermine the vitality and viability of the town centre.	opportunities for the development of new high quality commercial/mixed use developments in a good quality physical environment.
<b>Industrial</b>	Promote the sustainable development of industrial and industrial related uses, including manufacturing, processing of materials, warehousing and distribution on suitable lands, with adequate services and facilities and a high level of access to the major road networks and public transport facilities.	To facilitate the further development and improvement of existing employment areas and to facilitate opportunities for the development of new high-quality industrial developments in a good quality physical environment.
<b>Business and Technology</b>	To provide for the development of business and technology.	To facilitate the further development and improvement of existing employment areas and to facilitate opportunities for the development of new high-quality business and technology developments in a good quality physical environment.
<b>Business and Enterprise</b>	To provide for the development of business and enterprise.	To facilitate the further development and improvement of existing employment areas and to facilitate opportunities for the development of new high-quality business and

		enterprise developments in a good quality physical environment.
<b>Community Facilities</b>	To provide for civic, community and educational facilities.	To facilitate the development of necessary community, health, religious educational social and civic infrastructure.
<b>Coastal Edge</b>	To protect and enhance the coastal edge	To allow for the protection and enhancement of the coastal edge, as appropriate as a strategic high amenity resource, providing opportunities for recreation, conservation and local amenity
<b>Open Space/Recreation and Amenity</b>	To protect and enhance existing open space and provide for recreational and amenity space.	To facilitate the further development and improvement of existing active open spaces, formal exercise areas, sports grounds, playing fields.
<b>Tourism</b>	To promote and encourage cultural, historic and tourism potential for each of the SGTs.	To facilitate the development and improvement of tourism facilities that exist in some of the SGTs. Encourage new tourism development and investment where appropriate.
<b>Public Utility</b>	To maintain lands providing service infrastructure.	To allow for lands to be designated for public utilities such as waste water treatment plants.
<b>Transport Infrastructure</b>	Facilitate the provision and maintenance of essential transportation infrastructure.	To allow for the reservation of lands to facilitate public roads, foot paths, harbours, canals, cycleways, bus stops and landscaping together with any necessary associated works, as appropriate.

Land Uses	TG/C1	C2	*NC	R	TC/IR	CF	OS	T	I	BE	BT	CE	PU	TI
Commercial and Industrial Uses	TC/C1		*NC	R	TC/IR	CF	OS	T	I	BE	BT	CE	PU	TI
Amusement	O	N	O	N	N	N	N	O	N	N	N	N	N	N
ATM	P	O	P	O	O	O	N	O	O	O	O	N	N	N
Bank/Building Society	P	N	P	N	N	N	N	N	N	N	N	N	N	N
Bar/Restaurant	P	O	P	N	N	N	N	O	N	N	N	N	N	N
B&B (Bed & Breakfast) <sup>1</sup>	O	O	O	O <sup>1</sup>	O <sup>1</sup>	N	N	O	N	N	N	N	N	N
Betting Office	O	N	O	N	N	N	N	N	N	N	N	N	N	N
Boarding Kennel	N	N	N	N	N	N	N	N	O	N	N	N	N	N
Café <sup>2</sup>	P	P	P	O	N	O <sup>2</sup>	N	P	O <sup>2</sup>	O <sup>2</sup>	N	N	N	N
Caravan park - Holiday	N	N	N	N	N	N	N	O	N	N	N	N	N	N
Cash & Carry	N	O	N	N	N	N	N	N	O	O	N	N	N	N
Casual Trading	O	O	O	N	N	N	N	O	N	N	N	N	N	N
Cinema	P	O	P	N	N	O	N	O	N	N	N	N	N	N
Conference Centre	P	P	P	N	N	O	N	O	N	P	O	N	N	N
Data-Centres/Web-Hosting Centres	P	P	P	N	N	N	N	N	O	P	P	N	N	N
Drive-through Restaurant	O	O	O	N	N	N	N	N	N	N	N	N	N	N
Enterprise Centre	O	O	O	N	N	N	N	N	O	P	O	N	N	N
Extractive Industry	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Garden Centre	O	P	O	N	N	N	O*	N	N	O	N	N	N	N
GP & Medical Related Services	P	P	P	O	O	O	N	N	N	O	N	N	N	N
Guesthouse <sup>1</sup>	P	O	P	O <sup>1</sup>	O <sup>1</sup>	N	N	P	N	N	N	N	N	N
Hair Dressing Salon/Personal/Grooming	P	O	P	O	O	N	N	N	N	N	N	N	N	N
Home-based Economic Activity <sup>1</sup>	O	O	O	O <sup>1</sup>	O <sup>1</sup>	N	N	N	N	N	N	N	N	N
Hostel	P	O	P	O	O	O	N	P	N	N	N	N	N	N
Hotel	P	O	P	O	O	N	N	P	N	N	N	N	N	N
Household Fuel Depot	N	O	N	N	N	N	N	N	O	O	N	N	N	N
Industrial	N	N	N	N	N	N	N	N	P	O	N	N	N	N
Logistic, Storage & Distribution Units	N	O	N	N	N	N	N	N	P	O	O	N	N	N
Media Recording & General Media Assoc. Uses	O	O	O	O	O	N	N	N	O	P	O	N	N	N
Motor Sales Showroom	O	O	O	N	N	N	N	N	O	O	N	N	N	N
Night-club	O	N	O	N	N	N	N	O	N	N	N	N	N	N
Office (<100m <sup>2</sup> )	P	O	P	O	O	N	N	N	N	N	N	N	N	N
Office (100m <sup>2</sup> to 1000m <sup>2</sup> )	O	P	O	N	N	N	N	N	O	O	N	N	N	N
Office Park (>1000m <sup>2</sup> )	N	O	N	N	N	N	N	N	O	O	P	N	N	N
Petrol Station	O	O	O	N	N	N	N	N	O	O	N	N	N	N

Land Uses	TC/C1	C2	*NC	R	TC/IR	CF	OS	T	I	BE	BT	CE	PU	TI
Professional /Other Services	P	P	P	O	O	N	N	N	N	N	N	N	N	N
Restaurant	P	O	P	N	N	N	N	P	N	N	N	N	N	N
Science & Technology Based Business	O	O	O	N	N	N	N	N	P	P	P	N	N	N
Scrap Yard	N	N	N	N	N	N	N	N	O	N	N	N	N	N
Service Garage	O	O	O	N	N	N	N	N	O	O	N	N	N	N
Shop – Comparison	P	O	P	N	N	N	N	N	N	N	N	N	N	N
Shop – Convenience	P	P	P	O	O	N	N	O	N	N	N	N	N	N
Shops – Large Scale Convenience/ Comparison Centre	PO	N	O	N	N	N	N	N	N	N	N	N	N	N
Small Scale Manufacturing	N	N	N	N	N	N	N	N	P	O	N	N	N	N
Storage Depot	N	N	N	N	N	N	N	N	P	O	O	N	N	N
Take-Away	O	O	O	N	N	N	N	O	N	N	N	N	N	N
Transport Depot	N	N	N	N	N	N	N	N	O	O	N	N	O	N
Veterinary Surgery	O	O	O	O	O	N	N	N	O	O	N	N	N	N
Warehousing (Incl. Wholesale)	N	N	N	N	N	N	N	N	P	O	N	N	N	N
Warehousing (Retail/Non-Food <700m <sup>2</sup> ) <sup>3</sup>	O	O	O	N	N	N	N	N	N	N	N	N	N	N
Warehousing (Retail/Non-Food/Bulky Household Goods 700m <sup>2</sup> – 5,000m <sup>2</sup> ) <sup>3</sup>	N	N	N	N	N	N	N	N	N	O	N	N	N	N
Residential Uses	TC/C1	C2	TC	R	TC/IR	CF	OS	T	I	BE	BT	N	PU	TI
Apartments <sup>1</sup>	P	O	P	O <sup>1</sup>	O <sup>1</sup>	N	N	N	N	N	N	N	N	N
Halting Site	N	N	N	O	O	O	N	N	N	N	N	N	N	N
Residential (Excluding Apartments) <sup>1</sup>	O	O	O	P <sup>1</sup>	P <sup>1</sup>	N	N	N	N	N	N	N*	N	N
Retirement Home	O	O	O	P	P	O	N	N	N	N	N	N	N	N
Short term holiday accommodation	O	O	O	N	N	N	N	p	N	N	N	N	N	N
Public, Community and Institutional Uses	TC/C1	C2	NC	R	R	CF	OS	T	I	BE	BT	CE	PU	TI
Buildings for the Health, Safety & Welfare of the Public	P	P	P	O	O	O*	N	O	N	O	O	N	N	N
Cemetery	N	N	N	O	O	P	O*	N	N	N	N	N	N	N
Childcare Facilities (Crèche/Nursery)	P	P	P	O	O	P	N	N	O	O	O	N	N	N
Club House & Associated Facilities	O	N	O	O	O	P	O*	O	N	N	N	N	N	N
Community Facility	P	O	P	O	O	P	O*	O	N	O	N	N	N	N
Crematorium	N	N	N	O	O	O	O	N	O	O	N	N	N	N
Cultural/Recreational Building	P	O	P	O	O	P	O*	P	N	O	N	N	N	N
Education – Primary/Secondary	O	O	O	O	O	P	O*	N	O	O	N	N	N	N
Education – Other Education/Training	P	O	P	O	O	P	O	N	O	O	O	N	N	N
Funeral Home	P	P	P	O	O	O	N	N	O	O	N	N	N	N

Land Uses	TC/C1	C2	*NC	R	TC/IR	CF	OS	T	I	BE	BT	CE	PU	TI
Leisure	P	O	P	O	O	P	O*	O	N	O	N	N	N	N
Library	P	P	P	O	O	P	N	O	N	N	N	N	N	N
Place of Public Worship	O	O	O	O	O	O	N	N	N	O	N	N	N	N
<b>Open Space, Recreation and Amenity Uses</b>	<b>TC/C1</b>	<b>C2</b>	<b>NC</b>	<b>R</b>	<b>TC/IR</b>	<b>CF</b>	<b>OS</b>	<b>T</b>	<b>I</b>	<b>BE</b>	<b>BT</b>	<b>CE</b>	<b>PU</b>	<b>TI</b>
Golf Course	N	N	N	N	N	N	O*	P	N	N	N	N	N	N
Recreational/Cultural Activities	O	O	O	O	O	P	O*	P	O	O	N	O*	N	N
<b>Agricultural Uses</b>	<b>TC/C1</b>	<b>C2</b>	<b>NC</b>	<b>R</b>	<b>TC/IR</b>	<b>CF</b>	<b>OS</b>	<b>T</b>	<b>I</b>	<b>BE</b>	<b>BT</b>	<b>CE</b>	<b>PU</b>	<b>TI</b>
Abattoir	N	N	N	N	N	N	N	N	O	N	N	N	N	N
Agricultural Building	N	N	N	O	O	N	O*	N	O	O	N	N	N	N
Mart/Co-op	O	N	O	N	N	N	N	N	P	N	N	N	N	N
<b>General/Services and Infrastructure Uses</b>	<b>TC/C1</b>	<b>C2</b>	<b>NC</b>	<b>R</b>	<b>TC/IR</b>	<b>CF</b>	<b>OS</b>	<b>T</b>	<b>I</b>	<b>BE</b>	<b>BT</b>	<b>CE</b>	<b>PU</b>	<b>TI</b>
Advertisements – Freestanding	O	O	O	N	N	O	N	N	O	O	O	N	O	O
Car Park	P	N	P	O	O	O	N	O	P	O	O	N	N	O
Recycling/Bring Bank Facilities	O	O	O	O	O	O	N	N	O	O	O	N	O	N
Refuse Landfill	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Utilities Infrastructure & Public Service Installations	O	O	O	O	O	O	O*	O	O	O	O	N	P	O
Small scale, domestic Wind/Renewable Energy	O	O	O	O	O	O	O*	O	O	O	O	N	O	N

#### General Notes on Land-Use Zoning Matrix:

- (<sup>1</sup>) These uses on Residential lands will be considered subject to Policy Objective GCMA 1, or as appropriate.
- Cafe** (<sup>2</sup>) – This use will be considered where it is ancillary to an overall compatible development to serve the needs of the immediate area.
- Warehousing** (<sup>3</sup>) – The development or subdivision of stores into less than 700m<sup>2</sup> shall not normally be permitted in edge-of-centre and out-of-centre locations, in accordance with the Retail Planning Guidelines 2012 (or any updated/superseding document).
- Data Centre** – May be defined as a facility, which has information technology equipment installed and operated, as well as storing and distributing electronic data.
- Zone R: Residential** – Phase 1 is phased for residential development within the lifetime of this Plan;  
-Phase 2 is generally not developable during the lifetime of this Plan, subject to the provisions and exceptions set out under Policy Objective GCMA.
- \*OS** – See also **Map – Flood Risk Management, Policy Objective GCMA 19 and GCMA 21 and Chapter 15, DM Standard 70**.  
Notwithstanding the Open Space/Recreation and Amenity zoning, proposed uses in this zone must demonstrate compliance with *The Planning System & Flood Risk Guidelines* (2009) (or as updated). A Justification Test may be required as set out in said guidelines.
- No specific land uses are attributed to the Constrained Land Use zone as this zone reflects existing development located within Flood Zone A/B. For guidance on uses/development appropriate in this zone, please refer to **Policy Objective GCMA 20 and DM Standard 71** of this plan, **associated flood maps and The Planning System & Flood Risk Guidelines including Departmental Circular PL2/2014**.

#### 8. \*\*\*NC-Nodal Centre applicable in Urban Framework Plans in Garraun and Briarhill

#### Notes on Land Use Classes in Land Use Zoning Matrix:

The land use classes referred to in the land use zoning matrix have been defined as follows:

1. **Permitted in Principle (P)** – A use that is classified as *Permitted in Principle* is one that 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 plan and the principles of proper planning and sustainable development.
2. **Open for Consideration (O)** – A use that is classified as *Open for Consideration* is one that 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 set out in this plan.
3. **Not Normally Permitted (N)** – A use that is classified as *Not Normally Permitted* is one that, 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 plan or the fact that it may be inconsistent with the proper planning and sustainable development of the area.

The land use zones referred to in the land use zoning matrix are comprised of the following:

1. **Zone TC/C1** –Town Centre/ Village
2. **Zone C2-Commercial/Mixed Use**
- 3.
2. **Zone R** – Residential
3. **Zone TC/IR-Town Centre Infill Residential**
3. **Zone CF** – Community Facilities
4. **Zone OS** – Open Space/Recreation & Amenity
5. **Zone T** - Tourism
- 6 **Zone I** - Industrial
- 8 **Zone BE** – Business and Enterprise
- 9 **Zone BT** – Business and Technology
10. **Zone CE**-Coastal Edge
11. **Zone PU** – Public Utilities
12. **Zone TI** – Transport Infrastructure








**Chief Executive's Report  
on Submissions received on the Draft Galway County Development Plan  
2022 - 2028**

## **Submissions received on Volume 2: Small Growth Towns**

# Clifden

Portal Number	Submission Name	Summary of Issues Raised	Recommendation Clifden
GLW-C10-1901	Teresa Gibbons	This submission relates to lands located to the south of Clifden Town. It is requested that these lands be re-zoned from Agriculture to Residential Phase 2.	<p><b>Chief Executive's Response:</b> It is considered that the request for rezoning is not appropriate in this instance as the outline of the submission is to accommodate one residential unit. Policy Objective CSGT 6 Agriculture contained within the Clifden Settlement Plan would support residential development in accordance with the overall policy objective SGT 10 Agriculture which supports single house developments for family members on family owned lands.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
GLW-C10-1375	Cllr Eileen Mannion	This submission relates to lands located on the south side of the Doonen Road. The submission seeks to re-zone land from Residential Phase 2 to Existing Residential.	<p><b>Chief Executive's Response:</b> The subject lands have an existing dwelling in situ, therefore it is considered appropriate to zone the lands Residential Existing.</p> <p><b>Chief Executive's Recommendation:</b> Rezone lands from Residential Phase 2 to Residential Existing.</p> <p><b>FROM:</b></p>

			 <p>TO:</p>
<p><b>GLW-C10-1095</b></p>	<p>Enda O'Malley</p>	<p>This submission relates to a parcel of land that is located to the south of the Town Centre. It is requested that these lands be rezoned from Agriculture to either Residential Phase 1 or Phase 2.</p>	<p><b>Chief Executive's Response:</b>  The subject lands are zoned Agriculture. It is not considered appropriate to zone the lands Residential Phase 1 or Phase 2. In relation to Residential Phase 1 there is a quantum of lands that are required as outlined in <b>Chapter 2 Core Strategy, Settlement Hierarchy and Housing Strategy</b>. In accordance with table 2.9 there is a requirement of 12.19 of</p>

			<p>Residential Phase 1 lands. As per the Draft Plan this quantum of lands has been identified and therefore it is considered that the request to zone additional Residential Phase 1 is not appropriate in this instance</p> <p>It is considered that the lands in question are elevated and heavily vegetated. It therefore does not lend itself to proper planning and sustainable development.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-1094</b>	Martin A. Coyne/Liam Coyne	<p>This submission seeks to include lands within the Clifden settlement plan with a residential zoning designation.</p> <p>The lands in question are located to the north of the existing plan boundary.</p>	<p><b>Chief Executive's Response:</b> The lands in question do not have good access provision and the topography of the site does not lend itself to residential development.</p> <p>Furthermore, the lands are removed from the Draft Plan boundary and would therefore promote disorderly development</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-782</b>	Clifden Glen OMC Ltd	<p>Comprehensive submission received from Clifden Glen OMC Ltd. Reference is made to the Clifden Glen holiday development and the requirement for improved pedestrian/cyclist connectivity to the town.</p>	<p><b>Chief Executive's Response:</b> The Draft Plan supports the provision of improved footpath and cycle networks in all towns and villages across the County. There are policy objectives namely in <b>Chapter 6 Transport and Movement</b> in that support the provision of footpaths and lighting network within Volume 1 and Volume 2.</p>

		<p>The submission highlights the restrictions associated with the Clifden Glen being limited to holiday accommodation and it is requested that planning permission either be enforced or allow full time habitation.</p> <p>The potential of Clifden Glen to become a remote working zone is also referenced.</p> <p>The submission makes reference to the flood events in September 2020 which also caused water quality concern and severely impacted Clifden Glen and rewilding of an area of land to the north of the Clifden Glen. A series of flood relief measures are referenced.</p> <p>The submission references the wastewater treatment plant in Clifden Town and queries the possibility of connecting to the wastewater network. The submission refers to documentation in this regard.</p> <p>Reference is made to the benefits to renewable energy and the potential for solar development around Clifden Glen.</p> <p>Proposals for hillwalking are also suggested.</p>	<p>The query in relation to the full time habitation of holiday accommodation at Clifden is noted. The County Development Plan process cannot enforce or allow full time habitation. Any change to restrictions of these dwellings can be dealt with on its merits through the Development Management process should any such planning applications be submitted.</p> <p>The creation of remote working hubs is also supported especially in <b>Chapter 4 Rural Living and Development</b> and <b>Chapter 5 Economic Development, Enterprise and Retail Development</b></p> <p>Furthermore, the provision of improved biodiversity across the County is set out in <b>Chapter 10 Natural Heritage, Biodiversity and Green/Blue Infrastructure</b>.</p> <p>The query in relation to the wastewater treatment network would be dealt with through Irish Water.</p> <p>The benefits to renewable energy and the potential for solar development are supported with the Draft Galway County Development Plan 2022-2028 and the Local Authority Renewable Energy Strategy.</p> <p>The Draft Galway County Development Plan 2022-2028 supports the improved provision of Green Infrastructure.</p>
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		The submission expresses preference to have the estate Taken in Charge by Galway County Council.	The provision required for Taken in Charge of estates is not a matter for the County Development Plan.  <b>Chief Executive's Recommendation:</b> No Change.
<b>GLW-C10-780</b>	Sweeney Oil	<p>Comprehensive submission received regarding lands located on the north side of the Galway Road, Clifden. The lands comprise of 9.4 hectares.</p> <p>The lands in question is zoned within the Draft Plan as Open Space/Recreation Amenity lands to the south. The northern portion of the site is outside of the plan area. The submission seeks to rezone this site in its entirety as Residential Phase 2.</p> <p>The submission makes reference to the Town Centre zoning to the south of the lands in question and is supportive of same. Reference is also made to funding streams that are to benefit the town.</p>	<p><b>Chief Executive's Response:</b> No change to the Draft Galway County Development Plan as the lands in question are elevated and heavily vegetated which means the lands would not be suitable for residential development. It therefore does not lend itself to proper planning and sustainable development.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-682</b>	Edward Molloy	Comprehensive submission received which seeks to rezone lands comprising 0.6 hectares of land located on the east side of the Westport Road, Clifden from Open Space to Residential in the first instance. The submission goes on to state that where residential zoning is not deemed appropriate, a zoning of Community Facilities is sought.	<p><b>Chief Executive's Response:</b> It is considered that both Residential and Community Facility zonings would not be suitable in this location given the topographical constraints on this heavily vegetated site.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>

# Headford

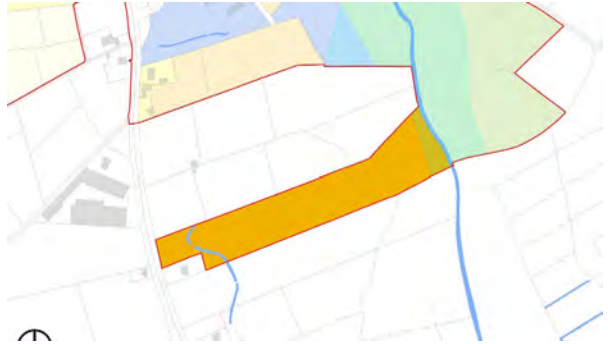

Portal No.	Submission Name	Summary of Issues Raised in Submission	Recommendation Headford
<p><b>GLW-C10-1953, 1952, 1951, 1949, 1947, 1945, 1943, 1930, 1928, 1926, 1925, 1924, 1923, 1922, 1921, 1920, 1919, 1918, 1917, 1916, 1915, 1914, 1913, 1912, 1911, 1909, 1908, 1907, 1906, 1904, 1903, 1902, 1897, 1814, 1813, 1812, 1811, 1808, 1807, 1806, 1291, 1289, 1287, 1286, 1285, 1284, 1283, 1277, 1276, 1274, 1272, 1224, 1223, 1222, 1221, 1220, 1184, 1183, 1182, 1152, 1151, 1150, 1148, 1147, 1146, 1144, 1142, 1138, 1135</b></p>	<p>Joanne McDonagh St Furseys Galway LGFA Victoria Lee Olivia Bane Kim Devlin Elimar Flynn Ciara Devlin Justin Ryan Clare O'Kane Louise Murphy Daniel Garvey Michael Day Colin O'Reilly John Devlin Frances McHugh Brian O'Connell Seamus McHugh</p>	<p>This submission relates to a parcel of land to the south of Headford Mart. These lands were rezoned from Business and Enterprise to Community Facilities by the Elected Members at the Plenary Council Meeting in preparation of the Draft Galway County Development Plan in May 2021.</p> <p>It is stated that these lands should remain Community Facilities in order to support the local community and sporting clubs.</p>	<p><b>Chief Executive's Response:</b> Noted. A total of 68 submissions in support of the rezoning of these lands were received. The plan for Headford Small Growth Town outlines policy objectives which support the development of community facilities in the town, as outlined in <b>Policy Objective HSGT 3 Community Facilities and Services.</b></p> <p>There is a section of flood extent to the rear of the lands. The Justification Test has been applied and it is considered that in this instance the Justification Test has passed due to a caveat being proposed in Section 4.5 in the Land Use Matrix Table for Small Growth Towns.</p> <p><b>Chief Executives Recommendation:</b> Insert the following text to section 4.5: <b>4.5 Land Use Zoning Matrix for Small Growth Town</b></p> <p><b>General Notes on Land-Use Zoning Matrix:</b> <b>***6. With regard to Land Use Zoning Objectives, such as Open Space, Tourism and Community Infrastructure, provided for on lands that are within the Constrained Land Use Objective zone (SGT 17), Permissible Uses shall be constrained to those water compatible and less vulnerable uses</b></p>



	<p>Benny Lee</p> <p>Neasa Cosgrove</p> <p>Eimear O Kane</p> <p>Kathleen Mc Donnell</p> <p>Evan Flynn</p> <p>Mark Murphy</p> <p>Deirdre Devlin</p> <p>Sean Gillon</p> <p>Liam Flynn</p> <p>Paraic Walsh</p> <p>Mark Gibbons</p> <p>Tomas Geraghty</p> <p>Rachel McHugh</p> <p>John Davin</p> <p>Patrick Joyce</p> <p>Richard Fahy</p> <p>Reece O'Toole</p> <p>Niall Meenaghan</p> <p>Sean Moran</p> <p>Ronan Biggins</p> <p>Ciara McHugh</p>		<p>as relevant to the particular Flood Zone (please refer to the accompanying SFRA and DM Standard 69).</p>
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Sean Monaghan		
Catherine Birmingham		
Liam Halleran		
Tomas Geraghty		
Eric Flynn		
Colm Ó Cahain		
Yvonne Jordan		
Sean Kenny		
Tom Murphy		
James O Brien		
Cathal Newell		
Danny Corbett		
Shane Walsh		
Brian Dunne		
Gearoid Flaherty		
Geoffrey Corbett		
Thomas Doyle		
Ultan Walsh		
Gerard Flynn		
Tony O'Reilly		
Fiona Corbett		

	<p>Redmond Newell</p> <p>Daragh Geraghty</p> <p>Aoife Corbett</p> <p>Tom Corbett</p> <p>Orla Biggins</p> <p>Brian Biggins</p> <p>Margaret Corbett</p> <p>Ciara Mulrooney</p> <p>Laura Mulrooney</p> <p>Tommie Bane</p>		
<p><b>GLW-C10-1780</b></p>	<p>Thomas Geraghty</p>	<p>This submission is in relation to lands to the south of Headford Town which have been zoned Business and Enterprise in the Headford Plan. The submission does not agree with the proposed zoning of these lands however has not offered an alternative zoning suggestion. The submission outlines a number of reasons why this zoning is unsuitable and requests that these points would be considered.</p>	<p><b>Chief Executive's Response:</b></p> <p>Noted. The Office of The Planning Regulator under Recommendation No. 11 has requested that these lands would be removed from the Plan Boundary. Having reviewed the submission and the plan for Headford Small Growth Town, the Planning Authority considers that the lands to the south of Headford zoned Business and Enterprise should be removed from the settlement boundary.</p> <p>The Lands were zoned at the Council Meeting in preparation of the Draft Galway County Development Plan 2022-2028, and it is considered that there was no justification for the inclusion of these lands within the plan boundary.</p> <p><b>Chief Executive's Recommendation:</b></p>

			<p>See the Office of the Planning Regulator Recommendation No.11 'Land zoned for employment uses.'</p> <p><b>FROM:</b></p>  <p><b>TO:</b></p> 
<b>GLW-C10-1731</b>	Headford Town Team	This submission raises a number of issues in relation to Headford which it is requested should be considered as part of the Headford Plan. The following are the main topics:	<b>Chief Executive's Response</b>

		<p><u>Public Realm and Town Enhancement:</u> In addition to policy objective HSGT 1, the following is suggested:</p> <ul style="list-style-type: none"> <li>- Commission a public realm, enhancement strategy;</li> <li>- Main St. and George's Square to be developed to comprise elements of a recreational space;</li> <li>- Main St. be planned for and developed in such a way that it links to other proposals in relation to traffic management, and plans to develop the town centre;</li> <li>- Main St be developed in a way that utilise already existing routes (pathways, lane ways and arches) to connect it to other areas of the town;</li> <li>- Development of gateway entrances to the town with improvements including footpaths, permanent planning and placemaking based branding / signage for the town;</li> <li>- Support Tidy Town initiatives;</li> <li>- The level of residential development and infill development is sufficient to make public transportation for the area sustainable;</li> <li>- Provision of EV charging points around the town; and,</li> </ul>	<p><u>Public Realm and Town Enhancement:</u> In response to the suggestions for public realm and town enhancement, it is noted that the Draft Galway County Development Plan does not prohibit the proposals outlined. Policy Objectives are outlined which support the enhancement of public realm in towns and villages. <b>Chapter 3 Placemaking, Regeneration and Urban Living</b> references public realm in its vision and it is included as a strategic aim. Particular regard to <b>Policy Objectives PM 10</b>, Section 3.6.6, <b>Policy Objectives CGR 9 and CGR 10</b>. The <b>Policy Objective SGV 4 Town Centre Management Plan</b> contained in Section 4.6 supports public realm. In addition, there is <b>Policy Objective HSGT 10 Preparation of a Revised Traffic Management Plan</b> which supports the review of traffic management issues within the town.</p> <p>The Draft Galway County Development Plan outlines policy objectives which support the switch to Electric Vehicles, outlined in <b>Chapter 6 Transport and Movement, Policy Objective EV1 Electric Vehicle Charging Infrastructure</b>.</p>
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		<ul style="list-style-type: none"> <li>- The following should be considered as additional development measures relevant to enhance and public realm development - the development of an N84 greenway; the development of Headford town as a hub for Eco tourism; the installation of footpath/cycleway infrastructure along the N84.</li> </ul> <p><u>Community Facilities:</u> In addition to HSGT 3, the following is suggested:</p> <ul style="list-style-type: none"> <li>- Consider the redevelopment of the existing community library or development of a new library;</li> <li>- Promote and facilitate the development of a heritage centre and museum; and,</li> <li>- The development of a public park/garden in close proximity to the town centre, which is connected through pedestrian links, lane ways and arches back to the town centre.</li> </ul> <p><u>Transportation Infrastructure and Movement:</u> The submission makes the following suggestions in relation to transport infrastructure and movement:</p> <ul style="list-style-type: none"> <li>- Provision of a bus service to and from Tuam;</li> <li>- Development of a park and ride facility;</li> <li>- Installation of bus shelters in Headford town, with the provision of green roofs on top of bus shelters; and,</li> <li>- Plans for public transport should be made in tandem with plans for a level of residential development which would make such transport more sustainable.</li> </ul>	<p>In relation to the development of an N84 greenway, there are policy objectives outlined in the Draft Galway County Development Plan which generally support this, outlined in <b>Chapter 6 Transport and Movement, Section 6.5.2.2 Greenways and Blueways</b> and <b>Policy Objective GBW 1</b>.</p> <p><u>Community Facilities:</u> <b>Policy Objective HSGT 1 and HSGT 3</b> support the development of community facilities within Headford.</p> <p><u>Transportation Infrastructure and Movement:</u> <b>Policy Objective HSGT 10</b> referenced above supports the implementation of a Traffic Management Plan for Headford within the life of the County Development Plan. The plan does not prohibit the proposals outlined in this submission, and generally supports the proposals from a land-use perspective and the provision of policy objectives enables the provision of such proposals in Headford.</p>
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		<p><u>Community Facilities and Services:</u> In addition to HSGT 3, the submission suggests the following:</p> <ul style="list-style-type: none"> <li>- Identification of additional community zoned lands;</li> <li>- Identification of a site for the development of community resources tennis facilities;</li> <li>- Identification of a site for a play area in the town for younger and older children;</li> <li>- Identification of a site, and the planning and development of a public space specifically for young people; and,</li> <li>- Support for the development of a walkway / looped walk from the town centre via Sandybanks to Ross Errilly Friary.</li> </ul> <p><u>Business and Enterprise / Town Centre / Commercial:</u> In addition to HSGT 4 and HSGT 5, the submission suggests the following:</p> <ul style="list-style-type: none"> <li>- A plan that would contribute positively to the animation of St. George’s Square and a public realm that is accessible and available to the community;</li> <li>- Development of the Square for enterprise/start-ups as part of a strategy for a Sustainable Town Centre;</li> </ul>	<p><u>Community Facilities and Services:</u> The Planning Authority considers that there is adequate land zoned for community use, including existing community facilities and additional land zoned under the plan for Headford. As previously stated, the plan provides policy objectives which support the development of community facilities in the town, addressed under <b>Policy Objective HSGT 1 and HSGT 3</b>. Should a proposal be submitted for such development, the plan does not prohibit this and generally supports the development of community facilities in Headford in accordance with the proper planning and sustainable development of the area. It is considered that there are policy objectives contained in <b>Chapter 6 Transport and Movement, Chapter 8 Tourism and Landscape and Chapter 10 Natural Heritage, Biodiversity and Green/Blue Infrastructure</b> that supports the development of walkways such as that referenced.</p> <p><u>Business and Enterprise / Town Centre / Commercial:</u> The Planning Authority consider that there are sufficient policy objectives outlined in the Headford Plan and indeed in the various chapters in the Draft Galway County Development Plan 2022-2028, that provide for the development of business and enterprise and commercial activities, enhancement of the town centre and reuse of vacant or under-utilised buildings. <b>Chapter 3 Placemaking, Regeneration and Urban Living</b> of the Draft Galway</p>
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		<ul style="list-style-type: none"> <li>- Encourage the further enhancement of the Office of Public Works premises at St. George's Square, to include the development of active frontages to all boundaries and facades fronting onto the Square, in addition to works permitted under Planning Application Ref. 18/1109;</li> <li>- Encourage the use / re-use of underutilised and vacant buildings adjoining the Square;</li> <li>- Promote and support the use of vacant building / underutilised sites to Main St and St. George's Square to facilitate the expansion of business and enterprises in the area of Headford;</li> <li>- Undertake a survey of the occupancy and ownership of buildings on Main St., and develop a plan to encourage their renovation and occupation; and, Development of a public realm / town enhancement strategy and traffic management plan to develop Main St and St. George's Square as places to meet, dwell and play.</li> </ul> <p><u>Tourism Development:</u> In addition to HSGT 6, the submission suggests the following:</p> <ul style="list-style-type: none"> <li>- Promote and develop Headford as a tourist destination and hub for the eastern side of Lough Corrib;</li> <li>- Support and facilitate the transfer of Headford from the Galway East Bord Failte area, to that of Galway West;</li> </ul>	<p>County Development Plan, particularly <b>Policy Objective CGR 8</b> supports this concept of brownfield development <b>Policy Objective HSGT 4 and HSGT 5</b> specifically relating to Headford support the expansion of business and enterprise uses in the plan area of Headford, and the development of the Town Centre as an intensive, well connected, high quality, and accessible environment, with an appropriate mix of uses, that provides a range of retail, services, facilities and amenities to the local community and visitors.</p> <p><u>Tourism Development:</u> The Planning Authority considers there are sufficient policy objectives outlined for tourism development in Headford and in the wider County. <b>Policy Objective HSGT 6</b> generally supports the proposals outlined in the submission and does not prohibit tourism development in the town. The Draft Galway County Development Plan 2022-2028 further supports tourism development throughout</p>
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		<ul style="list-style-type: none"> <li>- Acquisition and preservation of one of the traditional lace makers cottages along New St and the development of a Headford Lace Museum, as well as the development of a Headford Lace Walking tour;</li> <li>- 'Require the preparation of a Conservation Management Plan for Ross Errilly Friary. The structure is at significant risk with many key features degrading presently and requires immediate attention. The tourism and recreational potential of the Friary presents opportunities to enrich the sustainable development of Headford during the lifetime of the next Development Plan'</li> <li>- Encourage and facilitate the development and promotion of walkway / looped walk and local cycle routes throughout the area, to include appropriate signage.</li> </ul> <p><u>Headford Demesne:</u> In addition to HSGT 7, the submission suggests the following:</p> <ul style="list-style-type: none"> <li>- Consideration be given to designating the courtyard of farm buildings adjoining Bridge Street as an Opportunity Site; and,</li> <li>- The application of Tree Protection Orders (TPOs) on the remaining 'estate' trees, most notably two very ancient, pollarded lime trees in the Demesne.</li> </ul>	<p>the county as outlined in <b>Chapter 8 Tourism and Landscape.</b></p> <p>The Planning Authority considers there are sufficient policy objectives outlined in Chapter 12 Architectural, Archaeological and Cultural Heritage which would provide appropriate protection for structures such as Ross Errilly Friary.</p> <p>As outlined above the provision of cycleways/walkways are adequately in a number of policy objectives contained in the Draft Development Plan.</p> <p><u>Headford Demesne:</u> It is considered that the lands at Headford Demesne are unique and are a valuable asset to Headford. It is considered that the policy objective provides sufficient protection to these lands. It is not considered warranted to outline these lands as an Opportunity Site designation.</p>
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		<p><u>Mart Road Action Area Plan:</u> In addition to HSGT 8, the submission suggests the following:</p> <ul style="list-style-type: none"> <li>- An action plan for the Mart Road should give consideration to connectivity back to Main St, and links between these two areas, to revitalise and ensure sustainability of the town centre and protection of the ACA;</li> <li>- That the development of any plan for the Mart Road be considered alongside a public realm / enhancement strategy and traffic management plan for the town and its surrounding areas; and,</li> </ul> <p><u>Preparation of a Revised Traffic Management Plan:</u> In addition to HSGT 9, the submission suggests the following:</p> <ul style="list-style-type: none"> <li>- Public realm, town and streetscape enhancement should be considered in tandem with the development of the Traffic Management Plan;</li> <li>- The development of public parking, EV, cycling facilities be planned in a way that promotes Headford town as a sustainable mobility hub, as it promotes access to other local amenities;</li> <li>- Identify a site for parking that considers the needs of cars and couch tourism;</li> <li>- Consideration be given to parking solutions for Main St; and,</li> <li>- In relation to the development of Northern and Southern link roads, a high level of community engagement and consultation is</li> </ul>	<p><u>Mart Road Action Area Plan:</u> The Planning Authority considers that <b>Policy Objective HSGT 8</b> adequately addresses the proposals outlined with regard to the Mart Road Action Area Plan.</p> <p><u>Preparation of a Revised Traffic Management Plan:</u> The Planning Authority notes that <b>Policy Objective HSGT 10</b> supports the revision/implementation of a Traffic Management Plan for Headford within the life of the plan and lists a number of issues which shall be addressed under this. The plan generally supports the proposals outlined in the submission.</p>
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		<p>needed to take into consideration the concerns of New St residents on this particular aspect of any revised traffic management plan.</p> <p><u>Arts and Cultural Development:</u> The submission suggests the inclusion of a policy objective relating to arts and cultural development in Headford.</p>	<p><u>Arts and Cultural Development:</u> There are a number of policy objectives which would support the provision of such arts and cultural activities, such as <b>Policy Objective HSGT 6 Tourism Development</b>. In addition, <b>Chapter 12 Architectural, Archaeological and Cultural Heritage</b> contains a number of policy objectives that support the cultural development of the county including Headford.</p> <p>Having reviewed the submission and the recommendations made, with regard to <b>Policy Objectives HSGT 1 Sustainable Town Centre , HSGT 2 Sustainable Residential Communities, HSGT 3 Community Facilities and Services , HSGT 4 Business and Enterprise, HSGT 5 Town Centre/Commercial , HSGT 6 Tourism Development, HSGT 7 Headford Demesne, HSGT 8 Mart Road Action Area Plan and HSGT 9 New Business and Enterprise Quarter</b>, the Planning Authority are satisfied that the recommendations as proposed have been adequately addressed within the aforementioned policy objectives, and further in the Draft Galway County Development Plan. The plan does not prohibit any of the proposals outlined in this submission. The plan not an economic plan but a land use plan which</p>
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			<p>provides policy objectives that generally support the proposals outlined in this submission.</p> <p><b>Chief Executive's Response:</b> No Change.</p>
<b>GLW-C10-955</b>	Callanan and Walsh Construction	<p>This submission relates to lands at Balrickard, to the south of Headford on the eastern side of the N84. The site is located outside of the settlement boundary and is unzoned in the Draft Galway County Development Plan 2022-2028. The submission requests that the site with an area of 4.05 hectares is zoned Residential in its entirety. A justification to zone these lands for Residential purposes has been included.</p>	<p><b>Chief Executive's Response:</b> As part of the review of the Headford settlement plan the quantum of Residential Phase 1 lands were examined. There is a requirement of 7.25 hectares of Residential Phase 1 lands. The Planning Authority has zoned accordingly. The quantum of Phase 1 Residential Lands in Headford is in full compliance with the Core Strategy of the Draft Galway County Development Plan 2022-2028. It is considered the zoning of these lands to the south of Headford village would lead to sporadic residential development and would not support the concept of compact development as outlined in the NPF.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-933</b>	Callanan and Walsh Construction	<p>This submission relates to lands at Ellagh, to the south west of Headford. The site is located outside of the settlement boundary and is un-zoned in the Draft Galway County Development Plan 2022-2028. The submission requests that the site with an area of 2.44 hectares is zoned Residential in its entirety. A justification to zone these lands for Residential purposes has been included.</p>	<p><b>Chief Executive's Response:</b> As part of the review of the Headford Settlement Plan the quantum of Residential Phase 1 lands were examined. There is a requirement of 7.25 hectares of Residential Phase 1 lands. The Planning Authority has zoned accordingly. The quantum of Phase 1 Residential Lands in Headford is in full compliance with the Core Strategy of the Draft Galway County Development Plan 2022-2028.</p>

			<p>In this instance it is not considered appropriate to include these lands in the Headford Plan.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-909</b>	Aengus McMahon	<p>The submission relates to Community Facilities, land use zoning and Tourism in Headford. The submission notes that the Headford Community Garden should be included in the list of community facilities in Section 6.3.3 Community Facilities. The submission suggests that Headford requires this type of passive open space on a larger scale.</p> <p>The submission suggests that the plan references acquiring or zoning lands specifically for passive open space.</p> <p>The submission acknowledges the proposed greenway from Galway to Headford. The submission notes the requirement for facilities to accommodate people arriving to the town via the greenway. It is suggested that such facilities could be accommodated in a public park, to the benefit of locals and tourists alike.</p>	<p><b>Chief Executive's Response:</b> Noted. The contents of this submission have been noted, and in relation to passive open space the Planning Authority considers that there are adequate lands zoned Community Facilities, Open Space / Recreation &amp; Amenity to accommodate such passive open space.</p> <p>The plan does not prohibit any of the proposals outlined in this submission. The County Development Plan is not an economic plan but a land use plan which provides policy objectives that generally support the proposals outlined in this submission.</p> <p>Reference to the greenway is noted. It is considered that the provision of greenways is addressed in <b>Chapter 6 Transport and Movement, Chapter 8 Tourism and Landscape</b> and <b>Chapter 10 Natural Heritage, Biodiversity and Green/Blue Infrastructure.</b></p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-904</b>	Headford Community Garden	This submission has highlighted a number of topics including the following:	<b>Chief Executive's Response:</b>

		<p><u>Community Facilities</u></p> <p>There is a need for passive space in the town of Headford. The presence of a thriving community garden in the town which has effectively become a tiny garden has been highlighted. The settlement needs more of this type of passive space on a much larger scale.</p> <p><u>Land Use Zones</u></p> <p>The submission refers to Open Space/Recreation and Amenity and queries why there is no mention of acquiring or zoning land specifically for passive open space. Lands at the Headford Demesne currently zoned Open Space/Recreation and Amenity have been identified as suitable for use as a parkland/woodland/passive open space.</p> <p><u>Tourism</u></p> <p>The under-developed tourism offer of Headford has been highlighted. The submission supports the provision of a greenway between Galway and Headford. The provision of facilities such as public toilets, bicycle parking, picnic areas etc. could all be provided in a public park connected to this greenway.</p> <p>The submission has also included a report titled Headford Park and Gardens which details a</p>	<p>The content of this submission is noted particular the need for more passive space within the settlement of Headford. While there are no specific policy objectives which relate specifically to the provision of a such a space it is considered that within <b>Policy Objective HSGT 1 Sustainable Town Centre</b> and <b>HSGT 3 Community Facilities and Services</b> there would be sufficient support the development of community facilities including passive open spaces, the provision of facilities such as public toilets, bicycle parking, picnic areas etc. within Headford.</p> <p>The plan does not prohibit the provision of passive open space as outlined in this submission. The County Development Plan is not an economic plan but a land use plan which provides policy objectives that generally support the proposals outlined.</p> <p>It is considered that <b>Policy Objective HSGT 7 Tourism Development</b> supports the development of tourism initiatives within the county.</p> <p>Noted.</p>
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		concept/aspiration for a public park within the settlement of Headford.	<b>Chief Executive's Recommendation:</b> No Change.
<b>GLW-C10-886</b>	Tom Corbett	This submission relates to lands at Deerpark, towards the eastern side of the settlement. The site is currently zoned as Open Space/Recreation & Amenity in the Draft Galway County Development Plan 2022-2028. The submission requests that a parcel of land is zoned Residential Phase 2. A justification to zone these lands for Residential purposes has been included.	<b>Chief Executive's Response:</b> While the Planning Authority notes that these lands are in Flood Zone C, it is considered prudent that these lands remain zoned Open Space / Recreation & Amenity to provide for a natural buffer on the approach into Headford town and are therefore zoned accordingly.  <b>Chief Executive's Recommendation:</b> No Change.
<b>GLW-C10-887</b>	Tom Corbett	This submission relates to lands at Deerpark, towards the eastern side of the settlement. The site is currently zoned as Open Space/Recreation & Amenity with a portion as Constrained Land Use and in the Draft Galway County Development Plan 2022-2028. The submission requests that the site is zoned Residential Phase 2 in its entirety and that the Constrained Land Use is removed. The submission has reviewed the site from a flood risk perspective and concludes that the site is not at risk of flooding.	<b>Chief Executive's Response:</b> Noted. The SFRA undertaken at Plan level provides an appropriately strategic assessment of flood risk within the town of Headford in compliance with the ' <i>Planning System and Flood Risk Management, Guidelines for Planning Authorities 2009</i> '. It considers, among other things, available, published information on flood risk. The Stage 2 SFRA has established that the site subject to this submission is not suitable for residential development. In light of the above it is not considered appropriate to amend the land use zoning as requested.  <b>Chief Executive's Recommendation:</b> No Change.
<b>GLW-C10-844</b>	Deirdre King	This submission relates to lands at Demesne, towards the south eastern side of the settlement. The lands	<b>Chief Executive's Response:</b>

		<p>currently zoned as Open Space/Recreation &amp; Amenity with a portion as Constrained Land Use in the Draft Galway County Development Plan 2022-2028.</p> <p>It is requested that these lands would be zoned Residential. It is stated that if this could not be accommodated, then it is considered that these lands should be removed from plan boundary.</p> <p>The submission requests that the site is zoned for residential and that their lands be outside of Indicative Flood Zone A (i.e. Constrained Land Use).</p>	<p>Noted. The SFRA undertaken at Plan level provides an appropriately strategic assessment of flood risk within the town of Headford in compliance with the <i>'Planning System and Flood Risk Management, Guidelines for Planning Authorities 2009'</i>. It considers, among other things, available, published information on flood risk. The Stage 2 SFRA has established that the western extent of the site is in Flood Zone A. While the Planning Authority notes that the eastern extent of the site is located within Flood Zone C, it is considered prudent that the lands remain zoned Open Space, Recreation &amp; Amenity to provide for a natural buffer on the approach into Headford town, and that these lands are zoned accordingly. In addition to this, there is limited pedestrian connectivity to or from this site.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
GLW-C10-832	Solus Junction Ulc	<p>This submission relates to lands to the northern end of the settlement to the left-hand side of the Cong Road as you exit the settlement. The lands are currently zoned Residential Phase 2. The submission has requested that the lands be changed to Residential Phase 1. A comprehensive justification has been made for the requested change in zoning.</p>	<p><b>Chief Executives Response:</b> As part of the review of the Headford settlement plan the quantum of Residential Phase 1 lands were examined. There is a requirement of 7.25 hectares of Residential Phase 1 lands. The Planning Authority has zoned accordingly. The quantum of Phase 1 Residential Lands in Headford is in full compliance with the Core Strategy of the Draft Galway County Development Plan. It is considered the subject lands to the north of Headford village which are zoned Residential Phase 2 are appropriate in this instance.</p>



			<b>Chief Executive's Recommendation:</b> No Change.
<b>GLW-C10-830</b>	Jim Joyce	<p>This submission relates to lands with an area of 0.29 hectares on the southern side of Bridge Street. The site is currently zoned as Business &amp; Enterprise with Constrained Land Use in the Draft Galway County Development Plan 2022-2028. The submission requests that the site is zoned Residential Infill and that their lands would be outside the Constrained Land Use.</p> <p>The submission has reviewed the site from a flood risk perspective and concludes that the site located within Flood Zone C. They have advised that a Site-Specific Flood Risk Assessment has been prepared by Hydro Environmental Ltd which has informed this opinion. A copy of this SSFRA has been provided as part of the submission.</p>	<p><b>Chief Executive's Response:</b> Noted it is considered appropriate to retain the proposed Business and Enterprise on these lands.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-756</b>	Headford Lace Project	<p>A comprehensive submission has been received from the Headford Lace Project which has requested that a number of their issues be incorporated in the County Development Plan. In terms of Tourism, Heritage and attracting visitors to the town the submission has highlighted the potential of the development of a Lace Museum/Heritage Centre, A Headford Lace Walking Tour and the preservation of one of the Lacemakers Cottages. The submission has also suggested the provision of attractive outdoor lace themed seating, a new Library and Community Hub. The submission supports further initiatives proposed by other groups including the Walk/Cycle Way to Ross Errilly Friary,</p>	<p><b>Chief Executive's Response:</b> The Planning Authority welcomes the content of the submission received from the Headford Lace Project. The plan specifically references the Headford Lace Project within Section 6.3.7 and highlights their success in the 2017 Tidy Towns Heritage Award. It is noted in the plan that tourism aspects of Headford remains largely undeveloped and the suggestions within this submission from a tourism/heritage suggestion are considered to have significant potential to boost visitor numbers to the town. It is considered that <b>Policy Objective HSFT 6</b></p>

		<p>Headford Park &amp; Gardens, St Fursey's LGFA Facilities and the CREATE Music and arts centre.</p>	<p><b>Tourism Development</b> would support these initiatives.</p> <p>The provision of new outdoor seating and a new Library and Community Hub are also appropriately supported by <b>Policy Objective HSGT 3 Community Facilities and Services</b>.</p> <p>The other initiatives which have been listed while not specifically referenced within the plan are supported in numerous locations throughout the plan. The provision of Greenways for example is supported with both <b>Chapter 6 Transport and Movement, Policy Objectives GBW 1 Greenways and GBW 2 Future Development of Network of Greenways</b> and <b>Chapter 10 Natural Heritage, Biodiversity and Green/Blue Infrastructure</b>, with Policy Objectives <b>BGP1 Strategic Greenways/Blueways</b> and <b>BGP 3 Greenways, Blueways, Pathways and Trails</b>.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<p><b>GLW-C10-755</b></p>	<p>Jarlath Creaven</p>	<p>This submission relates to lands at Deerpark with an area of 5.5 acres (2.22 hectares) to the south western side of Headford just outside of the settlement boundary and is not zoned in the Draft Galway County Development Plan 2022-2028. The submission requests that the subject lands are zoned Residential 1/Residential Phase 2. A justification for the proposed rezoning of these lands has been provided.</p>	<p><b>Chief Executive's Response:</b> The Planning Authority considers that the lands that are requested to be zoned Phase 1/Phase 2 Residential are outside the draft boundary of the Headford Settlement Plan and are considered removed from the centre. As part of the review of the Headford settlement plan the quantum of Residential Phase 1 lands were examined. There is</p>

			<p>a requirement of 7.25 hectares of Residential Phase 1 lands. The Planning Authority has zoned accordingly. The quantum of Phase 1 Residential Lands in Headford is in full compliance with the Core Strategy of the Draft Galway County Development Plan. In relation to the request to zone Residential Phase 2 it is considered that there is a quantum of Residential Phase 2 already indicated and it is considered that these lands should not be zoned Residential Phase 2, there is limited pedestrian connectivity to Headford.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-745</b>	Molly Malcolm	<p>This submission has highlighted the need for publicly accessible open green space for Headford. It has been suggested that a public park for Headford would greatly increase the towns attractiveness and help to promote the town itself as a destination. The town is well catered for with sports facilities but has little to offer people looking for other outdoor activities, or just somewhere to relax or have a picnic. It is stated that the Draft Plan needs to recognise this deficiency and include policy objectives to remedy the situation.</p>	<p><b>Chief Executive's Response:</b> The content of this submission is noted particular the absence of a public park within the settlement of Headford. While there are no specific objectives which relate to the provision of a public park it is considered that within <b>Policy Objective HSGT 1 Sustainable Town Centre</b> and <b>HSGT 3 Community Facilities and Services</b> there would be sufficient policy objectives to support the development of community facilities including a public park within Headford. It should be noted that the Development Plan is a land use plan and therefore the policy objective included will support and facilitate development at the appropriate locations. The plan is not an economic plan with a financial budget to enable projects come to fruition.</p> <p><b>Chief Executive's Recommendation:</b></p>

			No Change.
<b>GLW-C10-720</b>	Daniel F O'Connor	This submission relates to lands at Balrickard to the south of Headford and to the east of the N84. The site encompasses four agricultural fields and is located outside of the settlement boundary. The lands to the immediate north are also agricultural in use and the lands to the south are within the settlement boundary and are zoned for Business and Enterprise. The submission has requested that these lands be included within the settlement boundary and designated as Residential Phase 2.	<p><b>Chief Executive's Response:</b>  Noted. In the first instance the Planning Authority would like to note that the Elected Members, at the Council meeting in preparation of the Draft Galway County Development Plan 2022-2028, proposed and passed the zoning of Business and Enterprise lands to the south of the site subject to the lands referred to in this submission. The Planning Authority considered that there was no justification for this zoning. In addition, Recommendation No. 11 from The Office of Planning Regulator has recommended that the Business and Enterprise lands would be removed. As noted elsewhere in the response to the above submissions there is sufficient lands zoned for the purposes of Residential development over the life of the plan. There is no pedestrian access currently at the site. The Planning Authority are of the opinion that the requested Residential Phase 2 zoning would not be appropriate in this instance.</p> <p><b>Chief Executive's Recommendation:</b>  No Change.</p>

<p><b>GLW-C10-719</b></p>	<p>Headford Environment Group</p>	<p>This submission has raised a number of issues with respect to the Draft County Development Plan some specific to Headford and others countywide.</p> <p><u>Chapter 14: Climate Change, Energy and Renewable Resource</u></p> <p>The first Strategic Aim of <b>Section 14.2</b> of the is requested to be amended as follows:</p> <p>To maintain up to date adherence to global agreements and international scientific advice by adding the word 'international', and reducing the timeframe to 2030, so that it reads: <b>"To reduce the County's CO2 emissions by achieving international, national, regional and any local targets for achieving a low carbon economy by 2030"</b>. Rationale has been provided for the proposed rewording citing the Intergovernmental Panel on Climate Change (2018), The Paris Agreement of 2016 and Sustainable Development Goal 13.</p> <p>The submission has also stated they would like to see provision for a town park in each small settlement in County Galway. With reference to Headford it has been highlighted that there is significant support for this among the community and an area has been identified at the Community Garden/Men's' Shed Garden and the area formerly used as a Pitch and Putt.</p>	<p><b>Chief Executive's Response:</b></p> <p><u>Chapter 14: Climate Change, Energy and Renewable Resource</u></p> <p>There is no objection in principle to the insertion of the word 'international' into this strategic aim. However, it is considered the target of achieving a low carbon by 2050 is more appropriate in this instance.</p> <p>The provision of Community Facilities on a countywide basis is addressed within <b>Chapter 11 Community Development and Social Infrastructure</b>. Section 11.6 'Social and Community Facilities' supports the development of facilities such as public parks. Policy Objectives <b>SC 1 Social and Community Infrastructure and SC 2 Provision of lands for social and community facilities</b> are also supportive of such developments.</p>
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		<p>With regard to Headford Small Growth Town it is requested that the following text is inserted under <b>Section 6.3.4</b></p> <p><i>‘Concurring with the considerable value of our natural and built heritage, we are calling for the application of Tree Protection Orders (TPOs) on the remaining ‘estate’ trees, most notably two very ancient, pollarded lime trees in the Demesne. These are mentioned in Headford Biodiversity Plan 2017-2020, as being significant. There is also a large stand of trees in the Demesne, in what was the Orchard of the estate, Demesne’.</i></p> <p>With regard to Headford Small Growth Town the submission has advised that the following statement within <b>Section 6.3.6</b> is incorrect since the closure of Keady’s supermarket.</p> <p><i>‘The residents to the east and western parts of the town are well served by two supermarkets.’</i></p> <p>With respect to Policy Objective <b>HSGT 6 Tourism Developments</b> it is requested to include the Curraghline – N84 Cycleway proposal as a practical example.</p> <p>The submission has also made reference to <b>Section 6.4.3 Transportation Infrastructure and Movement</b> and <b>Policy Objective HSGT 10 Preparation of a Revised Traffic Management Plan.</b></p> <p>The improvement of public transport and more infrastructure for cycling, walking and the gradual switch to electric buses.</p>	<p>It is considered that the lands at Headford Demesne are unique and are a valuable asset to Headford. It is considered that the <b>Policy Objective HSGT 7 Headford Demesne</b> provides sufficient protection to these lands.</p> <p>The information provided with regard to the closure of Keady’s supermarket is noted. It is recommended that the text be edited to address this statement.</p> <p>The Planning Authority note the request to add the statement with respect to Curraghline – N84 Cycleway proposal as a practical example to <b>Policy Objective HSGT 6 Tourism Developments</b>. The Planning Authority consider that the addition of the text as proposed is unnecessary and the text as currently proposed should be retained.</p> <p>The Draft County Development Plan actively supports the improvement of public transport, infrastructure for cycling and walking and the transition to electric vehicles, as outlined in <b>Chapter 6 Transport and Movement.</b></p>
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		<p><u>Sustainable transport infrastructure</u>  Support for the N84 Greenway, Headford is well placed to benefit from eco-tourism, Installation of footpath/cycleway infrastructure along the N84 and expansion of cycle/walkways to the Black River and Ross Errilly and provision of additional EV charging points.</p>	<p>The Draft County Development supports the development of greenway infrastructure. As outlined in <b>Chapter 6 Transport and Movement</b> (Section 6.5.2 Sustainable Transport and Section 6.5.2.2) and <b>Chapter 10 Natural Heritage, Biodiversity and Green/Blue Infrastructure</b> (Section 10.15 Green and Blue Infrastructure. The Policy Objectives contained within the aforementioned sections are considered suitable to adequately support initiative and projects such as those highlighted in this submission.</p> <p><b>Chief Executive’s Recommendation:</b>  Amend Section 14.2 Strategic Aims 1<sup>st</sup> bullet point as follows:</p> <ul style="list-style-type: none"> <li>• To reduce the County’s CO2 emissions by achieving <b>international</b> national, regional and any local targets for achieving a low carbon economy by 2050; and increase energy efficiency in Local Authority activities through its development management functions;</li> </ul> <p>Amend Section 6.3.6 Town Centre Retail as follows:</p> <p>..... The residents <del>to the east and western parts</del> of the town are <del>well</del> served by <del>two</del> <b>one</b> supermarkets.....</p>
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<p><b>GLW-C10-718</b></p>	<p>Sustainable Headford</p>	<p>A comprehensive submission has been made which highlights a number of issues throughout the County Development Plan, including specific amendments for Section 6.1 Headford Small Growth Town. The submission requests provision of a town park in each small settlement in the County. Specifically in relation to Headford, it is noted that there is support for this among the community and an area has been identified at the Community Garden/Men’s Shed Garden and the area formerly used as a Pitch and Putt. The submission outlines a rationale for the proposal for a town park.</p> <p>The submission proposes an inclusion for Section 6.3.4 in relation to the remaining ‘estate’ trees in the Headford Demesne, stating:  ‘Concurring with the considerable value of our natural and built heritage, we are calling for the application of Tree Protection Orders (TPOs) on the remaining ‘estate’ trees, most notably two very ancient, pollarded lime trees in the Demesne. These are mentioned in Headford Biodiversity Plan 2017-2020, as being significant. There is also a large stand of trees in the Demesne, in what was the Orchard of the estate, Demesne.’ The submission outlines a rationale for the inclusion of TPOs on the remaining trees in the Demesne.</p> <p>The following statement contained in Section 6.3.6 is said to be incorrect due to the closure of Keady’s supermarket:  <i>‘The residents to the east and western parts of the town are well served by two supermarkets.’</i></p>	<p><b>Chief Executive’s Response</b></p> <p>The County Development Plan is not an economic plan with the provision of financial budget to facilitate the construction of footpaths etc. The plan is a land use plan that supports the development of the plan area. The plan for Headford provides sufficient policy objectives which support the development of community facilities, including recreational spaces.</p> <p>It is considered that the lands at Headford Demesne are unique and are a valuable asset to Headford. It is considered that Policy Objective HSGT 7 provides sufficient protection to these lands.</p> <p>The information provided with regard to the closure of Keady’s supermarket is noted. It is recommended that the text be edited to address this statement.</p>
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		<p>The submission suggests including Curraghline N84 Cycleway proposal as a practical example of the draft plan statement under HSGT 6. This is suggested to develop Headford as a sustainable tourist destination.</p> <p>In relation to Policy Objective HSGT 10, the submission requests a number of issues to be addressed as follows:</p> <ul style="list-style-type: none"> <li>- Provision/support/funding for electric bus public transport incorporating a regular bus service to and from Tuam; a park and ride facility; installation of bus shelters in Headford town.</li> <li>- Under sustainable transport infrastructure the following is also requested: N84 greenway; Eco tourism; footpaths; provision of EV charging points.</li> </ul>	<p>In relation to the development of an N84 greenway, there are policy objectives outlined in the Draft Galway County Development Plan which generally support this, outlined in <b>Chapter 6 Transport and Movement, Section 6.5.2.2 Greenways and Blueways</b> and <b>Policy Objective GBW 1 Greenways</b>. The Draft Galway County Development Plan provides policy objectives which support the implementation of plans and strategies in relation to pollinators, outlined in <b>Chapter 10 Natural Heritage, Biodiversity and Green/Blue Infrastructure, Policy Objective NHB 6 Implementation of Plans and Strategies</b> and <b>Policy Objective PO 1 Delivery of All Ireland Pollinator Plan</b>.</p> <p>The Draft Galway County Development Plan 2022-2028 outlines policy objectives which support the switch to Electric Vehicles, outlined in <b>Chapter 6 Transport and Movement, Policy Objective EV1 Electric Vehicle Charging Infrastructure</b>.</p> <p>There are policy objectives in relation to the provision of footpaths and lighting network etc. within the settlement plan for Headford, outlined in <b>Section 6.1 Headford Small Growth Town, Policy Objective HSGT 10 Preparation of a Revised Traffic Management Plan, HSGT 8 Mart Road Action Plan</b> and <b>HSGT 9 New Business and Enterprise Quarter</b>.</p> <p>Having reviewed the submission and the recommendations made, with regard to <b>Policy</b></p>
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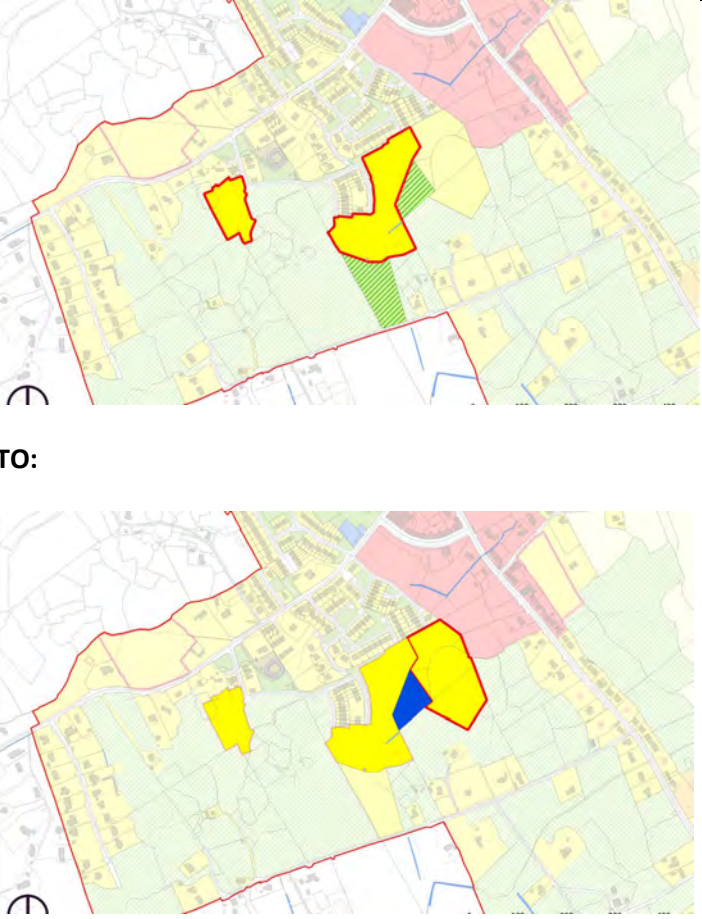
# Maigh Cuilinn

Portal Number	Submission Name	Summary of Issues Raised	Recommendation
GLW-C10-1281	Cllr Noel Thomas	<p><b>Maigh Cuilinn Small Growth Town</b> The submission also identifies three sites in Maigh Cuilinn</p> <p><b>Site 1:</b> This submission seeks to rezone lands zoned Residential Phase 1 to Community Facilities and Open Space/Recreation and Amenity. These lands are located on the north side of Mountain Road, Maigh Cuilinn and they are owned by Galway County Council. The rezoning of these lands includes a section of additional Open Space/Recreation and Amenity zoned lands for inclusion within the plan boundary which are located to the north-west.</p> <p><b>Site 2:</b> seeks to zone land as Residential Phase 1. These lands are located to the west of the N59 and are currently zoned Residential Phase 2 in the Draft Plan. A small section of these lands are already zoned Residential Phase 1 to the south-west.</p>	<p><b>Chief Executive's Response:</b></p> <p><b>Site 1:</b> It is considered that it would be prudent to retain these lands as Residential Phase 1 to secure the delivery of Council supported housing into the future and meet the needs of those on the Council's Housing waiting list.</p> <p><b>Site 2:</b> The subject lands are zoned Residential Phase 2 lands. It is not considered appropriate to zone the lands Residential Phase 1. In relation to Residential Phase 1 there is a quantum of lands that are required as outlined in <b>Chapter 2 Core Strategy, Settlement Hierarchy and Housing Strategy</b>. In accordance with table 2.9 there is a requirement of 8.75ha of Residential Phase 1 lands. As per the Draft Plan this quantum of lands has been identified and therefore it is considered that the request to zone additional Residential Phase 1 is not appropriate in this instance</p>

			<p><b>Chief Executive's Recommendation</b> No Change.</p>
GLW-C10-952	Senator Seán Kyne	<p>This submission welcomes the Draft Galway County Development Plan 2022-2028 and Policy Objectives pertaining to the greenway network. It is suggested that additional wording relating to use of the greenways as commuting routes along with social, leisure and tourism pursuits and ensure sufficient width of greenway is achieved in areas closer to Galway City.</p> <p>The submission goes on to suggest improvement works for the N59 which include footpaths, traffic calming, pedestrian crossings, wider footpaths in the village centre to improve atmosphere and pedestrian/cycle safety.</p> <p>The submission supports the provision of granny flats.</p>	<p><b>Chief Executive's Response:</b> In relation to the provision of greenways, <i>Chapter 6 Transport and Movement</i>, <i>Chapter 8 Tourism and Landscape</i> and <i>Chapter 10 Natural Heritage, Biodiversity, Green/Blue Infrastructure</i> all contain policy objectives that support the delivery of greenways within the county. It is not considered a requirement to further reference commuter routes or tourist routes for the greenway.</p> <p>In <i>Chapter 6 Transport and Movement</i>, table 6.1 and <b>Policy Objective NR2 Key Roads Infrastructure Developments</b> supports the N59 improvements. In addition, there is a policy objective <b>SGT 4 Town Centre Management</b> that would address the issues raised in relation to improvements of footpaths and pedestrian and cycle safety within Maigh Cuillinn</p> <p>In <i>Chapter 4 Rural Living and Development</i>, <b>Policy Objective RH 12 Adaptation of Existing Housing Stock</b> supports the provision of accommodation for older persons.</p> <p><b>Chief Executive's Recommendation</b> No Change.</p>
GLW-C10-948	Senator Seán Kyne	<p>Submission received which welcomes the Draft Plan Policy Objectives pertaining to the greenway network and suggests additional wording relating to use of the greenways as commuting routes along with social, leisure and</p>	<p><b>Chief Executive's Response:</b> In relation to the provision of greenways, <i>Chapter 6 Transport and Movement</i>, <i>Chapter 8 Tourism and Landscape</i> and <i>Chapter 10 Natural Heritage, Biodiversity, Green/Blue Infrastructure</i> all contain policy objectives that support the</p>

		<p>tourism pursuits and ensure sufficient width of greenway is achieved in areas closer to Galway City.</p> <p>The submission goes on to suggest improvement works for the N59 which include footpaths, traffic calming, pedestrian crossings, wider footpaths in the village centre to improve atmosphere and pedestrian/cycle safety.</p> <p>The submission supports the provision of granny flats.</p>	<p>delivery of greenways within the county. It is not considered a requirement to further reference commuter routes or tourist routes for the greenway.</p> <p>In <b>Chapter 6 Transport and Movement</b>, Table 6.1 and <b>Policy Objective NR2 Key Roads Infrastructure Developments</b> supports the N59 improvements. In addition, there is a policy objective <b>SGT 4 Town Centre Management</b> that would address the issues raised in relation to improvements of footpaths and pedestrian and cycle safety within Maigh Cuillinn.</p> <p>In <b>Chapter 4 Rural Living and Development, Policy Objective RH 12 Adaptation of Existing Housing Stock</b> supports the provision of accommodation for older persons.</p> <p><b>Chief Executive's Recommendation</b> No Change.</p>
<b>GLW-C10-811</b>	Solemia Unlimited Company	<p>A detailed submission has been received which relates to five individual parcels of land in Maigh Cuillinn. The five sites are located at Coill Bruachlain, to the south west of Maigh Cuillinn. Additional Residential Phase 1 zoning is sought (Site 3 and Site 5) given the lands location and connectivity within the settlement.</p> <p>The submission requests the following:</p> <p><b>Site 1:</b> Rezone 0.8 hectares of land from Residential Phase 1 in the Draft Plan to Residential Existing.</p>	<p><b>Chief Executive's Response:</b> A site inspection was undertaken on the 1<sup>st</sup> of October 2021, which confirmed that works and construction had commenced on Site 1; Site 2 As such, these lands can be re-zoned from Residential Phase 1 to Residential Existing.</p> <p>It is considered appropriate to amend the zoning because of the advancement of construction on the said lands. In relation to the request to zone additional Community lands, this would be in accordance with the Policy Objectives of <b>Chapter 11 Community Development and Social Infrastructure</b>.</p> <p>The recommendations below have all been considered in unison in terms of rezoning Residential Phase 1 lands to Existing</p>

		<p><b>Site 2:</b> Rezone 2.6 hectares of land from Residential Phase 1 to Residential Existing.</p> <p>The submission advises that Site 1 and Site 2 or Parcel A and Parcel B are at construction stage.</p> <p><b>Site 3:</b> Rezone 2.1 hectares of land from Residential Phase 2 in the Draft Plan to Residential Phase 1.</p> <p><b>Site 4:</b> Rezone 0.4 hectares of land from Agriculture as within the Draft Plan to Community Facilities as a creche facility was previously granted on this site.</p> <p><b>Site 5:</b> Rezone 0.9 hectares of land from Agriculture to Residential Phase 1.</p> <p>The planning history, locational advantages and the relevant national and regional planning policies are set out in support of the rezonings.</p>	<p>Residential and applying this Residential Phase 1 zoning credit elsewhere.</p> <p><b>Chief Executive's Recommendation</b> Rezone lands identified as Site 1 and Site 2 from Residential Phase 1 to Existing Residential.</p> <p>In relation to lands identified as Site 3 to rezone lands from Residential Phase 2 to Residential Phase 1 is appropriate in this instance (because of the reduction of R1 Lands to Existing Residential).</p> <p>In relation to Site 4, it is considered appropriate to rezone 0.4HA of land from Agriculture to Community Facilities.</p> <p>In relation to Site 5 the zoning of 0.9HA of lands from Agriculture to Residential Phase 1 would be appropriate as works have commenced on these lands.</p> <p>Recommendation: Rezone lands identified as Site 5 from Agriculture as set out in the Draft Plan to Residential Phase 1.</p> <p><b>FROM:</b></p>
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<p><b>GLW-C10-684</b></p>	<p>Gillian Hanley</p>	<p>A comprehensive submission has been received which relates to a parcel of land located south of Mountain Road, L1320 Local Road. The site measures approximately 1.5 hectares and reference is made to a previous planning permission granted on the site for 24 no. residential units.</p>	<p><b>Chief Executive’s Response:</b>  The subject lands are outside the plan boundary. It is not considered appropriate to zone additional lands Residential Phase 1. In relation to Residential Phase 1 there is a quantum of lands that are required as outlined in <b>Chapter 2 Core Strategy, Settlement Hierarchy and Housing Strategy</b>. In accordance with table 2.9 there is a requirement of 8.75ha of</p>


		<p>The submission questions whether the quantum of zoned residential land in the Draft Galway County Development Plan is sufficient and the case for additional residential zoned land is outlined.</p> <p>It is requested that the lands zoned as Agriculture within the draft plan be re-zoned to either Residential Phase 1 or Residential Phase 2 as per the Maigh Cuilinn Local Area Plan 2015-2021.</p>	<p>Residential Phase 1 lands. As per the Draft Plan this quantum of lands has been identified and therefore it is considered that the request to zone additional Residential Phase 1 and 2 lands is not appropriate in this instance</p> <p><b>Chief Executive's Recommendation</b> No Change.</p>
<b>GLW-C10-608</b>	Baile Bhrúachlain Teoranta & Baile Eamoinn Teoranta	<p>A comprehensive submission has been received which relates to the whole Conamara Region. In relation to the town of Maigh Cuilinn, the submission seeks to rezone a parcel of land located to the west of the N59 from Agricultural to Residential Phase 1. A justification for this rezoning is provided. The locational advantages including scenic beauty and access to future green and blue infrastructure/tourism are also referenced as part of the submission. The wider needs of the Conamara Region such as improved infrastructure are also set out within the submission. The submission calls for improved public realm and facilities in Maigh Cuilinn including the addition of a new Secondary School and an enlarged Primary School, bypass, sports facilities and other infrastructural improvements Promote Maigh</p>	<p><b>Chief Executive's Response:</b></p> <p>The subject lands are zoned Agriculture. It is not considered appropriate to zone the lands Residential Phase 1. In relation to Residential Phase 1 there is a quantum of lands that are required as outlined in <b>Chapter 2 Core Strategy, Settlement Hierarchy and Housing Strategy</b>. In accordance with table 2.9 there is a requirement of 8.75ha of Residential Phase 1 lands. As per the Draft Plan this quantum of lands has been identified and therefore it is considered that the request to zone additional Residential Phase 1 is not appropriate in this instance.</p> <p>In addition, <b>Chapter 11 Community Development and Social Infrastructure</b> supports the provision of educational and community facilities and there are also policy objectives within the Maigh Cuilinn plan that supports the delivery of educational and community facilities.</p>



		Cuilinn as a market town that acts as a service hub.	<b>Chief Executive's Recommendation</b> No Change.
<b>GLW-C10-575</b>	Lidl Ireland GmbH	A submission has been received in support of the Town Centre zoning as set out in the Draft Galway County Development Plan 2022-2028. The submission also makes reference to a planning appeal that is currently being considered by An Bord Pleanála.	<b>Chief Executive's Response:</b> The support for the Town Centre zoning as published in the Draft Galway County Development Plan 2022-2028 is noted.  <b>Chief Executive's Recommendation</b> No Change.
<b>GLW-C10-409</b>	Myles McCarthy	A detailed submission has been received which requests the re-zoning of a parcel of land on the north-western side of the town. The lands are currently zoned as Agriculture and it is requested that these lands would be rezoned for residential purposes or an Opportunity Site. An outline of the location of these lands has been provided in order to support the rezoning.	<b>Chief Executive's Response:</b> The subject lands are zoned Agriculture. It is not considered appropriate to zone the lands Residential Phase 1. In relation to Residential Phase 1 there is a quantum of lands that are required as outlined in <b>Chapter 2 Core Strategy, Settlement Hierarchy and Housing Strategy</b> . In accordance with table 2.9 there is a requirement of 8.75ha of Residential Phase 1 lands. As per the Draft Plan this quantum of lands has been identified and therefore it is considered that the request to zone additional Residential Phase 1 is not appropriate in this instance.  The lands are somewhat peripheral from the town centre to be considered as an Opportunity Site.  <b>Chief Executive's Recommendation</b> No Change.
<b>GLW-C10-280</b>	Forbairt Pobail Mhaigh Cuilinn teo	A detailed submission has been received that makes reference to the Conamara Greenway and the need for excellent access to it. The	<b>Chief Executive's Response:</b> In relation to the provision of greenways, <b>Chapter 6 Transport and Movement, Chapter 8 Tourism and Landscape</b> and

		<p>submission highlights the importance of services along the Greenway such as bike storage, hire and repair, café toilets as well as connectivity to local amenities. The submission goes on to state that Maigh Cuilinn should reap the benefits of the greenway proximity and develop accommodation within the town.</p> <p>A folio image is provided with the submission for which it is requested that the full potential of the greenway should be enabled.</p> <p>The subject lands are zoned Community Facilities and it is considered that they could accommodate light commercial units that could provide greenway services.</p>	<p><b>Chapter 10 Natural Heritage, Biodiversity, Green/Blue Infrastructure</b> all contain policy objectives that support the delivery of greenways within the county and in Maigh Cuilinn. The benefits of greenways to the county are acknowledged and therefore the Draft County Development Plan 2022-2028 supports the concept and delivery of greenways.</p> <p>The Maigh Cuilinn plan contains policy objectives with a land use zoning map, the commercial proposals referenced in the submission would need to be considered in its totality, however there are policy objectives that support such uses on appropriate zoned lands. It is not considered appropriate to rezone Community Facilities to a Business use in this instance.</p> <p><b>Chief Executive's Recommendation</b> No Change.</p>
GLW-C10-279	Forbairt Pobail Mhaigh Cuilinn teo	<p>A detailed submission has been received which sets out a number of priorities for Maigh Cuilinn. The submission also pledges support for the delivery of the Moycullen 2030 plan.</p>	<p><b>Chief Executive's Response:</b> It is acknowledged the significant community involvement in the preparation of the Moycullen 2030 plan. As part of the review of the Draft Galway County Development Plan 2022-2028, the 2030 plan was reviewed.</p> <p>It should be noted that the Draft County Development Plan identifies policy objectives that support and facilitates development. Volume 2 of the Draft Galway County Development Plan 2022-2028 contains settlement plans with associated zoning maps. The Opportunity Site (<b>Opt-MC1 Former Restaurant/Public House</b>) identified in Maigh Cuilinn is the building that was referenced as a key development potential in the Moycullen 2030 plan.</p>

			<p>The existing Draft Settlement Plan contains a suite of robust Policy Objectives to deliver the expected growth for Maigh Cuilinn.</p> <p><b>Chief Executive's Recommendation</b> No Change.</p>
<p><b>GLW-C10-201</b></p>	<p>John Power</p>	<p>This submission makes reference to a residual strip of land which now forms part of property curtilage. It is requested that these lands would be rezoned from Open Space, Recreation &amp; Amenity to Existing Residential.</p>	<p><b>Chief Executive's Response:</b> Upon review of the maps accompanying the submission and a further analysis of these lands it is considered appropriate to rezone lands.</p> <p><b>Chief Executive's Recommendation</b> Rezone from Open Space/Recreation &amp; Amenity to Residential Existing.</p> <p><b>FROM:</b></p>  <p><b>TO:</b></p>

			
<p><b>GLW-C10-136</b></p>	<p>Deirdre Walsh</p>	<p>This submission makes reference to the Connemara Greenway and its delivery as a priority. The submission notes that a section of the greenway has already been constructed. The submission calls for progress in bringing the greenway to completion.</p> <p>The benefits of a Galway City to Maigh Cuilinn greenway are referenced which include economic and amenity benefits. Comparisons are made to the submission to the greenway at Westport and its benefits.</p> <p>Connectivity to Maigh Cuilinn from the greenway are mentioned along with integration with the bypass.</p> <p>It is also stated in the submission that the greenway should bring its users into Oughterard, with multiple access points and the benefits of this are highlighted.</p>	<p><b>Chief Executive’s Response:</b>  The route of the greenway is not determined through the Development Plan making process. This is the subject of a separate detailed strategic assessment. It should be noted that the provision of greenways, <b>Chapter 6 Transport and Movement, Chapter 8 Tourism and Landscape</b> and <b>Chapter 10 Natural Heritage, Biodiversity, Green/Blue Infrastructure</b> all contain policy objectives that support the delivery of greenways within the county and in Maigh Cuilinn.</p> <p><b>Chief Executive’s Recommendation</b>  No Change.</p>

# Oughterard

Portal Number	Submission Name	Summary of Issues Raised	Recommendation Oughterard
GLW-C10-1348	Joan Deirdre and Carmel Geoghegan	<p>A joint submission has been received which seeks to have land rezoned from Open Space / Recreation &amp; Amenity to Residential.</p> <p>The lands are located at Station Road Cregg, Oughterard and comprise of 5.45 acres. It is stated the location of these lands and connectivity to the public sewer contributes to the attractiveness of these lands. Reference and an outline of previous planning permissions in the locality have been outlined.</p> <p>A hydrologists Flood Risk Assessment is appended to the submission and it is recommended that the zoning of the land be changed provided that part of the site in question is retained as a flood plain and compensatory area.</p>	<p><b>Chief Executive's Response:</b> The lands in question are located in Flood Zoned A and partially in Flood Zone B.</p> <p>Proposed Re-zoning of lands to Residential on Flood Zone A/B would not be in compliance with the '<i>Planning System and Flood Risk Management, Guidelines for Planning Authorities 2009</i>'. The Justification test would not be passed with this proposed rezoning.</p> <p><b>Chief Executive's Recommendation:</b> No Change</p>
GLW-C10-1163	Pierce O'Malley	<p>This submission relates to lands located to the south of Oughterard town. It is requested that these lands would be rezoned from Open Space/Recreation and Amenity to Residential zoned land. It is requested that consultation be carried out with those who own land on flood zones.</p>	<p><b>Chief Executive's Response:</b> The rezoning of this land would not be in accordance with the Core Strategy.</p> <p>Significant parts of the lands are located Flood Zone B. Proposed Zoning on Flood Zone B would not be in compliance with the '<i>Planning System and Flood Risk Management, Guidelines for Planning Authorities 2009</i>'. Justification test would be failed for Flood Zone B lands.</p>

			<p>Consultation on the review of the County Development Plan has been carried out in accordance with Section 20 statutory requirements as set out in the Planning and Development Act 2000 (as amended).</p> <p><b>Chief Executive's Recommendation:</b> No Change</p>
<b>GLW-C10-1157</b>	John J & Evelyn Tierney	A submission has been received in relation to lands at Claremount, Oughterard. It is requested that these lands be re-zoned from Open Space/Recreation & Amenity to Residential Phase 2.	<p><b>Chief Executive's Response:</b> Reference has been made to previous zonings in the Local Area Plan 2006 - 2012. It has been requested that a parcel of land measuring 2.7 hectares should be zoned as Residential Phase 2. It should be noted that there was a section of lands as per Map No. 1 of this submission zoned (0.9 hectares) in the Pre-Draft Galway County Development Plan 2022-2028 as Residential Phase 1, however the Elected Members at the Plenary Council Meeting in May 2021 removed this zoning and contracted the plan boundary.</p> <p>The request to zone lands as per Map No. 2 on the submission is not considered appropriate.</p> <p>See OPR Recommendation 7.</p> <p>The zoning of additional Residential Phase 2 lands are not considered appropriate.</p> <p><b>Chief Executive's Recommendation:</b> See OPR Recommendation 7.</p>

Portal Number	Submission Name	Summary of Issues Raised	Recommendation Oughterard
GLW-C10-897	Oughterard GAA	A submission supports the zoning of lands adjacent to the Oughterard GAA club grounds.	<p><b>Chief Executive's Response:</b> The submission supports the zoning of lands relating to the Keogh family. The submission does not identify which lands are being referred to.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
GLW-C10-866	Paddy Keogh	<p>A detailed submission has been received which relates to lands located east of Oughterard in an area known as Lemonfield.</p> <p>A detailed appraisal of planning policy is outlined within the submission. Relevant planning history and proximity to the subject lands are also included.</p> <p>In total four parcel of lands are identified in Lemonfield:</p> <p>Site A: Zone lands as Residential Phase 2 Site B Zone as Residential Existing Site C Zone as Residential Phase 2 Site D Zoned a Residential Phase 2</p>	<p><b>Chief Executive's Response:</b> The lands in question are located outside of the plan boundary in close proximity to lands zoned Residential Phase 1/ Residential Phase 2 and Tourism by the Elected Members at the Plenary Council Meetings in May 2021.</p> <p>The road network in this part of Oughterard would not be sufficient to support this level of proposed residential zoning.</p> <p>The Planning Authority have significant concerns about these lands and the sporadic nature of the zoning, it is therefore considered that in line with the Office of Planning Regulator (OPR) Recommendation 7 it is considered that these lands should not be zoned as requested.</p> <p><b>Chief Executive's Recommendation:</b> See OPR Recommendation 7.</p>
GLW-C10-852	Joyces Supermarkets	The submission relates to a parcel of land on the Pier Road in Oughterard which has been zoned Tourism in the Draft Plan. The submission	<p><b>Chief Executive's Response:</b> It is considered that there are sufficient lands zoned Town Centre in Oughterard.</p>

		<p>requests that the lands in question be re-zoned from Tourism to Town Centre. A Justification for this rezoning has been submitted and reference to relevant retail planning policy and planning history.</p> <p>The submission sets out limitations with the proposed Tourism zoning and expressly states their preference for a Town Centre zoning.</p>	<p>It was considered prudent to identify the lands zoned Tourism within Oughterard, due to their location and proximity to the town centre It is considered that the proposed Tourism zoning in this part of Oughterard is merited in this instance.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-849</b>	Sandra Tierney	<p>A detailed submission has been received in relation to lands at Glann Road, Oughterard. The lands are located to the north of the existing plan boundary.</p> <p>The submission refers to the policies and objectives set out within the Oughterland LAP 2006 which support the previous zoning of the land. Reference is also made to supporting infrastructure near the lands, such as the public sewer and expanding footpath network. The planning history is also set out in the submission.</p> <p>A case has been set out for the inclusion of the lands within the plan boundary and the zoning of the lands as infill residential.</p>	<p><b>Chief Executive's Response:</b> Considerable reference is made to the previous Oughterard Local Area Plan which expired in 2012. This plan was put in place prior to the requirement to adhere to a Core Strategy which came into place in 2011. As such, the plan area at that time was larger than the area that would be considered appropriate today.</p> <p>It is not considered appropriate to zone the lands Infill residential development. It is considered that the request to zone additional Residential lands is not appropriate in this instance. The site in question is outside of the proposed plan boundary for Oughterard. The rezoning would result in disorderly and sporadic development.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-787</b>	Charles Cormican	<p>A detailed submission has been received which relates to two parcels of land that are located on Glann Road, Oughterard. The lands were</p>	<p><b>Chief Executive's Response:</b> Considerable reference is made to the previous Oughterard Local Area Plan which expired in 2012. This plan was put in place prior to the requirement to adhere to a Core Strategy.</p>



		<p>previously zoned in the Oughterard Local Area Plan which expired in 2012.</p> <p>A detailed case has been set out for the re-zoning of these lands for inclusion within the Draft Plan boundary with a Residential Phase 1 zoning.</p> <p>Reference has been made to the planning histories; improving footpath network; wastewater treatment and the principle of a sequential approach to development.</p>	<p>As such, the plan area at that time was larger than the area that would be considered appropriate today.</p> <p>Significant parts of the north eastern, smaller, plot identified within this submission are within Flood Zone A/B, aligning with CFRAMS. Proposed Zoning on Flood Zone A/B would not be in compliance with the '<i>Planning System and Flood Risk Management, Guidelines for Planning Authorities 2009</i>'. Justification test would not pass on the lands within Flood Zone A/B lands. The south western, larger, plot is wholly within Flood Zone C - compatible zoning from flood risk perspective.</p> <p>The lands in question are outside of the proposed plan boundary for Oughterard. The rezoning would result in disorderly and sporadic development.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
GLW-C10-785	Joan Geoghegan	<p>A detailed submission has been received which seeks to have land rezoned from Open Space/Recreation &amp; Amenity to Residential.</p> <p>The lands are located at Station Road Cregg, Oughterard and comprise of 5.45 acres. The locational advantages of the site such as connectivity to the public sewer and proximity to the town and other residential developments have been set out in the submission. Previous planning permissions in the locality are set out in the submission.</p>	<p><b>Chief Executive's Response:</b> Significant parts of this site are within Flood Zone A/B. Proposed Zoning on Flood Zone A/B would not be in compliance with the '<i>Planning System and Flood Risk Management, Guidelines for Planning Authorities 2009</i>'. The Justification test would not pass on these lands.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>


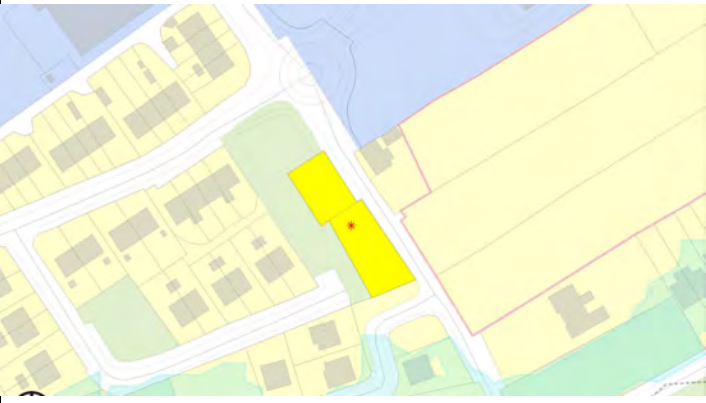
		A hydrologists Flood Risk Assessment is appended to the submission and it recommends that the zoning of the land be changed provided that part of the site in question is retained as a flood plain and compensatory area.	
<b>GLW-C10-773</b>	John Hackett	<p>A submission has been received which raises concern with the zoning of lands adjacent to the old Waterfall Tower from Residential to Open Space/Recreation &amp; Amenity. The submission requests clarity on the meaning of such a zoning and a number of concerns pertaining to an Open Space zoning are set out.</p> <p>It is requested that the proposed zoning be withdrawn from the Draft Plan.</p>	<p><b>Chief Executive's Response:</b> The lands in question would appear to be outside of the plan boundary. No further changes are proposed in this regard.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-771</b>	Denis Walsh	<p>A submission has been received which raises a number of issues relating to his property and the possible compulsory purchase of his property.</p>	<p><b>Chief Executive's Response:</b> The lands in questions are located to the west of the plan boundary. No further changes are proposed in this regard.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-751</b>	Deirdre Geoghegan	<p>A detailed submission has been received which seeks to have land rezoned from Open Space / Recreation &amp; Amenity to Residential.</p> <p>The lands are located at Station Road Cregg, Oughterard and comprise of 5.45 acres. The locational advantages of the site such as connectivity to the public sewer and proximity to</p>	<p><b>Chief Executive's Response:</b> Significant parts of this site are within Flood Zone A/B. Proposed Zoning on Flood Zone A/B would not be in compliance with the '<i>Planning System and Flood Risk Management, Guidelines for Planning Authorities 2009</i>'. The Justification test would not pass on these lands.</p> <p><b>Chief Executive's Recommendation:</b></p>

		<p>the town and other residential developments have been set out in the submission. Previous planning permissions in the locality are set out in the submission.</p> <p>A hydrologists Flood Risk Assessment is appended to the submission and it recommends that the zoning of the land be changed provided that part of the site in question is retained as a flood plain and compensatory area.</p>	No Change.
<b>GLW-C10-748</b>	Leo Clabby	<p>A submission has been received in relation to lands zoned Residential Phase 1 in the Draft Plan that are located to the north of Carrowmanagh Park, Oughterard.</p> <p>The submission highlights the ecological sensitivities such as the trout stream in close proximity to this site. A parcel of land to the east of Carrowmanagh Park is also referenced and the stream that runs through it.</p>	<p><b>Chief Executive's Response:</b> No map has been included with the submission in question, however the description would indicate that it is the Residential Phase 1 lands that were zoned by the Elected Members at the Plenary Council Meeting in preparation of the Draft Plan in May 2021. The Office of the Planning Regulator has recommended that these lands would not be zoned Residential Phase 1.</p> <p><b>Chief Executive's Recommendation:</b> See OPR Recommendation No. 15.</p>
<b>GLW-C10-733</b>	Carmel Geoghegan	<p>A detailed submission has been received which seeks to have land rezoned from Open Space Recreation and Amenity to Residential.</p> <p>The lands are located at Station Road Cregg, Oughterard and comprise of 5.45 acres. An outline of the lands suitability has been provided. Connectivity to the public sewer and proximity to the town and other residential developments have been set out in the submission. Previous</p>	<p><b>Chief Executive's Response:</b> Significant parts of this site are within Flood Zone A/B. Proposed Zoning on Flood Zone A/B would not be in compliance with the '<i>Planning System and Flood Risk Management, Guidelines for Planning Authorities 2009</i>'. The Justification test would not pass on these lands.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>

		<p>planning permissions in the locality are set out in the submission.</p> <p>A hydrologists Flood Risk Assessment is appended to the submission and it recommends that the zoning of the land be changed provided that part of the site in question is retained as a flood plain and compensatory area.</p>	
<b>GLW-C10-732</b>	<i>MKO on behalf of Ryan Ltd</i>	<p>A comprehensive submission has been received which relates to lands at Carromanagh, Oughterard. The lands comprise of 0.18 hectares in total and are located to the north of the town.</p> <p>Planning permission was granted under PL. Ref. 16/688. This was extended under an Extension of Duration of Pl. Ref. 10/919. The planning permission expired in July 2021 without any works commenced.</p> <p>A Hydro-Environmental Service report is appended to the submission which concludes that the lands are outside both the CFRAM 100-year and 1000-year flood level and is therefore within Flood Zone C.</p> <p>It is requested that the lands in question be rezoned from Open Space/Recreation &amp; Amenity to Residential.</p>	<p><b>Chief Executive's Response:</b> Significant parts of this site are within Flood Zone A/B. Proposed Zoning on Flood Zone A/B would not be in compliance with the 'Planning System and Flood Risk Management, Guidelines for Planning Authorities 2009'. The Justification test would not pass on these lands.</p> <p>In addition, the rezoning of these lands for residential development would conflict with the Core Strategy.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-3</b>	Sean O'Reilly	<p>A submission has been received which raises concern with the rezoning of a parcel of land in Carrowmanagh, Oughterard.</p>	<p><b>Chief Executive's Response:</b> Significant parts of this site are within Flood Zone A. Proposed Zoning on Flood Zone A would not be in</p>

		<p>The submission makes reference to a number of previously granted planning permissions on the site. Clarification is sought on the re-zoning of these lands from Residential to Open Space/Recreation &amp; Amenity.</p>	<p>compliance with the <i>'Planning System and Flood Risk Management, Guidelines for Planning Authorities 2009'</i>. The Justification test would not pass on these lands</p> <p>In addition, the subject lands were zoned Open Space/Recreation and Amenity following a Stage 2 Flood Risk Assessment that was carried out. Furthermore additional residential zoning would conflict with the Core Strategy.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<p><b>GLW-C10-469</b></p>	<p>Barry Clifford</p>	<p>Submission received which raises concern relating to the rivers and streams detail that has been shown on the Draft zoning plan, in particular, reference is made to the myriad of water streaming under Carrowmanagh estate facing the Owenriff River</p> <p>The submission goes on to raise environmental concern with the Residential Phase 1 lands adjacent to a tributary (no map provided) which it is considered will cause further water displacement.</p> <p>Environmental concerns have been raised in relation to the proximity of residential development to the Owenriff River.</p> <p>Traffic and pedestrian safety concerns are raised in relation to proposed residential zoning along the Glann Road.</p>	<p><b>Chief Executive's Response:</b></p> <p>The submission raises a series of flooding and other environmental concerns relating to proposed residential zoning in proximity to the network of watercourses in Oughterard. However, the Draft County Development Plan 2022-2028 has been subjected to Environmental Assessment which includes Strategic Environmental Assessment, Appropriate Assessment and Strategic Flood Risk Assessment to prevent any such impacts.</p> <p>It would appear that the subject lands referenced were zoned Residential by the Elected Members at the Pleanary Council Meeting in May 2021 without justification. Please see OPR Recommendation 15 which has also raised concerns with regard to the proposed zoning.</p> <p>Regarding the traffic and pedestrian safety concerns along the Glann Road, any subsequent planning application on Residentially zoned land on the Glann Road would be</p>

			<p>subject to a detailed assessment by the Councils Road Section.</p> <p><b>Chief Executive's Recommendation:</b> See OPR Recommendation No. 15.</p>
<b>GLW-C10-173</b>	Tom Healy	<p>This submission relates to a parcel of land that is located outside the plan boundary of the Draft Plan boundary for Oughterard.</p> <p>The submission seeks to have this land included within the plan boundary with a zoning of Residential Phase 2.</p>	<p><b>Chief Executives Response:</b> The lands in question would result in sporadic residential development and it is considered that the local road network would not be able to accommodate the level of residential development envisaged under Residential Phase 2.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-49</b>	Noel Gibbons	<p>This submission relates to a parcel of land that is located outside the plan boundary of the Draft Plan boundary for Oughterard.</p> <p>The submission seeks to have this land included within the plan boundary with a zoning of Residential Phase 2.</p>	<p><b>Chief Executive's Response:</b> The lands in question would result in sporadic residential development and it is considered that the local road network would not be able to accommodate the level of residential development envisaged under Residential Phase 2.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<b>GLW-C10-7</b>	PJ Leavy	<p>A submission has been received which relates to a parcel of land on the north side of Oughterard at Carrowmanagh that has been zoned Open Space Recreation &amp; Amenity in the Draft Galway County Development Plan.</p>	<p><b>Chief Executive's Response:</b> There has historically been a dwelling on this site. As such, it is considered that infill development for a single residential unit at this site would be appropriate in this instance.</p> <p><b>Chief Executive's Recommendation:</b> Amend zoning map to allow for infill residential.</p>

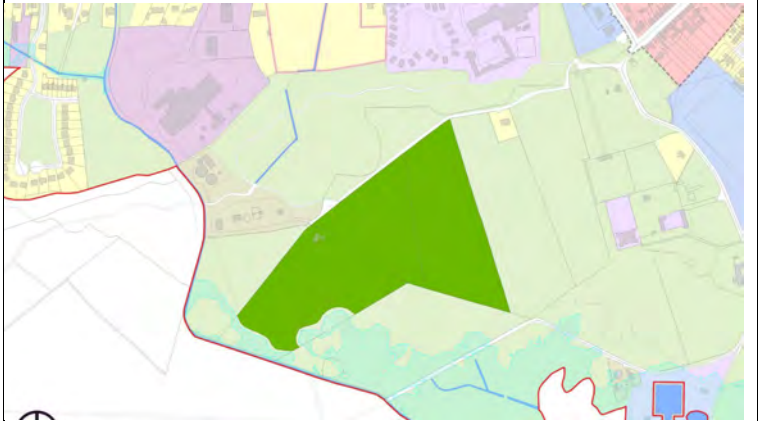
		<p>The submission advises that previous planning permission has been granted on the lands in question for demolition and construction of a dwelling house.</p>	<p><b>FROM:</b></p>  <p><b>TO:</b></p> 
<p><b>GLW-C10-0760</b></p>	<p>Michelle Doherty</p>	<p>Submission received regarding lands formerly comprising Waterfall Lodge with Waterfall Tower now remaining. The submission raised concerns regarding the zoning of these lands in the Draft Plan as Open Space/Recreation &amp; Amenity.</p>	<p><b>Chief Executive's Response:</b>          These lands are located to the west of Oughterard Town. The submission requests the removal of the Open Space / Recreation &amp; Amenity zoning from these lands. While not expressly stated, it seems the landowner's preference is for</p>

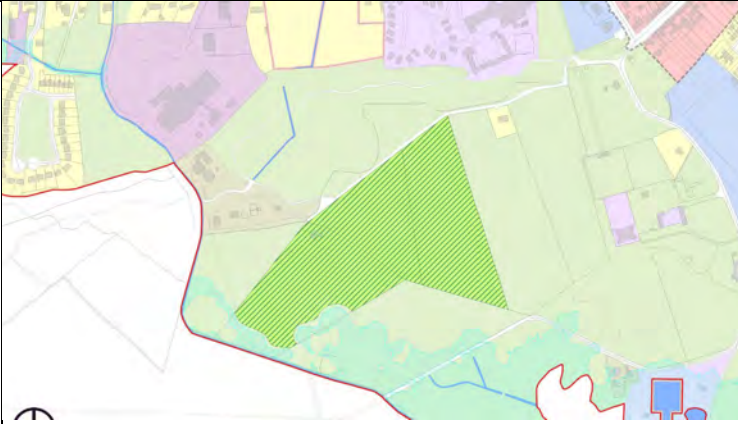
		<p>It is requested that the Open Space/Recreation &amp; Amenity be removed from being implemented. The submission references the historic residential zoning on these lands.</p>	<p>a residential zoning on this site. However, this would not accord with the Core Strategy. Furthermore, the lands adjacent to the Owenriff River are located within Flood Zone A which would not permit a residential zoning.</p> <p><b>Chief Executive's Recommendation</b> No Change.</p>
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## Portumna

Portal Number	Submission Name	Summary of Issues Raised	Recommendation Portumna
GLW-C10-1136	Cllr Jimmy McClearn	<p>This submission relates to lands located to the south of Portumna which are currently zoned as Open Space Recreation &amp; Amenity in the Draft Galway County Development Plan 2022-2028.</p> <p>It is requested that these lands be re-zoned from Open Space to Agriculture. The southern portion of the site is within Flood Zone B.</p>	<p><b>Chief Executive's Response:</b> The section of land that has been identified within Flood Zone B in the Draft SFRA should be retained as Open Space/Recreation &amp; Amenity. The Justification Text as per the <i>'Planning System and Flood Risk Management, Guidelines for Planning Authorities 2009'</i> would not pass.</p> <p>However, the remaining land that are identified as Flood Zone C can be rezoned as agriculture.</p>



			<p>Where there is Constrained Land Use, permissible uses shall be constrained to water compatible uses.</p> <p><b>Chief Executive’s Recommendation:</b>  Recommendation A: No change to lands located in Flood Zone A and Flood Zone B.</p> <p>Recommendation B: Rezone from Open Space/ Recreation and Amenity to Agriculture.</p> <p><b>FROM:</b></p>  <p><b>TO:</b></p>
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GLW-C10-0591	Cllr Jimmy McClearn	This submission relates to lands in Portumna that are located on the west side of the N65. It is requested that these would be rezoned from Residential Phase 2 to Residential Infill.	<p><b>Chief Executive’s Response:</b> This site is not considered infill as it is not fully contained within the built environment of the town. As such, no change to the Draft Plan is recommended.</p> <p><b>Chief Executive’s Recommendation</b> No Change.</p>
GLW-C10-0590	Cllr Jimmy McClearn	This submission relates to lands located on the east side of the N65 towards the northern side of Portumna. It is sought to rezone lands from Residential Phase 2 to Residential Phase 1.	<p><b>Chief Executive’s Response:</b> The subject lands are zoned Residential Phase 2 lands. It is not considered appropriate to zone the lands Residential Phase 1. In relation to Residential Phase 1 there is a quantum of lands that are required as outlined in <b>Chapter 2 Core Strategy, Settlement Hierarchy and Housing Strategy</b>. In accordance with table 2.9 there is a requirement of 7.50ha of Residential Phase 1 lands. As per the Draft Plan this quantum of lands has been identified and therefore it is considered that the request to zone additional Residential Phase 1 is not appropriate in this instance.</p> <p><b>Chief Executive’s Recommendation:</b></p>

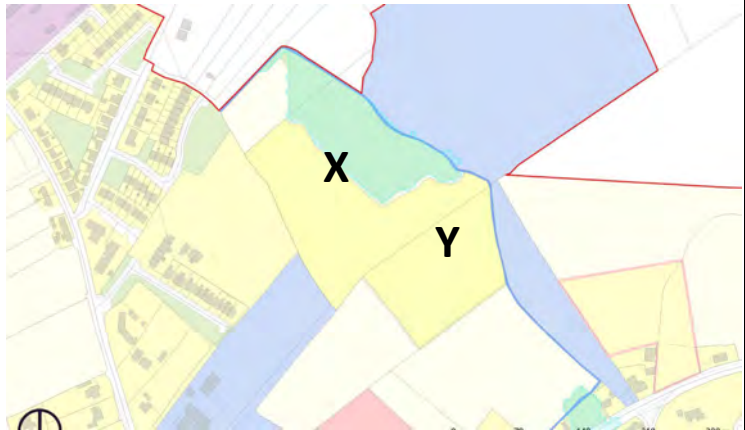
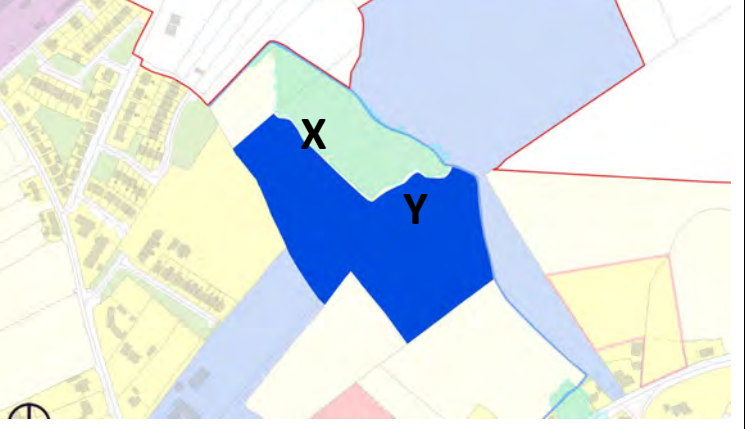
			No Change
GLW-C10-0111	Cllr Jimmy McClearn	This submission relates to lands located on the east side of Saint Brigid's Road. It is requested that lands be rezoned from Open Space to Residential Phase 1.	<p><b>Chief Executive's Response:</b> The subject lands are zoned Open Space Recreation &amp; Amenity. It is not considered appropriate to zone the lands Residential Phase 1. In relation to Residential Phase 1 there is a quantum of lands that are required as outlined in <b>Chapter 2 Core Strategy, Settlement Hierarchy and Housing Strategy</b>. In accordance with table 2.9 there is a requirement of 7.50ha of Residential Phase 1 lands. As per the Draft Plan this quantum of lands has been identified and therefore it is considered that the request to zone additional Residential Phase 1 is not appropriate in this instance.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
GLW-C10-0109	Cllr Jimmy McClearn	The submission relates to lands at Shannon Road, Portumna on the south side of the town adjoining the existing tourism zoning in the Draft Portumna Plan. It is requested that these lands be rezoned from Open Space Recreation and Amenity to Tourism.	<p><b>Chief Executive's Response:</b> On review of the proposal submitted and taking account of its location and in the absence of flood risk, it is considered that the additional Tourism zoning would be appropriate in this instance. These lands zoned Tourism would consolidate the town from a tourism aspect and support the growth of Portumna. There is a section of flood extent identified on these lands. The Justification Test has been applied and it is considered that in this instance the Justification Test has passed due to a caveat being proposed in Section 4.5 in the Land Use Matrix Table for Small Growth Towns.</p> <p><b>Chief Executive's Recommendation:</b> Change zoning in the Draft Plan from Open Space/Recreation and Amenity to Tourism.</p>

			<p><b>FROM:</b></p>  <p><b>TO:</b></p>  <p><b>*** With regard to Land Use Zoning Objectives, such as Open Space, Tourism and Community Infrastructure, provided for on lands that are within the Constrained Land Use Objective zone (SGT 17), Permissible Uses shall be constrained to those water compatible and less vulnerable</b></p>
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			uses as relevant to the particular Flood Zone (please refer to the accompanying SFRA and DM Standard 69).
GLW-C10-1910	Cllr Ivan Canning	This submission seeks to rezone lands from outside of plan boundary to tourism. The lands are located on the north west of the Portumna – Woodford Road.	<p><b>Chief Executive’s Response:</b> The site is isolated from and lacking in terms of connectivity infrastructure to town centre. Furthermore, the rear segment of the site is identified as being vulnerable to flooding. A relatively small part of this site is within Flood Zone A/B. Zoning lands on Flood Zone A/B would not be in compliance with the ‘<i>Planning System and Flood Risk Management, Guidelines for Planning Authorities 2009</i>’. The Justification Test would be failed.</p> <p>There is a continuous white line along the site frontage and it is outside the speed limit restriction associated with the town. The Planning Authority is of the opinion that there a more viable alternatives available within the existing Draft Plan boundary to facilitate additional tourism zoning</p> <p><b>Chief Executive’s Recommendation:</b> No Change.</p>
GLW-C10-710	John Keane	This submission seeks to rezone lands from outside of plan boundary to tourism. The lands are located on the North west side of the Portumna – Woodford Road.	<p><b>Chief Executive’s Response:</b> This submission relates to a section of the same parcel of lands identified under submission GLW-C10-1910.</p> <p>The site is isolated from and lacking in terms of connectivity infrastructure to town centre. Furthermore, the rear segment of the site is identified as being vulnerable to flooding. A relatively small part of this site is within Flood Zone A/B. Zoning lands on Flood Zone A/B would not be in compliance with the ‘<i>Planning System and Flood Risk Management, Guidelines for</i></p>

			<p><i>Planning Authorities 2009</i>'. The Justification Test would fail on these lands.</p> <p>There is a continuous white line along the site frontage and it is outside the speed limit restriction associated with the town. The Planning Authority is of the opinion that there a more viable alternatives available within the existing Draft Plan boundary to facilitate additional tourism zoning</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
GLW-C10-1156	HG Architecture C/O Martin Gillane	This submission seeks to rezone lands from outside of plan boundary (west side of Portumna) to tourism.	<p><b>Chief Executive's Response:</b> This submission relates to a section of the same parcel of lands identified under submission GLW-C10-1910</p> <p>The site is isolated from and lacking in terms of connectivity infrastructure to town centre. Furthermore, the rear segment of the site is identified as being vulnerable to flooding. A relatively small part of this site is within Flood Zone A/B. Zoning lands on Flood Zone A/B would not be in compliance with the '<i>Planning System and Flood Risk Management, Guidelines for Planning Authorities 2009</i>'. The Justification Test would not pass.</p> <p>There is a continuous white line along the site frontage and it is outside the speed limit restriction associated with the town. The Planning Authority is of the opinion that there a more viable alternatives available within the existing Draft Plan boundary to facilitate additional tourism zoning</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>


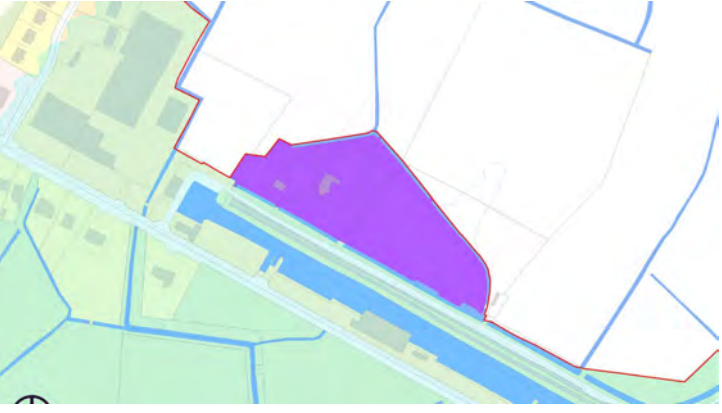
GLW-C10-1873	Portumna Community School	<p>This Submission relates to two parcels of lands in Portumna which are owned by the Department of Education. These lands are located towards the north-east of the town.</p> <p><b>Site X:</b> The submission seeks to rezone lands that are located to the east of Saint Brigid’s Road. The lands are currently zoned as Open Space / Recreation &amp; Amenity and Residential Phase 2. It is requested that these lands would be rezoned to Community Facilities.</p> <p><b>Site Y:</b> In this submission it is sought to rezone lands from Residential Phase 2 to Community Facilities.</p>	<p><b>Chief Executive’s Response:</b></p> <p><b>It is considered appropriate to rezone the lands identified as X from Residential Phase 2 to Community Facilities.</b> Retain Open Space / Recreation &amp; Amenity zoning as it is in a flood zone.</p> <p>In relation to the lands zoned Open Space Recreation &amp; Amenity it is not considered appropriate to rezone the lands as they are located in Flood Zone A.</p> <p><b>Site Y: It is considered appropriate to rezone the lands identified as Y from Residential Phase 2 to Community Facilities.</b></p> <p><b>Chief Executive’s Recommendation:</b></p> <ol style="list-style-type: none"> <li>1. Rezone Site X from Residential Phase 2 lands to Community Facilities.</li> </ol> <p>Recommendation B: No change on lands zoned Open Space/Recreation and Amenity on Site X.</p> <ol style="list-style-type: none"> <li>2. Rezone Site Y from Residential Phase 2 lands to Community Facilities.</li> </ol>
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			<p><b>FROM:</b></p>  <p><b>TO:</b></p> 
GLW-C10-511	Pat & Marian Treacy and Ciara Finlay	This submission requests that that 0.8ha of land be re-zoned from Residential Phase 2 to Residential Phase 1. A section of Existing Residential Zoning is also identified. These	<p><b>Chief Executive's Response:</b>  The subject lands are zoned Residential Phase 2. It is not considered appropriate to zone the lands Residential Phase 1. In relation to Residential Phase 1 there is a quantum of lands</p>



		lands are located on the west side of St. Brendan's Street (N65).	that are required as outlined in <b>Chapter 2 Core Strategy, Settlement Hierarchy and Housing Strategy</b> . In accordance with table 2.9 there is a requirement of 7.50ha of Residential Phase 1 lands. As per the Draft Plan this quantum of lands has been identified and therefore it is considered that the request to zone additional Residential Phase 1 is not appropriate in this instance.  <b>Chief Executive's Recommendation:</b> No Change.
GLW-C10-951	Ciara Finlay	Same submission GLW-C10-511	<b>Chief Executive's Response:</b> Same response GLW-C10-511.  <b>Chief Executive's Recommendation:</b> Same recommendation GLW-C10-511.
GLW-C10-905	Pat & Marian Treacy and Ciara Finlay	Same submission GLW-C10-511	<b>Chief Executive's Response:</b> Same response GLW-C10-511.  <b>Chief Executive's Recommendation:</b> Same recommendation GLW-C10-511.
GLW-C10-452	Pat & Marian Treacy and Ciara Finlay	Same submission GLW-C10-511	<b>Chief Executive's Response:</b> Same response GLW-C10-511.  <b>Chief Executive's Recommendation:</b> Same recommendation GLW-C10-511.
GLW-C10-912	Martin Clossick	The submission requests the rezoning of lands from Open Space/Recreation and Amenity to Residential Phase 2.	<b>Chief Executive's Response:</b> The subject lands are identified in Flood Zone A and B. The SFRA undertaken at Plan level provides an appropriately strategic assessment of flood risk within the town of Portumna in

		<p>The lands in question are located to the south east of the town.</p>	<p>compliance with A relatively small part of this site is within Flood Zone A/B. Zoning lands on Flood Zone A/B would not be in compliance with the '<i>Planning System and Flood Risk Management, Guidelines for Planning Authorities 2009</i>'. It considers, among other things, available, published information on flood risk. The SFRA has established that the site subject to this submission is not suitable for residential development. In light of the above it is not considered appropriate to amend the land use zoning as requested. The Justification Test would not pass.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
GLW-C10-711	Megan Thomas	<p>This submission requests that unzoned lands, located on the east side of Portumna be zoned for Tourism. The submission includes reference to historic planning permission for caravan and camping. However, it is not stated if this planning permission was ever implemented.</p>	<p><b>Chief Executive's Response:</b> The lands are located outside of the plan boundary. A Stage 2 Flood Risk Assessment of these lands indicated that the lands were susceptible to flooding. As the proposed use is tourism the Justification test was applied and it is considered that a Tourism land use zoning would be appropriate in this instance subject to the additional text under section 4.5 Land Use Zoning Matrix for Small Growth Town. Permissible Uses shall be constrained to those water compatible and less vulnerable uses.</p> <p><b>Chief Executive's Recommendation:</b> 1. Extend plan boundary to include Tourism Zoning.</p> <p><b>FROM:</b></p>

			 <p>TO:</p>  <p>2. Add text under Land Use Zoning Matrix Section 4.5 as follows;</p> <p><b>*** With regard to Land Use Zoning Objectives, such as Open Space, Tourism and Community Infrastructure, provided for on lands that are within the Constrained Land Use Objective zone</b></p>
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			(SGT 17), Permissible Uses shall be constrained to those water compatible and less vulnerable uses as relevant to the particular Flood Zone (please refer to the accompanying SFRA and DM Standard 69).
GLW-C10-709	John Keane	This submission requests that lands located to the south of Saint Joseph's Road be rezoned from Open Space, Recreation & Amenity to Residential Phase 2.	<p><b>Chief Executive's Response:</b>  These lands are zoned Open Space/Recreation and Amenity in the 2016-2022 Portumna Local Area Plan. As part of the review of the submissions received a further analysis of these lands were undertaken and it is noted that the most up to date flood mapping does not indicate that these lands flood. Therefore, as a result of this submission it is considered appropriate in this instance to zone the lands Residential Phase 2.</p> <p><b>Chief Executive's Recommendation:</b>  Rezone Open Space/Recreation and Amenity lands to Residential Phase 2.</p> <p><b>FROM:</b></p> 

			<p><b>TO:</b></p> 
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**Chief Executive's Report  
on Submissions received on the Draft Galway County Development Plan  
2022 - 2028**

## **Submissions received on Volume 2: Small Growth Villages**

# An Cheathrú Rua

Portal No.	Submission Name	Summary of Issues Raised in Submission	Recommendation An Cheathrú Rua
GLW-C10-863	Pobal Rua	<p>This submission relates to An Cheathrú Rua. It is suggested that green and blue infrastructure should be prioritised, in the context of its importance in tourism, the environment and the well-being of the community.</p> <p>It is suggested that the An Cheathrú Rua would be developed as a serviced centre for the Conamara Gaeltacht and that it would be identified as the main village within the region.</p> <p>In relation to walking facilities it is recommended that appropriate recognition and support would be given to projects such as bealach Slí Chonamara, Cycle Routes in South Conamara</p>	<p><b>Chief Executive's Response:</b> It is considered that the following Chapters in the Draft Galway County Development Plan 2022-2028 namely <b>Chapter 6 Transport and Movement, Chapter 8 Tourism and Landscape</b> and <b>Chapter 10 Natural Heritage, Biodiversity and Green/Blue Infrastructure</b> contain a number of policy objectives that addresses green and blue infrastructure for the entire county. In addition, in section 11.3.6 there is reference to tourism Potential and Policy Objective <b>CSGV 7 Tourism</b> identifies An Cheathrú Rua as a premier tourist destination.</p> <p>As outlined in <b>Chapter 2 Core Strategy, Settlement Hierarchy and Housing Strategy</b> a settlement hierarchy has been developed based on populations and settlement hierarchy. Based on the 2016 population census, villages with similar populations and structure are grouped together. It is considered that the policy objectives in Volume 2 provide growth potential for the village.</p> <p>As outlined in <b>Chapter 6 Transport and Movement</b> there are Policy Objectives <b>GCTPS 3 Sustainable Transport, GCTPS 4 Walking and Cycling</b> and Policy Objectives under section 6.5.2.1 that would support walking initiatives such as Slí Chonamara.</p>

			<b>Chief Executive's Recommendation:</b> No Change.
GLW-C10-608	Baile Bruachlain TEO	This submission relates to lands that are outside the Draft Plan boundary. It is requested that these lands would be zoned a use similar to Tourism due to the significant potential within this area for heritage and tourism assets. Reference has been made to applications for heritage signage relating to An Sruthán Pier and the Marine and Cultural Heritage Centre on the subject lands. The subject lands are currently being used for boat storage. It is considered that the Draft Plan in relation to the promotion of tourism and realising the untapped potential of tourism across the region does not go far enough to align accordingly with the RSES and the Failte Ireland Masterplan.	<b>Chief Executive's Response:</b> The subject lands are removed from the plan boundary and it is considered that there is no justification to include these lands. There is no connectivity from the plan boundary to these lands. There is an extant planning application 21/225 to erect and install signage for tourist information and orientation at An Sruthán pier as a site of maritime cultural heritage significance. The principle of a tourism asset at this location has been acceptable based on the planning application under 21/225 for signage etc. It is considered that the zoning of these lands would not be in accordance with the proper planning and development of the area.  <b>Chief Executive's Recommendation:</b> No Change.



# An Spidéal

Portal No.	Submission Name	Summary of Issues Raised in Submission	Recommendation An Spidéal
GLW-C10-686	Hyman Properties	<p>The subject lands are outside the draft plan boundary for An Spidéal. It is requested that these lands would be zoned Residential Phase 1 and Open Space.</p>	<p><b>Chief Executive’s Response:</b>            The Core Strategy as outlined in <i>Chapter 2 Core Strategy, Settlement Hierarchy and Housing Strategy</i> identifies a quantum of lands that are required for the next six years in the village. It is therefore considered that the request to increase the zoning for residential phase lands is not justified. In addition, it is not considered appropriate to zone the lands Open Space/Recreation &amp; Amenity as this request is linked and associated with the Residential Phase 1 lands as requested.</p> <p><b>Chief Executive’s Recommendation:</b>            No Change.</p>
GLW-C10-608	Baile Bruachlain Teo	<p>The subject lands are located on the eastern edge of An Spidéal village. The lands measures 2.6ha. It is stated that these lands have been subject to previous planning applications and are currently subject to a mix of zonings in the development plan subject to Variation No.2 b. It is confirmed that these zonings (Open Space/Recreation and Amenity, Village Centre, Community Facilities and Residential Phase 2) have been carried through into the Draft Development Plan 2022-2028. Three specific points have been raised in relation to these lands:</p> <p>-Flood Risk Mitigation</p>	<p><b>Chief Executive’s Response:</b>            The SFRA undertaken at Plan level provides an appropriately strategic assessment of flood risk within the village of An Spideal in compliance with the <i>‘Planning System and Flood Risk Management – Guidelines for Planning Authorities 2009’</i>. It considers, among other things, available, published information on flood risk. In order to inform the Stage 2 assessment, the village was inspected on foot by experienced professionals (lands were visited in</p>

		<p>-Rezoning of the subject lands to aid the creation of a tourism hub</p> <p>-Community gain benefit of the redevelopment of the site.</p> <p>It is acknowledged that the lands zoned to the south of the site is zoned open space are covered by a flood risk zone, however it is stated that there is an engineering solution to deal with flood risk. Flood Risk Assessment has been submitted.</p> <p>It is requested that the following rezoning would occur:</p> <ul style="list-style-type: none"> <li>• Open Space/Recreation and Amenity lands would be re-zoned Village Centre</li> <li>• Residential Phase 2 lands to be rezoned Residential Phase 1</li> </ul>	<p>November 2020/December 2020) to examine, inter alia, the potential source and direction of flood paths from fluvial and coastal sources, locations of topographic and built features.</p> <p>The undertaking of the SFRA and the application of the Constrained Land Use Zoning is an appropriate approach in meeting the requirements of the Guidelines and protecting human life, property, and other receptors from the effects of flood events. It is therefore considered inappropriate to zone these lands Village Centre.</p> <p>The request to zone the lands as a Tourist Hub , the use associated with tourism can be accommodated subject to compliance with the Land Use Matrix on Village Lands.</p> <p>In relation to the request for additional Residential Phase 1 lands there is a requirement of 2 ha of Residential Phase 1 lands. The quantum of Phase 1 lands in An Spideal is in full compliance with the Core Strategy as outlined in <i>Chapter 2 Core Strategy, Settlement Hierarchy and Housing Strategy</i>. It is considered that the subject lands zoned Residential Phase 2 is appropriate in this instance.</p> <p><b>Chief Executive’s Recommendation:</b> No Change.</p>
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GLW-C10-517	J.Hynes	The subject lands are outside the draft plan boundary for An Spidéal and they measure 1.75 ha. It is requested that these lands would be included in the settlement boundary and rezoned Residential Phase 2. An overview has been given of the planning histories to these lands. An overview of planning histories has also been provided with adjacent lands.	<p><b>Chief Executive's Response:</b> This submission relates to lands north of An Spidéal. It should be noted that this submission relates to a section of the lands that are subject to submission GLW-C10-686 which requests Residential Phase 1 and Open Space/Recreation and Amenity. It is not considered appropriate to extend the draft plan boundary and to zone additional Residential Phase 2 lands.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
GLW-C10-112	Martin Enda Thornton	This submission relates to two parcels of lands that are not included in the Draft Plan Boundary. It is stated that these two parcels of lands had been zoned Residential Phase 2 in past plans. It is requested that these lands would be zoned Residential Phase 1 and Residential Phase 2 respectively.	<p><b>Chief Executive's Response:</b> The two parcels of land are outside the plan boundary and were not included in Variation No.2b Gaeltacht Plan. It is not considered appropriate or necessary to include the subject lands in the plan boundary.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>

# Ballygar

Portal No.	Submission Name	Summary of Issues Raised in Submission	Recommendation Ballygar
GLW-C10-261	Shay Mulrooney	The subject lands are outside the draft plan boundary for Ballygar. It is requested that these lands would be zoned Residential. It is stated that these lands are well suitable and can accommodate the development potential.	<p><b>Chief Executive's Response:</b> The core strategy as outlined in <i>Chapter 2 Core Strategy, Settlement Hierarchy and Housing Strategy</i> identifies a quantum of lands that are required for the next six years in the village. It is therefore considered that the request to increase the zoning for residential phase lands is not justified. In addition, it is not considered appropriate to zone the lands Open Space as this land use is linked to residential zone 1 lands.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>

# Dunmore

Portal No.	Submission Name	Summary of Issues Raised in Submission	Recommendation Dunmore
GLW-C10-1312	Cllr.Donagh Killillea	<p>This submission relates to the addition of two opportunity sites -OPT -DU 2 and OPT-DU 3.</p> <p>Opportunity site no .2 measures 2.3ha and Opportunity site No.3 Measures 1.06ha.</p> <p><b>The proposing in relation to Opportunity No.2:</b> Proposed Opportunity To provide for a mix of uses capable of accommodating retail and or commercial development. The overall development proposal must address the street frontage where the prominent use of land changes from residential to commercial. Innovative, high quality building design and appropriate layouts taking into account the location and setting of subject lands. A mix of commercial and residential uses or a mews type development may be appropriate here.</p> <p><b>The proposing in relation to Opportunity No.3:</b> To provide for a mix of uses capable of accommodating retail and or commercial development. The overall development proposal must address the street frontage where the prominent use of land changes from residential to commercial. Innovative, high quality building design and appropriate layouts taking into account the location and setting of subject lands.</p>	<p><b>Chief Executive's Response:</b></p> <p>In relation to this Opportunity Site No.2 this relates to lands identified in Flood Zone A/B. As per the OPW Submission No. GLW-C10-588 the Justification test has been applied to these lands and as a result of other undeveloped alternative town centre lands been available, the Justification Test has been applied and these lands do not pass the Justification Test.</p> <p>In relation to Opportunity Site No.3, it is located on Constrained Land Use and Village Centre lands.</p> <p>In relation to this Opportunity Site No.3 this relates to lands identified in Flood Zone A/B. As per the OPW Submission No. GLW-C10-588 the Justification test has been applied to these lands and as a result of other undeveloped alternative town centre lands been available, the Justification Test has been</p>

		A mix of commercial and residential uses or a mews type development may be appropriate here.	<p>applied and these lands do not pass the Justification Test.</p> <p><b>Chief Executive's Recommendation:</b> See OPW Recommendation.</p>
<b>GLW C10-8</b>	C.B.Cuttelle	<p>This submission relates to the Dunmore/Tuam area. It is requested that more attention would be given to this area.</p> <ul style="list-style-type: none"> <li>• The road between Dunmore and Tuam has not been widened.</li> <li>• The street in Dunmore is still very narrow despite the proposal to demolish it previously</li> <li>• There are a number of shops in the Tuam area that require to be refurbished</li> <li>• Traffic arrangements around Tuam should be addressed</li> <li>• Bus connections around Tuam</li> <li>• Query in relation to the bypass around Dunmore-</li> </ul>	<p><b>Chief Executive's Response:</b> Submission Noted. It is considered that <b>Chapter 6 Transport and Movement</b> contains a number of policy objectives in relation to the improvement in the road network. It should also be pointed out that table 6.1 identifies road improvements in and around the Tuam/Dunmore area.</p> <p>There are also Policy Objectives under section 6.5.2.4 that addresses public transport infrastructure.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>

# Kinvara

Portal No.	Submission Name	Summary of Issues Raised in Submission	Recommendation Kinvara
GLW-C10-1312	Cllr.P.J Murphy	This submission supports the designation of a parcel of land that is identified as Residential Phase 1 lands in the Draft Plan.	<p><b>Chief Executive's Response:</b> The lands subject to this submission have been zoned Residential Phase 1 as per Draft Galway County Development Plan 2022-2028.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
GLW C10-1149	Cllr.P.J.Murphy	This submission relates to three separate parcels of lands in Kinvara which are outside the Draft Development Plan 2022-2028 plan boundary. It is requested that two parcels of land would be zoned Residential Phase 1 (1.8acre and 8 acres) and the third parcel of land would be zoned Residential Phase 2 (4 acres).	<p><b>Chief Executive's Response:</b> The subject lands are outside the draft plan boundary. In relation to Residential Phase 1 there is a quantum of lands that are required as outlined in <i>Chapter 2 Core Strategy, Settlement Hierarchy and Housing Strategy</i>. In accordance with table 2.9 there is a requirement of 7.27ha of Residential Phase 1 lands. As per the Draft Plan this quantum of lands has been identified and therefore it is considered that the request to zone additional Residential Phase 1 is not appropriate in this instance.</p> <p>In relation to the Residential Phase 2 lands, it is considered that the zoning of additional phase 2 lands is not warranted in this instance.</p> <p><b>Chief Executive's Recommendation:</b></p>

			No Change.
<b>GLW C10-949</b>	Kinvara Hockey	This submission relates to the provision of sporting facilities for a local hockey club in Kinvara. It is requested that a multisport pitch is required to cater for the growing demand that exists within the community. An analysis has been given of the demand for these sporting facilities within the village. There has been a number of options(re-zonings) given in relation to the provision of Open Space/Recreation and Amenity lands or Community Facilities within the village. It has also been requested that one parcel of Residential Phase 2 lands would be rezoned to Residential Phase 1 lands.	<p><b>Chief Executive’s Response:</b></p> <p>It is acknowledged that the Hockey Club membership has grown and developed over the years. While it is requested to zone lands Open Space Recreation and Amenity or Community Facilities it is considered that Community Facilities lands would be more appropriate to cater for the uses proposed. It is therefore considered appropriate to zone a parcel of land to the east of the village for Community Facilities (See recommendation below). A full review of all lands were undertaken in Kinvara as per recommendation below these lands were identified.</p> <p>In addition, the request to re- zone lands from Residential Phase 2 to Residential Phase 1 is not considered appropriate. There is a quantum of lands that are required as outlined in <i>Chapter 2 Core Strategy, Settlement Hierarchy and Housing Strategy</i>. In accordance with table 2.9 there is a requirement of 7.27ha of Residential Phase 1 lands. As per the Draft Plan this quantum of lands has been identified and therefore it is considered that the request to zone additional Residential Phase 1 is not appropriate in this instance.</p> <p><b>Chief Executive’s Recommendation:</b></p> <p>It is recommended that lands currently outside the settlement boundary be included within the settlement plan and zoned for Community Facilities to ensure sufficient lands are available within the</p>



			<p>plan boundary to meet the needs of local sports groups.</p> <p><b>FROM:</b></p>  <p><b>TO:</b></p> 
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<p><b>GLW-C10-902/GLW-C10-902</b></p>	<p>Sharon Tannian</p>	<p>The submission notes that additional community spaces are required in Kinvara and requests that additional land is zoned for community use within the village. The submission requests that land is made available for a multi-use 2G astroturf surface pitch which would cater for hockey amongst other sports. The submission suggests that a public park/public seating/skate park could be developed adjacent to the multi-use pitch for older children/teenagers to avail of. Connectivity could be provided to this new community space through cycleways/walkways. Additionally, the submission requests that cycleways/pathways be provided on all approaches to Kinvara, including to beaches and piers such as in Tracht or Parkmore; with cycleways provided throughout the village and a reduction in speed to 30km/hr to ensure pedestrian and cyclist safety.</p>	<p><b>Chief Executive’s Response:</b> The contents of this submission have been noted. The Planning Authority considers that there are sufficient policy objectives provided to support the development of community facilities in Kinvara.</p> <p>As per submission no. GLW-C10-949, there is additional lands zoned for Community Facilities which would support the provision of a hockey pitch.</p> <p><b>Chief Executive’s Recommendation:</b> No Change.</p>
<p><b>GLW C10-944</b></p>	<p>Martin Corless</p>	<p>This submission relates to a parcel of land, which is located 750m west of Kinvara village measuring 1.99ha. These lands are zoned Residential Phase 2 in the Draft Galway County Development Plan 2022-2028. It is requested that these lands would be rezoned Residential Phase 1. It is stated that these lands were zoned previously in the Kinvara Local Area Plan 2005-2011. A justification for the proposed zoning has been provided.</p>	<p><b>Chief Executive’s Response:</b> The subject lands are zoned Residential Phase 2 lands. It is not considered appropriate to zone the lands Residential Phase 1. In relation to Residential Phase 1 there is a quantum of lands that are required as outlined in <b>Chapter 2 Core Strategy, Settlement Hierarchy and Housing Strategy</b>. In accordance with table 2.9 there is a requirement of 7.27ha of Residential Phase 1 lands. As per the Draft Plan this quantum of lands has been identified and therefore it is considered that the request to zone additional Residential Phase 1 is not appropriate in this instance.</p> <p><b>Chief Executive’s Recommendation:</b> No Change.</p>

<p><b>GLW C10-940</b></p>	<p>Gabriel Bermingham</p>	<p>This submission relates to a parcel of land, which is approximately 700m north-west of the Kinvara village centre. These lands are not included in the plan boundary of the Draft Galway County Development Plan 2022-2028. It is requested that these lands would be included in the Draft Plan boundary and zoned Residential Phase 1. A justification for the proposed zoning has been provided.</p>	<p><b>Chief Executive's Response:</b> The subject lands are outside the draft plan boundary. In relation to Residential Phase 1 there is a quantum of lands that are required as outlined in <i>Chapter 2 Core Strategy, Settlement Hierarchy and Housing Strategy</i>. In accordance with table 2.9 there is a requirement of 7.27ha of Residential Phase 1 lands. As per the Draft Plan this quantum of lands has been identified and therefore it is considered that the request to zone additional Residential Phase 1 is not appropriate in this instance</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<p><b>GLW C10-899</b></p>	<p>Mary Bermingham</p>	<p>This submission relates to a parcel of land that is not included in the Draft County Development Plan 2022-2028 and it requested that these lands would be zoned Residential. It is stated that these lands were previously included in the Kinvara Local Area Plan 2005-2011.</p>	<p><b>Chief Executive's Response:</b> The subject lands are outside the draft plan boundary. In relation to Residential lands there is a quantum of lands that are required as outlined in <i>Chapter 2 Core Strategy, Settlement Hierarchy and Housing Strategy</i>. In accordance with table 2.9 there is a requirement of 7.27ha of Residential Phase 1 lands. As per the Draft Plan this quantum of lands has been identified and therefore it is considered that the request to zone additional Residential lands is not appropriate in this instance.</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>
<p><b>GLW C10-826</b></p>	<p>OCC Construction</p>	<p>This submission relates to lands south of Kinvara village on Convent Road. It is proposed to re-zone 2ha from Residential Phase 2 to</p>	<p><b>Chief Executive's Response:</b> The lands are zoned Residential Phase 2 in the Draft Galway County Development Plan 2022-2028. It is</p>

		<p>Residential Phase 1. A justification for the proposed re-zoning has been provided.</p> <p>In addition, it is also requested that there should be a higher population/residential land allocation for Kinvara under the provisions of the Core Strategy based on the geographical location and infrastructure provision within the village.</p>	<p>not considered appropriate to zone the lands Residential Phase 1. In relation to Residential Phase 1 there is a quantum of lands that are required as outlined in <i>Chapter 2 Core Strategy, Settlement Hierarchy and Housing Strategy</i>. In accordance with table 2.9 there is a requirement of 7.27ha of Residential Phase 1 lands. As per the Draft Plan this quantum of lands has been identified and therefore it is considered that the request to zone additional Residential Phase 1 is not appropriate in this instance</p> <p>In relation to the population allocation for Kinvara, <i>Chapter 2 Core Strategy, Settlement Hierarchy and Housing Strategy</i> the Core Strategy population allocation is in accordance with the Transitional Roadmap from the National Planning Framework and the Regional Spatial Economic Strategy (RSES). The population allocation for Kinvara reflects the village and the available capacity within the water and wastewater network.</p> <p><b>Chief Executives Recommendation:</b> No Change.</p>
<p><b>GLW C10-790</b></p>	<p>Pam Fleming</p>	<p>This submission relates to accessibility and the fact that this topic is generally omitted from the Draft Galway County Development Plan 2022-2028. It is suggested that there would be measures put in place to improve the car parking facilities and disabled car parking spaces.</p>	<p><b>Chief Executive's Response:</b> <b>Chapter 11 Community Development and Social Infrastructure</b> contains a suite of policy objectives in section 11.13 that references accessibility. In addition, <b>Chapter 6 Transport and Movement</b> also contains policy objectives for car parking facilities including disabled car parking facilities (<b>NNR 8 Car Parking</b>).</p>

			<b>Chief Executive's Recommendation:</b> No Change.
<b>GLW C10-754</b>	Kinvara Community Council	<p>A comprehensive submission was made on behalf of Community Council and covers the following topics:</p> <p>Accessibility within the village is an issue, with reference to car parking facilities:</p> <ul style="list-style-type: none"> <li>• There is no public car park to accommodate the volumes of cars and buses that goes through the village daily;</li> <li>• The main pier within the village which is a protected structure is being used as a public car- park;</li> <li>• A car park within the village should be prioritised;</li> <li>• The car parking facilities approaching the Traught beach are inadequate.</li> </ul> <p>Traffic Management:</p> <ul style="list-style-type: none"> <li>• A traffic management plan is required which should include the safe crossing points to support and encourage local children attending school;</li> <li>• Footpaths need addressing.</li> <li>• There are no cycle paths or bicycle shelters in the village;</li> <li>• The one-way traffic system should be considered within the village;</li> <li>• The existing bus stop is no longer at a suitable location;</li> <li>• Speed limits should be examined.</li> </ul> <p>Kinvara Bay Walk: While it has been stated that there has been significant progress with Galway County Council (GCC) and Transport Infrastructure Ireland (TII) in</p>	<p><b>Chief Executive's Response:</b></p> <p>In the Small Growth Villages, section 10.6 policy objective <b>SGV 6 Village Centre</b> references the requirement to prepare village centre management plans which would include a number of topics that have been raised in the submission in relation to car parking facilities.</p> <p><b>Chapter 6 Transport and Movement</b> contains a number of policy and objectives in relation to the improvements of transport infrastructure throughout the county including the settlements of the county.</p> <p>In relation to the provision of advancing the walkway from Dungaure Castle to the village, there are policy objectives included in the plan that would support such walkways. In <b>Chapter 6 Transport and Movement</b> and <b>Chapter 10 Natural Heritage,</b></p>

	<p>progressing the initial stages of the Kinvara Bay Walk, it is requested that this should be included in the Development Plan.</p> <p><b>Infrastructure and Amenity:</b> It is stated that there is currently no public sports facility in the village to support the active and growing sports clubs in Kinvara. A list of such sporting organisations has been provided. It is requested that a suitable site would be provided to encourage and develop within the community for such facilities. It is stated that there are no such spaces within the village and that such facilities such be provided.</p> <p><b>Waste and Recycling:</b> Environmental issues been created because of the lack of waste facilities within the village. It is stated that the location of the existing recycling facilities is not in the appropriate location.</p> <p><b>Protection of Kinvara Pier:</b> The main pier is a protected structure and requires conservation work to be carried out. It is requested that the pier would be rezoned as a working pier. The public seating has been removed and should be reinstated.</p> <p><b>Housing:</b> In relation to section 16.3.1 it is stated that Kinvara has two well established housing estates and several small scale developments. It is requested that the paragraph should be revised and updated to take account of the established housing estates within the settlement.</p>	<p><b>Biodiversity and Green/Blue Infrastructure</b> there is a number of policy objectives that support the provision of walkways in Galway.</p> <p>The policy objectives in the Kinvara Settlement Plan provides for a number of community uses within the village, the County Development Plan facilitates development in appropriate locations subject to the proper planning and development of the area.</p> <p>It is considered that policy objectives in <b>Chapter 7 Infrastructure, Utilities and Environmental Protection</b> and especially policy objective WM 7 Recycling Infrastructure supports the delivery of waste facilities in the county.</p> <p>The pier at Kinvara is a protected structure. It is outside the remit of the Galway County Development Plan in relation to the use of the pier.</p> <p>The narrative that is included in section 16.3.1 notes the existing housing estates and small-scale developments. It is not considered warranted to include a specific reference to all the housing estates within the settlement plan. It has been acknowledged that Kinvara has developed in the last</p>
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		<p>The provision of housing in the settlement plan with low density and the requirement to allocate housing for the elderly has been queried.</p> <p>It is requested that the community led approach should be supported within the village. There are a number of specific requests that have been made in relation to community led housing:</p> <ul style="list-style-type: none"> <li>• Review the Housing Density provision for the village to support mixed density housing developments in order to provide smaller cost-effective housing and housing for the elderly</li> <li>• Actively support community led initiatives to address challenges of affordability and cultural life</li> <li>• Actively support a pilot project for a Community Land Trust (CLT) to provide affordable houses on designated lands for community-led housing.</li> </ul> <p>A number of policy objectives in the Draft Galway County Development Plan 2022-2028 have been listed which should make reference to CLTs and related innovative housing practices:</p> <ul style="list-style-type: none"> <li>• Chapter 4: Rural Living and Development</li> <li>• 4.2 Strategic Aims</li> <li>• 2.3.14 Core Strategy Policy Objectives</li> <li>• 2.5 Policy Objectives of the Housing Strategy</li> <li>• 2.6 Specific Housing Need</li> <li>• Chapter 11 Community Development and Social Infrastructure</li> </ul> <p>In relation to Chapter 4, section 4.6.3 Rural Housing Policy Objectives it is requested that there would be more open approach to rural housing. There is a number of terms (Long standing, substantial, continuous part,</p>	<p>number of years and this is reflected by the population allocation and zoning of lands.</p> <p>It is considered that the density allocation for Kinvara which is a Small Growth Village is considered appropriate for the village.</p> <p>There are a number of policy objectives that support the housing supply and mix of tenures namely <b>Chapter 3 Placemaking, Regeneration and Urban Living.</b> It should be noted that the policy objectives in the draft plan supports the provision of housing in settlements and in rural areas. <b>Chapter 3 Placemaking, Regeneration and Urban Living and Chapter 4 Rural Living and Development</b> contains policy objectives that support housing in villages and rural countryside.</p>
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		<p>immediate family circumstances, substantiated rural housing need) that need to be removed in favour of more open access. In addition, the concept in relation to “inurement” should be abolished. It is stated that rural links must not be limited to those who have ties to the land or property. In addition, it is stated that the “8 km radius of their original family home” restriction should be abolished or replaced with a reasonable requirement that the construction would be within the same Local Electoral Area within 25km radius.</p> <p>Environment</p> <p>Reference has been made to <i>Chapter 10</i> “Natural Heritage, Biodiversity and Green/Blue Infrastructure”. It is suggested that there should be a separate section in the plan dealing with protection and enhancement of local habitats within the small villages section. Reference is made to the Natura 2000 sites within the settlement boundary. It is also requested that there would be reference to areas of natural value within and around villages such as green spaces, hedgerows, trees lines and wildlife commuter corridors. It is suggested that there would be a plan to include the enhancement of nature and biodiversity alongside plans for residential and commercial development.</p>	<p>The narrative in <b>Chapter 4 Rural Living and Development</b> and policy objectives contained therein are in accordance with the National Planning Framework (NPF) and the Regional Spatial Economic Strategy (RSES). It is considered appropriate to include wording that is referenced in the submission due to the proximity of Galway city and the level of pressure that is experienced for rural housing. The Rural Housing policy objectives are consistent with the Rural Housing Guidelines 2005(as updated). It is considered that the wording of the policy objectives in Chapter 4 are appropriate.</p> <p>It is considered that there is sufficient reference and inclusion of policy objectives in the Development Plan that addresses the concerns raised in the submission. There is a suite of policy objectives that addresses the habitats and local environment within the county namely in <b>Chapter 10 Natural Heritage, Biodiversity and Green/Blue Infrastructure</b>.</p> <p><b>Chief Executive’s Recommendation:</b> No Change.</p>
<p><b>GLW C10-695</b></p>	<p>Michael McArdle</p>	<p>A comprehensive submission was received in relation to community led housing and community led trusts. The following is a key recommendation:</p> <ul style="list-style-type: none"> <li>• Actively support community-led initiatives to address challenges of affordability and cultural life in the village of Kinvara and other communities throughout County Galway.</li> <li>• Actively support a pilot project for a Community Land Trust, initially in Kinvara, to provide affordable homes to local people on</li> </ul>	<p><b>Chief Executive’s Response:</b> In relation to the provision of housing under Community Land Trust, this is outside the remit of a County Development Plan. The Development Plan provides policy objectives and indicates land use zonings that support the appropriate use of lands for a number of different uses within settlements such as Kinvara.</p>



		<p>specifically designated land for community-led housing. This could be on lands currently designated Residential Phase 1 (preferred) or, optionally, Residential Phase 2, Agricultural, Open Space/Recreation &amp; Amenity, as shown on the plan.</p> <ul style="list-style-type: none"> <li>• 4.2 Strategic Aims</li> <li>• 2.3.14 Core Strategy Policy Objectives</li> <li>• 2.5 Policy Objectives of the Housing Strategy</li> <li>• 2.6 Specific Housing Need</li> <li>• Chapter 11 Community Development and Social Infrastructure</li> </ul>	<p><b>Chief Executive’s Recommendation:</b> No Change.</p>
<p><b>GLW C10-673</b></p>	<p>Kinvara Climate Action</p>	<p>This submission is from a local climate action group. There is concern that there is a lack of strong policies objectives with the specific aim of protecting the environment from biodiversity collapse and the climate emergency.</p> <p>There is specific reference to Chapter 4 Rural Living and Development and Volume 2 section 16.1 Small Growth Village. Reference has been made to the Chapter “Natural Heritage, Biodiversity and Green/Blue Infrastructure”. It is suggested that there would be a separate section in the plan dealing with protection and enhancement of local habitats within the small villages section. Reference is made to the Natura 2000 sites within the vicinity.</p> <p>It is stated that the Development Plan should be in line with the Government’s Climate Action Bill. The plan should be in line with Government 2030 interim targets. It is also requested that there would be reference to areas of natural value within and around villages such as green spaces, hedgerows, trees lines and wildlife commuter corridors. It is suggested that there would be a plan to include the enhancement of nature and biodiversity alongside plans for residential and commercial development.</p>	<p><b>Chief Executive’s Response:</b></p> <p>It is considered that there is sufficient reference and inclusion of policy objectives in the Development Plan in relation to the natural environment There are a suite of policy objectives that addresses the habitats and local environment within the county namely in <b>Chapter 10 Natural Heritage, Biodiversity and Green/Blue Infrastructure</b>.</p> <p>There is a specific chapter in relation to climate change, <b>Chapter 14 Climate Change, Energy and Renewable Energy</b> which contain a suite of policy objectives that has linked all the chapters to the Climate Action Plan 2019. Table 14.3 Climate Action Policy Objectives illustrates the relationship between the policy objectives of Climate Action and chapters in Volume 1 and settlement plans in volume 2.</p>

		<p>There are several additional requirements:</p> <ul style="list-style-type: none"> <li>• Developments undertaken should consider water and air quality;</li> <li>• Active protection for wildlife corridors, hedgerows, trees, nesting and breeding sites etc;</li> <li>• Undertake a tree survey;</li> <li>• The plan should include adaptation strategies for flooding that will work towards resilience to climate change;</li> <li>• Enhance and support local food systems, including Farmers Market;</li> <li>• Small one or two bed units should be provided</li> <li>• Facilities to park bicycles and lock bikes.</li> </ul>	<p>The provision of green spaces, corridors and environmental parameters are very important for the towns and villages throughout the county. There are a number of policy objectives that will support the enhancement of the local streetscape such as policy objectives in Volume 2 Settlement Plan <b>KSGV 8 Streetscape Enhancement Works and policy objective SGV 4 Village Centre Management</b>. In addition, <b>Chapter 10 Natural Heritage, Biodiversity and Green/Blue Infrastructure</b> contains a number of policy objectives that would also support the establishment of wildlife corridors and ecological network. <b>Chapter 15 Development Management Standards</b> contains standards.</p> <p><b>Chief Executive’s Recommendation:</b> No Change.</p>
<b>GLW C10-558</b>	William Hayes	<p>This submission relates to lands outside of the settlement boundary. It is requested that these lands would include the settlement boundary and zoned Tourism and related uses. Reference is made of the unique setting of Dunguaire Castle and that these lands would contribute to its unique setting.</p>	<p><b>Chief Executive’s Response:</b> The subject lands are outside the settlement boundary of Kinvara. It is not considered appropriate that these lands would be zoned Tourism. It is considered that there is no justification to include these lands within the plan boundary.</p> <p><b>Chief Executive’s Recommendation:</b> No Change.</p>

<p><b>GLW- C10-972</b></p>	<p>Tricia Waserman</p>	<p>This submission objects to the stated 'proposal' for a ringroad/bypass on the road which comes from the N67, through the castle car park and through Bothar na Mias estate. The submission objects on the basis of noise and air pollution, people safety, road safety and access to the estate.</p>	<p><b>Chief Executive's Response :</b></p> <p>The contents of the submission have been noted. The Planning Authority notes that the Kinvara Inner Relief Road is a permitted development and the Council continues to support the development of the inner relief road.</p> <p><b>Chief Executive Recommendation:</b></p> <p>No Change.</p>
<p><b>GLW C10-508</b></p>	<p>Caitriona Monahan</p>	<p>This submission relates to the bypass being proposed in Kinvara. There is concern regarding the proposed route traversing through the residential estate Bothar Na Mias. It is suggested that there should be a better solution for easing traffic congestion in the village.</p>	<p><b>Chief Executive's Response:</b></p> <p>It should be noted that there is an existing Part 8 for the relief road and as such the Draft Development Plan 2022-2028 reflects this permission.</p> <p><b>Chief Executive's Recommendation:</b></p> <p>No Change.</p>
<p><b>GLW C10-263</b></p>	<p>Coppinger Building</p>	<p>This submission relates to lands at Dungory, Kinvara. The lands are not included in the settlement boundary for the Draft Galway County Development Plan 2022-2028. It is stated that a section of these lands has the benefit of planning permission for housing and that it would be a natural progression if the lands were zoned Residential.</p>	<p><b>Chief Executive's Response:</b></p> <p>The lands are removed from the plan boundary and are not connected to the plan boundary. It is not considered appropriate to zone the lands Residential. In relation to Residential Phase 1 there is a quantum of lands that are required as outlined in <b>Chapter 2 Core Strategy, Settlement Hierarchy and Housing Strategy</b>. In accordance with table 2.9 there is a requirement of 7.27ha of Residential Phase 1 lands. As per the Draft Plan this quantum of lands has been identified and therefore it is considered that the request to zone additional Residential is not appropriate in this instance.</p>

			<p><b>Chief Executive's Recommendation:</b> No Change (Existing Part 8).</p>
<p><b>GLW C10-42</b></p>	<p>Brendan O'Shaughnessy</p>	<p>This submission relates to Opportunity Site OPT-K1 and clarifies as to what this exactly means for the subject lands</p>	<p><b>Chief Executive's Response:</b> Opportunity Sites are identified based on their location and the zoning in this instance is Town Centre. Town Centre zoning allows for a range of uses in accordance with the DM standards</p> <p><b>Chief Executive's Recommendation:</b> No Change.</p>

# Moylough

Portal No.	Submission Name	Summary of Issues Raised in Submission	Recommendation Moylough
GLW-C10-1405	John Whyte	<p>This submission refers to a site in the centre of the village which is zoned as Village Centre and an Opportunity Site. The submission has highlighted that the subject lands have a beautiful walled boundary and have concerns with regard to the potential of the site to be turned into another housing estate. The submission considers that the site would be better utilised for amenity purposes as there is a lack of passive open space and landscaping within the village centre.</p>	<p><b>Chief Executive’s Response:</b>            The Planning Authority note the content of the submission. However, the prominent location of the proposed opportunity site at the village centre crossroads is appropriate in this instance given the potential contribution that the historical Moylough House could make to the village core, which could include a sustainable reuse of the existing building on site.</p> <p><b>Chief Executive’s Recommendation:</b>            No Change.</p>

**Summary Of Submissions Received in relation to Appendix 9**

Portal No.	Submission Name	Summary of Issues Raised in Submission	Chief Executive's Response:
GIW - C10-662	Tom Sampson	<p>There is a climate emergency (happening now, not in the future). The plan and Strategic Flood Risk Assessment does not address or reflect the importance of this emergency.</p> <p>There is no flood emergency response plan which the public are aware of, to manage what happens when the coast road, access to the railway station, the Maree Road at the Oranhill junction (see planning refence 21408 which suggests the council is fully aware of these issues) and parts of Maree flood during morning or evening rush hour. Spring tides generally occur at 6am or 6pm, in winter if a storm coincides with these times it is dark and potentially extremely hazardous.</p> <p>Flood zones should be based on the latest data available and use future flood probability under</p>	<p><b>Chief Executive's Response:</b></p> <p>The Plan and SFRA have been prepared in accordance with legislative and other requirements, including the Ministerial Guidelines on "The Planning System and Flood Risk Management". Both documents recognise and help to address issues relating to climate change. The Plan is one part of the overall planning framework which extends from national to local authority level and covers issues such as land use planning and flood risk management.</p> <p>It is not within the scope of the Plan or SFRA to provide for a flood emergency response plan.</p> <p>Flood Zones must be based on present day risk. This is required by the Ministerial Guidelines on the topic. The SFRA and the Plan consider</p>

		<p>climate change scenarios, not present day probability. Climate change is not properly considered. The latest coastal extreme sea level analysis (ICWWS 2018 study) data has not been used in the SFRA (the figure below is a screenshot from <a href="http://www.floodinfo.ie">www.floodinfo.ie</a> and shows how the probability of extreme sea levels will change in the future). It is worth noting the ICWWS 2018 present day levels are different from those used in the CFRAM study.</p> <p>This data shows that the Medium Range Future Scenario (MRFS) 50% Annual Exceedance Probability (AEP) flood (the 1 in 2 flood) has an equivalent flood level to the present day 0.5% AEP (1 in 200 flood) extent used in the Strategic Flood Risk Assessment (SFRA) for this county development plan land use zoning decisions. The latest MRFS 10% AEP (1 in 10 flood) level is equivalent to the 0.1% AEP (1 in 1000 flood) level used in the SFRA. The MRFS is likely to be the conditions in 2070 to 2100. It is also worth noting that the Catchment Flood Risk Assessment and Management (CFRAM) data used to inform the SFRA do not include for any wave overtopping. The CFRAM study scope was only to map the flood hazard and risk from storm surge and astronomical tide only. We all know from experience of coastal floods on the Coast Road since 2013 that wave overtopping plays a part.</p>	<p>climate change in the context of flood risk and measures have been integrated into the Plan in order to ensure that the implications of climate change are taken into account at lower levels of decision-making.</p> <p>The SFRA has been informed by available information on flood risk, including mapping of present day risk provided by the Irish Coastal Protection Strategy Study. As identified in Section 1.5 of the SFRA:</p> <p>“It is important to note that compliance with the requirements of the Flood Risk Management Guidelines is currently based on emerging and best available data at the time of preparing the assessment, including Flood Risk Management Plans, which will be updated on a cyclical basis as part of CFRAM activities. The SFRA process for the Draft Plan is ongoing and will be updated as relevant, including to take account of any Material Alterations that arise during the Plan-preparation process.</p> <p>Following adoption of the Plan, information in relation to flood risk may be altered in light of future data and analysis, by, for example, the</p>
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		<p>The Garraun zoning map has not been subject to a level 2 SFRA to consider flood risk to the proposed zoning, resilience and adaptation to climate change. This is a critical omission as the draft development plan has not been subject to the justification test based on the best available information and so does not follow the Guidelines for Local Authorities for planning and flood risk. This is important because it is unacceptable to expose people and future property to flood hazard along the coast road. Specific points not addressed, to ensure the proposed development plan is sustainable, include continued resilience of communities, infrastructure,</p>	<p>OPW, or future flood events. As a result, all landowners and developers are advised that Galway County Council and their agents can accept no responsibility for losses or damages arising due to assessments of the vulnerability to flooding of lands, uses and developments. Owners, users and developers are advised to take all reasonable measures to assess the vulnerability to flooding of lands and buildings (including basements) in which they have an interest prior to making planning or development decisions. Any future SFRAs for the area will integrate other new and emerging data.”</p> <p>The Plan and SFRA have been prepared in accordance with legislative and other requirements, including the Ministerial Guidelines on “The Planning System and Flood Risk Management”. Both documents have been prepared with the appropriate level of detail and recognise and help to address issues relating to climate change, addressing the scope of requirements set out in the Guidelines. Please refer to the SFRA document and associated Appendix II for information on flood risk indicators and flood zones, including those in Gaurraun.</p>
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		<p>transport networks (including safe access and egress) and property to flood risk.</p> <p>I note that there is no new detailed flood hazard mapping of any of the MASP settlements. As these are critical to delivering the core strategy, flood risk constraints should be understood in greater detail than the CFRAM study, especially as the new ICWWS 2018 coastal flood level data is now available.</p> <p>There is also no consideration of the role of biodiversity and nature based solutions in managing flood risk and coastal erosion.</p> <p>There is no consideration of how to ensure continued resilience to flooding of coastal communities under climate change. With the Garraun land zoning, if access to the R446 cannot be secured, the main access and egress for a significant population will be through current flood zones, with increased flooding under climate change scenarios.</p> <p>The contribution of the proposed green infrastructure networks (referenced throughout the plan volumes, SFRA and NIR reports) to reducing flood risk through the strategic zoning of land for flood risk management. By strategic I mean the potential for land to:</p> <ul style="list-style-type: none"> <li>• Reduce runoff rates through land use change and management practises, thus reducing downstream river and surface water flood risk.</li> </ul>	<p>The Plan is one part of the overall planning framework which extends from national to local authority level and covers issues such as land use planning and flood risk management.</p>
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		<ul style="list-style-type: none"> <li>• Increased and reconnected floodplains to attenuate river flows and reduce downstream flood risk.</li> <li>• Targeted retrofit of Sustainable Drainage Systems (SuDS) features to reduce inflow to storm drainage networks to reduce urban flood risk, reduce discharge rates to watercourses and also reduce the potential for sewer flooding from combined sewer outflows and misconnections to the foul sewer network.</li> </ul> <p>All of the above should be considered to manage existing and potential future flood risk. They also all have notable benefits in terms of carbon sequestration, improving water quality and enhancing biodiversity.</p>	<p><b>Chief Executive's Recommendation: See OPR Recommendation No.15 and OPW</b></p>
<p><b>GLW - C10-664</b></p>	<p><b>Tom Sampson</b></p>	<p>I wish to make the following observations on the Natura Impact Report which is to be used as the key evidence base for the Appropriate Assessment process by the Competent Authority.</p> <p>1. Natura 2000 site specific management plans The council should push for the production of Natura 2000 designated site conservation management plans as these are key documents to inform the development plan, and subsequent developments. Without these site-specific</p>	<p><b>Chief Executive's Response:</b> Noted.</p> <p>Policy Objective NHB 10 (please refer to the Draft Plan document) addresses this issue appropriately:</p> <p>Article 6(1) of the Habitats Directive requires that Member States establish the necessary</p>

		<p>management plans it is significantly more challenging for proposed developments to be designed in a manner which is complementary to biodiversity objectives for the protection and enhancement of species and habitats of European interest.</p> <p>2. Ecological corridors as integral parts of the Natura 2000 network</p> <p>There is no mention here of key ecological corridors and features in Oranmore. The focus on settlement boundaries means that the spatial scale of ecological features and corridors cannot be fully considered on a strategic basis. The lack of evidence as to key connections between habitats and use of habitats is not established. The omission of this baseline means that the plan is not fully holistic. We know for certain that there are notable populations of the following species that are not considered:</p>	<p>conservation measures for European sites involving, if need be, appropriate management plans specifically designed for the sites or integrated into other development plans. The NPWS's current priority is to identify site specific conservation objectives; management plans may be considered after this is done. Where Integrated Management Plans are being prepared by the NPWS for European sites (or parts thereof), the NPWS shall be engaged with in order to ensure that plans are fully integrated with the Plan and other plans and programmes, with the intention that such plans are practical, achievable and sustainable and have regard to all relevant ecological, cultural, social and economic considerations, including those of local communities.</p> <p>Various provisions have been integrated into the Plan that will ensure the appropriate protection of European sites and wider biodiversity and flora and fauna. These measures include those which have been integrated into Chapter 10 "Natural Heritage, Biodiversity and Green Infrastructure" (please refer to the Draft Plan document).</p>
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		<ul style="list-style-type: none"> <li>• Bat roosts, and foraging corridors</li> <li>• Links between the wetland habitats</li> <li>• Woodlands, hedgerows and treelines.</li> <li>• Mammals such as otter, badger and red squirrels.</li> <li>• Coastal and rocky shore habitats</li> <li>• Trout in the rivers.</li> </ul> <p>To account for this the lands at Carrowmoneash between Oranmore Bridge and the Dual Carriageway should be considered as an extension to the Galway Bay Complex SAC. Ecological corridors between EU designated sites of Creganna Marsh SPA, Inner Galway Bay SPA and Galway Bay Complex SAC as well as other local and nationally important habitats. These should be clearly defined within the land use zoning plans.</p> <p>3. Natura 2000 site specific conservation objectives The plan also takes no account of the Natura 2000 site objectives to protect and restore, and how this affects the land use. Land is zoned as open space, recreation and amenity but this does not ensure clear biodiversity or amenity objectives can be achieved. Where no site specific monitoring or information on favourable conservation status of habitats or species is available, then the Habitats Directive Article 17 reports should be used to inform the assessment of whether qualifying interests are in favourable conservation status or not. This information should set the baseline as to the actions needed to “protect”</p>	<p>The AA has taken into account relevant information on European sites in assessing Plan provisions, including land use zoning provisions. As detailed in the documents associated with the Draft Plan (please refer to the Natura Impact Report that accompanies the Draft Plan), Article 17 conservation status reporting and data has been taken into account.</p> <p>Various provisions have been integrated into the Plan to allow the AA to conclude that:</p>
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		<p>or “restore” this status. Mitigation measures should be specific on this point.</p> <p>4. Specific observations on the NIR  Table 3.1 Screening of European Sites, Table 4.1 Characterisation of Potential Effects arising from the Plan  The current conservation status of Natura 2000 sites has not been documented in the AA Screening or NIR reports. For many of the Natura 2000 sites there is no site-specific management plan (specifically, Creganna Marsh SPA, Inner Galway Bay SPA, and Galway Bay Complex SAC). Ireland's reporting under art.17 of Habitats Directive and art.12 of Birds Directive must be considered in the assessment, particularly in the absence of a Management Plan. This has not been considered in the Appropriate Assessment Screening or NIR.  A precautionary approach must be taken for Impacts (without avoidance &amp; mitigation measures)</p>	<p>“Having incorporated mitigation measures, it is concluded that the Draft Galway County Development Plan 2022-2028 is not foreseen to give rise to any adverse effects on the integrity of European Sites, alone or in combination with other plans or projects . This evaluation is made in view of the conservation objectives of the habitats or species, for which these sites have been designated.”</p> <p>These measures are identified in Section 5 Mitigation Measures (please refer to AA Natura Impact Report that accompanies the Draft Plan).</p> <p>As identified in Section 3.2 of the Natura Impact Report, the conservation objectives for each of the sites were considered. In the absence of site-specific conservation objectives, the NPWS generic conservation objectives were considered (as identified in Section 4.3).</p> <p>The data supporting Article 12 and 17 reports was also considered, as identified in Section 3.2. Furthermore, the known threats and pressures for each site were considered as identified in Appendix II.</p> <p>Table 4.1 details the known threats and pressures for each of the sites with pathways for</p>
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		<p>considered significant - when there is insufficient information to quantify / estimate the impact and the site-specific conservation objective data suggests an unfavourable CS and / or a small size population.</p> <p>The County Council, as Competent Authority, must satisfy themselves that the Appropriate Assessment has no lacunae is based upon a precautionary approach. We expect this to be confirmed with evidence to justify the decision.</p>	<p>potential effects. This table also details the mitigation measures which address each of these issues with respect to the Plan.</p> <p>It is important to note that the Plan is a decision-making framework to co-ordinate future development within the County. The identification of the location, nature and magnitude of sources for effects is therefore not possible at this point in all circumstances. The measures presented in Table 5.1 of the Natura Impact Report identify the Plan’s policies and objectives which must be complied with by future developments under the Plan; these measures are robust and show consideration for the known threats and pressures of the European sites identified – as well as the conservation objectives.</p> <p>The information presented in the NIR support the conclusion that:</p> <p>“Having incorporated mitigation measures, it is concluded that the Draft Galway County Development Plan 2022-2028 is not foreseen to give rise to any adverse effects on the integrity of European Sites, alone or in combination with other plans or projects . This evaluation is made in view of the conservation objectives of the habitats or species, for which these sites have been designated.”</p>
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		<p>4. Specific observations on the NIR</p> <p>Section 5 - Mitigation Measures  Policy Objectives: NHB 1, NHB 2, NHB 3, NHB 4, NHB 5, NHB 6, NHB 7 and NHB 8  TWHS 1, TWHS 2 and TWHS 3</p> <p>In the absence of any details on whether habitats or species are currently in favourable conservation status, lacunae remain and so it is not possible for the County Council, as Competent Authority to determine whether the mitigation measures proposed are effective.  Specifically, I refer to:</p> <ul style="list-style-type: none"> <li>• No direct land take or habitat loss will occur due to the implementation of the plan either within any European sites or any connectivity corridors necessary to support the ecological integrity of the site, due to policy objectives such as: NHB 1, NHB 2, NHB 3, NHB 4, NHB 5, NHB 6, NHB 7 and NHB 8.</li> <li>• Protection against the removal of hedgerows is provided for in the plan via policies such as: TWHS 1, TWHS 2 and TWHS 3.</li> </ul>	<p>These measures are identified in Section 5 Mitigation Measures (please refer to AA Natura Impact Report that accompanies the Draft Plan).</p> <p>NHB 1 , NHB 2 and NHB 3 are detailed below for clarity. These measures will help to ensure that all lower tiered plans, programmes and projects facilitated by the Plan will not have significant effects on Europeans sites through the completion of site-specific AA processes and the incorporation of ecological enhancements, were possible, to improve functionality of European sites. The existing condition of the European sites is not a consideration with respect to the CDP as the CDP only introduces sources for effects for future developments as it is a development framework.</p> <p>The Plan will be implemented through the normal planning procedures where all future plans or planning applications under the Plan will need to demonstrate compliance with Plan provisions, including mitigation measures, in order to be adopted or granted permission.</p>
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		<p>NHB 5 Ecological Connectivity and Corridors. Support the protection and enhancement of biodiversity and ecological connectivity in non-designated sites, including woodlands, trees, hedgerows, semi-natural grasslands, rivers, streams, natural springs, wetlands, stonewalls, geological and geo-morphological systems, other landscape features and associated wildlife areas where these form part of the ecological network and/or may be considered as ecological corridors in the context of Article 10 of the Habitats Directive.</p> <p>Section 5 – Mitigation Measures All There is insufficient assessment of the material alterations in the NIR that the SEA Environment Report identifies significant adverse effects. There is therefore lacunae in the NIR through the lack of assessment and if necessary lack of mitigation measures to avoid or reduce effects.</p> <p>4. Specific observations on the NIR</p> <p>General Impact of the Core Strategy as a whole</p>	<p>provisions, including mitigation measures, in order to be adopted or granted permission.</p> <p>The lacunae refers to the absence of detail relating to the processes around the implementation of the CDP. However, the Plan will be implemented through the normal planning procedures where all future plans or planning applications under the Plan will need to demonstrate compliance with Plan provisions, including mitigation measures, in order to be adopted or granted permission. Therefore, it is not necessary to state national processes and procedures that are well understood in order to fully assess the compliance of the Plan from an AA perspective.</p> <p>The core strategy of the Plan is implemented through policies and objectives of the Plan.</p>
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		<p>There is no clear assessment of the core strategy as a whole, and the avoidance of impacts is entirely reliant upon the implementation of the County Development Plan policies. There are no details on how these policies will be implemented or enforced to avoid or reduce impacts so that favourable conservation status can be achieved.</p>	<p>The county development plan is a procedural guide for the coordination of future developments within the plan area. The entire purpose of the plan is to provide a set of policies and objectives which to implement. The sources for effects are contained entirely within the policies and objectives, much like the mitigation measures are also contained within the policies and objectives of the plan. All of which must be complied with for all future developments within the plan area.</p> <p>The Plan will be implemented through the normal planning procedures where all future plans or planning applications under the Plan will need to demonstrate compliance with Plan provisions, including mitigation measures, in order to be adopted or granted permission.</p> <p><b>Chief Executive’s Recommendation:</b> No Change</p>
<p><b>GLW-C10-663</b></p>	<p><b>Tom Sampson</b></p>	<p>6a Material Amendments that contradict sustainable development and have significant adverse effects with no mitigation measures proposed. The material amendment to extend the settlement boundary for Oranmore (see Figure 1 below) to the south contradicts the Strategic Environmental Assessment (SEA) Environmental Report for a significant number of reasons, as quoted below</p>	<p><b>Chief Executive’s Response:</b></p> <p>The vast array of measures that have been integrated into the Plan and that will mitigate all likely significant adverse effects of implementing the Plan, on all environments components, are detailed in Section 9 of the SEA Environmental Report. These will need to be complied with by</p>

		<p>(figure 2). It is worth noting no mitigation measures have been proposed for these significant adverse effects.</p> <p>6b The benefits of zoning this land to the local and wider community have not been detailed in the plan and therefore there are no reasonable grounds presented for this land to be zoned residential (phase 2).</p> <p>6c The reasoning in the SEA assessment is of interest to all of the community in Oranmore because it is all about driving the town centre, derelict buildings and more compact development with specific reference to sustainable mobility and protection of multiple environmental components.</p>	<p>all proposals for development within the County, as relevant and appropriate, including proposals for development in Oranmore</p> <p>The Lands in question have been recommended to be removed from the plan as per the OPR Recommendation No.7.</p> <p>It is unclear what part of the SEA Environmental Report is being referred to, however; the SEA Environmental Report describes the likely significant environmental effects on various environmental components (please refer to SEA Environmental Report including Section 8.3 Overall Evaluation and Section 8.4 Members' Amendments and Environmental Consequences).</p> <p>For the subject lands, the SEA identifies (at Section 8.4 Members' Amendments and Environmental Consequences) that:</p> <p>There is no established planning justification for this Amendment. The addition of Residential (Phase 2) to the south of the existing development envelope would be likely to hinder</p>
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		<p>6d On the contrary, it is unreasonable for landowners to have zoned land that has negligible chance of being developed as a result of the lack of</p>	<p>the achievement of objectives relating to compact sustainable development, if the Phase 2 lands were developed within the lifetime of the Plan. The additional zoning would present additional, unnecessary and potentially significant adverse effects on various environmental components, including:</p> <ul style="list-style-type: none"> <li>• Ecology and ecological connectivity;</li> <li>• Increased loadings on water bodies;</li> <li>• Conflicts with efforts to maximise sustainable compact growth and sustainable mobility;</li> <li>• Adverse impacts upon carbon emission reduction targets in line with local, national and European environmental objectives;</li> <li>• Adverse impacts upon the economic viability of providing for public assets and infrastructure;</li> <li>• Occurrence of adverse visual impacts;</li> <li>• Cultural heritage; and</li> <li>• Potential effects on human health as a result of potential interactions with environmental vectors.</li> </ul> <p>The SEA identifies the environmental consequences of zoning these lands on SEA Environmental Report Table 8.3 “Motions advised against, subsequently agreed upon as amendments and which have potential for</p>
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		<p>mitigation or monitoring measures for the significant adverse effects identified.</p> <p>Should this land be zoned as residential (phase 1 or 2) then it must be of an exceptional quality and ensure there are no impacts on the environmental components listed above from the SEA Environmental Report. It is not clear how this zoning achieves the core strategy vision and objective for compact growth because there are no obvious access points that allow for the zoned land to be within 15 minutes walk of the services and education facilities in Oranmore. Unmitigated, it would be certain to result in an unacceptable increase in traffic either through Oranhill or on the Maree Road, and increase car dependency.</p> <p>We cannot accept or allow ad-hoc housing development to proceed in isolation without the delivery of properly designed places, infrastructure, amenities and services.</p> <p>6e Lack of baseline mapping</p> <p>There is no baseline mapping to determine and identify strategic green infrastructure and ecological corridors to form the baseline for understanding where the ecological corridors to be protected are located, (for example see planning refence 21408, SHD -TA07.304203).</p>	<p>significant negative environmental effects". These environmental consequences are reproduced in the submission and on the row above.</p> <p>The vast array of measures that have been integrated into the Plan and that will mitigate all likely significant adverse effects of implementing the Plan, on all environments components, are detailed in Section 9 of the SEA Environmental Report. These will need to be complied with by all proposals for development within the County, as relevant and appropriate, including proposals for development in Oranmore. Similarly, monitoring measures are set out under Section 9 of the SEA Environmental Report.</p> <p>Reflecting the specifications in the SEA Directive, the relevant aspects of the current state of the environment for the following environmental components are described in the SEA Environmental Report: biodiversity and flora and fauna; population and human health; soil; water; air and climatic factors; material assets; cultural heritage including architectural and archaeological heritage; landscape and the interrelationship between the above factors.</p>
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		<p>Without proper baseline mapping of ecological corridors, green infrastructure, bat activity and habitat, wetland sites, hedgerows and natural boundaries, it is not possible to ensure these are protected. We request that the location, condition and ecosystem services provided by these features are mapped and understood.</p> <p>There is no mention here of key ecological corridors and features in Oranmore. The focus on settlement boundaries means that the spatial scale of ecological features and corridors cannot be fully considered on a strategic basis. The lack of evidence as to key connections between habitats and use of habitats is not established. The omission of this baseline means that the plan is not fully holistic. We know for certain that there are notable populations of the following species that are not considered:</p> <ul style="list-style-type: none"> <li>• Bat roosts, and foraging corridors</li> <li>• Links between the wetland habitats</li> <li>• Woodlands, hedgerows and treelines.</li> <li>• Mammals such as otter, badger and red squirrels.</li> <li>• Coastal and rocky shore habitats</li> <li>• Trout in the rivers.</li> </ul> <p>To account for this the lands at Carrowmoneash between Oranmore Bridge and the Dual Carriageway should be considered as an extension to the Galway Bay Complex SAC.</p>	<p>Article 5 of the SEA Directive, in accordance with the established European principle of subsidiarity, requires that the Environmental Report includes the information that may reasonably be required taking into account, inter alia, the extent to which certain matters are more appropriately assessed at different levels in that process in order to avoid duplication of the assessment. This description includes information that is relevant to lower tier planning, environmental assessments and decision-making.</p> <p>The vast array of measures that have been integrated into the Plan and that will mitigate all likely significant adverse effects of implementing the Plan, on all environments components, are detailed in Section 9 of the SEA Environmental Report. These will need to be complied with by all proposals for development within the County, as relevant and appropriate, including proposals for development in Oranmore</p>
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		<p>Ecological corridors between EU designated sites of Creganna Marsh SPA, Inner Galway Bay SPA and Galway Bay Complex SAC as well as other local and nationally important habitats. These should be clearly defined within the land use zoning plans.</p> <p>The plan also takes no account of the Natura 2000 site objectives to protect and restore, and how this affects the land use. Land is zoned as open space, recreation and amenity but this does not ensure clear biodiversity or amenity objectives can be achieved.</p> <p>6f Lack of clear objectives for open space to provide useful biodiversity, climate adaptation or amenity values</p> <p>In Oranmore land zoned for open space needs to have specific and clear objectives to ensure that the open space use is relevant to the local requirements and not just kept as unused land. This needs to be either for biodiversity use, active recreation, passive landscape and amenity or other. For landowners to ensure these objectives are delivered some form of incentive will be necessary to value and transfer payments to landowners for provision of ecosystem services or green infrastructure.</p>	<p>Clear provisions for open space have been integrated throughout the Plan, including at Volume 2: Metropolitan Area Strategic Plan.</p> <p>Furthermore, the vast array of measures that have been integrated into the Plan and that will mitigate all likely significant adverse effects of implementing the Plan, on all environments components, are detailed in Section 9 of the SEA Environmental Report. These will need to be complied with by all proposals for development within the County, as relevant and appropriate, including proposals for development in Oranmore.</p>
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		<p>6g 4.11.2 Baseline Environment - Green Infrastructure The short paragraph in the SEA Environment Report simply states some of the good things about green infrastructure. There is no mapping or evaluation of the current green infrastructure network, hubs or provision across the county to set the baseline for the assessment of the impacts of the plan on, or provision of, green infrastructure.</p> <p>6h 4.11.9 Transport Given that Oranmore is a key settlement, it is disappointing to see that there is no baseline data or information on the current traffic levels within and around Oranmore in the SEA. Without such information it is not clear how the SEA Assessment can reach sufficient conclusions on the impact of the proposed core strategy, or alternative core strategies.</p>	<p>Various other parts of the SEA Environmental Report expand on the issues mentioned in this paragraph.</p> <p>Reflecting the specifications in the SEA Directive, the relevant aspects of the current state of the environment for the following environmental components are described in the SEA Environmental Report: biodiversity and flora and fauna; population and human health; soil; water; air and climatic factors; material assets; cultural heritage including architectural and archaeological heritage; landscape and the interrelationship between the above factors.</p> <p>Article 5 of the SEA Directive, in accordance with the established European principle of subsidiarity, requires that the Environmental Report includes the information that may reasonably be required taking into account, inter alia, the extent to which certain matters</p>
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		<p>are more appropriately assessed at different levels in that process in order to avoid duplication of the assessment. This description includes information that is relevant to lower tier planning, environmental The vast array of measures that have been integrated into the Plan and that will mitigate all likely significant adverse effects of implementing the Plan, on all environments components, are detailed in Section 9 of the SEA Environmental Report. These will need to be complied with by all proposals for development within the County, as relevant and appropriate, including proposals for development in Oranmore. assessments and decision-making.</p> <p>A thorough assessment has been undertaken with many of the conclusions reached through the strategic assessment for the County Plan being qualitative, commensurate with the stage in the decision-making and consent granting framework at which the Plan is situated. The vast array of measures that have been integrated into the Plan and that will mitigate all likely significant adverse effects of implementing the Plan, on all environments components, are detailed in Section 9 of the SEA Environmental Report. These will need to be complied with by all proposals for development within the County, as relevant and appropriate, including proposals for development in Oranmore</p>
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		<p>6i Table 8-3 Motions advised against. Motions advised against, subsequently agreed upon as amendments and which have potential for significant negative environmental effects. Changing of zoning in Oranmore from Residential to Open Space. Stated reason: flood risk. Site located to the west of the N67 near Carrowmoneash/Frenchfort Stream.</p> <p>We welcome this decision, based on evidence for zoning of these lands within the floodplain as open space. If these lands were to be zoned residential or any other more vulnerable development, it would expose population to unacceptable flood risk, and place an avoidable burden on the local community, County Council and Emergency Services.</p> <p>6j Monitoring of the previous plan There are no monitoring reports available related to section 9 and each row of table 9a of the Oranmore LAP 2012-2022 SEA environmental report. This reduces the confidence the public can have that the planning policies and objectives in the new draft CDP and Metropolitan Area Strategic Plan will be implemented and enforced to ensure sustainable development.</p> <p>6k In summary, the following needs to be addressed prior to finalising the plan:</p> <ul style="list-style-type: none"> <li>• There is no publically available monitoring report on the progress or evolution since the previous county development plan or Oranmore Local Area Plan.</li> </ul>	<p>Noted</p> <p>As provided by Policy Objective MM1 “Monitoring and Management” in the 2021-2028 County Development Plan, the Council shall, in conjunction with the Regional Assembly and other sources as relevant, implement the monitoring programme as set out in the SEA Environmental Report and Statement. This will include the preparation of stand-alone SEA Monitoring Reports:</p> <ol style="list-style-type: none"> <li>1. To accompany the report required of the manager under section 15(2) of the Act, including information in relation to progress on,</li> </ol>
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		<ul style="list-style-type: none"> <li>• The SEA does not properly consider the in-combination effects of one settlement on other settlements. For example, there is no assessment of the traffic impact from the Garraun on Oranmore, and vica-versa.</li> <li>• the lack of mapping of green infrastructure and ecological corridors to form the baseline for understanding where the ecological corridors to be protected are located, (for example see planning refence 21408, SHD -TA07.304203).</li> <li>• Many of the ecological and greenway corridors the draft plan references cross settlement and Metropolitan Area Strategic Plan (MASP) boundaries. There appears to be a missing feedback loop to join these together from the individual settlement boundary plans back up the MASP and county development plan.</li> <li>• the lack of reasoned evidence as to why some material alterations have been approved by elected members despite the Strategic Environmental Assessment (SEA) specifically concluding, for a number of reasons, that these are not in the interests of sustainable development,</li> <li>• the lack of mitigation measures for significant adverse effects identified in the SEA Environmental Report.</li> </ul> <p>In summary, the following needs to be addressed prior to finalising the plan:</p>	<p>and the results of, monitoring the significant environmental effects of implementation of the Development Plan; and</p> <p>2. On the significant environmental effects of implementing the Plan, in advance of the beginning of the review of the next Plan.</p> <p>Reporting will seek to address the indicators set out on Table 10.1 of the SEA Environmental Report.</p> <p>See responses above.</p>
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		<ul style="list-style-type: none"> <li>• There is no publicly available monitoring report on the progress or evolution since the previous county development plan or Oranmore Local Area Plan.</li> <li>• The SEA does not properly consider the in-combination effects of one settlement on other settlements. For example, there is no assessment of the traffic impact from the Garraun on Oranmore, and vica-versa.</li> <li>• the lack of mapping of green infrastructure and ecological corridors to form the baseline for understanding where the ecological corridors to be protected are located, (for example see planning refence 21408, SHD -TA07.304203).</li> <li>• Many of the ecological and greenway corridors the draft plan references cross settlement and Metropolitan Area Strategic Plan (MASP) boundaries. There appears to be a missing feedback loop to join these together from the individual settlement boundary plans back up the MASP and county development plan.</li> <li>• the lack of reasoned evidence as to why some material alterations have been approved by elected members despite the Strategic Environmental Assessment (SEA) specifically concluding, for a number of reasons, that these are not in the interests of sustainable development,</li> <li>• the lack of mitigation measures for significant adverse effects identified in the SEA Environmental Report.</li> </ul>	<p><b>Chief Executive’s Recommendation:</b> No Change</p>
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<p><b>GLW-C10-969</b></p>	<p>Máire Uí Mhuirín</p>	<p>Assessments pursuant to the Habitats and Water Framework Directives The Strategic Environmental Assessment and Appropriate Assessment of the 'Draft Galway County Development Plan 2022 – 2028' is of serious concern.</p> <p>1. Conflict of Interest The possible conflict of interest that exists in relation to the Local Planning Authority's roles as author of the 'Draft County Development Plan' and as the 'Competent Authority' to conduct and determine an assessment pursuant to article 6(3) of the Habitats Directive and pursuant to the Strategic Environmental Assessment (SEA) Directive, compromises the assessment processes, is inappropriate, and of serious public concern.</p> <p>The public, in general lacking in knowledge and expertise in the planning system, relies on the competent authority to fully protect our environment in a manner consistent the State's obligations under EU and national legislation and case law.</p> <p>2. Habitats Directive article 6(3) Threshold The threshold of the assessment under article 6(3) of the Habitats Directive is explained in paragraph 44 of CJEU Case 258/11: "So far as concerns the assessment carried out under Article 6(3) of the Habitats Directive, it should be pointed out that it cannot have lacunae and must contain complete, precise and definitive findings and conclusions capable of removing all reasonable</p>	<p>In preparing the Plan and undertaking the assessment the Council are fulfilling their requirements under the law.</p> <p>The action being assessed is a framework for the proper planning and sustainable development of Galway County Council's administrative area. The emerging conclusion of the AA process is that the Plan is not foreseen to give rise to any adverse effects on the integrity of European Sites, alone or in combination with other plans</p>
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		<p>scientific doubt as to the effects of the works proposed on the protected site concerned.” The above is a strict standard. The competent authority’s legal jurisdiction to grant consent relies on the above threshold being met. When the competent authority conducts its assessment under article 6(3) of the Habitats Directive, it is imperative that the above is fully satisfied in order to achieve the Directive’s environmental protection objectives.</p> <p>3. Clarification is sought please regarding the lack of a Natura Impact Statement (NIS) relating to the proposed Plan.</p> <p>4. Conclusion to an Ongoing Process Clarification is required as to how a conclusion can logically be determined by either the competent authority or the author of the Natura Impact Report (NIR) or SEA Environmental Report in relation to a process that has not yet concluded, while satisfying the threshold as described in Case 258/11 noted earlier.</p> <p>The introduction to the Appropriate Assessment of the Draft Plan states as follows: “Section 1 Introduction 1.1 Background This Natura Impact Report (NIR) has been prepared in support of the Appropriate Assessment (AA) of the Draft Galway County Development Plan 2022-2028 in</p>	<p>or projects . The conclusion of the AA process will be finalised at adoption of the Plan.</p> <p>If the plan was a project, an NIS would be required. An NIS is not required.</p> <p>The action being assessed is a framework for the proper planning and sustainable development of Galway County Council’s administrative area. The emerging conclusion of the AA process is that the Plan is not foreseen to give rise to any adverse effects on the integrity of European Sites, alone or in combination with other plans or projects . The conclusion of the AA process will be finalised at adoption of the Plan.</p>
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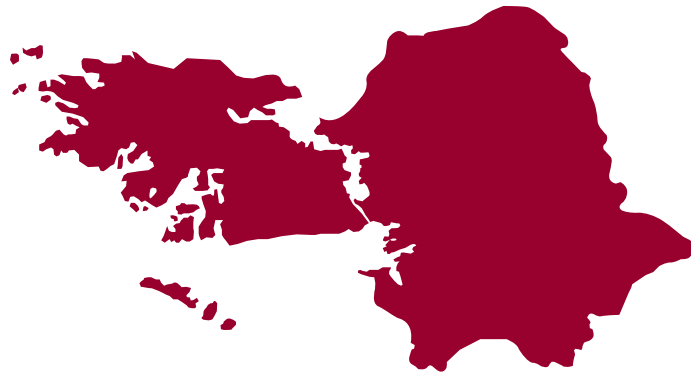
		<p>accordance with the requirements of Article 6(3) of Council Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Fauna and Flora (as amended) (hereafter referred to as the “Habitats Directive”).</p> <p>This report is part of the ongoing AA process that is being undertaken alongside the preparation of the Plan. It will be considered, alongside other documentation prepared as part of this process, when Galway County Council finalises the AA at adoption of the Plan.”</p> <p>(Appropriate Assessment of the Draft Galway County Development Plan 2022 – 2028, Pg. 1.)</p> <p>Considering the “ongoing AA process” that is being undertaken it is doubtful that the author of the NIR, nor the competent authority can logically make a determination or reach a conclusion in a manner consistent with the State’s obligations pursuant to the Habitats and Water Framework Directives. The NIR states the following conclusion:</p> <p>“Section 6 Conclusion</p> <p>Stage 1 AA Screening and Stage 2 AA of the Draft Galway County Development Plan is being carried out. Implementation of the Draft Plan has the potential to result in effects to the integrity of any European Sites, if unmitigated.</p> <p>The risks to the safeguarding and integrity of the qualifying interests, special conservation interests and conservation objectives of the European Sites have been addressed by the inclusion of mitigation measures that will prioritise the avoidance of effects in the first place and mitigate effects where these</p>	
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		<p>cannot be avoided. In addition, all lower-level plans and projects arising through the implementation of the Draft Plan will themselves be subject to AA/screening for AA when further details of design and location are known.</p> <p>In-combination effects from interactions with other plans and projects was considered in the assessment and the mitigation measures incorporated into the Plan, are seen to be robust to ensure there will be no significant effects as a result of the implementation of the Draft Plan either alone or in combination with other plans/projects.</p> <p>Having incorporated mitigation measures, it is concluded that the Draft Galway County Development Plan 2022-2028 is not foreseen to give rise to any adverse effects on the integrity of European Sites, alone or in combination with other plans or projects<sup>14</sup>. This evaluation is made in view of the conservation objectives of the habitats or species, for which these sites have been designated.</p> <p>The AA process is ongoing and will inform and be concluded at adoption of the Plan.” (Pg. 57.)</p> <p>It is doubtful that the conclusion above satisfies the required threshold regarding assessment relating to article 6(3) of the Habitats Directive.</p> <p>5. AA Screening</p> <p>The basis of the AA screening process is of concern. In particular, the geographic limit restricting the AA Screening process, the network of Natura 2000 sites the process has screened out, and the ‘potential pathway assessment’, fail to demonstrate the</p>	<p>The AA Screening and associated determinations have been undertaken in compliance with the legislation and using relevant and required information.</p>
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		<p>Precautionary Principle in the absence of ‘up to date’ and ‘best scientific knowledge’. Consequently, the required thresholds relating to AA Screening have not been satisfied and the AA Screening determination compromised.</p> <p>6. Scoping The AA thresholds and submissions made by various statutory bodies is required to be considered to inform the Natura Impact Statement (NIS).</p> <p>7. The NIR An assessment and demonstration of the absence, with certainty, of negative impacts of the Plan’s proposed various land uses on Natura 2000 network sites relevant to the Plan is absent in the submitted NIR.</p> <p>8. It is disappointing that Galway County Council refused the requested extension to the public participation period relating to the consultation process at issue, particularly amid the restrictions imposed by the current Covid 19 pandemic. It is difficult to comprehend the vast amount of environmental assessments and processes submitted in the absence of such guidance from environmental experts.</p>	<p>If the plan was a project, an NIS would be required. An NIS is not required. Relevant information has been and will continue to be taken into account by the AA process.</p> <p>An appropriately detailed and undertaken assessment is presented.</p> <p>Comments noted. However the Local Authority considered the Draft Plan process to be robust where webinars were held and the sheer scale of the amount of submissions received on the Draft Plan would indicate that interested bodies/groups and members of the public were aware and wished to express their opinion on the Draft Galway County Development Plan 2022-2028.</p> <p><b>Chief Executive’s Recommendation:</b></p> <p>No Change</p>
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**Chief Executive's Report  
on Submissions received on the Draft Galway County Development Plan  
2022 - 2028**

## **Appendix A Infrastructure Audit**

## Tiered Approach to Land Zoning – Infrastructure Assessment

Appendix 3 of the National Planning Framework (NPF) introduces a new methodology for a two-tier approach to land zoning. National Policy Objective 72a requires Planning Authorities to apply a standardised, two-tier approach to differentiate between: zoned land that is serviced; and, zoned land that is serviceable within the life of the CDP.

- Tier 1 lands are serviced, and in general, part of or contiguous to the built-up footprint of an area.
- Tier 2 lands are not currently sufficiently serviced to support new development but have potential to become fully serviced within the lifetime of the CDP. Tier 2 lands may be positioned within the existing built-up footprint, or contiguous to existing developed lands, or to Tier 1 zoned lands.
- The CDP may include zoned lands which cannot be serviced during the lifetime of the Plan, by reference to the infrastructural assessment of the Planning Authority. This means that they cannot be categorised as either Tier 1 lands or Tier 2 lands, as per the above, and are not developable within the Plan period. Such lands should not be included within the Core Strategy for calculation purposes.

The NPF requires the CDP to carry out an assessment of the required infrastructure to support any Tier 2 lands identified for development. The assessment must be aligned with the delivery program of relevant infrastructure providers. The following sections set out an assessment of strategic enabling infrastructure requirements for Tier 2 lands across the County. The assessment focuses on the provision of infrastructure that is considered to be strategic in nature. The delivery of minor and/or local level infrastructure may be delivered through operational works of a service provider or developer-led and co-ordinated through the development management process. The assessment does not comprise an exhaustive list of requisite infrastructures across the County and while it is intended to inform, it is not to be relied upon for development management purposes. The purpose of the assessment is to demonstrate how lands zoned in the CDP with potential for residential development, are either sufficiently serviced (Tier 1) or have potential to become fully serviced within the timeframe of the Plan (Tier 2) (in compliance with Appendix 3 of the NPF). The assessment is point-in-time and it is acknowledged that infrastructure requirements may change. The full extent of requisite enabling infrastructure will continue to be assessed through the development management process whereupon detailed assessment will be undertaken.

Sector	Infrastructure Type	Assessment Overview
Transportation	Roads	Can the lands be accessed directly from the public road? Are the lands dependent on the construction of any Link Roads?
	Footpath	Is there a public footpath to the lands?
	Public Lighting	Is there public lighting to the lands?
Water Services	Water	Is there a public water main in proximity to the lands? Is there available capacity in the water supply to accommodate the development of the lands? Is there capacity in the distribution network?
	Wastewater	Is there a public sewer in proximity to the lands? Is there capacity in the wastewater treatment plant the lands would discharge to? Is there capacity in the local foul sewer network to accommodate any additional loading?

Core Strategy Settlement		Proposed Zoning Residential (R) and Employment (E)		Wastewater Capacity	Water Capacity	Water Service Capital Investment Programme 2020-2024	Road & Transportation requirements of the particular lands	Tier 1 / Tier 2
	Housing Land Requirement in hectares	Pop allocation	Undeveloped employment Land in hectares					
<b>Metropolitan Area</b>								
<b>Baile Chláir</b>	13	(975)	1.77	Adequate Capacity	Adequate Capacity		Good Road network. Connectivity to all TC and R1 lands. Completion of the Surface Water Drainage scheme and Advancement of the relief road would be of great benefit for all road users.	Tier 1
<b>Bearna</b>	10	(750)		Limited Capacity	Limited Capacity	Drainage Area Plan will identify network issues and needs. Provision for medium and long-term growth will be considered as part of Greater Galway Area Drainage Strategy. Water supply options will be assessed in the National Water Resource Plan.	Good Road network. Connectivity to all TC and R1 lands Surface Water Drainage design. Completion of the Relief road.	Tier 1
<b>Briarhill</b>	16.1	(977)	34.41	Limited Capacity	Adequate Capacity		Urban Framework Plan-Detailed Guidance to be developed further as part of overall scheme	Tier 1
<b>Oranmore</b>	22.2	(1540)	105.98	Limited Capacity	Adequate Capacity	A local network reinforcement project in Galway city will improve existing capacity constraints at Oranmore main pumping station. Drainage Area Plan will identify network issues and needs. Provision for medium and longterm growth will be considered as part of Greater Galway Area Drainage Strategy.	Good Road network. Connectivity to all TC and R1 lands. The implementation of	Tier 1

Core Strategy Settlement	Proposed Zoning Residential (R) and Employment (E)	Wastewater Capacity	Water Capacity	Water Service Capital Investment Programme 2020-2024	Road & Transportation requirements of the particular lands	Tier 1 / Tier 2		
					the recently commissioned LTP will greatly enhance traffic movement and accessibility for all road users.			
<b>Garraun</b>	20.7	1258	2.69	Limited Capacity	Adequate Capacity	A local network reinforcement project in Galway city will improve existing capacity constraints	Urban Framework Plan-Detailed Guidance to be developed further as part of overall scheme. URDF Funding allocated for improvements of rail network.	Tier 1
<b>Key Towns</b>								
<b>Ballinasloe</b>	23.0	1,999	55.99	Adequate Capacity	Limited Capacity	Water supply options will be assessed in the National Water Resource Plan.	Good Road network. Connectivity to all TC and R1 lands	Tier 1
<b>Tuam</b>	30.3	2,630	113.21	Adequate Capacity	Adequate Capacity		LAP to be reviewed Q1 of 2022 The implementation of the LTP will greatly enhance accessibility for all. The completion of the Ring Road will improve traffic	Tier 1

Core Strategy Settlement		Proposed Zoning Residential (R) and Employment (E)		Wastewater Capacity	Water Capacity	Water Service Capital Investment Programme 2020-2024	Road & Transportation requirements of the particular lands	Tier 1 / Tier 2
							movement within the town.	
<b>Strategic Potential</b>								
<b>Athenry</b>	21.8	1,350	129.57	Limited Capacity	Adequate Capacity	Wastewater Treatment Plant Upgrade has been completed. Network contract due to commence construction in 2022.	LAP to be reviewed Q1 of 2022 LTP to be created in 2022. It should highlight many areas requiring improvements for all road users. The completion of the Athenry Ring Road will improve traffic movement and accessibility	Tier 1
<b>Self Sustaining Towns</b>								
<b>Gort</b>	12.9	800	30.54	Adequate Capacity	Limited Capacity	Provision of storage underway.	LAP to be reviewed Q1 of 2022 An additional connection to the Motorway would be advantageous. Improvements to Surface Water Drainage.	Tier 1
<b>Loughrea</b>	22.6	1,400	37.82	Limited Capacity	Limited Capacity	Extension of Tuam RWSS Ext to Loughrea due for completion early 2021. Wastewater network hydraulic study to be undertaken.	LAP to be reviewed Q1 of 2022. LTP in 2022 to highlight area of	Tier 1

Core Strategy Settlement	Proposed Zoning Residential (R) and Employment (E)	Wastewater Capacity	Water Capacity	Water Service Capital Investment Programme 2020-2024	Road & Transportation requirements of the particular lands	Tier 1 / Tier 2		
					improvement for all road users.			
<b>Small Growth Towns</b>								
<b>Clifden</b>	11.8	470		Adequate	Limited Capacity	Water supply options will be assessed in the National Water Resource Plan.	Good Road network. Connectivity to all TC and R1 lands Improvements to surface water drainage and FRS required.	Tier 1
<b>Maigh Cuilinn</b>	8.8	350		Adequate Capacity	Limited Capacity	NR 2 Key Roads Infrastructure Developments To support the delivery of the Galway City Ring Road (N6GCRR), N59 Maigh Cuilinn Bypass and the Galway – Clifden (N59) Schemes.	Good Road network. Connectivity to all TC and R1 lands Surface Water Design and FRS to be implemented	Tier 1
<b>Oughterard</b>	8.8	350		Adequate Capacity	Adequate Capacity	Short Term Water supply options will be assessed in the National Water Resource Plan.	Good Road network. Connectivity to all TC and R1 lands The provision of the proposed new Road Bridge will improve safety for all road users.	Tier 1
<b>Portumna</b>	7.6	300		Limited Capacity	Limited Capacity	Water supply options will be assessed in the National Water Resource Plan.	Good Road network. Connectivity to all TC and R1 lands	Tier 1



Core Strategy Settlement		Proposed Zoning Residential (R) and Employment (E)	Wastewater Capacity	Water Capacity	Water Service Capital Investment Programme 2020-2024	Road & Transportation requirements of the particular lands	Tier 1 / Tier 2
<b>Headford</b>	7.3	290	Adequate Capacity Adequate Capacity Small Growth			Good Road network. Connectivity to all TC and R1 lands The implementation of a LTP will improve traffic movements and accessibility for all Road Users.	Tier 1
<b>Villages</b>							
<b>An Cheathrú Rua</b>	5.5	150	Sea Outfall No Treatment	Adequate Capacity	Short-Term Project to provide new WWTP at detailed design stage. Water supply options will be assessed in the National Water Resource Plan.	Good Road network. Connectivity to all TC and R1 lands	Tier 1
<b>An Spidéal</b>	2.00	55	Sea Outfall No Treatment	Adequate Capacity New WWTP scheduled to commence construction 2021.		Good Road network. Connectivity to all TC and R1 lands	Tier 1
<b>Ballygar</b>	6.36	175	Limited Capacity	Adequate Capacity	Wastewater Infrastructure Improvements expected.	Good Road network. Connectivity to all TC and R1 lands	Tier 1
<b>Dunmore</b>	4.4	120	Adequate Capacity	Adequate Capacity		Good Road network. Connectivity to all TC and R1 lands The proposed improvements to bridge street will	Tier 1

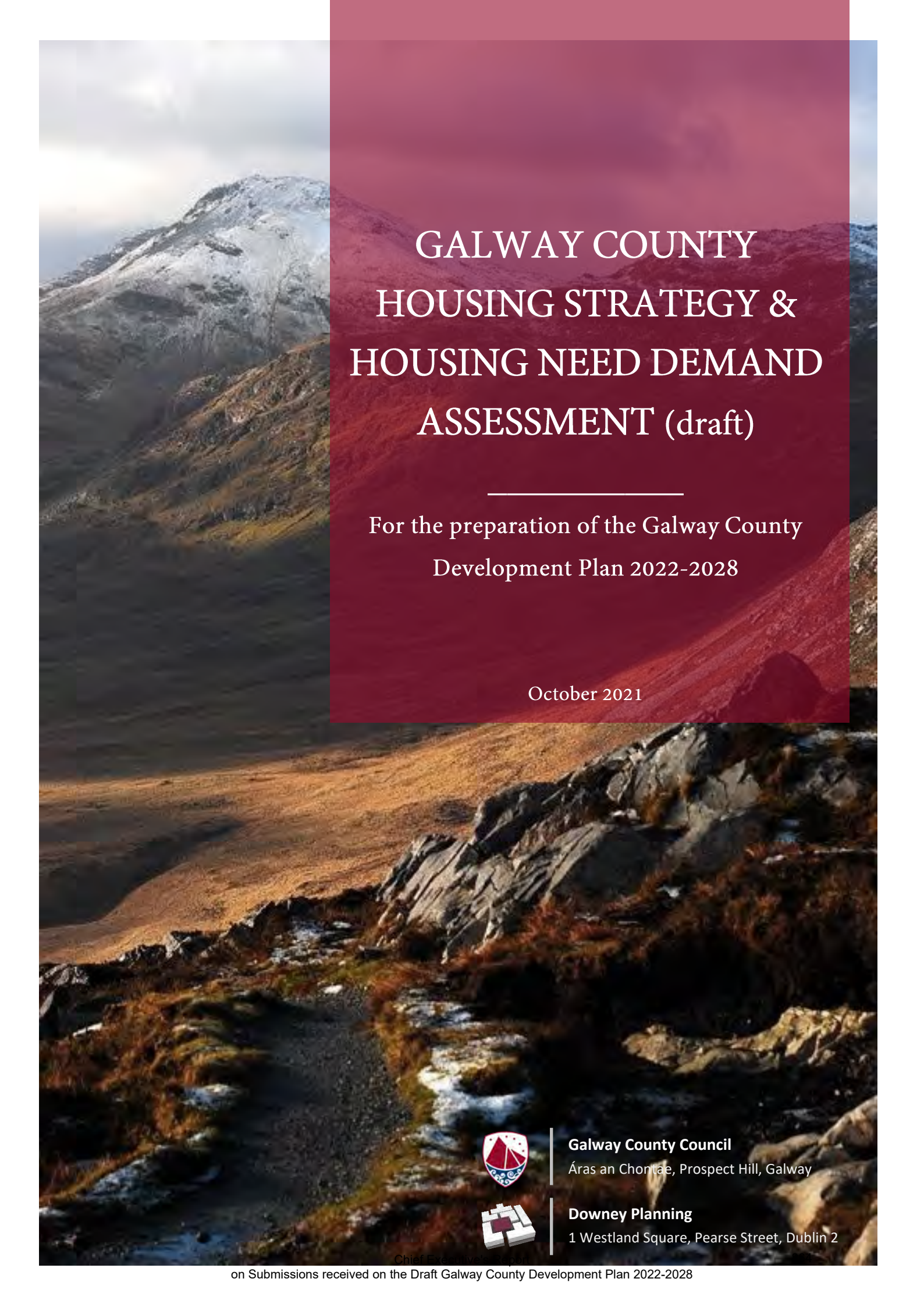
Core Strategy Settlement		Proposed Zoning Residential (R) and Employment (E)		Wastewater Capacity	Water Capacity	Water Service Capital Investment Programme 2020-2024	Road & Transportation requirements of the particular lands	Tier 1 / Tier 2
							greatly enhance safety and connectivity for all road users.	
<b>Glenamaddy</b>	4.8	130		Adequate Capacity	Adequate Capacity		Good Road network. Connectivity to all TC and R1 lands FRS for the Creggs road is required to prevent continuous flooding	Tier 1
<b>Kinvara</b>	7.3	200		Adequate Capacity	Adequate Capacity		Good Road network. Connectivity to all TC and R1 lands LTP being created will greatly enhance safety and connectivity for all road users. The provision of public parking and the implementation of parking restrictions will improve congestion The completion of the Relief road will improve connectivity	Tier 1
<b>Moylough</b>	4.6	125		Adequate Capacity	Adequate Capacity		Good Road network.	Tier 1

Core Strategy Settlement	Proposed Zoning Residential (R) and Employment (E)	Wastewater Capacity	Water Capacity	Water Service Capital Investment Programme 2020-2024	Road & Transportation requirements of the particular lands	Tier 1 / Tier 2
					Connectivity to all TC and R1 lands The requirement for a traffic calming to improve safety	
TOTAL	261.31	16394	512			



**Chief Executive's Report  
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2022 - 2028**

## **Appendix B Housing Strategy and Housing Need Demand Assessment**



# GALWAY COUNTY HOUSING STRATEGY & HOUSING NEED DEMAND ASSESSMENT (draft)

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For the preparation of the Galway County  
Development Plan 2022-2028

October 2021



**Galway County Council**

Áras an Chontae, Prospect Hill, Galway



**Downey Planning**

1 Westland Square, Pearse Street, Dublin 2



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## EXECUTIVE SUMMARY

*The Galway County Council Housing Need and Demand Assessment (HNDA) is an important step in providing a robust, shared and agreed evidence base on housing need and demand to support the Galway County Development Plan 2022-2028 and the pertaining Housing Strategy. It will help inform the Development Plan to consider the scale of house building and to plan for the quantum of land required to deliver this. It will also inform the Galway County Housing Strategy, providing direction to tackle housing need and demand in accordance with strategic priorities for housing and related services.*

*The preparation of the HNDA has been undertaken by Downey Planning supported by the Housing Department and Planning Department of Galway County Council and other research experts.*

*The HNDA estimates the future numbers of additional homes to meet existing and future demand. The HNDA is intended to produce broad, long-run estimates of what future housing need might be, rather than precision estimates. The scale of need and demand for housing in different scenarios are based on a series of variables including household change, changes to income and income distribution and changes in rental and purchase prices for housing amongst other things. This HNDA has investigated a series of different scenarios to gain some insight into both the outputs and the key factors which drive these.*

*Section 1 provides a brief introduction into the Strategy, its core outputs, methodology and data sources used to produce the HNDA. It also discusses quality assurance and equality considerations and presents a short review of the previous Housing Strategy to inform the report. The relevant legislation and policy framework supporting the different aspects of the Strategy are presented within Section 2. Section 3 provides an analysis and trends of the Housing Market Drivers, including demographic trends, population projection and distribution, housing prices and economic trends. A Housing Stock Profile is contained within Section 4, demonstrating both housing and land supply within the County. The determination of housing need and supply over the operational period of the development plan is analysed and discussed in Section 5, projecting and determining the future housing requirements to cover the period between 2022-2028. An analysis of the housing requirements is discussed within Section 6. Having regard to the projected housing requirements and current trends, as well as relevant legislation and policy, Section 7 sets out a number of housing objectives to inform the housing strategy. The document is then concluded in Section 8.*

*It is important to note that the figures presented in the HNDA might require a future revision given the unprecedented circumstances for housing and employment brought forward by the COVID-19 pandemic, which continues to have a significant impact on individuals, society, businesses and the wider economy across the globe. Particular notice should be given to the COVID-19 related impacts, however as the broader economy recovers and responds to the pandemic, the overall economic and demographic climate will face a number of challenges but also see many new opportunities in the medium to long term.*

*While it is too early to assess the full implications of the above circumstances on the housing and economic trends, this HNDA has taken cognisance of previous trends and sudden fluctuations which have affected County Galway throughout a number of Census years and proposes a Housing Strategy which would enable the Council to plan accordingly.*



Section 01.

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INTRODUCTION

## 1.0 INTRODUCTION

### 1.1 Statutory Background

Under Section 94(1)(a) of the Planning and Development Act 2000 (as amended), each Planning Authority “shall include in any development plan a strategy for the purpose of ensuring that proper planning and sustainable development of the area of the development plan provides for the housing of the existing and future population of the area in the manner set out in the strategy.”

This must consider:

- The existing need and the likely future need for housing;
- The need to ensure that housing is available for persons who have different levels of income;
- The need to ensure that a mixture of house types and sizes is developed to reasonably match the requirements of the different categories of households, as may be determined by the Planning Authority, and including the special requirements of elderly persons and persons with disabilities, and;
- The need to counteract undue segregation in housing between persons of different social backgrounds.

In order to ensure that the plan-making system is supported by a robust methodology to inform policies and funding initiatives around housing and associated land requirements, the National Planning Framework (NPF) has introduced a new requirement for each Local Authority to develop a Housing Need Demand Assessment (HNDA). The HNDA will support the preparation of housing strategies and all related housing policy outputs, e.g., city and county development plans, local area plans, traveller accommodation plans, etc.

As outlined in the NPF, the purpose of the HNDA is to:

- Assist local authorities to develop long-term strategic views of housing need across all tenures;
- Provide a robust evidence base to support decisions about new housing supply, wider investment and housing related services that inform an overall national housing profile;
- Inform policies about the proportion of social and affordable housing required, including the need for different types and sizes of provision;
- Provide evidence to inform policies related to the provision of specialist housing and housing related services.

The NPF notes that HNDAs are designed to give broad, long run estimates of what future housing need might be, rather than precision estimates. There are a number of key evidence inputs which inform and drive the HNDA model, as follows:

01



**Demographic trends, affordability trends and wider economic trends.** The use of economic forecasting or econometric work underpins this section. Data requirements include household composition/projections, house prices, rents, number of first-time buyers (FTBs) and loan to value (LTV) mortgage rates, economic activity, and employment rates, etc.

02



**Housing Stock Profile Pressures (and existing need) and management issues.** Undertaking a detailed profile of housing stock and stock pressures, including Local Authority housing, to identify the main pressures relating to supply and demand, ineffective stock, vacancy, and overall condition as well as priorities for future stock management. Information is required on dwelling size, dwelling type, dwelling condition, and stock pressures (occupancy/under occupancy stock turnover, etc).

03



**Estimating Future Housing Need and Demand.** This is broken down into: owner occupation, private sector, below market rent and social rent. Detailed guidance is provided on how to undertake this work, including how and on what evidence to base assumptions on wealth affordability, both in terms of home ownership and the different rental categories.

Therefore, the NPF places a responsibility on Local Authorities to prepare a housing strategy supported by an assessment of housing need and demand. An HNDA provides that assessment.

The HNDA will underpin the following key areas of housing policy and planning:

**Housing Supply Target** - to inform the setting of a Housing Supply Target for use in the Galway County Housing Strategy and Development Plan. The Housing Supply Target sets out the amount and type of housing to be delivered over the plan period from 2022 to 2028.

**Stock Management** - to assist understanding of the current and future demand for housing by size, type, tenure, and location in order to optimise the provision, management and use of stock. This in turn feeds into policy and planning decisions about future stock in the Galway County Housing Strategy.

**Specific Housing Provision** - to inform the provision and use of specific housing needs, social and affordable housing, and housing-related services to enable independent living for all, as expressed in policy in the Galway County Housing Strategy and to inform planning decisions, i.e., land for travellers, care for the disabled and the elderly, etc.

This HNDA provides estimates of future housing need and demand in County Galway over the six-year Development Plan period from 2022 to 2028.



## 1.2 Core Outputs

There are five Core Outputs which can be identified across the HNDA which need to be completed to achieve a robust and credible assessment. Details of the five outputs and their location within the HNDA are summarised as per the table below:

Core Outputs	Section
<p><b>01 Housing Targets</b></p> <p>Reviews the policy documents in the hierarchy of National, Regional, and Local to establish a comprehensive vision of the housing target for County Galway.</p>	<p><b>Section 2:</b> Planning Context</p>
<p><b>02 Key Housing Market Drivers</b></p> <p>Identifies the key factors driving the local housing market. This should consider household formation, population and migration, housing affordability including income, house prices, rent levels, and key drivers of the local and national economy.</p>	<p><b>Section 3:</b> Housing Market Drivers</p>
<p><b>03 An Assessment of the Current Stock and Supply</b></p> <p>Studies the profile of existing housing stock with a focus on different characteristics of the stock, including its composition, tenure, social housing, and housing typology. A further aspect of this part is the supply and the profile of housing pipeline. The assessment also stretches towards the existing resources for providing housing, which in this case includes the land availability</p>	<p><b>Section 4:</b> Housing Stock Profile</p>
<p><b>04 Estimate of Additional Housing Units</b></p> <p>Estimates the additional number of housing units which should be delivered within the time period of the Plan in order to meet the housing needs of the local population.</p>	<p><b>Section 5:</b> Estimating Housing Need and Demand</p>
<p><b>05 Requirement of the Anticipated Housing Market</b></p> <p>Applies the identified trends in population and housing stock from the previous sections to illustrate an indication of the anticipated housing market within the County.</p>	<p><b>Section 6:</b> Analysis of Housing Requirements</p>

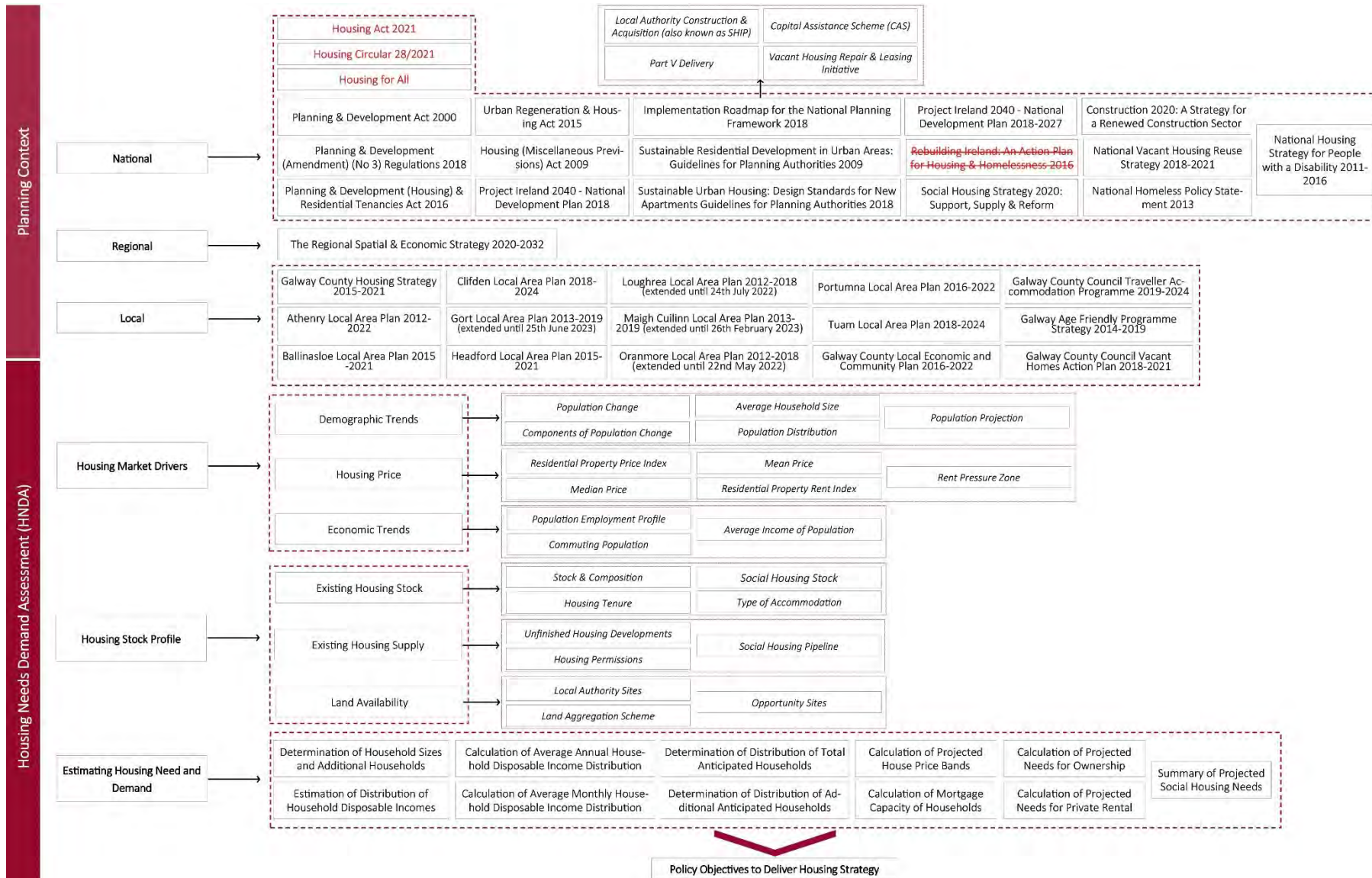


Figure 1. The Structure of the Housing Strategy

### 1.3 Governance and Consultation

The National Planning Framework (NPF) sets out a national vision for Ireland for 2040 and provides the framework and principles to manage future population and economic growth over the next 20 years, including the need for an additional 550,000 homes to cater for an extra 1 million people. In this regard, National Policy Objective (NPO) 37 of the NPF requires each Local Authority to carry out a HNDA in order to correlate and accurately align overall future housing requirements, as an evolution of their existing Housing Strategy requirements under Part V of the Planning and Development Act 2000 (as amended). The HNDA is to be undertaken by local authorities with coordination assistance to be provided by the Regional Assemblies, and also at a metropolitan scale, particularly where inter-county and inter-regional settlement interactions are to be planned for and managed. This HNDA has been prepared by Downey Planning on the behalf of Galway County Council to meet the statutory requirements set out under Section 94 of Planning and Development Act 2000 (as amended).

### 1.4 Methodology and Data Sources

Downey Planning has aimed to undertake the HNDA and present the findings in a clear and methodical manner. It is agreed in principle that secondary data, including statistically robust and validated national data sets would be the preferred choice of data source subject to triangulation and validation where possible. Primary data from the Council's information systems has also been used. A list of guidelines and data sets used in preparation of the following document is as below:

- The StatBank of CSO Census databases;
- AIRO Mapping Resources, including Census Maps and Housing within the Research Themes in the Regional and Local Authority levels;
- Department of the Environment, Heritage and Local Government, and the "Overall Social Housing Provision" to capture the latest statistics on the social housing delivery within the Local Authorities;
- The Department of the Environment, Heritage and Local Government, and "Unfinished Housing Developments - Summary Reports for 2017" & "Resolving Unfinished Housing Developments - 2017 Annual Progress Report on Actions to Address Unfinished Housing Developments";
- The Department of the Environment, Heritage and Local Government, and "Rent Pressure Zones - Ireland";
- The Housing Agency and the "Summary of Social Housing Assessments - 2019";
- The "Residential Property Price Index - August 2020" in the CSO Census databases;
- The "Urban and Rural Life in Ireland 2019 - December 2019" in the CSO Census databases;

- Myhome.ie portal and “Myhome.ie Q3 2020 Property Report in association with Davy”;
- Daft.ie portal and “The Daft.ie Housing Market Report; An Analysis of Recent Trends in the Irish Estate Market for 2020 Q3”;
- Property Services Regulatory Authority and the search portal for “Residential Property Price Register”;
- Residential Tenancies Board and report on “Rent Index Q2 2020”;
- Department of Housing, Planning & Local Government and the “Homelessness Reports January to December 2020”;
- The Department of Housing, Planning and Local Government, and the ‘Homelessness Report May 2020’;
- ESRI’s reports on “Irish house price sustainability: a county-level analysis” and “Budget Perspectives 2018: Paper 2”;
- ESRI’s research work on “Regional Demographics and Structural Housing Demand at a County Level” authorised by Adele Bergin and Abián García Rodríguez, December 2020;
- The Department of Housing, Local Government and Heritage, and the “Housing Supply Target Methodology for Development Planning; Guidelines for Planning Authorities issued under Section 28 of the Planning and Development Act, 2000 (as amended)”, December 2020.

### 1.5 Quality Assurance

The HNDA has been developed in consultation with Galway County Council’s Housing Department and Planning Department, where primary data from the Council’s information systems has also been used. In developing methodologies, e.g., deciding on the scenarios for the HNDA estimates, Downey Planning devised different options and then consulted with experts in data management and analysis for the final decision. This approach creates a robust document with clear and evidence-based guidelines. Section 2.0 of this document comprises a brief assessment of the pertaining existing policy and legislation, thus building the statutory background of the Housing Strategy and HNDA for County Galway. Sections 3.0, 4.0, and 5.0 of the HNDA utilises information from national secondary data sources such as the CSO statistics, population projections, and other government statistical information such as homelessness statistics and social care survey information. These data sources have assurance guaranteed and are consistent across Councils. Within Sections 3.0, 4.0 and 5.0 primary data is also used. This includes information from the Council’s housing management system which provides waiting list, homelessness and letting information. This information was extracted from the system into excel, with relevant data cleansing to ensure data protection. Section 5.0 provides information on the number of future additional housing units needed broken down by tenure. Full details of the scenarios and the reasons why they were chosen are provided in this section.

## 1.6 Equality Considerations

In preparing this HNDA consideration has been given to the requirements of the Equal Status Acts 2000-2018, particularly around evidence on the Specific Housing Provision requirements of local populations which is described in more detail in Section 6.5 of this document. During the course of drafting the HNDA, age, disability, race and sex have been considered as these are the main protected characteristics which have an impact on housing need and demand in relation to Specific Housing Provision.

## 2.0 PLANNING CONTEXT

### 2.1 National Legislation and Policy

#### 2.1.1 Planning and Development Act 2000

Part V of the Planning and Development Act 2000 (as amended) contains requirements for all Planning Authorities to ensure that their Development Plans are consistent with high-level strategic policies and population projections for the country. Planning Authorities are required to prepare and incorporate a Core Strategy that shows that the Development Plan is consistent with national and regional objectives under the National Planning Framework and the relevant Regional Spatial and Economic Strategy. Planning Authorities are also required to prepare and incorporate a Housing Strategy into their Development Plan.

The purpose of the Housing Strategy is to ensure that development provides for the housing needs of the existing and future population of the county/Development Plan area. It is stated that:

*“...each housing strategy should have regard to the proper planning and sustainable development of an area and should be concerned with the overall supply of housing within the Planning Authority.”*

In particular, the Act specifies that the Housing Strategy shall take into account:

- The existing and likely future need for social housing.
- The need to ensure that housing is available for people of different incomes.
- The need to ensure the availability of a mixture of house types and sizes to cater for the requirements of different categories of households, including the special requirements of elderly persons and persons with disabilities.
- The need to counteract segregation in housing between persons of different social backgrounds.

It is required that each Housing Strategy be consistent with high level strategic plans such as the National Planning Framework and the Rebuilding Ireland: Action Plan for Housing and

Homelessness. Planning Authorities are also required to demonstrate how the Housing Strategy aligns with the population projects contained in the Core Strategy and the Regional Spatial and Economic Strategy for the Region.

### 2.1.2 Planning and Development (Amendment) (No. 3) Regulations 2018

There was a legislative update with respect to housing in the form of the Planning and Development (Amendment) (No. 3) Regulations 2018. The Amendment provides that the temporary change of use of certain vacant commercial premises to residential use is exempt from the need to obtain planning permission. The change of use and any related works must occur between 8 February 2018 (when the Regulations came into operation) and 31 December 2021.

There is a requirement for the existing structure or part of the structure, which is subject to the change of use, to be vacant for a period of two years prior to when the development takes place. Other conditions and limitations apply, these include:

- There shall be no more than 9 individual residential units within a building, therefore staying below the Part V social housing threshold.
- No works permitted to protected structures unless a S.57 declaration has issued to indicate the works will not affect the character or elements of the structure which has been identified for protection.
- Works to the ground floor of any structure shall not conflict with an objective in a development plan for the structure to remain in retail use, with the exception of works solely for the provision of on-street access to upper floors.
- The exemption applies to existing buildings that have a current commercial use (with reference to Class 1, 2, 3, and 6 of Part 4 to Schedule 2 of the Planning Regulations).

### 2.1.3 Planning and Development (Housing) and Residential Tenancies Act 2016

The Planning and Development (Housing) and Residential Tenancies Act 2016 provides a legislative basis for measures introduced under the Rebuilding Ireland - An Action Plan for Housing and Homelessness in order to streamline the planning process and accelerate the delivery of new large-scale residential developments and student accommodation units. In so doing, these proposed developments avail of a fast-track application process, whereby applications are submitted directly to An Bord Pleanála.

Under Part 2(3) of the Act the types of developments qualifying as strategic housing developments are listed as follows:

- a) development of 100 or more houses on land zoned for residential use or for a mixture of residential and other uses,
- b) development of student accommodation units which, when combined, contain 200 or more bed spaces, on land the zoning of which facilitates the provision of student accommodation or a mixture of student accommodation and other uses,
- c) development consisting of shared accommodation units that when combined contain 200 or more bed spaces on land the zoning of which facilitates the provision of shared accommodation or a mixture of shared accommodation and other uses,
- d) development containing a mixture of houses, student accommodation or shared living units,
- e) alteration of an existing planning permission granted under S.34 (other than under subsection (3A) where the proposed alteration relates to development specified in paragraph (a), (b), or (c)).

As part of the application process, the applicant engages with the relevant Local Authority and the Board in a Pre-Application Consultation to discuss the proposed development and any issues which may arise. An Bord Pleanála are to issue a decision within a sixteen-week period after receipt of the application. There is no provision for further information requests once the application has been submitted, as well as no provisions for appeals. The Board's decision can thus only be disputed by way of a Judiciary Review.

#### 2.1.4 Affordable Housing Act 2021

In July 2021, the Affordable Housing Act 2021 was published, aiming to address problems associated with the high cost of housing for the portion of the population that do not qualify for social housing. The Bill entitled an Act:

- To provide for the provision of dwellings for the purpose of sale under *affordable dwelling purchase arrangements*;
- To provide for the provision by housing authorities of financial assistance to purchase dwellings under affordable dwelling purchase arrangements;
- To provide for dwellings to be made available on a *cost rental* basis;
- To provide for funding to be made available for the purchase of dwellings in accordance with a *scheme of shared equity*;
- To enable housing authorities to notify the public and assess eligibility and priority in relation to dwellings provided by the *Land Development Agency*;
- To amend the Housing Finance Agency Act 1981, the Housing (Miscellaneous Provisions) Act 1997, the Planning and Development Act 2000, the Housing (Miscellaneous Provisions) Act 2009 and the Housing (Miscellaneous Provisions) Act 2014; and

- To provide for related matters.

### ***Affordable Dwelling Purchase Arrangements***

Part 2 of the Act provides for Affordable Dwelling Purchase Arrangements. Section 5 highlights three types of dwellings which these arrangements apply to:

- (a) a dwelling made available by a housing authority under Section 6 of the Act;
- (b) a dwelling to which an agreement is made under Part V of the Planning and Development Acts applies and that dwelling is being made available for sale; or
- (c) an open market dwelling.

The Act states that a housing authority may enter into arrangements with an Approved Housing Body, the Land Development Agency and public private partnerships. Money provided by the Oireachtas may be used towards the cost of making these types of dwellings available. A housing authority must have regard to its housing services plan when performing these functions.

The public will be notified before a dwelling is made available for the purpose of sale to applicants. Before notifying the public, a housing authority must create a scheme of priority highlighting the order of priority to be accorded to eligible applicants. The Minister may provide regulations for matters which should be included in this priority list.

Under section 10 of the Act, an eligibility assessment should be carried out by a housing authority when an application is made. Areas which will be reviewed includes an individual's financial situation, any interest in other properties and the right to reside in the State. The Minister may make regulations providing for the following:

- (a) the price to be paid by the eligible applicant; and
- (b) the amount of the affordable dwelling contribution.

Section 11 details some considerations to be taken into account by a housing authority in terms of priority given to applicants for the scheme.

### ***Cost Rental***

Part 3 of the Act introduces the concept of cost rental and provides a statutory footing for such schemes. Cost rental is the provision of rental accommodation with the rent directly linked to the cost of provision over a defined period. It looks to bring rents to affordable levels for tenants. Affordable rent is the concept that a discount will be applied to annual rents and not set at market rent.



Section 29 of the Act explains the following key phrases:

*“Cost rental designation” means a designation of a dwelling as a cost rental dwelling under the seal of the Minister;*

*“Cost rental dwelling” refers to a dwelling specified in a cost rental designation;*

*“Cost rental period”, in relation to a cost rental dwelling, means the period beginning on the date on which the cost rental designation specifying the dwelling is sealed by the Minister and ending on the date specified in the cost rental revocation; and*

*“Cost rental tenancy” means a residential tenancy of a cost rental dwelling.*

Under section 30, the owner of a property may apply to the Minister to designate their property as a cost rental dwelling. Section 31 highlights that if the Minister wishes to designate a dwelling as a cost rental dwelling, they must provide the owner with documentation which informs them about several items such as the minimum period and the maximum rent which may be sought from a tenant.

Section 32 demonstrates how the letting of cost rental properties shall take place. The landlord of a cost rental dwelling may only enter into a tenancy agreement with the tenant. They must ensure they lease the property in a transparent manner and adhere to the terms in accordance with the cost rental designation.

Section 41 reveals that the State may grant the Housing Agency loans for Approved Housing Bodies to develop or make provisions for properties to be designated as cost rental dwellings. The State must give prior written consent before the Housing Agency can provide such loans. Pursuant to Section 41(13) regulations may be created which will explain the duration, percentage, conditions, and the manner in which the loans will be handled.

### ***Provision of Funding to Purchase Equity Share in Dwellings***

Part 4 of the Act governs the provisions for the Purchase Equity Share scheme. Pursuant to Section 42 of the Act, the State may contribute towards a special purpose vehicle established to provide funds to assist individuals in the purchase of shared equity properties. A memorandum of agreement made between the Minister and such special purpose vehicle may provide for certain conditions, including persons who are eligible to purchase a dwelling under the scheme and interest rates to be charged.

Under the scheme, the State may take up to 30% equity in a property. There are certain conditions that will be attached to this scheme that include, but are not limited to, the following:

- The property must be a new home; and
- The purchaser must be a first-time buyer.

After the State takes its equity share, the owner of the property will likely take out a mortgage with a bank on the remainder. The equity charge in favour of the State will then rank second to that mortgage.

The Act also provides mechanics for parties to buy out the equity share provided certain conditions are met.

### ***Arrangements Between Housing Authority and Land Development Agency***

Part 5 of the Act details the interaction between the Land Development Agency and housing authorities in circumstances where the Land Development Agency is to make dwellings available. It provides the criteria for which the housing authority must notify the public before the Land Development Agency makes dwellings available for sale. The housing authorities will then determine the eligibility and priority of applicants for dwellings to be sold by the Land Development Agency, and the relative priority to be afforded to applicants in accordance with Sections 10 and 11 of the Act respectively.

#### **2.1.5 Housing Circular 28/2021 on Affordable Housing Act 2021 - Part V Requirements**

Coming to effect from 3<sup>rd</sup> September 2021, the Housing Circular 28/2021, amends Part V of the Planning and Development Act 2000. The Programme for Government contained commitments in relation to expanding Part V to encompass affordable purchase and cost rental units and introducing affordable homes requirements to Part V. Part 6 of the Affordable Housing Act 2021, which was enacted on 21 July 2021, gives effect to this commitment.

The principal change to Part V effected by these amendments is to increase the Part V contribution for new housing developments from up to 10% for social housing to a mandatory 20% requirement, at least half of which must be applied to social housing provision and up to half of which may be applied to affordable and cost rental housing.

It is noted that these changes to Part V primarily apply to land purchased on or after 1 August 2021. Any new planning permissions for housing development on that land will have a 20% Part V requirement. However, a 10% Part V requirement will apply where land already has planning permission or was purchased between 1 September 2015 and 31 July 2021 and planning permission is granted before 31 July 2026.

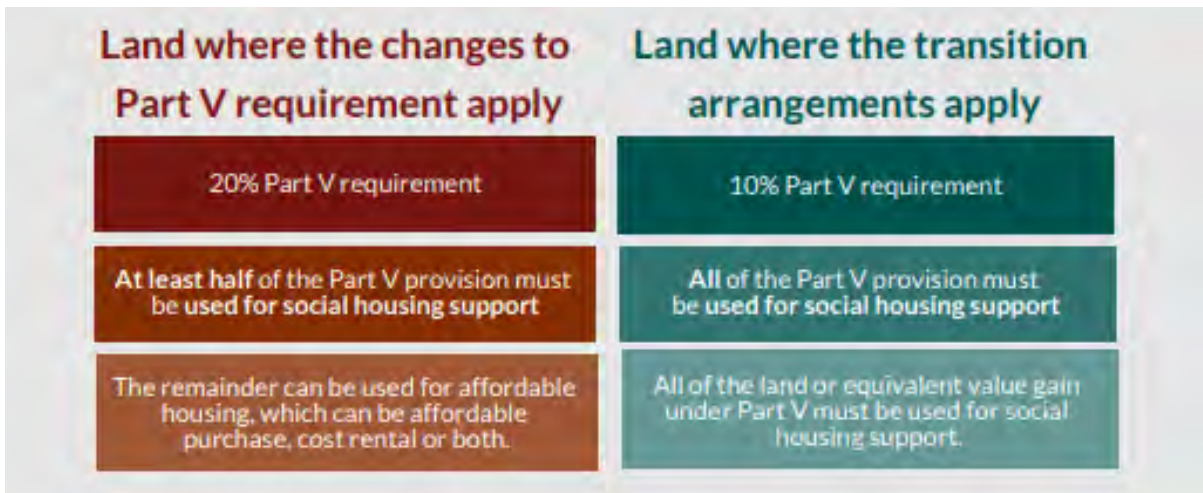


Figure 2. Implication of Amendments to Part V (source: Housing Agency)

One provision of these amendments in relation to the Housing Strategies is as the following:

- Housing Strategies within local authority development plans must in future include an estimate of how much social, affordable purchase, and cost rental housing is required in the area.
- The Housing Strategy must specify a percentage (not more than 20%) of land to be reserved for the delivery of social, and, if applicable, affordable, and cost rental housing under Part V.
- Where there is a Housing Strategy already in place, the local authority chief executive must estimate the affordable purchase and cost rental requirements for demand inclusion in the strategy.

Therefore, outside the transition arrangements, local authorities are now entitled to 20% of the land or the equivalent value gain under Part V. However, it also ascertains that:



Figure 3. Breakdown of 20% Part V Provision (source: Housing Agency)

There are also amendments to wording of section 96(3)(a) means that the Part V requirement is the full 20% in all local authority areas (subject to transition).

Section 96(3)(a):

*“(a) Subject to paragraphs (b) **and (j)**, an agreement under this section shall provide for the transfer to the planning authority of the ownership **of 20 per cent** of the land that is subject to the application for permission for the provision of housing referred to in section 94(4)(a).”*

Section 96(3)(b):

*(b) “Instead of the transfer of land referred to in paragraph (a)... an agreement under this section may provide for...”, onsite housing, offsite housing, leasing or a combination of one or more options or land. “but, subject, in every case, to the provision that is made under this paragraph resulting in the aggregate of the net monetary value of the property transferred, or the reduction in rent payable over the term of a lease. by virtue of the agreement being **equivalent to the net monetary value...**, of the land that the planning authority would receive if the agreement solely provided for a transfer of land under paragraph (a)”.*

Section 96(3)(j):

*(j) “Where-*

*i. the permission is granted before 1 August 2021 [3 September 2021], or*

*ii. the permission is granted during the period beginning on 1 August 2021 [3 September 2021] and ending on 31 July 2026 **and the land to which the application for permission relates was purchased by the applicant, or the person on whose behalf the application is made, during the period beginning on 1 September 2015 and ending on 31 July 2021,***

*the reference to “20 per cent of the land” in paragraph (a) shall be read as “10 per cent of the land” and the reference in paragraph (bb) to “at least half of the aggregate of the net monetary value” shall be read as “all of the aggregate of the net monetary value.”*

Moreover, the exempted development size in section 97 has been reduced from less than 10 units to less than 5 units (essentially reversing the 2015 amendment). The section has also been amended to clarify that it is only where a certificate of exemption granted to a developer in respect of the same site or land in its vicinity is still in force that another application cannot be granted.

### 2.1.6 Housing for All; a New Housing Plan for Ireland - September 2021

“Housing for all; a New Housing Plan for Ireland” is the recent government’s housing plan released on 2<sup>nd</sup> September 2021 to replace the “Rebuilding Ireland Strategy” launched in 2016.

This is an expansive, multi-annual, multi-billion euro housing plan demonstrating the existing challenges all sectors are facing, and setting out a roadmap for the transformation of Ireland's housing system to achieve a steady supply of housing in the right locations with economic, social, and environmental sustainability built into the system over the next decade and up to 2030.

The Housing for All contains 213 separate actions under four separate pathways aimed at achieving the following objectives:

- Supporting homeownership and increasing affordability;
- Eradicating homelessness, increasing social housing delivery, and supporting social inclusion;
- Increasing new housing supply; and
- Addressing vacancy and efficient use of existing stock.

As per, each local authority will have to prepare a *Housing Delivery Action Plan* to include social and affordable housing delivery by December 2021.

There are significant targets to be reached for local authorities. The strategy includes targeting vacant stock, a new towns fund to renovate properties in town centres - Croi Conaithe, reviewing vacant property tax and CPO powers. New supply of social housing will be required supported by increased funding and prioritization of funding and schemes through Irish Water.

In order to achieve these overarching objectives, the Plan will require the public and private sector to work together to reach the overall target of 300,000 homes by 2030, the breakdown of which is as follows:

- 170,000 homes for the private market;
- 90,000 social housing units;
- 36,000 affordable housing units; and
- 18,000 cost rental properties.

It is noted that in this spectrum, two new affordable purchase schemes have been introduced:

The "*Local Authority Affordable Purchase Scheme*": This scheme will involve Local Authorities delivering, or facilitating the delivery of, new homes in areas where affordability challenges have been identified. The provisions of this scheme have been placed on a statutory footing in the Act and will see homes being provided to primarily first-time buyers at reduced rates. The aim is to make homes available at average purchase prices of €250,000 across the country. In practice this will see a subsidy of up to €100,000 (depending on location and need) being provided towards the cost of a home. The Local Authority will then retain a variable equity stake linked to the open market value of up to 30% in the home, which the homeowner can either choose to buyout at a later date, or the local authority will redeem it when the home is sold or transferred; and

The “*First Home Scheme*”: This scheme will be nationally available and will see the State partner up with the banking sector to support first time buyers to buy a home in a private development by taking an equity stake in the home equivalent to the level of funding provided. An area-based ceiling price for houses and apartments, based on open market prices, will be set and up to 20% equity support will be available to purchase these homes (30% if the Help to Buy scheme is not utilised). The specific functioning of this will see no service charge being applied to the equity stake for the first five years, with a modest annual charge to be applied thereafter.

In terms of rental housing market, the roll-out of cost rental has been introduced in the Plan. This tenure rents charged only cover the cost of developing, financing, managing, and maintaining the homes. The intention is that households with a moderate income will be able to avail of rental accommodation at least 25% below the market value.

In order to reach the above lofty goals the State intends to spend €4 billion a year to 2030 on various State interventions and capital investments.

### ***Housing for all - Q3 2021 Progress Report***

This is the first quarterly progress report under Housing for All, the Government’s housing plan. The plan’s main objective is to increase the supply of housing to an average of 33,000 housing units per year over the next decade. The plan contains a range of measures to increase availability and affordability of housing, and to create a sustainable housing system into the future.

Outlined in the progress report, the number of new dwelling completions for the second quarter of the year was 5,021, up 4.6% on the most recent comparable pre-Covid period in 2019. The data also shows an increase in completions across all dwelling types, with apartment completions having more than doubled on the same period in 2019. The data also indicates a strong supply pipeline with almost 16,000 commencements between April and July 2021 following the full reopening of the construction sector, and 11,150 units granted planning permission in Q2 2021, a 16.6% increase compared with pre-pandemic levels in Q2 2019 (9,566).

The data also points to continuing challenges, not least inflation, with the most recent Residential Property Price Index indicating that residential property prices increased by 10.9% nationally in the year to August. Further house price inflation can be expected in the short-term, as the global economy recovers, and supply levels rebalance. Narrowing the gap between supply and demand through the implementation of measures outlined in Housing for All will ultimately result in a moderation of prices and provide greater certainty to buyers and the sector alike.

The Government's focus on increasing housing supply was also evident in the recent announcement of Budget 2022. Next year will see Exchequer funding of €4 billion being made available to deliver 9,000 new-build social homes and ensure 4,100 homes are made available for affordable purchase and Cost Rental. This record investment will happen in parallel with major measures and reforms committed to under Housing for All. Budget 2022 also extended the Help to Buy Scheme for first time buyers to end-2022 in support of homeownership and announced tax reforms in respect of vacant land which will play an important role in increasing housing supply at a time when many sites could deliver much needed residential development

### 2.1.7 Urban Regeneration and Housing Act 2015

~~Under Part V Section 94(4)(c) of the Planning and Development Act 2000 there is a social housing requirement of up to 10% which planning authorities must apply to planning permission for housing on lands zoned for residential use, or for a mixture of residential and other uses, where there is an excess of 9 units on the lands as part of the proposed development.~~ The statutory context for the provision of social and affordable housing has changed under the Urban Regeneration and Housing Act 2015 which amended the Planning and Development Act 2000. The amendments include an adjustment in the threshold for the social housing requirement and ways of meeting this obligation where social housing is not provided on site.

As it stands, the delivery options for Part V include:

- Transfer of ownership of lands which are subject to the application for permission to a Local Authority for the provision of social **and affordable** housing.
- Transfer of ownership to the Local Authority, or persons nominated, of completed social **and affordable** housing units on the land which is subject to the application for permission.
- Transfer of ownership to the Local Authority, or person nominated, of completed social **and affordable** housing units on other land within the functional area of the Local Authority, not subject to the application for permission, which the developer can acquire for this purpose.
- A grant to the Local Authority of a lease of houses on the land subject to the application for permission or any other land within the functional are of the Local Authority; and,
- A combination of the Part V options outlined above.

The Urban Regeneration and Housing Act 2015 also introduced a vacant site levy, providing local authorities the power to apply levies to property owners who do not take steps to develop

vacant and under-utilised premises in areas identified for priority development under the relevant Development Plan, i.e., residential or regeneration lands.

### 2.1.8 Housing (Miscellaneous Provisions) Act 2009

The Housing (Miscellaneous Provisions) Act 2009 amends and extends the Housing Acts 1966 to 2004 to provide local authorities with a framework for a more strategic approach to the delivery and management of housing services. This framework provides for the adoption of housing services plans, homelessness action plans and anti-social behaviour strategies; for new, more objective methods of assessing need and allocating housing; and for a more effective management and control regime covering tenancies, rents, etc. The framework also comprises a more developed legislative basis for the provision of rented social housing by means of leasing or contract arrangements with private accommodation providers, as well as expanded opportunities for home ownership by lower-income households through an incremental purchase scheme and a tenant purchase scheme for apartments. This is to be provided by the Local Authority on lands within the functional area of that Local Authority.

### 2.1.9 Project Ireland 2040 - National Planning Framework 2018

The National Planning Framework (NPF) is a high-level strategy that will shape growth and development in Ireland out to the year 2040. The NPF draws upon lessons learned from the National Spatial Strategy 2002-2022 and provides a framework for the sustainable development of Ireland's existing settlements, as an alternative to an uncoordinated 'business as usual' approach to development.

The NPF contains a number of National Policy Objectives that support the delivery of residential development at a suitable location and scale to achieve an overall target of 550,000 additional households nationwide by 2040.

The achievement of National Policy Objectives at a County level will be underpinned by the development of a Housing Need Demand Assessment (HDNA) by each Local Authority. A HDNA is defined as a *"database which allows local authorities to run a number of different scenarios to inform key decisions on housing need and supply"*. They will provide long-term estimates of future housing needs to support the preparation of Housing Strategies and inform housing policy outputs. The NPF lists a number of key evidence inputs that will inform and drive the HDNA model, based around:

- Demographic trends, affordability trends and wider economic trends.
- Housing Stock Profile Pressures, existing need and management issues.
- Estimate future housing need and demand.



A number of objectives set out in the NPF are relevant, including:

**National Policy Objective 32:** *To target the delivery of 550,000 additional households to 2040.*

**National Policy Objective 33:** *Prioritise the provision of new homes at locations that can support sustainable development and at an appropriate scale of provision relative to location.*

**National Policy Objective 35:** *Increase residential density in settlements, through a range of measures including reductions in vacancy, re-use of existing buildings, infill development schemes, area or site-based regeneration and increased building heights.*

**National Policy Objective 37:** *A 'Housing Need Demand Assessment' (HNDA) is to be undertaken for each Local Authority Area in order to correlate and accurately align future housing requirements. The HNDA is:*

- to be undertaken by Local Authorities with coordination assistance to be provided by the Regional Assemblies, and also at a Metropolitan scale, particularly where inter-county and inter-regional settlement interactions are to be planned for and managed;
- to primarily inform housing policies, housing strategies and associated land use zoning policies as well as assisting in determining where new policy areas or investment programmes are to be developed;
- and to be supported, through the establishment of a coordination and monitoring unit to assist Local Authorities and Regional Assemblies in the development of the HNDA (DHPLG, Regional Assemblies and the Local Authorities). This will involve developing and coordinating a centralised spatial database for Local Authority Housing data that supports the HNDA being undertaken by Local Authorities.

### 2.1.10 Implementation Roadmap for the National Planning Framework (July 2018)

The Implementation Roadmap for the National Planning Framework (July 2018) highlights the Government's focus on achieving alignment between national, regional and local planning policy and practice. It addresses issues around the legal status of the NPF and provides transitional population projections for the period up to 2031 (as set out in Chapter 2 Core Strategy). It also sets out mechanisms to ensure that Development Plans will broadly align with the NPF and RSES's to address the six-year period up to 2026/2027 (from 2020/2021).

Considering this, 2026-2027 will allow the assessment of the first full round of Development Plans prepared in accordance with the NPF and the RSES. This assessment will coincide with several other key dates, with 2026 being a Census year and 2027 will see the review of the ten-

year National Development Plan. It is further noted that Development Plans approved in 2020/21 will commence reviews in 2025/2026 and so require demographic data for the six-year period beyond to 2031.

The Roadmap provides transitional population projections for these milestones at a regional and County scale, in order to inform Development Plans for the period 2026 and 2031. The transitional population projections for the Northern and Western Region are listed in Table 2.1 below. For the purposes of this Development Plan (2022-2028), figures up to 2028 are also considered in subsequent sections.

Table 1. Transitional Regional and County Population Projections to 2031 for the Northern and Western Regional Assembly

Regions & Counties	2016	2026	2031
<b>North-west</b>			
Donegal	159,000	173,500-176,500	179,500-183,500
Sligo	65,500	71,500-72,500	74,000-75,500
Leitrim	32,000	35,000-35,500	36,000-37,000
<b>Mid-west</b>			
<b>Galway</b>	<b>258,000</b>	<b>300,000-308,500</b>	<b>322,000-334,500</b>
Mayo	130,500	142,000-144,500	147,000-150,500
Roscommon	64,500	70,500-71,500	73,000-74,500
<b>Border</b>			
Cavan	76,000	83,000-84,500	86,000-88,000
Monaghan	61,500	67,000-68,000	69,000-71,000
<b>Total</b>	<b>847,000</b>	<b>942,500-986,500</b>	<b>961,500-1,014,500</b>

Source: Implementation Roadmap for the National Planning Framework, Appendix 3, pg. 15

### ~~2.1.11 Project Ireland 2040 – National Development Plan 2018-2027~~

~~The National Development Plan proposes the creation of a new land management agency. This ‘National Regeneration and Development Agency’ will be established to work with local authorities, public bodies and the business community, harnessing public lands as catalysts to stimulate regeneration and wider investment.~~

~~In terms of social housing, the National Development Plan will, through a planned capital investment of over €4.2 billion, support the delivery of some 40,000 new social housing homes by 2021. Direct Local Authority build, acquisitions, rejuvenation of formerly empty homes and provision by housing bodies are identified as the chief delivery mechanisms. By 2021, 12,000~~

~~social housing homes will be made available annually by Local Authorities and approved housing bodies for social housing.~~

~~This level of provision is to be maintained over the remainder of the period of the National Development Plan, resulting in 112,000 households having their housing needs met in a social housing home by 2027. The NPF warns against the intensification of social housing properties in areas that are already dense with social housing and advocates the development of diverse neighbourhoods with a healthy balance of public and private housing.~~

### 2.1.11 Project Ireland 2040 - National Development Plan 2021-2030

Project Ireland 2040 National Planning Framework (NPF), which sets the overarching spatial strategy for the next twenty years, includes the National Development Plan, which sets out the ten year investment strategy. The recent Review of the NDP was led by the National Investment Office in the Department of Public Expenditure and Reform and was structured in two phases with associated outputs. The review was founded upon a strongly evidence based approach, building upon the extensive data and analyses that have been produced by the NIO and by the work of IGEES and other policy units across other Government Departments and agencies, including other newly commissioned and targeted research.

Outlined in the NDP, the key achievements of NPF over 2018-2021 and in relation to housing includes delivery of over 63,000 homes and 26,256 new social housing homes. To underpin NPF population targets, a detailed assessment of structural housing demand identifies demand for almost 400,000 new homes in Ireland between 2020 and 2031, or 33,000 new homes per annum. At city and county level, this is broken down to form a Housing Supply Target (HST) for each local authority area, to guide planning for future development. It also forms the basis for a 'Housing Need and Demand Assessment' (HNDA) process, to identify housing need by tenure type.

The NPF housing supply target has been refined to reflect recent (2020) ESRI research based on NPF population growth, taking into account both existing demand and a legacy of undersupply to date. There is now a need to accommodate around 600,000 new households by 2040, with the Department of Housing planning to deliver an average of 33,000 homes per annum to 2030 including an average of 10,000 new social homes each year and an average of 6,000 affordable homes each year.

Set out in the NDP, public capital investment must, as a top priority, support the delivery and location of the homes that society will need over the next decade and beyond, while also ensuring that in the future the pattern of housing development underpins the development of more compact higher-density cities, towns and other areas. It is also a priority to enable infill development, with up to 50% of future housing in our cities and major urban centres and 30%

elsewhere to be provided within existing built-up areas serviced by existing facilities and along high-capacity public transport corridors.

### 2.1.12 Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities (2018)

The Sustainable Urban Housing: Design Standards for New Apartments build on the content of the 2015 apartment guidance, much of which remains valid, particularly with regard to design quality safeguards such as internal space standards for apartments, internal storage and amenity space. The main difference relates to the need to move towards higher density and more sustainable forms of living within Ireland's urban areas, to which apartment living is deemed essential as it is *"critical to ensure that apartment living is an increasingly attractive and desirable housing option for a range of household types and tenures"*. The Guidelines also recognise the importance of the challenge in meeting the housing needs of a growing population in Ireland's key cities, thus following the direction of travel outlined in the National Planning Framework.

As stated in the Guidelines, *"aspects of previous apartment guidance have been amended and new areas addressed in order to:*

- *enable a mix of apartment types that better reflects contemporary household formation and housing demand patterns and trends, particularly in urban areas;*
- *make better provision for building refurbishment and small-scale urban infill schemes;*
- *address the emerging 'build to rent' and 'shared accommodation' sectors; and,*
- *remove requirements for car-parking in certain circumstances where there are better mobility solutions and to reduces costs."*

The Guidelines also state that Development Plans must consider the need to increase housing supply in a sustainable manner and to ensure that a greater proportion of housing development takes place within its existing built-up areas. The need for consistency and flexibility between statutory plans and using different forms of housing is supported by strong evidence of the need to facilitate a mix of apartment types that better reflects household formation and housing demand. This is particularly relevant where a comprehensive HNDA has not been undertaken. In this regard, the following Specific Planning Policy forms part of the guidelines:

**Specific Planning Policy Requirement 1** - *"Apartment developments may include up to 50% one-bedroom or studio type units (with no more than 20-25% of the total proposed development as studios) and there shall be no minimum requirement for apartments with three or more bedrooms. Statutory development plans may specify a mix for apartment and other housing*

*developments, but only further to an evidence based Housing Need and Demand Assessment (HNDA), that has been agreed on an area, county, city or metropolitan area basis and incorporated into the relevant development plan(s)."*

The production of an HNDA provides local authorities with an updated and evidenced base, which allows the Local Authority to appropriately determine and plan for the relevant housing needs (including household compositions) within their administrative area for the period of the pertaining Development Plan.

### 2.1.13 Sustainable Residential Development in Urban Areas - Guidelines for Planning Authorities (2009)

The Sustainable Residential Development in Urban Areas - Guidelines for Planning Authorities reviews and updates the Residential Density Guidelines (1999), and its aim is to assist both planning authorities and developers in meeting certain standards in the design of residential development. The main objective of these Guidelines is to produce high-quality sustainable developments through providing:

- Quality homes and neighbourhoods;
- Places where people actually want to live, to work and to raise families; and,
- Places that work - and will continue to work - and just for us, but for our children and for our children's children.

The Guidelines state that sustainability is about the integration of schools, community facilities, employment, transport, and amenities with the housing development process in a timely, cost-effective way.

The aim of the Guidelines is to set out the key planning principles which should be reflected in development plans and local area plans and which should guide the preparation and assessment of planning applications for residential developments in urban areas. These planning principles relate to: Settlement Hierarchy, Urban Form, Anticipating Future Needs, Strengthening Community, and Landscape Character.

### 2.1.14 Urban Development and Building Heights Guidelines for Planning Authorities (2018)

The 'Urban Development and Building Heights, Guidelines for Planning Authorities' are intended to set out national planning policy guidelines on building heights in relation to urban areas, building from the strategic policy framework set out in the National Planning Framework 2040 (NPF). This document recognises that in recent years local authorities, through the statutory plan processes, have begun to set generic maximum height limits. However, such

limits if inflexibility and unreasonably applied, can undermine national policy objectives to provide more compact urban forms as outlined in the National Planning Framework and instead can continue unsustainable patterns of development.

These Guidelines reinforce that, *“a key objective of the NPF is therefore to see that greatly increased levels of residential development in our urban centres and significant increases in the building heights and overall density of development is not only facilitated but actively sought out and brought forward by our planning processes and particularly so at local authority and An Bord Pleanála levels.”*

The document states that it is critically important that development plans identify and provide policy support for specific geographic locations or precincts where increased building height is not only desirable but a fundamental policy requirement. Locations with the potential for comprehensive urban development or redevelopment should be identified where, for example, a cluster of higher buildings can be accommodated as a new neighbourhood or urban district or precinct.

Section 1.10 of the Guidelines state that the rationale *“for consolidation and densification in meeting our accommodation needs into the future must also be applied in relation to locations that development plans and local area plans would regard as city and town centre areas”*. It continues, *“in such areas, it would be appropriate to support the consideration of building heights of at least 6 storeys at street level as the default objective, subject to keeping open the scope to consider even greater building heights by the application of the objectives and criteria laid out in Sections 2 and 3 of these guidelines, for example on suitably configured sites, where there are particular concentrations of enabling infrastructure to cater for such development, e.g., very significant public transport capacity and connectivity, and the architectural, urban design and public realm outcomes would be of very high quality.”*

Section 1.11 states *“these guidelines therefore set out national planning policy that:*

- *Expand on the requirements of the National Planning Framework; and*
- *Applies those requirements in setting out relevant planning criteria for considering increased building height in various locations but principally (a) urban and city-centre locations and (b) suburban and wider town locations.”*

The following Special Planning Policy Requirements are contained within the Guidelines:

**Specific Planning Policy Requirement 1** – *“In accordance with Government policy to support increased building height and density in locations with good public transport accessibility, particularly town/city cores, planning authorities shall explicitly identify, through their statutory plans, areas where increased building height will be actively pursued for both redevelopment, regeneration and infill development to secure the objectives of the National Planning Framework and*

*Regional Spatial and Economic Strategies and shall not provide for blanket numerical limitations on building height.”*

**Specific Planning Policy Requirement 2** – *“In driving general increases in building heights, planning authorities shall also ensure appropriate mixtures of uses, such as housing and commercial or employment development, are provided for in statutory plan policy. Mechanisms such as block delivery sequencing in statutory plans could be utilised to link the provision of new office, commercial, appropriate retail provision and residential accommodation, thereby enabling urban redevelopment to proceed in a way that comprehensively meets contemporary economic and social needs, such as for housing, offices, social and community infrastructure, including leisure facilities.”*

**Specific Planning Policy Requirement 3** – *“It is a specific planning policy requirement that where;*

- (A) 1. An applicant for planning permission sets out how a development proposal complies with the criteria above, and*
- 2. the assessment of the planning authority concurs, taking account of the wider strategic and national policy parameters set out in the National Planning Framework and these guidelines;*

*then the planning authority may approve such development, even where specific objectives of the relevant development plan or local area plan may indicate otherwise.*

- (B) In the case of an adopted planning scheme the Development Agency in conjunction with the relevant planning authority (where different) shall, upon the coming into force of these guidelines, undertake a review of the planning scheme, utilising the relevant mechanisms as set out in the Planning and Development Act 2000 (as amended) to ensure that the criteria above are fully reflected in the planning scheme. In particular the Government policy that building heights be generally increased in appropriate urban locations shall be articulated in any amendment(s) to the planning scheme*

- (C) In respect of planning schemes approved after the coming into force of these guidelines these are not required to be reviewed.”*

**Specific Planning Policy Requirement 4** – *“It is a specific planning policy requirement that in planning the future development of greenfield or edge of city/town locations for housing purposes, planning authorities must secure:*

1. *The minimum densities for such locations set out in the Guidelines issued by the Minister under Section 28 of the Planning and Development Act, 2000 (as amended), titled “Sustainable Residential Development in Urban Areas (2007)” or any amending or replacement Guidelines;*
2. *A greater mix of building heights and typologies in planning for the future development of suburban locations; and*
3. *Avoid mono-type building typologies (e.g. two storey or own-door houses only), particularly, but not exclusively so in any one development of 100 units or more.”*

### ~~2.1.12 Rebuilding Ireland – An Action Plan for Housing and Homelessness (2016)~~

~~Rebuilding Ireland – An Action Plan for Housing and Homelessness specifically provides a multi-stranded approach to achieving key housing objectives, including to significantly increase the supply of social housing, to increase the housing build numbers by 2020, to service all tenure types, and to tackle homelessness. The Plan is designed to put in place the necessary financing, regulatory, governance and resource mechanisms and initiatives to accelerate the delivery of all types of housing supply – private, social, and rental sector in places of high demand and acute shortage. The plan sets out five pillars for which a series of actions are planned to address the challenges presented by Ireland’s disjointed housing sector as follows: 1. Address homelessness, 2. Accelerate social housing, 3. Build more homes, 4. Improve the rental sector, and 5. Utilise existing housing.~~

~~The Plan places focuses on the rental sector and the implications this might have for the tenure choices offered in bringing new schemes to the market. A declining rate of home ownership, decreasing household size, a growing population influenced by high inward migration rates, and increasing rates of new household formation are all identified as factors pointing to the growth of the rental sector and the increased role it is likely to play into the future. Importantly, there is also a notable change in terms of the public’s attitude to the rental sector with it becoming increasingly recognised as a long-term tenure option. The Action Plan notes that a strong rental sector supports a mobile labour market “better able to adapt to new job opportunities and changing household circumstances” and is suited to accommodating a range of households – including mobile professionals, students and indeed lower-income households.~~

~~Under the Action Plan, targeted social housing supply was increased to 47,000 units from the provision set out in the Social Housing Strategy 2020 (which set a commitment for 35,600 new units between 2015-2020) over the period 2016 to 2021 (at which stage some 10,000 units will be delivered on an annual basis).~~



Furthermore, the Action Plan pledged to support the enhanced role of existing initiatives for Social Housing delivery and also introduced a number of new initiatives and schemes, as follows:

***Local Authority Construction & Acquisition, also known as the Social Housing Investment Programme (SHIP)***

To provide funding to local authorities for the provision of social housing by means of construction and acquisition. It also covers expenditure under the RapidBuild Housing Programme, Part V acquisitions, Land Aggregation Scheme, and the Special Resolution Fund for unfinished housing developments.

***Capital Assistance Scheme (CAS)***

To provide essential funding to Approved Housing Bodies (AHBs) for the provision of accommodation for persons with specific categories of housing need such as Homeless and Older Persons, People with Disabilities, Returning Emigrants and Victims of Domestic Violence.

***Vacant Housing Repair and Leasing Initiative***

This scheme enables local authorities, having identified appropriate vacant privately owned properties in their functional areas, to provide upfront financial assistance to meet reasonable renovation works and to enter into long term lease arrangements with property owners. Renovation costs will be recouped from rent over an agreed period.

***Part V Delivery***

The Action Plan sets out a commitment to ensure adequate resources are made available to both local authorities and Approved Housing Bodies, to allow them to purchase or lease newly built private dwellings to the fullest extent envisaged by Part V of the Planning and Development Act 2000. In addition, where appropriate, the leasing of additional privately developed dwellings beyond the extent envisaged by Part V is supported. Furthermore, the upfront purchase of the Part V social housing requirement will be facilitated, subject to the introduction of strict controls.

### 2.1.15 Social Housing Strategy 2020: Support, Supply and Reform

The Social Housing Strategy 2020: Support, Supply and Reform was adopted in November 2014. It sets out plans for the delivery of more social housing and for a range of changes to various aspects of social housing assessment, delivery, and financing. As asserted by the Social

Housing Strategy, “every household in Ireland will have access to secure, good quality housing suited to their needs at affordable prices in a sustainable community”. ~~The national Social Housing Strategy is based on three pillars:~~

- ~~▪ Pillar 1: Provision of 35,000 new social housing units, over a six year period, to meet the additional social housing supply requirements as determined by the Housing Agency.<sup>1</sup>~~
- ~~▪ Pillar 2: Support up to 75,000 households through an enhanced private rental sector; and,~~
- ~~▪ Pillar 3: Reform social housing supports to create a more flexible and responsive system.~~

~~Phase 1 sets a target of 18,000 additional housing units and 32,000 HAP/RAS units by the end of 2017. Phase 2 sets a target of 17,000 additional housing units and 43,000 HAP/RAS units by end 2020.~~

The Strategy states that significant exchequer funding will be allocated to ensure that the early phases of the Strategy will deliver on the targets. An enhanced role for the Approved Housing Bodies (AHBs) is also a key component to deliver the vision.

The Strategy also states that a new tenant purchase scheme for existing Local Authority houses will be put in place. The development of an individual housing ‘passport’ that would facilitate tenant mobility between local authorities will be examined.

Exchequer funding commitment of €5.7bn over the lifetime of the Strategy has been made by Government.

### 2.1.16 Construction 2020: A Strategy for a Renewed Construction Sector

Published in 2020, the Construction 2020: A Strategy for Renewed Construction Sector sets out a detailed, time-bound set of actions to support the return of Ireland’s construction sector to sustainable levels. The vision is that Ireland will have a competitive, innovative, dynamic, safe, and sustainable construction sector; one that makes its full and proper contribution to the economy and to job creation, and one that is based on best practice and capable of delivering the economic and social infrastructure we need to build to sustain a prosperous future. Some of the key commitments include:

- Putting in a place a National Framework for Housing Supply and an Annual Statement of Projected Housing Supply and Demand;
- Assessing existing construction and property data sources for appropriateness including identifying any gaps and quality shortcomings;

<sup>1</sup> Increased to 47,000 units in *Rebuilding Ireland - Action Plan for Housing and Homelessness, 2016*.

- Examining the key barriers to housing mobility and make recommendations to Government;
- Developing a national policy towards professionalising the private rental sector;
- Establishing a working group and invite public comment on the feasibility and impact of setting minimum thermal efficiency performance standards in rental properties;
- Publishing a Social Housing Strategy and introducing legislation to regulate the Approved Housing Body sector;
- Review of Part V requirements;
- Publishing of the Homelessness Implementation Plan and implementation of the key recommendations of the Homelessness Oversight Group's First Report in Q2 2016;
- Continuing to implement the Government Action Programme on Unfinished Housing Developments and the Budget 2014 Special Resolution Fund.

### 2.1.17 National Vacant Housing Reuse Strategy 2018-2021

Published in 2018, the National Vacant Housing Reuse Strategy supports Pillar 5 of the Rebuilding Ireland - Action Plan for Housing and Homelessness, drawing together relevant policy initiatives and actions to reduce vacancy in Ireland's housing stock and bring as many habitable homes back into use as possible. To support this overall Strategic Objective the Strategy sets out five key objectives and relevant key actions to support their accomplishment:

**Objective 1:** Establish robust, accurate, consistent, and up-to-date data sets on vacancy.

**Objective 2:** Bring forward measures to ensure, to the greatest degree possible, that vacant and underused privately owned properties are brought back to use.

**Objective 3:** Bring forward measures to minimise vacancy arising in Social Housing Stock.

**Objective 4:** Continued engagement with and provision of support to key stakeholders to ensure suitable vacant properties held by banks, financial institutions and investors are acquired for social housing use.

**Objective 5:** Foster and develop cross-sector relationships, collaborating in partnership to tackle vacant housing matters.

### 2.1.18 National Homeless Policy Statement 2013

The National Homeless Policy Statement focuses on ending long-term homelessness by implementing a housing-led approach. This approach recognises that long-term secure

housing is the best outcome for people affected by homelessness, rather than expensive emergency accommodation. The aim is the rapid provision of appropriate accommodation, with support as needed to ensure sustainable tenancies, as the key solution to ending homelessness.

The core of the response to homelessness comprises of preventing homelessness, eliminating the need to sleep rough, eliminating long-term occupation of emergency accommodation, providing long-term housing solutions, ensuring effective services, and better co-ordinated funding arrangements.

### **2.1.19 National Housing Strategy for People with a Disability 2011-2016**

The National Housing Strategy for People with a Disability 2011-2016 sets out a framework of initiatives to provide for the housing needs of vulnerable and disadvantaged households. The strategy has nine strategic aims:

- To promote and mainstream equality of access for people with a disability to the full range of housing options available suited to individual and household need.
- To develop national protocols and frameworks for effective interagency cooperation which will facilitate person-centred delivery of housing and relevant support services.
- To support people with a disability to live independently in their own homes and communities, where appropriate.
- To address the specific housing needs of people with an intellectual and/or physical disability, moving from congregated settings in line with good practice, including through the development of frameworks to facilitate housing in the community.
- To address the specific housing needs of people with a mental health disability, including through the development of frameworks to facilitate housing in the community, for people with low and medium support needs moving from mental health facilities, in line with good practice.
- To consider good practice in the design, coordination, and delivery of housing and related supports.
- To facilitate people with a disability to access appropriate advice and information in respect of their housing needs.
- To improve the collection and use of data/information regarding the nature and extent of the housing needs of people with a disability.
- To provide a framework to support the delivery, monitoring and review of agreed actions.

### 2.1.20 National Adaptation Framework: Planning for a Climate Resilient Ireland

In accordance with the Climate Action and Low Carbon Development Act 2015, this National Adaptation Framework (NAF) specifies the national strategy for the application of adaptation measures in different sectors and by local authorities in their administrative areas in order to reduce the vulnerability of the State to the negative effects of climate change and to avail of any positive effects that may occur. This NAF and its successors will set out the context to ensure local authorities, regions and key sectors can assess the key risks and vulnerabilities of climate change, implement climate resilience actions, and ensure climate adaptation considerations are mainstreamed into all local, regional and national policy making.

The ‘Built Environment and Spatial Planning’ section within this Framework recognises that, *“climate change considerations need to be taken into account as a matter of course in planning-related decision making processes and that the deepening of adaptation considerations in the planning and building standards processes is considered the most appropriate way of increasing the resilience of the built environment”*. Furthermore, *“effective planning reduces vulnerability to the negative effects of climate change by integrating climate considerations into decision making in order to avoid inappropriate forms of development in vulnerable areas and promoting compact development in less vulnerable areas”*. It is important to mention that this Framework envisions ‘flood resilience’ and ‘access to wildlife and green space’ as no-regret benefits of effective adaptation which would continue to be worthwhile regardless of future climate scenarios.

### 2.1.21 Climate Action Plan 2019

Climate disruption is already having diverse and wide-ranging impacts on Ireland's environment, society, economic and natural resources. The Climate Action Plan 2019 sets out an ambitious course of action over the coming years to address this issue. The Plan clearly identifies the nature and scale of the challenge. It outlines the current state of play across key sectors including Electricity, Transport, Built Environment, Industry and Agriculture and charts a course towards ambitious decarbonisation targets. The Plan sets out governance arrangements including carbon-proofing policies, establishment of carbon budgets, a strengthened Climate Change Advisory Council and greater accountability to the Oireachtas.

The Plan clearly recognises that Ireland must significantly step up its commitments to tackle climate disruption. The leadership role both the Government and public bodies can play in taking early action on climate is fundamental to achieving our decarbonisation goals. The Plan notes that the built environment accounted for 12.7% of Ireland’s greenhouse gases in 2017. It is important to improve the energy efficiency of our buildings, including our homes, workplaces, and schools, by meeting higher energy performance standards and by increasing retrofit activity. This will not only reduce Ireland’s dependence on fossil fuels but will also

improve our living standards by making our buildings more comfortable, healthier, safer, and less costly to heat.

Our buildings are 70% reliant on fossil fuels, including oil fired boilers; over 80% of our homes and other buildings assessed for their BER have a rating of C or worse; and the current annual retrofit activity for existing stock is far too limited (approximately 23,000 mainly shallow, retrofits). A hierarchy of the most cost-effective investments underpin this, including:

- Improving the fabric of buildings
- District heating in commercial buildings
- Switching from oil burners to heat pumps
- Setting new building standards.

### 2.1.22 Action Plan for Rural Development

Rural Ireland has been faced with many challenges over recent decades, however, the perception that “rural” is synonymous with “decline” is wrong. The Action Plan for Rural Development indicates that, *“Ireland’s economy and heritage are heavily dependent on the contribution of rural areas”*. The aim of this Action Plan is to focus on the positive attributes of rural Ireland and unlock its potential through a framework of supports at national and local level. It seeks to *“ensure that people who live in rural areas have increased opportunities for employment locally, and access to public services and social networks that support a high quality of life.”*

Noting that road infrastructure continues to improve, access to and from towns and cities easier and quicker, which in turn makes parts of rural Ireland destinations of choice for those who value a sense of place, space and community. *“It is time to change the narrative about rural Ireland and highlight the vital role which rural Ireland plays - and will continue to play - in shaping Ireland’s economic success, including through its heritage and culture.”*

In delivering this framework of supports, the Action Plan will:

- *Support the creation of 135,000 new jobs in rural Ireland by 2020 by supporting indigenous businesses, investing €50m for collaborative approaches to job creation in the regions, and increasing Foreign Direct Investment in regional areas by up to 40%.*
- *Implement a range of initiatives to rejuvenate over 600 rural and regional towns, including a pilot scheme to encourage residential occupancy in town and village centres.*
- *Assist over 4,000 projects in rural communities to boost economic development, tackle social exclusion and provide services to people living in remote areas.*

- *Increase the number of visitors to rural Ireland by 12% in the next three years through targeted tourism initiatives, including increased promotion of Activity Tourism.*
- *Accelerate the preparation for the rollout of high-speed broadband and ensure that all homes and businesses in rural Ireland are connected to broadband as early as possible.*
- *Improve job opportunities for young people in rural areas by increasing the number of apprenticeships and traineeships available locally.*
- *Develop an Atlantic Economic Corridor to drive jobs and investment along the Western seaboard and contribute to more balanced regional development.*
- *Invest over €50 million in sports, recreation and cultural facilities throughout the country, including in rural areas.*
- *Protect vital services in rural Ireland by improving rural transport provision, enhancing rural GP services and protecting rural schools.*

As acknowledged in the document, there is no “one-size-fits-all” approach to rural development, different rural areas have different needs and require different solutions. This Action Plan provides *“a cohesive structure across a range of policy areas to help support communities in rural Ireland to maximise their assets and realise their potential, leading to a better quality of life for those living in rural communities.”*

The Action Plan is based around five key thematic Pillars, each of which has a series of objectives and actions. These five Pillars are:

- *Pillar 1: Supporting Sustainable Communities*
- *Pillar 2: Supporting Enterprise and Employment*
- *Pillar 3: Maximising our Rural Tourism and Recreation Potential*
- *Pillar 4: Fostering Culture and Creativity in rural communities*
- *Pillar 5: Improving Rural Infrastructure and Connectivity*

The following key objectives pertain to ‘Pillar 1: Supporting Sustainable Communities’:

- *“Make rural Ireland a better place in which to live and work by revitalising our town and village centres through the implementation of initiatives such as the Town and Village Renewal Scheme, the CLÁR and RAPID Programmes and measures to support people to live in town centres.*
- *Enhance local services in the community through the provision of support for rural GPs, through ongoing development of the primary care sector to deliver better care close to home in communities, through support for the rural post office network to adapt to a changing business environment, and through continued access to schools for children in rural Ireland.*

- *Empower Local Communities, including through the development and support of the Public Participation Network and Local Community Development Committees, to ensure that a diversity of voices is heard and included in local decision-making processes and that communities continue to identify their own needs and solutions.*
- *Build better communities through ongoing investment in the LEADER Programme and support vulnerable rural communities through initiatives such as the Rural Social Scheme.”*

As stated within this Action Plan, “our towns and villages are at the heart of rural communities and should be places where people can live, work, access services and raise their families in a high quality environment”. As such, it is important that measures are implemented to help bring life back into rural towns and villages and enable them to become vibrant places where people socialise, live and work. The rejuvenation of towns and villages will be supported under this Action Plan through schemes such as the Town and Village Renewal Scheme, the CLÁR Programme and initiatives to encourage people to reside in town centres.

### 2.1.23 Town Centre Living Initiative (TCLI) (May 2020)

The Town Centre Living Initiative (TCLI) is a pilot scheme managed by the Department of Rural and Community Development (DRCD) which seeks “to develop innovative proposals that encourage the reuse of vacant and underused buildings in town centres for living”. The aim of the initiative was to explore how to encourage increased residential occupancy in rural towns and villages, thus addressing the issue of vacant properties. It is of worth to note that this pilot scheme serves as a complement to the Town and Village Renewal Scheme and the Rural Regeneration and Development Fund.

Six towns were identified to pilot the approach, these are as follows:

- Ballinrobe, Co Mayo
- Banagher, Co Offaly
- Boyle, Co Roscommon
- Callan, Co Kilkenny
- Cappoquin, Co Waterford
- Castleblayney, Co Monaghan

The TCLI report documents the activities and findings of each pilot project in the six towns and a collaborative workshop involving representatives from the TCLI pilot towns and other stakeholders held in September 2019. The initiative was delivered by the relevant Local Authorities in collaboration with the local communities.



The issues arising and the potential solutions in relation to vacancy and dereliction were synthesised into 15 issues arising and suggested action areas, and were consistently organised into 5 themes that emerged during the initiative:

- *“Providing supports refers to hard or soft supports, at either local or national level, which are needed to deliver practical assistance to address identified gaps in knowledge, expertise or capacity.*
- *Finances and resources refers to financial issues that may be holding back reuse, and to ways in which these might be addressed.*
- *Imagination and vision refers to what future towns are for, what they look like, and how they may need to change to accommodate modern living.*
- *Confidence and motivation refers to the less tangible issues that hold property owners back from moving forward towards adaptive reuse.*
- *Approach refers to the broader, national context of towns and vacancy, and the significant challenges and opportunities facing Ireland in the future.”*

As indicated in the TCLI report Local Authorities play a central role in town centre revival and individual property owners need both financial and non-financial supports to help bring vacant buildings back into use. The pilot scheme shows that addressing the challenges of vacant premises should be addressed as a whole in order to encourage town centre living.

The areas identified within the report of the pilot scheme which require further consideration include:

- *“Building public confidence in the future of town centres.*
- *Reimagining and communicating how town centres can be desirable places to live, work and belong, for example through a ‘Vision Plan’.*
- *Appointing Town Centre Officers and/or Management Teams to assist property owners and to drive implementation of plans for each town.*
- *Incentivising the reuse of vacant buildings through financial and non-financials supports.*
- *Strengthening legal supports and instruments to facilitate easier and clearer change of ownership.*
- *Establishing a cross-cutting Town Centre First Approach which puts town centres at the heart of decision making.”*

The report also notes that it is hoped that projects emerging from the pilot will form part of the wider solution for the regeneration of many rural towns and villages, and further states that, *“it is envisaged that the implementation of emerging projects could, subject to the quality of the proposals and the expected outcomes in terms of available residential properties, potentially be funded through the new Rural Regeneration Development Fund.”*

### 2.1.24 Structural Housing Demand in Ireland and Housing Supply Targets (December 2020)

The Housing and Planning Divisions of the Department of Housing, Local Government and Heritage (DHLGH) jointly engaged the Economic and Social Research Institute (ESRI) to undertake independent research into structural housing demand in Ireland to 2040.

The findings of the ESRI work were published as a research paper on Structural Housing Demand at County Level on 14<sup>th</sup> December 2020. The ESRI research provides a robust, up-to-date, and independently developed housing demand projection, to inform policy and investment with regard to housing at national and local levels. As per the Ministerial Letter to Local Authorities on 18<sup>th</sup> December 2020, the ESRI projection model and paper are now the definitive source of information for Government, in the context of regular and often divergent estimates of housing demand from various sources.

As outlined in the Ministerial Letter, the ESRI work is of particular importance to the local government sector, as it provides an integrated model of housing demand that takes into account demographic, economic and housing market factors, including inter-county migration, at individual local authority level. It underpins the development of the Housing Need and Demand Assessment (HNDA) tool for local authorities and will assist in informing the development of multi-annual social housing targets from 2021.

The ESRI projections include a scenario aligned with the National Planning Framework (NPF). This scenario will be used to monitor progress towards meeting identified housing demand and the need to increase overall housing output in support of NPF targeted population growth and associated settlement pattern.

The ESRI work provides a consistent national methodology for translating the population targets set out in the National Planning Framework (NPF) and the three Regional Spatial and Economic Strategies (RSESs), into projected demand for new households.

## 2.2 Regional Policy

### 2.2.1 Regional Spatial and Economic Strategy (RSES) 2020-2032

The Regional Spatial and Economic Strategy (RSES) provides a high-level development framework for the Northern and Western Region (NWRA) that supports the implementation of the National Planning Framework (NPF) and the relevant economic policies and objectives of Government. It provides a 12-year strategy to deliver the transformational change that is necessary to achieve the objectives and vision of the Assembly.

This RSES provides a robust strategy to deliver anticipated growth, building upon this region's key strategic assets and opportunities and addressing challenges ahead. It also provides Regional Development Objectives that guide policy responses to ensure that people's needs -

such as access to housing, jobs, ease of travel and overall well-being - are met, up to 2040 and beyond.

The overarching ambition of the strategy is for a region that is “*Vibrant, Connected, Natural, Smart and a Great Place to Live, consolidated by a strong settlement strategy focusing on ‘People’ and ‘Places’.* The intention is that it becomes a living framework, which will be supported as required by detailed action plans, investment proposals and delivery partnerships.”

In this regard, there are Five Growth Ambitions which are described as follows:

**PEOPLE AND PLACES** - *Compact growth will be pursued to ensure sustainable growth of more compact urban and rural settlements, supported by jobs, houses, services and amenities, rather than continued sprawl and unplanned, uneconomic growth.*

**VIBRANT AMBITION** - *The NWRA believes that strong economic growth, which creates permanent, sustainable jobs, is best achieved by building a competitive and productive economy. Focusing policies on scale, investing in connectivity and our people whilst aggressively pursuing a low carbon approach to enhance our differentiation.*

**NATURAL AMBITION** - *It has been identified that more strategic actions are required to prepare the region for what is to come and highlights the need to create a combined long term vision for the future of both energy supply and our ability to use renewable energy. To address our energy requirements our RSES emphasises the need for coordination, new thinking, investment, and skills to implement change. All considerations need to be cognisant of our natural resources, landscape, and heritage (natural, social and cultural).*

**CONNECTED AMBITION** - *Accessibility and mobility within the region have a direct effect on the region’s economic competitiveness. It also has an effect on the attractiveness of the region as a favourable living and visiting environment. The RSES will support further investment in sustainable transport measures. In addition, to achieve our Vision for the region we need to strengthen our digital network and enable new technologies to work by ensuring that policies and systems are in place that can help people transition to a world much more digitally connected.*

**INCLUSIVE AMBITION** - *One of the strongest foundations and emerging propositions this region has to build on is its ‘livability’. The region aspires to be one of the most liveable places in Europe with a commitment to sustainable and inclusive growth.*

**INFRASTRUCTURE AMBITION** - Provision and maintenance of economic infrastructure, such as energy, water, and wastewater, are key to delivering compact growth and a connected, vibrant, inclusive, resilient, and smart region.

In terms of demographics for the region, the population of the Northern and Western Region is dispersed unevenly and has historically had a lower level of urbanisation compared to other regions. However, Galway is identified as the fastest growing city in Ireland over the past 50 years. In 2016 the total population residing within the region was 847,442. This figure represents approximately 17.8% of the entire population of Ireland. The National Planning Framework provides a target growth rate for Galway between 50%-55% to 2040. This RSES has targeted the Key Towns to grow their population by at least 30%, relative to Census 2016 (i.e., Ballinasloe and Tuam).

Table 2. Metropolitan Area Strategic Plan and Regional Centres Population Targets

	Settlement	Population 2016	% Increase to 2040 (min)	Uplift to 2040	Proposed 2026 Uplift (min)	Proposed 2031 Uplift (min)	Transitional Target Population
<b>Metropolitan Area</b>	<b>Galway City</b>	<b>79,900</b>	<b>50-55</b>	<b>42,000</b>	<b>23,000</b>	<b>12,000</b>	<b>115,000</b>
<b>Regional Growth Centres</b>	Athlone	21,300	40	8,700	4,800	2,400	28,500
	Letterkenny	19,300	40	8,000	4,400	2,200	26,000
	Sligo	19,200	40	8,000	4,400	2,200	26,000

Source: Regional Spatial and Economic Strategy - Executive Summary, pg. 11

The RSES contains the following Regional Policy Objectives:

**RPO 3.1:** “Develop urban places of regional-scale through:

- Delivering on the population targets for the Metropolitan and Regional; Growth Centres through compact growth;
- Delivering significant compact growth in Key Towns; and,
- Developing derelict and underutilised sites, with an initial focus within town cores.”

**RPO 3.2:**

“(a) Deliver at least 50% of all new city homes targeted in the Galway MASP, within the existing built-up footprint of Galway City and suburbs.

(b) Deliver at least 40% of all new housing targeted in the Regional Growth Centres, within the existing built-up footprint.

*(c) Deliver at least 30% of all new homes that are targeted in settlements with a population of at least 1,500 (other than the Galway MASP and the Regional Growth Centres), within the existing built-up footprints.”*

**RPO 3.3:** *“Deliver at least 20% of all new housing in rural areas on brownfield sites.”*

**RPO 3.4:** *“To support the regeneration and renewal of small towns and villages in rural areas.”*

**RPO 3.5:** *“Identify and develop quality green infrastructure, within and adjacent to City, Regional Growth Centres and Key Towns.”*

**RPO 3.6:** *“Support a coherent and consistent approach in the identification and monitoring of the scale of housing vacancy within the region, identifying vacancy hotspots and informing the setting of actions, objectives and targets in Action Plans and identify how these might best be achieved.”*

**RPO 3.7:** *“The Assembly supports local authorities in identifying and prioritising a program for the provision of serviced sites within smaller towns and villages within 1 year of the adoption of the RSES. A rolling 2-year implementation plan shall subsequently be prepared.”*

**RPO 3.8:** *“Support the design of new/replacement/refurbished dwellings to high energy efficiency standards that fully avail of renewable technologies, maximise solar gain, utilising modern materials and design practices.”*

**RPO 3.9:** *“Identify suitable development opportunities for regeneration and development that are supported by a quality site selection process that also addresses environmental constraints and opportunities.”*

**RPO 3.10:** *“Ensure flood risk management informs development by avoiding inappropriate development in areas at risk of flooding and integrate sustainable water management solutions (such as SUDS, non-porous surfacing and green roofs) to create safe places. Development plans should assess flood risk by implementing the recommendations of the Planning System and Flood Risk Assessment Guidelines for Planning Authorities (2009) and Circular PLO2/2014 (August 2014).”*

**RPO 3.11:** *“Local Authorities, DHPLG, OPW, and other relevant Departments and agencies to work together to implement the recommendation of the CFRAM programme to ensure that flood risk management policies and infrastructure are progressively implemented.”*

**RPO 3.12:** *“Within Gaeltacht Areas and Gaeltacht Towns, in particular, emphasis shall be assigned to the impacts of proposed developments and their impact on the community of language and the maintenance and development of its socialisation networks.”*

**RPO 3.13:** *“To support the role of smaller and medium-sized towns, which demonstrate an important role in terms of service provision and employment for their catchments within the economic function of the county. Such settlements will be identified through the Development Plan process as part of the Settlement Hierarchy and the Core Strategy.”*

The Settlement Strategy for the region designates Ballinasloe and Tuam as Key Towns. In terms of development, the focus lies in consolidating the built footprint through regeneration and accommodating urban development on infill/brownfield sites, including renewal and regeneration of underused, vacant, or derelict town centre lands for residential development to facilitate population growth.

In relation to Ballinasloe, one of the Key Future Priorities for the town includes: *“realising the town’s potential as a ‘County Town’, ensuring a balance of development in the town centre of Ballinasloe, and providing for compact growth and brownfield development, revitalising Dunlo Street, Market Square, Society Street and Main Street, and to reduce vacancies and support the vitality and vibrancy of these core shopping streets/side streets and the town centre.”*

The Key Future Priorities for Tuam differ slightly, as the focus for the town lies in promoting Tuam as a destination for business, however, the following priorities apply: *“to develop Tuam as the focus for future development in North Galway providing the infrastructure and services for its surrounding small towns/villages and rural lands”, as well as to “capitalise on the compact urban form of Tuam town centre by encouraging greater connectivity for new development which promotes and encourages walking and cycling ensuring that principles of sustainable transportation along with practical design measures become central to the development of new neighbourhoods.”*

The designation of these settlements under the Settlement Strategy for the region and relevant Regional Policy Objectives has informed the Housing Strategy for County Galway.

## 2.3 Local Policy

### 2.3.1 Galway County Housing Strategy 2015-2021

The Galway County Housing Strategy 2015-2021 provided a comprehensive review of demographics and housing demand within County Galway to inform the Galway County Development Plan 2015-2021. The overarching purpose of this Housing Strategy is to ensure

that the proper planning and sustainable development of Galway County provides for the housing needs of existing and future populations in an appropriate manner. Key Principles of the Housing Strategy include:

- To work to deliver the population targets and population distributions set out in the Regional Planning Guidelines for the West Region, having regard to the County's established settlement hierarchy as set out in the Galway County Development Plan;
- To counteract undue housing segregation by promoting socially balanced and inclusive communities in all housing areas across County Galway;
- To provide for varying identified needs in the County with respect to housing typology, size and mix;
- To monitor the housing strategy, allowing for adequate consultation with those who are central to the implementation of the policies in the strategy.

As outlined within the Galway County Housing Strategy 2015-2021, the population of Galway County is expected to increase to approximately 198,500 people over the period to 2022 (as per the Regional Planning Guidelines for the West Region), with a calculated population increase over the Development Plan period 2015-2021 of 13,160. The strategy identifies a need to provide approximately 4,133 units over the plan period 2015-2021, alongside a surplus of 357 hectares of residentially zoned lands in the County to meet identified requirements.

The Housing Strategy indicates that there is a significant number of constraining factors restricting the delivery of social housing at the time of the housing assessment, and thus it envisages that future requirements will be addressed via a combination of options including the Rental Accommodation Scheme (RAS) and partnership working with Voluntary Bodies and Housing Co-Operatives.

Furthermore, an assessment of the changing demographic profile of the County indicates there will be a need to provide greater mix of housing types and sizes in the future, including the need to cater for specialist needs such as the elderly and those with disabilities.

In relation to the Demographic and Market Assessment section, the main findings include:

- *“The population of County Galway increased by 33% between 1996-2011.*
- *At 9.96%, recorded population growth in Galway between 2006-2011 outstripped the national growth rate of 8.2%.*
- *Between 2006-2011 there was a 36.6% increase in the population of Oranmore, a 23% increase in Athenry, while Tuam and Loughrea both recorded growth rates of 11.7%.*
- *The average household size in County Galway fell from 3.39 in 1996 to 2.89 in 2011.*
- *There were 9,366 housing completions in County Galway over the period 2007-2012.*

- *The current average house price in County Galway is €131,219.”*

The summary of the Housing Demand section highlights the following:

- *“The population of Galway County is expected to increase by 13,160 persons between 2015-2021.*
- *It is envisaged that a total of 4,133 units will need to be provided over the plan period, the equivalent of a per annum average of 689 units.*
- *Approximately one third of the households in Galway have an average disposable income of €15,567 (about €299.37 per week).*
- *Affordability modelling suggests that approximately 513 social housing units will have to be delivered over the period 2015-2021.*
- *On average, there is likely to be a 12.4% shortfall in the delivery of social housing over the plan period.”*

Within the Housing Supply section, the strategy notes the housing needs of the following categories of persons which require special attention, in accordance with the Galway County Council Assessment of Housing Need carried out in May 2013.

**The Travelling Community:** The Housing Strategy states that, “Galway County has one of the largest concentrations of Travelling persons in the country”, and further notes that there was a total population of 2,476 travellers (Census 2011), the equivalent of 14.1 travellers per 1000 persons resident in the County. The document indicates that 87% of travellers in the County reside in permanent private accommodation, with a further 10% living in temporary accommodation.

**Older Persons and Persons with Disabilities:** As outlined in the strategy, there were 160 disabled persons in need of social housing support from the Local Authority, with 54% of these persons affected by a physical disability and 43% with a mental health difficulty. The 2011 Census figures highlighted a number of notable increases in the age groups of 65 and over for the County. As such, the strategy envisaged that greater levels of independent, semi-independent, and supervised housing will be required.

### 2.3.2 Variation No. 2(a) to the Galway County Development Plan 2015-2021

The Bearna Local Area Plan (LAP) 2007-2017 was incorporated into the Galway County Development Plan 2015-2021, by way of a variation to the Development Plan, thus ensuring full consistency between both.

As a coastal village situated on the western edge of Galway City (approximately 6.5km west of the city centre Eyre Square and 11km east of An Spidéal), Bearna village has a unique character as a result of its fishing and Gaeltacht heritage and an attractive seaside location in close



proximity to Galway City. The village is located at the gateway to Gaeltacht na Gaillimhe (County Galway Gaeltacht), which is the single largest Gaeltacht in the country. Due to the village's close proximity to Galway City, Bearna has experienced significant growth in and surrounding the village in recent years. According to the Census 2016, the total population of Bearna village was 1,998 people, a 6.4% increase from the 2011 Census figure.

The Bearna LAP, now Variation No. 2(a) of the pertaining Development Plan, is underpinned by a strategic vision intended to guide the future growth and development of the plan area in a sustainable manner. This vision sees *“to promote Bearna as a sustainable and vibrant coastal village, which maintains its attractive character, capitalises on its existing and future accessibility strengths, while offering a pleasant environment for a growing community, for living, shopping, education, business, recreation and tourism, all balanced against the need to safeguard and enhance the environmental sensitivities of the area, for present and future generations to come.”*

It is important to ensure that there are *“a range of facilities, amenities and supporting services, including educational, recreational, religious, social, community and civic requirements for children, youths, adults and older persons, to serve a growing community, as well as visitors to Bearna”*. In relation to growing communities, the Core Strategy indicates that Bearna was assigned a population growth target of 420 persons by 2021 with a land allocation of 12.12 hectares provided to accommodate new residential development over the plan period.

The Development Strategy for the future growth of Bearna consists of the ‘Refinement and Consolidation’ of the village. In doing so, this option seeks to enhance sustainability, and provide for a community that promotes economic and social development and ensures a high quality of life, balanced with the protection of the environment. This preferred development option also supports Government policy to consolidate existing built-up urban areas of cities, towns, and villages, rather than the continual expansion and sprawl of such urban areas out into the countryside, in order to achieve sustainable development.

As stated in the document, *“new development, in particular housing, should be delivered on under-utilised, infill and/or brownfield sites, including the redevelopment of existing sites and buildings, to build-up the existing development envelope of the urban area and to ensure that serviced lands close to the centre and public transport options are the primary focus for development in the short to medium term”*. In relation to residential development, the following objectives form part of the overall development strategy for Bearna.

**Objective RD1 - Residential Development Phasing:** *“Support the development of lands designated as Residential (Phase 1) within the lifetime of the Plan, subject to normal planning, access and servicing requirements, and reserve the lands designated as Residential (Phase 2) for the longer term growth needs of the village. Residential (Phase 2) lands are generally not developable for housing within the*

lifetime of this Plan, with the exception of the following developments, which may be considered by the Planning Authority, subject to a suitable evidence based case being made for the proposal:

- a) Single house developments for local family members on family owned land, subject to a 7 year occupancy clause.
- b) Non-residential developments that are appropriate to the site context, residential amenities, the existing pattern of development in the area and the policies and objectives in the Plan.
- c) Where it is apparent that Residential (Phase 1) lands cannot or will not be developed for residential purposes within the plan period, residential development may be considered in limited cases in a phased manner on suitable Residential (Phase 2) lands, in exceptional circumstances:
  - Development on Residential (Phase 2) lands will normally only be considered where 50% of the lands in Residential (Phase 1) are committed to development.
  - Residential developments on Residential (Phase 2) lands will be subject to compliance with the Core Strategy in the Galway County Development Plan, the principles of proper planning and sustainable development, connectivity, including infrastructure and public footpath and lighting to the village centre, the sequential approach, avoidance of leap-frog developments, and subject to meeting normal planning, environmental, access and servicing requirements. Developments will only be permitted where a substantiated evidence based case has been made to the satisfaction of the Planning Authority and the development will not prejudice the future use of the lands for the longer term growth needs of Bearna.”

**Objective RD2 - Apartment Development:** “Facilitate the development of apartments at appropriate locations, e.g. the village centre, and have regard to the Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities (2015)(or as updated), the Sustainable Residential Developments in Urban Areas: Guidelines for Planning Authorities (2009) and Urban Design Manual: A Best Practice Guide - A Companion Document to the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (2009) in the assessment of this type of development.”

**Objective RD3 - Quality Housing Environments:** “Encourage the development of sustainable residential communities through the promotion of innovative, high quality building design and appropriate layouts, that prioritise walking, cycling and public transport options and provide for a high level of permeability, accessibility and

*connectivity to the existing built environment, services and facilities. In this regard, future residential development proposals will be in accordance with the principles set out in the DoEHLG document Sustainable Residential Development in Urban Areas 2009 and its companion document Urban Design Manual: A Best Practice Guide for Planning Authorities 2009, or any updated version of these documents published during the lifetime of this plan and shall also have regard to the design principles as set out in the Design Manual for Urban Roads and Streets (2013) (or as updated)."*

The document supports the principles of quality, sustainability, and inclusivity, as foremost in future residential development in Bearnna, and states *"new multiple housing schemes within the plan area should provide for an appropriate variety of residential units to meet the current and future demands of the village and be responsive to their local context, in terms of design, layout and density. Multiple housing developments must also ensure compliance with Part V of the Planning and Development Act 2000, as amended, with respect to the provision of social housing units, as well as strengthen the use of the Irish language in the village through the allocation of a proportion of housing units for Irish speaking families"*. Overall, the Plan seeks to achieve the objectives set out for the village in a way that reflects the existing character and amenity of the area, its heritage, the surrounding landscape, the environment and improves the quality of life of residents and the local community.

### 2.3.3 Variation No. 2(b) to the Galway County Development Plan 2015-2021

The Gaeltacht Local Area Plan (LAP) 2008-2018 and the Claregalway (Baile Chláir) LAP 2005-2011 have been replaced with Variation No.2(b) to the Galway County Development Plan 2015-2021.

The Galway Gaeltacht covers extensive parts of County Galway, stretching from Baile Chláir to the east of the city to Cloch na Ron in west Connemara (approx. 100km distance), and from Oileán Árann northwards to Duiche Sheoigheach which borders County Mayo, spanning to townlands that are within Galway City boundary.

Given the unique and special traits of the Gaeltacht area, the document notes that, *"it is important that it retains that distinctive cultural heritage and natural beauty which is of National significance through the principles of sustainable development, whilst meeting the needs and aspirations of both the residents' and visitors alike"*. In this regard, the Settlement Plan for the area sets out the following: the high level strategies and objectives that are common to all areas and districts of the Gaeltacht; the zoning objectives for the three settlements of An Cheathrú Rua, An Spidéal and Baile Chláir; and detailed plans for the three settlements including land use maps and flood maps.

In relation to the future growth of the Gaeltacht area, the Core Strategy of the Galway County Development Plan 2015-2021 indicates population allocations for An Cheathrú Rua, An Spidéal and Baile Chláir. According to the Census 2016, the total population of all Gaeltacht areas in the country as of April 2016 was 99,617, which is down from 100,716 in 2011. The number of daily Irish speakers in the Galway Gaeltacht in April 2016 was 9,445, which is a reduction of 640 compared to the 2011 census figure. The total population of the Galway Gaeltacht is 49,524 persons, which accounts for 15,744 persons assigned to the city Gaeltacht and 33,750 persons for county Galway.

In order to achieve the strategic vision for the Gaeltacht area including the settlements of An Cheathrú Rua, An Spidéal and Baile Chláir, a number of potential development options were assessed to ascertain which Development Strategy is most suitable the three settlements of the Gaeltacht. The preferred development option refers to the 'Even Development' of the Plan areas, thus seeking to enhance sustainability, and provide for a community that promotes economic and social development and ensures a high quality of life balanced with the protection of the environment for the Gaeltacht area, particularly the settlement areas of An Cheathrú Rua, An Spidéal and Baile Chláir.

The Plan thus contains an overview of the districts and settlement plans for An Cheathrú Rua, An Spidéal and Baile Chláir, identifying the following as the six distinct districts: Iorras Aithreach/Camas/Ros Muc; Dúiche Sheoigheach; Ceantar na nOileán/An Cromptán; Cois Fharraige; Oileáin Árainn; and Imeall na Cathrach.

These Gaeltacht Districts are deemed relevant and included as part of the Plan. Under the Gaeltacht Act, 2012, Gaeltacht Areas area re-designated as Gaeltacht Language Planning Areas with language plans agreed with the communities in each area. The Gaeltacht Districts listed above will complement the Language Planning Areas as outlined in the 20-Year Strategy for the Irish Language 2010-2030 and agreed with the relevant statutory agencies.

In order to ensure the continued vibrancy and life of the Districts in the Galway Gaeltacht areas, *“the provision of a mix of residential, business and cultural uses will be encouraged subject to the proper planning and development of the area and in accordance with the Core Strategy of the County Development Plan. The priority of these areas shall be for the regeneration of under-utilised or derelict sites in the identified settlements of Galway County Development Plan hierarchy”*. As such, the following objectives applies to the Gaeltacht:

**Objective GL4 - Brownfield Development and Vacancy:** *“Encourage the redevelopment of existing brownfield sites within established villages in the Gaeltacht area in order to maximise the sustainable regeneration of underutilised/vacant lands and/or buildings for potential commercial, cultural, retail, community and residential developments.”*

In relation to the development of zoned land, the Plan states that it *“should generally be phased in accordance with a sequential approach:*

- *Development should extend outwards from centre with undeveloped land closest to the village centres and public transport routes (if available) being given preference, i.e. “leapfrogging” to peripheral areas should be avoided;*
- *A strong emphasis should be placed on encouraging infill opportunities and better use of underutilised lands; and opportunity sites;*
- *Areas to be developed should be contiguous to existing developed areas.”*

As it stands, this Plan establishes a framework for the planned, co-ordinated, and sustainable development of the Gaeltacht area, and seeks to *“enhance and facilitate the balancing of economic, social and environmental infrastructure in order to maintain and develop a high quality of life, without compromising the protection of the environment and the needs of future generations.”*

#### 2.3.4 Athenry Local Area Plan 2012-2022

This Local Area Plan (LAP) is a land use plan and overall strategy for the development of Athenry over the period 2012-2018 (extended to 2022). The successful implementation of the Plan will have a positive impact on Athenry ensuring that it develops in a sustainable manner and will complement the implementation of the pertaining County Development Plans.

This Local Area Plan (LAP) has been prepared by Galway County Council to provide a statutory framework for the future growth, development and improvement of Athenry that is consistent with the policies and objectives contained in the Galway County Development Plan 2009-2015 including its Core Strategy/Settlement Strategy and which addresses the needs and requirements of the local community, service providers and other stakeholders. The purpose of the LAP is to guide future development within the town of Athenry, in a sustainable and equitable manner and to inform members of the public, the local community, stakeholders and developers regarding policies and objectives for the development of the town, including provisions in relation to land use management, community facilities and amenities, transport and infrastructure, urban design, heritage and the environment.

Athenry is strategically located 22km east of Galway Gateway within the Eastern Strategic Corridor and is accessible by rail and motorway networks. The town presently acts as market town and service centre for the surrounding agricultural hinterland, with a main administrative focus around Market Square and a commercial core centred within Church Street, Old Church Street, Cross Street and North Gate Street. The town’s location within commuting distance of Galway Gateway has resulted in an increase in population and a greater demand for housing and rail commuter services.

The LAP notes that the proper planning and sustainable development of Athenry seeks to balance the wide ranging and sometimes competing needs of the local community, landowners, and the environment along with promoting the role envisaged for Athenry as a 'Key Town' within the County Core Strategy/Settlement Strategy as contained within the Galway County Development Plan 2009-2015.

This Core Strategy/Settlement Strategy has identified a target population growth of up to 1,122 persons for Athenry up to 2016 with 32.36Ha required to accommodate residential units over the Plan period. Given the significant growth patterns experienced in Athenry over the last two Census periods, ensuring appropriate, sustainable settlement patterns including the provision of the necessary planning framework to accommodate educational, community, leisure, and recreational facilities to satisfactorily match the level of population growth.

The Plan's strategic vision for Athenry envisions that the town "*will be a sustainable, self-sufficient, vibrant and socially inclusive key town, which protects and enhances its attractive medieval character while becoming an innovative growth centre within the Strategic Economic Corridor, supporting an educated workforce, providing a range of services/amenities and with a high quality of life for the local community. This will be delivered through a managed and phased development strategy on appropriately zoned and serviced lands in a manner that is balanced and sustainable for Athenry and the environs that it serves.*"

In this regard, a number of Development Strategy Options for Athenry were put forward and the preferred option forms part of the Development Strategy Policy for the Plan.

***Policy DS1 - Development Strategy:*** "*It is the overarching policy of the Council to support and facilitate the sustainable development of Athenry in line with the preferred Development Strategy Option 4 - Managed Phased Development which allows Athenry to develop in a manner that maintains and enhances the quality of life of local communities, promotes opportunities for economic development, sustainable transport options and social integration, protects the cultural, built and natural heritage and environment and complies with relevant statutory requirements.*"

The preferred development strategy option is considered to be the most appropriate option for securing the managed growth of Athenry, while retaining its medieval fabric and taking account of environmental and other planning and sustainable development considerations over the Plan period.

### 2.3.5 Ballinasloe Local Area Plan 2015-2021

The Ballinasloe Local Area Plan is a land use plan and overall strategy for the development of Ballinasloe over the period 2015-2021. The successful implementation of the Plan will have a

positive impact on Ballinasloe, ensuring that it develops in a sustainable manner and complements the implementation of the County Development Plan.

This Local Area Plan (LAP) has been prepared by Galway County Council to provide a statutory framework for the future growth, development and improvement of Ballinasloe that is consistent with the policies and objectives contained in the current Galway County Development Plan including its Core Strategy/Settlement Strategy and which addresses the needs and requirements of the local community, service providers and other stakeholders. The purpose of the LAP is to guide future development within the town of Ballinasloe, in a sustainable and equitable manner and to inform members of the public, the local community, stakeholders and developers regarding policies and objectives for the development of the town, including provisions in relation to land use management, community facilities and amenities, transport and infrastructure, urban design, heritage and the environment.

Ballinasloe occupies a strategic location adjacent to the M6 National Primary route linking Dublin and Galway and is one of the principles 'Gateways to the West'. In addition, the town has daily public transport services (both rail and bus) to Galway, Athlone, and Dublin. Ballinasloe has an important sub-regional role regarding retail provision, employment, and community facilities in particular education and healthcare.

The residential growth experienced within Ballinasloe in recent years has further strengthened the economic base of the town. The majority of residential development is located outside the town core on the arterial routes out of the town. Housing estates or developments are generally small to medium in size, and while these estates/developments are not confined to any particular area of the town, Creagh and Glentaun/Kilgarve areas display a significant concentration of residential development east of the River Suck.

As stated within the LAP, the Core Strategy in the current Galway County Development Plan has identified a target population growth of up to 1,540 additional persons, corresponding to 477 additional housing units, up to the year 2021, the timeframe for the validity of the current County Development Plan. This target population results in a requirement for 35.81ha of zoned land for residential purposes (based on 50% over-zoning). The Plan also noted that, "*Ballinasloe has experienced a 6.8% increase in population growth over the last two Census periods (2006 & 2011: total change in population of 419 persons or a 6.8% increase on the 2006 population level).*"

The Plan seeks to balance the wide ranging, and sometimes competing, needs of the local community, businesses, landowners, and the environment along with promoting the role of Ballinasloe as a 'County Town' within County Galway, as established in the Galway County Development Plan 2015-2021.

As such, the strategic vision of the Plan seeks "*to promote Ballinasloe as a sustainable, self-sufficient, vibrant, socially inclusive and innovative 'County Town', which maintains its unique*

*attractive character, capitalises on its strengths - in particular public transport, while offering a pleasant and qualitative environment for a growing population, for living, working, doing business, shopping, recreation and tourism, balanced against the need to safeguard and enhance the environmental sensitivities of the area for present and future generations. This will be delivered through a managed development strategy on appropriately zoned and serviced lands, in a manner that is balanced and sustainable for Ballinasloe and the immediate environs that it serves.”*

It is worth mentioning that the RSES for the Northern and Western Region identifies Ballinasloe as a ‘Key Town’.

As part of the Development Strategy, a number of options were evaluated in order to choose the most appropriate option for the development of Ballinasloe in accordance with the relevant policies and standards. The preferred option is detailed under Policy DS1 - Development Strategy below.

***Policy DS1 - Development Strategy:*** *“It is the overarching policy of Galway County Council to support and facilitate the sustainable development of the plan area in line with the preferred development strategy option, Option 2 - Consolidation of Existing Development with Sequential Development around Consolidated Areas with a Refined Plan Boundary which allows Ballinasloe to develop in a manner, that maintains and enhances the quality of life of local communities, promotes opportunities for economic development, social integration and sustainable transport options, protects the cultural, built and natural heritage and environment and complies with relevant statutory requirements.”*

The Plan considers this to be the most appropriate development option for land use management and zoning approach for the town at the time, as it should secure the orderly and sequential development of Ballinasloe in accordance with the principles of proper planning and sustainable development.

### 2.3.6 Clifden Local Area Plan 2018-2024

This Local Area Plan is a land use plan and overall strategy for the development of Clifden covering the period 2018-2024. The successful implementation of the plan should have a positive impact on Clifden, ensuring it develops in a sustainable manner and complements the implementation of the Galway County Development Plan 2015-2021.

This Local Area Plan (LAP) has been prepared by Galway County Council to provide a statutory framework for the future growth and development of Clifden. The purpose of the LAP is to guide future development within the town in a sustainable and equitable manner and to inform



members of the public, the local community, stakeholders, and developers, of the policies and objectives that will shape the development of the town over the next six years.

Clifden is located in the western coastal area of Connemara in County Galway, approximately 80 kilometres northwest of Galway City. The town of Clifden is the main urban settlement serving the Connemara area as well a considerable rural hinterland in the west of the county. Apart from Galway City, the nearest large urban settlement is Westport in County Mayo, which is located 80km to the north-east. Clifden is served by the National Secondary Road, the N59 which is the main Galway-Clifden-Westport route, serving Connemara.

The Plan seeks to balance the wide ranging, and sometimes competing needs of the local community, landowners, and the environment, along with promoting the important role of Clifden within County Galway.

The Core Strategy stipulates a population growth target for Clifden of 250 persons by 2021 with a housing land requirement of 12.92Ha (which includes a permitted 50% over-provision) in order to accommodate residential development over the plan period.

This LAP is underpinned by a strategic vision which seeks *“to promote the sustainable development of Clifden, as a prosperous town, providing a focus for future residential, economic & social development in west Connemara. Promoting the town as a visitor destination while preserving its unique historic identity, character and environmental quality, as well as improving its accessibility.”*

A number of potential development options were considered for the Development Strategy of the town, the preferred option is contained within the policy below:

***Policy DS 1 - Development Strategy:*** *“It is the overarching policy of Galway County Council to support and facilitate the sustainable development of the plan area in line with the preferred development strategy option, Alternative 1 - Even Development with a Refined Plan Boundary, which allows Clifden to develop in a manner that maintains and enhances the quality of life of the local community, promotes opportunities for economic development, sustainable transport options, connectivity and social integration, protects the cultural, built, natural heritage and environment and complies with relevant statutory requirements.”*

In addition to this, the defined town centre remains the primary target for the location of new retail & tourism development, with an opportunity to consolidated retail core. The LAP considers this to be the most appropriate option for securing the orderly and sequential development of Clifden.

### 2.3.7 Gort Local Area Plan 2013-2019 (extended until 25<sup>th</sup> June 2023)

The Gort Local Area Plan is a land use plan and overall strategy for the development of Gort over the period 2013-2023. The successful implementation of the Plan will have a positive impact on Gort, ensuring it develops in a sustainable manner, and will also complement the implementation of the County Development Plan.

This Local Area Plan (LAP) has been prepared by Galway County Council to provide a statutory framework for the future growth, development, and improvement of Gort that is consistent with the policies and objectives contained in the Galway County Development Plan 2009-2015 including its Core Strategy/Settlement Strategy and which addresses the needs and requirements of the local community, service providers and other stakeholders. The purpose of the Local Area Plan is to guide future development within the town of Gort, in a sustainable and equitable manner and to inform members of the public, the local community, stakeholders and developers regarding policies and objectives for the development of the town, including provisions in relation to land use management, community facilities and amenities, transport and infrastructure, urban design, heritage and the environment.

The Core Strategy in the Galway County Development Plan identified a target population growth of up to 820 persons for Gort to 2016, which results in a requirement for 23.66Ha of zoned land for residential purposes (based on 50% over-zoning). In terms of population trends, the LAP states that, *“according to the 2011 CSO figure, the population of Gort was recorded as 2,636 persons. This represents a population decrease of -5.2% (-146 persons) from the previous Census of 2006. It is recognised that the population growth targets (an additional 820 persons by 2016) as set out in the Regional Planning Guidelines and the County Development Plan Core Strategy are ambitious in the current economic climate.”*

The LAP is underpinned by a strategic vision intended to guide the future growth and development of Gort in a sustainable manner, and envisions *“Gort will be a sustainable, self-sufficient, vibrant, socially inclusive and innovative growth centre within the County, protecting and enhancing its attractive medieval character and natural environment, supporting an educated workforce, providing a range of supporting services/facilities/ amenities and with a high quality of life for the local community. This will be delivered through a managed and phased development strategy on appropriately zoned and serviced lands in a manner that is balanced and sustainable for Gort and the immediate environs that it serves.”*

In terms of Development Strategy for Gort, a number of options were considered for the town, with the following policy containing the preferred approach:

**Policy DS - Development Strategy:** *“It is the overarching policy of Galway County Council to support and facilitate the sustainable development of the Plan Area in line with the preferred development strategy option, Option 2 - Consolidate Existing Town Centre, Sequential Development around Established Urban Core*

*and Controlled Eastward Expansion, and in a manner that maintains and enhances the quality of life of local communities, promotes opportunities for economic development, social integration and sustainable transport options, protects the cultural, built and natural heritage and environment and complies with relevant statutory requirements.”*

As noted in the LAP, this option supports the consolidation of the town centre, promotes the infill and sequential development of the town, and encourages street-oriented development along the existing urban street network. This approach also integrates improvements in the public realm and smarter travel opportunities for the town.

### 2.3.8 Headford Local Area Plan 2015-2021

This Local Area Plan (LAP) is a land use plan and overall strategy for the development of Headford over the period 2015-2021. The successful implementation of the plan should have a positive impact on Headford, ensuring that it develops in a sustainable manner and complements the implementation of the County Development Plan.

Headford is located approximately 20km north of Galway City. The rural character of the surrounding landscape, rich heritage, and its proximity to Lough Corrib, provide many amenity opportunities for the village. The centre is characterised by its cohesive development as a predominantly 19<sup>th</sup> century commercial market village, laid out as a planned settlement in relation to the landlord’s mansion, Headford Castle, and its demesne. Headford also hosts a number of shops, commercial premises and amenities, providing a range of local services and facilities for those residing locally and in the surrounding hinterland.

The Core Strategy of the Galway County Development Plan 2015-2021 details the allocation of this county population target within County Galway, the hub town of Tuam, the Key Towns, the Other Villages including Headford, and the Other Settlements including rural areas up to 2021. Headford as one of the ‘Other Villages’ within the County Core Strategy/Settlement Strategy, seeks to sustain growth in order to achieve its potential as a self-sustaining village.

In relation to Headford, the Core Strategy indicates that the village has been assigned a population growth target of 251 persons by 2021 with a housing land requirement of 10.61Ha (which includes a permitted 50% over-provision) in order to accommodate residential development over the plan period. Under the previous Headford Local Area Plan 2005-2011, there was approximately 78.55Ha of undeveloped zoned residential land within the plan boundary.

This LAP is underpinned by a strategic vision, which is informed by guiding principles enabling the overall vision to be achieved. This overall vision seeks *“to promote Headford as a sustainable, self-sufficient and vibrant village, which maintains its, attractive rural character,*

*capitalises on its accessibility to the River Corrib, Galway City gateway, the Tuam hub and the wider west region - while offering a pleasant environment for a growing community, for living, shopping, business, recreation and tourism, balanced against the need to safeguard and enhance environmental sensitivities of the area, for present and future generations to come."*

In order to achieve the strategic vision for Headford, a number of Development Strategy Options were examined to ascertain which option can deliver most effectively on the vision for the town. The preferred option now forms the main policy for the development of Headford.

***Policy DS 1 - Development Strategy:*** *"It is the overarching policy of Galway County Council to support and facilitate the sustainable development of the plan area in line with the preferred development strategy option, Option 3 - Consolidation of the Village with a Refined Plan Boundary, which allows Headford to develop in a manner that maintains and enhances the quality of life of the local community, promotes opportunities for economic development, sustainable transport options, connectivity and social integration, protects the cultural, built, natural heritage and environment and complies with relevant statutory requirements."*

This preferred Development Strategy Option is informed by the statutorily required environmental assessment and seeks to enhance sustainability, promote economic and social development, and ensure quality of life and the protection of the environment. It also aligns with and aims to deliver on the Core Strategy requirements set out for Headford in the Galway County Development Plan and supports the objectives of the Regional Planning Guidelines to provide for the sustainable, dynamic development of villages to a level that can deliver the conditions for balanced regional development.

### 2.3.9 Loughrea Local Area Plan 2012-2018 (extended until 24<sup>th</sup> July 2022)

The Loughrea Local Area Plan (LAP) is a land use plan which provides an overall strategy for the development of Loughrea over the period 2012-2022. The successful implementation of the Plan will have a positive impact on Loughrea, ensuring it develops in a sustainable manner, and will also complement the implementation of the County Development Plan.

Loughrea is located in east County Galway, approximately 30km southeast of Galway City and along the R446 regional route, a key strategic road between Dublin and Galway. Given the town's proximity to Galway City and the concentration of strategic infrastructure and employment opportunities within the area, it has experienced significant growth in previous Census periods.

As a medium-sized town with an area of 533ha and a population of 5,057 people in 2011, an increase in 525 people (or 11.6%) from the 2006 population of 4,532 people, Loughrea is

identified as a self-sufficient settlement and a 'Key Town' within the Core Strategy/Settlement Strategy of the Galway County Development Plan 2009-2015 and thus it is important that future development for anticipated growth is plan led so that Loughrea can enhance its vibrancy and grow in a sustainable manner.

It is indicated in the Core Strategy for the Galway County Development Plan 2009-2015 that Loughrea has a target population growth of up to 1,133 persons by 2015, which results in a housing land requirement of 32.68ha (based on 50% over-zoning) in order to accommodate residential development over the Plan period. The Plan also states that, *"under the previous Loughrea Local Area Plan 2005-2011, there was over 60ha of undeveloped zoned residential land within the development boundary in excess of the zoned land allocation under the Core Strategy."*

The Plan is underpinned by a strategic vision which envisions *"Loughrea will be a sustainable, self-sufficient, vibrant, socially inclusive and innovative growth centre within the County, protecting and enhancing its attractive medieval character and natural environment, supporting an educated workforce, providing a range of supporting services/facilities/amenities and with a high quality of life for the local community. This will be delivered through a managed and phased development strategy on appropriately zoned and serviced lands in a manner that is balanced and sustainable for Loughrea and the immediate environs that it serves"*. In order to achieve this strategic vision for Loughrea, a number of different Development Strategy Options were examined to ascertain which option was the most appropriate for the town.

***Policy DS - Development Strategy:*** *"It is the overarching policy of Galway County Council to support and facilitate the sustainable development of the Plan Area in line with the preferred development strategy option, Option 2 - Consolidate Existing Town Centre, Sequential Development around Established Urban Core and Controlled Eastward Expansion, and in a manner that maintains and enhances the quality of life of local communities, promotes opportunities for economic development, social integration and sustainable transport options, protects the cultural, built and natural heritage and environment and complies with relevant statutory requirements."*

As noted in the Policy DS - Development Strategy above, Option 2 is considered the preferred development option for Loughrea. This option supports the consolidation and controlled expansion of the town centre, promotes the infill and sequential development of the town and encourages street-oriented development along the existing urban street network and the new route proposed to the east, including high quality edge treatments, improvements in the public realm and smarter travel opportunities.

### 2.3.10 Maigh Cuilinn Local Area Plan 2013-2019 (extended until 26<sup>th</sup> February 2023)

This Local Area Plan (LAP) is a land use plan and contains an overall strategy for the development of Maigh Cuilinn over the period 2013-2023. The successful implementation of the plan will have a positive impact on Maigh Cuilinn ensuring it develops in a sustainable manner and will also complement the implementation of the County Development Plan.

Maigh Cuilinn is a small village located approximately 10 km northwest of Galway City centre, at the junction of the N59 national secondary road to Clifden and the Spiddal to Knockferry local road. The village is also located within a Gaeltacht area. Maigh Cuilinn hosts a number of shops, commercial premises and amenities, providing a range of local services, and facilities for those residing locally and in the surrounding hinterland. It is worth noting that residential development has predominantly taken place in the south-western and north-eastern areas of the village. In accordance with pertaining policy, the forested areas of biodiversity/ecological significance generally remain undeveloped.

The Core Strategy in the Galway County Development Plan 2009-2015 has identified a target population growth of up to 408 persons for Maigh Cuilinn to 2015, which results in a requirement for 11.78ha of zoned land for residential purposes (based on 50% over-zoning). Under the previous Maigh Cuilinn Local Area Plan 2005-2011, there was approximately 100ha of undeveloped zoned residential land within the plan boundary.

This LAP is underpinned by a strategic vision which seeks *“to promote Maigh Cuilinn as a sustainable and vibrant village, which maintains its attractive character, capitalises on its existing and future accessibility strengths, while offering a pleasant environment for a growing community, for living, shopping, for education, business, recreation and tourism, all balanced against the need to safeguard and enhance the environmental sensitivities of the area, for present and future generations to come.”*

A review of a number of Development Strategy Options was carried out to ascertain which option can deliver most effectively on the vision for the village. The Plan indicates that Option 3 is considered the preferred Development Option, as it *“supports the consolidation of the village centre to accommodate future growth, promotes the sequential development of the remainder of the urban core, including infill development and the development of vacant, brownfield and underutilised sites in the village centre, ensuring that serviced lands close to the centre and public transport options are the primary focus for development in the short to medium term.”*

**Policy DS 1 - Development Strategy:** *“It is the overarching policy of Galway County Council to support and facilitate the sustainable development of the Plan Area in line with the preferred development strategy option, Option 3 - Consolidate the Village Centre with Sequential Development Around the Core, which allows Maigh Cuilinn to develop in a manner, that maintains and enhances*

*the quality of life of local communities, promotes opportunities for economic development, sustainable transport options and social integration, protects the cultural, built, natural heritage and environment and complies with relevant statutory requirements.”*

As it stands, the preferred option within the Development Strategy policy (Option 3) seeks to consolidate the existing village centre, promote sequential development around the village core and avoid peripheral development to the north and south.

### 2.3.11 Oranmore Local Area Plan 2012-2018 (extended until 22<sup>nd</sup> May 2022)

This Local Area Plan (LAP) is a land use plan providing an overall strategy for the development of Oranmore over the period 2012-2022. The successful implementation of the plan will have a positive impact on Oranmore ensuring it develops in a sustainable manner and will also complement the implementation of the County Development Plan.

Located 7km east of Galway City centre, at the inner shoreline of Galway Bay, Oranmore offers significant employment opportunities and has a viable commercial core. The rural character of the surrounding landscape provides many amenity opportunities given the town’s rich, varied heritage and proximity to the sea.

The Plan indicates that the pace of development has been significant in recent years, leading to a rapid rise in the population of Oranmore. As stipulated in the 2006 Census, the population of the town was 3,513, a 107% increase from the 2002 Census figure. It is indicated in the LAP that, *“the education levels of Oranmore residents were one of the best in Ireland, people who live here or moved here for work, were recorded as having a good level of education, with just 4.64% of the people educated to primary school level or with no formal education, while people with a third level degree or a higher qualification made up 38.35% of the Oranmore workforce. This was the highest in any Irish town and over double the national average of 16.57%.”*

Furthermore, Oranmore has been identified as a key town within the Core Strategy of the Galway County Development Plan and a Galway Metropolitan Area Satellite town. The Core Strategy of the County Development Plan also identified a target population growth of up to 1,130 persons for Oranmore to 2015, which results in a requirement for 32.60ha of zoned residential land, while under the previous Oranmore Local Area Plan 2006-2012 there was approximately 160ha of undeveloped zoned residential land within the plan boundary.

This LAP is underpinned by a strategic vision, which seeks *“to promote Oranmore as a sustainable, self-sufficient and vibrant town, which maintains its unique, attractive character, capitalises on its accessibility strengths - in particular rail, while offering a pleasant environment for a growing community, for living, shopping, business, recreation and tourism, balanced*

*against the need to safeguard and enhance the environmental sensitivities of the area, for present and future generations to come.”*

As part of the Development Strategy for the town, a number of options were reviewed. Option 3 was considered the preferred Development Option, as it *“supports the consolidation of the town centre to accommodate future growth, promotes the sequential development of the remainder of the urban core including the development of vacant and under-utilised sites in the town centre, ensuring that serviced lands close to the centre and public transport options are the primary focus for development in the short to medium term.”*

***Policy DS 1 - Development Strategy:*** *“It is the overarching policy of Galway County Council to support and facilitate the sustainable development of the Plan Area in line with the preferred development strategy option, Option 3 - A Combination of a Future Strategic Development Area with Consolidation of the Town Centre and Surrounding Areas, Informed by Environmental Assessments, which allows Oranmore to develop in a manner, that maintains and enhances the quality of life of local communities, promotes opportunities for economic development, sustainable transport options and social integration, protects the cultural, built, natural heritage and environment and complies with relevant statutory requirements.”*

In addition to the above, the preferred development strategy option also *“protects lands surrounding the rail station, so that future development associated with same can take place in a planned and timely manner, while at the same time building on the existing strengths of Oranmore town, providing for the more immediate development needs.”*

### 2.3.12 Portumna Local Area Plan 2016-2022

This Local Area Plan (LAP) is a land use plan and overall strategy for the development of Portumna covering the period 2016-2022. The successful implementation of the plan should have a positive impact on Portumna, ensuring it develops in a sustainable manner and complements the implementation of the Galway County Development Plan 2015-2021. This Local Area Plan has been prepared by Galway County Council to provide a statutory framework for the future growth and development of Portumna.

Portumna is located in south-east County Galway, approximately 68km south east of Galway City, 31km south of Ballinasloe and 24km west of Birr. The town is recognised as the principle urban setting in south-east County Galway serving an extensive rural hinterland on either side of the county divide. Portumna is served by the N65, which acts as the main vehicular gateway to the town.



The Galway County Development Plan 2015-2021 identifies Portumna as a Key Town in the settlement hierarchy for the county. This entails it functioning as a self-sufficient service hub, offering a range of services including health, community, finance, employment, educational and retail provision to a broad catchment population. The Core Strategy in the Galway County Development Plan has identified a target population growth of up to 230 persons for Portumna through to 2021, which results in a requirement for 9.72Ha of zoned land for residential purposes (based on 50% over-zoning).

The LAP is underpinned by a strategic vision which seeks *“to promote Portumna as a sustainable, self-sufficient and vibrant town, which maintains its unique character, capitalises on its existing cultural and tourism assets, while offering a pleasant environment for a growing community, for living, shopping, for education, business and recreation. This requires there to be a degree of balance whereby the environmental sensitivities of the area and Portumna Castle and Demesne, Portumna Forest Park and Lough Derg in particular are safeguarded, for present and future generations to come.”*

As part of the Development Strategy for the town, the following development strategy policy applies:

***Policy DS 1 - Development Strategy:*** *“It is the overarching policy of Galway County Council to support and facilitate the sustainable development of the plan area in line with the preferred development strategy option, Option 3 - Consolidate Town Expansion & Promote Sequential Development with a Refined Plan Boundary which allows Portumna to develop in a manner, that maintains and enhances the quality of life of local communities, promotes opportunities for economic development, sustainable transport options and social integration, connectivity and social integration, protects the cultural, built, natural heritage and environment and complies with relevant statutory requirements.”*

The LAP notes that this option provides a more appropriate development envelope and greater certainty to the future growth of the town, including rationalised land use zonings to align with the Core Strategy. It also takes account of the infrastructural capacity within the town, with particular regard to water and wastewater availability and takes cognisance of flood risk areas.

### 2.3.13 Tuam Local Area Plan 2018-2024

This Local Area Plan is a land use plan and overall strategy for the development of Tuam over the period 2018-2024. The successful implementation of the plan will have a positive impact on Tuam ensuring that it develops in a sustainable manner and complements the implementation of the County Development Plan.

This Local Area Plan (LAP) has been prepared by Galway County Council to provide a statutory framework for the future growth and development of Tuam. The purpose of the LAP is to guide future development within the town in a sustainable and reasonable manner and to inform members of the public, the local community, stakeholders and developers of the policies and objectives that will shape the development of the town over the next six years.

Tuam is strategically located as a centre for growth in North Connaught, it has excellent connections to the motorway route from Limerick to Sligo as well as motorway linkages to Galway and Dublin and has the opportunity to develop as the focus for future development in North Connaught providing the infrastructure and services for its surrounding small towns/villages and rural lands.

The Core Strategy of the Galway County Development Plan 2015-2021 has identified a target population growth of up to 2,080 persons for Tuam to 2021, which results in a maximum requirement for 52.39Ha of zoned residential land. In terms of population growth, Tuam has experienced sustained growth patterns since the last Census period, the forecasted level of 2016 population growth in the County Development Plan of 8,600 persons was exceeded by 167 in the 2016 census figures. This is a trend worth considering for land allocation in the future.

This LAP is underpinned by a strategic vision, which seeks *“to promote Tuam as a thriving vibrant market town, providing a focus for future residential, economic & social development in a sustainable manner, encouraging new development and capitalising on the town’s unique historic identity and character, as well as its accessibility, thereby realising Tuam’s potential as well as supporting the surrounding rural hinterland.”*

As stated in the LAP in relation to the Development Strategy for Tuam:

***Policy DS 1 - Development Strategy:*** *“It is the overarching policy of Galway County Council to support and facilitate the sustainable development of the plan area in line with the preferred development strategy option, Alternative 1 - Even Development with a Refined Plan Boundary, which allows Tuam to develop in a manner that maintains and enhances the quality of life of the local community, promotes opportunities for economic development, sustainable transport options, connectivity and social integration, protects the cultural, built, natural heritage and environment and complies with relevant statutory requirements.”*

The Plan notes that this approach promotes the consolidation of development within the plan area, supports sequential development of the remainder of the urban area from the centre outwards and ensures that serviced, residential lands close to the Town centre and public transport options are the primary focus for development in the short to medium term. This in turn will encourage reduced travel demands, more sustainable transport options and ease of access to community facilities, employment sources and retail and service provision within the

town centre. In addition to this, the land use zoning matrix provides further guidance on appropriate uses in the various zones.

### 2.3.14 Galway County Local Economic and Community Plan 2016-2022

The Galway County Local Economic and Community Plan 2016-2022 was completed to meet provisions under the Local Government Reform Act 2014, LECP Guidelines and LECP Circulars. As part of the preparation of the LECP for County Galway, a vision for the future of the County emerged through an extensive and inclusive consultation process. As stated within the Galway County LECP, this vision recognises the challenges posed by changes in demographic patterns brought about by social and economic pressures and the risks posed by geographic peripherality to the overall goal of creating *“an inclusive County with a clear sense of identity where we work together towards achieving the full economic, social, community, linguistic and cultural potential of County Galway and all its people through citizen engagement at a local level.”*

The Plan offers a road map to build on this vision and help meet both the challenges and the opportunities faced, as well as providing *“an overview of the socio-economic and cultural landscape of the County, an outline of the structures established to drive the Plan and the plan process itself, and the comprehensive and varied methods of citizen engagement which were used to develop a practical and realisable Action Plan.”*

In terms of demographic trends, it is asserted that County Galway has seen a steadily growing population over the past decade, with a growth rate of 10% between 2006 and 2011. The greater part of this population growth is found in the small urban centres and commuter catchment areas of Galway City. The majority of the population of County Galway (c.77%), live in rural areas. This compares with a national equivalent figure of 38% and a 61.9% figure for the West Region.

The Galway County LECP outlines the number of commercial organisations in the County accounting to 6,597, these are spread by municipal district as follows: Connemara 26%, Tuam 20%, Ballinasloe 15%, Athenry/Oranmore 18% and Loughrea 22%. There were 5,930 Enterprise Ireland supported jobs in Galway City and County in 2014, an increase of 181 on the previous year. It is worth noting the statistics presented for the Gaeltacht areas in Ireland, where there are 7,346 full-time and 4,220 part-time/seasonal jobs in Údarás na Gaeltachta assisted companies.

In relation to housing, the Plan notes that the majority of households (78.6%) in County Galway are found in owner-occupied dwellings, with a vacancy rate for County Galway at 19.4%, higher than the State at 14.5%. The high level of holiday homes and vacant houses contributes to the high vacancy rate within the County.

A series of themes and high level goals have been set within the LECP to achieve this overarching vision. These include:

**Theme 1, Employment and Enterprise - Goal:** *To enhance the quantity and quality of employment and enterprise opportunities throughout County Galway.*

**Theme 2, Poverty and Social Inclusion - Goal:** *To reduce the levels and prevalence of poverty, disadvantage, and social exclusion in County Galway.*

**Theme 3, Education and Training - Goal:** *To improve educational attainment levels within County Galway and to ensure that access to training and lifelong learning opportunities is available to all.*

**Theme 4, Health and Wellbeing - Goal:** *To improve the health and wellbeing of individuals and communities across County Galway.*

**Theme 5, Community Safety - Goal:** *To make County Galway a safer place to live for all its citizens.*

**Theme 6, Towns, Villages, and Islands - Goal:** *To revitalise and regenerate the towns, villages, and islands of County Galway and to improve the connectivity of communities, the built environment and public spaces.*

**Theme 7, Balanced Sustainable Development - Goal:** *To ensure that rural communities in County Galway are enabled to participate fully in economic and social development in their own area.*

**Theme 8, Natural Environment - Goal:** *To protect and sustain our natural environment for future social, cultural, and economic wellbeing.*

**Theme 9, Culture and Language - Goal:** *To ensure that the culture and language of County Galway remain a vibrant and unique part of our identity and are developed to their full potential.*

**Theme 10, Harnessing our Natural Resources - Goal:** *To harness and manage our natural resources to support our unique agriculture and marine related sectors in a balanced and sustainable manner.*

Furthermore, **OBJECTIVE 9 - HOUSING STRATEGY** seeks to “secure the implementation of the Housing Strategy 2015-2021, including the implementation of its policies and objectives and requirement to reserve a minimum of 10% of residential development for social and specialist housing”, and includes actions necessary to achieve this objective as follows:

*9.1 Development of mixed tenure housing projects in areas of recognised demand in the County.*

*9.2 Rollout of active Estate Management Initiative to improve quality of life for residents of local authority estates.*

*9.3 Support for active resident and tenant engagement with landlords through support for residents' associations.*

*9.4 Pilot initiatives to break the cycle of disadvantage in socially disadvantaged families living in local authority estates.*

*9.5 Rollout of Strengthening Families Programme in key local authority estates and disadvantaged areas - 2 programmes per year.*

*9.6 Support for family learning and parent support targeting local authority estates throughout the County.*

*9.7 Work with SICAP implementers to ensure that council housing tenants are supported to meet their full personal, social potential as citizens, family, and community members.*

*9.8 Work with SICAP Implementers to pilot initiatives for tenant community support in selected disadvantaged areas or estates.*

The final section of the Plan sets out the process by which the delivery of this Plan and the high level goals which underpin the vision will be turned into a reality through the implementation of practical objectives and actions. These actions have been identified through an intensive process of collaboration by communities and other stakeholders and formulated into this integrated Plan under the guidance of the Galway County Local Community Development Committee (LCDC) and the Economic Development & Enterprise Strategic Policy Committee (SPC) of Galway County Council.

### **2.3.15 Galway County Council Traveller Accommodation Programme 2019-2024**

The Galway County Council Traveller Accommodation Programme 2019-2024 was adopted to meet provisions under the Housing (Traveller Accommodation) Act 1998 by Galway County Council in consultation with other local public authorities, community groups and other bodies, Travellers both directly and via the Local Traveller Accommodation Consultative Committee (LTACC), and Traveller Support Groups in the area. This Programme provides an evaluation of the previous Programme (2014-2018) and challenges faced, asserting that during the period of this Programme Galway County Council exceeded its overall targets in the programme with the accommodation needs of 262 households met during the period 2014-2018.

The current Programme also provides an assessment of the existing travellers' accommodation needs, and a projection of the anticipated needs over the Programme period. It also includes

a policy statement regarding Traveller accommodation and strategy for the implementation of the accommodation programme. According to this Programme, there is a Projected Need of 40 no. households, with a total estimated need of 111 no. homes (when allocating the existing need) for the period of 2019-2024. As expressed by most Traveller housing applicants, the preferred accommodation is for standard local authority housing or private rented accommodation. Accordingly, Galway County Council anticipates that the overall housing need will be met over the period of this Accommodation Programme predominantly through the provision of standard Local Authority Housing and through Housing Assistance Payment (HAP).

### 2.3.16 Galway Age Friendly Programme Strategy 2014-2019

The vision of the Galway Age Friendly Programme Strategy is to provide a place where older people are supported to live independently in safe and secure homes and communities, suitable for their physical and social needs. The Strategy supports actions that enable older people to participate in various aspects of life and continue to grow, develop, and contribute to society. As stated in the document, the overarching vision of this Strategy is as follows:

*“Galway will be a place for all ages that prepares properly for and celebrates individual, and population ageing through collaboration and the provision of appropriate services and supports. Galway will promote and respect older people’s engagement in economic, educational, social, cultural, community and family life and foster better solidarity between generations. The underlying value of this vision will include respect for equality, independence and diversity.”*

This resulting Strategy for Galway outlines a collective response to the changing demographic situation across the city and county and reflects our ongoing commitment to the vision of Galway being a great county to grow up and grow old in. It provides the foundations for a place where everybody as they age are supported, connected, and valued for their contribution to community and family life.

In order to make this vision a reality, the Galway Age Friendly Alliance (comprising Galway City and Council), in partnership with the Galway Older Persons Council have identified 8 strategic priorities:

1. *To promote a built and social environment which will enable people of all ages, but particularly the older members of our community, to be engaged and to feel and be safe both at home and out and about.*
2. *To ensure that as far as possible, older people can get to where they need to go, when they need to do so.*
3. *To facilitate all members of the community living at home in their own homes and communities for as long as possible.*

4. *To promote participation in social, economic, cultural, and public life for all members of the community.*
5. *To develop a partnership between the Alliance and NUI Galway, and particularly the University's two most relevant (to this strategy) centres, Project Life-course, and the Community Knowledge Initiative. This partnership will help to promote the concept of an age-friendly society and an age-friendly University, and thereby make Galway a flagship for the integration of practice and research in the areas of ageing and the family.*
6. *To promote the concept and the practice of inter-generational activities throughout our community and to create respect across the generations.*
7. *To work with the Older Persons Council, and other groups representing the older members of the community, by engaging in a two-way process of communication which will enhance progress in relation to the other strategic priorities. Through this process we will also ensure that older adults have the information they need to live full lives.*
8. *To support and promote all initiatives which will enable people to live healthier and active lives for longer.*

These strategic priorities, and the actions supporting them, are seen to be strongly supportive and enabling in relation to the vision of the Alliance and will help to ensure that all members of the community will continue to learn, develop and work throughout their lives, will be truly valued and respected, and that they will lead healthier and active lives for longer.

### **2.3.17 Galway County Council Vacant Homes Action Plan 2018-2021**

Galway County Council's 'Vacant Homes Action Plan' has been prepared with reference to Pillar 5 of the Government's document Rebuilding Ireland: An Action Plan for Housing and Homelessness and takes into consideration the Vacant Housing Reuse Strategy 2018-2021, which is an overarching strategy setting out a vision for tackling residential vacancy issues. The reuse of existing buildings and reduction in vacancy is essential in order to tackle housing supply issues, as well as to ensure the continued growth and development of communities in both urban and rural areas.

The Action Plan states that, as of December 2018, there were approximately 3,000 applicants with Net Housing need on Galway County Council's Record of Qualified Households, and further notes that the Council have engaged in the Vacant Homes Pilot Survey, while surveying 10 of the allocated areas and also targeting other areas where Housing demand is acute. Additionally, the use of the Vacant Homes website (vacanthomes.ie), the derelict sites register, and local knowledge, will enable the Council to target homes that may be recoverable into the housing market.

In addition to the above, there are a number of initiatives and schemes which will help bring identified vacant units back into use, including: Buy and Renew Scheme, Repair and Lease Scheme, Long Term Leasing, Rental Accommodation scheme, Housing Assistance Payment, and Compulsory Purchase.





Section 03.

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HOUSING MARKET DRIVERS

### 3.0 HOUSING MARKET DRIVERS

This section will identify the key factors driving the local housing market in County Galway and will include information on household formation, population and migration, housing affordability including income, house prices, rent levels, and key drivers of the local and national economy. This analysis will help to understand local housing market dynamics and will also help to inform which demographic, economic and affordability trends will determine the scenarios within the HNDA.

#### 3.1 Demographic Trends and Population Projection

##### 3.1.1 Population

Census 2016 results show that Ireland's population stood at 4,761,865 in April 2016, an increase of 173,613 (3.8%) since April 2011. Population changes varied widely across the country ranging from a high of over 8% in Fingal to a low of -1.5% in Donegal. Beyond the five cities (Dublin, Cork, Limerick, Galway, and Waterford) 29% of Ireland's population live in towns and villages with at least 1,500 or more people. The Census data further indicates that smaller towns and villages (1,500-10,000 population) experienced less than half the national average rate of population growth between 2011 and 2016. Those with more than 5,000 people had a combined net loss of population during that time, when the national population grew by almost 4%. Within Galway, the County saw a population increase of 2.4% (+4,266 persons) during this period, as the population increased to 179,390 from 175,124. However, the population in Galway city grew considerably faster than the surrounding county (4.2%).

Table 3. Population and its changing trends in 1991-2016

Year	1991	1996	2002	2006	2011	2016
Population	129,511	131,613	143,245	159,256	175,124	179,390
Actual Change	-	2,102	11,632	16,011	15,868	4,266
% of Change	-	1.6	8.8	11.2	10.0	2.4

Source: CSO StatBank

As it can be traced in the Table above, the County has had a steady growth of population since 1991. And even though the growth rates had a moderate increase when comparing years 1996 and 2016, considerable fluctuations can be observed during these two past decades. There was a major increase of growth rate during 1996-2002 from 1.6% to 8.8%, which was then followed by a more moderate growth to 11.2 in 2006, and a slight drop to 10% in 2011. This was followed by a drop to 2.4% in 2016, resulting in a slight growth of the population.

There are noticeable differences between the age pyramids of the cities versus the counties. Dublin, Cork, and Galway City all appear similar; the main characteristic being the larger

number of young adults aged 20 to 40 and the relatively smaller number of children. In contrast the more rural counties of Leitrim, Galway, Donegal, and Roscommon also share similar features with fewer young adults and proportionally more older people. As summarised in the table below, while the young dependency ratio was steady over the intercensal period, the old age dependency ratio rose from 12.6% in 2011 to 14.5% in 2016.

Table 4. Age Dependency Ratios over 2011-2016

	2011	2016	Actual Change	% of Change
0-14 years	39693	40643	950	2.39
15-64 years	113441	112689	-752	-0.66
65 years and over	21990	26058	4068	18.50
<b>Young Age Ratio (%)</b>	22.7	22.7	-	-
<b>Old Age Ratio (%)</b>	12.6	14.5	-	-
<b>Total Dependency Ratio</b>	35.2	37.2	-	-

Source: CSO StatBank

Spatial distribution of the total age dependency within the County shows that the highest rates of age dependency are located in Cloonkeen (88.9%), Levally (85.3%), Movode (85.1%), and An Cnoc Bui (82.4%). On the other hand, the least rates of age dependency are located in Galway Rural (34.2%), Colmanstown (42.4%), Mountain (42.4%), and Baile an Teampaill (Part Rural) (44.5%).

As illustrated in the Figure below, moving from west towards east of the County and specifically to the northern ends of Galway East, an increase in the rate of age dependency can be observed. The lowest rates of age dependency are clearly distributed in the catchment area of major workplaces such as Galway City, Tuam, and Loughrea.

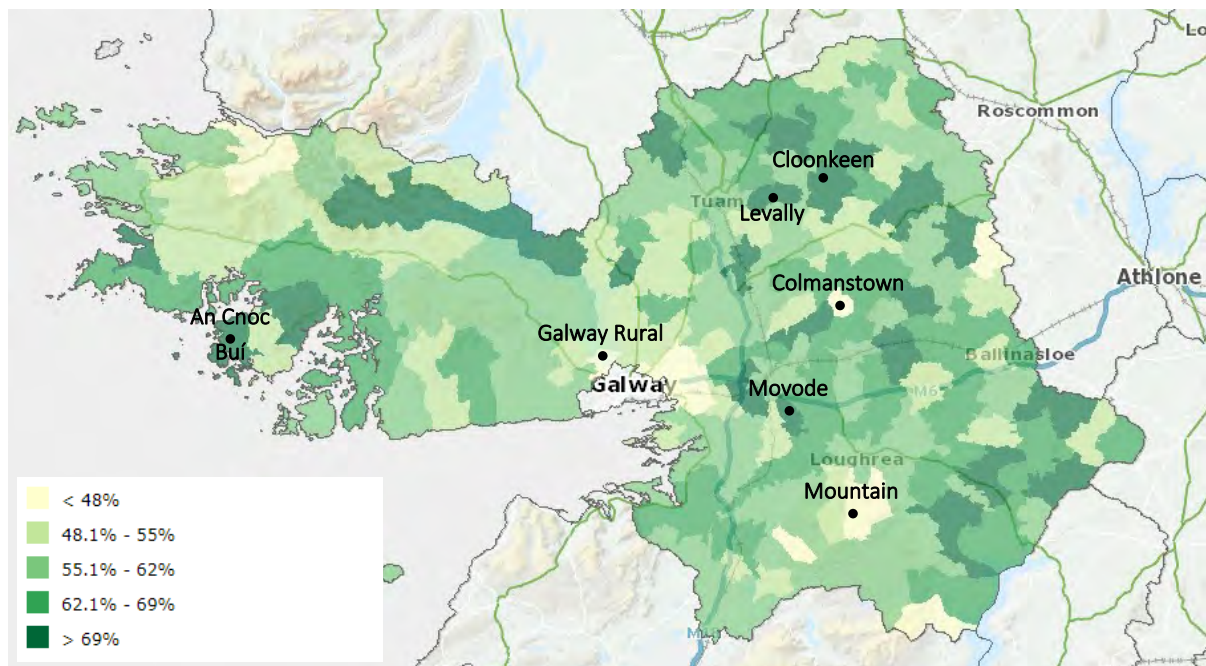


Figure 4. Age Dependency Ratios by Electoral Division - 2016

Investigating the age profile of the County over the Census 2011-2016 indicates that there was a considerable decline in the cohort aged 20-34 that equates an overall of -5,603 persons. On the other hand, greatest share of the population growth recorded for cohort aged 60-74, which was a total of +12,085 persons. It is noted that the cohort aged 0-4 years old also decreased by -1,604 persons.

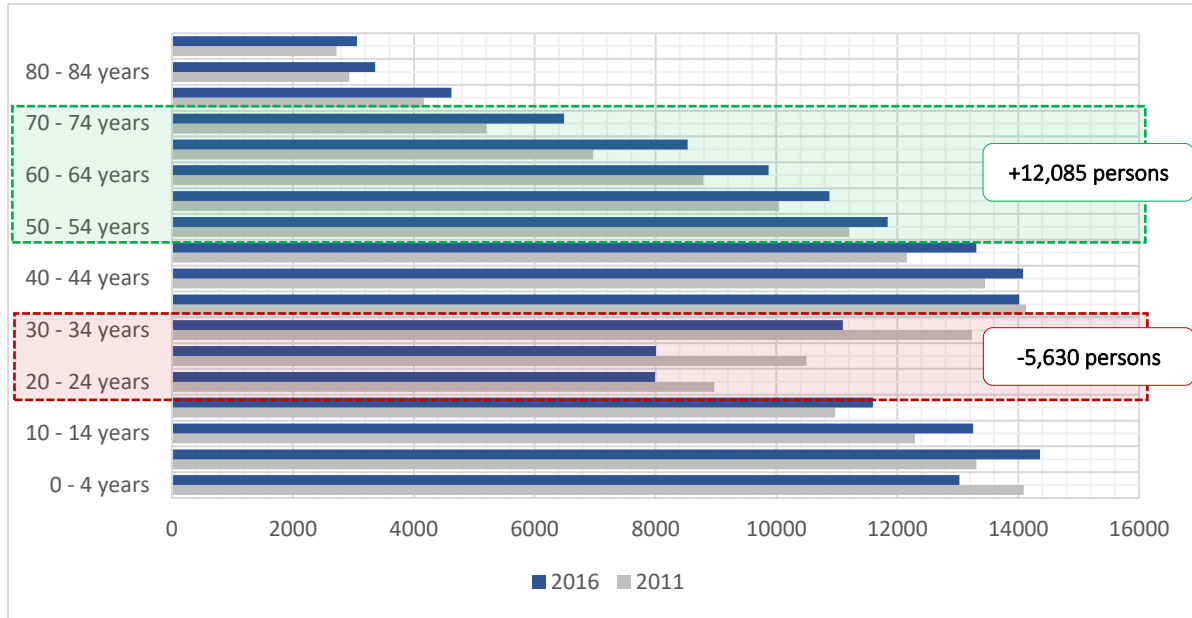


Figure 5. Population Change by Age Cohort in County Galway over 2011-2016

The population pyramid below (Figure 6) shows the County age distribution in more detail. A peak of births in 1980 shows up in the 40-44 age category, and another peak in the number of births occurred in 2009 and shows up in the 5-9 age category. The smaller numbers in both the 20-24 age category relates to a falling birth rate in that period while the lower number in the 25-29 age categories, and to some extent in the 30-34 are the result of high outward migration. Therefore, a steady growth of old population can be expected for the County in coming years.

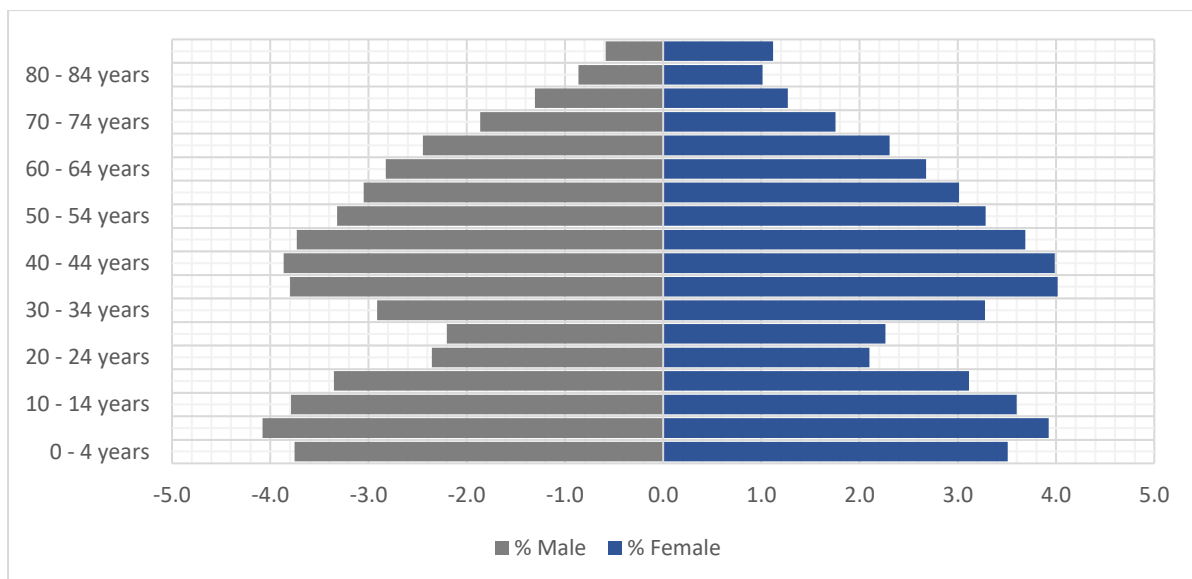


Figure 6. Population Age Pyramid of the County Galway - 2016

In general, Census shows that there are a greater number of older populations in the 42-51 years bracket, along the West coast of the country compared to the East coast. Galway City, however, has a population in the youngest age bracket, similar to other parts of the country with third level colleges. Within this context, County Galway had an average age of 38.1 in 2016 that is +1.3 more than 2011.

As it is mapped on the Figure below, ED's residing the youngest average age groups include Lackalea (31.2 years old), Tiaquin (32.8 years old), Ryehill (33.1 years old), and Killogilleen (33.6 years old). On the other hand, the ED's residing the oldest average age groups include Coos (49.2 years old), Leitir Breacáin (48.8 years old), Abhainn Ghabhla (47.1 years old), and Binn an Choire (46.7 years old). As it is shown, the Galway West is home to older age groups, while younger age groups are distributed within and close to the urban environment and major workplaces.

This also indicates the spots where there is a need to assess and plan for adequate healthcare, accommodation, and services to enable independent living for as long as possible, encourage active lifestyles and address isolation for older residents.

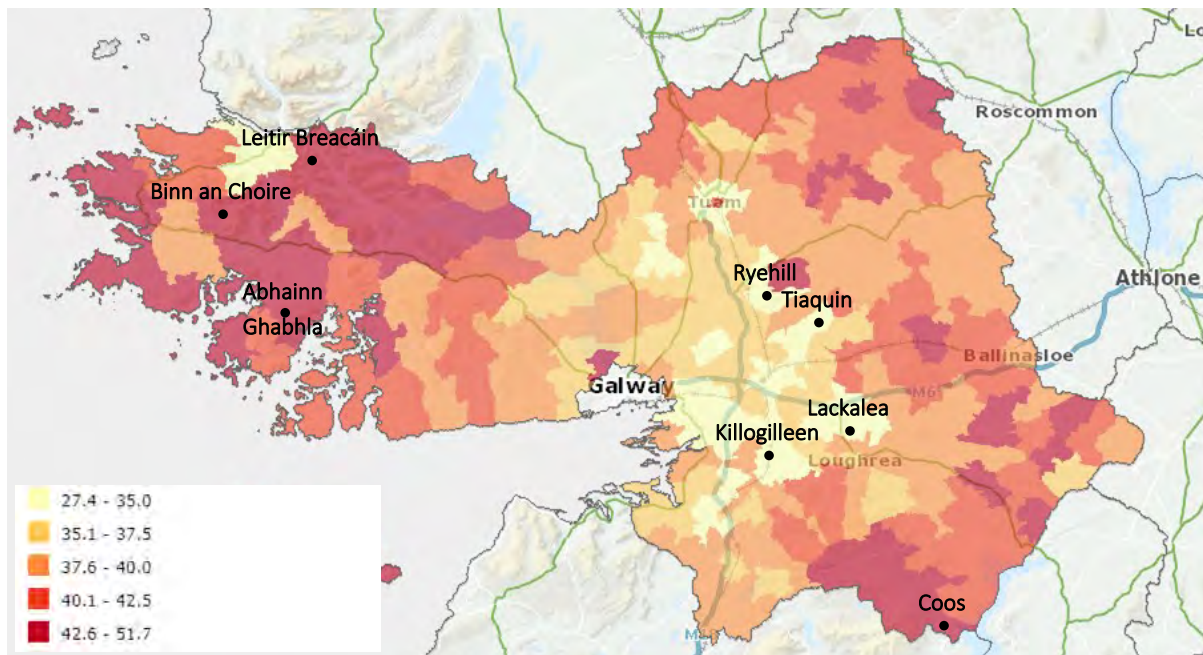


Figure 7. Average Age by Electoral Division - 2016

### 3.1.2 Population Distribution

In a bigger picture, the population of the Northern and Western Region is dispersed unevenly and has historically had a lower level of urbanisation compared to other regions. This weak urban structure is characterised by its location above all five existing cities in Ireland, which are south of a line from Dublin to Galway, and west of the two cities of Derry and Belfast in Northern Ireland.

In the County level and according to the CSO’s parameters, a total of 39,913 people (22.2%) were living in urban settlements in County Galway in 2016. 139,477 (77.8%) were living in smaller towns and villages, as well as in the rural remainder of the County. In 2011, census results showed a distribution between the urban and rural population as 22.6% and 77.4% respectively.

Table 5. Rural and Urban Population in County Galway over 2011-2016

	2011	2016
Total Population (Number)	175,124	179,390
Aggregate Town Area (Number)	39,546	39,913
Aggregate Rural Area (Number)	135,578	139,477
Percentage of population in Aggregate Town Area (%)	22.6	22.2
Percentage of population in Aggregate Rural Area (%)	77.4	77.8

Source: CSO StatBank

A more recently published report of the Census, “Urban and Rural Life in Ireland 2019”, uses a six-way urban/rural classification to examine social and economic characteristics of life in Ireland. These themes include income, housing, health, education, and commuting patterns are examined. Despite using different criteria, as shown in Figure 8 below, the County is mostly characterised by rural areas, including those under strong urban-based pressures. This is even more evident when moving towards Galway West.

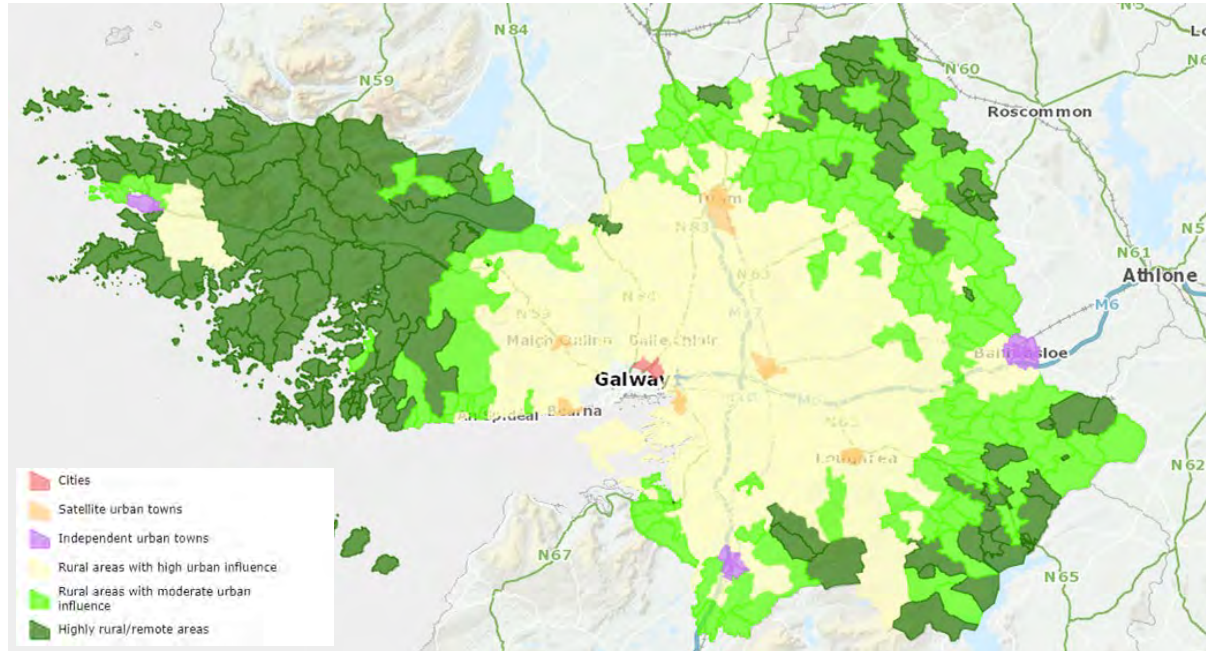


Figure 8. Indication of Area Type Classification by Small Area - 2016

Locating the population change over 2011-2016, as illustrated in Figure 9, indicates that Galway West had a bigger share of a declining population. While, growing population mostly occurred in Galway East and around the major workplaces, such as Galway City, and Tuam and along the high-speed access roads, such as M17 and M6.

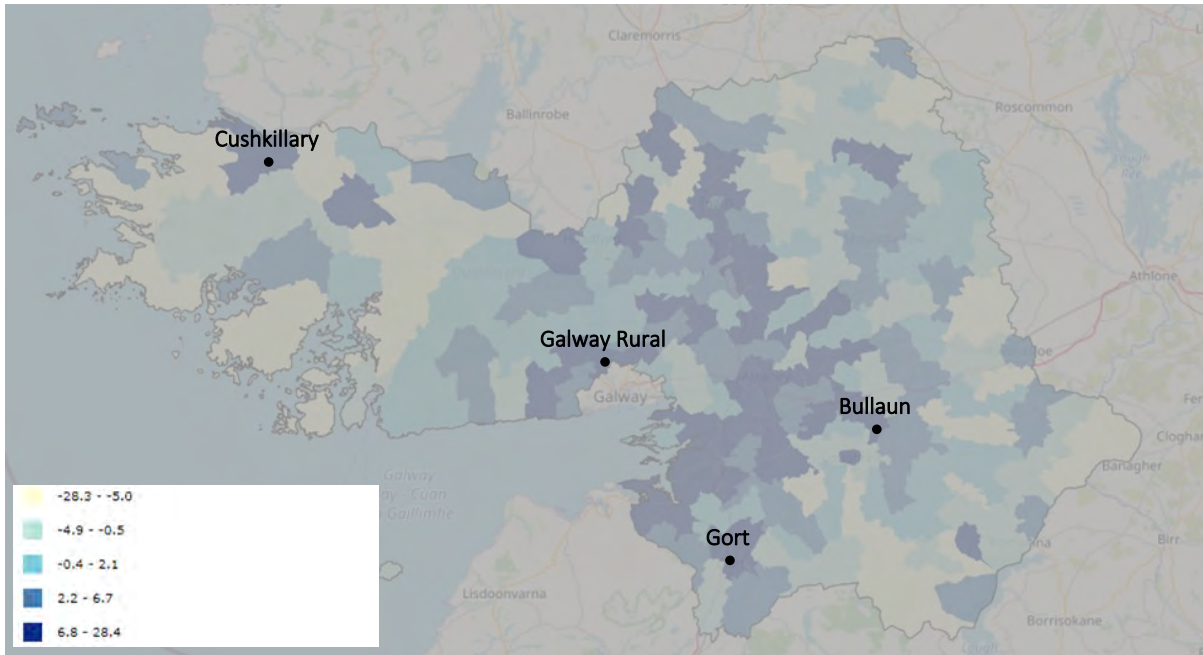


Figure 9. Percentage Change in Population Change by Electoral Division 2011-2016

The overall distribution of population in Census 2016 indicates that there are significant variances in population trends within ED’s throughout the County. However, as it is shown in Figure 10, Galway East contains the highest concentration of the total population along with the ED’s of Ballinasloe Urban (6,654 persons), Tuam Rural (6,033 persons), Loughrea Urban (5,542 persons), and Athenry (5,469 persons) as the most populated areas.

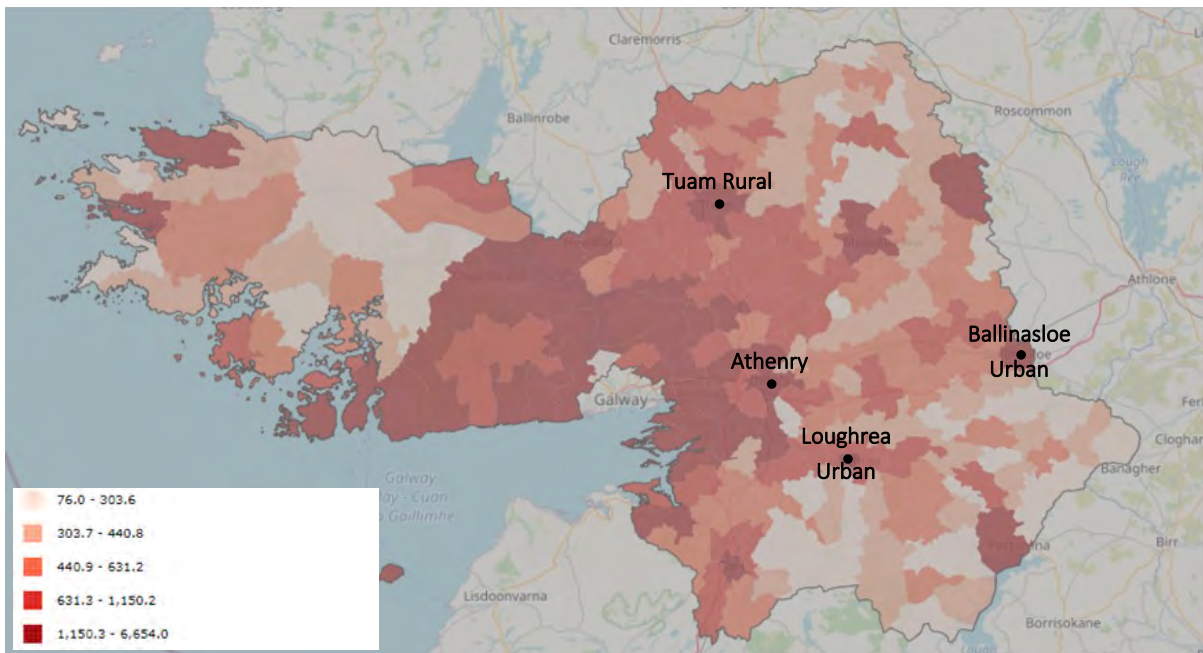


Figure 10. Spatial Distribution of Population in County Galway - 2016

As summarised in the Table 6 below, Athenry, Gort, and Loughrea experienced an overall rate of growth considerably higher than the county average between 2011 and 2016, with the population increasing by 11.49% from 11,656 persons in 2011 to 12,995 persons in 2016. Thereafter, the settlements identified as the Metropolitan Area had the greatest growth rate,

with the population growing by 4.33% from 7,894 persons in 2011 to 8,236 persons in 2016. Population changes across the various settlements identified in the settlement hierarchy is set out in the Table below. As it can be seen, Small Growth Towns and Villages had a number of declining settlements, with Clifden ranked amongst the highest rate of decline (-22.3%) followed by Portumna (-5.23), and An Spidéal (-5.20%). It is noted that the rural remainder experienced a slight growth of 1.75% over the intercensal period.

Table 6. Population Growth in County Galway 2011-2016

Settlement Typology	Settlement	Population CSO 2011	Population CSO 2016	Growth Rate 2011-2016 (%)
Metropolitan Area	Baile Chlair	1,217	1,248	2.55
	Bearna	1,878	1,998	6.39
	Oranmore	4,799	4,990	3.98
<b>Totals</b>		<b>7,894</b>	<b>8,236</b>	<b>4.33</b>
Key Towns	Ballinasloe	6,659	6,662	0.05
	Tuam	8,242	8,767	6.37
<b>Totals</b>		<b>14,901</b>	<b>15,429</b>	<b>3.54</b>
Strategic Potential	Athenry	3,950	4,445	12.53
<b>Totals</b>		<b>3,950</b>	<b>4,445</b>	<b>12.53</b>
Self-sustaining Towns	Gort	2,644	2,994	13.24
	Loughrea	5,062	5,556	9.76
<b>Totals</b>		<b>7,706</b>	<b>8,550</b>	<b>10.95</b>
Small Growth Towns	Clifden	2,056	1,597	-22.32
	Maigh Cuilinn	1,559	1,704	9.30
	Oughterard	1,333	1,318	-1.13
	Portumna	1,530	1,450	-5.23
	Headford	889	973	9.45
<b>Totals</b>		<b>7,367</b>	<b>7,042</b>	<b>-4.41</b>
Small Growth Villages	An Chearthrú Rua	814	786	-3.44
	An Spidéal	250	237	-5.20
	Ballygar	660	687	4.09
	Dunmore	577	600	3.99
	Glenamaddy	500	480	-4.00
	Kinvara	620	730	17.74
	Moylough	503	518	2.98
<b>Totals</b>		<b>3,924</b>	<b>4,038</b>	<b>2.91</b>
<b>Rural Remainder</b>		<b>129,382</b>	<b>131,650</b>	<b>1.75</b>

Source: Galway County Council

It is noted that in the settlements with a mostly declining population, such as Small Growth Towns and Villages, a few of the settlements had a considerable rate of growth, seemingly attracted most of the population growth within their categories. This includes Headford (9.45%), and Maigh Cuilinn (+9.3%) in the Small Growth Towns, and Kinvara (+17.74%), and Ballygar (+4.09%) in the Small Growth Villages.



### 3.1.3 Components of Population Change

The change in the population between successive census can be broken down into the combined effect of natural increase (births less deaths) and net migration (immigration less emigration). Table 7 presents the components of intercensal population change back to 2011, which indicates the overall trend of the components align with the State. While the birth and death rates defining the natural growth of the population are close to the State figures over this period, the migration variation is below the Irish national average which is pushing the rate of population change in the County below the national figure.

Table 7. Components of Population Change and Average Annual Rates of County Galway 2011-2016

	2011	2016
Change in Population since previous census (Number)	15,868	4,266
Births (Number)	14,392	13,067
Deaths (Number)	5,994	5,975
Natural increase (Number)	8,398	7,092
Estimated net migration (Number)	7,470	-2,826
<b>Average annual rates per 1,000 - Births (Number)</b>	<b>17.2</b>	<b>14.7</b>
<b>Average annual rates per 1,000 - Deaths (Number)</b>	<b>7.2</b>	<b>6.7</b>
<b>Average annual rates per 1,000 - Natural increase (Number)</b>	<b>10</b>	<b>8</b>
<b>Average annual rates per 1,000 - Estimated net migration (Number)</b>	<b>8.9</b>	<b>-3.2</b>

Source: CSO StatBank

### 3.1.4 Household Size

In the State, the number of private households increased by 2.9% over the Census 2011-2016 with a growth of average household size from 2.73 persons to 2.75 persons which represents a reversal of the long-term decline in average household size. With a growth rate of 3.4% over the same intercensal, the number of private households in County Galway increased from 60,952 in 2011 to 63,040 in 2016. However, the average household size remained unchanged at 2.8 over the intercensal period. Therefore, the County stood considerably above the national average by the growth rate of private households with a slightly greater household size.

Table 8. Average Number of Persons per Private Household 2011-2016

	2011	% of Total	2016	% of Total	% of Change
1-person household	14,069	23.1	14,725	23.4	4.7
2-person household	16,684	27.4	17,352	27.5	4.0
3-person household	10,457	17.2	10,379	16.5	-0.7
4-person household	10,114	16.6	10,874	17.2	7.5
5 and over-person household	9,628	15.8	9,710	15.4	0.9
All private households	60,952	100.0	63,040	100.0	3.4
All persons in private households	172,308	-	177,145	-	-
<b>Average number of persons in private households</b>	<b>2.8</b>	-	<b>2.8</b>	-	-

Source: CSO StatBank

As illustrated in the Table above, the pattern of family formation in County Galway is mostly characterised by two-person households (27.5%) followed by single-persons households (23.4%). However, the growth rate of different household size groups shows that 4-person households increased considerably (7.5%) over the same period. This is followed by single households (4.7%) and two-person households (4%). This represents a combination which maintains the average household size at where the county is standing, which is slightly above the State figure.

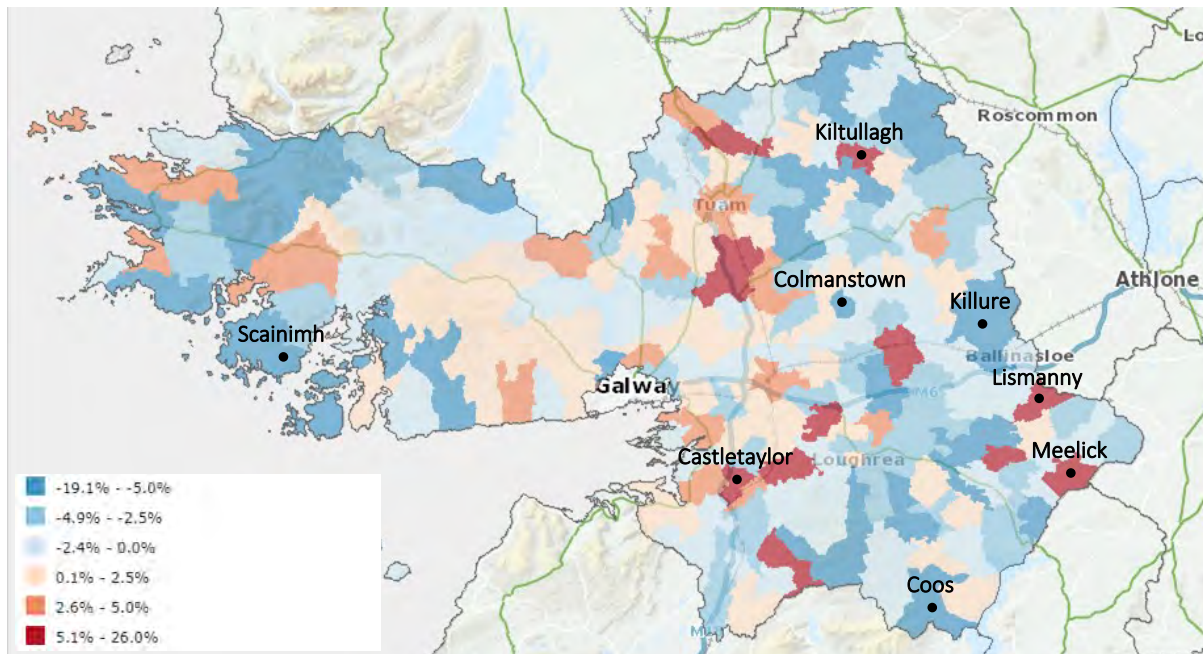


Figure 11. Percentage Change in Average Household Size by Electoral Division 2011-2016

CSO database on Census 2016 indicates that greatest average household sizes are located in Lackalea (3.59), Stradbally (3.4), Grange (3.35), Hillsbrook (3.33), while the least average household sizes are located in Inishbofin (2.09), Tuam Urban (2.22), Errislannan (2.29), Leitir Breacáin (2.3).

Moreover, mapping the percentage of change in average household size within the County shows that the most drastic changes from a greater average household size to a smaller household size, as marked with deep blue on Figure 11, had occurred in Colmanstown (-14.8% from 2.84 to 2.42), Scainimh (-12 from 3.08 to 2.71), Coos (-11.6 from 2.49 to 2.20). To other extent, the ED's with the greatest changes towards bigger average household size, as marked with deep red on the Figure above, comprise Meelick (+13.9 from 2.67 to 3.04), Lismanny (+11 from 2.63 to 2.92), Kiltullagh (+8 from 2.50 to 2.70), and Castletaylor (+7 from 2.99 to 3.2).

On the other hand, an insight to the spatial distribution of single households in settlements throughout the County (Figure 12) indicates that the greatest figures are located in Tuam (2,596 persons), Ballinasloe (2,081 persons), Loughrea (1,913 persons), and Oranmore (1,445 persons). However, considering the percentage of single persons aged 15 years and over to

the total population of settlements, the first three settlements with the highest rates of single population would be Williamstown (49.6%), An Spidéal (47.8%), and Woodford (45.8%).

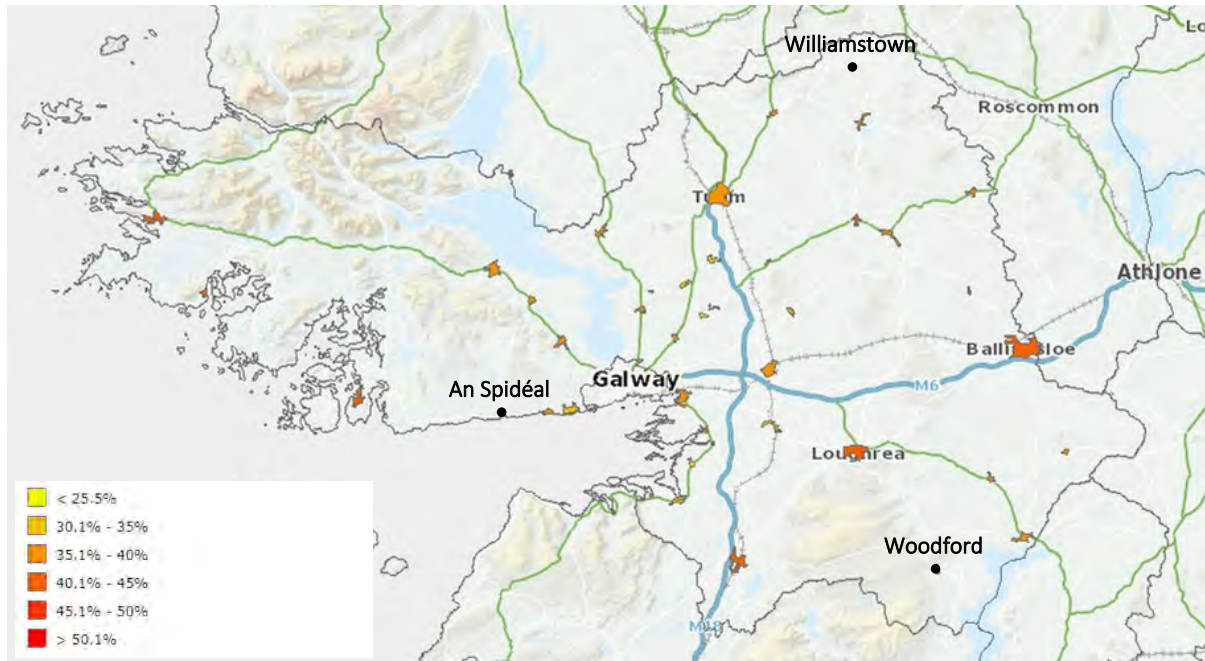


Figure 12. Single Population by Settlement - 2016

The spatial distribution of the average household size throughout the County represents the type of emerging demand in the housing market. In County Galway, the eastern side generally has a more dynamic demographic profile. Eastern ED's, specifically those which are located in the more accessible outskirts of Galway City, including Tuam, Loughrea, Ballinasloe, and Gort, have a younger population, smaller average household size groups, and a tendency for reduced household sizes in the future. This can be met by supplying according to the demand in the short- to medium-term and be more balanced in the long-run by integrating land-use policy with the housing strategy and planning for a more evenly distribution of employment centres to provide for promoting more inclusive communities.

### 3.1.5 Population Projection

Several population projection scenarios for County Galway have been investigated up to 2031, ranging from “non-intervention” to “policy-intervention” scenarios. While, non-intervention methods are performed as the evidence-based projection relying on demographic trending of the State or County, the policy-intervention method seeks to facilitate the national and regional planning policy to achieve a balanced compact pattern of growth. The results for 2022 and 2028 which mark the Plan period are summarised in the Table 9 below.

Table 9. Results of Population Projection in Different Scenarios

Scenario	Population 2022	Population 2028
Non-intervention - A	190,100-193,269	202,936-206,154
Non-intervention - B	207,329	212,415
Policy-intervention (Galway calcs - City calcs)	195,855	212,432
Policy-intervention (midway NPF target)	192,356	205,900
Policy-intervention (high NPF target)	195,056	211,100

Accordingly, two variations of the non-intervention scenario were explored. The first variation relies on the State projection figures provided by CSO StatBank, applying the growth rate of the State to the County 2016 onwards. The second variation utilises the Cohort Component Method (CCM) method, known as the best-in-class methodology for demographic projection. CCM in the following Strategy projects the population by age groups and sex using survival rates, net migration, and birth rates over the Plan period.

The policy-intervention scenario on the other hand relies on the NPF/RSES population targets, utilising these figures as the fixed variables to interpolate the required level of change per annum within the County. Different variations under this scenario were explored:

- (1) performing the calculation for both City and Galway using the NPF and RSES high population targets over the Plan period and estimating the County population by subtracting City from the overall figure;
- (2) taking the mid-way NPF population target and performing the calculations; and,
- (3) taking the high NPF population target and performing the calculations. Set out under the Council's provision guidance and local knowledge of the County, the third variation of policy-intervention scenario was selected for the purpose of HNDA and the Core Strategy.

Accordingly, the NPF sets out a targeted pattern of growth for Galway to 2026 with the projected population to range between 300,000 to 308,500 persons. Specific population targets for Galway City are also set out in the RSES. As per Variation no. 5 of the City Development Plan 2017-2023, the target for the city is to reach a population of 102,900 by 2026, that is an increase of 23,000 people from the Census 2016 City and Suburbs population of 79,900. Longer term to 2031, the target for the city is to grow by a further 12,000 to 114,900 population. Taking the 308,500 as the anticipated population for Galway, the population projection of the County Galway will be as the following.

Table 10. Census and NPF Roadmap Figures

Settlement	Census 2016	NPF/RSES Population Target 2026	NPF/RSES Population Target 2031
City and Suburbs	80,000	23,000	12,000
Galway County	180,000	25,500	14,000
<b>Total</b>	<b>260,000</b>	<b>48,500</b>	<b>26,000</b>

Source: Galway County Council

In this policy intervention scenario, the above population targets are used as the fixed variables and then an interpolation of the required level of change per annum was developed from baseline year 2016 to NPF/RSES target years 2026 and 2031; thus, producing annualised figures over the period of 2022 and 2028 which is the lifetime of the Development Plan. The results are summarised in the Table 11 below.

Table 11. Projected Population Growth Over the Plan Period based upon NPF/RSES 2026 &amp; 2031 Targets

Year	Total Population in County Galway	Annual Population Increase during Year	Annual Population Increase 2022-2028	Total Population Increase 2022-2028	Total Population Increase 2016-2028
2006	159,256	68.70%	-	-	-
2011	175,124	69.90%	-	-	-
2016	179,390	69.50%	-	-	-
2017	182,001	1.46%	2,611	-	-
2018	184,612	1.46%	2,611	-	-
2019	187,223	1.46%	2,611	-	-
2020	189,834	1.46%	2,611	-	-
2021	192,445	1.46%	2,611	-	-
2022	<b>195,056</b>	<b>1.46%</b>	<b>2,611</b>	-	-
2023	197,667	1.46%	2,611	-	-
2024	200,278	1.46%	2,611	-	-
2025	202,889	1.46%	2,611	-	-
2026	205,500	1.46%	2,611	-	-
2027	208,300	1.36%	2,800	-	-
2028	<b>211,100</b>	<b>1.36%</b>	<b>2,800</b>	<b>18,655</b>	<b>31,710</b>
2029	213,900	1.36%	2,800	-	-
2030	216,700	1.36%	2,800	-	-
2031	219,500	1.36%	2,800	27,055	40,110

## 3.2 Housing Price

### 3.2.1 Residential Property Price Index

According to the “Residential Property Price Index - August 2020” prepared by the CSO, residential property prices increased by 0.6% nationally in the year to August. This compares to a decrease of 0.6% in the year to July and an increase of 1.9% in the twelve months to August 2019. In Dublin, residential property prices saw a decline of 1.6% in the year to August with house prices decreased by 1.4% and apartments increased by 0.1%. The region outside of Dublin that saw the largest rise in house prices was the South-West at 5.2%, while at the other end of the scale, the Border saw a 2.7% decline.

In this context, residential property price index in the West increased by 1.7%, while as reported by Myhome.ie, a two-bedroom apartment in County Galway priced at €199,000 in 2020 Q3. This indicates a quarterly change of 4.74% and annual change of +5.71%, which indicates a moderate growth by standing slightly above the median price increase (4.55%) across the State. Noted that Dublin quarterly increase for the same type of apartment was 4% over this time.

This index for a four-bedroom semi-detached dwelling is recorded as €285,000 in the same period, which shows a quarterly change of +18.75% and an annual change of +9.62%. Although most counties had zero quarterly change, County Galway ranked highest followed by County Mayo (+13.33%), Sligo (+11.88%), and Clare (+7.69%). These trends show that family houses have a growing market in County Galway.

### 3.2.2 Median Price

Households paid a median price of €258,500 for a dwelling on the residential property market in the 12 months to August 2020. The highest median prices outside of Dublin were in Wicklow (€335,000) and Kildare (€307,500), while the lowest price was €108,000 in Leitrim.

In this spectrum and as reported by Daft.ie, households paid a median price of €310,085 for a dwelling within the West which had +1.8% increase to its last year record. As reported by Myhome.ie in 2020 Q3, households paid a median price of €240,000 for a dwelling in County Galway which indicated an annual change of +6.67%. This places County Galway amongst the highest median prices after Roscommon (+22.22%), Offaly (+10%), and Waterford (+8.82%).

### 3.2.3 Mean Price

Households paid a mean price of €294,881 for a dwelling on the residential property market in the 12 months to August 2020. The mean price in Dublin (€442,282) was the highest in any

region or county. Dún Laoghaire-Rathdown had the highest mean price in the Dublin region at €605,056, while South Dublin had the lowest at €360,616.

Outside of Dublin, the Mid-East was the most expensive region, with a mean price of €302,969. Wicklow was the most expensive county in the Mid-East region, with a mean price of €368,638. The Border region was the least expensive region in the year to August 2020, with a mean price of €145,513. Leitrim (in the Border region) was the least expensive county, with a mean price of €120,335.

Within this context and as recorded by Daft.ie property report, households paid a mean price of €205,411 for a dwelling in County Galway which indicates a year-on-year change of 2.6%. The breakdown of the mean price for different types of properties in August 2020 with Annual change of house prices over 2018-2020Q3 is summarised in the table below.<sup>2</sup>

Table 12. Average Asking Price for Different Types of Properties in County Galway 2018-2020Q3

	Single bed Apt.	Two-bed Apt.	Three-bed Apt.	Four-bed Apt.	Five-bed Apt.
<b>Average Asking Price</b>	75,000	91,000	120,000	247,000	273,000
<b>Annual Change 2020 Q3</b>	4.5%	0.6%	-2.9%	-4.3%	4.7%
<b>Annual Change 2020 Q2</b>	-5%	-9%	-6%	-6%	-11%
<b>Annual Change 2020 Q1</b>	12.6%	-1.3%	3.2%	11.9%	-0.3%
<b>Annual Change 2019</b>	11.9%	-2.6%	1.5%	7.4%	3.9%
<b>Annual Change 2018</b>	4.3%	9.9%	-1.0%	5.9%	-3.5%

Source: The Daft.ie Housing Market Report, June 2020, p. 13

As it is shown, except for the second quarter of 2020 with the outset of Covid-19 pandemic and the related economic turmoil, single-bed and five-bed houses pricing growth stood above the County figure in the third quarter of 2020. Single-bed apartments have a steady growth in price over 2018-2020Q1 with a sharp increase of +11.9% in 2019 followed by +12.6% in the first quarter of 2020. At the other end, five-bed house pricing experienced fluctuations over the same period with a considerable increase from -11% in 2020Q2 to 4.7% in 2020Q3.

### 3.2.4 Residential Property Rent Index

As asserted in the “Residential Tenancies Board; Rent Index - Q2 2020”, rents are highest in Dublin, the surrounding counties, and larger urban counties such as Cork, Galway, and Limerick. With the majority of renters concentrated in the large population centres near jobs, education and amenities, price pressures are greatest in these areas. There were seven counties where the standardised average rent exceeded €1,000 per month in 2020 Q2, including Dublin, Kildare, Wicklow, Meath, Cork, Galway, and Louth. With a standardised average rent of €1,075 in 2020 Q2, Galway County placed as the sixth expensive rental market

<sup>2</sup> The 2018-2019 records are used to prevent conflicting data due to the impacts of COVID-19 on the housing market in 2020.

in the State. Compared to the first quarter of 2020, there is more than 3% increase from €1,041, that regarding the impacts of COVID-19 on the housing market, indicates the strong demand for the rental market. The year-on-year change of the standardised average rent also proves an increase of 3.4% since last year.

Table 13. Rent Index in County Galway - 2020 Q2

Index Q2 2020	Standardised Average Rent Q2 2020	Standardised Average Rent Q1 2020	Q-on-Q Change (%)	Standardised Average Rent Q2 2020	Y-on-Y Change (%)
125	1,075	1,041	3.3	1,040	3.4

Source: Residential Tenancies Board; Rent Index Q2 2020, p. 21

Mapping the rate of change in weekly rents throughout the County indicates that Galway East and specifically along the access roads towards Galway City experienced greater changes with Ardamullivan leading the way (69.2% growth) followed by Killrerin (43.7%) and Milltown (32.8%) which indicates a growing demand for the housing market in these areas as they are closer to the bigger towns, transportation, and working hubs. On the other hand, the least increase in rent prices over 2011-2016 is spotted in Beagh (-27%), Maíros (-21.6%), and Creggs (-14.3%).

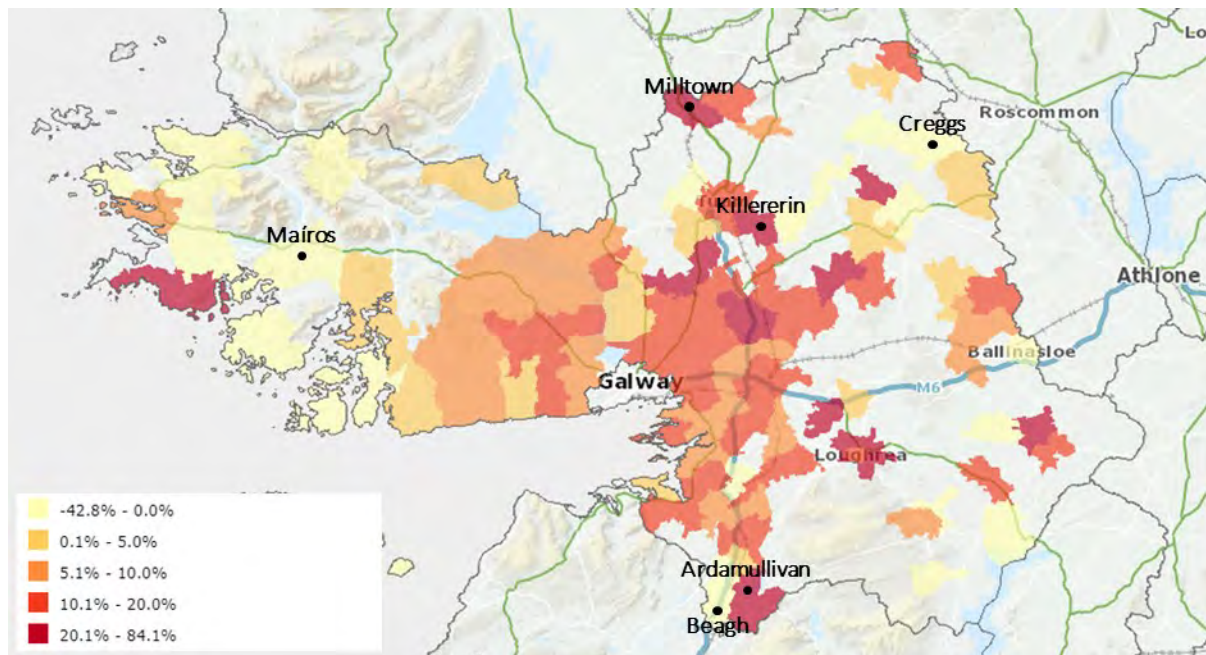


Figure 13. Percentage Change in Average Weekly Rent by ED's 2011-2016

### 3.2.5 Rent Pressure Zone

As set out within the map of “Designated Rent Pressure Zones - April 2020” by the Housing Agency, Athenry - Oranmore and Gort - Kinvara within County Galway are identified as Rent Pressure Zones throughout the County.



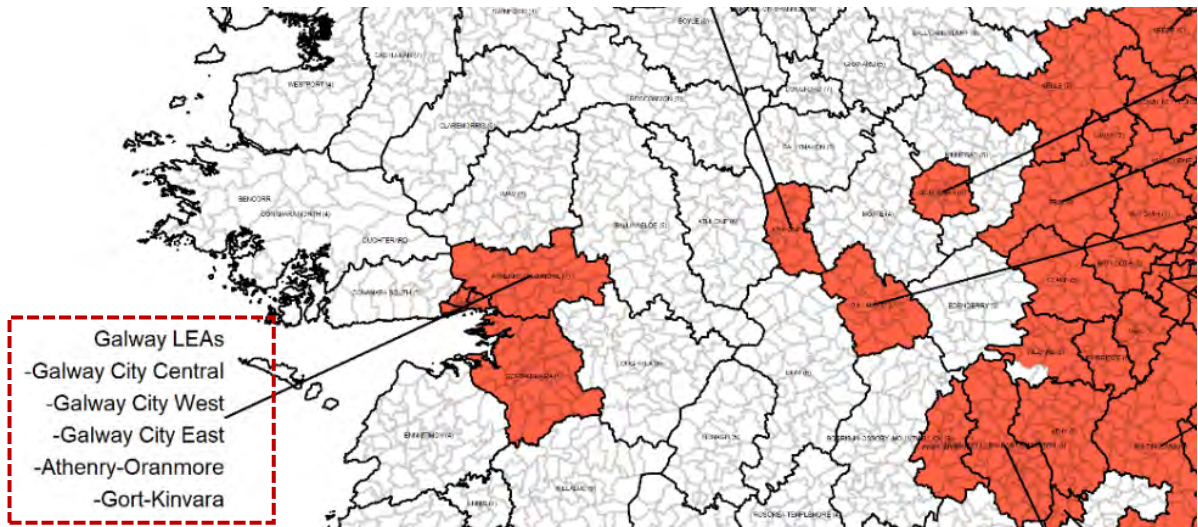


Figure 14. Rent Pressure Zones within the County Galway as Set by the Housing Agency

The high rental levels in these areas relative to other counties reflects the concentration of demand close to the country’s largest employment hubs, Galway City, and the access to public transport which again facilitates commuting to employment hubs. In 2016 there were 1,190 persons in the settlement of Oranmore who commuted to Galway city and suburbs which equates to 45.9% of persons at work and living in Oranmore. Thereafter, the largest commuter population resides in Athenry, where 658 persons commuted to Galway city and suburbs and this equated to 34.8% of persons at work and living in this settlement. This is followed by Tuam that had 675 commuters in 2016 and that equates 20.6% of persons at work and living in Tuam. Comparing the pressure zone map with the catchment area of the major employment hubs (see Figure 15) clearly illustrate the tight connection of Oranmore, Athenry, and Tuam with Galway City, where people commute to every day for work.

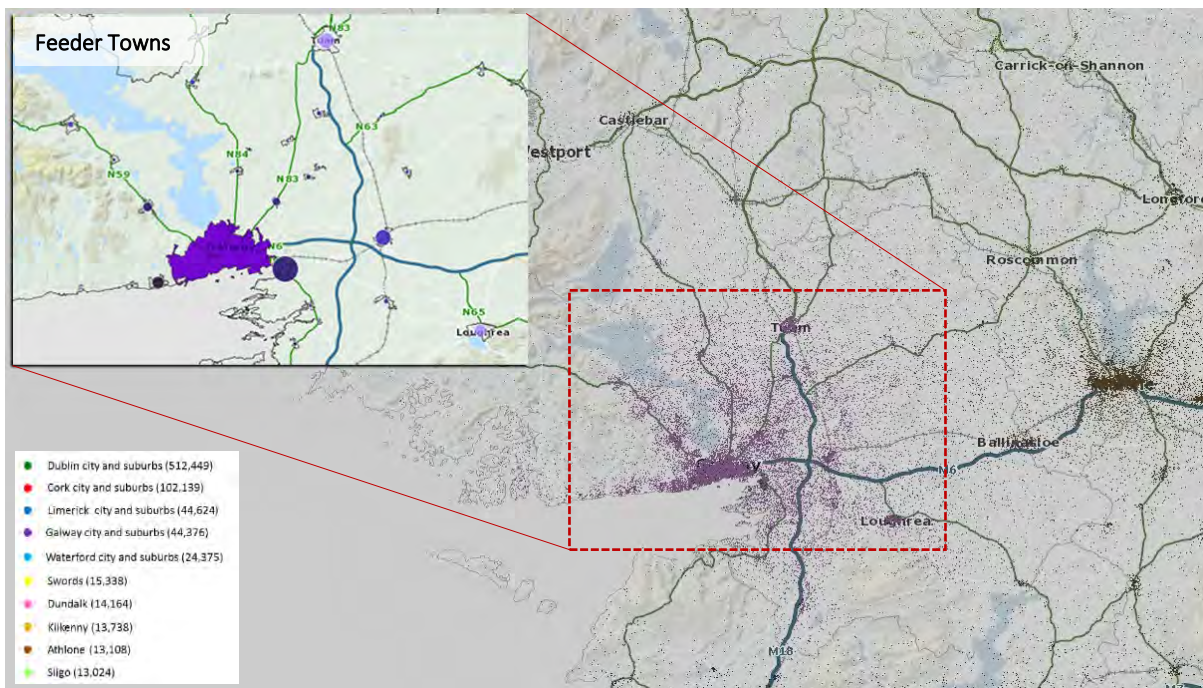


Figure 15. The Feeder Towns and the Catchment Areas of Major Workplace Locations in County Galway - 2016

### 3.3 Economic Trends

This section considers key economic indicators comparing County Galway with Ireland, including economic growth, employment, commuting and mortgage capacity information. The Irish economy has seen nearly a decade of sustained growth, with an improving picture in the Irish labour market, increases in employment and reductions in unemployment and increased overall economic activity. However, in light of the recent COVID-19 pandemic, an unusual level of uncertainty is triggered by the unprecedented consequences on the overall economy and also the housing market.

The latest figures indicate that the Irish economy picked up strongly in 2015, in line with a surge in leading indicators across business surveys, and CSO's StatBank data sets relating to economic growth and employment profiles. The general picture of steady growth for Ireland is likely to characterise developments through the coming years. The Irish economy registered strong growth in recent years with GDP increasing by almost 6% in 2019. While certain multi-national related transactions are distorting the headline figures, the large increase in taxation receipts and the continued strong performance of the Irish labour market means the underlying economy is performing well. However, it is expected to see the economy grow by a slower rate in 2020 of 3.3%.

The regional diversity of the Irish property market performance over the last 10 years indicates that both prices and rents have grown at significantly different rates in different areas of the country during this period. Areas of the country that had relatively high prices and rents initially experienced the fastest pace of growth subsequently. This suggests that different regions of the country have experienced varying economic growth rates over the past 10 years.

#### 3.3.1 Economic Growth (GVA)

Gross Value Added (GVA) is a measure in economics of the value of goods and services produced in an area, industry, or sector of an economy. It is generally regarded as the best measure of the sum of economic activity within an area. Gross Value Added (GVA) is conceptually the same aggregate as Gross Domestic Product (GDP). They both measure the added value generated in an economy by the production of goods and services, with the difference that GDP is measured after including product taxes (i.e., excise duties, non-deductible VAT, etc) and deducting product subsidies, while GVA is measured prior to adding product taxes but includes product subsidies.

Table 14 shows GVA figures between 2011 and 2015. It is important to highlight that the GVA figures consistently increased throughout the surveyed years for the State, however it dropped slightly for the West region (i.e., Galway, Mayo, and Roscommon) in 2013, thus representing a decrease within the economic sector of the region. The region recovered in 2015, with an increase surpassing the figures for 2011. The fall in the region may indicate the migration of

certain industries towards the other regions given the statistics shown at State level, as well as demonstrating the varying economic growth rates for the regions.

Table 14. Gross Value Added (GVA) by Region, Statistical Indicator and Year

		2011	2012	2013	2014	2015
State	Gross Value Added (GVA) per person at Basic Prices (€)	34,336	34,961	35,789	38,400	52,461
	Gross Value Added (GVA) at Basic Prices (%)	100.0	100.0	100.0	100.0	100.0
	Population (%)	100.0	100.0	100.0	100.0	100.0
	Persons at work (%)	100.0	100.0	100.0	100.0	100.0
	GDP per person (€)	37,583	38,287	39,254	42,203	56,529
West	Gross Value Added (GVA) per person at Basic Prices (€)	28,335	28,809	25,749	27,173	29,677
	Gross Value Added (GVA) at Basic Prices (%)	8.0	8.0	7.0	6.9	5.5
	Population (%)	9.7	9.7	9.7	9.7	9.7
	Persons at work (%)	9.6	9.8	9.8	9.4	9.2
	GDP per person (€)	31,015	31,550	28,242	29,865	31,978

Source: CSO StatBank

### 3.3.2 Number of People Employed by Industry

Table 15 shows the proportion of people employed by industrial group for 2011 and 2016 in County Galway. As it stands, the majority of the population in County Galway work in both the commerce and trade industry and the professional services industry, with a higher increase in population working for the professional services industry. The highest percentage increase can be seen in the manufacturing industry which experienced a significant rise as per the 2016 census, with a 20.7% increase from the 2011 census statistics, and a 11.3% increase in the professional services industry for the second highest growth between both censuses. There has been a fall in the proportion of people employed in public administration in County Galway at -7.1%, as well as the agriculture, forestry, and fishing industry with a -6.8% decrease from previous census.

Table 15. Persons at work in County Galway by Industry and Census year

Industry	2011	2016	% in 2016	Change %
Agriculture, forestry and fishing	5,908	5,505	7	-6.8
Building and construction	4,275	4,681	6	9.5
Manufacturing industries	10,139	12,239	16	20.7
Commerce and trade	14,088	14,133	19	0.3
Transport and communications	4,204	4,680	6	11.3
Public administration	3,726	3,461	5	-7.1
Professional services	17,272	19,203	26	11.2
Other	9,595	11,214	15	16.9
<b>Total</b>	<b>69,207</b>	<b>75,116</b>	<b>100</b>	<b>8.5</b>

Source: CSO Census 2011-2016 SAPMAP Area (County Galway)

### 3.3.3 Employment Profile

Table 16 and Table 17 below set out the current levels of employment and unemployment across County Galway, with the percentage of economically active people slightly lower at 96% than the previous census at 96.4%. There are variations between the employer/employee status band with a higher percentage of employees at 43.4% than employers at 10.6%, showing that the percentage of people that are employer/self-employed is lower than the number of employees, with a 11.9 percentage points difference in the increase between the employee category over the census periods and a decrease in the percentage of employers/self-employed at -2.9% over the census periods.

The unemployment percentage in County Galway has lowered from 11.3% for the 2011 census to 7.2% for the 2016 census statistics. It is important to note this percentage only contains the bands pertaining to 'Unemployed looking for first regular job' and 'Unemployed having lost or given up previous job' for ease of reference. In addition to the above, the number of people which have retired went up in 2016 by 19.9%, as well as the student population, which rose by 4.8% between the 2011 and the 2016 census.

Table 16. Population aged 15 years and over in the Labour Force by Age group and Census year

	2011	%	2016	%	% Change
<b>All ages</b>	69,207	100.0	75,116	100.0	8.5
15-24 years	4,042	5.8	4,134	5.5	2.3
25-34 years	16,983	24.5	14,626	19.5	-13.9
35-44 years	19,885	28.7	22,361	29.8	12.5
45-54 years	16,056	23.2	18,832	25.1	17.3
55-64 years	9,768	14.1	12,132	16.2	24.2
65 years and over	2,473	3.6	3,031	4.0	22.6

Source: CSO StatBank

Table 17. Population aged 15 years and over by Principal Economic Status and Census year

	2011	%	2016	%	%Change
<b>All persons aged 15 years and over</b>	135,431	100.0	138,747	100.0	2.4
Employer or own account worker	15,122	11.2	14,682	10.6	-2.9
Employee	53,762	39.7	60,186	43.4	11.9
Assisting relative	323	0.2	248	0.2	-23.2
Unemployed looking for first regular job	1,188	0.9	936	0.7	-21.2
Unemployed having lost or given up previous job	14,123	10.4	9,002	6.5	-36.3
Student or pupil	14,192	10.5	14,877	10.7	4.8
Looking after home/family	13,356	9.9	12,099	8.7	-9.4
Retired	17,161	12.7	20,569	14.8	19.9
Unable to work due to permanent sickness or disability	5,749	4.2	5,724	4.1	-0.4
Other economic status	455	0.3	424	0.3	-6.8

Source: CSO StatBank

### 3.3.4 Commuting Profile

As set out in Table 18 and Table 19 below, the percentage of population who travels for longer than 1 hour has risen significantly in the time period between both census (2011 and 2016), with a 25.6% increase for those within the 1 hour - 1 ½ hour band and 26% for those commuting for 1 ½ hours and over. This is a clear indication that over 8,879 people attend their education or employment outside of County Galway, thus affecting the employment profile and spending habits within the County.

Table 18. Population aged 5 years and over by Journey time to work, school or college and Census year

	2011	2016	% in 2016	% Change
Under 15 mins	35,951	38,214	34	6.3
¼ hour - under ½ hour	26,271	27,111	24	3.2
½ hour - under ¾ hour	20,055	22,008	20	9.7
¾ hour - under 1 hour	6,676	7,675	7	15.0
1 hour - under 1 ½ hours	5,374	6,748	6	25.6
1 ½ hours and over	1,789	2,131	2	19.1
Not stated	6,263	7,199	6	14.9
<b>Total</b>	<b>102,379</b>	<b>111,086</b>	<b>100</b>	<b>8.5</b>

Source: CSO Census 2011-2016 SAPMAP Area (County Galway)

Table 19. Population aged 15 years and over at work, school or college by Means of Travel and Census year

	2011	2016	% in 2016	% Change
<b>All means of travel</b>	67,610	73,896	100.0	9.3
On foot	3,404	3,442	4.7	1.1
Bicycle	515	628	0.8	21.9
Bus, minibus or coach	926	1,076	1.5	16.2
Train, DART or LUAS	226	302	0.4	33.6
Motorcycle or scooter	139	154	0.2	10.8
Motor car: Driver	45,269	50,043	67.7	10.5
Motor car: Passenger	2,419	2,759	3.7	14.1
Van	6,177	6,729	9.1	8.9
Other, incl. lorry	829	675	0.9	-18.6
Work mainly at or from home	4,763	5,065	6.9	6.3
Not stated	2,943	3,023	4.1	2.7

Source: CSO StatBank

### 3.3.5 Mortgage Market Review

In February 2015, the Central Bank made Regulations to set limits on the size of housing loans made by the commercial lenders that it regulates. Following an evaluation and consultation process, revised limits took effect from 1 January 2017, under further Regulations. A second annual review was carried out in 2017. Following this review, the Central Bank made new Regulations (pdf), which take effect from 1 January 2018. The core elements of the measures, the Loan-to-Income (LTI) and Loan-to-Value (LTV) limits, both described below, have not changed for 2018. However, the rules have changed for 2018 as regards the flexibility that lenders have to make exceptions to the LTI limit.

### Loan-to-Income limit (LTI)

There is a general limit of 3.5 times gross annual income for all new mortgage lending for principal dwelling homes, with some scope for flexibility. This includes lending to people in negative equity who are applying for a mortgage for a new property. This limit does not apply to buy-to-let mortgages.

### Loan-to-Value limit (LTV)

There are different limits for different categories of buyer. Again, lenders have some scope for flexibility. The valuation of the property must have been carried out no later than 4 months before the date of the mortgage agreement. *Up to 31 December 2016:* For first-time buyers of principal dwelling homes there was a limit of 90% LTV on the first €220,000 of the value of a residential property, so first-time buyers needed a deposit of 10% for a house or apartment costing €220,000 or less. A limit of 80% LTV applied on any excess value of the property above €220,000, so first-time buyers needed a deposit of 10% on the first €220,000 and 20% of any balance above €220,000. *Since 1 January 2017:* For first-time buyers of principal dwelling homes the limit of 90% LTV applies on the full value of all residential property, so first-time buyers will need a deposit of 10% for any house or apartment, regardless of price. For non-first-time homebuyers, there is a limit of 80% of LTV on new mortgage lending, whatever the price of the property, so they will need a deposit of 20% of the total purchase price. For properties other than principal dwelling homes, including buy-to-let properties, a limit of 70% LTV applies. The LTV limits do not apply to borrowers in negative equity applying for a mortgage for a new property. However, lenders may still opt to apply stricter lending standards, based on their assessment of each case.

Table 20. Summary of Loan-to-Value Mortgage limits

Type of buyer	House Price	Maximum limit of mortgage - up to end 2016	Maximum limit of mortgage - since January 2017	Minimum amount of deposit - up to end 2016	Minimum amount of deposit - since January 2017
First-time	Up to and including €220,000	90% of house price	90% of house price	10% of house price	10% of house price
First-time	Over €220,000	90% of the first €220,000, plus 80% of the excess over €220,000	90% of house price	10% of the first €220,000, plus 20% of the excess over €220,000	10% of house price
Not first-time	Any	80% of house price	80% of house price	20% of house price	20% of house price
In negative equity on current mortgage	Any	These limits do not apply but the lender's own limits may be stricter			
Buy-to-let or other non-principal dwelling	Any	70% of house price		30% of house price	

Source: Citizens Information and Banking & Payments Federation Ireland (BPI)



Section 04.

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HOUSING STOCK PROFILE

## 4.0 HOUSING STOCK PROFILE

This chapter will consider what existing stock is available to meet the housing needs of the local population and will demonstrate both housing and land supply within the County. Moreover, in terms housing stock, it also covers the social housing stock and its most recent changes.

### 4.1 Existing Housing Stock

#### 4.1.1 Stock and Composition

The global recession and collapse of the property market in 2008 resulted in the stagnation of household construction in the County and across the State. In Galway, the vacant housing stock including holiday homes, which totalled 78,043 in 2011, increased by 926 units to 78,696 in 2016, a marginal growth of 1.2 per cent. The small increase in the overall housing stock contrasts sharply with the growth of 407 vacant holiday homes over the same period which equates to 12.4% growth. It is noted that the overall vacancy rate had dropped from 19.3% in 2011 to 17.7% in 2016.

Table 21. Existing Housing Stock in County Galway - 2016

Housing Stock	Vacant Holiday Homes	Other Vacant Dwellings	Total Vacancy	% Vacancy
78,696	3,681	10,279	13,960	17.7

Source: CSO StatBank

Since the recession however, there has been a sustained rise in the number of residential units completed. The Table below indicates that the housing stock has increased by 2,736 units or 3.4% during the period 2016-2020 Q3. This figure also represents a 37.4% increase on the number of units completed over 2011-2016.

Table 22. New Dwelling Completion in County Galway over 2016-2020 Q3

Year	2016	2017	2018	2019	2020 (January-September)
Unit Completion	399	496	544	807	517

Source: ESRI published excel sheet, Jan. 2021

Census 2016 data shows that there were 10,279 vacant units (this figure excludes vacant holiday homes) in the county in 2016. Vacancy rates in existing residential properties across the county are set out in Table 21. This distinguishes between vacant residential properties and holiday homes. The percentage vacancy rate provided is based on the 'Other Vacancy' category as a percentage of total housing stock and excludes vacant holiday homes.

As illustrated in Figure 16, spatial distribution of housing stock throughout the County indicates that the major share of the stock is concentrated in the outskirts of Galway City with the highest rates in the western areas. This includes Bearna (1,388 units), An Cromptán (1,272 units), and



Oughterard (1,288 units). However, throughout the County, those ED’s with greater shares of the housing stock include Ballinasloe Urban (2,972 units), Loughrea Urban (2,735 units), Tuam Rural (2,576), and Athenry (2,205 units).

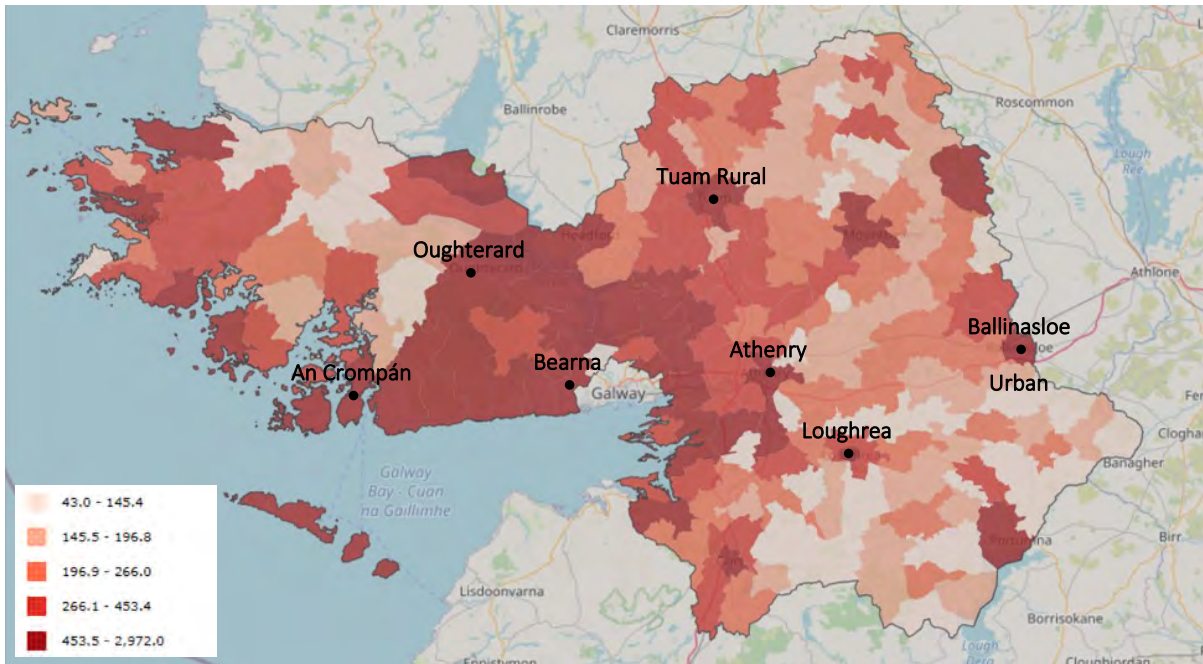


Figure 16. Spatial Distribution of the Housing Stock in County Galway - 2016

Comparing this housing stock with the previous Census data indicates that the housing stock increased marginally in the ED’s with higher rates of stock (see Table 23). Amongst these ED’s, Clarinbridge (+3.52%), Bearna (+1.83%), and Loughrea (+1.48%) are recorded to have higher rates of growth.

Table 23. Housing Stock Change in Settlements with the Greatest Housing Stock in the County 2011-2016

	2011	2016	% Change
Ballinasloe Urban	2,927	2,972	+1.54
Loughrea Urban	2,695	2,735	+1.48
Tuam Rural	2,555	2,576	+0.82
Athenry	2,204	2,205	+0.05
Tuam Urban	1,923	1,944	+1.09
Oranmore	1,757	1,760	+0.17
Clarinbridge	1,421	1,471	+3.52
Gort	1,390	1,390	+0.00
Bearna	1,363	1,388	+1.83

Source: CSO StatBank

However, throughout the County, Portumna recorded to have the highest growth of housing stock increasing with a sharp rate of +668.79% from 157 to 1,207 units over the intercensal period. Thereafter, the highest growth rates were experienced in Ceathrú an Bhrúnaigh (+15.2%), Galway Rural (+13.16%), and Ballynagar (12.24%).

On the other hand, spatialising the vacancy rates throughout the County indicates different results. As it is shown in Figure 17, highest rates of vacancy are located in Galway West and along the coast with Doonloughan (73%), Bunowen (62%), Errislannan (60%), and Cloch na Rón (60%) having the highest rates of vacancy in Census 2016.

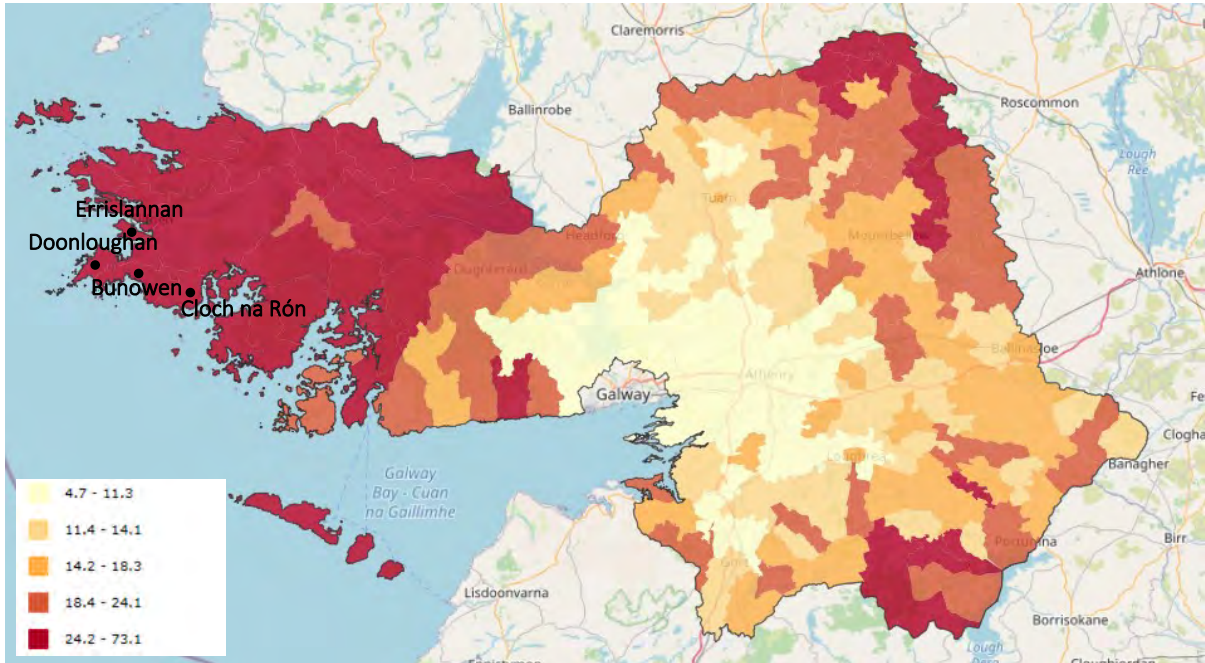


Figure 17. Spatial Distribution of the Housing Vacancy Rates in County Galway - 2016

By excluding the holiday homes and exploring the vacant dwellings within the County, as in Figure 18, it is evident that most of the vacant dwellings are stocked in northern ends of Galway East with Boyounagh (29%), Kilcroan (28%), Island (27%), Árainn (26%), and Cloonkeen (26%) having the highest vacancy rates respectively. These rates are standing considerably higher than the national figure which is 13 percent.

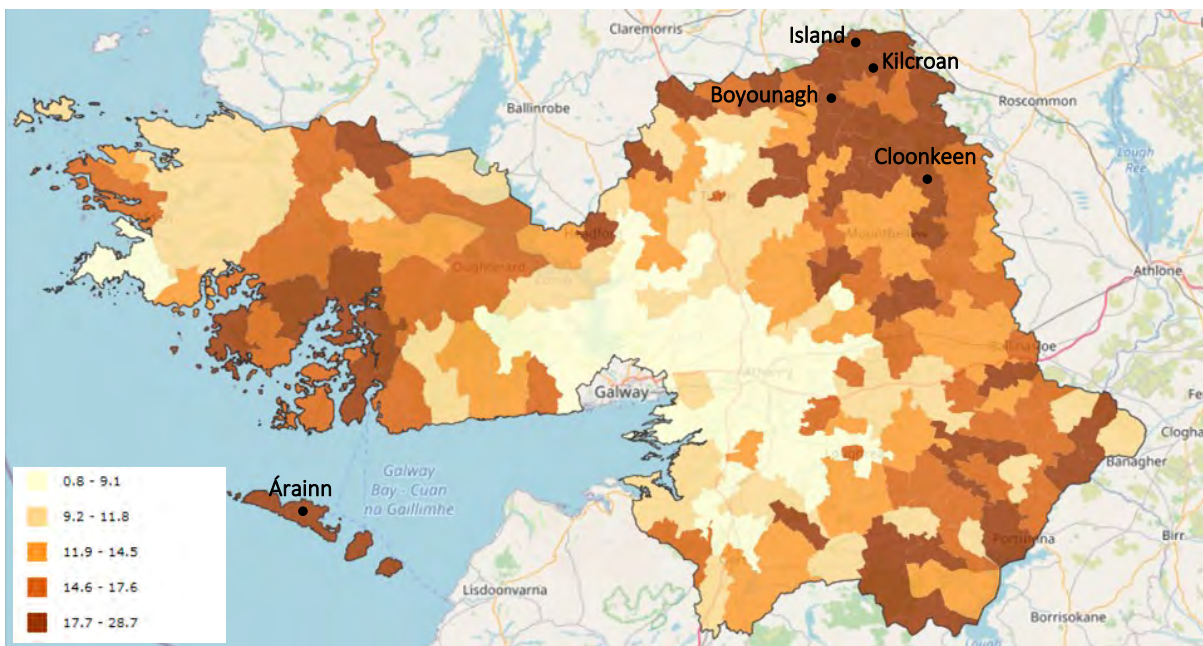


Figure 18. Housing Vacancy Rates Excluding Holiday Homes throughout the County - 2016

From the Figure above, it is also apparent that the ED's containing the majority of the housing stock are mostly having a moderate rate of vacant dwellings, ranging from 10 to 13 percent which is comparable to the national figure.

On a micro-level, studying the vacancy rate over the intercensal period 2011-2016 by ED's indicates that the most dynamic market of vacant houses was in Belleville, of which 72.7% of dwellings that were vacant in April 2011 were found to be occupied in April 2016. This was followed by Greethill (70.6%) and Cummer (64%). On the other hand, Kylemore had the least active market for vacant houses with a record of zero transactions. In general, as mapped on the Figure 19 below, ED's along the M18 and railway had more dynamic markets of vacant dwellings over 2011-2016.

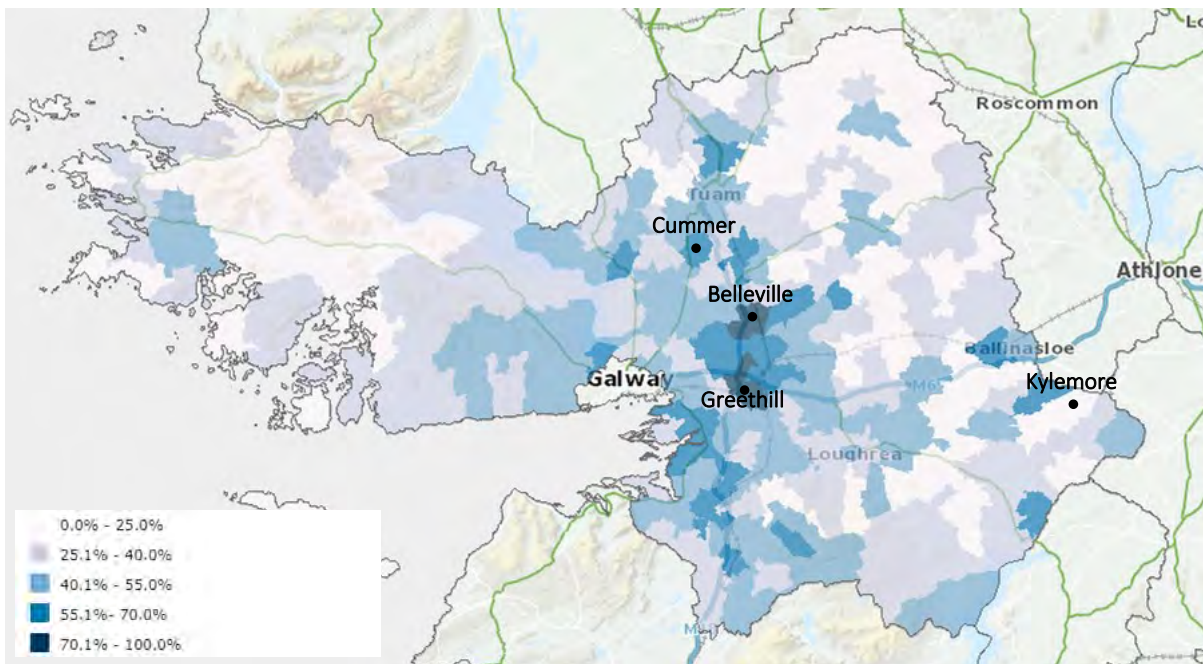


Figure 19. Distribution of dwellings that were vacant in 2011 and occupied in 2016

#### 4.1.2 Housing Tenure

According to Census 2016, home ownership remains the dominant tenure in County Galway, where 76.7% of households are categorised as owner occupied units. However, the tenure trends over the decade to 2016 indicates that there was a 136.4% growth in the private rental market with an increase from 3,656 households in 2006 to 8,641 in 2016.

Comparatively, the owner occupancy had a more moderate growth rate which is indicative of the slight decline of occupancy in the long run. The owner occupancy had a growth rate of 11.3% with increasing from 43,467 in 2006 to 47,872 households in 2016. Therefore, a slight move towards increased share of the rental market can be identified in the County. As summarised in the Table below, 5% (3,128) of households were in the social housing in 2016.

Table 24. Housing Occupancy in County Galway - 2016

Type of Occupancy	Households	Households %
Owner Occupied (all)	48,358	76.7
Private Rental	8,641	13.7
Other Rental	3,128	5.0
Rent Free	1,381	2.2
Not Stated	1,532	2.4
<b>Total</b>	<b>63,040</b>	<b>100.0</b>

Source: CSO StatBank

These trends over the period of 2011-2016 are less drastic; there was a minor increase in the owner-occupied housing market with a change rate of less than 1%. However, the private rental market experienced a moderate growth rate of approximately 7%, while other rental housings which includes renting from Local Authority and a Voluntary Body had the greatest increase of all, growing from 1,260 households to 1,381. This indicates a growth rate of circa 9.6% over 2011-2016.

Table 25. Change of Housing Occupancy Type over the period of 2011-2016

	2011	%	2016	%	% of Change
Owner Occupied (all)	47,872	78.5	48,358	76.7	1.0
Private Rental	8,074	13.2	8,641	13.7	7.0
Other Rental	2,949	4.8	3,128	5.0	6.1
Rent Free	1,260	2.1	1,381	2.2	9.6
Not Stated	797	1.3	1,532	2.4	92.2
<b>Total</b>	<b>60,952</b>	<b>100.0</b>	<b>63,040</b>	<b>100.0</b>	<b>-</b>

Source: CSO StatBank

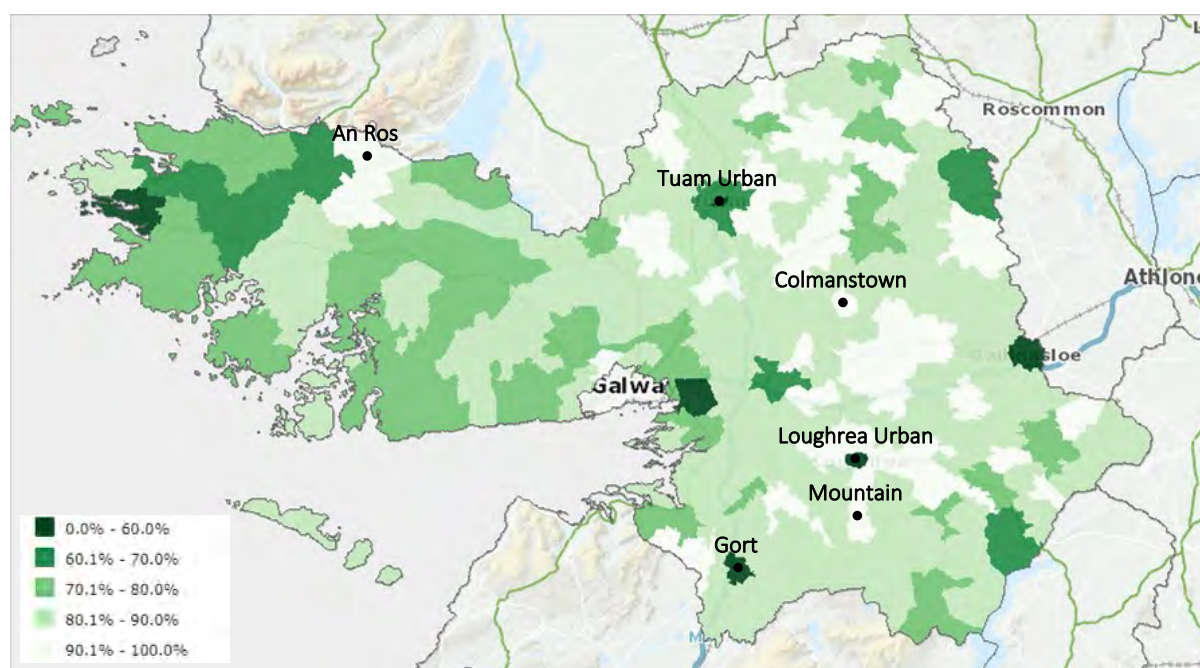


Figure 20. Spatial Distribution of Homeownership Rate by Electoral Divisions - 2016

As illustrated in Figure 20, homeownership is the most popular housing tenure throughout the County. However, in Galway East, specifically when moving away from the catchment area of Galway City, higher rates of homeownership can be seen, while lesser rates of homeownership can mostly be recognised either in the Galway City outskirts and along the high-speed roads and railways, or in the western ends of Galway West and along the coast.

Accordingly, the ED's with the highest rate of homeownership include: Colmanstown (98.1%), An Ros (97.1%), and Mountain (94.7%) which are marked with light green on the Figure 17 above, while the least rates of homeownership are located in Gort (48.6%), Tuam Urban (50.5%), and Loughrea Urban (52.6%) that are marked with dark green on the Figure.

### 4.1.3 Social Housing Stock

The Overall Social Housing Provision provided by the Department of Housing, Planning and Local Government represents all social housing constructions activity undertaken by local authorities and Approved Housing Bodies (AHBs) since 2004. County Galway aided in the provision of an overall social housing stock of 652 units in 2019, which is 10% above the 2019 target for the County (110% target achieved by 2019). A breakdown of the County social housing stock provided in 2019-2020Q2 is summarised in the Table 26 below.

Table 26. Breakdown of Social Housing Activity in County Galway, 2019-2020Q2

Year	LA New Build	AHB New Build	Part V - New Build (All delivery stream)	Total New Build	DoHLGH funded LA Voids - limited to capped ceilings under Rebuilding Ireland	All Build Total	LA Acquisition	AHB Acquisition	Acquisition Total	Leasing Total	RAS	HAP	Total 2019 Output under Rebuilding Ireland	2019 Social Housing Delivery Targets	% of 2019 target Achieved by end Q4 2019	DoHLGH funded LA Voids - delivered above capped limits under Rebuilding Ireland
2019	100	18	27	145	7	152	33	14	47	54	12	387	652	591	110%	32
2020Q1	0	0	0	0	2	0	0	2	2	7	94	105	-	-	-	-
2020Q2	0	0	0	0	0	0	0	0	1	11	64	76	-	-	-	-

Source: Department of Housing, Planning & Local Government, Social Housing Delivery by Local Authority 2020

Since 2016, the total social housing delivery output for County Galway is 2,294 units, including first two quarters of 2020. The delivery of social housing in County Galway has increased by

21% (103 units) when comparing the output in 2019 to the 2016 figures. As asserted in the “Summary of Social Housing Assessments - 2019”, across the two Galway Authorities (Galway City and Galway County) there are a total of 3,146 households on the waiting list, a decrease of 401 households (11.3%) since June 2018. There is almost a 50/50 split between the two authorities, with 1,551 households within Galway City and 1,595 for Galway County. Overall, Galway accounts for just under 5% of the national total. Accordingly, there was 12.3 decline in the number of households on the waiting list in County Galway decreasing from 1,819 in 2018 to its 2019 figure. The household size of the 2019 figure is summarised in the Table 27 below.

Table 27. Household Size of Household on the Waiting List in County Galway, 2019

1 Adult	1 Adult, 1-2 Children	Couple, 1-2 Children	Couple	Couple, 3 or more Children	1 Adult, 3 or more Children	2 Adults	2 Adults, with Child/Children	Couple, 1 or more other adults, 1-2 Children	Couple, 1 or more other Adults	3 or more Adults	Couple, 1 or more other Adults, 3 or more Children	3 or more Adults, with Child/Children	Total
811	290	164	81	68	49	39	34	18	18	11	5	7	1,595

Source: Summary of Social Housing Assessments, 2019, pg. 34

As it is shown, more than half of the households (50.8%) in the 2019 waiting list are single households, followed by 2- to 4-person households (33.5%) which itself comprises of 1 adult with 1-2 children, couple with 1-2 children, and couples.

Breakdown of specific needs of these households can be found in Figure 21. Accordingly, 1,302 no. households are categorised with no specific requirements, while 293 no. households have various needs impacting their housing condition. Of which 21 no. households have a form of disability, 21 no. households are homeless, 59 no. are Travellers, and 68 no. are elderly.

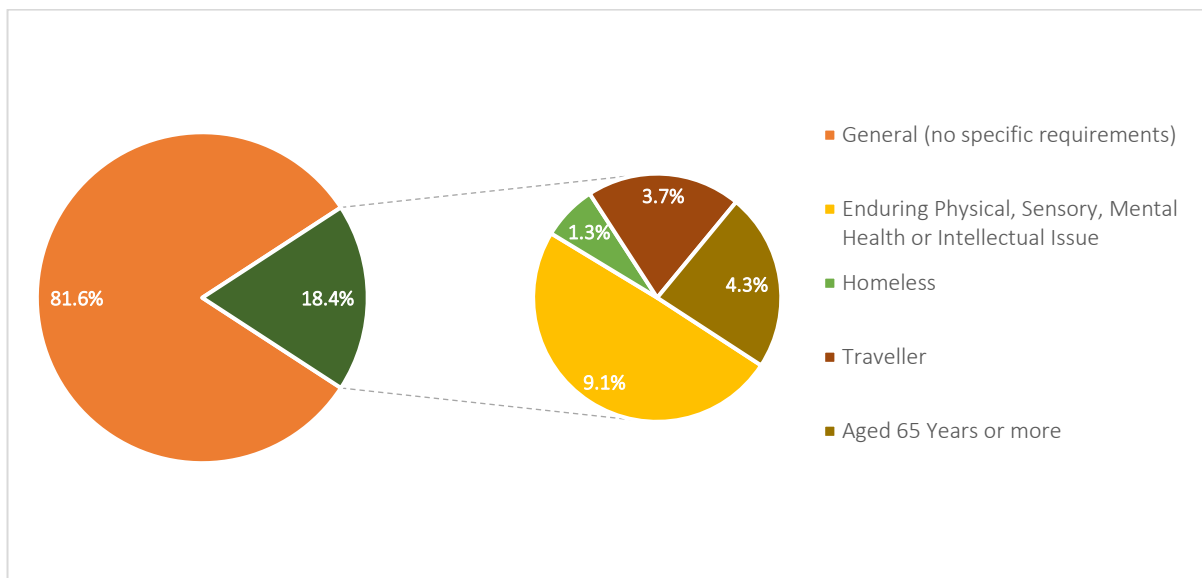


Figure 21. Main Needs of Household on the Waiting List in County Galway, 2019 (Source: Summary of Social Housing Assessments, 2019, pg. 38)

Spatial distribution of social housing across County Galway in 2016 is illustrated in the Figure 22 below. As it can be seen, social housing is mostly concentrated in key towns and self-sustaining towns. This is marked with deep blue on the Figure.



Figure 22. Spatial Distribution of Social Housing in County Galway - 2016

Historical trending of social housing delivery across key towns and self-sustaining towns of County Galway is summarised in the Table below.

Table 28. Spatial Distribution of Social Housing across Key Settlements of County Galway

Settlement	2016	2017	2018	2019	2020
<b>Athenry-Oranmore Municipal District</b>					
Athenry-Oranmore	15	30	48	36	42
<b>Ballinasloe Municipal District</b>					
Ballinasloe South	23	25	29	50	69
Ballinasloe North	4	7	6	11	12
<b>Connemara Municipal District</b>					
Connemara Centra	19	13	12	24	22
Connemara South-East	2	3	2	9	9
Connemara North-West	10	16	14	22	21
Connemara South-West	6	8	8	10	13
<b>Loughrea Municipal District</b>					
Loughrea and Environs	21	27	34	28	31
Gort and Environs	16	11	16	39	17
Portumna and Environs	5	11	7	16	23
<b>Tuam Municipal District</b>					
Tuam	23	25	58	60	66
Headford	6	3	3	9	12
Galway North	-	3	3	2	2
Galway North-East	6	9	17	8	9
<b>Total</b>	<b>156</b>	<b>191</b>	<b>257</b>	<b>324</b>	<b>348</b>

Source: Galway County Council

#### 4.1.4 Type of Accommodation

As summarised in the Table below, profile of housing in Galway is dominantly characterised by houses/bungalows (95%), and the apartments comprise less than 4% of the whole housing market in the County. Cross referencing these figures with the household size and bigger size family's growth over 2011-2016, it can be drawn that the accommodation typology in County Galway follows the same pattern as it has. However, overlaying the spatial distribution of single-person households across the settlements with catchment area of major workplaces, and market of vacant houses over 2016-2016 indicates that housing market in settlements such as Tuam, Loughrea, Ballinasloe, and Gort will have a changing landscape. The change reflects not only in emergence of a growing rental market, but also in supplying more apartments and a tendency for smaller sized housing units.

Table 29. Type of Accommodation in County Galway 2011-2016

Type of Accommodation	2011	%	2016	%	% Change
Detached house	46700	77.0	48213	76.9	3.2
Semi-detached house	8394	13.8	8698	13.9	3.6
Terraced house	2612	4.3	2703	4.3	3.5
Flat or apartment in a purpose- built block	1519	2.5	1732	2.8	14.0
Flat or apartment in a converted house or commercial building	640	1.1	670	1.1	4.7
Bed-sit	52	0.1	35	0.1	-32.7
Not stated	727	1.2	678	1.1	-6.7
<b>All households</b>	<b>60644</b>	<b>100.0</b>	<b>62729</b>	<b>100.0</b>	<b>3.4</b>

Source: CSO StatBank

## 4.2 Existing Housing Supply

### 4.2.1 Unfinished Housing Developments

The 2017 National Housing Development Survey which tracks progress on unfinished housing developments since 2010, recorded 491 unfinished developments, of which nearly 76% is occupied. As it can be seen in the Table below, there was a drastic fall in the number of unfinished developments from 2016 (598 units or 54.9% decline), and this is considerable for both occupied (210 units or 73.4% decline) and vacant unfinished developments (95 units or 81.2% decline).

Although, there was a considerable drop in the vacant unfinished developments (-81.4%) from 117 units in 2016 to 22 in 2016, converting the vacancy of unfinished developments into a ratio per 1,000 households reveals that Galway County with 60 vacant homes per a thousand households ranked relatively high. This analysis which was conducted by Rebuilding Ireland published in the "2017 Annual Progress Report on Actions to Address Unfinished Housing Developments" indicates that the 'highest ratio of vacant new homes arises in some midland, border and western counties with comparatively much lower levels in the main urban areas.



However, in overall terms, vacancy levels within unfinished developments are not significantly high or out of kilter with 'normal' vacancy levels' (pg. 9).

Table 30. Unfinished Housing Developments, 2016-2017

	2016		2017	
Occupied	286	26.3%	76	15.5%
Vacant	117	10.7%	22	4.5%
Near Complete	118	10.8%	52	10.6%
Wall Plate	59	5.4%	28	5.7%
DPC	35	3.2%	6	1.2%
Foundations	10	0.9%	3	0.6%
Not Started	229	21.0%	0	0.0%
Planning Expired	235	21.6%	304	61.9%
<b>Total</b>	<b>1,089</b>	<b>100.0%</b>	<b>491</b>	<b>100.0%</b>
<b>Occupied Impacted</b>	-	-	15	19.7

Source: Department of Housing, Planning & Local Government, Unfinished Housing Developments

## 4.2.2 Housing Permissions

Table 31 illustrates the number of granted planning applications and granted number of units in County Galway since 2018 by quarter. As it can be seen, there was a slight growth of 1.96% in the overall number of granted applications increasing from 509 units in 2018 to 519 units in 2019. Breaking down the figures into granted units, however, there is a decline of 4.99% in the number of units dropping from 702 units in 2018 to 667 units in 2019. In a micro-level, quarterly figures show that the overall trends fluctuate with no specific pattern.

Table 31. Granted Planning Applications and Granted no. of Units in County Galway during 2018-2020 Q2

	2018				2019				2020	
<b>Granted Applications</b>	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2
Houses	116	106	133	127	149	115	130	105	136	42
Multi-development Houses	7	8	9	11	5	5	5	3	5	1
One-off Houses	109	98	124	116	144	110	125	102	131	41
Private Flats/Apartments	5	6	8	8	4	4	7	5	7	0
<b>Total</b>	121	112	141	135	153	119	137	110	143	42
<b>% of Change</b>	-	-7.4	25.9	-4.3	13.3	-22.2	15.1	-19.7	30.0	-70.6
<b>Granted no. of Units</b>	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2
Houses	256	257	229	335	168	126	337	124	234	50
Multi-development Houses	20	21	13	28	3	2	29	2	14	1
One-off Houses	109	98	124	116	144	110	125	102	131	41
Private Flats/Apartments	14	13	34	112	4	4	93	49	8	0
<b>Total</b>	143	132	171	256	151	116	247	153	153	42
<b>% of Change</b>	-	-7.7	29.5	49.7	-41.0	-23.2	112.9	-38.1	0.0	-72.5

Source: CSO StatBank

In terms of typology of the granted permissions, the single one-off dwellings are the dominant types with a slight growth over 2018-2020 Q1. On the contrary, a considerable decline (13.29%) can be spotted on the private apartments with a grant permission, where the total

number of granted units decreased from 173 units in 2018 to 150 units in 2019. Therefore, the overall profile of the granted permissions indicates that the housing market of County Galway is mostly characterised by single one-off dwellings (88.2%) followed by multi-development houses (7.7%).

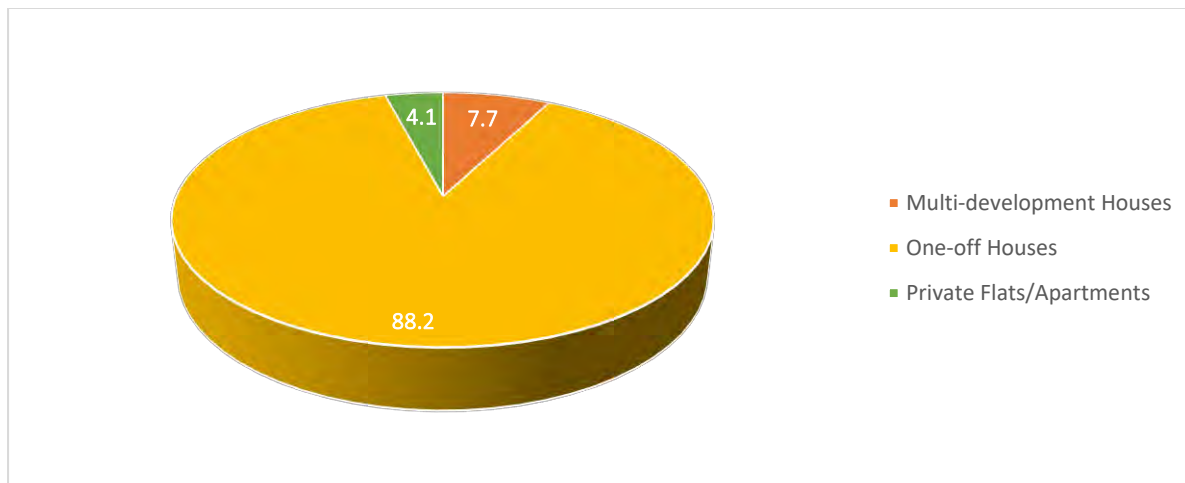


Figure 23. The Typology of Granted Permissions in County Galway, 2020Q1-2020Q2

### 4.2.3 Social Housing Pipeline

The latest data on the social housing in County Galway shows that a total number of 639 social housing units are in the pipeline with LA supplying the biggest share of the market (37.4%) followed by the private sector (33.2%) and AHB (26.8%). By the slight increase of apartment developments, a marginal growth of the Part V share in providing the social housing is also observable.

Table 32. A Breakdown of the Social Housing Pipeline in County Galway 2018-2020

	LA Planned without Part VIII approval	LA with Part VIII approval	LA Under Construction	AHB with Part VIII approval	AHB Under Construction	Part V Under Construction	Turnkey Contracts
No. of Units	135	10	94	94	77	17	212
% of Total	21.2	1.6	14.8	14.8	12.1	2.2	33.3

Source: Galway County Council

### 4.3 Land Acquisitions

As illustrated in the Figure below, the latest figures indicate that County Galway had 33 no. lands acquired by the Local Authority in 2019 which is a 266.7% growth when compared to 2018 figure (9 no. lands). On the other hand, the AHB's had a slight drop from 18 no. land acquisitions in 2018 to 14 land acquisitions in 2018, that is a 22.2% decline.

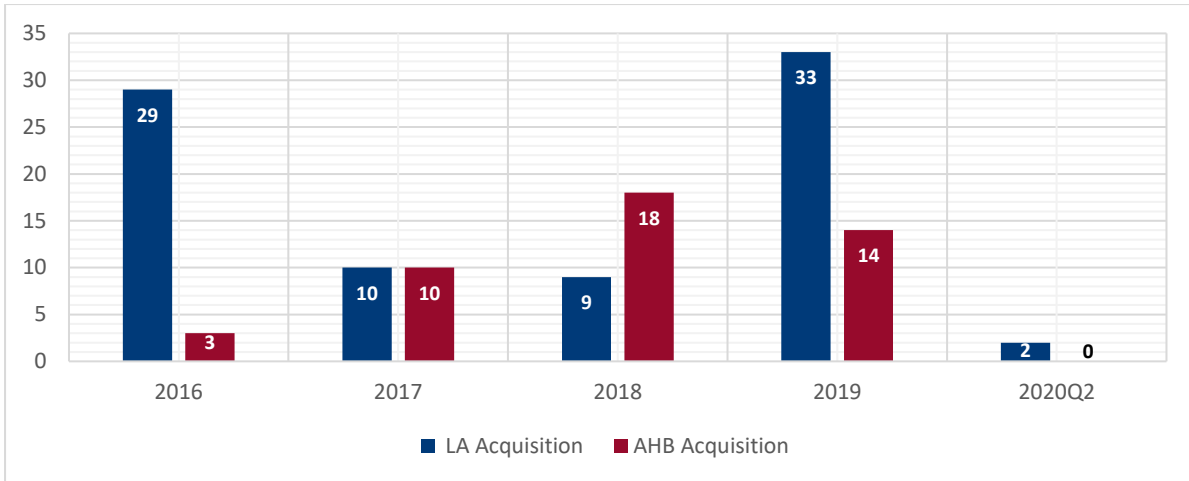


Figure 24. Acquisitions by Galway County Council and AHB 2016-2020Q2

Moreover, the online Housing Land Map as a key part of the Rebuilding Ireland initiative provides with details of Local Authority owned and Land Aggregation Scheme sites throughout the State. Utilising the dataset provided by this portal and the most recent data provided by the County Council, the following sections focus on the land supply and their current zoning objectives within the County Galway. As such, it represents an insight to the existing land bank of the County. Available lands throughout the County are illustrated in the Figure below, the details on these lands are summarised in tables as the following.

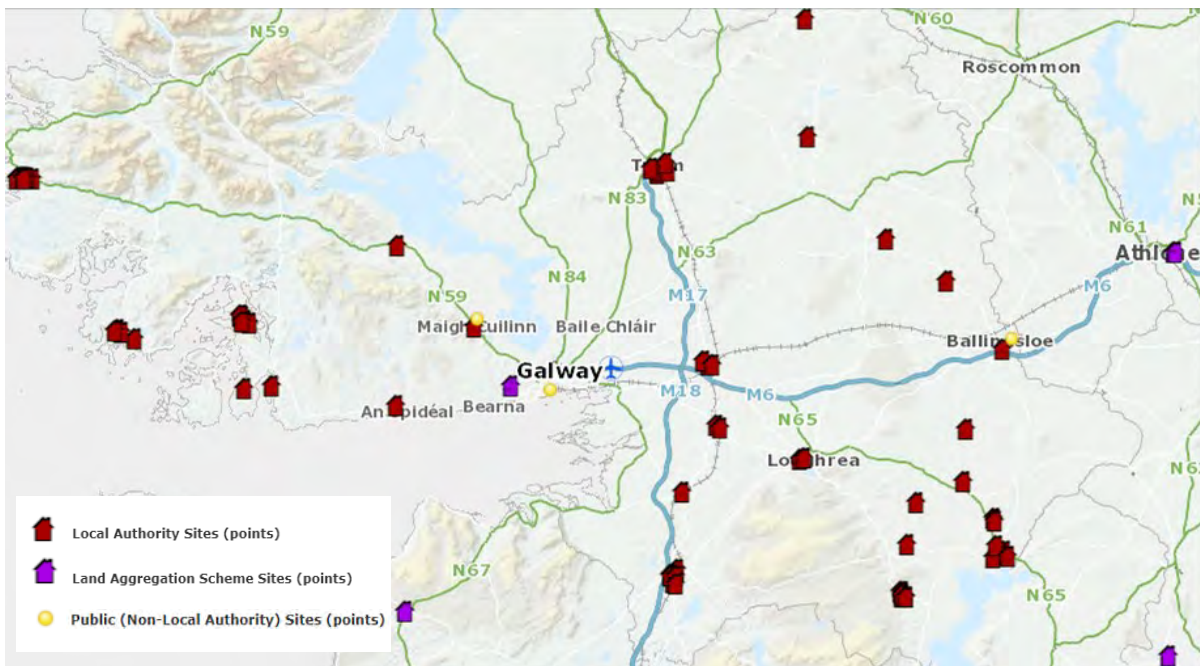


Figure 25. Spatial Distribution of Lands Acquisition in the County by LA, AHB, and Non-local Authority

### 4.3.1 Local Authority Sites

The details on the Local Authority Sites within the County Galway, including the zoning objectives and site area can be found in Table 33 below.

Table 33. Details of the Local Authority Sites in County Galway

Location	Site Area with Development Potential (ha.)	GREENFIELD	Zoning	SERVICED
Ardrahan North, Gort	1.67	No	None	Yes
Bullseye Wood, Woodford	6.28	Yes	None	Yes
Killimor, Magheramore	0.83	Yes	None	Yes
Carna, Rusheenamanagh	0.25	Yes	None	No
Courtney's Lane, Gort	0.50	Yes	Commercial/Town Centre	Yes
Sisters of Mercy, Gort	0.93	Yes	Commercial/Town Centre	Yes
Spiddal, Bohoona West	1.08	Yes	None	No
Williamstown	0.61	Yes	None	Yes
Kininha	3.31	Yes	None	No
Poolboy, Ballinasloe	8.21	Yes	Residential & Commercial	Yes
Maigh Cuillin	7.02	Yes	Residential, Community Facilities and Open Space & Recreation	Yes
Athenry (Raheen) 1	2.05	No	Residential	Yes
Athenry (Raheen) 2	1.04	-	-	-
Athenry (Raheen) 3	0.11	-	-	-
Cappira 2	1.06	-	-	-
Cappira 1	2.79	No	None	No
Carna 1	0.34	No	None	No
Carna 2	0.10	-	-	-
Carna - Sisters of Mercy	0.93	No	None	Yes
Clifden 1	1.45	Yes	Residential	Yes
Clifden 3	0.39	-	-	-
Clifden 5	0.00	-	-	-
Clifden 2	0.29	-	-	-
Clifden 4	0.84	-	-	-
Clifden 1, St. Josephs	0.64	No	Residential	Yes
Clifden (Tullyvoheen) 4	0.47	-	-	-
Clifden (Tullyvoheen) 3	6.55	-	-	-
Clifden (Tullyvoheen) 5	0.13	-	-	--
Clifden (Tullyvoheen) 2	0.04	-	-	-
Craughwell 2	0.17	Yes	None	Yes
Craughwell 1	0.02	-	-	-
Gort 2	0.45	-	-	-
Gort 1	0.19	No	Residential	Yes
Gort 3	0.22	-	-	-
Gort (Lavalley) 1	7.50	Yes	Residential	Yes
Gort (Lavalley) 2	0.89	-	-	-
Kilkerrin (Ballinasloe)	0.41	-	-	-
Loughrea - Pollroeback Park	0.50	No	Agricultural	Yes
Portumna (Parkmore) 3	1.33	-	-	-
Portumna (Parkmore) 2	0.19	-	-	-
Portumna (Parkmore) 1	1.13	-	-	-
Portumna (Parkmore) 5	0.39	-	-	-
Portumna (Parkmore) 4	0.12	-	-	-
Tirboy, Tuam	1.98	No	residential and Open Space/Recreation	Yes

Location	Site Area with Development Potential (ha.)	GREENFIELD	Zoning	SERVICED
Tuam Tirboy 2	0.14	-	-	-
Woodford 4	0.19	-	-	-
Woodford 2	0.30	--	-	-
Woodford 3	0.37		-	-
Woodford 1	0.24	No	None	Yes
Woodford 4	0.19	-	-	-
An Cheathrú Rua, Cullane	0.20	No	Residential	Yes
Rosmuc 6	0.15	-	-	-
Rosmuc 3	0.32	-	-	-
Rosmuc 2	0.21	-	-	-
Rosmuc 1	0.29	-	-	-
Rosmuc 4	0.10	-	-	-
Rosmuc 5	0.25	-	-	-
Tuam Parkmore	9.63	Yes	Residential & Recreation & Amenities	Yes
Ahascragh Phil Kelly	0.48	Yes	None	Yes
Caltra - Noel Kilroy	1.69	Yes	None	No
Gortnaraheen Part fund	0.25	Yes	None	No
Inishboffin (Middlequarter)	0.20	Yes	None	No
Abbey Village, Loughrea	2.03	No	None	Yes
Uachtar Ard, Co. Galway	7.27	Yes	Residential, Community Facilities & Town Centre	Yes
Rossaveal	0.11	Yes	None	No
Tuam - Sun Street Mary Tierney	0.10	No	Residential	Yes
Tynagh - Broderick Vol Hsng	0.04	No	None	Yes
Tuam, Weir Road	1.17	No	Residential	Yes
Loughrea - Bridget Loughnane	0.46	No	residential	Yes
Cloch na Rón (Roundstone) Fairgreen	0.79	Yes	None	Yes
Loughrea, Barrack Street	0.07	No	Town Centre	Yes
Kinvara, Co. Galway	0.63	Yes	Residential	Yes

Source: Rebuilding Ireland Web-GIS Dataset & Galway County Council

### 4.3.2 Non-local Authority Sites

The details on the Non-local Authority Sites within the County, including the zoning objectives, site area can be found in the Table below.

Table 34. Details of the Non-local Authority Sites in County Galway

Name	Owner	Calculated Area (ha)	Status
St Brigid's Hosp, Ballinasloe	HSE	0.00	Without Folio
Moycullen	Coillte	28.9	With Folio

Source: Rebuilding Ireland Web-GIS Dataset



Section 05.

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**ESTIMATING HOUSING NEED  
AND DEMAND**

## 5.0 ESTIMATING HOUSING NEED AND DEMAND

The determination of housing need and supply over the operational period of the Development Plan is a fundamental cornerstone of the Housing Strategy. Having reviewed and analysed the existing needs and supply in prior sections, the following section is focused on the projection and determining the future housing requirements to cover the plan period of 2022-2028.

### 5.1 Determination of Average Household Size and Additional Household Requirements

Several population scenarios for County Galway have been investigated to 2031 and a 'Policy-Intervention Scenario' has been applied for the purpose of this analysis into the county's housing needs. In accounting for the NPF/RSES population growth targets, an interpolation of the required level of change per annum was developed for County Galway from baseline year 2016 to NPF/RSES target years 2026 and 2031; thus, producing annualised figures between the 2022 and 2028, lifetime of the Plan. This sets out that the population of County Galway will increase by 18,655 people during the plan period to a total of 211,100 people in 2028 (see Table 11).

As mentioned earlier, Census 2016 results indicate that County Galway had a population to household ratio of 2.8 which is slightly higher than the State average of 2.7. However, the NPF states that this is expected to decline to around 2.5 by 2040, while also acknowledging that household sizes in urban areas tend to be smaller than in the suburbs or rural parts of the country.

Analysis of historical trends of household size in County Galway has undertaken to determine the evidence-based graduated reduction in average household size with an annualised rate of 0.81%, which is slightly more than the national average of 0.71%.

Table 35. Average Household Size Trends in County Galway 1996-2016

	1996	2002	2006	2011	2016
Private households	38,849	45,253	53,308	60,952	63,040
Persons in private households	131,613	138,275	155,271	172,308	177,145
<b>Average number of persons in private households</b>	3.4	3.1	2.9	2.8	2.8

Source: CSO StatBank

This rate has been applied to the average household size for County Galway from the 2016 Census to establish the trend adjusted average household size that has been projected during the Plan period. As shown in Table 35, the average household size is thus projected to be 2.5 at the end of the Plan period. By applying the relevant household size to projected population increases, it is possible to forecast required household numbers to the end of the plan period. As summarised in the same table, the number of households in County Galway is expected to increase from 63,040 households in 2016 to 82,846 households in 2028 providing a total demand of 11,511 households, or the equivalent of 1,644 units per annum on average.

Table 36. Projected Households over the Plan Period

Year	Total Population in County Galway	Average Household Size in County Galway	No. of Households	No. of Anticipated Households per Annum	Total Anticipated Households 2022-2028	Average Anticipated Households per Annum 2022-2028
2006	159,256	2.91	53,308	-	-	-
2011	175,124	2.83	60,952	-	-	-
2016	179,390	2.81	63,040	-	-	-
2017	182,001	2.79	65,298	2,258	-	-
2018	184,612	2.76	66,777	1,479	-	-
2019	187,223	2.74	68,276	1,499	-	-
2020	189,834	2.72	69,795	1,519	-	-
2021	192,445	2.70	71,335	1,539	-	-
2022	<b>195,056</b>	<b>2.68</b>	<b>72,894</b>	<b>1,560</b>	-	-
2023	197,667	2.65	74,475	1,581	-	-
2024	200,278	2.63	76,077	1,602	-	-
2025	202,889	2.61	77,699	1,623	-	-
2026	205,500	2.59	79,344	1,644	-	-
2027	208,300	2.57	81,083	1,740	-	-
2028	<b>211,100</b>	<b>2.55</b>	<b>82,846</b>	<b>1,763</b>	<b>11,511</b>	<b>1,644</b>
2029	213,900	2.53	84,632	1,786	-	-
2030	216,700	2.51	86,442	1,810	-	-
2031	219,500	2.49	88,276	1,834	16,941	1,694

With respect to the ESRI research work “Structural Housing Demand at County Level” published on 14<sup>th</sup> December 2020, the “Housing Supply Target Methodology for Development Planning” published by DHLGH in December 2020, and the Ministerial Letter advising these publications as the most up to date approach towards demand projection, this projection has been revised. According to this method, the housing allocation over the Plan period is to be calculated by not only relying on the population projection, but also factoring in the two elements of housing supply and unmet demand in the county.

According to the ESRI published excel spreadsheet utilising the ESRI NPF method, an overall of 17,118 no. households over 2017-2028 is expected. This is 10,846 no. households when applying the ESRI Baseline method, as reflected within the Table 37 below.

On the other hand, County Galway is facing an overcrowding and concealed housing demand of 55 units, while the latest published statistics on Galway Interactive Report indicates 91 persons are homeless in the County. This gives an overall unmet demand of 146. On the supply side, a total number of 3,039 units had been delivered over 2017-2021Q2, as recorded on CSO



StatBank. This demonstrates a quarterly growth rate of 3% over 2017-2021Q2, it is anticipated for the County to supply c. 351 units over the last two quarters of 2021, and therefore, provide for an overall housing supply of 3,390 units over 2017-2021 as reflected on the Table 37 below.

Applying these figures to the following formula,

*Housing Demand 2021-2028 = (Total Projection 2017-2028 - Unit Completions 2017-2021) + Total Unmet Demand*

$$[ E3 = E2 - B + C ]$$

The overall housing demand over the Plan period is expected to be 10,738 units, which equates to 1,534 housing units per annum over the Plan period (Table 37).

Table 37. Housing Demand Estimation over the Plan Period Utilising ESRI Methodology

	County Council	Annual Avg. Households	Total Households
A	ESRI NPF scenario projected new household demand 2017 to Plan end year, 2028	1,427	17,118
B	Actual new housing supply 2017 to most recent available year or quarter period to Plan commencement (2017-2021Q2 CSO data + estimated 2021Q3-2021Q4)	678	3,390
C	Homeless households (latest data), and unmet demand as at most recent Census	N/A	146
D	Plan Housing Demand = A - B + C	2,312	13,874
E	Potential adjustment 1 to end 2026 portion of plan period to facilitate convergence to NPF strategy (where justified)	Mid-point between ESRI NPF and Baseline scenarios to 2026 in lieu of A above	Adjusted Total
E1	ESRI Baseline scenario projected new household demand 2017 to 2028	904	10,846
E2	Mid-point between A and E1 - ESRI NPF and Baseline scenarios, to 2028	1,165	13,982
E3	Adjusted Total Plan Demand calculation based on E2 in lieu of A above	1,534	10,738

This indicates a difference of 110 no. units per annum when compared with the previous method, which can be explained through factoring in the two elements of housing supply and unmet demand in the ESRI method, resulting in a more accurate housing target.

Performing the same calculations to estimate housing demand up to 2031, the overall housing demand is expected to be 14,524 units. This equates to 1,351 housing units per annum over 2021-2031.

Table 38. Housing Demand Estimation over 2021-2031 Utilising ESRI Methodology

	County Council	Annual Avg. Households	Total Households
A	ESRI NPF scenario projected new household demand 2017 to 2031	1,457	21,851
B	Actual new housing supply 2017 to most recent available year or quarter period to Plan commencement (2017-2021Q2 CSO data + estimated 2021Q3-2021Q4)	678	3,390
C	Homeless households (latest data), and unmet demand as at most recent Census	N/A	146
D	Plan Housing Demand = A - B + C	3,101	18,607
E	Potential adjustment 1 to end 2026 portion of plan period to facilitate convergence to NPF strategy (where justified)	Mid-point between ESRI NPF and Baseline scenarios to 2026 in lieu of A above	Adjusted Total
E1	ESRI Baseline scenario projected new household demand 2017, to 2031	912	13,684
E2	Mid-point between A and E1 - ESRI NPF and Baseline scenarios, to 2031	1,185	17,768
E3	Adjusted Total Plan Demand calculation based on E2 in lieu of A above	1,351	14,524

It is noted that the recommended ESRI methodology and provisioned supply estimation tool is based upon household projection rather than population. In tandem with factoring in the housing delivery and unmet demand, this method does not provide for a breakdown of anticipated households per annum over the Plan horizon. With respect to accuracy of the previous method and the fact that the ultimate outcome of the HNDA is to forecast percentage supply of social housing, it is suggested to use the previous methods outcomes as input for the next stages of the HNDA.

## 5.2 Calculation of Estimated Distribution of Household Disposable Incomes

Disposable income is the amount of income, after tax is deducted, that is available to a household or individual for spending and saving. It functions as an important measure of housing affordability in any given area, i.e., the ability of a household to purchase their own home. This calculation of an estimated distribution has been based on the weekly and annual disposable household incomes at national level from the 'Household Budget Survey 2015-2016' by the CSO.

These national incomes have been adjusted to county level based on the application of an inflator/deflator rate. A deflator rate of 0.923 has been applied to County Galway based on the CSO report on County incomes and Regional GDP from 2016, which is the baseline year at the time of the survey.

Table 39 below illustrates the outputs of this exercise, with findings disaggregated into ten income deciles and applied to the proportion of households within each decile. This indicates that in 2017 after taxes, about one third of the households in County Galway have an average annual disposable income of €22,714.55, or the equivalent of €473.33 per week.

Table 39. Calculation of the Distribution of Disposable Household Incomes (Annual and Weekly) during the Baseline Year

Decile	Average Weekly Income 2009-2010	Average Weekly Income 2015-2016	Change from 2009-10 to 2015-16	Assumed Annual Income Increase 2010-2016	Adjusted Average Weekly Income 2017	Households in Each Category 2015-16	Average Annual Income 2017	Galway County Deflator	Galway Average Annual Income 2017	No. Households in Galway 2015-2016
	€	€	%	%	€	%	€	-	€	-
1 <sup>st</sup> Decile	188.91	197.40	4.5	0.90	199.17	9.83	10,357.06	0.923	9,558.12	6,194
2 <sup>nd</sup> Decile	300.98	324.40	7.8	1.56	329.45	10.57	17,131.32	0.923	15,809.82	6,664
3 <sup>rd</sup> Decile	431.28	465.86	8.0	1.60	473.33	10.47	24,613.19	0.923	22,714.55	6,600
4 <sup>th</sup> Decile	549.20	593.56	8.1	1.62	603.15	10.44	31,363.73	0.923	28,944.36	6,581
5 <sup>th</sup> Decile	669.46	725.85	8.4	1.68	738.08	10.25	38,380.05	0.923	35,419.44	6,462
6 <sup>th</sup> Decile	802.56	865.88	7.9	1.58	879.54	9.94	45,736.24	0.923	42,208.18	6,268
7 <sup>th</sup> Decile	972.03	1,026.46	5.6	1.12	1,037.96	9.62	53,973.69	0.923	49,810.20	6,065
8 <sup>th</sup> Decile	1,183.82	1,215.55	2.7	0.54	1,222.07	9.65	63,547.44	0.923	58,645.44	6,084
9 <sup>th</sup> Decile	1,472.66	1,473.25	0.0	0.01	1,473.37	9.61	76,615.14	0.923	70,705.10	6,056
10 <sup>th</sup> Decile	2,289.38	2,229.05	-2.6	-0.53	2,217.30	9.62	115,299.70	0.923	106,405.57	6,065
<b>Total</b>	-	-	<b>5.0</b>	<b>1.01</b>	-	<b>100.00</b>	-	-	-	<b>63,040</b>

### 5.3 Calculation of Average Annual Household Disposable Income Distribution

To inform the projection of affordability in County Galway during the plan period, the baseline figures have been inflated annually using the forecasted growth rates in relation to Gross Domestic Product (GDP). The forecasted GDP rates have considered the estimated distribution of household disposable incomes for 2016 from the Household Budget Survey by the CSO and have been determined based on historic and the latest forecasted GDP growth rates during the plan period from the Department of Finance (Monthly Economic Bulletin: February 2020), the Central Bank (Quarterly Bulletin: QB1 - February 2020), and the ESRI (Quarterly Economic Commentary - Winter 2020).

Based on the latest and current economic outlook, a GDP growth rate of 8.2% and 6% was considered during 2018 and 2019 respectively, whilst 3.1% is expected during 2020 and 2021,

and a 2.9% GDP growth rate was conservatively applied for the remainder years pertaining to the plan period. The key outputs of this calculation are shown on the Table below, which highlights a notable difference in average annual disposable incomes across each of the ten deciles for each plan period year.

Table 40. Calculation of Average Annual Household Disposable Income Distribution in County Galway (€)

	2022	2023	2024	2025	2026	2027	2028
<b>% Growth</b>	<b>2.9%</b>	<b>2.9%</b>	<b>2.9%</b>	<b>2.9%</b>	<b>2.9%</b>	<b>2.9%</b>	<b>2.9%</b>
<b>1<sup>st</sup> Decile</b>	11,990.53	12,338.26	12,696.07	13,064.25	13,443.12	13,832.97	14,234.12
<b>2<sup>nd</sup> Decile</b>	19,833.20	20,408.36	21,000.21	21,609.21	22,235.88	22,880.72	23,544.26
<b>3<sup>rd</sup> Decile</b>	28,495.08	29,321.44	30,171.76	31,046.74	31,947.10	32,873.56	33,826.90
<b>4<sup>th</sup> Decile</b>	36,310.29	37,363.29	38,446.82	39,561.78	40,709.07	41,889.64	43,104.44
<b>5<sup>th</sup> Decile</b>	44,433.19	45,721.76	47,047.69	48,412.07	49,816.02	51,260.69	52,747.25
<b>6<sup>th</sup> Decile</b>	52,949.57	54,485.11	56,065.18	57,691.07	59,364.11	61,085.67	62,857.15
<b>7<sup>th</sup> Decile</b>	62,486.20	64,298.30	66,162.95	68,081.68	70,056.04	72,087.67	74,178.21
<b>8<sup>th</sup> Decile</b>	73,569.88	75,703.41	77,898.81	80,157.87	82,482.45	84,874.44	87,335.80
<b>9<sup>th</sup> Decile</b>	88,698.57	91,270.83	93,917.68	96,641.29	99,443.89	102,327.76	105,295.27
<b>10<sup>th</sup> Decile</b>	133,484.30	137,355.34	141,338.65	145,437.47	149,655.15	153,995.15	158,461.01

#### 5.4 Calculation of Average Monthly Household Disposable Income Distribution

As outlined in the previous sub-section, these calculations have been based on the same forecasted data but scaled to provide the monthly estimates of disposable income per household in each decile as described in the Table below.

Table 41. Calculation of Average Monthly Household Disposable Income Distribution in County Galway (€)

	2022	2023	2024	2025	2026	2027	2028
<b>% Growth</b>	<b>2.9%</b>	<b>2.9%</b>	<b>2.9%</b>	<b>2.9%</b>	<b>2.9%</b>	<b>2.9%</b>	<b>2.9%</b>
<b>1<sup>st</sup> Decile</b>	999.21	1,028.19	1,058.01	1,088.69	1,120.26	1,152.75	1,186.18
<b>2<sup>nd</sup> Decile</b>	1,652.77	1,700.70	1,750.02	1,800.77	1,852.99	1,906.73	1,962.02
<b>3<sup>rd</sup> Decile</b>	2,374.59	2,443.45	2,514.31	2,587.23	2,662.26	2,739.46	2,818.91
<b>4<sup>th</sup> Decile</b>	3,025.86	3,113.61	3,203.90	3,296.82	3,392.42	3,490.80	3,592.04
<b>5<sup>th</sup> Decile</b>	3,702.77	3,810.15	3,920.64	4,034.34	4,151.34	4,271.72	4,395.60
<b>6<sup>th</sup> Decile</b>	4,412.46	4,540.43	4,672.10	4,807.59	4,947.01	5,090.47	5,238.10
<b>7<sup>th</sup> Decile</b>	5,207.18	5,358.19	5,513.58	5,673.47	5,838.00	6,007.31	6,181.52
<b>8<sup>th</sup> Decile</b>	6,130.82	6,308.62	6,491.57	6,679.82	6,873.54	7,072.87	7,277.98
<b>9<sup>th</sup> Decile</b>	7,391.55	7,605.90	7,826.47	8,053.44	8,286.99	8,527.31	8,774.61
<b>10<sup>th</sup> Decile</b>	11,123.69	11,446.28	11,778.22	12,119.79	12,471.26	12,832.93	13,205.08

#### 5.5 Determination of Distribution of Total Anticipated Households

This calculation has been based on the outputs related to the Determination of Average Household Size and Additional Households Required (Table 11) in relation to the number of private households per year during the plan period, and the distribution of housing units in the

State from the Household Budget Survey 2015-2016 by the CSO. Table 42 below identifies the distribution of total households across each of the ten deciles during the plan period.

Table 42. Determination of Distribution of Total Anticipated Households per Decile

Range	% Households	2022	2023	2024	2025	2026	2027	2028
1 <sup>st</sup> Decile	9.83%	7,163	7,318	7,475	7,635	7,796	7,967	8,140
2 <sup>nd</sup> Decile	10.57%	7,706	7,873	8,043	8,214	8,388	8,572	8,758
3 <sup>rd</sup> Decile	10.47%	7,632	7,797	7,965	8,135	8,307	8,489	8,673
4 <sup>th</sup> Decile	10.44%	7,610	7,775	7,943	8,112	8,284	8,465	8,649
5 <sup>th</sup> Decile	10.25%	7,472	7,634	7,798	7,964	8,133	8,311	8,492
6 <sup>th</sup> Decile	9.94%	7,248	7,405	7,564	7,726	7,889	8,062	8,237
7 <sup>th</sup> Decile	9.62%	7,013	7,165	7,320	7,476	7,634	7,801	7,971
8 <sup>th</sup> Decile	9.65%	7,035	7,187	7,342	7,498	7,657	7,825	7,995
9 <sup>th</sup> Decile	9.61%	7,003	7,155	7,308	7,464	7,622	7,789	7,959
10 <sup>th</sup> Decile	9.62%	7,013	7,165	7,320	7,476	7,634	7,801	7,971
<b>Total</b>	<b>100.00%</b>	<b>72,894</b>	<b>74,475</b>	<b>76,077</b>	<b>77,699</b>	<b>79,344</b>	<b>81,083</b>	<b>82,846</b>

## 5.6 Determination of Distribution of Additional Anticipated Households

As outlined in the previous sub-section, these calculations have been based on the same forecasted data but scaled to provide the anticipated households in each decile as described in the Table below.

Table 43. Distribution of Additional Households per Decile in County Galway (no. of households)

Range	% Households	2022	2023	2024	2025	2026	2027	2028
1 <sup>st</sup> Decile	10	153	155	157	159	162	171	173
2 <sup>nd</sup> Decile	11	165	167	169	172	174	184	186
3 <sup>rd</sup> Decile	10	163	166	168	170	172	182	185
4 <sup>th</sup> Decile	10	163	165	167	169	172	182	184
5 <sup>th</sup> Decile	10	160	162	164	166	169	178	181
6 <sup>th</sup> Decile	10	155	157	159	161	163	173	175
7 <sup>th</sup> Decile	10	150	152	154	156	158	167	170
8 <sup>th</sup> Decile	10	151	153	155	157	159	168	170
9 <sup>th</sup> Decile	10	150	152	154	156	158	167	169
10 <sup>th</sup> Decile	10	150	152	154	156	158	167	170
<b>Total</b>	<b>100</b>	<b>1,560</b>	<b>1,581</b>	<b>1,602</b>	<b>1,623</b>	<b>1,644</b>	<b>1,740</b>	<b>1,763</b>

## 5.7 Calculation of Projected House Price Bands

The following section is providing a calculation of projected house prices bands based upon the percentage split of 8 price bands. Accordingly, a background assessment of the housing sale prices in the current market is conducted. In this regard, 2019 is taken as the baseline year and several databases were used to capture the relevant data on property transactions, including Residential Property Price Register, CSO and Daft. As demonstrated in the Table below, 2,756 transactions occurred in County Galway across the 8 price bands during 2019. The greatest share of these transactions is for those categorised as €150,000 to 200,000 price band (19.3%), while the least transactions were in the €350,000-400,000 price band.

Table 44. Overview of House Sales in County Galway - 2019

Price Band (€)	Number of Transactions	% of Total Sales
0-100,000	363	13.2
100,000-150,000	352	12.8
150,000-200,00	531	19.3
200,000-250,000	469	17.0
250,000-300,000	447	16.2
300,000-350,000	265	9.6
350,000-400,000	125	4.5
400,000+	204	7.4
<b>Total</b>	<b>2,756</b>	<b>100.0</b>

Source: Residential Property Price Register, 2019

As part of the price assessment and projection for Galway, it is important to determine, generally, current house price sales and how they may fluctuate over the Plan period. For this reason, historic house prices have been investigated through analysis of the Residential Property Price Register, CSO, and Daft data in order to contextualise general trends and how they can influence the market. As illustrated in Table 45, the recession and subsequent period of economic growth has resulted in large variances in house prices and in year-on-year growth metrics. In the Table below, the change rate in CSO data and RPPR are calculated, while the Daft rates are copied directly from the reports which are accessible through the Daft portal. Noted that checking these rates with the given house prices in the same portal, several discrepancies have been identified. These has been marked with light red in the Table.

Table 45. Historic Year-on-year Change in House Price Metrics in County Galway

Year	Annual Change in Average House Sale Prices (CSO)	Annual Change in Average House Sale Prices (Daft) <sup>3</sup>	Annual Change in Average House Sale Prices (Daft)	Annual Change in Average House Sale Prices (RPPR)	Annual Change in Median House Sale Prices (RPPR)
2011	-18.0	-16.1	-15.6	-12.3	-20.0
2012	-11.0	-0.2	-9.5	-15.1	-9.4
2013	4.9	-7.6	-7.6	-5.7	-10.3
2014	7.9	13.4	39.4	-0.5	2.3
2015	2.9	13.6	-13.6	8.3	2.3
2016	8.2	10.6	10.6	12.3	17.6
2017	16.0	8.7	8.7	11.4	12.5
2018	9.0	7.4	7.4	14.3	11.1
2019	5.9	-1.1	-1.1	2.3	7.8

Source: CSO StatBank, Daft.ie Reports, Residential Property Price Register

Comparing the house price changes across these sources, however, there is still discrepancies which cannot be justified. As such, the average of annual house prices based on different sources of data has been calculated. The results are summarised in the Table below.

<sup>3</sup> The rates in this column are directly copied from the Daft.ie House Price reports, while the next column consists of the rates which has been calculated utilising the average house prices by the same reports.

Table 46. Average House Prices by Various Sources of Data in County Galway 2011-2019

	Annual Change in Average House Sale Prices (CSO)	Annual Change in Average House Sale Prices (Daft)	Annual Change in Average House Sale Prices (RPPR)	Annual Change in Median House Sale Prices (RPPR)
<b>Average 2011-2019</b>	2.9	2.1	1.7	1.5

Considering the recorded property transactions in the Property Services Regulatory Authority as the baseline data, an assuming on the context of improving economic conditions and its associated influence on house prices, it is anticipated that the distribution per price band will continue to change during the plan period as demonstrated in the Table below.

Table 47. Calculation of Projected Distribution of Houses by Price Band in County Galway during the Plan Period

Price Band (×1000€)	Annualised Change	2020	2021	2022	2023	2024	2025	2026	2027	2028
0-100	0.230	13.35	13.45	13.46	13.37	13.19	12.91	12.53	12.07	11.52
100-150	0.130	11.90	11.01	10.12	9.24	8.37	7.53	6.72	5.94	5.21
150-200	0.147	18.21	17.11	15.97	14.79	13.61	12.42	11.24	10.09	8.99
200-250	0.128	15.82	14.61	13.40	12.21	11.04	9.90	8.82	7.78	6.81
250-300	0.299	17.37	18.48	19.53	20.49	21.35	22.07	22.63	23.01	23.21
300-350	0.441	11.42	13.47	15.79	18.38	21.24	24.35	27.69	31.23	34.94
350-400	0.198	4.48	4.39	4.28	4.14	3.98	3.79	3.58	3.36	3.12
400+	0.224	7.47	7.48	7.45	7.37	7.23	7.04	6.80	6.51	6.19
<b>Total</b>	-	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00

This information has supported the calculation of projected house price bands based on the percentage split of the eight price bands (Table 47) and the average price of each band. This reflects market changes during the Plan period as summarised in the Table below.

Table 48. Projected Growth Rate of House Prices in County Galway

Avg. price in each band (×€1000)	2020	2021	2022	2023	2024	2025	2026	2027	2028
<b>1<sup>st</sup> Band: 50</b>	1270860	1298716	1318099	1328077	1327958	1317316	1296093	1264928	1224125
<b>2<sup>nd</sup> Band: 125</b>	2830560	2657586	2478103	2293999	2107427	1920688	1736206	1556788	1384165
<b>3<sup>rd</sup> Band: 175</b>	6067409	5781883	5472078	5141352	4793886	4434484	4068540	3702693	3341390
<b>4<sup>th</sup> Band: 225</b>	6774129	6346683	5905508	5455187	5000891	4548101	4102542	3670790	3256839
<b>5<sup>th</sup> Band: 275</b>	9090783	9812002	10517948	11192998	11820808	12384910	12870005	13266251	13559635
<b>6<sup>th</sup> Band: 325</b>	7064053	8456175	10053355	11865609	13898068	16149675	18612868	21278765	24121809
<b>7<sup>th</sup> Band: 375</b>	3195774	3179846	3142341	3082779	3001351	2898920	2777128	2638998	2486638
<b>Avg. Price</b>	206.03	210.08	214.54	219.38	224.59	230.09	235.84	241.76	247.76
<b>Annual Change (%)</b>	1.79	1.96	2.12	2.26	2.37	2.45	2.50	2.51	2.48

As compared the indicative house price metrics in Table 48 with the average growth rate of house prices in the County over 2011-2019 in Table 46, the projected rates are aligned with the historical trends of housing prices in Galway. In the next step, the projected growth rate of

house prices in the County were applied to each price band in order to forecast house prices in each price bracket. The results are summarised in the following Table.

Table 49. Calculation of Projected House Price Bands during the Plan Period

Year	Projected Avg. Price Change	1st Price Band	2nd Price Band		3rd Price Band		4th Price Band		5th Price Band		6th Price Band		7th Price Band	
2019	-	100,000	100,001	150,000	150,001	200,000	200,001	250,000	250,001	300,000	300,001	350,000	350,001	400,000
2020	1.79	101,795	101,796	152,692	152,693	203,589	203,590	254,486	254,487	305,384	305,385	356,281	356,282	407,178
2021	1.96	103,794	103,795	155,691	155,692	207,588	207,589	259,485	259,486	311,383	311,384	363,280	363,281	415,177
2022	2.12	105,996	105,997	158,994	158,995	211,992	211,994	264,991	264,992	317,989	317,990	370,987	370,988	423,985
2023	2.26	108,391	108,392	162,587	162,588	216,782	216,783	270,978	270,979	325,173	325,174	379,369	379,370	433,564
2024	2.37	110,961	110,962	166,442	166,443	221,923	221,924	277,403	277,404	332,884	332,885	388,365	388,366	443,845
2025	2.45	113,682	113,684	170,524	170,525	227,365	227,366	284,206	284,207	341,047	341,049	397,889	397,890	454,730
2026	2.50	116,523	116,524	174,785	174,786	233,046	233,047	291,308	291,309	349,569	349,570	407,831	407,832	466,092
2027	2.51	119,446	119,447	179,169	179,170	238,892	238,893	298,615	298,616	358,338	358,339	418,061	418,062	477,784
2028	2.48	122,411	122,412	183,616	183,618	244,822	244,823	306,027	306,029	367,233	367,234	428,438	428,440	489,644

## 5.8 Calculation of Mortgage Capacity of Households

The following section is providing a determination as to whether households in each decile can qualify for a mortgage that enables them to purchase a house in the lowest price band under the current macro-prudential rules, as set out by the Central Bank of Ireland. Accordingly, the Central Bank of Ireland have measures in place that set limits on size of mortgages that consumers can borrow through the use of loan-to-value (LTV) and loan-to-income (LTI) limits (see Section 3.3.5). The LTI limit restricts the amount of money that households can borrow to a maximum of 3.5 times their gross annual income. Using the projected annual income in Section 5.3, the mortgage capacity for households in County Galway per decile is determined as per the following Table.

Table 50. Mortgage Capacity of Households per Decile (€) in County Galway based on Central Bank Rules

Decile	2022	2023	2024	2025	2026	2027	2028
1 <sup>st</sup> Decile	4,197	4,318	4,444	4,572	4,705	4,842	4,982
2 <sup>nd</sup> Decile	6,942	7,143	7,350	7,563	7,783	8,008	8,240
3 <sup>rd</sup> Decile	9,973	10,263	10,560	10,866	11,181	11,506	11,839
4 <sup>th</sup> Decile	12,709	13,077	13,456	13,847	14,248	14,661	15,087
5 <sup>th</sup> Decile	15,552	16,003	16,467	16,944	17,436	17,941	18,462
6 <sup>th</sup> Decile	18,532	19,070	19,623	20,192	20,777	21,380	22,000
7 <sup>th</sup> Decile	21,870	22,504	23,157	23,829	24,520	25,231	25,962
8 <sup>th</sup> Decile	25,749	26,496	27,265	28,055	28,869	29,706	30,568
9 <sup>th</sup> Decile	31,044	31,945	32,871	33,824	34,805	35,815	36,853
10 <sup>th</sup> Decile	46,720	48,074	49,469	50,903	52,379	53,898	55,461

Using the first three deciles and the fourth decile in 2027 as key variables, the number of households that can/cannot be qualified has been determined based upon those income deciles that can meet the Central Bank requirements. The results are colour coded in the following Table, with green determined qualified households.



Table 51. Determination of Mortgage Qualification for Households

Year	Decile	Additional Anticipated Households	Upper Value of Cheapest House Price Band	Min. LTV (90% of Cheapest House Price)	Max. LTI (3.5 LTI)	Mortgage Qualified Households	Households Not Qualified for a Mortgage
2022	1 <sup>st</sup> Decile	153	105,996	95,396	4,197	0	153
	2 <sup>nd</sup> Decile	165			6,942	0	165
	3 <sup>rd</sup> Decile	163			9,973	0	163
	4 <sup>th</sup> Decile	163			12,709	163	0
	5 <sup>th</sup> Decile	160			15,552	160	0
	6 <sup>th</sup> Decile	155			18,532	155	0
	7 <sup>th</sup> Decile	150			21,870	150	0
	8 <sup>th</sup> Decile	151			25,749	151	0
	9 <sup>th</sup> Decile	150			31,044	150	0
	10 <sup>th</sup> Decile	150			46,720	150	0
	<b>Total</b>	<b>1,560</b>			-	-	-
2023	1 <sup>st</sup> Decile	155	108,391	97,552	4,318	0	155
	2 <sup>nd</sup> Decile	167			7,143	0	167
	3 <sup>rd</sup> Decile	166			10,263	0	166
	4 <sup>th</sup> Decile	165			13,077	58	0
	5 <sup>th</sup> Decile	162			16,003	57	0
	6 <sup>th</sup> Decile	157			19,070	55	0
	7 <sup>th</sup> Decile	152			22,504	53	0
	8 <sup>th</sup> Decile	153			26,496	54	0
	9 <sup>th</sup> Decile	152			31,945	53	0
	10 <sup>th</sup> Decile	152			48,074	53	0
	<b>Total</b>	<b>1,581</b>			-	-	-
2024	1 <sup>st</sup> Decile	157	110,961	99,865	4,444	0	157
	2 <sup>nd</sup> Decile	169			7,350	0	169
	3 <sup>rd</sup> Decile	168			10,560	0	168
	4 <sup>th</sup> Decile	167			13,456	167	0
	5 <sup>th</sup> Decile	164			16,467	164	0
	6 <sup>th</sup> Decile	159			19,623	159	0
	7 <sup>th</sup> Decile	154			23,157	154	0
	8 <sup>th</sup> Decile	155			27,265	155	0
	9 <sup>th</sup> Decile	154			32,871	154	0
	10 <sup>th</sup> Decile	154			49,469	154	0
	<b>Total</b>	<b>1,602</b>			-	-	-
2025	1 <sup>st</sup> Decile	159	113,682	102,314	4,572	0	159
	2 <sup>nd</sup> Decile	172			7,563	0	172
	3 <sup>rd</sup> Decile	170			10,866	0	170
	4 <sup>th</sup> Decile	169			13,847	169	0
	5 <sup>th</sup> Decile	166			16,944	166	0
	6 <sup>th</sup> Decile	161			20,192	161	0
	7 <sup>th</sup> Decile	156			23,829	156	0
	8 <sup>th</sup> Decile	157			28,055	157	0

	9 <sup>th</sup> Decile	156			33,824	156	0
	10 <sup>th</sup> Decile	156			50,903	156	0
	<b>Total</b>	<b>1,623</b>	-	-	-	<b>1,122</b>	<b>501</b>
<b>2026</b>	1 <sup>st</sup> Decile	162	116,523	104,871	4,705	0	162
	2 <sup>nd</sup> Decile	174			7,783	0	174
	3 <sup>rd</sup> Decile	172			11,181	0	172
	4 <sup>th</sup> Decile	172			14,248	172	0
	5 <sup>th</sup> Decile	169			17,436	169	0
	6 <sup>th</sup> Decile	163			20,777	163	0
	7 <sup>th</sup> Decile	158			24,520	158	0
	8 <sup>th</sup> Decile	159			28,869	159	0
	9 <sup>th</sup> Decile	158			34,805	158	0
	10 <sup>th</sup> Decile	158			52,379	158	0
	<b>Total</b>	<b>1,644</b>	-	-	-	<b>1,137</b>	<b>507</b>
<b>2027</b>	1 <sup>st</sup> Decile	171	119,446	107,501	4,842	0	171
	2 <sup>nd</sup> Decile	184			8,008	0	184
	3 <sup>rd</sup> Decile	182			11,506	0	182
	4 <sup>th</sup> Decile	182			14,661	182	0
	5 <sup>th</sup> Decile	178			17,941	178	0
	6 <sup>th</sup> Decile	173			21,380	173	0
	7 <sup>th</sup> Decile	167			25,231	167	0
	8 <sup>th</sup> Decile	168			29,706	168	0
	9 <sup>th</sup> Decile	167			35,815	167	0
	10 <sup>th</sup> Decile	167			53,898	167	0
	<b>Total</b>	<b>1,740</b>	-	-	-	<b>1,203</b>	<b>537</b>
<b>2028</b>	1 <sup>st</sup> Decile	173	122,411	110,170	4,982	0	173
	2 <sup>nd</sup> Decile	186			8,240	0	186
	3 <sup>rd</sup> Decile	185			11,839	0	185
	4 <sup>th</sup> Decile	184			15,087	184	0
	5 <sup>th</sup> Decile	181			18,462	181	0
	6 <sup>th</sup> Decile	175			22,000	175	0
	7 <sup>th</sup> Decile	170			25,962	170	0
	8 <sup>th</sup> Decile	170			30,568	170	0
	9 <sup>th</sup> Decile	169			36,853	169	0
	10 <sup>th</sup> Decile	170			55,461	170	0
	<b>Total</b>	<b>1,763</b>	-	-	-	<b>1,219</b>	<b>544</b>

## 5.9 Calculation of Projected Needs for Ownership

The following section provides a calculation of the approximate affordable house price for each of the ten income deciles per year over the plan period based on the application of the annuity formula. Following this, the calculation of the households' surplus and/or deficit per price band has been undertaken with respect to the number of households that can qualify for a mortgage.

In estimation of affordable house prices in the County and over the Plan period, the maximum affordable house price for each of the income deciles is based on a number of evidence-based variables that have been established through analysis of historic mortgage lending data from the Central Bank. The key variables that have been used in the annuity formula for the purpose of this assessment are as follows:

- Maximum affordability threshold of 35 per cent;
- LTV ratio of 0.90;
- Annual interest rate (APR) of 3%; and
- Loan term of 29 years.

The results are illustrated in the Table below. It is noted that whilst some of the lower deciles have a maximum affordable house price that is higher than the lowest price band for that year, as outlined in the preceding step, these households would not qualify for a mortgage due to the current Central Bank rules.

Table 52. An Indication of Affordable House Prices (€) in County Galway per Decile

Decile	2022	2023	2024	2025	2026	2027	2028
1 <sup>st</sup> Decile	90,243	92,860	95,553	98,324	101,176	104,110	107,129
2 <sup>nd</sup> Decile	149,269	153,598	158,052	162,635	167,352	172,205	177,199
3 <sup>rd</sup> Decile	214,460	220,679	227,079	233,664	240,441	247,413	254,588
4 <sup>th</sup> Decile	273,279	281,204	289,359	297,750	306,385	315,270	324,413
5 <sup>th</sup> Decile	334,414	344,112	354,091	364,359	374,926	385,799	396,987
6 <sup>th</sup> Decile	398,510	410,066	421,958	434,195	446,787	459,744	473,076
7 <sup>th</sup> Decile	470,284	483,923	497,956	512,397	527,257	542,547	558,281
8 <sup>th</sup> Decile	553,702	569,760	586,283	603,285	620,780	638,783	657,308
9 <sup>th</sup> Decile	667,564	686,923	706,844	727,343	748,436	770,140	792,474
10 <sup>th</sup> Decile	1,004,631	1,033,765	1,063,744	1,094,593	1,126,336	1,159,000	1,192,611

As the next step, the housing surplus and deficit per price band has been determined. This is supported by the determination of additional households required (see Table 43 and Table 47), the projected house price bands (see Table 49), the determination of households that can qualify for a mortgage (see Table 51) and the calculation of housing affordability (see Table 52).

Accordingly, a surplus in a given price band would be where the number of anticipated housing units is greater than the number of households that qualify for a mortgage and have the ability to purchase a home at the upper value of that house price band. On the other hand, a deficit within a price band would be where there is a fewer household anticipated compared to the number of households that qualify for a mortgage and have the ability to purchase a home at the upper value of that house price band. The results are summarised in the following Table.

Table 53. Housing Shortfall Determination based on Additional Households Qualified for a Mortgage and able to Buy at the Upper Value of House Price Bands

Year	Range	No. of Households Required	Running Total	Affordability Threshold	Household Band Position	Upper Value of House Prices	Households Required in Each Band	% of Housing Units Anticipated per Price Band	No. of Anticipated Housing Units	Housing Shortfall	Housing Shortfall as % of Total Required Households
2022	1 <sup>st</sup> Decile	153	153	90,243	1 <sup>st</sup> & 2 <sup>nd</sup> Band	158,994	339	13.46	217	122	7.57
	2 <sup>nd</sup> Decile	165	318	149,269	3 <sup>rd</sup> & 4 <sup>th</sup> Band	264,991	256	10.12	163	93	5.76
	3 <sup>rd</sup> Decile	163	482	214,460	5 <sup>th</sup> & 6 <sup>th</sup> Band	370,987	280	15.97	257	22	-
	4 <sup>th</sup> Decile	163	644	273,279	7 <sup>th</sup> Band	423,985	145	13.40	216	-71	-
	5 <sup>th</sup> Decile	160	804	334,414	8 <sup>th</sup> Band	None	-	47.05	758	-	-
	6 <sup>th</sup> Decile	155	959	398,510							
	7 <sup>th</sup> Decile	150	1,109	470,284							
	8 <sup>th</sup> Decile	151	1,260	553,702							
	9 <sup>th</sup> Decile	150	1,410	667,564							
	10 <sup>th</sup> Decile	150	1,560	1,004,631							
<b>Total</b>	<b>1,560</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>100.0</b>	<b>1,612</b>	<b>-</b>	<b>13.33</b>	
2023	1 <sup>st</sup> Decile	155	155	92,860	1 <sup>st</sup> & 2 <sup>nd</sup> Band	162,587	341	13.37	218	123	7.53
	2 <sup>nd</sup> Decile	167	322	153,598	3 <sup>rd</sup> & 4 <sup>th</sup> Band	270,978	258	9.24	151	107	6.55
	3 <sup>rd</sup> Decile	166	488	220,679	5 <sup>th</sup> & 6 <sup>th</sup> Band	379,369	282	14.79	242	40	2.47
	4 <sup>th</sup> Decile	165	653	281,204	7 <sup>th</sup> Band	433,564	146	12.21	199	-53	-
	5 <sup>th</sup> Decile	162	815	344,112	8 <sup>th</sup> Band	None	-	50.38	823	-	-
	6 <sup>th</sup> Decile	157	972	410,066							
	7 <sup>th</sup> Decile	152	1,124	483,923							
	8 <sup>th</sup> Decile	153	1,277	569,760							
	9 <sup>th</sup> Decile	152	1,429	686,923							
	10 <sup>th</sup> Decile	152	1,581	1,033,765							
<b>Total</b>	<b>1,581</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>100.0</b>	<b>1,633</b>	<b>-</b>	<b>16.55</b>	
2024	1 <sup>st</sup> Decile	157	157	95,553	1 <sup>st</sup> & 2 <sup>nd</sup> Band	166,442	344	13.19	218	126	7.60
	2 <sup>nd</sup> Decile	169	327	158,052	3 <sup>rd</sup> & 4 <sup>th</sup> Band	277,403	260	8.37	139	121	7.34
	3 <sup>rd</sup> Decile	168	494	227,079	5 <sup>th</sup> & 6 <sup>th</sup> Band	388,365	284	13.61	225	59	3.56
	4 <sup>th</sup> Decile	167	662	289,359	7 <sup>th</sup> Band	443,845	147	11.04	183	-36	-
	5 <sup>th</sup> Decile	164	826	354,091	8 <sup>th</sup> Band	None	-	53.79	890	-	-
	6 <sup>th</sup> Decile	159	985	421,958							
	7 <sup>th</sup> Decile	154	1,139	497,956							
	8 <sup>th</sup> Decile	155	1,294	586,283							
	9 <sup>th</sup> Decile	154	1,448	706,844							
	10 <sup>th</sup> Decile	154	1,602	1,063,744							
<b>Total</b>	<b>1,602</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>100.0</b>	<b>1,655</b>	<b>-</b>	<b>18.50</b>	
2025	1 <sup>st</sup> Decile	159	159	98,324	1 <sup>st</sup> & 2 <sup>nd</sup> Band	170,524		12.91	217	57	3.40
	2 <sup>nd</sup> Decile	172	331	162,635	3 <sup>rd</sup> & 4 <sup>th</sup> Band	284,206		7.53	126	-205	-
	3 <sup>rd</sup> Decile	170	501	233,664	5 <sup>th</sup> & 6 <sup>th</sup> Band	397,889		12.42	208	-293	-
	4 <sup>th</sup> Decile	169	670	297,750	7 <sup>th</sup> Band	454,730		9.9	166	-504	-
	5 <sup>th</sup> Decile	166	837	364,359	8 <sup>th</sup> Band	None	-	57.24	960	-	-

	6 <sup>th</sup> Decile	161	998	434,195							
	7 <sup>th</sup> Decile	156	1,154	512,397							
	8 <sup>th</sup> Decile	157	1,311	603,285							
	9 <sup>th</sup> Decile	156	1,467	727,343							
	10 <sup>th</sup> Decile	156	1,623	1,094,593							
	<b>Total</b>	<b>1,623</b>	-	-	-	-		<b>100.0</b>	<b>1,677</b>	-	<b>3.40</b>
<b>2026</b>	1 <sup>st</sup> Decile	162	162	101,176	1 <sup>st</sup> & 2 <sup>nd</sup> Band	174,785	127	12.53	213	-86	-
	2 <sup>nd</sup> Decile	174	335	167,352	3 <sup>rd</sup> & 4 <sup>th</sup> Band	291,308	265	6.72	114	150	8.85
	3 <sup>rd</sup> Decile	172	507	240,441	5 <sup>th</sup> & 6 <sup>th</sup> Band	407,831	289	11.24	191	98	5.78
	4 <sup>th</sup> Decile	172	679	306,385	7 <sup>th</sup> Band	466,092	150	8.82	150	0	-
	5 <sup>th</sup> Decile	169	848	374,926	8 <sup>th</sup> Band	None	-	60.70	1031	-	-
	6 <sup>th</sup> Decile	163	1,011	446,787							
	7 <sup>th</sup> Decile	158	1,169	527,257							
	8 <sup>th</sup> Decile	159	1,328	620,780							
	9 <sup>th</sup> Decile	158	1,486	748,436							
	10 <sup>th</sup> Decile	158	1,644	1,126,336							
	<b>Total</b>	<b>1,644</b>	-	-	-	-		<b>100.0</b>	<b>1,699</b>	-	<b>14.63</b>
<b>2027</b>	1 <sup>st</sup> Decile	171	171	104,110	1 <sup>st</sup> & 2 <sup>nd</sup> Band	179,169	126	12.07	211	-85	-
	2 <sup>nd</sup> Decile	184	355	172,205	3 <sup>rd</sup> & 4 <sup>th</sup> Band	298,615	279	5.94	104	175	10.06
	3 <sup>rd</sup> Decile	182	537	247,413	5 <sup>th</sup> & 6 <sup>th</sup> Band	418,061	305	10.09	176	129	7.39
	4 <sup>th</sup> Decile	182	719	315,270	7 <sup>th</sup> Band	477,784	158	7.78	136	22	1.27
	5 <sup>th</sup> Decile	178	897	385,799	8 <sup>th</sup> Band	None	-	64.12	1118	-	-
	6 <sup>th</sup> Decile	173	1,070	459,744							
	7 <sup>th</sup> Decile	167	1,238	542,547							
	8 <sup>th</sup> Decile	168	1,405	638,783							
	9 <sup>th</sup> Decile	167	1,573	770,140							
	10 <sup>th</sup> Decile	167	1,740	1,159,000							
	<b>Total</b>	<b>1,740</b>	-	-	-	-		<b>100.0</b>	<b>1,744</b>	-	<b>18.72</b>
<b>2028</b>	1 <sup>st</sup> Decile	173	173	107,129	1 <sup>st</sup> & 2 <sup>nd</sup> Band	183,616	107	11.52	204	-97	-
	2 <sup>nd</sup> Decile	186	360	177,199	3 <sup>rd</sup> & 4 <sup>th</sup> Band	306,027	282	5.21	92	189	10.72
	3 <sup>rd</sup> Decile	185	544	254,588	5 <sup>th</sup> & 6 <sup>th</sup> Band	428,438	308	8.99	159	149	8.42
	4 <sup>th</sup> Decile	184	728	324,413	7 <sup>th</sup> Band	489,644	159	6.81	120	39	2.21
	5 <sup>th</sup> Decile	181	909	396,987	8 <sup>th</sup> Band	None	-	67.46	1192	-	-
	6 <sup>th</sup> Decile	175	1,084	473,076							
	7 <sup>th</sup> Decile	170	1,254	558,281							
	8 <sup>th</sup> Decile	170	1,424	657,308							
	9 <sup>th</sup> Decile	169	1,593	792,474							
	10 <sup>th</sup> Decile	170	1,763	1,192,611							
	<b>Total</b>	<b>1,763</b>	-	-	-	-		<b>100.0</b>	<b>1,767</b>	-	<b>21.35</b>

## 5.10 Calculation of Projected Needs for Private Rental

The following section is a calculation of the households not meeting the affordability criteria to privately rent a home with respect to the number of households that cannot qualify for a mortgage. In this regard, an estimation of the rental prices by unit types is carried out based upon the rental price changes over a ten-year period up to 2019. To build up the historical trend of rental market in County Galway, the baseline data is captured from the Rental Tenancy Board on the CSO website and summarised in the Table below. As mentioned earlier, there are

two Rent Pressure Zones within County Galway, including Athenry - Oranmore and Gort - Kinvara which were designated in July 2019.

Table 54. Rental Price Changes by Unit Type (€) in County Galway over 2010-2019

	One bed	Two bed	Three bed	Four-plus bed	All bedrooms	y-o-y Change
<b>2019</b>	759	990	1,025	1,211	1,048	7.05
<b>2018</b>	700	932	966	1,120	979	6.51
<b>2017</b>	663	872	922	1,045	919	5.84
<b>2016</b>	616	824	869	989	868	7.55
<b>2015</b>	588	766	801	919	807	6.46
<b>2014</b>	561	715	745	869	758	3.55
<b>2013</b>	537	692	725	835	732	0.05
<b>2012</b>	531	690	729	828	732	0.94
<b>2011</b>	543	687	716	817	725	-1.79
<b>2010</b>	550	696	737	829	738	-6.32
<b>Average</b>	605	786	823	946	830	-
<b>Annual Change Rate</b>	3.79	4.22	3.92	4.61	4.19	-

Establishing a demand price per unit type database, then the annual growth rate for each type of unit was calculated, which then was applied to estimate the rent prices in County Galway over the plan period. The results are summarised in the Table below.

Table 55. Estimated Rental Prices by Unit Type (€) throughout the Plan Period in County Galway

	One bed	Two bed	Three bed	Four-plus bed
<b>2019</b>	759	990	1,025	1,211
<b>2020</b>	788	1,031	1,065	1,267
<b>2021</b>	817	1,075	1,107	1,325
<b>2022</b>	848	1,120	1,150	1,386
<b>2023</b>	880	1,168	1,195	1,450
<b>2024</b>	914	1,217	1,242	1,516
<b>2025</b>	948	1,268	1,291	1,586
<b>2026</b>	984	1,322	1,341	1,659
<b>2027</b>	1,022	1,378	1,394	1,736
<b>2028</b>	1,060	1,436	1,448	1,816

As illustrated in Table 51, the three first income deciles in each year over the Plan period were not qualified for a mortgage. Regarding the Maximum affordability threshold of 35% and based on the projected average monthly household disposable income per decile (see Table 41), the number of households not meeting the *Affordability Criteria* for private rental over the Plan period has been identified as outlined in Table 56. The households cannot afford private rental are marked in red and are therefore considered to require social housing.

Table 56. Number of Additional Anticipated Household that Do not Qualify for a Mortgage and Cannot Afford Private Rental

	2022	2023	2024	2025	2026	2027	2028
1 <sup>st</sup> Decile	153	155	157	159	162	171	173
2 <sup>nd</sup> Decile	165	167	169	172	174	184	186
3 <sup>rd</sup> Decile	163	166	168	170	172	182	185
<b>Total</b>	<b>482</b>	<b>488</b>	<b>494</b>	<b>501</b>	<b>507</b>	<b>537</b>	<b>544</b>

### 5.11 Summary of Projected Social Housing Needs

The following section provides an overview of the anticipated social housing needs for Galway County Council as set out in the preceding steps and reflects assessments for mortgage qualification and the affordability for ownership and private rental. As outlined in Table 57, it is expected that an average of 30.8% of the overall household over the Plan period does not qualify for a mortgage. A further investigation of these households with respect to the rental market indicates that this group cannot afford private rental either.

Table 57. Housing shortfall throughout the plan period in County Galway

	2022	2023	2024	2025	2026	2027	2028
<b>Number of Additional Anticipated Households</b>	1,560	1,581	1,602	1,623	1,644	1,740	1,763
<b>Number of Additional Households not Qualified for a Mortgage</b>	482	488	494	501	507	537	544
<b>% of Additional Households not Qualified for a Mortgage</b>	30.9	30.9	30.8	30.9	30.8	30.9	30.9
<b>Number of Additional Households not Qualified for a Mortgage and cannot Afford Private Rental</b>	482	488	494	501	507	537	544
<b>Housing Shortfall (%)</b>	30.9	30.9	30.8	30.9	30.8	30.9	30.9

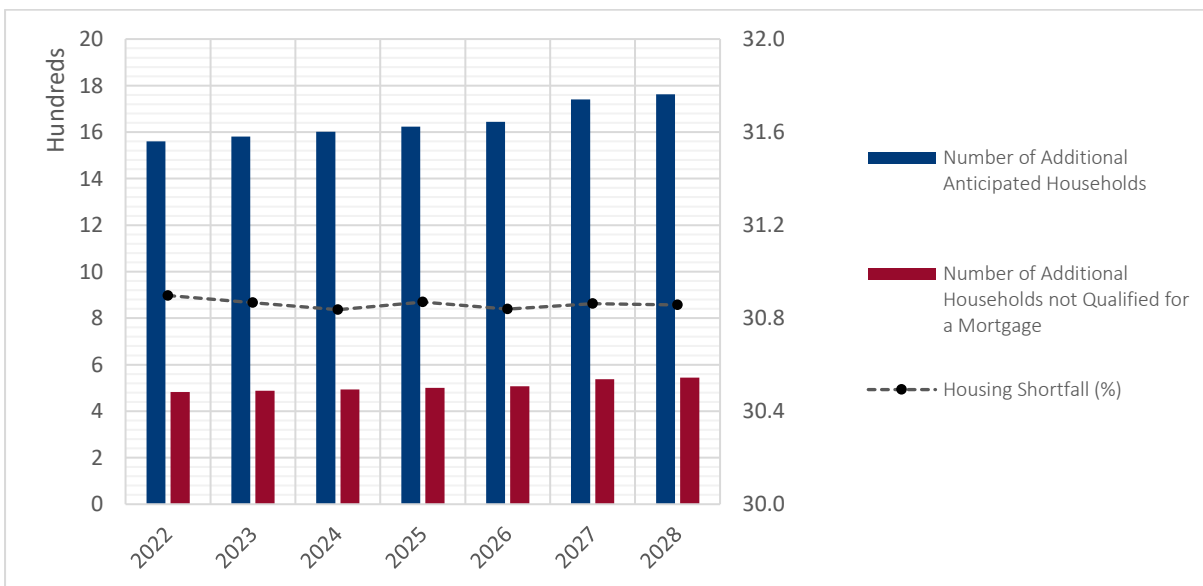


Figure 26. An Overview of Housing Requirements over the Plan Period

With an overall housing demand of 10,738 for County Galway over the Plan period, it is expected a total of 3,307 no. households to not qualify for a mortgage and cannot afford private rental either. To meet this shortfall in County Galway, an average of 472 no. social housing per annum over the Plan period is required.



Section 06.

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**AFFORDABLE, COST-RENTAL,  
AND SOCIAL HOUSING**



## 6.0 AFFORDABLE, COST-RENTAL, AND SOCIAL HOUSING

Housing for All, the plan launched by the Government on 2<sup>nd</sup> September, promises 54,000 affordable homes by 2030 – 36,000 for purchase and 18,000 cost-rental units. To support affordable purchase, two schemes have been introduced within the Plan:

- (1) The shared-equity First Home scheme, and
- (2) The Local Authority-led Affordable Purchase Scheme.

To provide for the first scheme, the State and banks will jointly support first-time buyers on moderate incomes to buy a new home on the private market. Up to 20 per cent equity support will be available to purchase these homes, or a maximum of 30 per cent if the Help to Buy is not utilised. Applications for the new scheme are likely to be open from early January 2022. There will be caps based on the value of properties that participants in the scheme can buy.

These ceilings will be based on open market prices, and this is defined at €350,000 for County Galway. When comparing this ceiling cap with the transactions in County Galway over 2019 (Table 44), it is apparent that most transactions were in 150,000 to 300,000 price bands.

It is noted that The Help to Buy incentive helps first-time buyers buy a newly-built house or apartment, which also applies to once-off self-build homes. It only applies to properties that cost €500,000 or less. The Help to Buy incentive scheme gives a refund of income tax and Deposit Interest Retention Tax (DIRT) paid in Ireland over the previous 4 tax years. The relief available to first-time-buyers was increased in July 2020, and this increase has been extended in subsequent budgets. This increase which is known as the Enhanced Help to Buy Scheme was extended until 31 December 2022 in Budget 2022. It was also announced that the Help to Buy incentive will be fully reviewed in 2022.

Outlined in Section 5, the detailed assessment of income profile, housing prices (purchase and rental), and the affordability criteria determined the future housing requirements in County Galway over the plan period 2022-2028. This would assist to establish long-term strategic view of housing need across all tenures in the County and identify the proportion of social and affordable housing over the Plan period.

As per the analysis, it is expected that an average of 30.8% of the overall household over the Plan period does not qualify for a mortgage. With an overall housing demand of 10,738 for County Galway over the Plan period, it is expected that a total of 3,307 no. households to not qualify for a mortgage. Given the estimates of the rental market prices in the County, as summarised in Section 5 (Table 55), it is expected that the same rate not to be able to afford private rental either.

To better demonstrate that, the following Table provides estimated prices of housing rent in the County over the Plan period redeemed by the 25% rate. This is with respect to the definition of cost rental, being at least 25% below the open market rents.

Table 58. Cost-Rental Prices 25% below the Estimated Open Market Prices by Unit Type (€) throughout the Plan Period in County Galway

	One bed	Two bed	Three bed	Four-plus bed
2022	636	840	863	1039
2023	660	876	896	1087
2024	685	913	931	1137
2025	711	951	968	1190
2026	738	991	1006	1245
2027	766	1033	1045	1302
2028	795	1077	1086	1362

Comparing this with the projected level of incomes within the deciles not qualifying for a mortgage demonstrates that applying a rate of 25% to the estimated rental prices in the County provides a level of prices which is still notably greater than 35% of the incomes for the first three deciles.

Table 59. Projected Average Monthly Income per Decile for those not Capable of Affording a Mortgage with the 35% of their Monthly Incomes defined as the Affordability Threshold of Rental Market

	2022	2023	2024	2025	2026	2027	2028
1st decile	999	1028	1058	1089	1120	1153	1186
2nd decile	1653	1701	1750	1801	1853	1907	1962
3rd decile	2375	2443	2514	2587	2662	2739	2819
35% 1st d	350	360	370	381	392	403	415
35% 2nd d	578	595	613	630	649	667	687
35% 3rd d	831	855	880	906	932	959	987

Considering that the most recent available data on households' budget dates back to 2015-16, there is a degree of uncertainty for these estimates, in particular, regarding the impact of COVID-19 on the income levels and housing prices. Moreover, the aforementioned method to investigate the cost-rental demand in the County needs to be updated upon guidance of the Department of Housing, Local Government and Heritage, as the method utilised is an experiment to explore incorporation of cost-rental within the HNDA model. Therefore, it is suggested that both affordable and cost-rental for the County be reviewed upon receipt of 2022 Census results and further guidance from the DoHLGH.

Notwithstanding the above some locations may, upon further analysis, and over the period of the plan, have an affordability constraint in excess of 5% and therefore may be suitable for the provision of affordable housing. County Galway is identified to have an affordability constraint of 7.78%. The Council will further explore this affordability constraint over the Plan period to ensure the delivery of affordable housing as per the population.

In addition, the Department of Housing, Local Government and Heritage provided social housing targets for County Galway over the 5-year period of 2022-2026. These targets are provided in the Table below.

Table 60. The Social Housing Targets for Galway County Council over 2022-2026

Year	2022	2023	2024	2025	2026	Total
<b>Build</b>	230	351	358	385	393	1,717
<b>Long-term Leasing</b>	10	-	-	-	-	10
<b>Total</b>	240	351	358	385	393	1,727

Source: Housing for All - a New Housing Plan for Ireland; Social Housing Delivery Targets, issued on 20 September 2021

It is noted that there is a difference in the Table above with Table 57, which is summarising the housing shortfall in the County, however, this can be justified by referring to the Circular 32/2021, pg. 4 stating “Local authorities in carrying out their assessment may consider that the HNDA with default inputs produces a result that is not appropriate because of some factor that arises in their area. In such cases, the relevant default value may be amended and a different result may emerge. Within a HNDA, all deviations from defaults must be documented and justified.”

As per the DoHLGH letter on Social Housing Delivery Targets, the social housing delivery in the County is to be guided by the targets set out above, indicating the potential for affordable supply or mixed tenure supply, while precise delivery of affordable units is being worked through.

In this regard, although the analysis of current available statistics of income levels and housing prices in the County suggests an emergence of social housing demand rather than affordable housing demand over the Plan period, some locations may have an affordability constraint in excess of 5% and indeed this may change further over time, and as such, this section of the HNDA will require further analysis upon receipt of 2022 Census results, further guidance from the DoHLGH, and further analysis of individual locations.



Section 07.

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ANALYSIS OF HOUSNG  
REQUIREMENTS

## 7.0 ANALYSIS OF HOUSING REQUIREMENTS

### 7.1 Overview

The following section provides an overview of the overall housing requirements for County Galway having regard to the supply and demand analysis outputs which has been determined in the previous sections over the Plan period of 2022-2028.

As set out in Section 3.1, the indication of population projection based on a policy-intervention scenario shows that the population of County Galway is expected to increase to 195,056 by 2022 and to 211,100 by 2028 with the latter including an increase of 18,655 to the County population in Census 2016. **With respect to the ESRI research work, and the Ministerial Letter advising this method as the most up to date approach towards demand projection, the housing demand projection has been revised and the ESRI demand projection spreadsheet is utilised within the HNDA rather than population projection. Accordingly, the overall housing demand over the Plan period is expected to be 10,738 units, which equates to 1,534 housing units per annum over the Plan period. Studying the income profile of the county and calculating the mortgage capacity of the households in County Galway as outlined in Sections 5.2 to 5.8 with regard to projection of affordable housing thresholds in the County determines that an average of 30.8 percent of the additional anticipated households will not qualify for a mortgage during the Plan period.**

As asserted in Section 93 of the Planning and Development Act 2000, an “eligible person” for “affordable housing” is defined as ‘a person who is in need of accommodation and whose income would not be adequate to meet the payments on a mortgage for the purchase of a house to meet his or her accommodation needs because the payments calculated over the course of a year would exceed 35 per cent of that person's annual income net of income tax and pay related social insurance.’ This has been applied within this analysis and informs the determination of the social requirement for the Plan period. It should be noted that while some of these households could afford to sustainably repay a loan of a certain size, their inability to qualify for a mortgage precludes them and effectively results in them being considered as having either a social or affordable need.

**Applying the above affordability criteria to the anticipated households, it is expected a total of 3,307 no. households to not qualify for a mortgage and cannot afford private rental either. To meet this shortfall in County Galway, an average of 472 no. social housing per annum over the Plan period is required.**

The following provides an analysis of housing requirements in the County, including the estimation of single one-off dwellings, household size cohorts, and household tenure. Moreover, it provides an overview of the specific housing needs in the County that covers the statistics on homeless, travellers’ accommodation, disability, and housing for older people.

## 7.2 Single One-off Dwellings

As set out by the NPF, Development Plans are required to project the demand for single one-off dwellings throughout the Plan period. According to National Policy Objective 20:

*‘Project the need for single housing in the countryside through the Local Authority’s overall Housing Need Demand Assessment (HNDA) tool and county development plan core strategy processes.’*

Considering the challenges faced by rural communities, ranging from urban generated pressures in some locations to a declining and ageing population, and to the structure of the economy and lack of access to quality infrastructure and new technologies, there is an necessity for policy intervention which has been quoted as “Cluster Planning” within the NPF and RSES. Cluster Planning aims to encourage more focused settlements throughout the country, where “Cluster Living” around towns and villages will emerge. Therefore, the estimation and delivery of single one-off dwellings over the Plan Period is based on an intervention-policy approach, which has been addressed within the Core Strategy of the Development Plan. All single one-off dwelling application will be assessed on their own merits and in the context of the county’s rural housing policy.

## 7.3 Household Size Cohort

Set out within Section 6.6 of the NPF, household composition and projections are informative evidence input which can assist with building up a better understanding of the future demand market of the County. In this regard, an analysis of the historical trending of the households with a concentration on the household size cohort per household would help identify the patterns of change and apply that to the projected households to estimate how the composition of households may change during the Plan period.

In this regard, a database of the household size cohorts over 2006-2016 was established. By utilising the annualised growth rate over the mentioned period to 2017-2028, a projection of the share of each cohort from the total households was also provided. The results are illustrated in Figure 27. As it can be seen, the smaller size households, including single- to two-person households, are forming more than half of the total ranging from 52.3% to 23.68% of the overall anticipated households over the Plan period, while bigger size households form the lesser half of the overall households.

The percentage of household size cohorts within the Plan period then was applied to the household projections. For further details on the household projections refer to section 5.1. The results of the estimation of household size cohorts are summarised in Table 36.

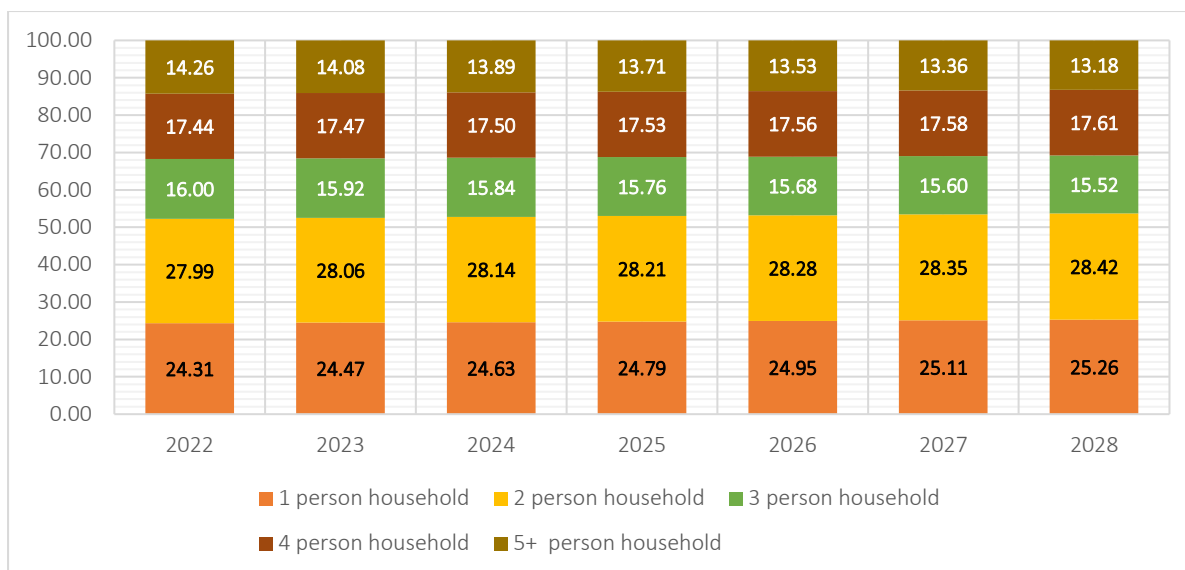


Figure 27. Projection of Household Size Cohorts Trending over the Plan Period

The indication of anticipated households in each cohort shows that four-person households are expected to have approximately 17% of the overall households followed by three-person households (15%). Comparing these outputs with Census 2016 indicate that the 2-person households are expected to have the greatest growth rate (28%), followed by single-person households (25%).

This indicates that a growing demand for apartments and smaller-size houses are expected, while the bigger size houses are still having a steady market in the County which by considering the dominant characteristics of the County is not unexpected.

Table 61. Indication of *Housing Demand* in Each Household Size Cohort over the Plan Period

Year	No. of Anticipated Housing Demand	1-person Household	2-person Household	3-person Household	4-person Household	5plus-person Household
2017	182,001	42,801	50,241	29,825	31,455	27,678
2018	184,612	43,707	51,108	30,111	31,968	27,719
2019	187,223	44,623	51,976	30,391	32,481	27,752
2020	189,834	45,546	52,847	30,371	32,994	27,779
2021	192,445	46,478	53,720	30,939	33,508	27,800
2022	193,979	47,157	54,294	31,034	33,834	27,661
2023	195,513	47,841	54,868	31,125	34,160	27,520
2024	197,047	48,529	55,442	31,214	34,485	27,376
2025	198,581	49,223	56,017	31,300	34,810	26,876
2026	200,115	49,921	56,592	31,383	35,135	27,084
2027	201,649	50,624	57,168	31,463	35,459	26,934
2028	203,183	51,333	57,744	31,541	35,782	26,784

### 7.4 Household Tenure

Household tenure is a crucial demographic characteristic, assisting in identifying the demand market, and an analysis of the historical trending of the households with a concentration on the tenure would help identify the patterns of change, and apply that to the projected households to estimate how the composition of households may change during the Plan period.

In this regard, a database of the household tenure over 2006-2016 was established. By utilising the annualised growth rate over the mentioned period to 2022-2028, a projection of the share of each tenure type from the total households was also provided. The results are illustrated in Figure 28. As it can be seen, rental market is expected to expand its share in the market, while the owner occupancy is expected to drastically shrink. Assuming a flat rate growth for these markets up to 2028, it is expected that owner occupancy forms approximately 44% of the market, while private rental is anticipated to take almost 45% of the market.

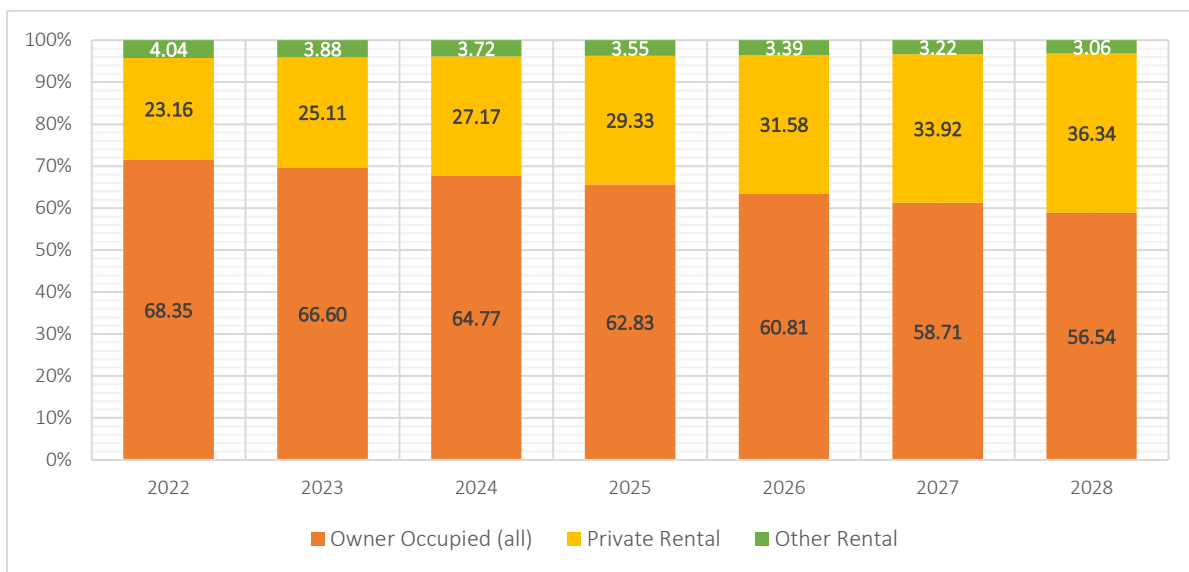


Figure 28. Estimated Share of Housing Tenure of the Projected Households over 2022-2028

An indication of the expected households in each tenure type is summarised in the Table below. In this estimation, the projected number of households is assumed as the fixed variable.

Table 62. Indication of Tenure Composition over the Plan Period

Year	No. of Anticipated Housing Demand	Owner Occupied (all)	Private Rental	Other Rental	Misc.
2017	182,001	137,518	27,339	8,764	8,380
2018	184,612	137,192	30,345	8,614	8,461
2019	187,223	136,619	33,620	8,451	8,533



2020	189,834	135,788	37,177	8,275	8,594
2021	192,445	134,688	41,027	8,087	8,643
2022	193,979	132,576	44,930	7,842	8,631
2023	195,513	130,220	49,100	7,589	8,605
2024	197,047	127,619	53,536	7,327	8,565
2025	198,581	124,777	58,236	7,058	8,509
2026	200,115	121,700	63,194	6,782	8,439
2027	201,649	118,397	68,400	6,501	8,352
2028	203,183	114,880	73,840	6,214	8,248

## 7.5 Specific Housing Needs

### 7.5.1 Homeless

Provided by the local authorities through the Pathway Accommodation & Support System (PASS), the latest figures on homeless in the Western region and specifically County Galway is summarised in the Table below.

Table 63. Latest Number of Homeless in West and in County Galway - 2020

Year	2020								
	Months	January	February	March	April	May	June	July	August
West		351	315	343	323	314	297	286	282
County Galway		313	285	314	291	280	263	258	254

Source: Department of Housing, Planning and Local Government, Homeless Data

### 7.5.2 Traveller Accommodation Programme 2019-2024

According to the Galway County Council Traveller Accommodation Programme 2019-2024, the Projected Need over the 5-year period of this Accommodation Programme is for 40 no. households which added to existing need gives a total estimated need of 111 no. homes. A breakdown of the housing provision for Travellers in Galway is provided in the Table below.

Table 64. Projected Traveller Accommodation Provision in County Galway<sup>4</sup>

Accommodation Type	2019	2020	2021	2022	2024	Total
Group Housing - Scheme Existing	1	1	1	1	1	5
New Group Housing	0	6	0	0	0	6
Permanent Halting Site Service Block - Existing	1	3	1	1	1	7
Local Authority Standard Housing	7	9	11	11	11	49
Rental Accommodation Scheme/Long term Leasing	1	0	1	0	1	3

<sup>4</sup> It is noted that the Table is copied from the Programme and year 2023 is missing from the original document.

Voluntary Housing	2	2	3	2	3	12
Purchase by Travellers	0	1	0	1	0	2
Housing Assistance Payment/Private Rented Accommodation with/out Rent Supplement	5	7	5	5	5	27
<b>Total</b>	<b>17</b>	<b>29</b>	<b>22</b>	<b>21</b>	<b>22</b>	<b>111</b>

Source: Galway County Council Traveller Accommodation Programme, 2019-2024, pg. 28

### 7.5.3 People with Disabilities

Provided by the Housing Agency in the ‘Summary of Social Housing Assessments - 2019’, the latest figures on people with disabilities and in need of specific housing and accommodation requirements within the County Galway is summarised in the Table 65 below.

Table 65. Breakdown of People with Disabilities in County Galway - 2019

Disability - Physical	Disability - Sensory	Disability - Mental Health	Disability - Other	Disability - Intellectual	Exceptional Needs or Compassionate Grounds
89	4	135	1	51	10

Source: Summary of Social Housing Assessments, 2019, pg. 36

It is worth noting that the above figures are the Local Authority data on the composition of specific housing needs in the County, however, this is also relevant for those in the private housing sector.

### 7.5.4 Housing for Older People

As cited by ‘Summary of Social Housing Assessments - 2019’, currently there are 68 households aged over 55 years old and in need of specific housing and accommodation requirements within the County.

It is worth noting that the above figures are the Local Authority data on the composition of specific housing needs in the County, however, this is also relevant for those in the private housing sector.



Section 08.

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POLICY OBJECTIVES TO  
DELIVER HOUSING  
STRATEGY

## 8.0 POLICY OBJECTIVES TO DELIVER HOUSING STRATEGY

As stated throughout this document, HNDAs are designed to give broad, long-run estimates of what future housing need might be, rather than precision estimates. They provide an evidence base to inform housing policy decisions in a Local Housing Strategy and land allocation decision in Development Plans.

An HNDA is just the first step in the housing planning process and HNDA housing estimates derived get refined in the Housing Supply Targets for the pertaining Housing Strategy. Factors such as housing policies, available finance and capacity of the construction sector are used to translate the HNDA estimates into the Housing Supply Targets. Each step of this housing planning process informs the next step. In this regard, a detailed timeline should be put in place jointly by housing and planning officials to ensure that each step takes place at the right time.

Based upon the comprehensive analysis of the existing housing market in County Galway, and the projection and/or estimation of the housing requirements over the Plan period, the following section provides the housing objectives that inform the overall approach to the housing strategy within the County. These objectives are comprising the general housing objectives and the housing objectives relating to social housing and provision of specific housing needs.

### 8.1 Key Principles of the Housing Strategy

The overarching purpose of a housing strategy is to ensure that the proper planning and sustainable development of the area of the development plan provides for the housing of the existing and future population of the county in an appropriate manner. The housing strategy will then help to inform the Development Plan in relation to the scale of house building and the quantum of land required to deliver this.

As such, the key principles of the housing strategy contemplate the following:

- To work to deliver the estimated population targets as set out in the NPF and RSES, having regard to the settlement hierarchy for County Galway as set out in the Galway County Development Plan.
- To ensure an adequate provision of house types, mix and sizes is available for people with varying levels of income, including provision of social rental housing for households unable to afford housing from their own resources and specific housing requirements.
- To reduce vacancy through a range of measures including re-use of existing buildings, infill development schemes, and area- or site-based regeneration, particularly in opportunity sites.

- To prioritise residential development of undeveloped residentially zoned lands located within and adjacent to established residential areas within towns/villages in order to consolidate the built-up area of the towns/villages.
- To promote inclusivity between people of different social backgrounds in order to create socially balanced and sustainable communities within all housing areas across County Galway.
- To monitor and undertake an interim review of the housing strategy in a timely manner, allowing for a successful implementation of the policies set out in the strategy.

## 8.2 Development Plan Housing Objectives

The Planning and Development Act 2000 (as amended) sets out clear requirements for the monitoring and review of Local Authority housing strategies. Section 95 subsection (1)(b) requires that a Planning Authority 's development plan shall include objectives in order to secure the implementation of the housing strategy. These objectives should relate to:

- The existing and likely future need for social housing;
- The need to ensure the availability of housing for persons who have different levels of income;
- The need to provide different types and sizes of housing, to match, in so far as possible, the different types of households to be provided for;
- The special needs of the elderly and those with disabilities must be provided for;
- The need to counteract social segregation in the provision of housing;
- The reduction of vacancy in order to consolidate the established residential areas and to address a rising demand in housing provision; and,
- The regeneration of derelict/underutilised/vacant sites in line with a Public Realm Strategy that encourages the creation of vibrant towns and villages for people to live and work in.

This Housing Strategy sets out the objectives, which are to be incorporated into the respective plans of the Galway Local Authorities, in the following subsections for a) General Housing, and b) Social, **Affordable**, and Specific Housing.

### 8.2.1 General Housing Objectives

It is the policy of the Council:

- To secure the implementation of the Galway County Housing Strategy in accordance with the provision of national legislation and relevant policies and standards.

- To support the regional Settlement Strategy, taking into consideration the estimated population growth set out within the NPF and RSES, and make provision for the scale of population growth and housing allocations.
- To ensure that sufficient zoned land is available at appropriate locations to cater for the envisioned population growth within the County and to satisfy residential development needs within the County in compliance with the Core Strategy and Settlement Strategy of the Development Plan.
- To engage in active land management and site activation measures, including the implementation of the vacant site levy on all vacant residential and regeneration lands, and address dereliction and vacancy to ensure the viability of towns and village centres.
- To plan for future housing needs and housing allocation within the County in accordance with the estimated population targets and the Settlement Strategy, in order to facilitate the expansion of existing settlements in a planned, sequential and coordinated manner, which ensures development is built alongside the necessary infrastructure including works with Irish Water, and to consolidate the built-up area within the existing settlements. This ensures the creation of sustainable communities in line with national policy.
- To encourage the redevelopment of existing brownfield sites within established villages in the Gaeltacht area for potential residential developments in order to maximise the sustainable regeneration of underutilised/vacant lands and/or buildings in accordance with the pertaining zoning designation.
- In relation to rural housing, it shall be provided where it promotes the economic role of these areas, negates isolation, and promotes social inclusion and compact growth. Development will be subject to infrastructure being delivered in rural areas or working with Irish Water to develop same.
- To ensure that an appropriate mix of housing types and sizes is provided in each residential development and within communities in keeping with Development Plan standards. All new housing development is expected to be of a high-quality design in compliance with the relevant standards.
- To seek the creation of well-planned communities, where travel distances to education, work and services are reduced, walking and cycling are chosen for more commutes, and local renewable and low-carbon energy sources are integrated into infrastructure.
- To promote residential densities appropriate to the development's location and surrounding context, having due regard to Government policy relating to sustainable development, which aims to reduce the demand for travel within existing settlements, and the need to respect and reflect the established character of rural areas particularly in the Gaeltacht areas.
- To promote best practice and innovative solutions in relation to the ongoing management and maintenance of all housing stock and associated public realm.

- To ensure that investment in infrastructure is distributed in a balanced manner around the County, with priority given to designated growth towns in line with the Settlement Strategy and in accordance with the sequential approach for developments. This includes working with Irish Water to ensure infrastructure is being delivered in rural areas.
- To support the development of serviced sites to address the issue of single one-off dwellings.
- To promote residential development addressing any shortfall in housing provision through active land management and a coordinated planned approach to developing appropriately zoned lands at key locations including regeneration areas, vacant sites, and underutilised sites. This includes backland development, thus promoting a more efficient use of zoned land.
- To encourage and ensure high standards of energy efficiency in existing and new residential developments in line with good architectural conservation practice and promote energy efficiency and conservation in the design and development of new residential units, encouraging improved environmental performance of building stock. Improving environmental performance may include measures to reduce carbon emissions, improve resource use efficiency and minimise pollution and waste.
- In order to address public safety and environmental improvement within Unfinished Housing Estates, the Local Authority should continue to work with developers and residents of private residential developments, where possible.

### 8.2.2 Social and Specific Housing Objectives

In relation to **provision for social and affordable housing, as well as** specific housing, including Traveller accommodation, people with disabilities and housing for older people, it is the policy of the Council:

- To ensure that all new housing contemplates the principles of adaptability and flexibility, and addresses the changing needs of the homeowner, to facilitate a lifelong home for people and independent living in relation to housing for older people.
- In this regard, to support the concept of independent living and assisted living for older people, as well as the provision for specific purpose-built accommodation.
- To facilitate and ensure the provision of social housing and affordable housing throughout the County to sufficiently cater for social, **affordable**, and specific housing needs and relevant requirements over the Development Plan period.
- To progress the provision of social, **affordable**, and specific housing through partnership with approved housing bodies, voluntary and co-operative organisations, the Health Service Executive, and through agreements with private developers.

- To promote social integration and facilitate a diverse range of dwelling tenures within housing developments, including social housing within the County.
- To build and support the delivery of new housing appropriate to the needs of the county in terms of the demand for social and affordable housing, the needs of people with disabilities, homeless people, older people, and the Traveller community.
- To meet the County’s housing need for social and affordable housing provision through a range of mechanism, including Part V of the Planning and Development Act 2000 (as amended), a social housing building programme, acquisition, leasing, the Housing Assistance Payment (HAP) scheme, the Rental Accommodation Scheme (RAS) and the utilisation of existing housing stock, i.e. vacant and underutilised sites.
- To ensure the provision of housing for people with varying levels of income taking into consideration the housing support system and the planning system which will ensure that an appropriate mix of units is provided in appropriate locations. All new social and/or affordable housing should be of the highest standard of design and in accordance with the development standards set out in the County Development Plan and the DoEHLG social housing guidelines.
- In accordance with the provision of national legislation, 20% of all lands zoned for residential uses, or for a mixture of residential and other uses, shall be reserved for the provision of social and/or affordable housing in order to address the requirement for social housing under Part V, thus promoting tenure diversity and socially inclusive communities within the County. **Outlined in the Housing Circular 28/2021, the Part V contribution applicable to a grant of planning permission remains at 10% (to be applied to social housing only) until 31 July 2026 for all land purchased in the period between 1 September 2015 and 31 July 2021. Where the planning permission is granted after 1 August 2026, the applicable percentage will be 20% in all cases.**
- In this regard, the percentage reservation for Part V shall be decided on a case-by-case basis of individual site assessment. Criteria to be taken into account will include the type and location of the housing units required by the Planning Authority at a given time, as defined by the priority housing list by the Housing Section and the existing mix of housing classes in the area. The location, house size and house design requirements for permissions that will include social housing shall be discussed at pre-planning meetings between the applicant and the Local Authority.
- To implement the Galway County Council Traveller Accommodation Programme 2019-2024 (and any superseding programmes agreed by the Council) in accordance with the principles of proper planning and sustainable development.



### 8.3 Monitoring & Implementation

A review of the Housing Strategy, within two years after the making of the Development Plan, is necessary to ensure its successful implementation. The Chief Executive will give a report to members on the progress achieved in implementing the Housing Strategy and the Development Plan objectives. The Housing Strategy may be amended, and the Development Plan varied accordingly if the report prepared by the Chief Executive identifies new or revised housing needs within the functional area of the Local Authority.

In addition to the statutory requirement to prepare a two-year progress report on securing the objectives of the Housing Strategy and Development Plan, a progress report on the performance indicators, which will measure performance and progress and will include accurate measurements of energy efficient improvements, delivery of renewable energy and the overall carbon emissions reductions in the County, shall be presented to the Council on a biennial basis. This approach will assist in the transparency and objective evaluation of the two-year review process.

Active land management including the implementation of the vacant site levy on all vacant residential and regeneration lands as set out in the Urban Regeneration and Housing Act 2015 are key means to implement the Housing Strategy.

As far as practicable, the Council will implement a monitoring programme, including regular review of targets and analysis of latest CSO data, managing, and updating of waiting lists, stakeholder engagement. This aspect of monitoring will ensure compliance with the Housing Strategy objectives as set out in the Development Plan.

In terms of an overall approach, the Council will seek to promote the implementation of the Housing Strategy in a rational and sequential manner. As well as ensuring that essential facilities, such as roads infrastructure, water, sewerage, are secured and provided in conjunction with proposed developments and in line with the pertaining legislation and best practice.



Section 09.

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CONCLUSION

## 9.0 CONCLUSION

Downey Planning have prepared this Housing Strategy and HNDA on behalf of Galway County Council and in accordance with the requirements of Part V of the Planning and Development Act 2000 (as amended). This document addresses the following key issues:

- Identification of housing need within County Galway;
- Identification of social and specific housing needs within County Galway;
- Identification and estimation of supply requirements to satisfy identified future needs within County Galway;
- Analysis of key findings within each section of the Housing Strategy and HNDA; and,
- Consideration of specific policy response to the above.

For the preparation of this strategy, Downey Planning have undertaken an assessment of all relevant and up-to-date legislation, publications, and data resources, all of which have been analysed in detail to provide a robust and evidenced base for future policy development and implementation. This Housing Strategy and HNDA meets the relevant statutory requirements for its production and provides for housing needs estimates in accordance with existing and future population projections, which will ensure the proper planning and sustainable development of County Galway.



**Downey Planning**

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*Cover photo: Connemara, Galway, Ireland*



**Chief Executive's Report  
on Submissions received on the Draft Galway County Development Plan  
2022 - 2028**

## **Appendix C GCTPS**

# GALWAY COUNTY TRANSPORT AND PLANNING STUDY 2022 - 2028



# SYSTRA

# GALWAY COUNTY DEVELOPMENT PLAN 2022 - 2028

## GALWAY COUNTY TRANSPORT AND PLANNING STUDY 2022 - 2028

### IDENTIFICATION TABLE

Client/Project Owner	Galway County Council
Project	Galway County Development Plan 2022 - 2028
Study	Galway County Transport and Planning Study 2022 - 2028
Type of Document	Final Report
Date	22/10/2021
Reference Number	300748/GCTPS/01
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Version	Name	Position	Date	Modifications
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# 1. EXECUTIVE SUMMARY

## 1.1 Overview

- 1.1.1 Galway County Council (the Council) has responsibility to produce a new Transport Strategy for the county, alongside Local Transport Plans for the towns of Tuam and Ballinasloe. The Galway County Transport and Planning Study (GCTPS) is intended to sit alongside and support the main Galway County Development Plan (2022-2028).
- 1.1.2 SYSTRA Ltd (SYSTRA) has been commissioned by the Council to support the development of the GCTPS. Through this work, SYSTRA has considered the existing Transport infrastructure, services, and travel patterns associated with movement within and through the County, and has subsequently identified a range of measures and options suitable for the context of Galway County relating to the pedestrian, cycle, public transport and road networks. These measures have been designed to address key policy objectives relating to Transport and to support the wider implementation of policies relating to growth and the planning of new development during the period of the County Development Plan (CDP).
- 1.1.3 The GCTPS is distinct from and separate to the published Galway Transport Strategy (2017) which was prepared by Galway City Council in partnership with Galway County Council and the National Transport Authority. However, the GCTPS does consider the relationship between travel demand to and from Galway City by residents of and visitors to Galway County and the associated impacts upon travel choices and use of the transport networks within the County area.
- 1.1.4 A series of Policy Objectives for the GCTPS are set out in Chapter 6 of the CDP. These are as follows:
- **GCTPS 1 Galway County Transport & Planning Study and Galway Transportation Strategy**
- 1.1.5 It is a policy objective of Galway County Council to support and facilitate the implementation of the Galway County Transport & Planning Study and Galway Transport Strategy across all modes of transport.
- **GCTPS 2 Integrated Approach to Land Use & Transportation**
- 1.1.6 Galway County Council will pursue a fully integrated approach to land use and transportation, actively supporting measures which facilitate and attract developments to locations with high levels of sustainable transport provision (or which can achieve such provision as a result of the development in question).
- **GCTPS 3 Sustainable Transport**
- 1.1.7 The County will seek to support a variety of measures which will reduce car dependency for residents, and will specifically seek to improve access to sustainable transport choices (including responsive and “flexible” modes) for those residents in rural areas of the County.

#### ○ **GCTPS 4 Walking and Cycling**

- 1.1.8 Support for, and enhancement of, existing and new walking and cycling networks as the “first choice” for shorter local journeys and to link settlements within the County and to Galway City.

#### ○ **GCTPS 5 Upgrade to Public Transport Networks**

- 1.1.9 Support any proposed major upgrades to the public transport networks, including the Western Rail Corridor and the dual tracking between Galway City and Athlone.

#### ○ **GCTPS 6 Road-Based Public Transport**

- 1.1.10 The County will seek to maintain and enhance infrastructure for road-based public transport, and to increase access to existing services (though provision of new stops and improved access via the pedestrian and cycle networks).

#### ○ **GCTPS 7 Improvements to Road Network**

- 1.1.11 The County will manage and maintain the efficient and safe operation of the road network under its control, and will work with TII and NTA to identify locations on the national network where targeted improvements may be required to address specific issues.

#### ○ **GCTPS 8 Enhancement of National Networks**

- 1.1.12 The County will co-operate with TII and the NTA with regard to the maintenance and enhancement of national networks for longer-distance and cross-country travel and movement of through-traffic including freight.

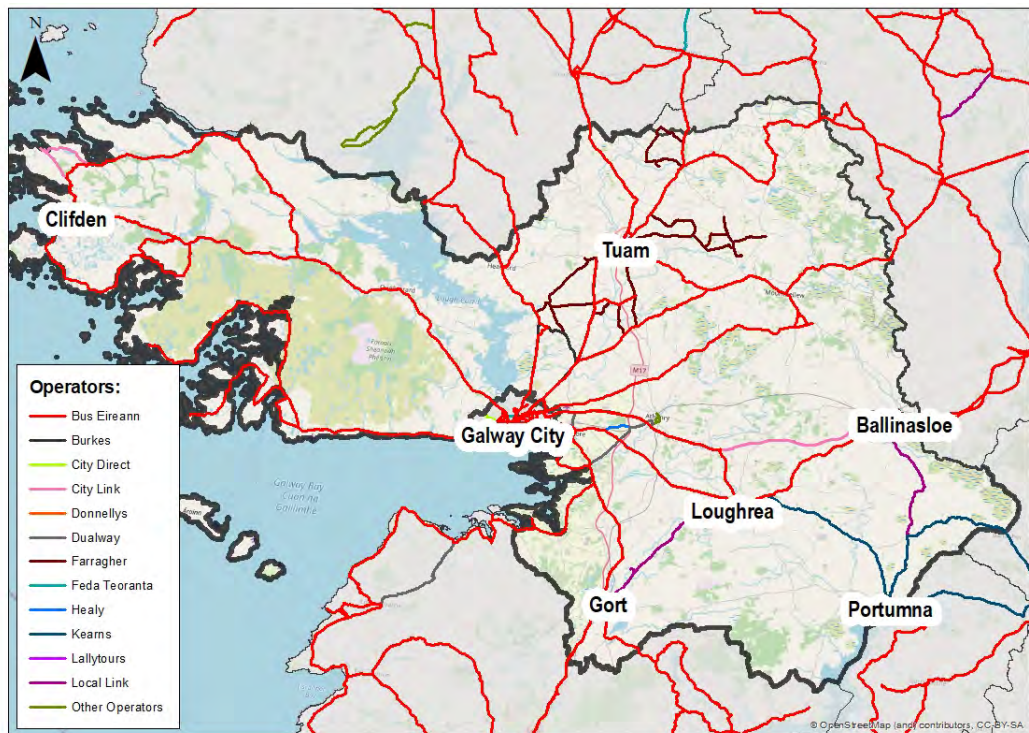
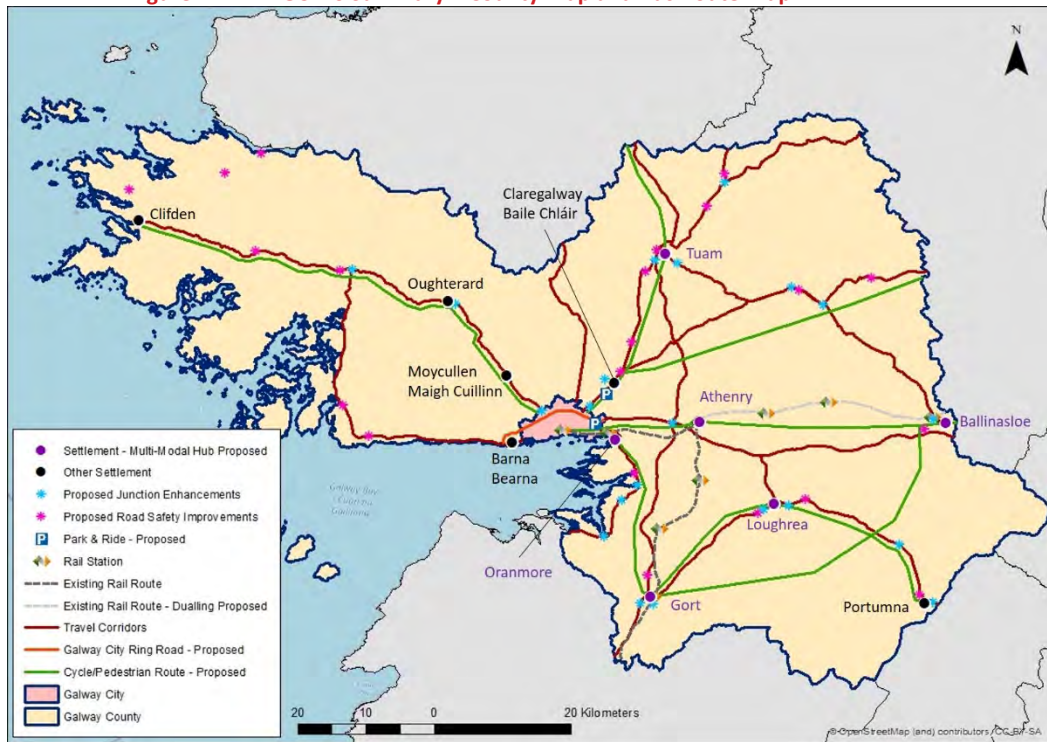
#### ○ **GCTPS 9 Collaboration with Galway City**

- 1.1.13 The Council will collaborate with Galway City Council as appropriate to bring forward transport proposals and measures which will enhance travel to and from Galway City in a manner which is compatible with the GTS and GCTPS, and where possible maximises the benefits to both areas from this approach.

## **1.2 Summary of the Strategy**

- 1.2.1 **Figure 1** overleaf provides a diagrammatic representation of the key transport infrastructure and routes within the County, and a summary of the measures proposed within the GCTPS to address the key policy objectives and desired outcomes which are described both within the GCTPS itself and within Chapter 6 of the CDP.
- 1.2.2 It should be noted that the routing of new or proposed infrastructure shown in **Figure 1** is *indicative* and does not represent a discrete “preferred” route; all such routing decisions will be subject to appropriate technical studies and consultations with residents, their representatives, and other local stakeholders.
- 1.2.3 Further details of the proposed infrastructure improvements and other measures indicated on the map can be found within **Section 6** of the GCTPS.

**Figure 1. GCTPS Summary – County Map and Bus Route Map**



1.2.4 The GCTPS proposes a range of measures, including transport infrastructure upgrades, support for service enhancements, and supporting activities, which will collectively deliver enhancements and changes in travel behaviour within the County which are consistent with the policy objectives defined within Chapter 6 of the CDP. These measures are summarised in [Table 1](#) below.



**Table 1. GCTPS Summary – Proposed Measures & Forecast Benefits**

PROPOSED MEASURES	FORECAST BENEFITS
Safety-Led Improvements (incl. pedestrian / cycle safety measures, changes to traffic speeds, enhanced signage, traffic calming measures)	Address identified safety concerns within identified Travel Corridors; improve road user safety, including vulnerable road users; reduce frequency and severity of traffic collisions.
Demand Management Improvements (incl. junction layout amendments, additional capacity for sustainable modes)	Improvement to conditions for vehicular based travel, with resultant benefits in terms of congestion and delay; manage demand throughout identified Travel Corridors.
Multi-Modal Hubs	Encourage modal shift; reduce vehicle congestion; improve overall public realm; facilitate easy access between transport modes; secondary benefits to cyclists (e.g. improved safety).
Public Transport Infrastructure Improvements (e.g. Bus Stop Improvements in Centres and on local routes), in conjunction with NTA	Promote improvements to bus stops and facilities, including shelter, seating, service information and cycle parking, and recommend locations of new bus stops to remove gaps in network and serve planned areas of new development to enhance public transport connectivity and accessibility.
Support Rail Dualing (between Ballinasloe, Athenry & Galway City)	Increased service frequency and journey times, enhanced public transport offer.
Support Western Rail Corridor Proposals (subject to outcome of Government Rail Review)	Expansion of sustainable mode choices for travel on the Western rail corridor, including connectivity between Athenry and Tuam.
Local Walking / Cycling Routes	Improved connectivity for cyclists; enhanced safety for cyclists and other road users; wider benefits to bus journey times; encourage cycling uptake; contribute to rural development; enhance linkages with local rural routes.
National Cycle Routes (between Dublin, Ballinasloe, Galway City and Clifden)	Improved connectivity for cyclists; enhanced safety for cyclists and other road users; benefits to bus journey times (through the removal of cyclists from bus lanes which can reduce bus speeds and increase delay).
Support for Park & Ride Provision (e.g. near M6 / N6 junction at Ardaun)	Reduced congestion upon approach and within Galway City by reduction of private vehicle trips improving journey times, wider benefits to journeys to and from Galway City.
Support for Electric Vehicles	Increased use of electric vehicles and gradual reduction in petrol / diesel vehicles for personal use.

- 1.2.5 The measures proposed in the GCTPS will be primarily be delivered via actions from the Council's Roads department (in partnership with bodies such as the NTA and TII where relevant), and through the application of associated policies in relation to the planning and consent of new developments as described within the CDP. The proposed areas of growth which are described within the CDP have been selected in part due to their ability to support the delivery of enhanced active and sustainable modes of travel, either through the direct provision of new infrastructure or via an increase in the customer base for public transport modes.
- 1.2.6 The measures and policies which are described within the GCTPS and Chapter 6 of the CDP are therefore designed to work together to maximise the potential benefits of growth for the transport networks, and to protect the efficient and safe operation of these networks for both existing and future residents of Galway County, and those who visit for work and leisure purposes.

## 2. INTRODUCTION

### 2.1 Overview

- 2.1.1 Galway County Council (the Council) is developing a new Transport Strategy for the county alongside Local Transport Plans for the towns of Tuam and Ballinasloe. The Galway County Transport and Planning Study (GCTPS) will sit alongside and support the Galway County Development Plan (2022-2028). The GCTPS is distinct from and separate to the published Galway Transport Strategy (2017) which was prepared by Galway City Council in partnership with Galway County Council and the National Transport Authority.
- 2.1.2 SYSTRA Ltd (SYSTRA) has been commissioned by the Council to support the development of the GCTPS. Through this work, SYSTRA has identified a range of measures and options suitable for the context of Galway County relating to the pedestrian, cycle, public transport and road networks.

### 2.2 Purpose of the Strategy

- 2.2.1 Chapter 6 of the County Development Plan (CDP) summarises the Council’s aims in regards to transport as follows:

*‘To encourage investment and improvements across all sectors of transport that will support targeted population, economic growth and more sustainable modes of travel including, walking, cycling and public transport’.*

- 2.2.2 The GCTPS therefore comprises a series of technical exercises which have been carried out to establish current transportation activity patterns, trends, and areas where existing residents and visitors could be better served by the transport networks and infrastructure. The analysis is then expanded to consider the anticipated effects of planned new development as defined within the CDP, and applies these findings to a series of option development exercises for defined corridors of movement within the County, including connections to adjacent Counties and the Galway City area. The option development process considers possible interventions and associated measures by mode which could be delivered either via the Council or in partnership with other key stakeholders; these are then compared against one another in terms of how they respond to identified key objectives for particular corridors which have been defined through consultation with the Council, and the responses received from stakeholders and the public via the recent Pre-draft Issues Paper consultation exercise for the CDP as a whole.

Figure 2. Option Development Process



- 2.2.3 The resulting preferred options for each corridor are then brought together to form mode-based strategies; within each mode strategy, the method for achieving the relevant transport policy objectives (as defined within Chapter 6 of the CDP) is presented. Additional information is also presented with regard to a range of ‘supporting measures’ which will be applied to strengthen the impacts of the strategy as a whole, and to address particular areas of opportunity including rural transport services, workplace and school travel, and application of new and emerging technologies and transport solutions.

## 2.3 Structure of the Report

- 2.3.1 Following this introductory section, the remainder of the GCTPS is structured as follows:

- **Section 3** provides a summary and assessment of relevant national, regional and local transport policies, with references to other associated policies and the CDP as appropriate;
- **Section 4** establishes the Transport Context for the existing transport networks, examining infrastructure, current levels of use, and expected changes to these patterns as a result of the planned developments set out in the CDP;
- **Section 5** explains how the over-arching principles and key objectives for the strategy have been determined, and how this has in turn informed the methodology for developing the corridor-based assessment approach;
- **Section 6** provides the analysis, results and comparisons of the corridor assessments, the identified alternative options for each, and the identification of the preferred measures based on existing and expected future travel demands;
- **Section 7** sets out the proposed Walking and Cycling Strategy for the County area, including national and regional cycle routes, local connectivity and associated active travel measures;
- **Section 8** addresses the proposed Public Transport Strategy for the County area, including bus and coach services and infrastructure provision, rail services and proposed improvements, access and connectivity to public transport hubs, stations and stops, and the promotion of “seamless” public transport journeys;
- **Section 9** details the proposed Road Network Strategy for the County area, including the approach to maintaining and enhancing the efficient and safe use of the road network, planned improvements to national and regional routes, and access to Galway City;
- **Section 10** sets out how a variety of supporting measures will be investigated and developed to complement the mode strategies, including vehicular and cycle parking, school and workplace travel, Park and Ride / Stride facilities, and rural transport enhancement and support;
- **Section 11** provides summaries of key destinations within Galway County, which have played an important role in influencing the development of the GCTPS. These include the Key Towns of Ballinasloe and Tuam, other urban settlements and the Metropolitan Area Strategic Plan (MASP) area, demonstrating how the corridor strategies, modal strategies and supporting measures will combine in defined geographic areas to achieve the stated Policy Objectives and deliver positive change for residents, employees and visitors to these areas; and
- **Section 12** provides a summary of the GCTPS and draws conclusions on how the implementation of the proposed strategies will deliver against the Policy Objectives

defined within the CDP, and contribute to the wider success and positive growth within Galway County over the plan period.

2.3.2 A series of appendices (A to C) is included with this report:

- **Appendix A:** Bus Service Routing & Frequency;
- **Appendix B:** Model Data Analysis & Factoring Process Overview; and
- **Appendix C:** Travel Corridor Technical Notes.

### 3. POLICY CONTEXT

#### 3.1 Overview

3.1.1 This section provides an overview of policy and guidance at a national, regional and local level that has been utilised to inform development of the GCTPS.

#### 3.2 National Policy

**Project Ireland 2040 – National Planning Framework (NPF)**

3.2.1 The NPF is a long-term strategic development plan for Ireland, setting out planning policy up to 2040. The NPF outlines key national strategic outcomes and priorities, as identified in **Figure 3**. These are designed to guide public and private investment into the county and help shape future growth. The NPF seeks to enable all parts of Ireland (rural and urban) to “successfully accommodate growth and change, by facilitating a shift towards Ireland’s regions and cities other than Dublin” (Chapter 2.1).

**Figure 3. NPF National Strategic Outcomes**



3.2.2 Table 2.1 alongside National Policy Objectives 1b and 1c set out projected growth across Ireland. The Northern and Western Region, in which Galway County is located, is projected to accommodate population growth of between 160,000 and 180,000 by 2040, increasing the population to just over one million. Of this growth, 40,000 to 45,000 is expected in Galway City and its suburbs, representing a 50-60% growth. Approximately 115,000 additional people are forecast to be in employment in the Northern and Western Region, bringing the total to 450,000 people.

- 3.2.3 Transport and connectivity are key to a number of National Strategic Outcomes detailed in the NPF, and the GCTPS seeks to respond to these.
- 3.2.4 **National Strategic Outcome 1 (Compact Growth)** looks to create more attractive places to live by ensuring sustainable growth. In doing so it promotes a shift towards sustainable modes of travel (walking, cycling and public transport) at all levels, including urban cities, smaller towns, villages and rural areas.
- 3.2.5 **National Strategic Outcome 2 (Enhanced Regional Accessibility)** incorporates improved connectivity and accessibility between key urban centres of population and their regions, and between major cities. Transport sits at the heart of this outcome, with a range of measures identified including:
- Maintaining strategic capacity and safety of the National Road Network;
  - Planning future capacity enhancements;
  - Improving average journey times;
  - Enabling effective traffic management, including the reallocation of road-space in appropriate locations to favour public transport services and walking / cycling facilities;
  - Advancing orbital traffic management solutions such as the Galway City Ring Road;
  - Upgrading sections of the N17 northwards to facilitate development of the Atlantic Economic Corridor from Galway; and
  - Strengthening public transport connectivity between cities and large growth towns, improving services and journey time reliability.
- 3.2.6 **National Strategic Outcome 4 (Sustainable Mobility)** highlights that the overall objectives of the NPF are supported through ‘a well-functioning, integrated public transport system’ and enabling sustainable mobility choices. It notes that that large parts of Ireland are heavily dependent on vehicular travel, resulting in increased congestion, whilst the inter-city rail network is integral in offering sustainable travel alternatives.
- 3.2.7 As such, it looks to expand the public transport offer as a way of discouraging car use, reducing congestion, improving air quality and supporting sustainable population and employment growth. This will be done through the delivery of key bus-based projects in identified cities and towns, providing public transport infrastructure and services to meet the needs of smaller towns and rural areas, and development of a comprehensive network of safe cycling routes in metropolitan areas, towns and villages where appropriate.
- 3.2.8 **National Strategic Outcome 3 (Strengthened Rural Economies & Communities)** recognises the importance of Ireland’s rural areas and the role transport can play in supporting these. It seeks to ensure regional and local roads are maintained, with strategic road improvement projects undertaken in rural areas where necessary to ensure access to critical services (such as education, healthcare and employment), whilst also promoting a *‘nationwide community-based public transport system in rural Ireland which responds to local needs under the Rural Transport Network and similar initiatives’*.
- 3.2.9 The NPF also supports the sustainable growth of rural communities, including through development in rural areas and improvements to local connectivity through the transport network.

3.2.10 **National Strategic Outcome 7 (Enhanced Amenities & Heritage)** notes that attractive places provide easy access to amenities and services through an integrated transport network and sustainable travel infrastructure, such as pedestrian and cycling facilities. It stresses that focus is required on improving walking and cycling routes and measures targeted at enhancing permeability and connectivity.

3.2.11 Chapter 3.3 of the NPF sets out region-specific objectives and policies for the Northern and Western Region, including specific to Galway, which are intended to support identified growth targets. From a transport perspective, this includes:

- *'Progressing the sustainable development of new greenfield areas for housing and the development of supporting public transport and infrastructure, such as at Ardaun;*
- *Improving access and sustainable transport links to, and integration with, the existing employment areas to the east of the City at Parkmore, Ballybrit and Mervue;*
- *Determining the sustainable future development of the Galway Airport site for employment and/or residential use together with supporting facilities and infrastructure;*
- *Provision of a Citywide public transport network, with enhanced accessibility between existing and proposed residential areas and the City Centre, third level institutions and the employment areas to the east of the city;*
- *Development of a strategic cycleway network with a number of high capacity flagship routes; and*
- *Delivery of the Galway City Ring Road'.*

3.2.12 Chapter 6.2 (Healthy Communities) recognises that ability to access services and amenities is a key component in the population's quality of life and notes an increasing dependency on the car and reduced levels of physical activity. Communities should be designed to support physical activity, for example through *'generously sized footpaths, safe cycle lanes and accessible recreation areas'*. Wider economic benefits are also recognised. National Policy Objective 27 responds to this:

*'Ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritising walking and cycling accessibility to both existing and proposed developments, and integrating physical activity facilities for all ages'.*

3.2.13 Galway City and its suburbs are recognised as a growth area due to future growth enablers including:

- Regeneration projects around the city centre;
- Opportunities to intensify housing development;
- Sustainable development areas on new greenfield land for housing and the development of supporting public transport infrastructure;



- An enhanced city-wide public transport network with better links between new residential developments and the city centre;
  - A focus on improving public realm spaces, especially where residential and employment areas are linked to pedestrian infrastructure;
  - Development of a strategic cycle network; and
  - Construction of the Galway City Ring Road.
- 3.2.14 Future homes should be located in areas that can support sustainable development, with efficient provision of infrastructure, easy access to a range of local services and opportunities for sustainable travel modes including public transport, walking and cycling.
- 3.2.15 The NPF commits to climate action, with targets to reduce carbon dioxide emissions by 80% (compared to 1990 levels) by 2050 across the transport, electricity and built environment sectors. National Policy Objective 64 commits to improving air quality, including through sustainable development that supports public transport use, walking and cycling.
- 3.2.16 Through the NPF, the government will support energy-efficient development through housing and employment space located along public transport corridors, enabling an increase in public transport use and a reduction in car dependency. The NPF aims to assist in reducing emissions and supporting public transport, walking and cycling as more favourable modes of transport in favour of private car use (Chapter 9.4).

#### NPF SUMMARY

Responding to the NPF, the GCTPS seeks to:

- Promote sustainable growth through improving public transport, walking and cycling infrastructure in appropriate locations;
- Commit to reducing emissions and become climate resilient by encouraging sustainable travel uptake and decreasing dependency on single car trips through improved accessibility to sustainable transport modes;
- Improve connectivity of regional areas with Galway City and its environs, Dublin and other strategic locations; and
- Promote sustainable development through an integrated approach to transport and land use, including suitable relationship between public transport connections and housing / employment growth.

#### Project Ireland 2040 – National Development Plan (NDP) 2018-2027

- 3.2.17 The NDP identifies investment priorities that underpin the spatial strategy and implementation of the NPF over its first ten years. Major investment projects underway set out in the NDP that seek to support the National Strategic Outcomes set out in the NPF include:
- Compact Growth: Housing & Sustainable Investment Development (€14.5bn):
    - Development of high density cities is a key priority with over 50% of future housing to be located in cities and 30% in other regions. This growth will be

- supported through investment in high quality public and sustainable transport systems.
- A reserve of development land is needed to achieve this objective. €2bn has been allocated to the Urban Regeneration and Development Fund to support the growth enablers in the five cities identified in the NPF, including a regeneration plan for Galway City.
- Enhanced Regional Accessibility: Regional Roads Network & Accessibility to the North – West (€7.3bn):
    - Improvement to road linkages, particularly in the north-west region. A high quality road network is envisioned to ensure all areas are linked to Dublin and to one another.
    - Priority is placed on delivery of the Atlantic Corridor, improving connectivity between Cork, Limerick, Galway and Sligo.
    - Maintaining existing transport networks to a high quality, with the Galway City Ring Road to benefit from maintenance funding.
    - Prioritise funding to enhance the existing inter-urban rail network, including improved journey times and connectivity on the Dublin to Galway route. A programme of introduction of new diesel, electric trains in 2022 is planned, enhancing the rail fleet through provision of approximately 300 new carriages. The potential extension of the Western Rail Corridor from Athenry to Tuam is noted as enhancing connectivity and facilitating an increase in rail passenger numbers.
  - Sustainable Mobility: Public Transport (€8.6bn):
    - Delivery of high quality and integrated public transport, with the aim of reversing current congestion issues through improving transport offer.
    - Introduction of traffic management, bus priority and other smart travel projects in Galway City to relieve congestion, such as through the BusConnects programme, which enables a higher frequency of bus services and easier access to services.
    - Public transport investment includes towards bus and rail fleet, delivery of the BusConnects programme, transition to use of low emission buses including electric buses, provision of Park & Ride facilities in strategic locations, delivery of improved walking and cycling networks, supporting rail and bus station improvements, and providing electric vehicle charging infrastructure where required.
  - Transition to a Low-Carbon and Climate Resilient Society (€21.8bn):
    - Implementation of a new renewable energy support scheme by 2030, enabling a move towards green energy use. Transport-related NDP objectives that respond to the climate challenge include increased uptake in electric vehicles and provision of supporting charging infrastructure; implementation of the BusConnects programme; transition to electric buses; and provision of comprehensive walking and cycling networks.

## NDP SUMMARY

The NDP presents a variety of projects and funded schemes which seek to ensure that the National Strategic Outcomes in the NPF are delivered. The GCTPS will:

- Promote sustainable development through ensuring public transport connections are suitably located to serve housing and employment spaces;
- Work with key stakeholders to ensure Galway's road network is maintained to ensure safety;
- Improve facilities and accessibility of public transport, walking and cycling infrastructure to promote uptake in sustainable travel; and
- Give consideration to ways of promoting and encouraging sustainable transport usage, implementation of Park & Ride schemes and other traffic management measures.

### National Climate Action Plan (NCAP) 2019

- 3.2.18 As a member state of the European Union, Ireland became a signatory of the Paris Agreement in 2015. This aims to limit global warming to below two degrees centigrade above pre-industrial levels and temperature increase to 1.5 degrees. To contribute to the achievement of this, Ireland is required to deliver a 30% reduction (relative to 2005 levels) in greenhouse gas emissions by 2030.
- 3.2.19 Transport was responsible for 20.1% of Ireland's greenhouse gas emissions in 2018, and was second only to agriculture in terms of emission share by sector. Road transport accounted for the majority of these emissions, with private cars accounting for 40%, Heavy Goods Vehicles (HGVs) 14% and Light Goods Vehicles (LGVs) 6%, with public and private buses accounting for less than 3% of emissions.
- 3.2.20 The NCAP sets out targets, measures and actions for a range of sectors to facilitate the level of decarbonisation required to achieve 2030 targets for carbon emissions and create a pathway towards achieving net zero emissions by 2050. Decarbonising transport is a key tenet of the NCAP, and requires a significant modal shift from private car use towards public transport and active travel, as well as a significant uptake of electric vehicles and increased use of biofuels.
- 3.2.21 The NCAP seeks to promote:
- Sustainable growth that is less transport intensive through efficient planning, remote and home-working and modal shift towards public transport;
  - Accelerated uptake of electric cars and vans so as all new cars and vans are electric by 2030; and
  - Conversion of public transport fleets to zero carbon alternatives.
- 3.2.22 It is supported by measures set out in Project Ireland 2040 that seek to enable climate-friendly development, including increased electric vehicle use, additional charging infrastructure to cater for planned growth, no new non-zero emissions vehicles to be sold beyond 2030 and

delivery of the BusConnects programme, which targets a 50% increase in bus passenger numbers over the lifetime of the project in major cities.

- 3.2.23 Chapter 10 of the NCAP details targets and actions specific to transport. A range of targets are identified, including reducing transport-related carbon dioxide emissions by 45% to 50% (relative to 2030 pre-NDP projections); increasing electric vehicle use, including cars, vans and buses; provision of a supporting charging network and fast-charging infrastructure; and implementing changes to blend proportions of biofuels in road transport to 10% in petrol and 12% in diesel.
- 3.2.24 To achieve these targets, a suite of measures are identified; these centre on providing high-quality public transport, cycling and walking infrastructure to reduce private car dependency and associated congestion. Measures focus on:
- **Modal Shift:** Implementation of major sustainable-mobility projects, expansion of cycling and walking networks, promotion of compact growth and integration of land use and transport policies development of an overall Park & Ride Implementation Plan, and consideration of local travel planning / behavioural change programmes;
  - **Public Fleet Conversion:** Transition to LEVs including electric buses, creation of a roadmap for transition to LEVs for all public urban bus fleets by 2035, and passing legislation to enable Local Authorities to introduce low- and zero-emission zones; and
  - **Electric Vehicles:** Expansion of the EV charging network, delivery of charging infrastructure under the Climate Action Fund, requirement for new non-residential buildings with more than 10 parking spaces to provide at least one recharging point, and securing public investment to drive confidence in the availability and reliability of public charging infrastructure.

### 3.3 Regional Policy

#### **Northern & Western Regional Assembly, Regional Spatial and Economic Strategy (RSES) 2020-2032**

- 3.3.1 The RSES provides a development framework for the Northern and Western Region over the 12 year period from 2020 to 2032, supporting effective implementation of the NPF alongside relevant Government economic policies and objectives.
- 3.3.2 The RSES is bespoke to the Northern & Western Region (encompassing Galway alongside Cavan, Donegal, Leitrim, Mayo, Monaghan, Roscommon and Sligo) and is centred around the National Policy Objectives and National Strategic Outcomes of the NPF, responding through a series of Regional Policy Objectives (RPO).
- 3.3.3 The overall strategic vision of the RSES is:

*'To play a leading role in the transformation of this region into a vibrant, connected, natural, inclusive and smart place to work and live'.*

3.3.4 Five Growth Ambitions are detailed (Figure 16). Connected Ambition recognises the role transport plays in promoting the region’s economic competitiveness and attractiveness for living and visiting, and commits to supporting investment in sustainable transport measures.

3.3.5 The region is highly dependent on private car use, with 2016 Census data confirming 70% of commuter trips are made by private car. In response, whilst there are limited opportunities for use of sustainable transport modes in parts of the region, the RSES identifies four high-level transport principles:

- Improving strategic and local connectivity;
- Improving access to public transport facilities;
- Catering for the role of the car within the region; and
- Ensuring sustainable development to cater for long-term growth through reducing levels of traffic congestion.

3.3.6 A Metropolitan Area Strategic Plan (MASP) has been prepared for Galway, providing an implementation strategy for development outcomes in the Galway Metropolitan Area, which encompasses Galway City and surrounding parts of the county, as shown in Figure 4.

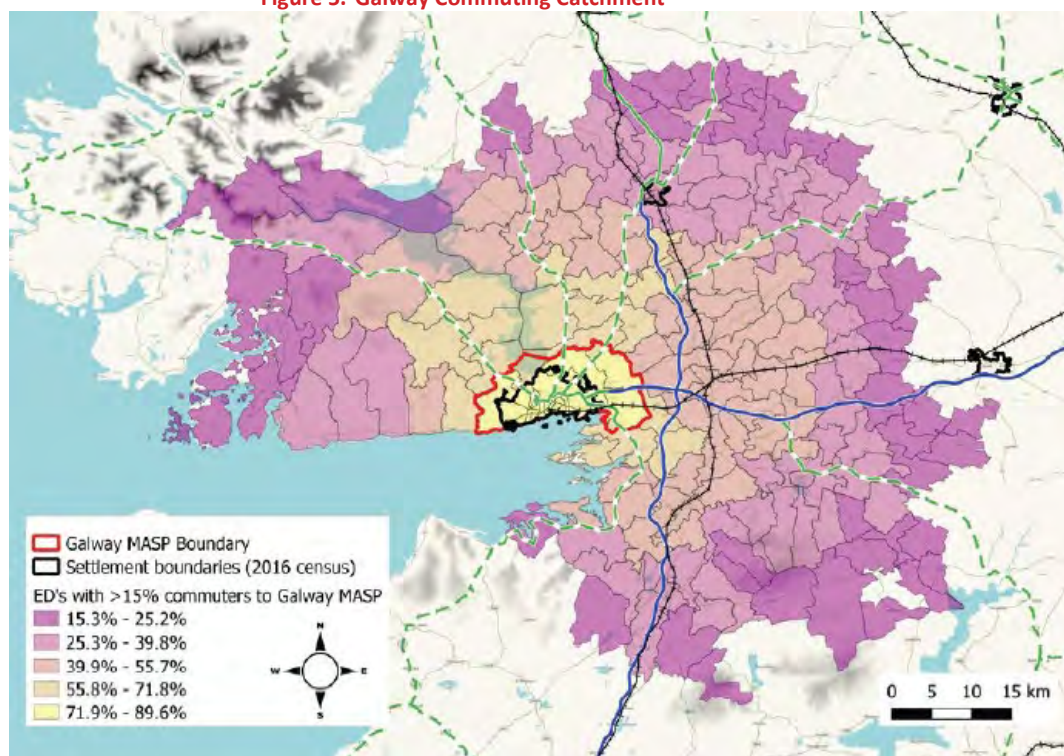
Figure 4. Galway Metropolitan Area Boundary



NWRA RSES, Figure 19

3.3.7 The RSES recognises the significant influence Galway has in the development of the region, including the extent of the region from which employees commute to the city centre, detailed in Figure 5. This extends beyond Tuam to the north, Clifden to the west, towards Ballinasloe in the east and beyond Gort to the south.

**Figure 5. Galway Commuting Catchment**



NWRA RSES, Figure 20

- 3.3.8 The population of the Metropolitan Area is projected to grow by 27,500 to 2026 and by a further 14,500 to 2031, with the population of the city and suburbs accommodating 23,000 to 2026 and a further 12,000 to 2031. Within Galway County, residential growth areas are identified in Bearna to the west, Oranmore to the east and Baile Chláir to the northeast, with industrial / technology growth identified in Oranmore and around the former Galway Airport.
- 3.3.9 Oranmore it is identified as a strategic location for large scale residential development of scale across 33 hectares of land; this is supported through its location on the Galway to Dublin/Limerick rail route and connectivity to the wider road network (M6 and M17/M18 motorways). Oranmore also has potential to accommodate large-scale employment growth (27 hectares), alongside nearby Parkmore (38 hectares).
- 3.3.10 It is recognised that the projected growth in the Galway Metropolitan Area will be accompanied by a range of challenges; the RSES, through the MASP, seeks to address these through integrated and timely provision of infrastructure, as set out within the document over the short (0-6 years), medium (6-12 years) and long-term (12-20 years). At the heart of this is the integration of housing development and transport infrastructure that promote sustainable travel patterns.
- 3.3.11 The Galway Transport Strategy and City Centre Management Plan have been prepared for Galway City, highlighting proposed plans and strategies to improve connectivity within the city and surrounding area. In summary, the following proposals are due to be delivered as part of the Galway Transport Strategy:
- The Galway City Ring Road (currently at planning stage) that aims to support development, improve accessibility and enhance connectivity to the city and areas

to the west of the city. The Ring Road will support city-bound, cross-city and cross-county trips that cannot be facilitated by other measures (RPO 3.6.7).

- Development of the Tuam Bus Corridor, Dublin Road Bus Corridor and a cross-city bus network, providing high frequency services that extend to Oranmore to the east and Bearna to the west, within the County. The public transport strategy (Table 5.1) includes for upgrades to existing main bus corridors to provide high frequency routes, including to Parkmore to the east of the city centre. The strategy aspires for these routes to operate at a frequency of at least once every 15 minutes, with high frequency to be maintained across the daily period as opposed to just within peak hours.
- Provision of a strategic cycle network, incorporating connections between residential areas and areas of employment and a primary network of routes including two greenways to Oranmore and Bearna.
- Improved pedestrian facilities as a means of reducing traffic volumes in the city centre alongside improvements to pedestrian networks in suburban areas, including to places of employment at Parkmore and Ballybrit.
- Provision of Park & Ride facilities on approaches to and periphery of the city, ensuring these link to the wider bus network.
- Long-term development of Ceannt Station Quarter allowing the station to act as a key multi-modal interchange.
- Double tracking of the line between Galway and Athlone, or a more limited provision of stopping bays, is identified as a strategic project to enhance accessibility and connectivity (RPO 3.6.9).

3.3.12 Section 3.8 of the RSES set out priorities for Key Towns within the region. These are defined as ‘regionally strategic employment centres of significant scale that have the potential to accommodate a significant level of growth in population and employment through appropriate investment in infrastructure, support services and placemaking initiatives’. Ballinasloe and Tuam, are located within County Galway.

3.3.13 Ballinasloe, located close to the border with Roscommon, is noted as ‘an anchor for employment in east Galway’. It is located on one of the County’s Strategic Development Corridors and benefits from its strategic location in terms of access to the rail and road (M6 motorway) network. Three key future priorities for the town relate specifically to transport:

- Promoting sustainable land use and transport solutions, whilst capitalising on the opportunity presented by the railway service and the M6 Motorway, so that sustainable travel, including walking and cycling, and integrated land use and transportation become central to the development of new neighbourhoods and the future development of Ballinasloe.
- Support the delivery of sustainable transport solutions including the improvement of rail facilities and services serving Ballinasloe, including any future expansion of the railway station for passengers and freight as required.
- Encourage and support the development of a series of cycle and pedestrian routes in the Ballinasloe area and in accordance with the Galway to Dublin Cycle Route and the Townspark Relief Road where feasible and in a sensitive manner, incorporating the streams, rivers, woods, and canal.

3.3.14 Tuam is located 33km from Galway City and is directly connected to Ireland West Airport Knock, Shannon Airport and Limerick via the N17 northbound and recently opened M17/M18 motorway southbound, whilst the M6 and M17 provide connectivity to Dublin in approximately two and a half hours. Five main locations for development are identified, with key priorities including:

- Address deficiencies in the existing pedestrian and cycle network to promote walking, cycling and broader sustainable travel initiatives and resultantly reduce car dependency.
- Capitalise on the compact urban form of Tuam town centre by encouraging greater connectivity for new development which promotes and encourages walking and cycling ensuring that principles of sustainable transportation along with practical design measures become central to the development of new neighbourhoods.

3.3.15 The RSES advises the preparation of Local Transport Plans (LTP) for identified key towns to support compact growth and sustainable mobility. LTPs should identify and prioritise objectives in relation to sustainable travel infrastructure and plan for the efficient movement of people within and outside of the area served by the LTP, which should deliver appropriate measures to promote walking, cycling and public transport use to create accessible spaces (RPO 6.29).

3.3.16 Section 5.8 details development priorities in relation to walking and cycling networks. A 'Strategy for Future Development of National and Regional Greenways' has been developed, providing a framework for the future development of Greenways. This includes provision of a Dublin to Galway National Greenway and the Conamara Greenway, alongside the international Eurovelo Routes 1 and 2. In addition, the RSES supports the development of Blueways along existing and disused waterways (RPO 5.20). Identified routes include the Lough Derg Blueway, extending from Portumna to Killaloe / Scarriff.

3.3.17 Sections 6.2 and 6.3 of the RSES set out challenges, opportunities and investment priorities related to transport. Identified outcomes from this investment include strengthening public transport, walking and cycling accessibility within Galway City and surrounding areas, improving public transport reliability and journey times to Dublin and other regional cities and protecting road capacity. Key transport investment priorities within the RSES include:

- **Road Network:** RPO 6.5 states that the capacity and safety of the region's road networks will be maintained, managed and enhanced to ensure optimal use, with future capacity enhancements planned where appropriate. RPO 6.6 states that investment commitments such as delivery of the Galway City Ring Road will be secured by 2027
- **Rail Network:** Improvements should be made to service frequencies, travel time reductions and the integration of local transport services. Key priorities include dualling the track between Athlone, Athenry and Galway to increase service frequency (RPO 6.12), completion of a review of the Western Rail Corridor proposals to link Limerick, Galway and Sligo, including Phases 2 (Athenry to Tuam) and 3 (Tuam to Claremorris) for passenger and freight movement (RPO 6.11), and



pre-appraisal and early planning of a rail line between Athenry, Tuam, Claremorris and Sligo (RPO 6.13).

- **Bus Network:** Improvements should be focused on the connectivity between regional areas, with RPO 6.20 stating how transport network reviews should be undertaken to identify where additional regional support is required. RPO 6.21 discusses how bus services, including rural programmes, will need to provide a better connected public transport service. Key interchange facilities should also be provided where necessary, with improved passenger information services. There is a commitment to using low emission bus fleets.
- **Rural Transport:** Rural bus services are provided through the Transport For Ireland (TFI) Local Link programme, meeting the needs of communities outside larger settlement areas. Sustainable travel modes should continue to be provided in rural areas, supported by walking and cycling infrastructure (RPO 6.23).
- **Walking & Cycling:** There is a move to increase sustainable travel in favour of private car use. RPO 6.26 notes walking and cycling infrastructure and networks should be improved through the implementation of Local Transport Plans for the Galway Metropolitan Area and further regional growth areas and key towns (including Ballinasloe and Tuam).
- **Electric Vehicles:** There is a move to reduce dependency on fossil fuels in favour of alternative fuels for transport. RPO 6.34 notes that safe recharging points should be provided across the region, including in public parking and employment spaces.

3.3.18 To support the creation of healthy places and a healthy environment, RPO 7.9 supports the promotion of high quality and accessible public open spaces, including prioritising access to walking and cycling networks. RPO 7.12 seeks to ensure local housing and transport accessibility is developed to meet the needs of an aging population, those with disabilities and younger people.

#### RSES SUMMARY

The RSES provides a development framework to support effective implementation of the NPF. The GCTPS will:

- Promote the integration of housing and employment land uses with key public transport corridors and interchanges;
- Support measures and investment priorities detailed in the Galway Transport Strategy;
- Improve local connectivity through improved bus facilities and walking and cycling infrastructure, developed from reviews of existing services;
- Cater for long-term growth in the area through encouraging a modal shift away from private car use and the development of LTPs to help achieve this; and
- Ensure Ballinasloe and Tuam are key focus areas in terms of improving sustainable transport connections.

### 3.4 Local Policy

#### Galway County Development Plan (2022-2028)

- 3.4.1 The County Development Plan (CPD) sets out the strategy and methods through which future planning and sustainable development of the county will be achieved for the period to 2028. Preparation of the CDP commenced in June 2020, with the first of three public consultation periods running between June and September 2020.
- 3.4.2 Chapter 6 (Transport & Movement) sets out the ways in which appropriate provision for the safeguarding and upgrading of existing transport infrastructure will be ensured. It seeks to build on the existing strengths within the county while also addressing deficiencies in a sustainable manner, including through taking account of climate change and creating more sustainable communities.
- 3.4.3 The CDP looks to:

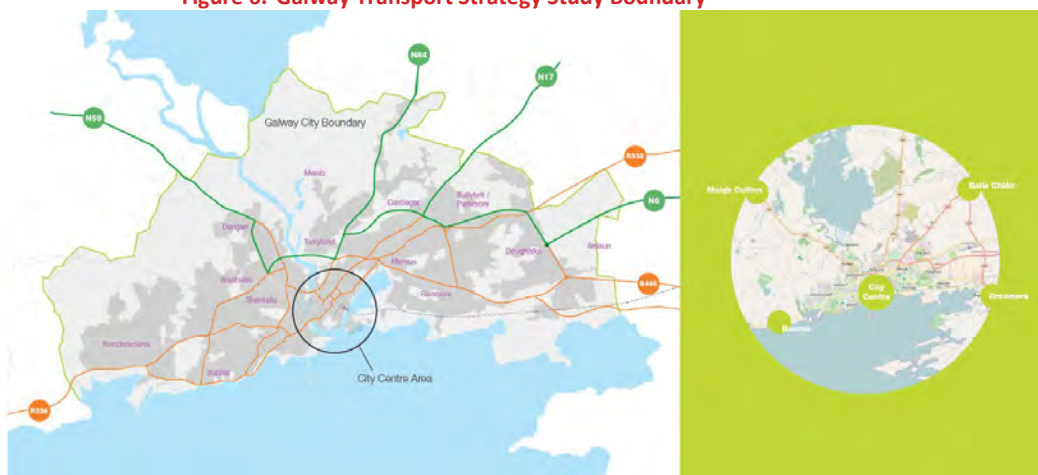
*'encourage investment and improvements across all sectors of transport that will support targeted population, economic growth and more sustainable modes of travel including, walking, cycling and public transport'.*

- 3.4.4 A number of strategic aims and associated policy objectives are identified to help achieve this.

#### Galway Transport Strategy (2017)

- 3.4.5 The Galway Transport Strategy was developed by Galway City Council, in partnership with Galway County Council and the National Transport Authority, to address current and future identified transport issues and opportunities within Galway City and the surrounding metropolitan area; this includes Bearna, Oranmore and Baile Chláir, as identified in [Figure 6](#).

**Figure 6. Galway Transport Strategy Study Boundary**



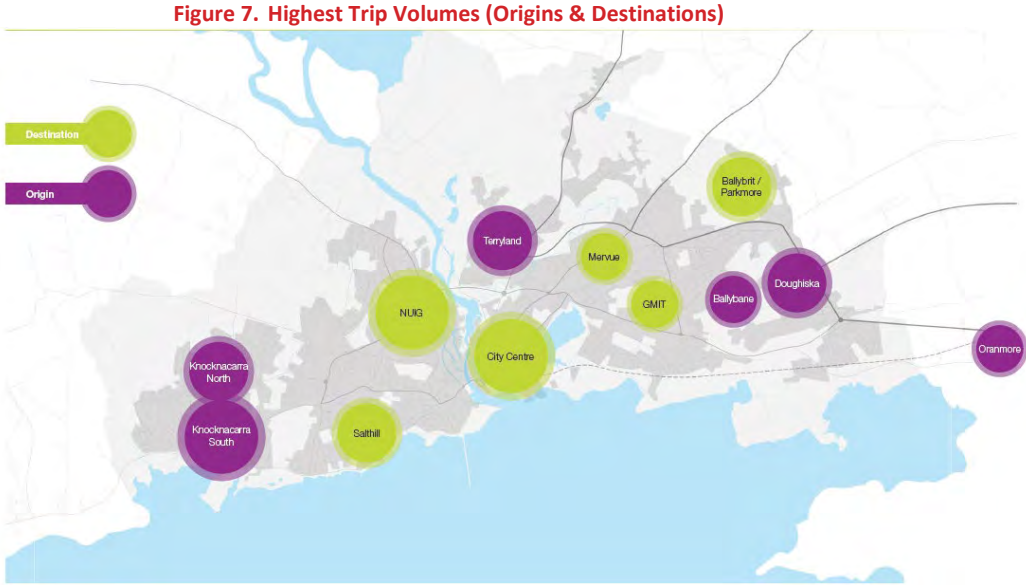
*Galway Transport Strategy (Figure 2.1)*

- 3.4.6 It is intended to provide an implementation framework for transport proposals covering a 20 year period, and underpins identified aims and objectives of both the Galway City Development Plan and Galway County Development Plan.

3.4.7 The Galway Transport Strategy recognises that Galway City (and surrounding areas) experience congestion, particularly in peak hours, resulting in journey time unreliability for all transport modes. This is exacerbated by an overreliance on private car use, and results in safety concerns, junctions and key links operating above capacity. The Strategy’s overarching vision and principle is:

*‘To address the current and future transport needs of the city, a shift is needed towards sustainable travel, reducing the dependence on the private car and taking action to make Galway more accessible and connected, improving the public realm and generally enhancing quality of life for all’.*

3.4.8 The Strategy provides an overview of key origin-destination trips within the study area. It notes that private car use is the most dominant travel mode, hosting approximately 60% of all trips within the City and surrounding area. It notes that over 45,000 total trips are recorded within POWSCAR for Galway City and surrounding area, with high trip volumes from key origins and destinations shown in Figure 2.3 of the Transport Strategy, presented in Figure 7 for information.



*Galway Transport Strategy (Figure 2.3)*

3.4.9 A suite of transport interventions are identified and set out within the City Transport Strategy, split by mode. This includes for:

- Traffic Network;
- Local Public Transport;
- Regional Public Transport;
- Walking & Cycling; and
- Supporting Transport Measures.

3.4.10 In terms of public transport measures that have scope to impact upon travel patterns within the County, the strategy (Table 5.1) includes for upgrades to existing main bus corridors to provide high frequency routes, including to Parkmore to the east of the city centre. As detailed in Chapter 3 of the report, the Brown bus route would extend to Bearna to the west and

Oranmore to the east, both located within Galway County. The strategy aspires for these routes to operate at a frequency of at least once every 15 minutes, with high frequency to be maintained across the daily period as opposed to just within peak hours. The measures which are proposed to enhance public transport service provision within the adjacent areas of Galway County will be planned in a manner which allows for connection with the Galway City service proposals, and which will provide consistent and high quality infrastructure for the use of cross-boundary services.

- 3.4.11 Section 6.3 notes that a high proportion of trips to or from Galway City start or end outside the city, and the provision of Park & Ride services can help to provide an alternative to private car use within the city centre through a high frequency and reliable service. Corridors for Park & Ride services are identified, with sites proposed including on the M7, the N17 and to the west of the city.

#### GALWAY TRANSPORT STRATEGY SUMMARY

The Galway Transport Strategy details a range of priority transport infrastructure projects, improvements and investments for Galway City and its environs. In response, the GCTPS will:

- Support key measures that impact upon movement and travel patterns within the county and ensure further interventions taken forward are complementary to these, where appropriate;
- Promote sustainable travel options between identified key origins and destinations within the county for trips to and from Galway City; and
- Consider suitability for Park & Ride site and scheme provision within the county, tying to Galway City Council proposals.

#### Galway County Walking & Cycling Strategy

- 3.4.12 The Galway County Walking & Cycling Strategy examines and deals with primary walking and cycling aspects of commuting, tourism and community exercise and activities in Galway County. Tuam, Ballinasloe, Oranmore and Clifden are designated as major study towns.

- 3.4.13 The current cycling network is described as variable, with the better-quality cycling facilities usually provided as a result of road improvement schemes. The Strategy identifies the Council's goals for walking and cycling as to:

- Encourage modal shift for students and workers from cars to walking and cycling;
- Boost tourism within the County through the creation of walking and cycling attractions and facilities;
- Develop local walking and cycling facilities to encourage uptake in local sporting and physical exercise; and
- Raise public awareness of the benefits of walking and cycling.

- 3.4.14 Schemes identified by the Council to be pursued as part of the Walking & Cycling Strategy include:

- New Greenway routes, linking Galway City with Clifden, Oughterard, Ballinasloe, Claregalway, Oranmore and Bearna;
- Cycle tracks along the N59 between Clifden and Galway City;
- Cycle routes between Tuam and Athenry, Bearna and Scrib, Portumna and Ballinasloe, and Loughrea and Gort;
- Upgrades to the National Cycle Routes from Clifden to Leenane and from Oranmore to Kinvara; and
- Provision of cycle hubs at Clifden, Oughterard and Maigh Cuillinn.

3.4.15 The following targets are set out as part of the Strategy:

- Increase the proportion of people who walk to work within the County from 5% to 20%;
- Increase the mode share for cycling for journeys to work from 1% to 8%;
- Increase the number of children between ages five and twelve who walk to and from school from 13% to 21%;
- Increase the number of children between five and twelve years old who cycle to and from school from 1% to 6%;
- Students aged between 13 and 18 years –
- Increase the proportion of students aged 13 to 18 who walk to school / college to match the national average as a minimum; and
- Increase the number of students between 13 and 18 years old who cycle to school / college from 1% to 8%.

## 4. TRANSPORT CONTEXT

### 4.1 Overview

- 4.1.1 This section of the GCTPS provides a concise overview of existing transport conditions within the county, alongside committed and proposed future transport infrastructure schemes. Transport conditions are identified so that the context of the forecast growth as detailed within the County Development Plan and its potential impact on the local road and transport network can be fully understood.
- 4.1.2 The transport network in the county predominantly reflects its largely rural and sparsely populated nature. Large parts of the county are served by limited accessibility to suitable transport modes alternative to the private car available due to the dispersed population and low level of urbanisation.

### 4.2 Study Area & Existing Land Use Context

- 4.2.1 The GCTPS covers the entirety of Galway County, including the metropolitan area surrounding Galway City and the key towns of Ballinasloe and Tuam. Whilst Galway City itself sits outside the spatial scope of the GCTPS, it is recognised that it plays an important role and influence in travel patterns and demand within the county.
- 4.2.2 A summary of the key towns and urban centres within the County that form part of the spatial scope of the GCTPS is provided in [Table 2](#).

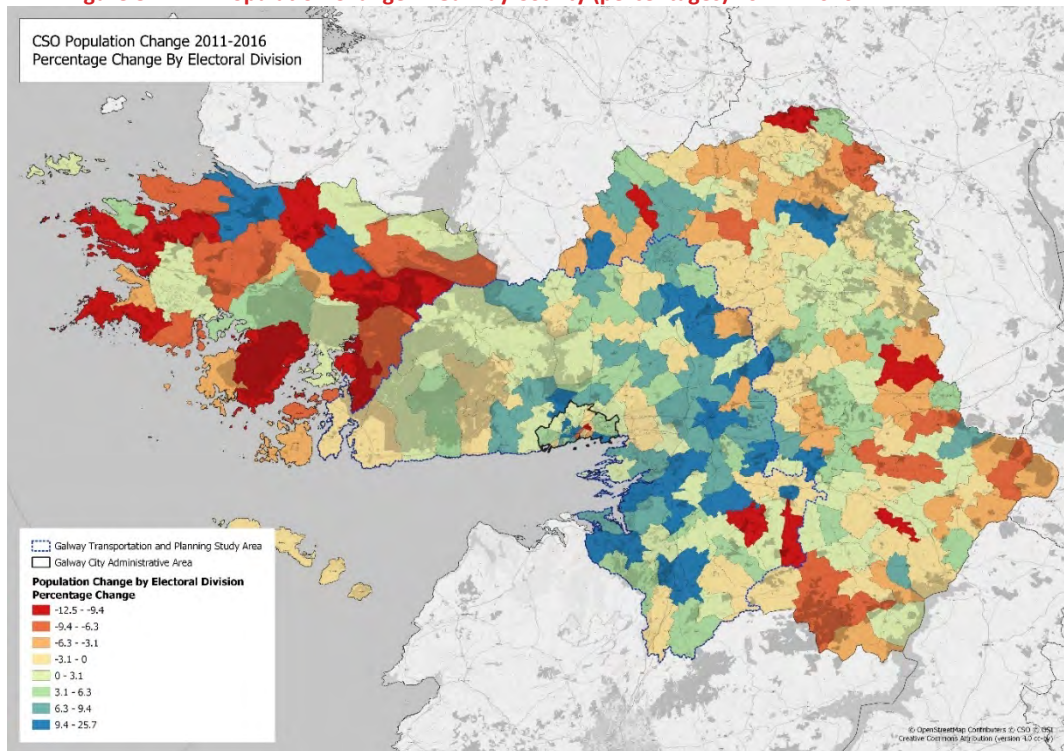
**Table 2. Galway County Urban Area Hierarchy**

DESIGNATION	LOCATION
Metropolitan Area	Baile Chláir
	Bearna
	Oranmore
	Garraun
	Briarhill
Key Town	Ballinasloe
	Tuam
Strategic Potential	Athenry
Self-Sustaining Town	Gort
	Loughrea
Small Growth Town	Clifden

	Maigh Cuilinn
	Oughterard
	Portumna
	Headford

4.2.3 Outside of these areas, the County is populated via a large number of small villages and “ribbon” development alongside the local road networks. The overall pattern of population change observed in the period 2011 to 2016 for the County is shown in **Figure 8**; the mapping shows that certain parts of rural Galway have experienced a reduction in population, whereas other areas have seen an increase. The largest decreases in population within this period were recorded in the Electoral Divisions (EDs) of Kilchreest (-12.5%) and Mountain (-10.1%) whereas the largest increases were recorded in Galway Rural (+18.5%), Kinvarra (+13.7%) and Gort (+13.7%).

**Figure 8. Population Change in Galway County (percentages) 2011 – 2016**



4.2.4 It can be observed from this data that the areas of greatest negative change are largely found in the western and south-eastern areas of the County, with the areas of greatest increase located on the eastern side of the Galway Transportation and Planning area. It is understood that, outside of growth of the larger settlements identified in the urban hierarchy, increases in population during this period have been driven by small-scale local development for housing; the strategy of “compact growth” which is set out in the relevant national and regional planning policy documents seeks to re-direct future housing provision (and associated increases in population) to locations where the benefits of higher density development (including for transport provision) can be realised. The impacts of these policies

for the provision of transport to, from and within the rural areas of the County are considered further in **Section 10** of the GCTPS.

### **4.3 Existing Walking & Cycling Networks**

- 4.3.1 The Council has previously developed a Walking and Cycling Strategy (2013); this discusses proposed improvements to walking and cycling infrastructure throughout the county. It recognises that, as the average distance between neighbourhoods is not conducive for trips on foot or by cycle, focus for the provision of walking and cycling infrastructure is within or along the fringe of key neighbourhood centres to reflect demand rather than between villages and towns.

#### **Walking Network & Infrastructure**

- 4.3.2 Local pedestrian networks are of variable quality throughout the county; most populated areas benefit from some form of pedestrian network, however these frequently give only limited space to pedestrians or are “informal” shared spaces on local roads which do not possess separate pedestrian paths. Where footways exist, the quality of the surfacing varies and this has the potential to present problems for the less mobile, and those using mobility aids or pushchairs / buggies for children. There are a variety of walking trails around the county including but not limited to, the Ballinasloe Architectural Trail, Tuam Architectural Trail and Oranmore Sli na Slainte.

#### **Cycling Network & Infrastructure**

- 4.3.3 There are multiple national cycle routes which pass through the county, including the N17, N18, N59, N63, N65, N66, N67 and N83; these primarily run to and from the Galway City area in a radial pattern, connecting to adjacent counties. There are also a variety of local cycling trails, including quiet cycling loops situated within the county.
- 4.3.4 However, it is noted that on-street cycle infrastructure is variable in quality and limited across the county, in part due to spatially constrained road carriageway widths. Cycle lanes and supporting infrastructure are not provided within a number of town centres, resulting in cyclists required to mix with other road traffic and vehicles.
- 4.3.5 Sport Ireland provide details regarding a range of on- and off-road cycling trails within the county. It is noted that on-road routes are predominantly located within the west of the county, extending from Claddaghduigg to Ballyconneely / Roundstone.
- 4.3.6 Off-road cycle trails include the Derroura Mountain Bike Trail, Aghrane Castlekelly Loop and a number of trails within Portumna Forest Park.
- 4.3.7 A public cycle hire scheme operates within Galway City, with 22 docking stations providing access to 195 cycles. It is noted that, whilst spatial coverage of the scheme does not extend into the county, it offers potential for first and last mile connectivity for journeys made to and from the county via public transport.
- 4.3.8 The Eurovela (European Cycling Routes) Atlantic Coast and Capital routes will run through the county. The Atlantic Coast route is currently under development and will extend to the west and south of Galway City, whilst the Capital route is at planning stage and is proposed to run from Galway City to Oranmore, Athenry and Ballinasloe.



## 4.4 Existing Public Transport Network

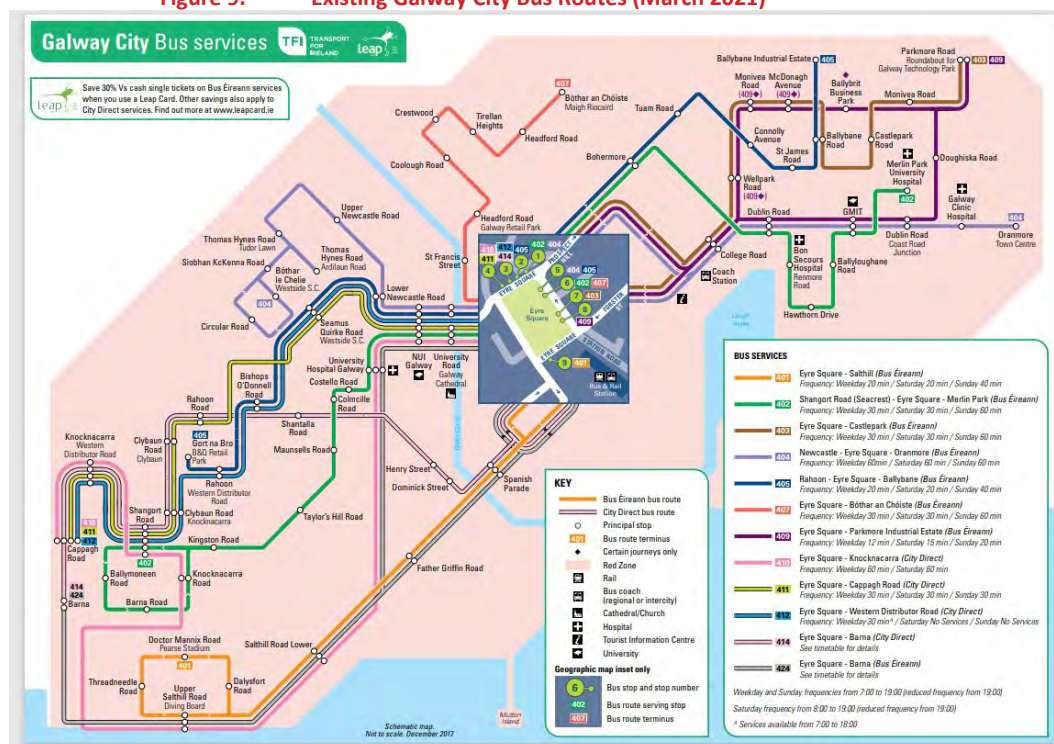
4.4.1 This section provides an overview of existing public transport infrastructure across the county. This includes a comprehensive network of bus services run by multiple operators including both regional and local services, and key rail links.

### Bus & Coach

4.4.2 Galway City and surrounding environs attract commuters from across the region and it is therefore important to understand current and future proposed bus services provision, both within Galway City and the county more widely.

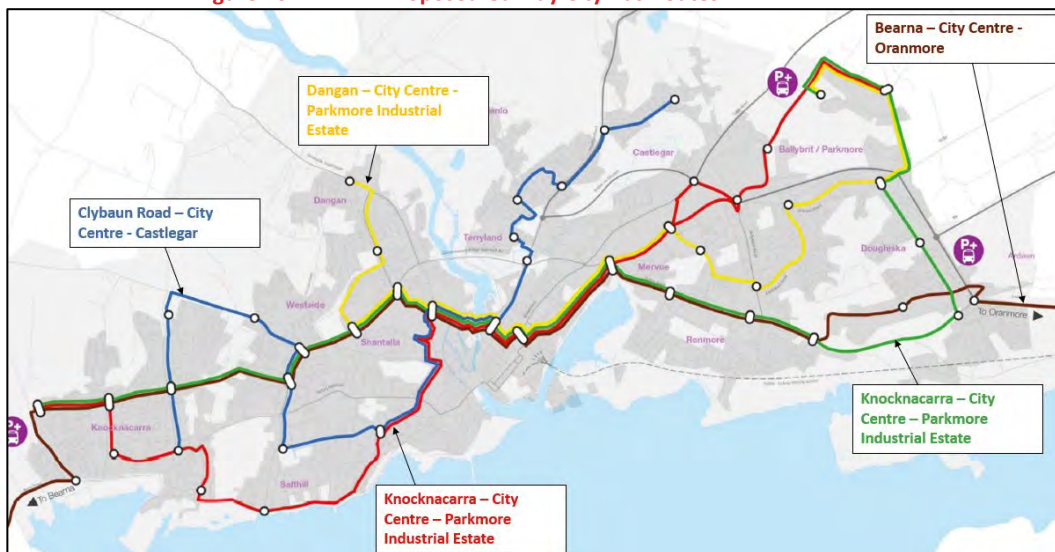
4.4.3 Currently 12 bus routes operate within Galway City, eight of which are funded through the Public Service Obligation operated by Bus Eireann, with four routes commercial services operated by City Direct. The frequency of bus services on a typical weekday varies between one and five an hour.

Figure 9. Existing Galway City Bus Routes (March 2021)



4.4.4 A cross-city network proposal has been developed as part of the Galway Transport Strategy known as the Galway BusConnects scheme. Proposed bus routes identified within the Galway Transport Strategy are shown in Figure 10, with annotations showing the origin and destination locations of each route. Whilst the proposed routes predominantly serve the city centre, one route (brown) extends to Bearna to the east and Oranmore to the west; this will allow interchanges onto local link bus routes operating further afield within the county.

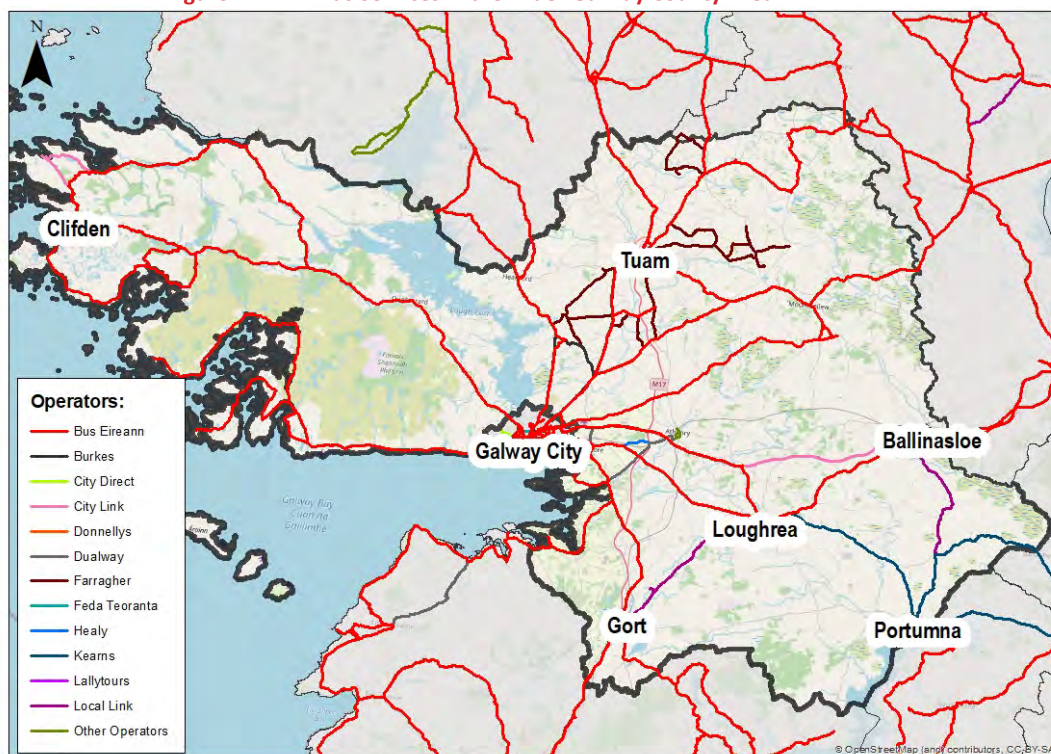
**Figure 10. Proposed Galway City Bus Routes**



*Galway Transport Strategy*

- 4.4.5 The proposed routes will provide enhanced service frequency and a cashless fare system. A network of Park & Ride sites are also proposed to be located on the periphery of the city to enable efficient interchange onto buses.
- 4.4.6 A number of bus operators run services throughout the county. These serve key destinations including Galway City, Tuam, Ballinasloe, Portumna, Loughrea, Gort and Clifden. The routes and general distribution of these services are shown in **Figure 11**.

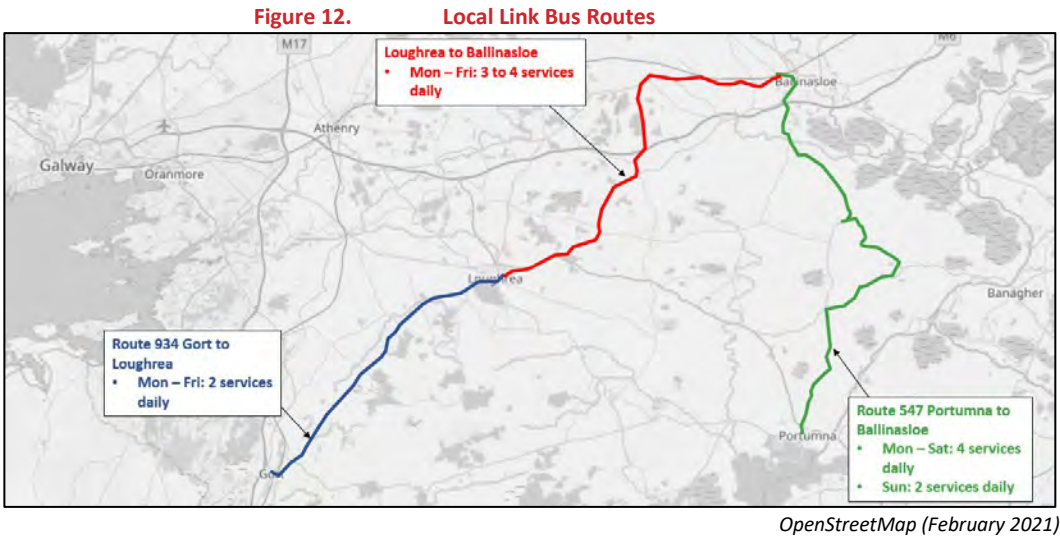
**Figure 11. Bus Services in the wider Galway County Area**



4.4.7 Transport for Ireland (TFI) Local Link provides local bus services to enable better links between rural transport and national bus / rail services throughout Ireland. Two types of local link service operate in Galway:

- **Timetabled Rural Services:** daily bus services operating on a fixed route and timetable; and
- **Door-to-Door Routes:** services that operate based on local demand that require pre-booking.

4.4.8 There are three regular rural services that operate within Galway, as detailed in **Figure 12**. These provide connectivity between Portumna and Ballinasloe, Loughrea and Gort, and Loughrea and Ballinasloe.



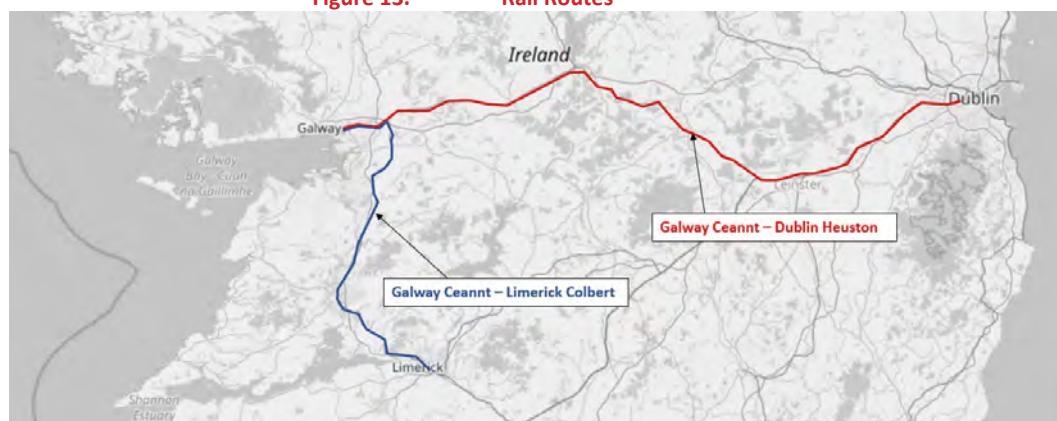
4.4.9 Door-to-door services provide connectivity to multiple areas within the county. All services are run on a demand responsive basis and so timetables are of a flexible nature.

4.4.10 A total of 53 door-to-door services operate within the county, with the majority providing a service on weekdays only. Full details of destinations served and service frequency is contained at **Appendix A**.

**Rail**

4.4.11 Two rail routes operated by Iarnród Éireann run within the county, from Galway Ceannt to Dublin Heuston and from Galway Ceannt to Limerick Colbert. The routes of the two rail routes are shown in **Figure 13**. Within the county, the Galway Ceannt to Dublin Heuston route serves Oranmore, Athenry, Attymon, Woodlawn and Ballinasloe, whilst the Galway Ceannt to Limerick Colbert serves Oranmore, Athenry, Craughwell, Ardrahan and Gort.

**Figure 13. Rail Routes**



OpenStreetMap (March 2021)

4.4.12 Up to nine services operate in each direction between Galway and Dublin every weekday, with one service in the morning peak hour. It is noted that additional east-west services run that call at Athenry but not at Ballinasloe, bring total service numbers to 17 per day in each direction. Five services operate in each direction between Galway Ceannt and Limerick Colbert every weekday and Saturday, with four services operating in each direction on Sundays.

### Rail Usage

4.4.13 The NTA National Rail Census Report (2019) presents data regarding rail patronage on routes across Ireland. **Table 3** details the daily total number of passengers boarding and alighting at stations within Galway, combining travel in either direction.

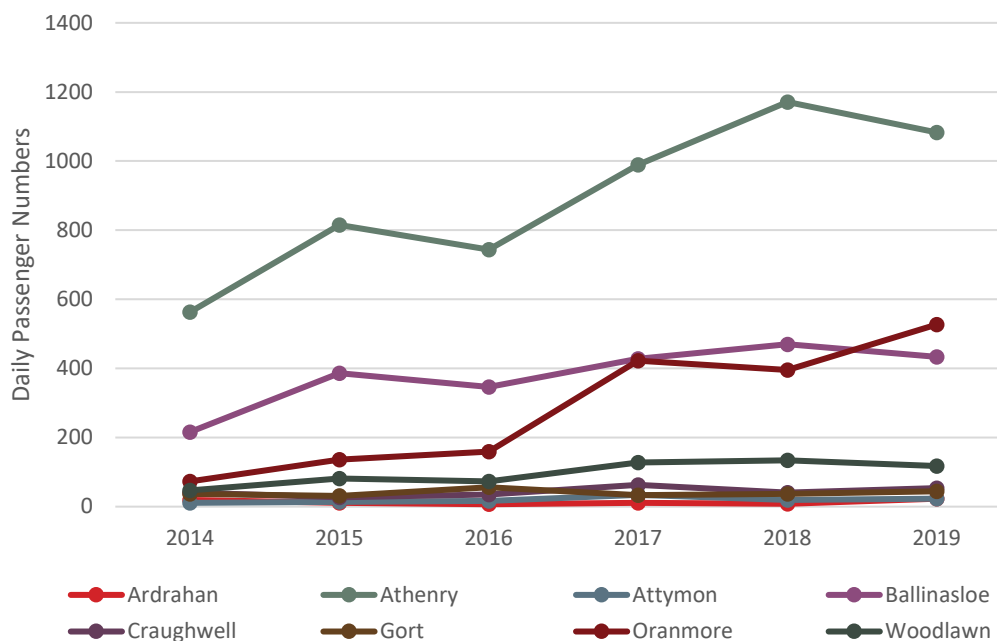
**Table 3. Galway Rail Stations Usage (Boarding & Alighting)**

STATION	2014	2015	2016	2017	2018	2019
Ardrahan	19	11	7	11	8	23
Athenry	563	815	744	989	1,171	1,083
Attymon	11	14	17	34	19	23
Ballinasloe	216	386	346	428	470	433
Craughwell	41	27	35	63	41	54
Gort	37	31	56	33	37	44
Oranmore	73	136	159	422	395	527
Woodlawn	47	81	73	128	134	118

NTA National Rail Census Report (2019)

4.4.14 This is summarised graphically in **Figure 14**.

**Figure 14. Total Daily Passengers, Galway County Rail Stations**



4.4.15 It can be seen that Athenry receives the highest total number of daily passengers boarding and alighting (1,083 in 2019). Usage of the station has grown significantly since 2014, with almost double the number of passengers boarding and alighting in 2019 compared to 2014.

4.4.16 In general, passenger numbers have steadily increased at the majority of stations, with notable increases also recorded at Ballinasloe, Oranmore and Woodlawn.

4.4.17 The low usage of some stations (such as Ardrahan, Attymon and Gort, which recorded daily passenger numbers below 50 in 2019) reflects the small population of towns served by these stations and limited draw from wider catchment areas.

## 4.5 Existing Road Network

4.5.1 Two motorways pass through the county. The M6 runs east to west, connecting the eastern fringes of Galway City with Ballinasloe, Athlone and Dublin. The M17/18 routes in a north-south direction through the county, connecting Tuam with Limerick to the south, passing approximately 16km to the east of Galway City. The M17 runs to the north of the M6 towards Tuam, before forming the N17 to the north of Tuam and continuing towards Sligo.

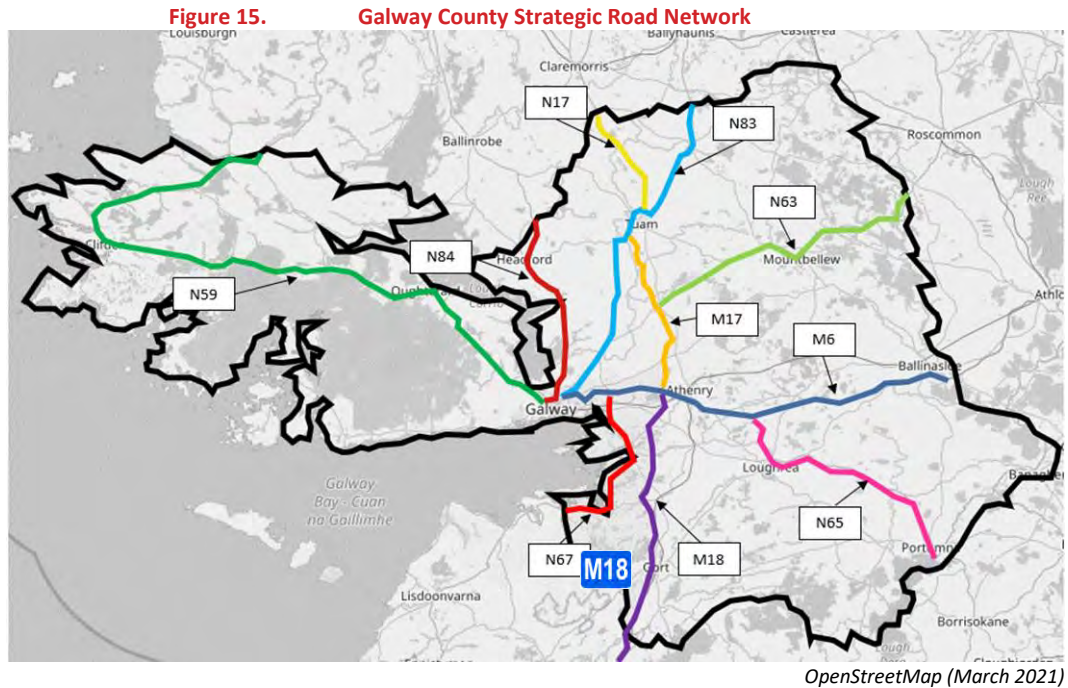
4.5.2 It is noted that an objective of National Strategic Outcome 2 (Enhanced Regional Accessibility) of the NPF is to upgrade sections of the N17 to the north of Tuam to facilitate development of the Atlantic Economic Corridor from Galway.

4.5.3 The secondary road network largely comprises radial routes from Galway City, including:

- **N59:** Connecting route between Galway City and the west of the county;
- **N63:** East to west route running parallel to the M6 that links to the M17;
- **N65:** Connects Loughrea, Portumna and the southeast of the county to the M6;
- **N67:** Connects Galway City with coastal areas to the south;

- **N83:** Connects Galway City with Tuam and the Roscommon border; and
- **N84:** Connects Galway City with the north of the county and the Mayo border.

4.5.4 A map of the key road routes within the county is shown in **Figure 15**.

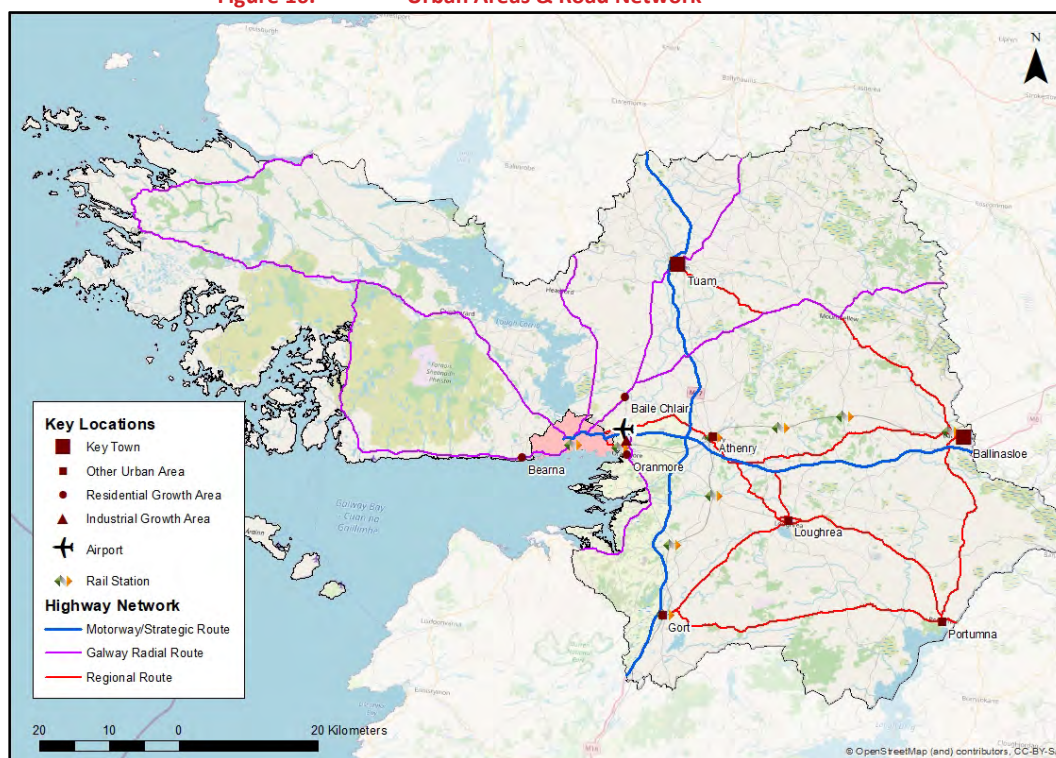


4.5.5 Regional routes provide connectivity to the key towns of Tuam and Ballinasloe alongside smaller urban areas including Oranmore, Gort, Loughrea and Portumna. Key regional routes include:

- R353 (Gort - Portumna);
- R380 (Gort - Loughrea);
- N65 (M6 - Loughrea - Portumna);
- R355 (Ballinasloe - Portumna);
- R358 / N63 / R332 (Tuam - Ballinasloe, via Mountbellew);
- R348 (Ballinasloe - Athenry – Oranmore - Galway City); and
- R336 (Coastal Route, Galway City - Tearmann Eanna).

4.5.6 **Figure 16** overleaf details main urban areas alongside the strategic road network.

**Figure 16. Urban Areas & Road Network**



*Open Street Map with SYSTRA Annotations*

## 4.6 Traffic Collision Data Analysis

- 4.6.1 A collision data analysis exercise has been conducted to determine locations of accident clusters in the county, focusing on fatal and serious incidents on key routes, utilising data for the most recently available five year period (2012 to 2016) from the Road Safety Authority’s Ireland Road Collisions dataset. This dataset incorporates all recorded collisions within both Galway County and Galway City.
- 4.6.2 A collision hotspot has been defined as multiple incidents concentrated on a particular junction or stretch of road, including at least one incident classed as serious or fatal.
- 4.6.3 **Table 4** provides an overview of collisions recorded within the county over the five year period. Almost 60 fatal incidents were recorded alongside approximately 150 incidents classed as serious and 1,400 classed as minor. This equates to an average of approximately 11 fatal, 30 serious and 278 minor incidents a year in Galway.

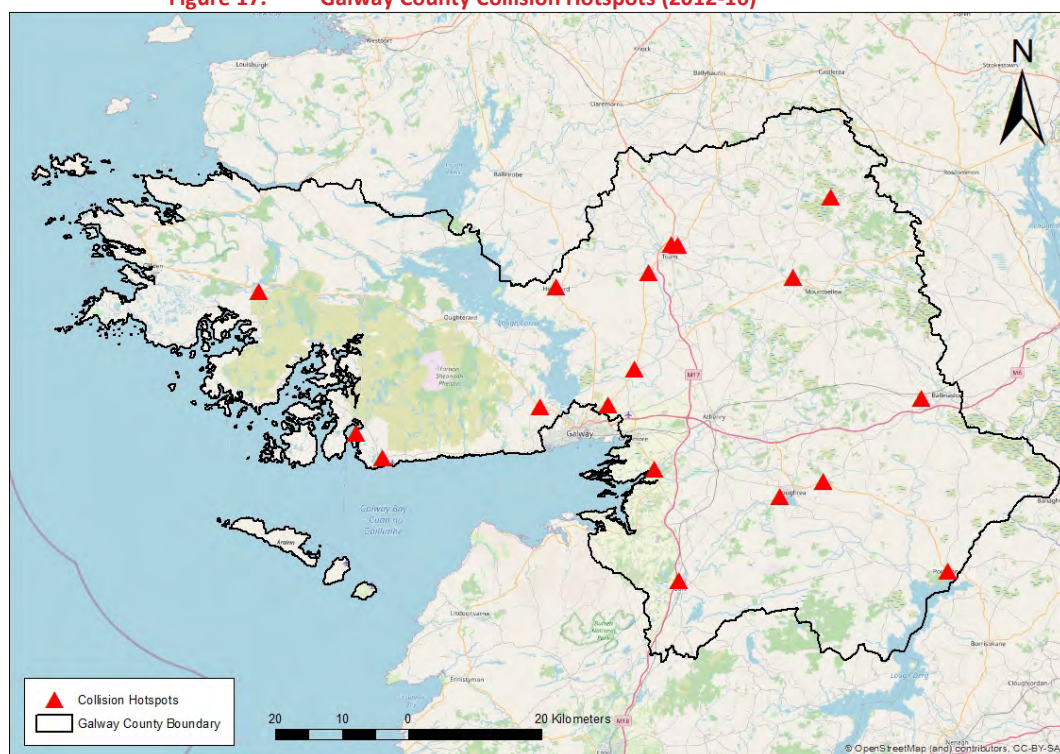
**Table 4. Collision Data Summary (2012-16)**

YEAR	MINOR	SERIOUS	FATAL
2012	294	24	18
2013	284	17	13
2014	282	34	5
2015	281	43	12
2016	249	31	9
Total	1,390	149	57

4.6.4 The RSA’s Provisional Review of Fatal Collisions (2019) details a provisional figure of eight fatalities for the 2019 calendar year within Galway (City and County), representing an improvement on the annual average for the 2012-16 period.

4.6.5 The locations of identified clusters are shown in **Figure 17**.

**Figure 17. Galway County Collision Hotspots (2012-16)**



*Open StreetMap (with SYSTRA annotations of Road Safety Authority data)*

## 4.7 Census Data Review

4.7.1 Data from the 2016 Census has been extrapolated and analysed to understand mode share held for commuting and education-based trips within Galway County; this is summarised in



**Table 5.** It can be seen that private vehicle use is dominant for both commuter and education-based, with 90% and 65% of the respective trips made as a car or van driver or passenger.

**Table 5. Galway County Commuting & Education Origin Trips Mode Share**

MODE	WORK	EDUCATION
Foot	5%	11%
Cycle	1%	1%
Bus / Minibus / Coach	2%	22%
Rail	0%	1%
Motorcycle/Scooter	0%	0%
Car Driver	76%	5%
Car Passenger	4%	60%
Van	10%	0%
Other (incl. lorry)	1%	0%
<b>Total</b>	<b>100%</b>	<b>100%</b>

Central Statistics Office – 2016 Census Data

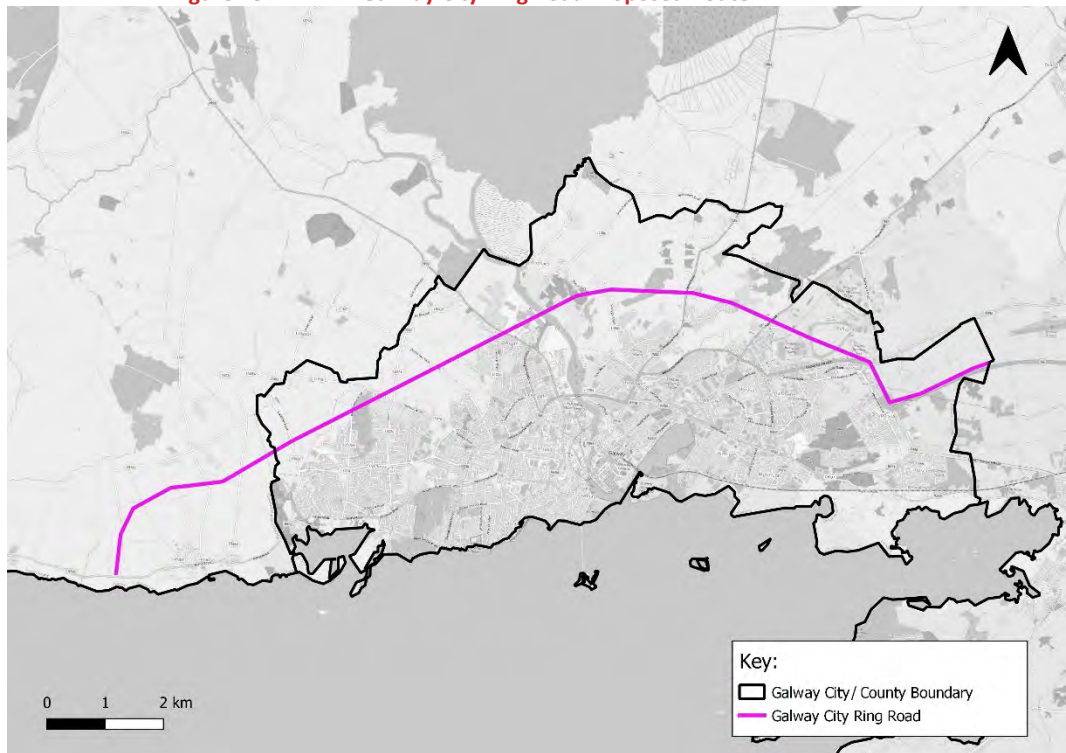
- 4.7.2 Only 2% of commuter trips are made by either bus or rail, whilst almost one quarter (23%) of education trips are made by public transport (the majority by bus). Such a relatively low mode share of public transport trips in Galway County is not unexpected, given the public transport network provides for limited journeys, especially for those not originating or terminating in Galway City, and does not offer competitive journey times in most instances when compared with private car journeys.

## 4.8 Future Development Considerations – Transport Infrastructure

### Galway City Ring Road

- 4.8.1 The proposed Galway City Ring Road, developed by both the City and County Council, is currently at Phase 4 (Environmental Impact Assessment / Statutory Processes) of the National Roads Authority 2010 Project Management Guidelines.
- 4.8.2 Implementation of this scheme would improve vehicular access for trips between the eastern and western portions of Galway County and minimise the need to travel through the city itself, helping to alleviate congestion issues. The proposed route of the ring road is shown in red in [Figure 18](#).
- 4.8.3 The implementation of the Galway City Ring Road will have an impact on traffic volumes and distribution across the county more widely and therefore consideration is given to scenarios both with and without the Ring Road within the GCTPS.

**Figure 18. Galway City Ring Road Proposed Route**



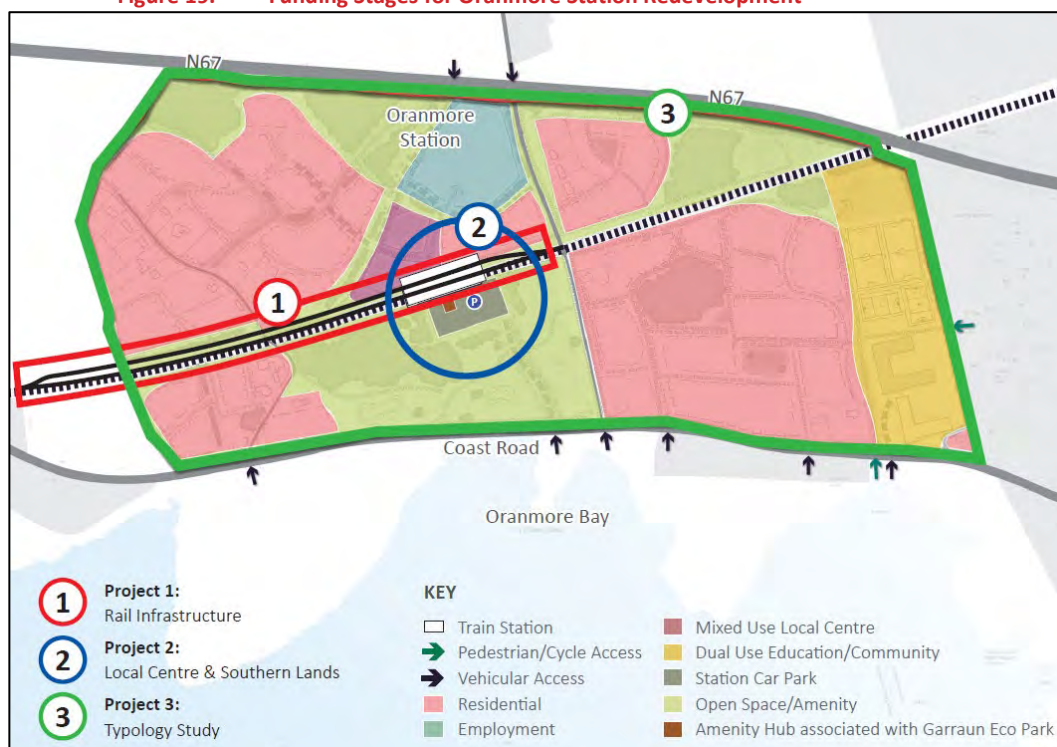
*Open Street Map with SYSTRA Annotations*

### **Oranmore Rail Station**

4.8.4 The Council submitted an application to the Urban Regeneration and Development Fund (URDF) in May 2020 to acquire funding for the redevelopment of Oranmore station. Land surrounding the station is subject to an Urban Framework Plan (UFP). Funding has been secured in March 2021 for the following, as shown in **Figure 19**:

- Infrastructure upgrades including a 1km passing loop, additional platform and associated station improvement infrastructure (€12 million);
- Design of a 'Local Centre' in the immediate vicinity of the station, including land to the south (€300,000); and
- A study on the Design Development of Typologies to implement the UFP (€75,000).

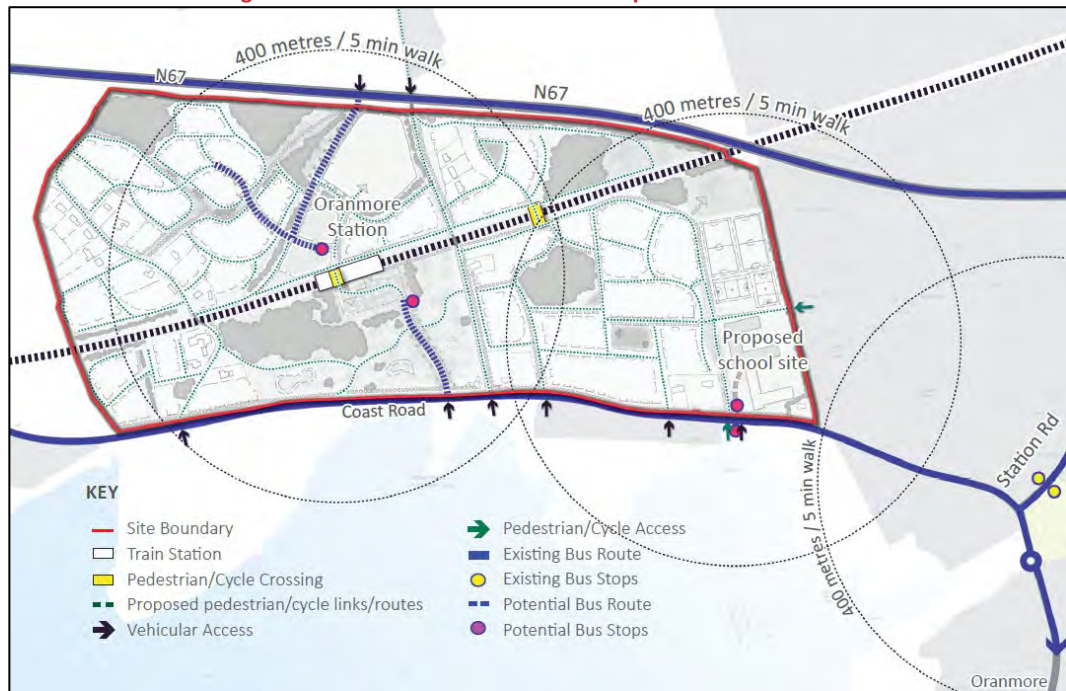
**Figure 19. Funding Stages for Oranmore Station Redevelopment**



*UDRF Funding Application*

- 4.8.5 The proposals seek to improve wider public transport connections, including through the provision of new bus stops, as identified in [Figure 20](#). Proposed pedestrian and cycling infrastructure would provide a dominant focus on the safety of pedestrian and cyclist movement around the station. The addition of the passing loop enables the potential to increase service frequency on the Galway to Dublin route to four / five services per hour during peak periods.
- 4.8.6 An increase in rail services to approximate 12 minute intervals in peak periods equates to a 40% increase in rail capacity and would facilitate a ‘turn up and go’ service for commuters and other users.

**Figure 20. Oranmore Station Proposals**



UDRF Funding Application

## 4.9 Key Challenges

### KEY CHALLENGES SUMMARY

Key challenges relating to current transport conditions, network coverage and travel patterns within Galway County that the GCTPS seeks to address include:

- Dominance of private car use for travel within the county, including for trips to and from Galway City and surrounding environs, which can result in instances of congestion;
- Limited public transport coverage within parts of the county, particularly within rural areas;
- Significant employment and residential growth is forecast across the county, which will place increasing demand and pressure on the transport network;
- Issues associated with road safety exist, with a number of traffic collision clusters and hotspots identified within the county; and
- A suite of transport interventions are proposed or committed for future implementation; it will be important to ensure these are brought forward to facilitate future development in a sustainable fashion.

# 5. STRATEGY DEVELOPMENT

## 5.1 Overview

5.1.1 This section sets out the method through which the GCTPS has been developed. This includes the development of Travel Corridors subject to travel demand, analysis of NTA model data to confirm anticipated growth in trips within the county, and identification of suitable measures and a process for their appraisal.

## 5.2 Approach & Methodology

5.2.1 The process used to inform the development of the GCTPS has included:

- Information gathering exercise to review relevant policy documents at a national, regional and local scale, enabling key aims and objectives to be identified (**Section 3**);
- A review of the baseline transport network for vehicular, public transport and active modes to understand existing provision and consider opportunities and constraints for future proposals (**Section 4**); and
- Definition of a series of Travel Corridors connecting key settlements within the county following the information gathering and sifting exercises. This was:
  - Data driven through an analysis of Origin – Destination data to understand existing demand and growth to 2028; and
  - Informed by an understanding of the key road and public transport links across the county.

5.2.2 Subsequently, an optioneering process has been undertaken for the identified Travel Corridors, informed by an identification of issues including safety considerations, congestion hotspots, route demand and existing infrastructure. Transport upgrades from previous studies are supported to help alleviate existing issues and from this a series of measures have been put forwards to promote the efficiency of the travel corridor.

5.2.3 Options have been appraised via a framework which provides a qualitative scoring assessment of interventions in line with objectives relevant to the travel corridors.

5.2.4 A summary of the option development process undertaken is shown in **Figure 21**.

**Figure 21. Summary of Option Development Process**



## 5.3 Summary of Future Development Proposals

### Residential & Employment Growth

- 5.3.1 A summary of forecast employment and residential growth within Galway County is set out in **Table 6**, extracted from the N6 Galway City Ring Road, Request for Further Information Response. For information, corresponding data for Galway City is also provided.

**Table 6. Forecast Residential & Employment Growth, 2016-2039**

SCENARIO	2016 CENSUS	NTA / GCC NPF FORECASTS	
		TOTAL	% INCREASE FROM 2016
<b>RESIDENTIAL</b>			
2039 Galway County Population	179,390	218,459	+22%
2039 Galway City Population	78,668	121,741	+55%
<b>EMPLOYMENT</b>			
2039 Galway County Jobs	32,420	48,487	+50%
2039 Galway City Jobs	41,775	63,647	+52%

### Transport Infrastructure Proposals

- 5.3.2 The Galway City Ring Road is currently at Phase 4 (Environmental Impact Assessment/ Statutory Processes) of the National Roads Authority 2010 Project Management Guidelines. The Coolagh Roundabout forms one end of the scheme and would provide a direct connection to the M6, helping to alleviate identified congestion hotspots. Consequently, the GCTPS recognises the importance of this scheme to improving connections across the county, minimising the need to travel through Galway City.
- 5.3.3 The previous Galway County Development Plan (2015-2021) identified two key transport proposals that have either been implemented or are in the process of being implemented – the Tuam Bypass and works on the section of N83 between Tuam and Dunmore. These are not considered in further detail within the strategy development.
- 5.3.4 The 57km M18 / M17 Gort to Tuam motorway scheme, identified within the Galway County Development Plan (2015-2021), was completed in September 2017, replacing the previous N17 & N18 routes. As this scheme has been fully implemented, there are no elements that are required to be carried over directly into the GCTPS.

## 5.4 Issues & Options Consultation

- 5.4.1 The Chief Executive's Report on Pre-Draft Public Consultation Stage of the Galway County Development Plan Review (October 2020) provides a detailed overview of public consultation

undertaken and responses received in relation to the preparation of the CDP. Submissions were received from a number of stakeholders, including the NTA and TII.

- 5.4.2 These submission have been taken into consideration, where appropriate, within the development of measures and recommendations set out within the GCTPS. A number of topics have been identified by the NTA and TII for consideration within the CDP, with key topics set out below as raised by each body respectively.

#### **National Transport Authority**

- Integration of integrated land use and transport planning, including consolidation of urban-generated development within existing urban areas;
- Phasing development to ensure it is accessible on foot, by cycle and by public transport, including through maximising the number of people living within walking and cycling distances of their neighbourhood;
- Maintain and protect strategic transport function of the national road network;
- Application of maximum parking standards for non-residential development, and taking an area-wide approach to limit car parking provision;
- Clear explanation of how a reduction in car dependency will be promoted and provided for;
- Undertake an assessment of inter-settlement travel patterns;
- Recognise the importance of bus provision, including rural transport services;
- CDP development objectives to accord with the DOECLG Spatial Planning and National Roads Guidelines (2012); and
- Incorporate due consideration to guidance documents identified by the NTA, including National Cycle Manual (NCM) and Design Manual for Urban Roads (DMURS) when preparing the CDP.

#### **Transport Infrastructure Ireland**

- Allow the network of national roads to continue to serve their intended strategic role and cater for inter-urban and inter-regional transport requirements;
- Ensuring existing transport networks are maintained to a high level to ensure quality levels of service, safety, accessibility and connectivity to all users;
- Avoid policies and objectives that may lead to the creation of new access points from new development or the generation of increased traffic from existing accesses to national roads;
- Request to reference RSA and RSIA requirements in the Draft County Development Plan relating to development proposals with implications for the national road network;
- Give due consideration to TII Policy on Service Areas (August 2014), which identifies the need for an on-line service area to serve the M6/M17/M18 and identifies that TII in consultation with the Council will lead its development;

## **5.5 Travel Corridors Development**

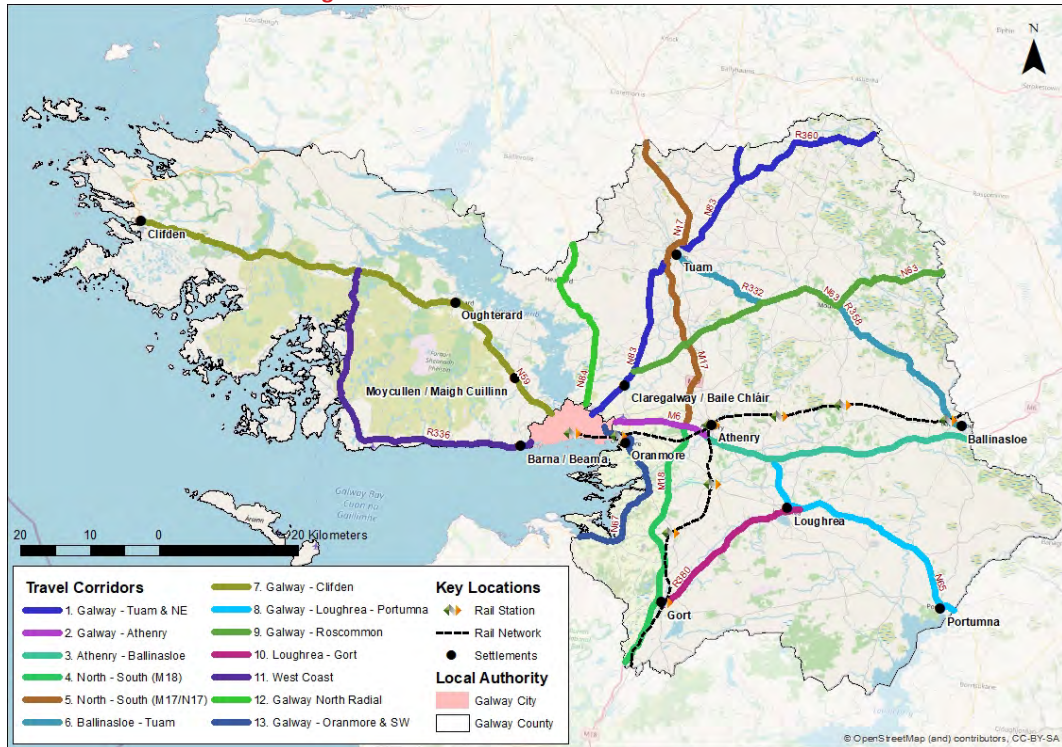
- 5.5.1 A total of 13 travel corridors have been defined through this process, summarised in [Table 7](#) and as shown in [Figure 22](#). Travel Corridors have considered both radial routes towards Galway as well as regional routes between key towns including Ballinasloe and Tuam.

**Table 7. Travel Corridor Summary**

#	CORRIDOR	KEY ROAD
1	Galway - Tuam & NE Galway	N83
2	Galway - Athenry	M6
3	Athenry - Ballinasloe	M6
4	North - South	M18
5	North - South	M17 / N17
6	Ballinasloe - Tuam	R332 / R358
7	Galway - Clifden	N59
8	Galway - Loughrea - Portumna	N65
9	Galway - Roscommon	N63
10	Loughrea - Gort	R380
11	West Coast	R336
12	Galway North Radial	N84
13	Galway - Oranmore & SW	N67



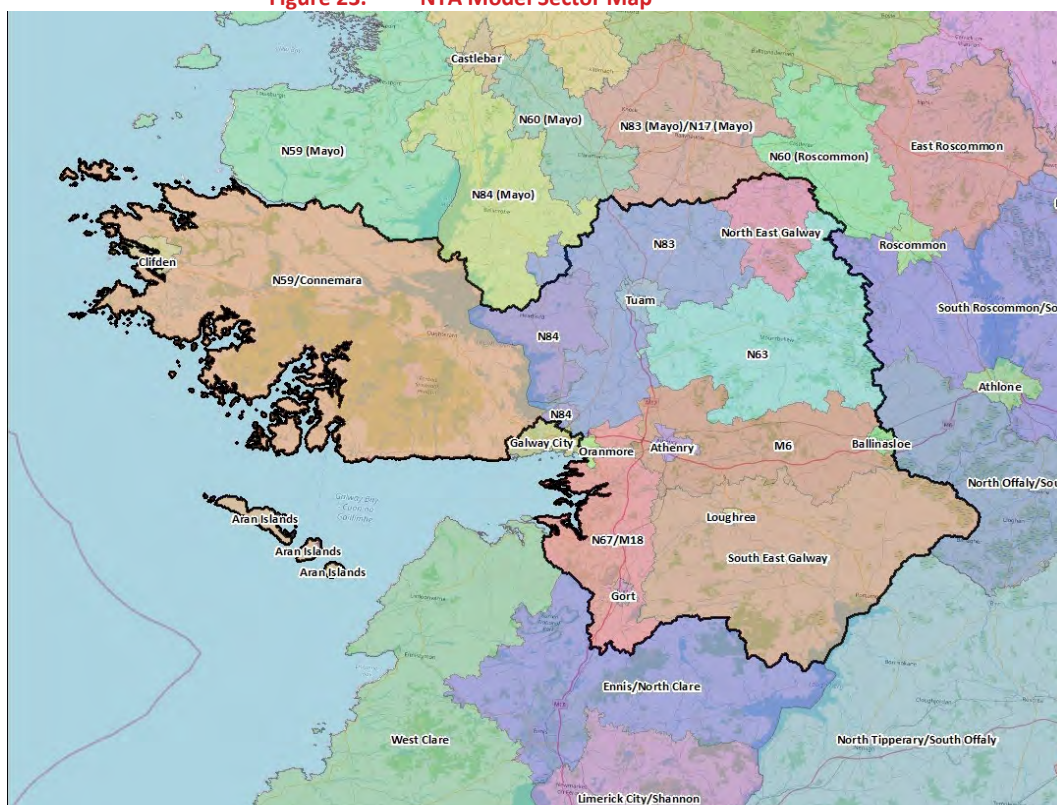
**Figure 22. Travel Corridors**



## 5.6 Future Year Model Data

- 5.6.1 A key element of importance to the corridor development process has been gaining an understanding of current and future travel patterns in terms of origins, destinations and key demand routes. As such, in order to understand the extent of trips that start and finish within the County (as opposed to through trips), outputs from the NTA’s Western Regional Model (WRM) have been extrapolated and analysed.
- 5.6.2 The WRM presents data for a base and future year scenario, with a linear pattern of growth incorporated:
- **2016:** Baseline; and
  - **2039:** Future Year, aligned to the National Planning Framework growth forecast.
- 5.6.3 The model divides Galway County (as well as the remainder of the country) into a number of sectors, from which trips originating and finishing are identified. A total of 16 sectors are located within the county, including standalone sectors for key towns and larger sectors covering more rural areas of the county. Model sectors are shown in [Figure 23](#) and summarised in [Table 8](#) for information

**Figure 23. NTA Model Sector Map**



**Table 8. NTA Model Sectors**

MODEL SECTOR	
Galway City	Gort
Oranmore	N67 / M18
Clifden	Athenry
N59 / Connemara	M6
N84	Ballinasloe
Tuam	N63
N83	North East Galway
South East Galway	Loughree

5.6.4 Data from the 2016 model has been used to establish baseline trends, with patterns of growth on particular corridors confirmed through comparison against the 2039 model. To ensure reported growth is representative for the lifespan of the County Development Plan, a factoring process has been undertaken to calculate anticipated trip demand for 2028, the end year of the CDP, as shown in **Figure 24**.

Figure 24. Model Data Factoring Process



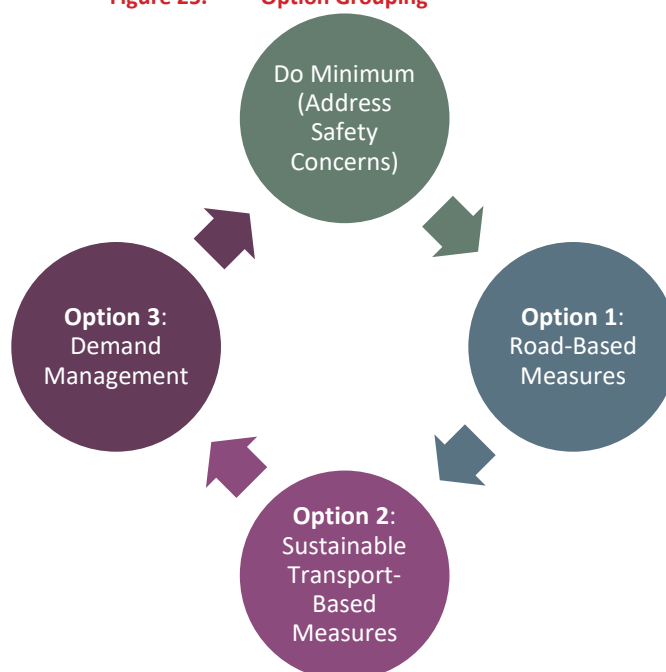
5.6.5 Full analysis of the model data and factoring process undertaken is contained at [Appendix B](#) for information.

## 5.7 Option Identification

5.7.1 Optioneering exercises have been undertaken to respond to issues identified for each individual Travel Corridor. The optioneering process seeks to develop measures to address issues identified during the information sifting and data gathering stages. This has been augmented by local knowledge of constraints and opportunities along the corridor.

5.7.2 A range of schemes, interventions and measures have been developed to address the issues identified for each individual Travel Corridor. Measures have been segregated into four standalone options as detailed in [Figure 25](#).

Figure 25. Option Grouping



### Do Minimum (Address Safety Concerns)

5.7.3 This option considers schemes and measures that seek to address identified **Safety Concerns** within the Travel Corridor only. This recognises the importance of reducing the risk of collisions for all road users as a key priority for the Council, as set out within the Galway

County Development Plan which notes that the continued safeguarding and development of the public road network is key in ensuring safety of road users (Section 6.5.3).

#### **Option 1: Road-Based Measures**

- 5.7.4 This option incorporates measures that are road-based, with aims of improving conditions for vehicular based travel, with resultant benefits in terms of **congestion and delay**.
- 5.7.5 However, as detailed within **Sections 6 to 11**, the GCTPS does not advocate the implementation of measures that seek to manage demand for vehicles alone; rather, it is important that a range of measures including those focused on sustainable travel and demand management are considered and implemented to support NPF Strategic Outcomes, UN Sustainable Development Goals and RSES objectives.

#### **Option 2: Sustainable Transport-Based Options**

- 5.7.6 Sustainable travel incorporates the movement of people or goods through public transport, walking and cycling, with an overall goal to facilitate modal shift in favour of public transport and active modes. An increase in the proportion of trips made by active travel modes can result in health benefits and contribute to addressing climate challenges.
- 5.7.7 It is recognised that the Council, whilst not responsible for the provision of all sustainable transport networks, plays a role both in the development of efficient transport networks and planning for the future transport needs of residents and workers of Galway.
- 5.7.8 This option encompasses a range of measures targeted at increasing the proportion of trips made by public transport, on foot and by cycle.

#### **Option 3: Demand Management**

- 5.7.9 Traffic Demand Management covers a range of measures aimed at reducing the adverse impacts of car use and promoting the use of sustainable travel modes. It incorporates measures that seek to alter travel patterns and behaviour, with aims of reducing the length and number of single occupancy car trips, reducing the need to travel and encouraging sustainable travel choices.
- 5.7.10 Option 3 also incorporates selected measures from the Do Minimum (Safety), Option 1 (Road-Based) and Option 2 (Sustainable Transport-Based) categories that provide the greatest benefit for each individual Travel Corridor.

### **5.8 Option Comparison & Assessment**

- 5.8.1 An options assessment matrix has been developed for the purposes of comparing and appraising different approaches and measures. The matrix is based on the five key objectives set out in the NPF's Common Assessment Framework (CAF). These are:

- Economic Objectives;
- Safety Objectives;
- Environmental Objectives;
- Integration Objectives; and
- Social Inclusion / Accessibility Objectives.

- 5.8.2 Within each objective, two sub-objectives have been defined which are aligned with the aims and wider policy objectives of the County Development Plan 2022-2028.
- 5.8.3 Options have been assessed on a qualitative scale using the following categories:
  - **Strong Positive:** the measures within the options would contribute significantly to the aims of the objective in question;
  - **Slight Positive:** the measures within the options would make a small contribution toward the aims of the objective in question;
  - **Neutral:** the measures within the options would not affect the stated objective in a material manner;
  - **Slight Negative:** the measures within the options would conflict to a small degree with the aims of the objective in question; and
  - **Strong Negative:** the measures within the options would conflict significantly with the aims of the objective in question.
- 5.8.4 Use of this scale allows for the comparison of options both in individual corridors and between different corridors, so that the relative ‘strength’ of option packages can be compared.
- 5.8.5 It also allows for an assessment of ‘cumulative’ expected impacts and benefits across the county for policies and interventions for different modes. This has enabled identification of any additions or modifications within the modal strategies (**Sections 7 to 10**) to enhance their effectiveness and the linkages between corridor preferred strategies.
- 5.8.6 The assessment also considers how well each of the option packages responds to the corridor-specific challenges which have been identified through assessment of the baseline transport information and policy review.
- 5.8.7 An example CAF appraisal table is presented in **Table 9**, this covers Travel Corridor 3 (Athenry to Ballinasloe), further detail of which is set out in **Section 6**.

**Table 9. Example Option Assessment Matrix**

CAF THEME	OBJECTIVE	DO MIN	OPTION 1	OPTION 2	OPTION 3
Economic	Support for economic activity / trips	Slight Positive	Slight Positive	Slight Positive	Strong Positive
	Alignment with County economic policies	Neutral	Slight Positive	Strong Positive	Strong Positive
Safety	Addresses known existing safety issues	Slight Positive	Neutral	Slight Positive	Slight Positive
	Addresses vulnerable network users	Slight Positive	Neutral	Slight Positive	Slight Positive

CAF THEME	OBJECTIVE	DO MIN	OPTION 1	OPTION 2	OPTION 3
Environmental	Impacts to vehicle emissions	Neutral	Slight Negative	Slight Positive	Slight Positive
	Physical impacts to sensitive environments	Neutral	Slight Negative	Neutral	Slight Negative
Other	Support to existing and planned growth	Slight Positive	Slight Positive	Strong Positive	Strong Positive
	Support for integration between modes / trip linking	Neutral	Neutral	Slight Positive	Slight Positive
Accessibility & Social Inclusion	Impacts to those with disabilities	Neutral	Neutral	Slight Positive	Slight Positive
	Effects on access to travel choices	Neutral	Neutral	Strong Positive	Strong Positive

## 6. CORRIDOR ASSESSMENTS

### 6.1 Overview

- 6.1.1 This section of the GCTPS provides a summary of the assessments and appraisals that have been undertaken for the thirteen Travel Corridors detailed in **Section 5**. Assessments have been informed by the policy review and baseline data analysis work detailed in **Sections 3 and 4**, with the resultant measures identified and appraised utilised to develop the modal-specific strategies detailed in **Sections 7 to 10**.
- 6.1.2 Standalone Technical Notes have been prepared for each Travel Corridor, providing a greater level of detail for the context, issues and options for each corridor. These are contained at [Appendix C](#) for information and:
- Summarise the Travel Corridor and discuss its relationship with the wider road and public transport network;
  - Present a summary of identified congestion hotspots, collision clusters, vehicle flows and demand;
  - Detail key national, regional and local policy context relevant to the Travel Corridor;
  - Outline identified issues and constraints which aim to be addressed through the optioneering process;
  - Identify measures to improve the efficiency of travel via the Travel Corridor with a focus on promoting sustainable mode shift and reducing congestion;
  - Outline the qualitative appraisal used to sift the longlist of identified measures; and
  - Summarise recommended options and measures for the Travel Corridor.

### 6.2 Town-Based Measures

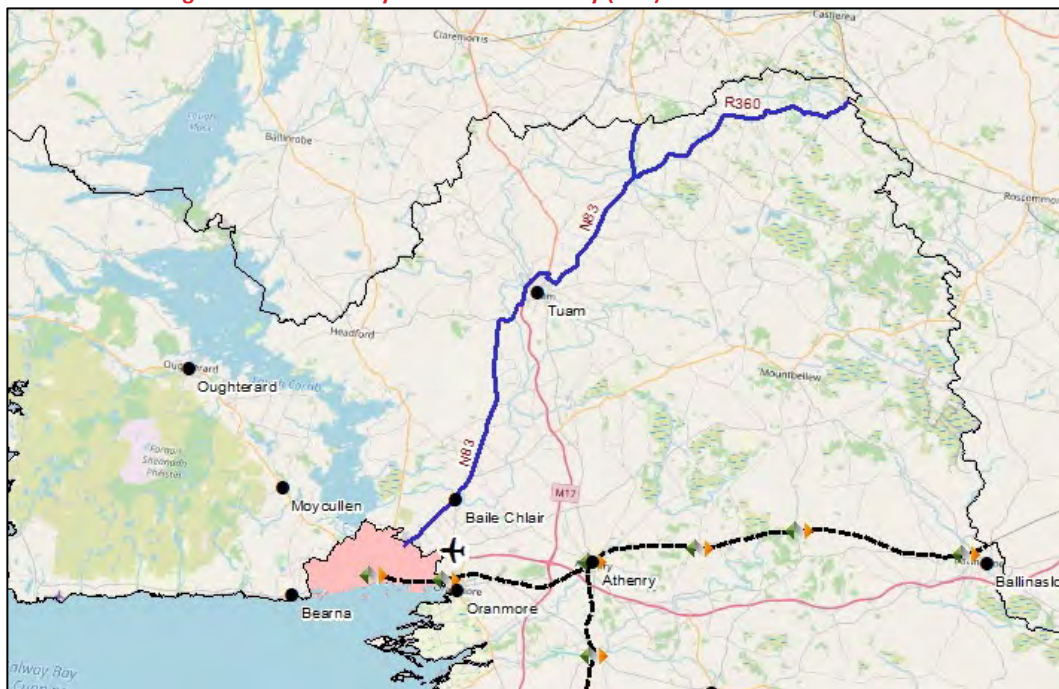
- 6.2.1 It is noted that, in addition to corridor-specific measures that look to address identified issues, a number of town-specific interventions have been developed. In a number of cases, such interventions are relevant to multiple corridors, and so are not detailed as part of the Corridor Assessments within this section.
- 6.2.2 For example, the introduction of an integrated multi-modal transport hub in Tuam would provide direct benefit for the following Travel Corridors:
- **Corridor 1:** Galway - Tuam & NE Galway (N83);
  - **Corridor 5:** North - South (M17 / N17); and
  - **Corridor 6:** Ballinasloe - Tuam (R332 / R358).
- 6.2.3 **Section 11** provides a further level of detail regarding measures that are specific and relevant to individual towns.

### 6.3 Corridor 1: Galway - Tuam & NE Galway (N83)

#### Overview

- 6.3.1 The Galway - Tuam & NE Galway (N83) Travel Corridor, shown in **Figure 26**, links Galway City with the key town of Tuam and the northeastern areas of the county, continuing to the border with Roscommon. It incorporates the N83 alongside connecting routes and public transport services.
- 6.3.2 Prior to the opening of the M17 motorway in September 2017, the section of N83 between Galway City and Tuam was classified as the N17.
- 6.3.3 The Travel Corridor is a radial route from Galway City. It generally comprises of a wide single carriageway in both directions, with some stretches dualled. Bus lanes are provided on the north and southbound approaches to Baile Chláir. The carriageway width narrows through Baile Chláir and to the north of Tuam.
- 6.3.4 A frequent bus service operates between Tuam and Galway City during peak hours to serve commuter demand, with 26% of trips originating in Tuam and ending in Galway City made by public transport.
- 6.3.5 The Travel Corridor is identified as a high demand corridor, with a high proportion of trips to Galway City in the morning peak from Tuam and the neighbouring rural zone. Growth forecasts indicate an 11% increase in demand of trips originating within the county using this corridor.

**Figure 26. Galway - Tuam & NE Galway (N83) Corridor**





## Identification of Issues

- 6.3.6 A series of issues have been identified through the baseline technical and information gathering exercises, summarised in [Figure 27](#).

**Figure 27. Galway - Tuam & NE Galway (N83) Issues Identified**



- 6.3.7 Five traffic collision clusters have been identified on the Travel Corridor. These have incorporated five fatal, five serious and 31 minor incidents. In the event that further collision patterns should emerge, including an increase in collisions associated with projected growth in use of the Travel Corridor, safety measures will require additional prioritisation.
- 6.3.8 Congestion hotspots exist, particularly on approaches to Galway City in the standard network morning peak. These include at the junction with the R381, towards Parkmore and the junction with the N6, at intersections of the N83 and M17 at the Tuam Bypass, and on approaches to and within Dunmore.
- 6.3.9 There is a need to respond to growth within Tuam, and additional demand for trips towards Galway City in the morning peak.

## Longlist of Measures

- 6.3.10 A range of schemes, interventions and measures have been identified for the Travel Corridor; these have been segregated into four standalone options as detailed in **Section 5**. Full details of the longlist of measures developed is provided within the corridor-specific Technical Note contained at [Appendix C](#).

## Option Appraisal

- 6.3.11 The assessment of options for the Galway - Tuam & NE Galway (N83) Travel Corridor has indicated that there are multiple ways for the County to address expected changes in travel patterns and demand for travel associated with the growth detailed in the County Development Plan.

6.3.12 Options focused on road transport and sustainable measures have been examined; however, given the variety of trip types which are facilitated by the Travel Corridor and the need to balance local development with the status of this corridor within the national road network, the appraisal process has confirmed a combined approach to be the most likely to succeed in delivering against identified issues and wider policy objectives.

**Proposed Options**

6.3.13 Options proposed for the Travel Corridor are outlined in Table 10 and Figure 28. These include a multi-modal hub in Tuam, potential junction improvements to facilitate efficient use of the road network, safety-led improvements to existing road and transport infrastructure, creation of, and additions to, cycle Greenway facilities on and adjacent to the N83, and support for a Park & Ride facility proposed through the Galway Transport Strategy.

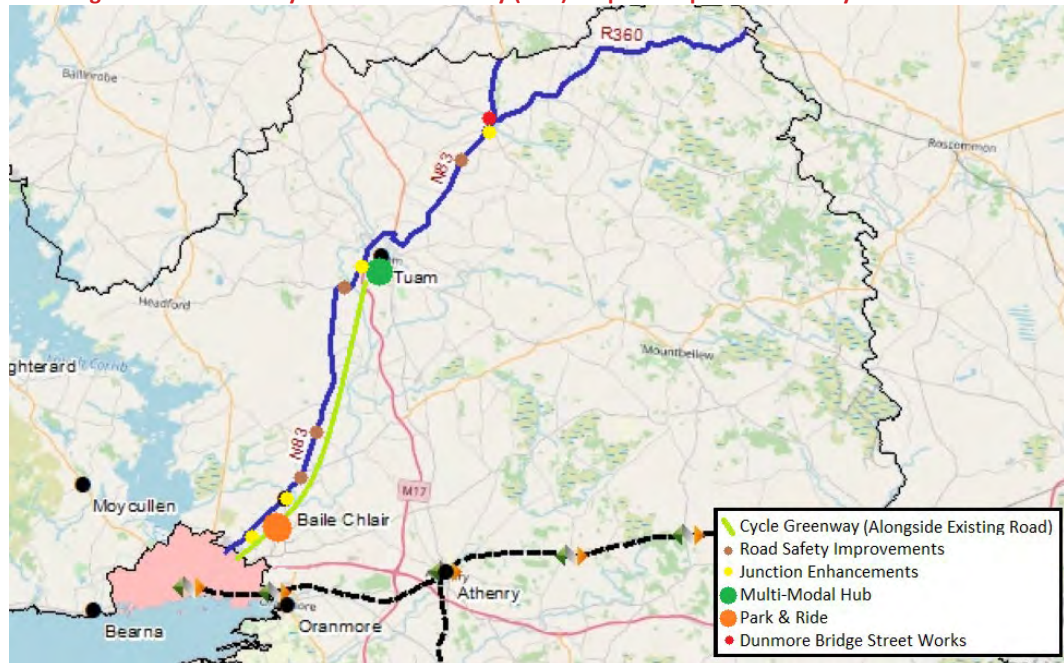
**Table 10. Galway - Tuam & NE Galway (N83) Proposed Measures & Forecast Benefits**

PROPOSED MEASURES	FORECAST BENEFIT
Multi-Modal Hub in Tuam	Encourage modal shift; reduce vehicle congestion; improve overall public realm; facilitate easy access between transport modes; secondary benefits to cyclists (e.g. improved safety); potential to increase visitors within Tuam, increase retail spend and increase dwell times.
Public Transport Infrastructure improvements	Enhancement of facilities at existing public transport stops and reduction in “gaps” of bus stop provision to widen access to public transport services throughout the corridor.
Potential Junction Improvements (incl. facilitating improvements for public transport, pedestrian / cyclist movement whilst managing vehicle capacity, bus priority, junction upgrades)	Improvement to conditions for vehicular based travel, with resultant benefits in terms of congestion and delay; manage demand throughout the Travel Corridor. Improvement works at Bridge Street in Dunmore to reduce general vehicle flows through Dunmore and enhance pedestrian and cyclist safety. Within urban areas, DMURS will be applied to relevant junction and safety scheme design work.
Safety-Led Improvements to Road & Transport Infrastructure (incl. pedestrian / cycle safety measures, changes to traffic speeds, enhanced signage, traffic calming measures)	Address identified safety concerns within the Travel Corridor; improve road user safety, including vulnerable road users; reduce frequency and severity of traffic collisions.
Cycle Greenway Facilities on / adjacent to N83	Improved connectivity for cyclists; enhanced safety for cyclists and other road users; benefits to bus journey times (through the removal of cyclists from bus lanes which can reduce bus speeds and increase delay).

Support for Park & Ride Facility

Reduced congestion upon approach and within Galway City by reduction of private vehicle trips improving journey times.

**Figure 28. Galway - Tuam & NE Galway (N83) Proposed Options Summary**



## 6.4 Corridor 2: Galway - Athenry (M6)

### Overview

- 6.4.1 The Galway - Athenry (M6) Travel Corridor, shown in **Figure 29**, incorporates the section of the M6 motorway running between Galway City and Athenry, alongside connecting routes and public transport services. It is a national strategic route, starting at the Coolagh Roundabout and running eastwards for approximately 12km to the junction with the M17/M18.
- 6.4.2 The M6 and N6 consist of two lanes plus a hard shoulder in each direction. Due to its classification as a motorway, there are no facilities for cyclists and pedestrians, with bus stops not directly located on the route.
- 6.4.3 Frequent rail services operate between Athenry, Oranmore and Galway City during peak hours and throughout the day serving commuter demand, with 21% of trips originating in Athenry and ending in Galway City made by public transport.
- 6.4.4 The Galway - Athenry (M6) Travel Corridor is a high demand corridor, with a large proportion of trips made to Galway City in the morning peak from Athenry and neighbouring rural zones. Trips starting in Athenry and finishing in Galway City are expected to grow by approximately 15% by all modes.

**Figure 29. Galway - Athenry (M6) Corridor**



**Identification of Issues**

6.4.5 A series of issues have been identified through the baseline technical and information gathering exercises, summarised in **Figure 30**.

**Figure 30. Galway - Athenry (M6) Issues Identified**



6.4.6 No accident clusters have been identified along the Travel Corridor. However, should projected growth to/from Athenry result in an increase in collisions this will be monitored and safety measures will be prioritised along this corridor.

6.4.7 Congestion can occur at the westbound approach to the Coolagh Roundabout as well as on approaches to the M6 from Athenry via the R348 and R347.

- 6.4.8 There is a need to respond to additional demand forecast through a growth in trips towards Galway City in the morning peak, including an increase in journeys to Oranmore, as well as growth within Athenry.
- 6.4.9 Despite relatively efficient public transport connections, convenience of private vehicle travel, limited congestion and availability of parking within Galway City results in a challenge to encourage substantial shifts towards sustainable modes for longer commuter journeys.

**Longlist of Measures**

- 6.4.10 A range of schemes, interventions and measures have been identified for the Travel Corridor; these have been segregated into four standalone options as detailed in **Section 5**. Full details of the longlist of measures developed is provided within the corridor-specific Technical Note contained at **Appendix C**.

**Option Appraisal**

- 6.4.11 There are a number of ways in which the Council can potentially address projected changes in travel patterns and demand associated with forecast growth in use of the Galway - Athenry (M6) Travel Corridor.
- 6.4.12 It is considered that the variety of trip types facilitated by the Travel Corridor, alongside the need to balance development with the status of the M6 as part of the national road network, result in a combined approach being optimal for delivering against identified issues and wider policy objectives.

**Proposed Options**

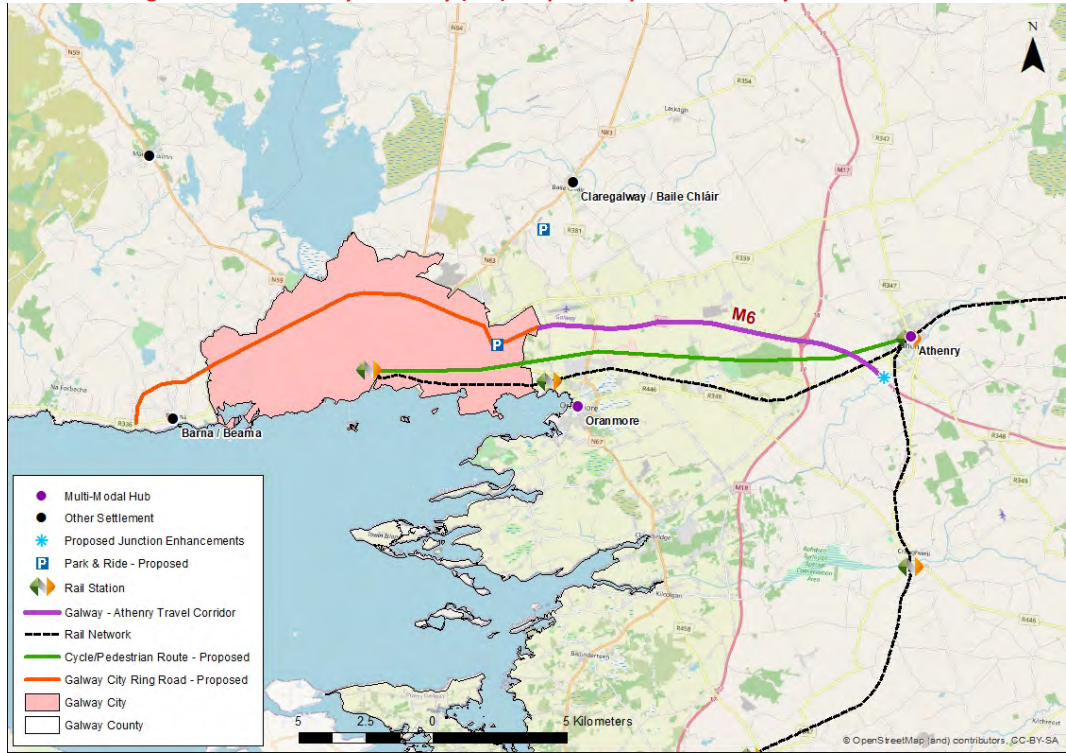
- 6.4.13 A summary of proposed measures for the Galway - Athenry (M6) Travel Corridor is provided in **Table 11** and **Figure 31** below.

**Table 11. Galway-Athenry (M6) Proposed Measures & Forecast Benefits**

PROPOSED MEASURES	FORECAST BENEFIT
Multi-modal hub at Athenry and Oranmore	Required to increase attractiveness of public transport use and allow for integrated interchange between modes.
Public Transport Infrastructure improvements	Enhancement of facilities at existing public transport stops and reduction in “gaps” of bus stop provision to widen access to public transport services throughout the corridor.
Cycle Greenway between Galway and Athenry (extends to Athlone)	Improved connectivity for cyclists and wider rural settlements alongside safety improvements through provision of off-road cycle greenway.
Park and Ride at Ardaun	Reduced congestion upon approach and within Galway City by reduction of private vehicle trips improving journey times.

Galway City Ring Road	Reduce congestion on approach and through Galway City by traffic diversion around the City improving journey times.
Review of congestion hotspots	Alleviate congestion to and from Athenry to access the M6.

**Figure 31. Galway - Athenry (M6) Proposed Options Summary**



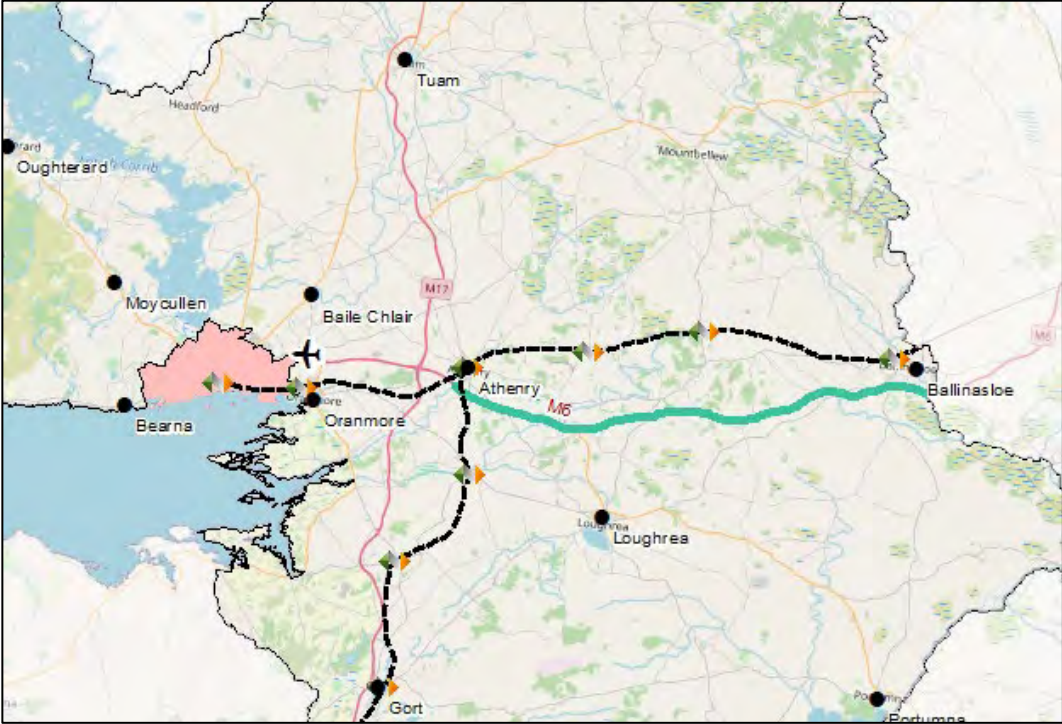
## 6.5 Corridor 3: Athenry - Ballinasloe (M6)

### Overview

- 6.5.1 The Athenry - Ballinasloe (M6) Travel Corridor, shown in **Figure 32**, links the towns of Athenry and Ballinasloe, continuing eastwards towards Dublin and westwards towards Galway City. It incorporates the section of the M6 running between Athenry and Ballinasloe, alongside connecting routes and public transport services.
- 6.5.2 The Travel Corridor is a national strategic route crossing the county in an west to east direction. The section of M6 that forms part of the Travel Corridor starts at its western end at Junction 18 and runs eastwards for approximately 45km to the Galway / Roscommon border.
- 6.5.3 A frequent service provides rail connectivity between Ballinasloe and Athenry to Oranmore and Galway City during peak hours and throughout the day; this accommodates a proportion of commuter travel demand.

6.5.4 The Travel Corridor is considered a high demand corridor, as confirmed through TII Traffic Flow and NTA Model data. Growth of between 10% and 15% in the number of trips using this corridor is forecast.

**Figure 32. Athenry - Ballinasloe (M6) Corridor**



**Identification of Issues**

6.5.5 A series of issues have been identified through the baseline technical and information gathering exercises, summarised in **Figure 33**.

**Figure 33. Athenry - Ballinasloe (M6) Issues Identified**



6.5.6 Whilst no collision clusters have been identified on the M6 itself, it is important that should future patterns emerge, including an increase in collisions associated with projected growth in use of the Travel Corridor, safety measures are prioritised.

6.5.7 Localised congestion can occur at the westbound exit at Junction 16 of the M16, for traffic routing onto the N65 southwards towards Loughrea.

- 6.5.8 There is a need to respond to growth within Ballinasloe, growth in trips to and from Ballinasloe from surrounding rural areas, and forecast growth in trips to and from Galway City from the eastern end of the Travel Corridor.
- 6.5.9 Despite comparatively good public transport connections compared to other parts of the county, convenience of private vehicle travel and limited congestion can result in challenges in promoting and encouraging mode shift towards sustainable choices.

**Longlist of Measures**

- 6.5.10 A range of schemes, interventions and measures have been identified for the Travel Corridor. Full details of the longlist of measures developed is provided within the corridor-specific Technical Note contained at **Appendix C**.

**Option Appraisal**

- 6.5.11 The assessment of options for the Athenry - Ballinasloe (M6) Travel Corridor has identified multiple ways for the Council to address expected changes in travel patterns and demand for travel associated with the growth detailed in the County Development Plan.
- 6.5.12 The variety of trip types facilitated by the Travel Corridor and the need to balance local development with the status of this corridor within the national road network point to a combined approach as being the most likely to succeed in delivering against both the corridor’s identified issues and the wider policy objectives.

**Proposed Options**

- 6.5.13 A summary of the proposed options for the Travel Corridor is shown in **Table 12** and **Figure 34**.

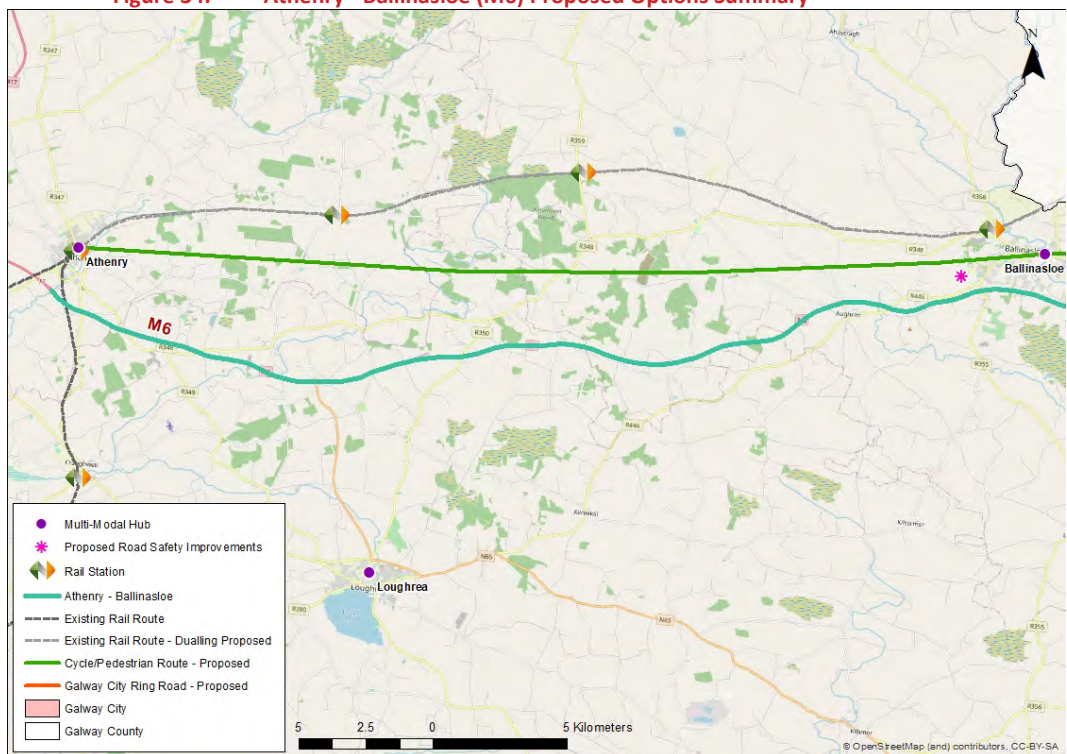
**Table 12. Athenry - Ballinasloe (M6) Proposed Measures & Forecast Benefits**

PROPOSED MEASURES	FORECAST BENEFIT
Multi-Modal Hub in Athenry and Ballinasloe	Encourage modal shift; reduce vehicle congestion; improve overall public realm; facilitate easy access between transport modes; secondary benefits to cyclists (e.g. improved safety); potential to increase visitors within Athenry and Ballinasloe.
Public Transport Infrastructure improvements	Enhancement of facilities at existing public transport stops and reduction in “gaps” of bus stop provision to widen access to public transport services throughout the corridor.
Support Rail Dualling (between Ballinasloe, Athenry & Galway City)	Increased service frequency and journey times, enhanced public transport offer along the Travel Corridor.
Potential Junction Improvements / Managing Demand	Improvement to conditions for vehicular based travel, with resultant benefits in terms of congestion and delay; manage demand throughout the Travel Corridor.



	Within urban areas, DMURS will be applied to relevant junction and safety scheme design work.
Galway City Ring Road	Whilst not within the Travel Corridor itself, has potential to benefit vehicle flow and bus journey times, reducing journey times for trips utilising the M6 between Athenry and Ballinasloe for travel to and from Galway City and improving the draw of travel by public transport.
Safety-Led Improvements to Road & Transport Infrastructure (incl. pedestrian / cycle safety measures, changes to traffic speeds, enhanced signage, traffic calming measures)	Address identified safety concerns within the Travel Corridor; improve road user safety, including vulnerable road users; reduce frequency and severity of traffic collisions.
National Cycle Route between Dublin, Ballinasloe, Galway City and Clifden	Improved connectivity for cyclists; enhanced safety for cyclists and other road users; benefits to bus journey times (through the removal of cyclists from bus lanes which can reduce bus speeds and increase delay).
Support for Park & Ride Provision (e.g. near M6 / N6 junction at Ardaun)	Reduced congestion upon approach and within Galway City by reduction of private vehicle trips improving journey times, wider benefits to Travel Corridor.

**Figure 34. Athenry - Ballinasloe (M6) Proposed Options Summary**

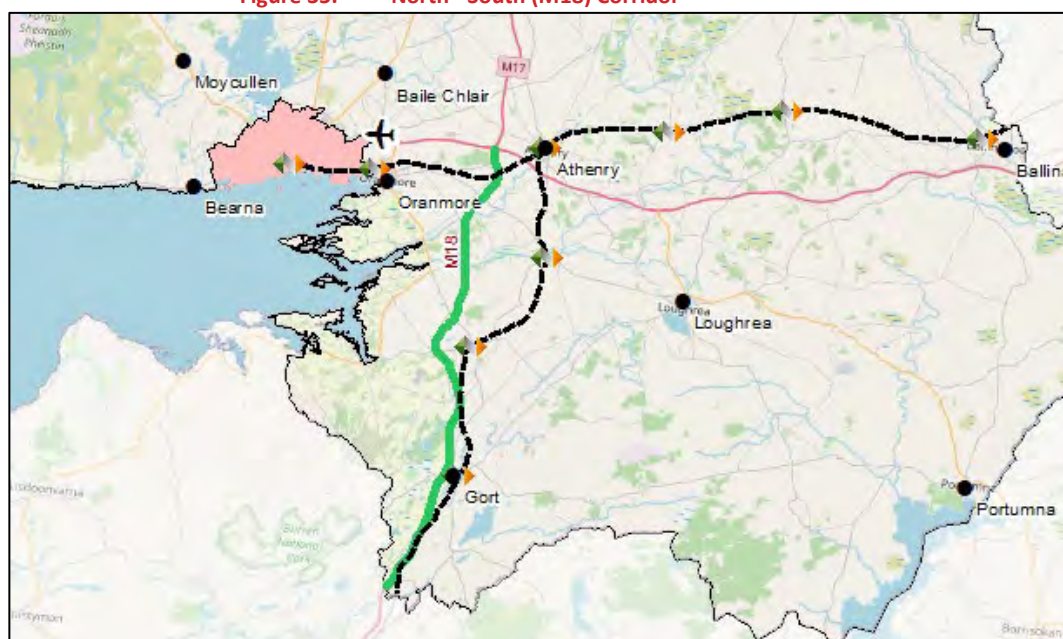


## 6.6 Corridor 4: North - South (M18)

### Overview

- 6.6.1 The North - South (M18) Travel Corridor, shown in **Figure 35**, links the key towns of Athenry to the north with Gort before continuing south to the border with County Clare. It incorporates the M18 motorway alongside connecting routes and public transport services.
- 6.6.2 It is a national strategic route crossing Galway County in an north to south direction. The section of M18 that forms part of the Travel Corridor starts at its northern end at Junction 18 (M6/M17) and runs southwards for approximately 40km to the Galway / Clare border, to the south of Gort.
- 6.6.3 The M18 motorway consists of two lanes plus a hard shoulder in each direction. As the entire Travel Corridor route is classified as a motorway, there are no facilities for cyclists and pedestrians, whilst bus stops are not directly located on the route.
- 6.6.4 A frequent service provides rail connectivity between Gort and Athenry with onward connectivity available Oranmore and Galway City during peak hours and throughout the day; this accommodates a proportion of commuter travel demand.
- 6.6.5 The North - South (M18) Travel Corridor is a high demand route, with a noticeable morning peak pattern of trips made from the rural areas along the corridor (model sector M18 / N67) to Gort and to Galway City. There is a high demand for public transport for trips starting in Gort and finishing in Galway City, with the model forecasting one quarter of trips to be made by public transport. The future year assessment has confirmed an overall forecast growth in trips of 4% via the Travel Corridor.

**Figure 35. North - South (M18) Corridor**



### Identification of Issues

6.6.6 A series of issues have been identified through the baseline technical and information gathering exercises, summarised in [Figure 36](#).

**Figure 36. North - South (M18) Issues Identified**



6.6.7 A traffic collision cluster has been identified in the vicinity of the Travel Corridor, on the R458 immediately north of Junction 16 of the M18. Whilst no collision clusters have been identified on the M18 itself, should future patterns emerge, including an increase in collisions associated with projected growth in use of the Travel Corridor, safety measures should be prioritised.

6.6.8 Congestion is not a significant issue on the Travel Corridor. However, localised congestion can occur at the northbound off-slip at Junction 16 (Gort) of the M18.

6.6.9 The GCTPS is required to respond to growth within Gort, as well as growth in trips to and from surrounding rural areas and those towards Galway City and surrounding area in peak hours.

6.6.10 Despite comparatively good public transport connections on the Travel Corridor, including the Galway to Limerick rail link and a range of local and regional bus services, convenience of private vehicle travel and limited congestion can result in challenges in promoting and encouraging mode shift towards sustainable choices.

**Longlist of Measures**

6.6.11 A range of schemes, interventions and measures have been identified for the Travel Corridor; these have been segregated into four standalone options as detailed in **Section 5**. Full details of the longlist of measures developed is provided within the corridor-specific Technical Note contained at [Appendix C](#).

**Option Appraisal**

6.6.12 The assessment of options for the North - South (M18) Travel Corridor has indicated that there are potentially multiple ways to address the anticipated changes in travel patterns and demand for travel which are associated with growth detailed in the County Development Plan.

6.6.13 The variety of trip types which are facilitated by the Travel Corridor and the need to balance local development with the status of this corridor within the national road network point to a combined approach as being the most likely to succeed in delivering against both the issues identified within the Travel Corridor and wider policy objectives.

**Proposed Options**

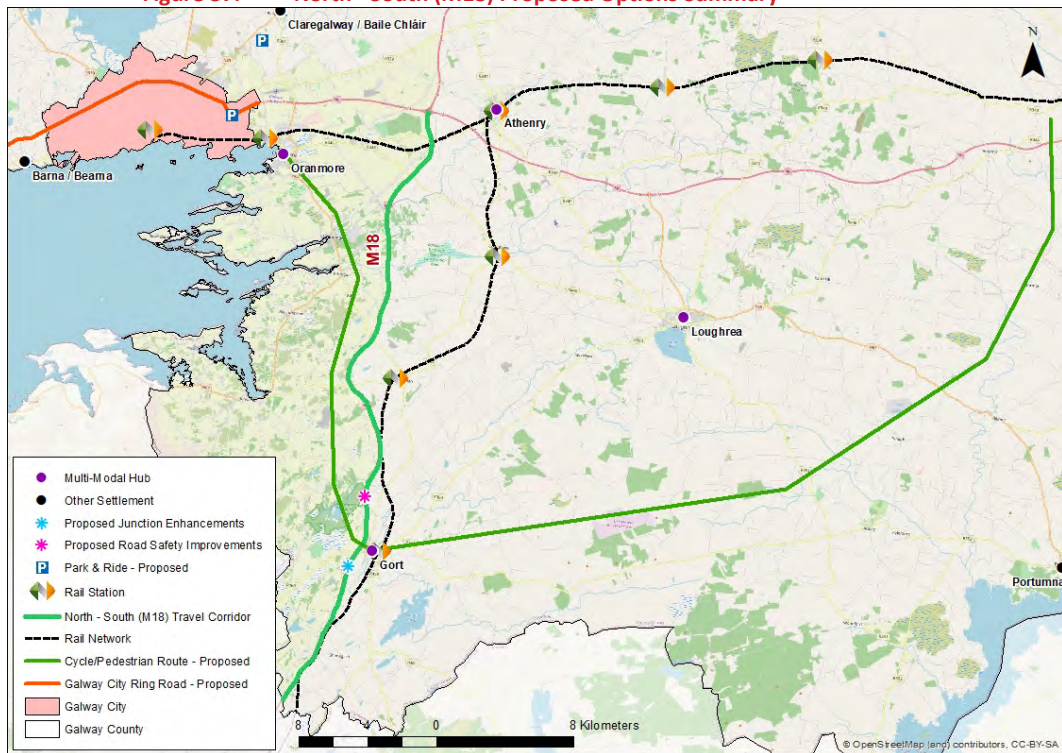
6.6.14 A summary of the proposed options for the Travel Corridor is shown in Figure 37 and Table 13.

**Table 13. North - South (M18) Proposed Measures & Forecast Benefits**

PROPOSED MEASURES	FORECAST BENEFIT
Multi-Modal Hub in Athenry and Gort	Encourage modal shift; reduce vehicle congestion; improve overall public realm; facilitate easy access between transport modes; secondary benefits to cyclists (e.g. improved safety); potential to increase visitors within Athenry and Gort.
Public Transport Infrastructure Improvements	Enhancement of facilities at existing public transport stops and reduction in “gaps” of bus stop provision to widen access to public transport services throughout the corridor.
Potential Junction Improvements / Managing Demand	Improvement to conditions for vehicular based travel, with resultant benefits in terms of congestion and delay; manage demand throughout the Travel Corridor. Within urban areas, DMURS will be applied to relevant junction and safety scheme design work.
Support Western Rail Corridor Proposals	Support improvement of rail facilities and services serving Gort, including any future expansion of the Western Rail Corridor northwards from Athenry, to encourage modal shift and provide enhanced public transport connectivity.
Safety-Led Improvements to Road & Transport Infrastructure (incl. pedestrian / cycle safety measures, changes to traffic speeds, enhanced signage, traffic calming measures)	Address identified safety concerns within the Travel Corridor; improve road user safety, including vulnerable road users; reduce frequency and severity of traffic collisions.
Galway to Athlone Cycle Greenway & Supporting Routes	Improved connectivity for cyclists; enhanced safety for cyclists and other road users; wider benefits to bus journey times; encourage cycling uptake; contribute to rural development.
Increased accessibility to Athenry	Enhance existing direct connections to Galway City to the west, Gort and Limerick to the south, towards Dublin

to the east and future services northward to Tuam and Roscommon.

**Figure 37. North - South (M18) Proposed Options Summary**



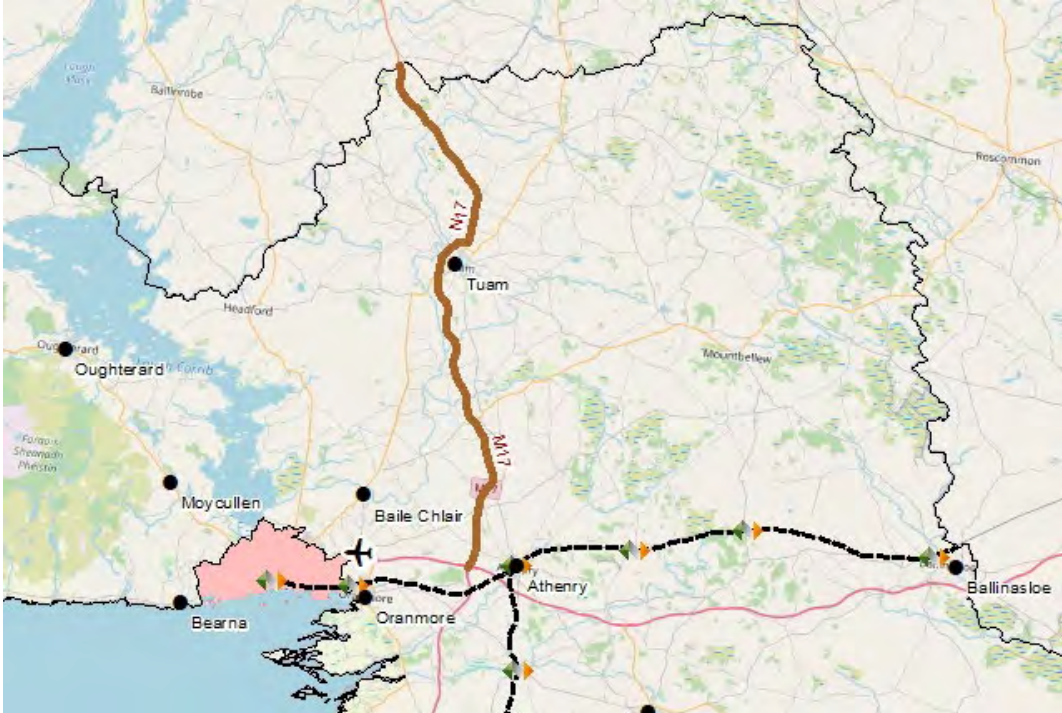
## 6.7 Corridor 5: North - South (M17 / N17)

### Overview

- 6.7.1 The M17 and N17 sections of the North – South Travel Corridor, identified in **Figure 38**, link the towns of Athenry and Tuam and the northern areas of the county, before continuing into County Mayo. The Travel Corridor incorporates the M17 motorway and the N17 national route alongside connecting routes and public transport services.
- 6.7.2 The M17 starts at the junction with the M6 motorway and runs northwards for approximately 25km, to the roundabout junction with the N83 at the Tuam bypass. This section consists of two lanes plus a hard shoulder in each direction. As this section is classified as a motorway, there are no facilities for cyclists and pedestrians and bus stops are not directly located on the route.
- 6.7.3 The N17 section starts at the junction with the N83 and runs northwards for approximately 21km towards the border with Mayo. Two lanes in each direction are provided on the Tuam bypass, with a wide single carriageway provided for the remainder of the route. The carriageway width narrows through the built up area of Milltown.

6.7.4 The Travel Corridor is considered to be a moderate demand route. Growth forecasts indicate an average 13% increase in demand of trips originating within the county using this corridor.

**Figure 38. North - South (M17 / N17) Corridor**



**Identification of Issues**

6.7.5 A series of issues have been identified through the baseline technical and information gathering exercises, summarised in Figure 39.

**Figure 39. North - South (M17 / N17) Issues Identified**



6.7.6 One location with notable outstanding safety issues has been identified, around the junctions of the N17, N83 and Milltown Road, to the north of Tuam. Increased demand within the corridor means there is potential for safety concerns to arise during the lifetime of the GCTPS. Areas of concern should be monitored via implementation of the GCTPS and any impacts addressed as part of the development of other associated measures.

- 6.7.7 The safe and efficient operation of the Travel Corridor should be maintained to support continued through-movement by people and freight from the areas to the north of the county (including Roscommon, Mayo and Sligo) and connections to the east-west routes between Galway City, the county boundary and Dublin.
- 6.7.8 Growth from Athenry and surrounding rural areas is anticipated to be accommodated principally through private vehicle use; whilst some growth of this type is inevitable, the GCTPS seeks to identify where other mode choices can be made more attractive and workable in practice.
- 6.7.9 There is a need to respond to growth within Tuam, alongside growth in travel associated with recent and planned development within and around Athenry.

**Longlist of Measures**

- 6.7.10 A range of schemes, interventions and measures have been identified for the Travel Corridor; these have been segregated into four standalone options as detailed in Section 5. Full details of the longlist of measures developed is provided within the corridor-specific Technical Note contained at [Appendix C](#).

**Option Appraisal**

- 6.7.11 The assessment of options for the Travel Corridor has indicated that there are potentially multiple ways for the Council to address the expected changes in travel patterns and demand for travel associated with the growth detailed in the County Development Plan.
- 6.7.12 Whilst options focused on road transport and sustainable measures have been examined, it is considered that the variety of trip types which are facilitated by the M17 / N17 Travel Corridor and the need to balance local development with the status of this corridor within the national road network point to a combined approach as being the most likely to succeed in delivering against both the corridor’s identified issues and the wider policy objectives.

**Proposed Options**

- 6.7.13 [Figure 40](#) and [Table 14](#) detail measures proposed for the Travel Corridor. These include development of a multi-modal hub in Tuam, enhancements to transport infrastructure around Athenry station, monitoring the strategic network via TII, and potential safety-led improvements to existing road infrastructure.

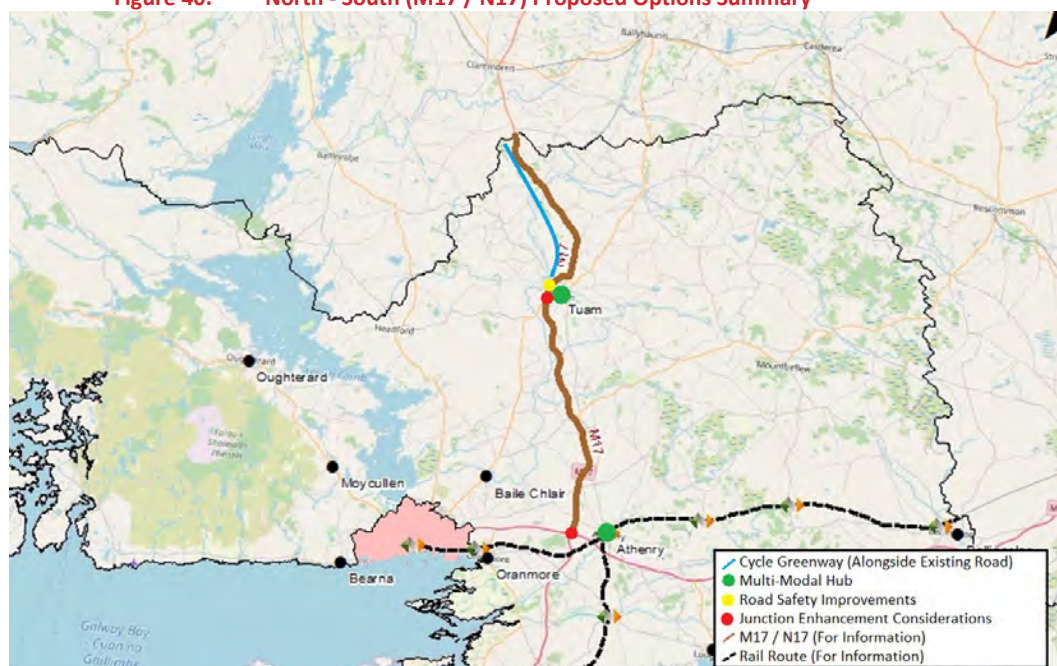
**Table 14. North - South (M17 / N17) Proposed Measures & Forecast Benefits**

PROPOSED MEASURES	FORECAST BENEFIT
Multi-Modal Hub in Athenry and Tuam	Encourage modal shift; reduce vehicle congestion; improve overall public realm; facilitate easy access between transport modes; secondary benefits to cyclists (e.g. improved safety); potential to increase visitors within Athenry and Tuam.
Bus Stop Improvements (with NTA)	Promote improvements to bus stops and facilities, and recommend locations of new bus stops to bridge gaps in network to enhance public transport connectivity

	and accessibility, particularly in Athenry, and in the vicinity of the N17 to the north of Tuam.
Potential Junction Improvements / Managing Demand	Improvement to conditions for vehicular based travel, with resultant benefits in terms of congestion and delay; manage demand throughout the Travel Corridor. Within urban areas, DMURS will be applied to relevant junction and safety scheme design work.
Support Western Rail Corridor Proposals	Support improvement of rail facilities and services serving Gort, including any future expansion of the Western Rail Corridor northwards from Athenry, to encourage modal shift and provide enhanced public transport connectivity.
Safety-Led Improvements to Road & Transport Infrastructure (incl. pedestrian / cycle safety measures, changes to traffic speeds, enhanced signage, traffic calming measures)	Address identified safety concerns within the Travel Corridor; improve road user safety, including vulnerable road users; reduce frequency and severity of traffic collisions.
New Cycle Routes (e.g. feasibility of Greenway on / close to N17 north of Tuam)	Improved connectivity for cyclists; enhanced safety for cyclists and other road users; wider benefits to bus journey times; encourage cycling uptake; contribute to rural development; enhance linkages with local quietways to increase access to Tuam itself.
Increased accessibility to Athenry	Enhance existing direct connections to Galway City to the west, Gort and Limerick to the south, towards Dublin to the east and future services northward to Tuam and Roscommon.



**Figure 40. North - South (M17 / N17) Proposed Options Summary**

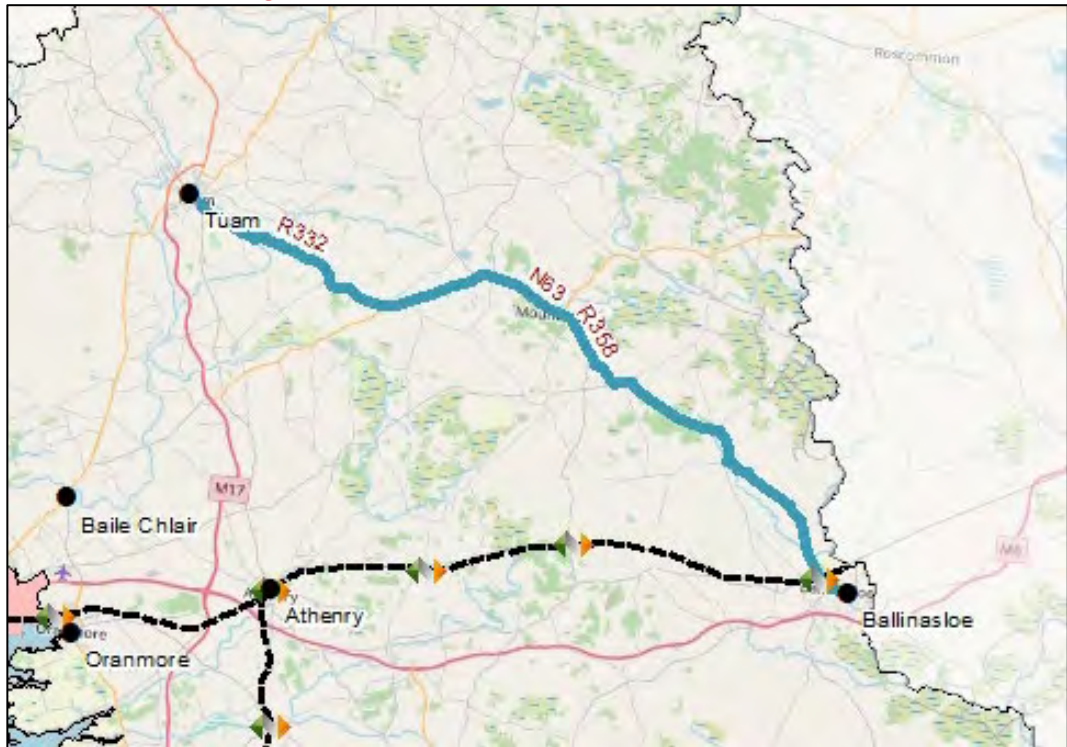


## 6.8 Corridor 6: Ballinasloe - Tuam (R332 / R358)

### Overview

- 6.8.1 The Ballinasloe - Tuam Travel Corridor, shown in Figure 41, links the Key towns of Ballinasloe and Tuam, located in the north and east of the county respectively. It incorporates the R358 (Ballinasloe to Mountbellew), N83 (Mountbellew to Briarfield) and R332 (Briarfield to Tuam), alongside connecting routes and public transport services.
- 6.8.2 The N63 generally comprises a wide single carriageway in both directions. It is noted that the carriageway width narrows through Mountbellew. The R358 and R332 carriageways are generally narrow in width, with tight corners present which restrict vehicle speeds.
- 6.8.3 No bus routes serve the Travel Corridor in full, although services call at Moylough and Mountbellew on the N63, as part of routes between Galway City and Roscommon/Longford. Demand responsive travel is available within the Ballinasloe and Tuam areas, between Ballinasloe and Caltra as well as Tuam and Abbeyknockmoy offering opportunities for connections onto timetabled routes towards Galway City.
- 6.8.4 The Ballinasloe - Tuam Travel Corridor is a minor demand corridor, with the highest proportion of trips made from either Ballinasloe or Tuam to the adjoining rural sector in the morning peak. Growth forecasts indicate a 20% increase in demand of trips, albeit from a relatively low base, originating within the county using this corridor.

Figure 41. Ballinasloe - Tuam Corridor



### Identification of Issues

6.8.5 A series of issues have been identified through the baseline technical and information gathering exercises, summarised in Figure 42.

Figure 42. Ballinasloe - Tuam Issues Identified



6.8.6 One accident cluster has been identified within the Travel Corridor, on the N63 in Moylough, which incorporates two serious and 14 minor incidents. Five of the minor incidents involved a car colliding with a pedestrian.

6.8.7 Congestion hotspots have been identified in peak hours. These include on the N63 through Moylough, at the R358/R348 junction in Ballinasloe, the westbound approach of the R358 and

N63 junction in Mountbellew, and the westbound approach of the R332 and R347 junction in Tuam.

- 6.8.8 There is a need to respond to growth within Tuam and within Ballinasloe, as well as to support regional connections to help improve connectivity.
- 6.8.9 It is noted that there is a high car dependency for journeys made via the Travel Corridor, as well as internal trips within both Ballinasloe and Tuam. Public transport options are limited within no direct bus services between the two key towns. Given low levels of demand, service viability is considered a constraint.

### Longlist of Measures

- 6.8.10 A range of schemes, interventions and measures have been identified for the Travel Corridor; these have been segregated into four standalone options as detailed in **Section 5**. Full details of the longlist of measures developed is provided within the corridor-specific Technical Note contained at **Appendix C**.

### Option Appraisal

- 6.8.11 Option appraisal for the Travel Corridor has identified a range of ways in which the Council can address identified issues and meet demand for travel associated with growth detailed in the County Development Plan.
- 6.8.12 A combined approach is considered the most favourable for this Travel Corridor; however, it is recommend that any proposed interventions consider a sustainable transport hierarchy, with improvements to junctions focusing on active travel modes as a priority, followed by road-based interventions to alleviate congestion.

### Proposed Options

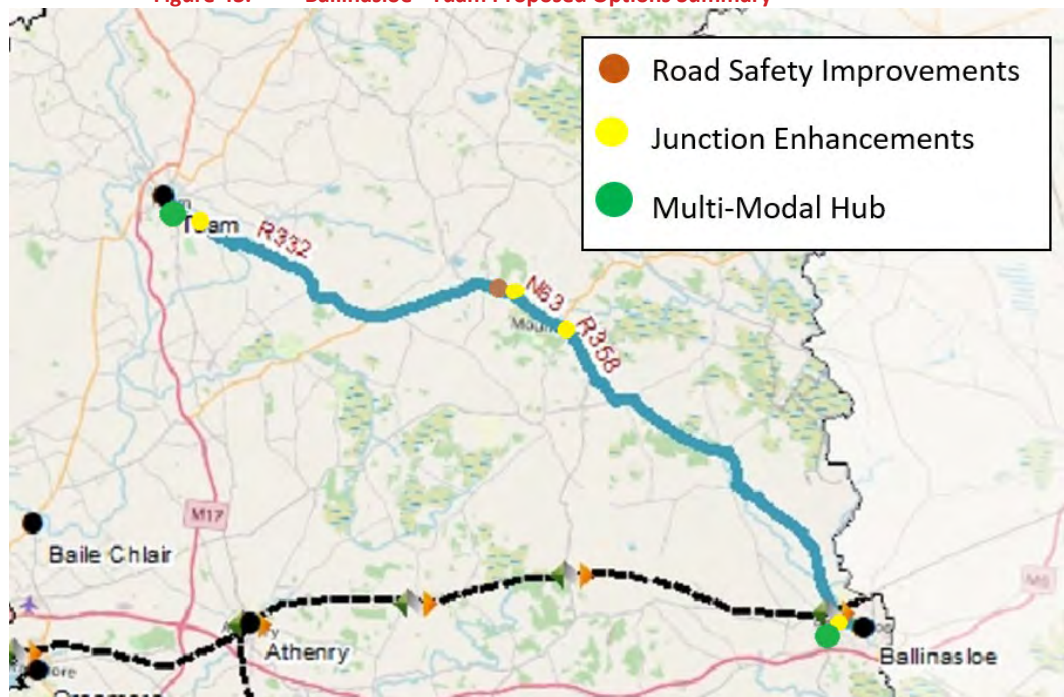
- 6.8.13 A summary of proposed measures for the Ballinasloe – Tuam (R332/R358) Travel Corridor is provided in **Table 15** and **Figure 43** below.

**Table 15. Ballinasloe -Tuam (R332/R358)) Proposed Measures and Forecast Benefit**

PROPOSED MEASURES	FORECAST BENEFIT
Multi-modal hub at Ballinasloe and Tuam	Required to increase attractiveness of public transport use, particularly for commuter journeys to Galway City and allow for integrated interchange between modes.
Public Transport Infrastructure improvements	Enhancement of facilities at existing public transport stops and reduction in “gaps” of bus stop provision to widen access to public transport services throughout the corridor.
Road Safety Improvements	Improved safety for vulnerable road users, particularly through Moylough where a cluster of accidents has been recorded.
Junction enhancements	Reduced congestion at identified congestion hotspots, having positive impacts on journey times. Within urban

areas, DMURS will be applied to relevant junction and safety scheme design work.

Figure 43. Ballinasloe - Tuam Proposed Options Summary



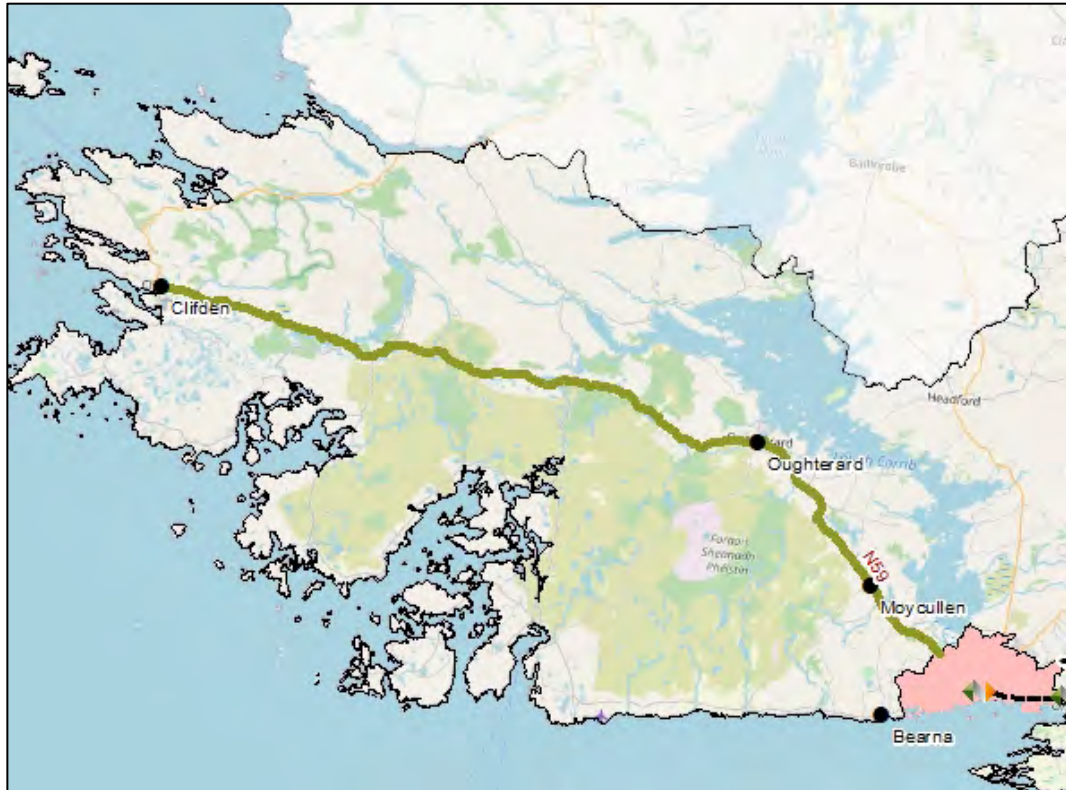
## 6.9 Corridor 7: Galway - Clifden (N59)

### Overview

- 6.9.1 The Galway - Clifden (N59) Travel Corridor, detailed in Figure 44, links Galway City with the town of Clifden and the northwestern areas of the county. It incorporates the N59 alongside connecting routes and public transport services.
- 6.9.2 The Travel Corridor is a radial route from Galway City, running approximately 75km to Clifden, passing through the towns of Maigh Cuilinn and Oughterard approximately 10km and 25km north west of Galway City respectively. The N59 generally comprises of a single carriageway in both directions. The carriageway width narrows through Maigh Cuilinn and Oughterard, where the route crosses the Owenriff river via a particularly narrow bridge.
- 6.9.3 A shared cycle and pedestrian route is provided adjacent to parts of the N59; however, there is no such provision in other areas, such as in the sections near Ballinafad, Maam Cross and Sraith Salach.
- 6.9.4 Bus services between Galway City and Clifden operated by Citylink and Bus Eireann provide the majority of services that route via the N59. Demand responsive travel is available one day per week between Clifden and Cashel (via the R341), Oughterard and Maigh Cuilinn (N59 via Roscahill), and Oughterard and Shannapheasteen.
- 6.9.5 The Travel Corridor is considered a moderate demand corridor, as confirmed through TII traffic flow and NTA model data. A high number of trips made to Galway City in the morning

peak from the N59 model sector that encompasses Maigh Cuilinn and Oughterard have been identified. Growth forecasts indicate an approximate 10% to 15% growth in trips via this Travel Corridor.

**Figure 44. Galway - Clifden Corridor**



**Identification of Issues**

6.9.6 A series of issues have been identified through the baseline technical and information gathering exercises, summarised in **Figure 45**.

**Figure 45. Galway - Clifden Issues Identified**



6.9.7 A number of collision clusters have been identified on the Travel Corridor, including at the junctions with the R336 at Maam Cross and with the R344. Additional clusters have been

identified on sections of the N59 that do not fall within the Travel Corridor, including between Clifden and Leenaun, west and northeast of Letterfrack, west of Moyard, north of Leenaun and at the County Galway / Mayo border.

- 6.9.8 Extensive congestion is not a significant issue on the Travel Corridor. However, localised congestion can occur at a number of locations, these include through Oughterard, at the junction with the R336 in Maam Cross, and on the eastbound approach to the N59's junction with the R341 junction in Clifden. Congestion has also been identified on approaches to the Browne Roundabout and Thomas Hynes Road / Upper Newcastle junction in Galway City, which fall outside GCC's area of control.
- 6.9.9 There is a need to respond to residential growth within Clifden and employment growth within Galway City and its environs, and the associated increased demand in trips made via the Travel Corridor. Growth in leisure and tourism-related trips via the N59 is an additional important consideration. It is recognised that the introduction of the Galway City Ring Road will enhance journey times and provide increased attractiveness for trips made to the west of the county, including via the N59.
- 6.9.10 There is a high car dependency for journeys made via the Travel Corridor, as well as internal trips within Clifden and other smaller towns in the corridor's vicinity. Public transport options are limited, and low levels of demand constrain service viability.

#### Longlist of Measures

- 6.9.11 A range of schemes, interventions and measures have been identified for the Travel Corridor; these have been segregated into four standalone options as detailed in **Section 5**. Full details of the longlist of measures developed is provided within the corridor-specific Technical Note contained at **Appendix C**.

#### Option Appraisal

- 6.9.12 The assessment of options has indicated that there are potentially multiple ways in which the Council could address expected changes in travel patterns and demand within the West Coast (R336) Travel Corridor. A combined approach is identified through the appraisal process as that most likely to succeed in delivering against both the corridor's identified issues and the wider policy objectives. However, improving safety and reducing incidences of collisions and resultant injury sits at the heart of all measures put forward.

#### Proposed Options

- 6.9.13 A summary of the proposed options for the Galway - Clifden Travel Corridor is shown in **Table 16** and **Figure 46**.

**Table 16. Galway - Clifden Proposed Measures & Forecast Benefits**

PROPOSED MEASURES	FORECAST BENEFIT
Safety-Led Improvements to Road & Transport Infrastructure (incl. pedestrian / cycle safety measures, changes to traffic speeds,	Address identified safety concerns and collision hotspots within and slightly beyond the Travel Corridor; improve road user safety, including vulnerable road users; reduce frequency and severity of traffic

enhanced signage, traffic calming measures)	collisions. Wider benefits can include reduced congestion and improved journey times. Within urban areas, DMURS will be applied to relevant junction and safety scheme design work.
Public Transport Infrastructure improvements	Enhancement of facilities at existing public transport stops and reduction in “gaps” of bus stop provision to widen access to public transport services throughout the corridor.
New Cycle / Pedestrian Routes	Improved connectivity and safety for cyclists; reduce road user risk through segregated provision; enhanced safety for cyclists and other road users; encourage cycling uptake; contribute to rural development in appropriate locations; cater for seasonal tourist trip demand.
Galway City Ring Road	Reduce congestion on approach and through Galway City by traffic diversion around the City improving journey times; enhance accessibility to west of Galway City; reduced journey times.
Potential Junction Improvements / Managing Demand	Improvement to conditions for vehicular based travel, with resultant benefits in terms of congestion and delay; manage demand throughout the Travel Corridor. Reduce instances of localised congestion through Oughterard, at the junction with the R336 in Maam Cross, on the eastbound approach to the N59’s junction with the R341 junction in Clifden, and on approaches to the Browne Roundabout and Thomas Hynes Road / Upper Newcastle junction in Galway City.

Figure 46. Galway - Clifden Proposed Options Summary



## 6.10 Corridor 8: Galway - Loughrea - Portumna (N65)

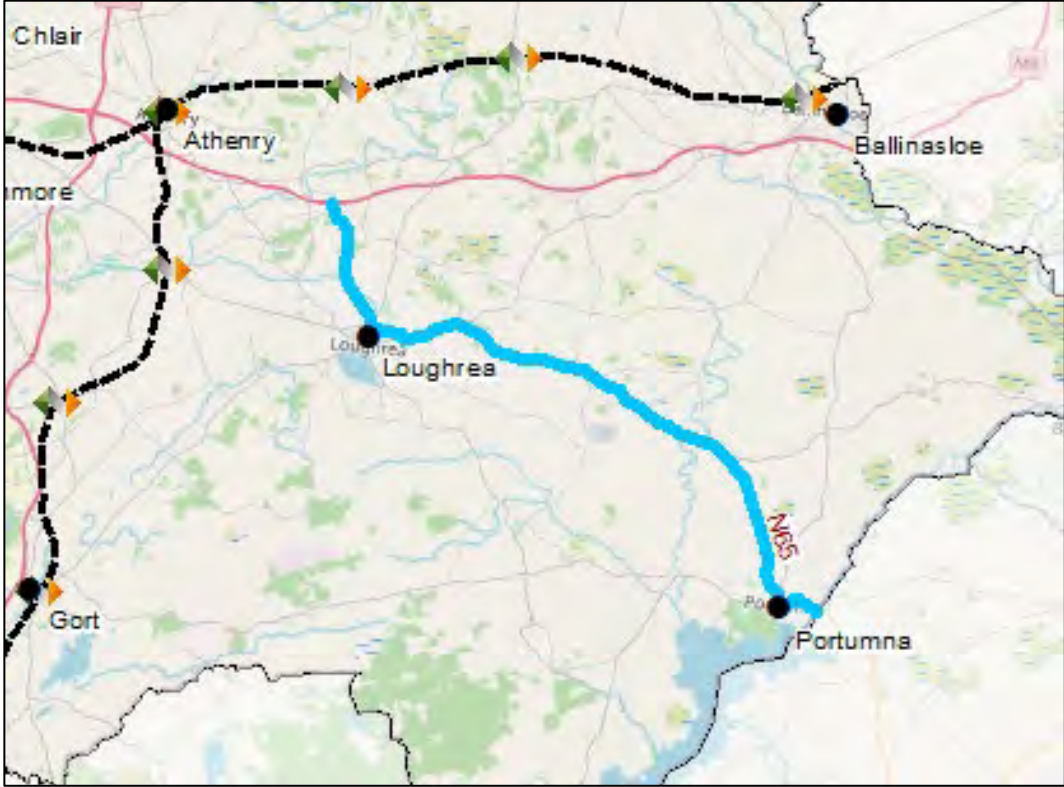
### Overview

- 6.10.1 The Galway - Loughrea - Portumna Travel Corridor, shown in Figure 47, links Galway City with the towns of Loughrea and Portumna, as well as the southeastern areas of the county, before continuing towards the border with County Tipperary. It incorporates the N65 alongside connecting routes and public transport services.
- 6.10.2 The most direct route to the N65 from Galway City is via the M6 motorway, which is considered in detail within standalone Travel Corridor assessments for Galway City to Athenry (Corridor 2) and to Ballinasloe (Corridor 3).
- 6.10.3 The Travel Corridor is a radial route from Galway City. The N65, connecting Loughrea and Portumna to the M6 motorway is generally formed of a wide single carriageway in both directions. The carriageway width narrows in places to the east of its junction with the R446 and through the built up area of Killimor.
- 6.10.4 There is limited provision for cyclists and pedestrians for the majority of the N65, with the exception of on the approach to and through areas including Killimor and Portumna.
- 6.10.5 There is limited direct bus connectivity between Loughrea and Portumna; however, a number of buses route via the northern section of the N65 to and from Loughrea. These include interurban services between Galway and Dublin and commuter-based services between Loughrea and Galway City. Rail services do not serve Loughrea or Portumna or other locations within the vicinity of the Travel Corridor.



6.10.6 The Travel Corridor is considered a low demand corridor, as confirmed through limitedly-available TII Traffic Flow and NTA Model data. Growth is forecast in the number of trips made via this corridor.

**Figure 47. Galway - Loughrea - Portumna Corridor**



**Identification of Issues**

6.10.7 A series of issues have been identified through the baseline technical and information gathering exercises, summarised in Figure 48.

**Figure 48. Galway - Loughrea - Portumna Issues Identified**



6.10.8 Traffic collision clusters have been identified on the N65, in the vicinity of the junction with the R446 and on approach to and within Portumna. These clusters incorporate four fatal

incidents, alongside two serious and nine minor. A number of collisions involved vehicle drivers hitting a pedestrian.

- 6.10.9 Congestion is not a significant issue on the Travel Corridor. However, localised congestion can occur through the built up areas of Killimor and Portumna, as well as within the centres of Loughrea and Portumna in both morning and afternoon peak hours.
- 6.10.10 There is a need to respond to growth within Loughrea and Portumna alongside growth in trips to and from both towns from surrounding rural areas and additional demand for trips towards Galway City and surrounding areas in peak hours.
- 6.10.11 Convenience of private vehicle travel, limited public transport service frequency, a lack of significant vehicular congestion and availability of parking can result in challenges in promoting and encouraging mode shift towards sustainable choices. This is a particular issue within the Travel Corridor where bus connectivity is limited and rail services do not serve Loughrea or Portumna.

**Longlist of Measures**

- 6.10.12 A range of schemes, interventions and measures have been identified for the Travel Corridor; these have been segregated into four standalone options as detailed in **Section 5**. Full details of the longlist of measures developed is provided within the corridor-specific Technical Note contained at **Appendix C**.

**Option Appraisal**

- 6.10.13 The assessment of options has indicated that there are potentially multiple ways in which the Council could address expected changes in travel patterns and demand within the Travel Corridor. A combined approach is identified through the appraisal process as that most likely to succeed in delivering against both the corridor’s identified issues and the wider policy objectives.

**Proposed Options**

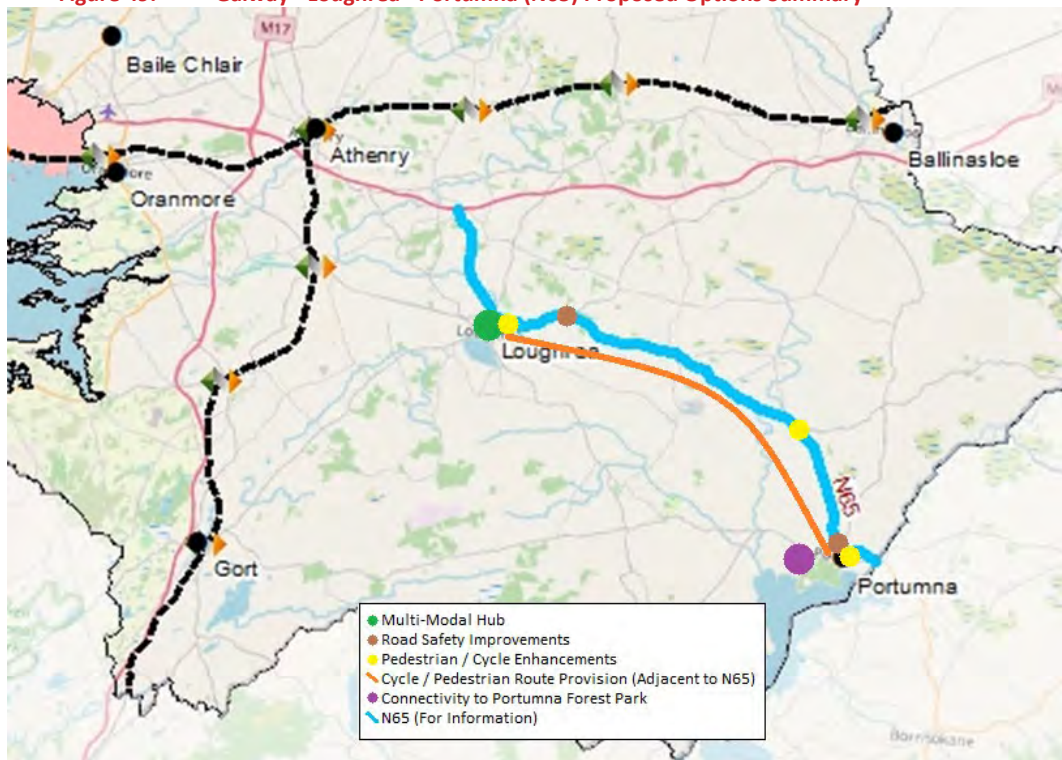
- 6.10.14 A summary of the proposed options for the Galway - Loughrea - Portumna Travel Corridor is shown in **Table 17** and **Figure 49**.

**Table 17. Galway - Loughrea - Portumna (N65) Proposed Measures & Forecast Benefits**

PROPOSED MEASURES	FORECAST BENEFIT
Safety-Led Improvements to Road & Transport Infrastructure (incl. pedestrian / cycle safety measures, changes to traffic speeds, enhanced signage, traffic calming measures)	Address identified safety concerns within the Travel Corridor; improve road user safety, including vulnerable road users; reduce frequency and severity of traffic collisions.
Potential Junction Improvements / Managing Demand	Improvement to conditions for vehicular based travel, with resultant benefits in terms of congestion and delay; manage demand throughout the Travel Corridor. <span style="background-color: #800000; color: white;">Within urban areas, DMURS will be applied to relevant</span>

	unction and safety scheme design work. Reduce instances of congestion on Killmor and Portumna
Multi-Modal Hub in Loughrea	Encourage modal shift; reduce vehicle congestion; improve overall public realm; facilitate easy access between transport modes; secondary benefits to cyclists (e.g. improved safety); potential to increase visitors within Loughrea.
Bus Stop Improvements (with NTA)	Promote improvements to bus stops and facilities, and recommend locations of new bus stops to bridge gaps in network to enhance public transport connectivity and accessibility.
Provision of New Cycle Routes (e.g. feasibility of Greenway between Loughrea and Portumna, serving intermediate locations; connectivity to Portumna Forest Park)	Improved connectivity for cyclists; enhanced safety for cyclists and other road users; wider benefits to bus journey times; encourage cycling uptake; contribute to rural development; enhance linkages with local trail routes (e.g. Portumna Forest Park).

Figure 49. Galway - Loughrea - Portumna (N65) Proposed Options Summary



## 6.11 Corridor 9: Galway - Roscommon (N63)

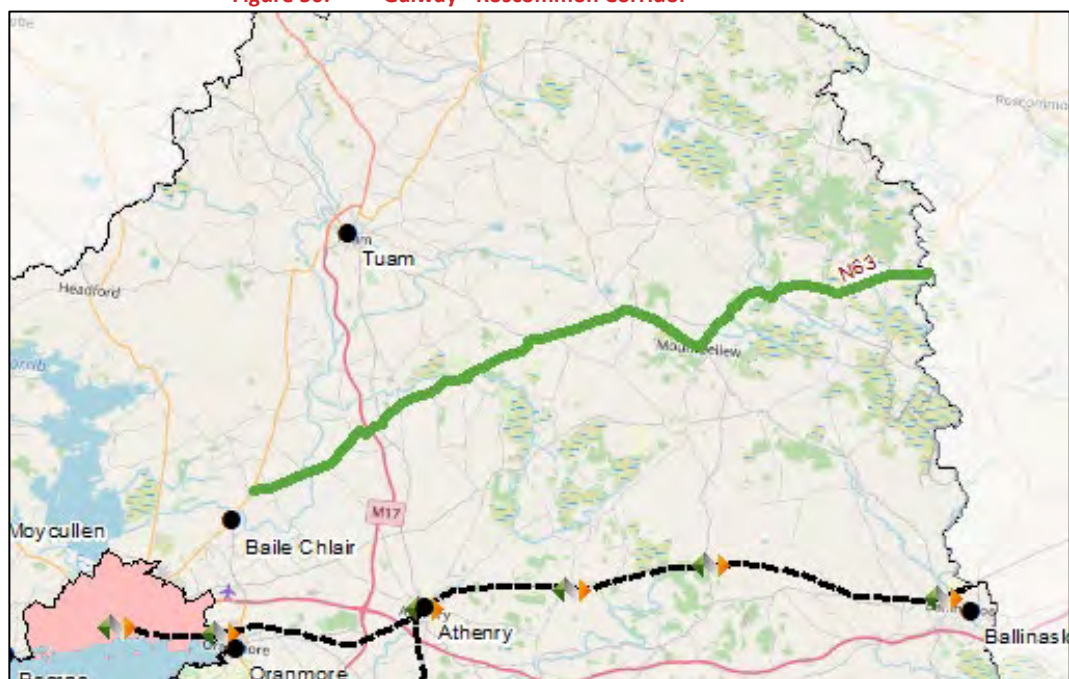
### Overview

6.11.1 The Galway - Roscommon Travel Corridor, shown in Figure 50, links Galway City with the north eastern areas of Galway County before continuing towards the town of Roscommon, in

County Roscommon. It incorporates the R354 and N63 routes alongside connecting routes and public transport services.

- 6.11.2 The R354 and N63 routes are generally comprised of wide single carriageways in both directions. The carriageway width narrows through the built up area of Mountbellew. A continuous paved footway is provided alongside the section of route between Abbeyknockmoy and Annagh Cross.
- 6.11.3 The Galway City to Roscommon route operated by Bus4u provides the majority of bus services using the N63. One service runs westbound in the morning peak hour. Other services on the N63 are relatively infrequent. No rail services currently operate within the Travel Corridor.
- 6.11.4 The Travel Corridor is a route subject to moderate demand, with a high proportion of trips being made from the rural sector straddling the N63 to Galway City in the morning peak period. Roscommon draws a moderate proportion of trips from the rural sector, using the N63.
- 6.11.5 The future year assessment has confirmed no noticeable overall growth in trips via the Travel Corridor, in terms of trips originating in Galway City, Roscommon, Mountbellew and Moylough. Trips starting in Tuam and finishing in Galway City are expected to grow by approximately 30% by all modes.

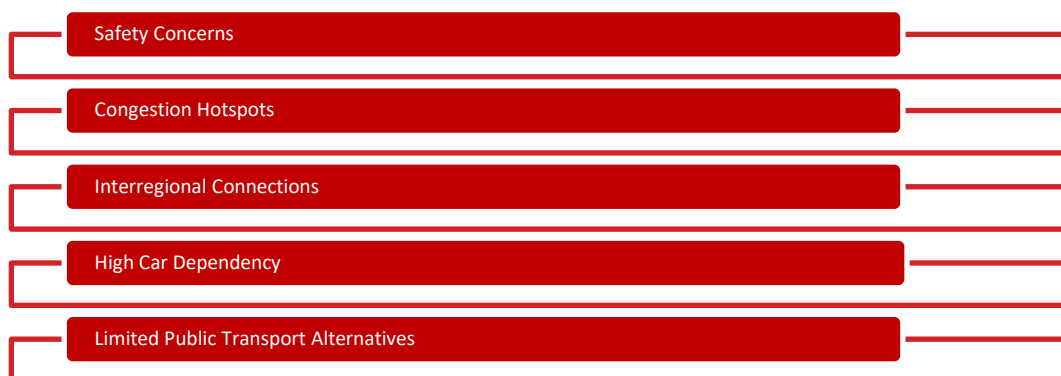
**Figure 50. Galway - Roscommon Corridor**



### Identification of Issues

- 6.11.6 A series of issues have been identified through the baseline technical and information gathering exercises, summarised in [Figure 51](#).

**Figure 51. Galway - Roscommon Issues Identified**



- 6.11.7 One accident cluster has been identified along this Travel Corridor, located on the N63 in Moylough, which incorporates two serious and 14 minor incidents. Five of the minor incidents involved a car colliding with a pedestrian. The village of Moylough does not include any pedestrian crossing facilities across the N63.
- 6.11.8 Congestion hotspots have been reviewed and it is noted that congestion can occur on the eastbound section of the N63 route through the town of Mountbellew alongside the main town centre surface level car park.
- 6.11.9 The Travel Corridor provides an important interregional connection between Galway city and Roscommon, which is a key destination within neighbouring County Roscommon. The travel corridor serves a high number of rural settlements and offers a key road link across the eastern side of the County. Whilst demand is not anticipated to significantly increase along this route, it plays a key role in connecting rural settlements and this importance will be outlined within the GCTPS in line with the identification of this as a key route within the CDP.
- 6.11.10 There is high car dependency within the Travel Corridor, with limited service frequency for timetabled bus routes.

#### **Longlist of Measures**

- 6.11.11 A range of schemes, interventions and measures have been identified for the Travel Corridor; these have been segregated into four standalone options as detailed in **Section 5**. Full details of the longlist of measures developed is provided within the corridor-specific Technical Note contained at **Appendix C**.
- 6.11.12 The assessment of options for the Galway - Roscommon Travel Corridor has indicated that there are potentially multiple ways for the County to address the expected changes in travel patterns and demand for travel which are associated with the growth detailed in the County Development Plan (2022-2028).
- 6.11.13 It is recommended that a combined approach should form the strategy for the Galway - Roscommon Travel Corridor, reaping the benefits of both physical measures and softer demand management measures.

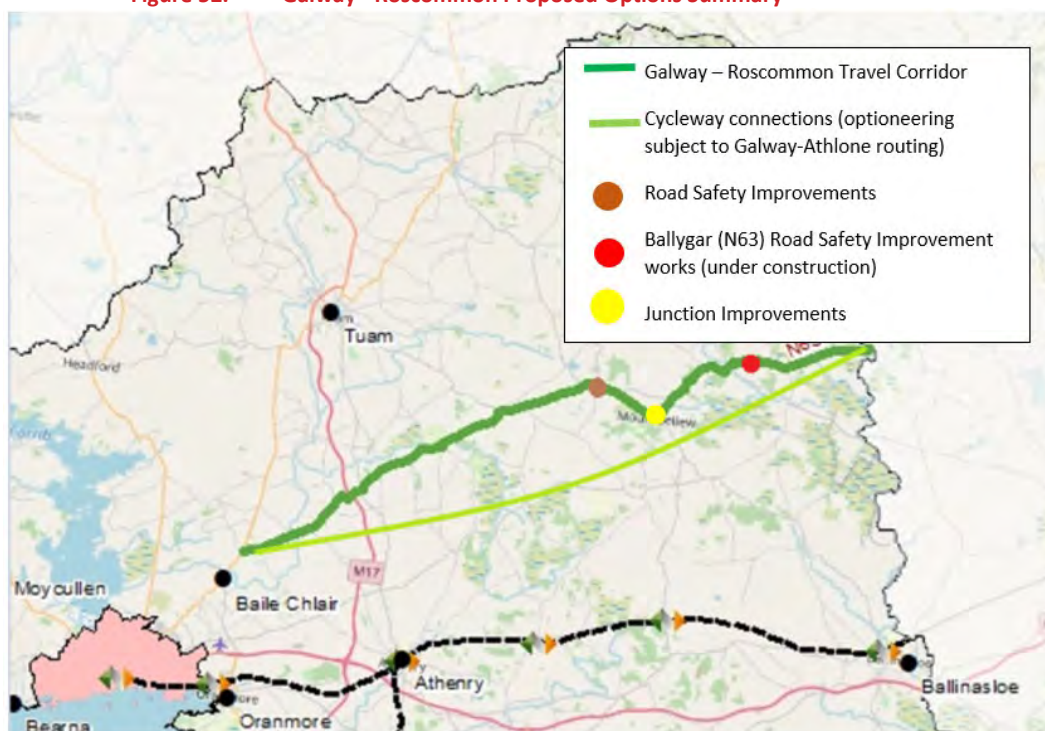
## Proposed Options

6.11.14 A summary of proposed measures for the Galway-Roscommon (N63) Travel Corridor is provided in Table 18 and Figure 52 below.

Table 18. Galway – Roscommon (N63) Proposed Measures and Forecast Benefit

PROPOSED MEASURES	FORECAST BENEFIT
Cycleway Connections to Galway to Athlone Greenway	Improved connectivity for rural settlements to proposed east to west (Galway-Athlone) Greenway connections.
Public Transport Infrastructure Improvements	Enhancement of facilities at existing public transport stops and reduction in “gaps” of bus stop provision to widen access to public transport services throughout the corridor.
Road Safety Improvements	Improved safety for vulnerable road users, particularly through Moylough where a cluster of accidents has been recorded.
Junction enhancements	Reduced congestion at identified congestion hotspots such as through Mountbellew, having positive impacts on journey times.
Ballygar (N63) Road Safety Improvements	Resurfacing and pedestrian crossing improvements to improve conditions for vulnerable road users.

Figure 52. Galway - Roscommon Proposed Options Summary

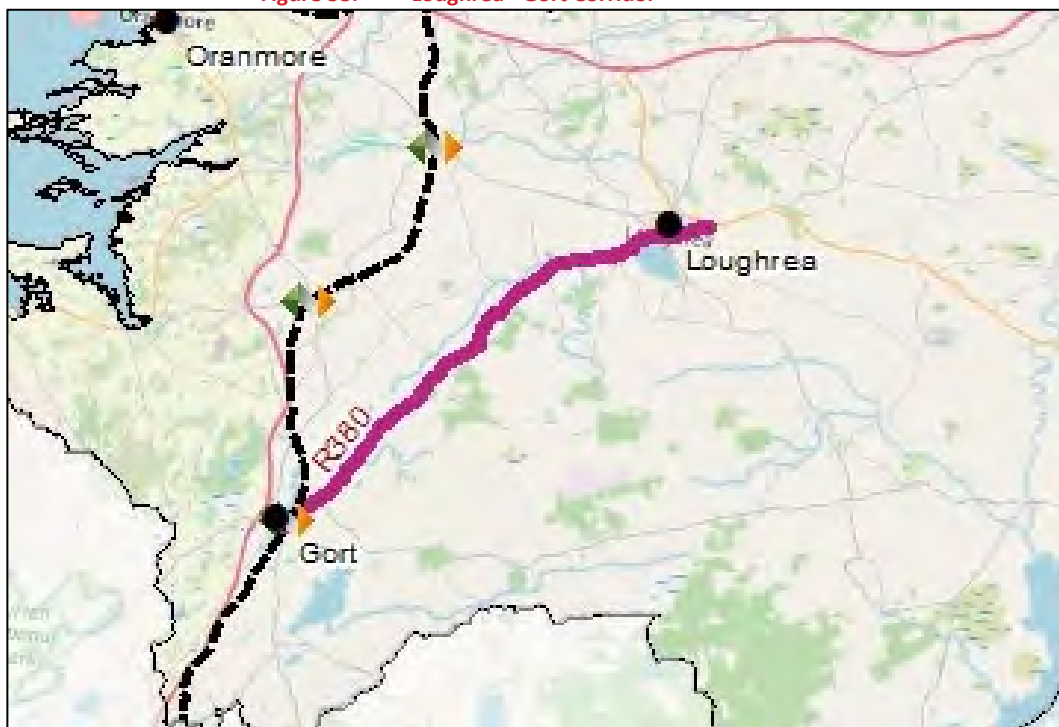


## 6.12 Corridor 10: Loughrea - Gort (R380)

### Overview

- 6.12.1 The Loughrea - Gort Travel Corridor, shown in [Figure 53](#), links Loughrea with Gort. It incorporates the R380 alongside connecting routes and public transport services.
- 6.12.2 The Travel Corridor via the R380 is a minor regional route. The R380 is generally formed of a single carriageway in both directions. Footways are not provided on either side of the R380 for the majority of its length. The towns of Loughrea and Gort are located approximately 25km apart.
- 6.12.3 Limited opportunities for public transport use exist on the Travel Corridor; however, Gort is served by rail services between Galway City and Limerick. One bus service connects Loughrea and Gort, with two eastbound and two westbound services operating on weekdays. No services run at weekends.
- 6.12.4 The Travel Corridor is considered a low demand corridor, as confirmed through TII Traffic Flow and NTA Model data. Growth is forecast in the number of trips made via this corridor, with increases averaging between 3% and 32% depending on origin and destination.

**Figure 53. Loughrea - Gort Corridor**



### Identification of Issues

- 6.12.5 A series of issues have been identified through the baseline technical and information gathering exercises, summarised in [Figure 54](#).

Figure 54. Loughrea - Gort Issues Identified



- 6.12.6 A traffic collision cluster has been identified on the R380 on the western outskirts of Loughrea. It is important that should future patterns emerge, including an increase in collisions associated with projected growth in use of the Travel Corridor, safety measures are prioritised.
- 6.12.7 Whilst congestion is not a significant issue on the Travel Corridor, localised congestion can occur at the westbound approach to the junction with the R458 in Gort and on the eastbound approach into Loughrea and the junction with the R446.
- 6.12.8 There is a need to respond to growth within Loughrea and Gort, growth in trips to and from both towns from surrounding rural areas and growth in trips towards Galway City and surrounding area in peak hours.
- 6.12.9 Convenience of private vehicle travel, limited public transport service frequency, a lack of significant vehicular congestion and availability of parking can result in challenges in promoting and encouraging mode shift towards sustainable choices. This is a particular issue within the Travel Corridor where bus connectivity is limited and rail services do not serve Loughrea.

#### Longlist of Measures

- 6.12.10 A range of schemes, interventions and measures have been identified for the Travel Corridor; these have been segregated into four standalone options as detailed in **Section 5**. Full details of the longlist of measures developed is provided within the corridor-specific Technical Note contained at [Appendix C](#).

#### Option Appraisal

- 6.12.11 The assessment of options for the Loughrea - Gort Travel Corridor has confirmed multiple ways for the County to address the expected changes in travel patterns and demand. The appraisal process has identified a combined approach as being the most likely to succeed in delivering against both the corridor's identified issues and the wider policy objectives.

#### Proposed Options

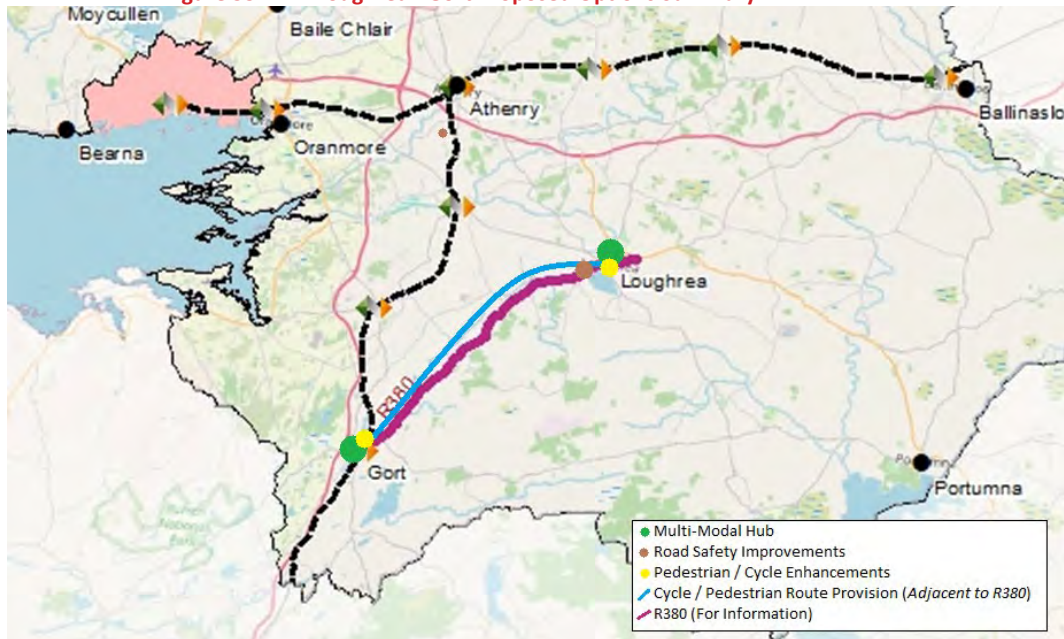
- 6.12.12 Proposed options for the Travel Corridor are shown in [Figure 55](#) and detailed in [Table 19](#).



**Table 19. Loughrea - Gort Proposed Measures & Forecast Benefits**

PROPOSED MEASURES	FORECAST BENEFIT
<p>Safety-Led Improvements on R380 &amp; Surrounding Routes (incl. pedestrian / cycle safety measures, changes to traffic speeds, enhanced signage, traffic calming measures)</p>	<p>Address identified safety concerns within the Travel Corridor; improve road user safety, including vulnerable road users; reduce frequency and severity of traffic collisions.</p>
<p>Multi-Modal Hub in Loughrea and Gort</p>	<p>Encourage modal shift; reduce vehicle congestion; improve overall public realm; facilitate easy access between transport modes; secondary benefits to cyclists (e.g. improved safety); potential to increase visitors within Loughrea and Gort.</p>
<p>Potential Junction Improvements / Managing Demand</p>	<p>Improvement to conditions for vehicular based travel, with resultant benefits in terms of congestion and delay; manage demand throughout the Travel Corridor, e.g. at junction with R458 in Gort and with R446. <b>Within urban areas, DMURS will be applied to relevant junction and safety scheme design work.</b></p>
<p>Public Transport Infrastructure Improvements (e.g. Bus Stop Improvements in Centres of Loughrea &amp; Gort), in conjunction with NTA</p>	<p>Promote improvements to bus stops and facilities, and recommend locations of new bus stops to bridge gaps in network to enhance public transport connectivity and accessibility.</p>
<p>Local Walking / Cycling Routes in Gort &amp; Loughrea; Dedicated Pedestrian / Cycle Routes on R380</p>	<p>Improved connectivity for cyclists; enhanced safety for cyclists and other road users; wider benefits to bus journey times; encourage cycling uptake; contribute to rural development; enhance linkages with local rural routes.</p>

Figure 55. Loughrea - Gort Proposed Options Summary

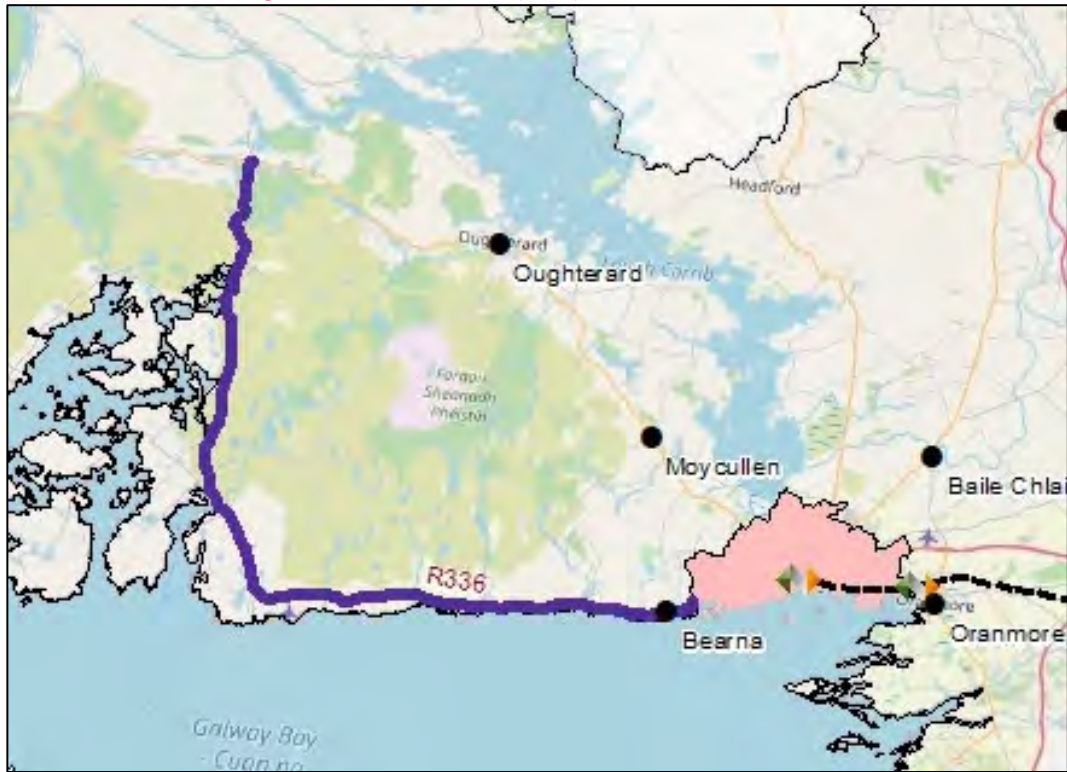


## 6.13 Corridor 11: West Coast (R336)

### Overview

- 6.13.1 The West Coast (R336) Travel Corridor, shown in Figure 56, links Galway City with the coastal areas to the west. It incorporates the R336 road, alongside connecting routes and public transport services.
- 6.13.2 The R336 is a radial route from Galway City, running parallel along the coastline to the west of the city and then north where it connects to the N59. The N59 provides onwards connectivity to Galway City eastwards and Clifden westwards, and forms Travel Corridor 7. The R336 route generally comprises of a single carriageway in both directions. The village of Bearna is located approximately 7km from the centre of Galway City along the R336.
- 6.13.3 Public transport opportunities are limited via the R336. Bus Eireann provides 13 services a day routing via the R336 between Galway City and Carraroe, with up to four services extended to or starting at starting at Lettermullen. All services call at Bearna.

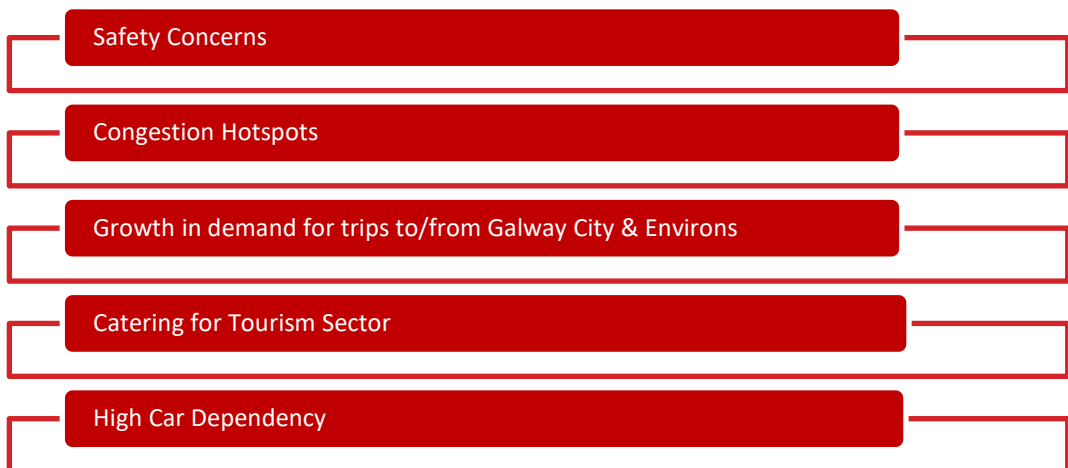
Figure 56. West Coast (R336) Corridor



### Identification of Issues

6.13.4 A series of issues have been identified through the baseline technical and information gathering exercises, summarised in Figure 57.

Figure 57. West Coast (R336) Issues Identified



6.13.5 Two traffic collision clusters have been identified on the Travel Corridor on the R336, at Tearmann Eanna and near Rossaveel. Five fatal accidents and four minor accidents have been recorded in these locations. All fatal collisions involved pedestrians being hit by a vehicle (four being cars and one a motorcycle).

- 6.13.6 It is important that should future patterns emerge, including an increase in collisions associated with projected growth in use of the Travel Corridor, safety measures are prioritised.
- 6.13.7 Whilst congestion is not a significant issue on the Travel Corridor, localised congestion can occur on the R336 through Bearna in both directions, and when travelling eastbound through the outskirts of Galway City via the R336 (Knocknacarra).
- 6.13.8 There is a need to respond to employment growth within Galway City and its environs, and the associated potential increased demand in trips made via the Travel Corridor. Growth in leisure and tourism-related trips via the R336, including onward trips to Óileáin Árann , is an additional important consideration.
- 6.13.9 The introduction of the Galway City Ring Road will enhance journey times and provide increased attractiveness for trips made to the west of the county, including via the R336.
- 6.13.10 There is a high car dependency for journeys made via the Travel Corridor, as well as internal trips within small towns in the corridor’s vicinity. Public transport options are limited, and low levels of demand constrain service viability.

**Longlist of Measures**

- 6.13.11 A range of schemes, interventions and measures have been identified for the Travel Corridor; these have been segregated into four standalone options as detailed in **Section 5**. Full details of the longlist of measures developed is provided within the corridor-specific Technical Note contained at **Appendix C**.

**Option Appraisal**

- 6.13.12 The assessment of options has indicated that there are potentially multiple ways in which the Council could address expected changes in travel patterns and demand within the West Coast (R336) Travel Corridor. A combined approach is identified through the appraisal process as that most likely to succeed in delivering against both the corridor’s identified issues and the wider policy objectives. For this Travel Corridor in particular, improving safety and reducing incidences of collisions and resultant injury sits at the centre of all measures.

**Proposed Options**

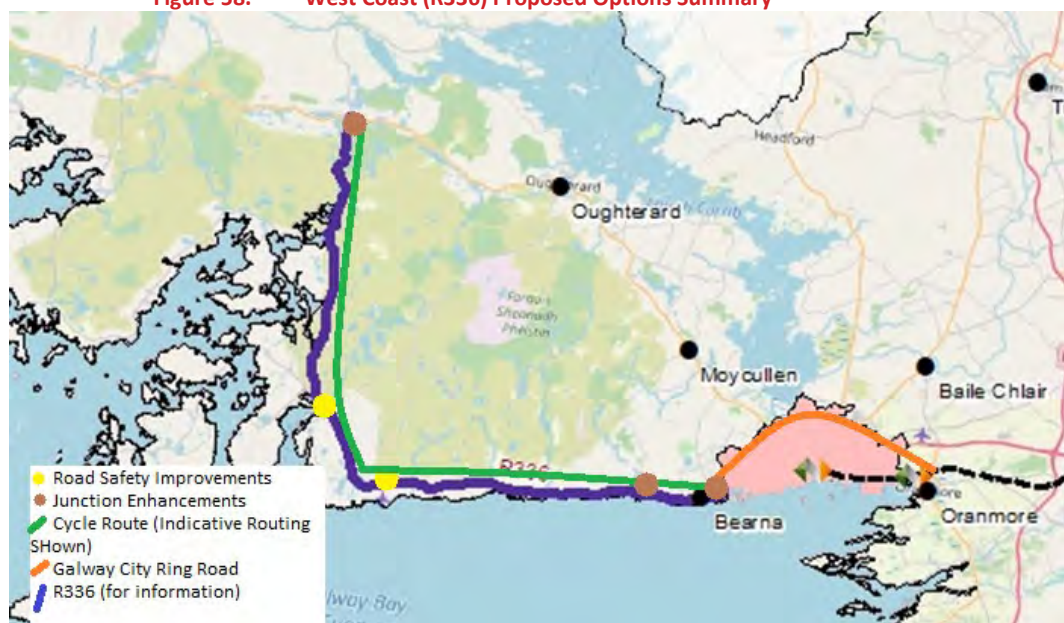
- 6.13.13 Proposed options for the West Coast (R336) Travel Corridor are summarised in **Figure 58** and detailed in **Table 20**. These have been developed to primarily provide improvements to road safety.

**Table 20. West Coast (R336) Proposed Measures & Forecast Benefits**

PROPOSED MEASURES	FORECAST BENEFIT
Safety-Led Improvements to Road & Transport Infrastructure (Potential Measures include pedestrian / cycle safety measures, changes to traffic speeds, enhanced signage, traffic calming)	Address identified safety concerns and collision hotspots within the Travel Corridor, including at Tearmann Eanna and near Rossaveel. Improve road user safety, including vulnerable road users; reduce frequency and severity of traffic collisions.

	Wider benefits can include reduced congestion and improved journey times.
New Cycle / Pedestrian Routes (incl. consideration towards routing of National Cycle Route between Galway City and Clifden and connecting rural routes)	Improved connectivity and safety for cyclists; reduce road user risk through segregated provision; enhanced safety for cyclists and other road users; encourage cycling uptake; contribute to rural development in appropriate locations; cater for seasonal tourist trip demand via coastal routes.
Public Transport Infrastructure improvements	Enhancement of facilities at existing public transport stops and reduction in “gaps” of bus stop provision to widen access to public transport services throughout the corridor.
Galway City Ring Road	Reduce congestion on approach and through Galway City by traffic diversion around the City improving journey times; enhance accessibility to west of Galway City; reduced journey times.
Potential Junction Improvements / Managing Demand	Improvement to conditions for vehicular based travel, with resultant benefits in terms of safety, congestion and delay; manage demand throughout the Travel Corridor. Reduce instances of identified localised congestion.

**Figure 58. West Coast (R336) Proposed Options Summary**

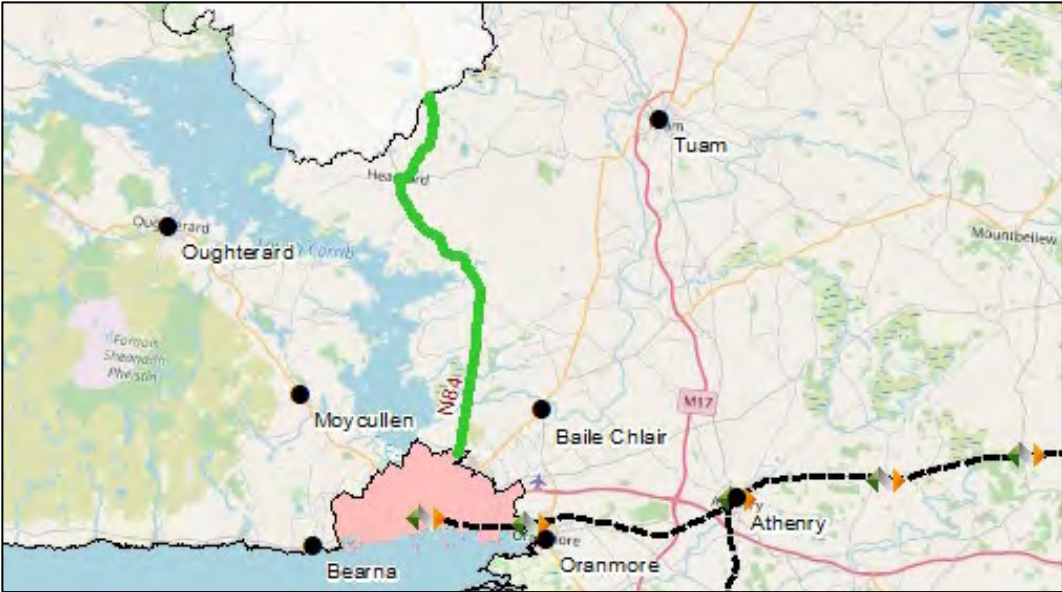


## 6.14 Corridor 12: Galway North Radial (N84)

### Overview

- 6.14.1 The Galway - Headford (N84) Travel Corridor, shown in **Figure 59**, is a radial route linking Galway City with the town of Headford and the northern areas of the county, before continuing into County Mayo. It incorporates the N84 alongside connecting routes and public transport services.
- 6.14.2 The N84 generally comprises a wide single carriageway in both directions, with the carriageway width narrowing through the built up area of Headford and for some stretches between Headford and the border with County Mayo. Headford is located approximately 24km from Galway City.
- 6.14.3 Commuter-based interurban services between Galway City and Headford operated by Burkesbus and Bus Eireann, alongside local routes with limited service frequencies, provide the majority of services that route via the N84. Two services run southbound between Headford and Galway in the morning peak hour of 07:00-08:00.
- 6.14.4 The Travel Corridor is considered to be a moderate demand corridor, with a high proportion of trips being made to Galway City in the morning peak period, from the rural sector that straddles the N84 within Galway County. Growth of approximately 10% in the number of trips made from the N84 model sector to Galway City using the Travel Corridor is forecast.

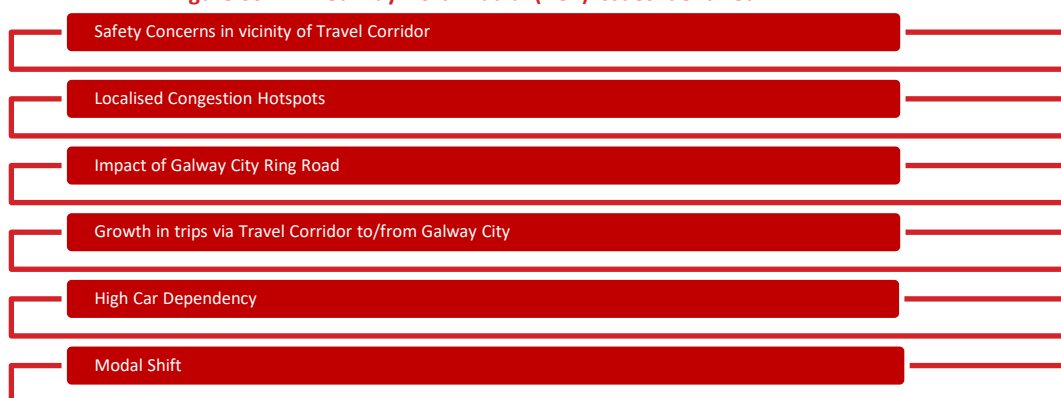
**Figure 59. Galway North Radial (N84) Corridor**



**Identification of Issues**

- 6.14.5 A series of issues have been identified through the baseline technical and information gathering exercises, summarised in **Figure 60**.

**Figure 60. Galway North Radial (N84) Issues Identified**



- 6.14.6 A number of datasets have been examined at a high-level to confirm locations of congestion disruption during the standard network morning peak hour. This has confirmed congestion can occur at the southbound approach to roundabout connecting the N6 and N84, and on all approaches to the Headford signalised crossroads junction.
- 6.14.7 One accident cluster has been identified along the Travel Corridor, within Headford area. This incorporates one fatal, two serious and one minor incidents. It is important that should future patterns emerge, including an increase in collisions associated with projected growth in use of the Travel Corridor, safety measures are prioritised.
- 6.14.8 There is a need to respond to growth within Headford, growth in trips to and from surrounding rural areas, and forecast growth in trips to and from Galway City using the Travel Corridor.
- 6.14.9 The N84 would interchange with the proposed Galway City Ring Road at a new junction between Ballinfoyle and Ballindoooley, approximately 2km north of the roundabout that connects the N84 with the N6, providing a direct highway connection to the M6 route to the east.
- 6.14.10 A lack of high quality public transport connections compared to other parts of the county, convenience of private vehicle travel and limited congestion can result in challenges in promoting and encouraging mode shift towards sustainable choices.

#### **Longlist of Measures**

- 6.14.11 A range of schemes, interventions and measures have been identified for the Travel Corridor. Full details of the longlist of measures developed is provided within the corridor-specific Technical Note contained at [Appendix C](#).

#### **Option Appraisal**

- 6.14.12 The assessment of options for Galway North Radial (N84) Travel Corridor has identified multiple ways for the Council to address expected changes in travel patterns and demand for travel associated with the growth detailed in the County Development Plan.
- 6.14.13 The need to balance local development with the status of this corridor within the national road network point to a combined approach as being the most likely to succeed in delivering against both the corridor's identified issues and the wider policy objectives.

## Proposed Options

6.14.14 A summary of the proposed options for the Travel Corridor is shown in Table 21 and Figure 61.

**Table 21. Galway North Radial (N84) Proposed Measures & Forecast Benefits**

PROPOSED MEASURES	FORECAST BENEFIT
Potential Junction Improvements (incl. facilitating improvements for public transport, pedestrian / cyclist movement whilst managing vehicle capacity, bus priority, junction upgrades)	Improvement to conditions for vehicular based travel, with resultant benefits in terms of congestion and delay; manage demand throughout the Travel Corridor. Enhance pedestrian and cyclist safety.
Public Transport Infrastructure improvements	Enhancement of facilities at existing public transport stops and reduction in “gaps” of bus stop provision to widen access to public transport services throughout the corridor.
Safety-Led Improvements to Road & Transport Infrastructure (incl. pedestrian / cycle safety measures, changes to traffic speeds, enhanced signage, traffic calming measures)	Address identified safety concerns within the Travel Corridor, around N17 / N84 / Milltown Road junctions; improve road user safety, including vulnerable road users; reduce frequency and severity of traffic collisions.
Cycle Greenway Facilities on / adjacent to N84	Improved connectivity for cyclists; enhanced safety for cyclists and other road users; benefits to bus journey times (through the removal of cyclists from general traffic routes which can reduce bus speeds and increase delay).



**Figure 61. Galway North Radial (N84) Proposed Options Summary**

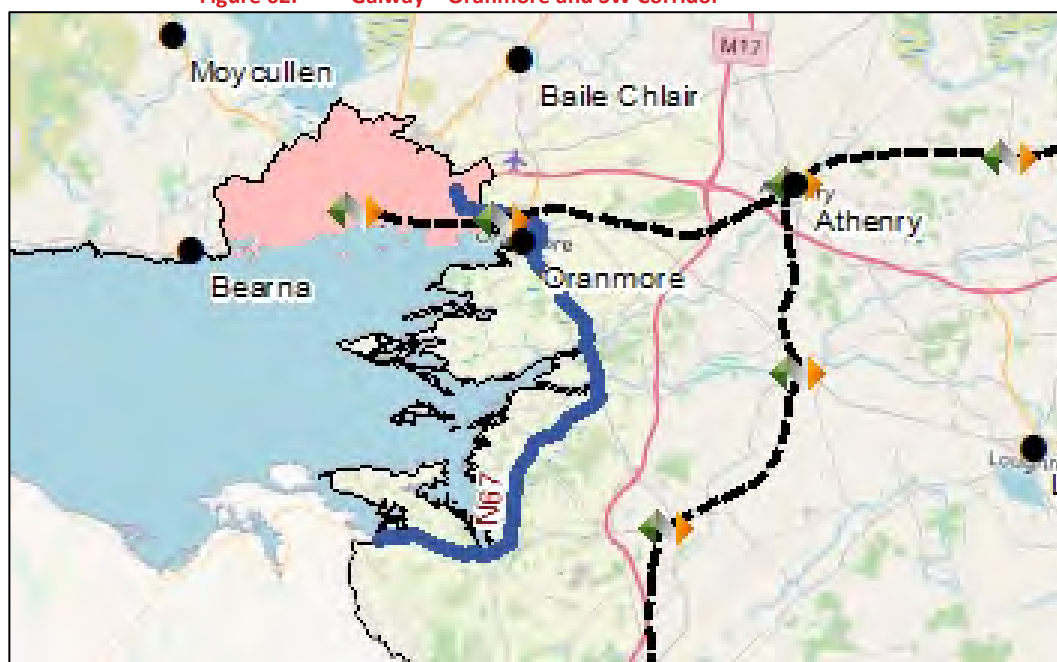


## 6.15 Corridor 13: Galway – Oranmore & SW (N67)

### Overview

- 6.15.1 The Galway - Oranmore & SW Galway (N67) Travel Corridor, shown in **Figure 62**, links Galway City with the key town of Oranmore and the south western areas of the county, before continuing into Clare County. It incorporates the N67 alongside connecting routes and public transport services.
- 6.15.2 The Travel Corridor is a radial route from Galway City. The route generally comprises of a wide single carriageway in both directions, with the section between the N6/N67 Roundabout and Oranmore dualled.
- 6.15.3 The travel corridor is well served by relatively high frequency bus services, particularly between Galway City and Oranmore, reflecting the high commuter demand along this corridor. Longer distance bus services are also provided to Cork and Dublin, with stops in key destinations along this route. Additionally, Iarnród Éireann rail services currently operate parallel to the Galway City – Oranmore section of the Transport Corridor.
- 6.15.4 Oranmore is identified as a key area for growth along the Travel Corridor, which is approximately 11km south east of the centre of Galway City.

Figure 62. Galway – Oranmore and SW Corridor



### Identification of Issues

6.15.5 A series of issues have been identified through the baseline technical and information gathering exercises, summarised in Figure 63.

Figure 63. Galway – Oranmore and SW Issues Identified



6.15.6 A traffic collision cluster has been identified on the N67 through the village of Clarinbridge, approximately 5km south of Oranmore. It is important that should future patterns emerge, including an increase in collisions associated with projected growth in use of the Travel Corridor, safety measures are prioritised.

6.15.7 Localised congestion hotspots are distributed along the N67 between Oranmore and the County border at a number of towns and villages along the route including Kilcolgan, Ballinderreen and Kinvara.

- 6.15.8 There is a need to respond to growth within Oranmore and growth in trips towards Galway City and surrounding area in peak hours. Whilst the public transport provision is relatively frequent along the northern section of the corridor, there is a need to promote the uptake of public transport, improve connectivity with active modes and wider rural settlements.
- 6.15.9 Convenience of private vehicle travel, a lack of significant vehicular congestion and availability of parking can result in challenges in promoting and encouraging mode shift towards sustainable choices.

**Longlist of Measures**

- 6.15.10 A range of schemes, interventions and measures have been identified for the Travel Corridor; these have been segregated into four standalone options as detailed in **Section 5**. Full details of the longlist of measures developed is provided within the corridor-specific Technical Note contained at **Appendix C**.

**Option Appraisal**

- 6.15.11 The assessment of options for the Galway – Oranmore and SW Travel Corridor has confirmed multiple ways for the County to address the expected changes in travel patterns and demand. The appraisal process has identified a combined approach as being the most likely to succeed in delivering against both the corridor’s identified issues and the wider policy objectives.

**Proposed Options**

- 6.15.12 A summary of proposed measures for the Galway-Oranmore and SW (N67) Travel Corridor is provided in **Table 22** and **Figure 64**.

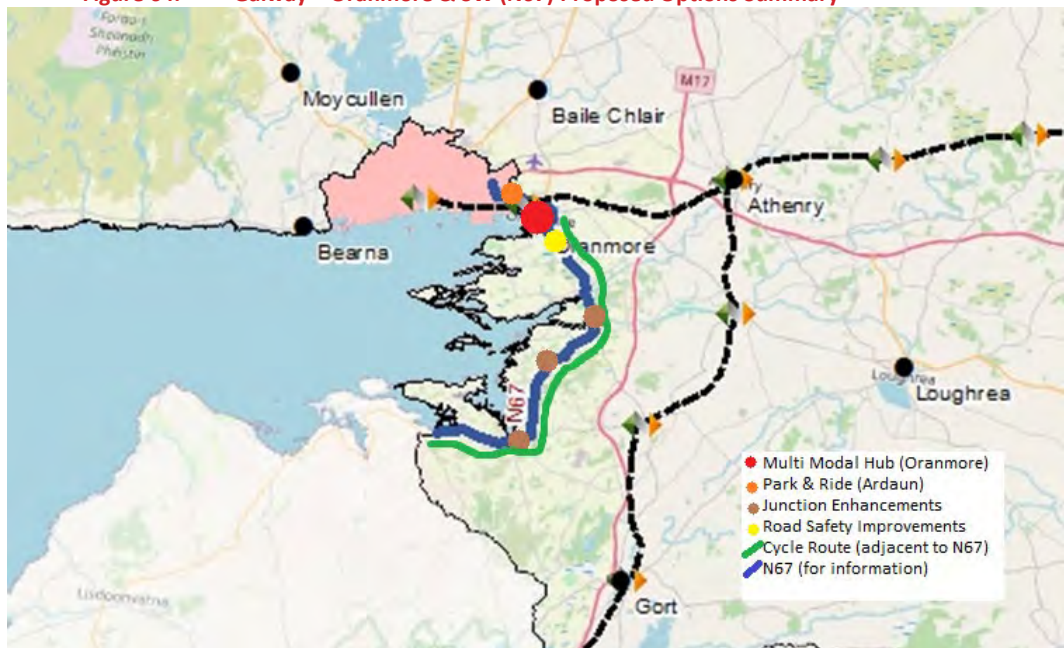
**Table 22. Galway – Oranmore & SW (N67) Proposed Measures and Forecast Benefit**

PROPOSED MEASURES	FORECAST BENEFIT
Cycle Greenway along N67, including connections to Galway-Athlone cycle route.	Improved connectivity for cyclists between Oranmore and Galway City and rural settlements along the Travel Corridor to proposed east to west (Galway-Athlone) Greenway connections.
Multi-Modal hub at Oranmore	Required to increase attractiveness of public transport use and allow for integrated interchange between modes.
Park and Ride at Ardaun	Reduced congestion upon approach and within Galway City by reduction of private vehicle trips improving journey times.
Public Transport Infrastructure improvements	Enhancement of facilities at existing public transport stops and reduction in “gaps” of bus stop provision to widen access to public transport services throughout the corridor. Works will be planned to maximise benefit to all services, including cross-boundary services to be enhanced as part of the GTS.
Road Safety Improvements	Improved safety for vulnerable road users, particularly through Clarinbridge where a cluster of accidents has been recorded.

Junction enhancements

Reduced congestion at localised congestion hotspots at identified congestion hotspots including Kilcolgan, Ballinderreen and Kinvara having positive impacts on journey times. Within urban areas, DMURS will be applied to relevant junction and safety scheme design work.

Figure 64. Galway – Oranmore & SW (N67) Proposed Options Summary



## 7. WALKING & CYCLING STRATEGY

### 7.1 Objectives of the Walking & Cycling Strategy

- 7.1.1 The importance of walking and cycling as a fundamental part of a comprehensive and effective transport strategy is recognised and supported through current policies at both the national and regional level. At the individual level, the potential “barriers” to use of these modes are generally lower than for motorised transport, and their status as “active” modes of travel means that people choosing to walk and cycle accrue not only direct benefits to themselves in terms of both physical activity and enjoyment, but also contribute toward a number of wider benefits to their local communities.
- 7.1.2 Pedestrians and cyclists are ideally placed to support local amenities and businesses, and to provide activity and natural surveillance which in turn benefit the public realm and other public spaces.
- 7.1.3 The CDP supports the application of relevant design standards contained within the National Cycle Manual and the Design Manual for Urban Roads and Streets in terms of the design of pedestrian and cycling infrastructure with all new developments required to demonstrate how their proposals would be in accordance with these documents.
- 7.1.4 The implementation of the principles of good urban design through the arrangement of land uses and the creation of well-connected streets and neighbourhoods between residential areas, neighbourhood centres, schools, and places of work, will encourage people to walk and cycle more frequently; this will be achieved through both the delivery of new development in appropriate locations, and enhancements to existing walking and cycling networks through the approach set out in this section of the GCTPS.
- 7.1.5 Chapter 6 (Transport and Movement) of the CDP identifies a series of policy objectives directly relating to Walking and Cycling. Each of these objectives has been derived from analysis of local and regional transport information and future movement predictions as set out previously in this report; the application of strategy measures to achieve each of these objectives is described below.
- **Policy Objective WC1 – Pedestrian and Cycling Infrastructure:** To require the design of pedestrian and cycling infrastructure is in accordance with the principles, approaches and standards set out in the National Cycle Manual and the Design Manual for Urban Roads and Streets.
- 7.1.6 The Council will require these principles and standards to be applied on all works carried out on County Road, and will liaise with TII and NTA with regard to connections to other parts of the road network. Special consideration will be given to the design of new or improved infrastructure for local footpaths, or in areas of importance for habitat conservation or other landscape designations.
- **Policy Objective WC2 – Bicycle Parking:** To encourage the provision of secure bicycle parking facilities within the public realm of the town and villages throughout the County.

7.1.7 Provision of secure cycle parking will form a key element of the work around the proposed Transport Hubs (for Ballinasloe, Tuam and Athenry); the positioning and design of these facilities will be approached in a manner to make cycle use as convenient as possible, and to act visually as an enhancement to the public realm).

- **Policy Objective WC3 – Sustainable Transport Movement:** To require sustainable transport movement to be given priority at the earliest design stage of development proposals, to ensure accessibility by all modes of transport and all sections of society and promote the provision of parking space for bicycles in development schemes.

7.1.8 The Council will support this objective by working to identify potential for public realm schemes and those being brought forward as part of development proposals to interact and support one another, so that true “end to end” provision for local trips is achieved at the earliest opportunity. The planning application system will be used to underpin the importance of high quality design for these elements in all development proposals.

- **Policy Objective WC4 – Modern Network of Walking and Cycling Infrastructure:** To continue to work and engage with the National Transport Authority, the Department of Transport, Tourism, and Sport and other agencies in developing a modern network of walking and cycling infrastructure in the County.

7.1.9 The corridor strategies have identified a series of regional and national walking and cycling route proposals which are expected to be brought forward by the NTA during the period of the County Development Plan. The Council will work to enable not only the delivery of these routes themselves, but also to represent local needs in terms of route selection. The County will also specifically address the creation or improvement of local connections to these strategic walking and cycling networks, in order to maximise benefits for Galway residents.

- **Policy Objective WC5 – Traffic Free Cycle Routes:** To provide, where possible, traffic free pedestrian and cyclist routes particularly where such routes would provide a more direct, safer, and more attractive alternative to the car.

7.1.10 Consideration will be given to the provision of traffic-free routes as part of new development, or where redevelopment of sites provides opportunities to re-route vehicular movement and create lightly trafficked or car-free routes. The wider principle of providing for active travel modes first and with priority over vehicular access will be applied to all relevant proposals on the public road network (as per objective WC4).

## 7.2 Greenways / Blueways

7.2.1 As set out in the Transport chapter of the CDP, the Council actively supports the provision of greenway infrastructure within the county and acknowledges that benefits from a recreational amenity perspective which encourages an active and healthy lifestyle for our communities.

7.2.2 The Council also acknowledges the economic benefits which arise from greenways particularly from a tourism perspective. While certain areas of the county already benefit from a strong tourism sector, it is considered that there is significant potential for

increased tourism numbers across the county and the addition of greenway and blueway infrastructure can provide a catalyst to increase tourism activity and provide a platform for further growth in this area; there is also strong potential for such provision to accrue additional benefits to local residents and act as a further incentive for leisure walking and cycling activities.

7.2.3 The Council will continue to support and facilitate the provision of greenways where appropriate within the county, and an objective is therefore included within the CDP to this effect as follows:

- **Policy Objective GW1 - Greenways:** The Council will support the development of an integrated Strategic Greenway Network of national and regional routes and maximise connectivity to existing greenways through linkages of cycling and walking infrastructure in a manner that is compatible with nature conservation and other environmental policies. This will include but is not limited to the following which are of National and Regional importance:

- National Greenway Dublin to Galway
- Connemara Greenway ie (Clifden to Oughterard, Galway to Oughterard).

**Policy Objective GBW 2 - Future Development of Network of Greenways:** To support the delivery of sustainable strategic greenway/blueways and projects in the county in accordance with the Strategy for Future Development of National and Regional Greenways.

7.2.4 The Council will seek to support these objective both through direct application of funding as this becomes available, and through negotiations and discussion with the developers of major sites in proximity to current or planned Greenway and Blueway networks.

## 8. PUBLIC TRANSPORT STRATEGY

### 8.1 Overview

- 8.1.1 This section of the report describes the measures which will be pursued and supported in order to increase the reach and uptake of public transport modes within Galway County. The strategy includes measures focused on specific public transport modes, and associated measures to promote and improve integration with other public transport services, active travel, and more sustainable forms of private vehicular travel.

### 8.2 The Role of Public Transport in Galway

- 8.2.1 The Council actively supports the provision of public transport throughout the county, both through direct involvement with the identification of service needs and joint working with relevant providers and other bodies. The National Transport Authority (NTA) are responsible for the provision of public transport and the Council will continue to liaise and co-operate with the NTA to ensure the enhancement of existing infrastructure and development of new public transport infrastructure takes place, particularly with regards to supporting areas of planned growth to embed public transport use from the earliest stages.
- 8.2.2 The strategy supports the improvement and expansion of public transport services, particularly to serve areas of new or more compact development. This is intended to ensure that there is greater sustainable modes of transport available to the county's population and also aims to ensure issues with respect to exclusion within more remote areas of the county are minimised.
- 8.2.3 The Council also supports the promotion of universal design in the delivery of all modes of public transport/infrastructure to ensure the more vulnerable in our society are not disadvantaged and can actively partake of public transport; this extends to public transport vehicles, stop and station design, and routes of access to and from public transport stops and stations.
- 8.2.4 There are a number of modes of public transport within the county including bus, rail, rural transport services, air, boat and taxi services. These services provide a number of connections both between settlements the county, the mainland and our islands, the wider region and various locations throughout the country.
- 8.2.5 Policy objectives have therefore been defined in connection with general public transport principles and provision as follows:
- **Policy Objective PT 1 – Sustainable Modes of Transport:** To encourage a modal shift from use of the private car towards more sustainable modes of transport.
- 8.2.6 The County will seek to apply the measures set out in the preferred corridor options to directly influence and guide the creation of “new” trips (associated with new or expanded development of housing, employment and other land uses), such that sustainable modes



are not only available but made attractive in terms of journey time and convenience. Where this occurs, it is anticipated that the increased visibility and uptake of public transport services will encourage other residents and visitors / commuters to Galway County to make use of services in turn. A key element of this strategy is the recognition that it is very unlikely for existing residents and visitors to alter all of their trip choices; however, by way of example, a change which results in a person previously commuting to work five days a week by car to one who uses the car three days a week and PT on the other two will, when expanded across the working population, result in a significant and positive change to the demands placed on the road network.

8.2.7 This policy objective also has direct links to the wider changes in working arrangements which have been seen in effect as a result of the Covid-19 pandemic, and the connected policy objectives within the County Development Plan which will support an increase in local and “home” working.

- **Policy Objective PT 2 – Development of Public Transport Infrastructure:** To engage and work closely with the National Transport Authority and other relevant transport authorities and both public and private operators, in facilitating and securing improvements to and the expansion of public transport infrastructure and services in the County.

8.2.8 Galway County Council will seek to pursue the development and implementation of improvements to public transport infrastructure as described within the preferred corridor strategy options, with priority given to the “hub” concepts at Tuam, Ballinasloe and Athenry. In parallel to this, the County will engage with smaller local communities and operators of public and private bus services to identify locations where small-scale infrastructure improvements (such as bus stops and shelters, seating, and localised physical constraints to bus access) would facilitate a greater uptake of existing services, and/or support the extension or expansion of routes.

8.2.9 The Council will additionally seek to support both initiatives which help to improve co-ordination between different types of public transport (i.e. bus, coach and rail) and those which improve access via “first and last mile” connections, primarily those made to stops and transport hubs on foot and by cycle.

### **8.3 Bus Services**

8.3.1 As has been set out in the transport baseline section of the GCTPS, the County is currently served by an extensive network of bus services both public and private operators, connecting rural areas, linking settlements within the county and connecting with major destinations including Galway City, nearby regional airports and other centres of scale nationally.

8.3.2 The Council recognises the importance of these services to the respective communities and will continue to facilitate their improvement, primarily through provision and upgrading of infrastructure, and continued provision of bespoke services to rural communities, including demand-responsive transport (see **Section 8.4** below).

8.3.3 Consolidation of growth in potential bus markets, associated with planned new development and the spatial policy objectives in the CDP, is expected to support and

broaden the customer base for both public and private bus services in the future. As is set out at Chapter 6 of the CDP, the plan will thus support the NTA and public and private operators in improving and extending bus services and infrastructure throughout the County.

8.3.4 Policy objectives have therefore been defined in connection with provision of bus services as follows:

- **Policy Objective PT3 – County Bus Services:** To support the National Transport Authority (NTA) and other stakeholders and community groups in improving bus service infrastructure.

8.3.5 The Council will liaise regularly with NTA and other relevant stakeholders during the lifetime of the CDP, and will respond to relevant consultations on proposed improvements, including advocating for smaller communities within the County in relation to service frequency and coverage.

## 8.4 Public Transport in Rural Areas

8.4.1 The Council considers the provision of public transport in rural areas to be of particular importance having regard to the rural nature of large parts of the county and the number of small urban settlements located throughout the county. It is recognised that there will be ongoing challenges in providing regular services to multiple rural areas with low population density based on a “traditional” model of public transport provision, however it is considered essential that rural isolation is reduced and that those without access to private vehicles are not cut off from vital services and the wider interactions with their communities.

8.4.2 In County Galway the NTA provides rural transport services through the Local Link Rural Transport Programme with over 80 services a week including demand responsive and door to door services. These models of service are considered to represent the most effective method of addressing rural social exclusion while also assisting in the integration of rural transport services with other public transport services. The provision of rural transport is supported through a defined policy objective as follows:

- **Policy Objective PT4 – Rural Transport:** To continue to support the ‘Local Link’ rural transport service and to encourage operators to improve the service to meet the social and economic needs of the rural communities in the County.

8.4.3 During the lifetime of the CDP, the Council will seek to maintain existing service levels through the Local Link programme, and will support initiatives which extend “on demand” and “hail and ride” services in rural locations. This will include support for methods of extending access to these services through telephone and internet-based booking systems.

## 8.5 Park & Ride Facilities

8.5.1 The Council actively supports the provision of various forms of Park & Ride facilities at appropriate locations with the main focus on encouraging commuters to utilise public transport, reducing congestion and assisting in the transition to a low carbon county.

Consultation with existing stakeholders has indicated that there is a willingness to see Park & Ride facilities expanded as a method of tackling long-standing areas of congestion on the road network, in a manner which accommodates the reality for many Galway County residents of a continuing need to use car travel for work, education and other purposes; these efforts are specifically intended to complement those associated with encouraging increased use of public transport wherever possible.

8.5.2 The Council supports the enhancement of and provision of capacity with regard to park and ride where feasible. The Council are also supportive of additional park and ride facilities which can be provided either through rail or other sustainable transport modes such as bus services at appropriate locations throughout the county, or car sharing facilities which could be utilised by commuters who car pool. The support for these measures is expressed through policy objective PT5:

- **Policy Objective PT 5 – Park and Ride:** To work with the National Transport Authority (NTA), Iarnród Éireann, Transport Infrastructure Ireland (TII) and any other stakeholders in identifying suitable locations for and the development of Park and Ride facilities in the County.

8.5.3 The Council will seek to work in partnership with NTA, TII and other stakeholders to appraise additional potential sites for Park & Ride provision as they become known and available; wherever possible, the Council will support sites which are capable of becoming self-sustaining over the medium and long term, and where any additional capacity which may be released on the road network as a result of reductions in general traffic via transfer to Park and Ride services can be used to improve access for sustainable modes and/or to address and improve safety.

## 8.6 Rail Services

8.6.1 The county is well served from the south and from the east via the Galway - Limerick (Western Rail Corridor) and Galway - Dublin rail lines respectively. The Galway - Limerick line intersects with the Galway - Dublin line in Athenry. The disused rail line between Athenry and Claremorris via Tuam which provides the potential for additional rail services to the north of the county and the extension of the Western Rail Corridor to provide rail access to the north west of the country.

8.6.2 Policy objectives have therefore been defined for each of these areas of the rail network and are discussed further below.

8.6.3 At present the existing railway line which serves Galway to Athlone is limited in terms of its capacity due to the infrastructural constraints. This plan supports the upgrade of this line including provision of a dual line being provided between Galway and Athlone which would significantly increase both the speed and frequency of service on this line. The Council considers the development of enhanced rail infrastructure to be critical in terms of facilitating balanced regional growth and the development of the Galway Metropolitan Area Strategic Plan (MASP) area and the wider north western region. The Council will continue to engage with Iarnród Éireann in seeking to improve rail services and infrastructure at appropriate locations in the County.

- **Policy Objective PT6 – Galway to Athlone Rail Line:** To secure in co-operation with Iarnród Éireann improved rail infrastructure and services between Galway and Athlone which includes a dual railway track and additional improvement works to ensure to ensure enhanced capacity and frequency of service.

8.6.4 As has been demonstrated through the corridor studies, the provision of enhanced service frequency on the Galway to Athlone corridor will serve a key role in encouraging the use of rail services to access both Galway City and the MASP area. It is currently anticipated that proposed development to be delivered within the period of the CDP can be accommodated via measures utilising existing road and rail infrastructure; however, over the longer term, the proposed growth within the MASP areas will require this “re-balancing” of demand by mode in order to achieve the desired densities of development. It is therefore considered to be important that the CDP and this Transport Strategy provide a clear and consistent approach to the provision of these rail enhancements, and that all action possible is undertaken to advance the schemes within this plan period.

- **Policy Objective PT7 – Western Rail Corridor:** To support the opening of the Western Rail Corridor route from Athenry, Tuam, Claremorris to Collooney as an option for passenger and cargo transportation in the event that the Government decides to proceed with this project following the review of the All Ireland Rail Review outcome.

8.6.5 The provision of electrification is considered by the Council to be a necessary activity over the longer term to allow for the benefits associated with electrified train infrastructure to be realised. These include greater reliability, fewer carbon emissions, and improved perception of rail travel as an attractive travel choice for a variety of purposes.

## 9. ROAD NETWORK STRATEGY

### 9.1 Overview

- 9.1.1 This section of the transport strategy sets out how the road networks within the County will be managed and maintained during the lifetime of the CDP. The strategy covers the County's role in relation to the national and regional road networks principally managed by TII, and the local road networks which are managed by the County's roads team.
- 9.1.2 It is recognised that maintaining the efficient and safe operation of the road network is pivotal to the success of the other modal strategies, as well as allowing new development to come forward. Making best use of existing road capacity is given a corresponding high priority, with additional road capacity targeted either where it can enhance provision for sustainable modes or where there is a strong strategic case for more general capacity enhancement.

### 9.2 Existing & Previously Proposed Road Projects

- 9.2.1 The Council recognises the importance of the public road network in the county and the importance of the continued safeguarding and development of this infrastructure to ensure the safety of road users, the transport of goods and services and connectivity between the settlements and the wider region. Connectivity both within the County itself and to adjacent Counties and key destinations further afield is heavily dependent on the provision of safe and efficient road network access.
- 9.2.2 There are a number of motorways and national routes which provide excellent access routes into and out of the county which are extremely important in terms of the economic and social development of the county. At a more local level there are a number of regional and local roads which provide connectivity between or town and villages and their wider rural hinterlands.
- 9.2.3 Whilst the plan supports the promotion of sustainable transport and a low carbon county the Council recognises that due to the significant number of rural communities within the county and the importance of maintaining movement of goods that roads infrastructure will retain an integral part of the overall transportation network for the county.
- 9.2.4 The Council will continue to support extensions and improvements to existing roads infrastructure within the County with the priority projects listed with [Tables 23 to 25](#) as follows:

**Table 23. National Road Projects**

<b>NATIONAL ROADS</b>	
N6	Galway City Ring Road
N59	Clifden to Oughterard (N59 Clifden to Maam Cross and N59 Oughterard to Maam Cross) Ongoing
N59	Clifden to Leenane (Mayo County Border)
N59	Galway to Oughterard
N84	Galway to County Boundary
N67	Kilcolgan to County Boundary,
N17	Tuam to County Boundary,
N63	Annagh Cross to Ballygar
N83	Tuam to Dunmore
N65	Kilmeen to Portumna
N84	N84 Galway to County Boundary Scheme
N18	Carrowmoneash northwards towards the interchange with the M6

9.2.5 Other improvement projects associated with the routes identified above are as follows:

**Critical Town Bypasses**

- N59 Maigh Cuilinn By-pass (ongoing); and
- N17 Baile Chláir By-pass.

**Other Roads**

- R336 Bearna-Scrib via Ros an Mhil;
- Athenry Relief Road;
- Tuam Inner Relief Road;
- Kinvara Inner Relief Road; and
- Link from the Parkmore Industrial Estate to the R339.

**Table 24. Existing Public Car Parks**

<b>PUBLIC CAR PARKS</b>
Gort Car Park

Headford Car Park
Kinvara Car Park
Oranmore Car Park
Oughterard Bus Parking

**Table 25. Major National & Local Cycle Networks**

<b>NATIONAL &amp; LOCAL CYCLE NETWORKS</b>
Athlone to Galway
Galway to Clifden

9.2.6 A series of further local road projects are currently in development or being prepared for implementation within the CDP period (2022 to 2028); it is noted that these projects include initiatives targeted at specific modes as well as more general road network upgrades. The strategy supports the delivery of the following projects which are proposed within this timeframe as follows:

**Table 26. Regional & Local Projects Proposed for 2022-2028**

<b>ROUTES</b>	<b>WORKS TO BE UNDERTAKEN</b>
R336, R446	Network improvement works, strengthening overlay and improvements
N59 from Galway City to the Mayo boundary	N59 from Galway City to the Mayo boundary
Oranhill Link Roads	To complete link roads.
N6 at Carrowmoneash to link to Oranmore Industrial Area on N18	Investigate and provide for a pedestrian crossing.
Tuam Road Quality Bus Corridor  Consider creation of additional lanes or alteration of existing lanes for Quality Bus Corridors on the R446, N17, N59, N84 and linkage to the Western Rail Corridor.	In conjunction with Galway City complete the design of the Tuam Road quality bus corridor and reserve lands accordingly. Complete the design of Quality Bus Corridors and reserve lands accordingly.
Local and regional road networks within the County	Continue strengthening, improvements and realignment work where necessary, works to these networks.

9.2.7 The above are supported through Policy Objectives PRP 1 and PRP 2:

- **Policy Objective PRP1 - Proposed Roads Projects:** Galway County Council will facilitate the progression of the necessary infrastructure improvements including

new roads/projects listed in Table 6.1: Priority Transportation Infrastructure Projects for County Galway 2022-2028 and those listed within Table 6.2: Regional/Local Projects Proposed for 2022-2028 subject to relevant Irish planning and European environmental legislation including Article 6 of the Habitats Directive and/or other environmental assessment, where appropriate.

- **Policy Objective PRP 2 - Corridor and Route Selection Process:** Policies objectives relating to new roads and other transport infrastructure projects that are not already provided for by existing plans/ programmes or are not already permitted, are subject to the undertaking of feasibility assessment, taking into account planning need, environmental sensitivities as identified in the SEA Environmental Report and the objectives of the Plan relating to sustainable mobility. Where feasibility is established, a Corridor and Route Selection Process will be undertaken where appropriate, for relevant new road infrastructure in two stages: Stage 1 – Route Corridor Identification, Evaluation and Selection; and Stage 2 – Route Identification, Evaluation and Selection.

- 9.2.8 The strategy additionally includes specific policy objectives relating to the National and local road networks, which are designed to address various matters including road safety, the strategic function of roads for both personal movement and freight, and the impacts of through-movement of traffic through settlements within the County. These objectives are described below along with how they will be supported through the measures set out in the relevant corridor strategies.

### 9.3 National Roads

- 9.3.1 Ireland's inter-urban motorway and dual carriageway networks provide vital, strategic transport links between our major cities, markets, ports and airports. Transport Infrastructure Ireland (TII) are a state agency who are responsible for the provision of the National Road network and the Council will continue to work with TII to ensure the enhancement of existing infrastructure and development of new infrastructure, where this is consistent with wider sustainable transport and development policies.

- 9.3.2 The following national roads schemes are currently developing/progressing within the county in accordance with the National Development Plan:

- N6 Galway City Ring Road;
- N59 Maigh Cuilinn Bypass; and
- N59 Oughterard to Maam Cross.

- 9.3.3 In addition to the above schemes the N59 Oughterard – Maam Cross – Clifden is included as a Scheme in Planning/Design/Construction in the National Development Plan. The Oughterard – Maam Cross section has received planning permission and construction works have commenced. Delivery of these schemes will safeguard the movement of strategic traffic within and across the County.

#### Galway City Ring Road

- 9.3.4 The delivery of the N6 Galway City Ring Road (GCRR) is considered to be of significant importance to ensure the success of the Galway MASP and the wider region. The city and environs will continue to grow and without intervention the current congestion on the



approach into the city from the county area will worsen and inevitably impact on the overall function and success of the Galway MASP. The GCTPS and the GTS have both outlined measures needed to address this problem including the delivery of a new orbital route (ie. N6 GCRR).

- 9.3.5 The proposed N6 GCRR road development will function as part of the TEN-T network that includes the core transport routes in all EU Member States for all transport modes. The N6 around Galway forms part of the TEN-T comprehensive network in Ireland and is governed by EU regulations associated with such designation. This means that the proposed N6 GCRR will be a high quality road with limited access. This is to ensure that the road functions as intended in improving the transport infrastructure of Galway with proper control of access via junctions thus ensuring unhindered flow along the proposed route.
- 9.3.6 The N6 GCRR is consistent with the priorities as set out in a number of the government's national policy documents including the National Development Plan 2018-2027, the Regional Spatial and Economic Strategy for the Northern Western Region 2020-2032 and the National Planning Framework 2040 which include goals to tackle transportation infrastructure deficits.
- 9.3.7 The policy objectives within this Plan will seek to ensure the protection of the safety, carrying capacity and efficiency of the existing and future national roads, to ensure future schemes are safeguarded whilst also making provision to encourage sustainable compact forms of development which will have minimal impact on the carrying capacity, efficiency and safety of the national road network.

#### **National Roads Policy Objectives**

- **Policy Objective NR1 – Protection of Strategic Roads:** To protect the strategic transport function of national roads, including motorways through the implementation of the 'Spatial Planning and National Roads Guidelines for Planning Authorities' DECLG, (2012) and the Trans-European Networks (TEN-T) Regulations.
- 9.3.8 The CDP policy objectives relating to the location of new development, and the assessment of transport impacts of development, are designed to ensure that the spatial planning guidelines are applied to the specifics of scheme proposals which will be brought forward during the CDP period. In particular, the location of new development in places where sustainable transport options can be delivered to a high standard and represent a "first choice" for travel needs will ensure that strategic capacity is not absorbed unnecessarily by private vehicle travel. The means by which this will be achieved for specific journey types within identified travel corridors is described within the corridor option assessments set out previously in this GCTPS document.
- **Policy Objective NR2 – Key Roads Infrastructure Developmnts:** To support the delivery of the Galway City Ring Road (N6), the Maigh Cuilinn Bypass N59 and the–Maam Cross – Clifden (N59) Schemes.
- 9.3.9 The Council will engage fully with Galway City Council and TII in relation to the development and implementation of these schemes. The Council will additionally consider how improvements to connecting parts of the local road network and other transport

infrastructure and services will interact with these improvements, and seek to maximise benefits arising from the combination of schemes wherever possible.

- **Policy Objective NR3 – Traffic and Transport Assessment (TTA) and Road Safety Audit (RSA):** Require all applications for significant development proposals which have the potential to impact on the National Road Network to be accompanied by a Traffic and Transport Assessment (TTA) and Road Safety Audit (RSA), carried out by suitably competent persons, in accordance with the TII’s Traffic and Transport Assessment Guidelines.

9.3.10 In addition to requiring the production of TTAs, the Council will direct developers and their teams to consult with appropriate officers within TII, NTA and other bodies where their proposed schemes can reasonably be expected to result in impacts to the networks managed by these parties.

## 9.4 Non-National Roads

9.4.1 In order to maintain the efficiency and functionality of the regional road network it is important that the number of new accesses and the intensification of existing accesses are restricted. These restrictions minimise risks to road safety as new entrances can result in additional stopping and turning movements, which give rise to the potential for additional traffic accidents.

**Table 27. Restricted Regional Roads**

	DESCRIPTION	DESIGNATION
1	Ballinasloe to City Boundary North of Oranmore	R446
2	Tuam – Bearnaderg – Horseleap	R332
3	Galway – An Spidéal – Ballinahow Cross	R336
4	Galway – Carnmore-Monivea	R339
5	Derrydonnell-Athenry	R348
6	Headford – Tuam	R333
7	Ballinalsoe – Portumna	R355
8	Ballinalsoe – Mountbellew	R358
9	Gort – Loughrea	R380
10	Lough George – Annagh Hill	R354
11	Kilcolgan – Galway /Clare County Boundary	R458
12	Baile Chláir – M6 (Junction 19) – Oranmore	R381

- **Policy Objective NNR1 – Restricted Regional Roads:** To safeguard the capacity and safety of Restricted Regional Roads listed in Table 6.3, against development where a maximum speed limit applies in order to protect the carrying capacity and safety of such roads.
- 9.4.2 The Council will seek to control the provision of new access points and increase in the use of existing access points to the listed restricted regional roads.
- 9.4.3 The methods for proposed development to contribute toward this objective are described in relation to a number of other transport policy objectives; in essence, development which would result in an increase in traffic on any of the listed Restricted Regional Roads will be required to demonstrate that all viable actions related to provision for sustainable transport measures have been integrated into the development proposal (including the use of a mobility management plan where relevant). The scoping of the TTA and other documentation to support such proposals should specifically address the assessment methodology for qualifying roads.
  - **Policy Objective NNR2 – Safeguard Regional and Local Roads:** To safeguard the carrying capacity and safety of the County’s regional and local road network.
- 9.4.4 The Council will work with the relevant authorities to identify locations on the regional and local road network where actions to improve safety may be required; a number of these locations have been identified as part of the corridor studies through analysis of accident records. The strategy also recognises that, with increases in both active travel and vehicular movement associated with growth, monitoring and further actions may be necessary over the lifetime of the CDP to address any emerging safety issues. This is considered particularly relevant to encouraging the increased use of active travel modes, as concerns over safety are frequently cited as discouraging these journeys, particularly for younger and vulnerable people.
- 9.4.5 The modal strategies set out in this GCTPS will guide the selection of future projects to be included in any future updated works programme, with particular priority given to works which enhance the safety or efficiency of the networks for all users.
  - **Policy Objective NNR3 – Design Manual for Urban Roads and Streets:** Implement the recommendations of the Design Manual for Urban Roads and Streets (DMURS 2019) in relation to urban streets and roads within the 50/60 kph zone.
- 9.4.6 This objective is considered to be directly relevant to the implementation of planned development within the MASP; the principles and contents of DMURS may also be relevant in areas where more concentrated development is planned. Care will be taken to align the use of DMURS with the existing characteristics of settlements.
  - **Policy Objective NNR 4 – Traffic Management in Town Centres:** Seek the reduction of through-traffic passing through town centres and also to manage the movement of through traffic through town centre giving priority to pedestrian, cycle and public transport vehicles.
- 9.4.7 It is recognised that high concentrations of through-traffic movement, particularly during network peak hours, can be detrimental to the uptake of sustainable modes for local journeys;

in pursuing this objective, the Council will seek to balance a reduction in this type of through-movement with a recognition that settlements may also benefit from the effects of “pass-by” and “linked” trips, for example where persons travelling to and from work are able to stop and visit local shops and other services as part of their longer journey.

- **Policy Objective NNR5 – School Travel Plans:** Increase the safety of children at schools by assessing safe routes to schools for school children and by the installation of traffic management measures. Require School Travel Plans to be submitted with applications by schools or colleges in accordance with actions as set out under Smarter Travel, A Sustainable Transport Future 2009 – 2020.

9.4.8 The safe movement of children and young people to and from places of education will continue to be given a high degree of priority when proposed improvements or changes to the transport networks are considered. Section 10 provides some further consideration of how education and school travel can be facilitated, in a manner which supports maximum use of sustainable travel options, but also recognises the needs of those living in more rural areas of the County.

- **Policy Objective NNR6 – Traffic and Transport Assessments (TTAs) and Road Safety Audits (RSAs):** To require the preparation of Transport and Traffic Assessments and Road Safety Audits for new developments in accordance with the requirements set out in the TII Traffic and Transport Assessment Guidelines.

9.4.9 This policy objective will ensure that the transportation needs associated with residents and other users of new developments are taken account of, and addressed in a manner which is compatible with both this GCTPS and the wider CDP. In reviewing submitted TTAs, the Council will consider the extent to which the development proposals contribute toward the achievement of all relevant transport policy objectives.

- **Policy Objective NNR7 – Mobility Management Plans:** To require mobility management plans to be submitted with applications for trip intensive developments.

9.4.10 The use of mobility management plans will provide a mechanism for the benefits of higher concentrations of travel demand to be captured, both in terms of providing new and upgraded infrastructure and generating an increased customer base for public transport services. The mobility management plans will also demonstrate how necessary access for vehicles (including servicing vehicles) will be provided, in a manner which does not negatively affect provision for sustainable modes.

- **Policy Objective NNR8 – Car Parking:** Provide/improve parking facilities in towns and villages as development and traffic demand. The requirements for car parking shall be in accordance with the standards and guidelines as set out within Chapter 15 (Development Management Standards and Guidelines) of the County Development Plan under Guidelines for Transportation, Roads, Parking, Loading and Storage.

9.4.11 Car parking policy and its effects on the travel choices made by residents of Galway County (as well as regular visitors from elsewhere) is considered further within section 10 of the GCTPS. The strategy will seek to direct new public car parking provision to locations where it

can serve those who have a physical need to travel by car, and those for whom other transport choices are limited. Car parking associated with new development will be managed via County policy to reflect the provision and availability of sustainable travel modes; the “Compact Growth” strategy which will be delivered via the wider CDP should ensure that development is directed to locations where excellent sustainable transport options are or will be made available.

## **10. SUPPORTING MEASURES**

### **10.1 Demand Management Principles**

- 10.1.1 The Galway County Transport and Planning Study has been constructed around the principles established through national and regional policy that the transport impacts associated with growth and development should be managed to achieve a number of different aims. Central to this is the principle that growth and development should actively support and encourage the use of sustainable transport modes, and that whilst some additional use of private vehicular transport will by necessity be required, the road networks should seek to accommodate this demand through measures which make best use of existing infrastructure. Measures which work together to achieve these outcomes are collectively referred to as “demand management” measures, and whilst these can also be classified as “supporting” elements which are delivered alongside the main modal strategies, their importance in maximising the benefits and effectiveness of the mode strategies is considerable. This section of the GCTPS therefore sets out how a number of these measures will be implemented as part of the delivery of the modal strategies, and in partnership with relevant bodies and organisations.

### **10.2 Transport Mode Integration & Trip Linking**

- 10.2.1 The County Development Plan establishes the locations where new development will be delivered during the plan period, and how this development will integrate with and support existing communities. Transport has a key role to play in this process of integration, by providing opportunities to enhance connectivity between residents, employment and services, providing new customers for public transport services, and generally allowing people within the County to “link” different purposes within their daily travel routines. Accordingly, the GCTPS will support the delivery of development in accordance with the principle of “compact growth” which will increase access to employment, services and community facilities in a sustainable manner, facilitating easier connections between sustainable modes of transport and ensuring that vehicular access is maintained where necessary to support those with limited mobility, or essential delivery and servicing activities.

### **10.3 Parking Standards & Parking Controls**

- 10.3.1 It is recognised that the availability of car parking in different settings has a strong impact upon the relative attractiveness of travel by private vehicles; this in turn has a direct impact on the efficient and safe operation of the road networks. The GCTPS therefore seeks to support the provision of appropriate levels of car parking within new developments which are compatible with the over-arching objectives relating to the wider road and other transport networks.
- 10.3.2 The parking standards which are proposed within the County Development Plan have been designed to work alongside the modal strategies and other supporting measures in order to achieve the CDP’s objectives for growth, in a manner which is both sustainable and fair to both existing and new residents and visitors (including those travelling for employment and education). The parking standards will in turn be supported through appropriate use of on-

street parking controls, and careful location and capacity of public car parks, with attention also given to parking for cycles and motorcycles as part of this provision.

- 10.3.3 Particular attention will be given to the provision of well-located and secure cycle parking in all major developments, and in local centres.

## **10.4 Electric Vehicles & Low-Carbon Technologies**

- 10.4.1 There is an expectation that there will be a significant increase in the uptake and use of electric vehicles and other low-carbon technologies during the period of the County Development Plan. The GCTPS will seek to support this increase through the provision of parking and charging infrastructure, where it is feasible to do so; it is recognised that this should include electric cycles and scooters alongside private cars.
- 10.4.2 Galway County Council will work alongside TII and the NTA with regard to supporting provision for longer-distance travel via electric vehicles, including provision for hybrid public transport and freight.

## **10.5 Park & Stride**

- 10.5.1 The GCTPS supports the provision of “park and stride” facilities where there is a need to improve access to services and community facilities where some travel by car is necessary, but where there are opportunities to locate associated car parking away from constrained or sensitive locations. It is considered that this type of facility has a particular role to play in increasing access to local centres and education facilities from surrounding rural areas; park and stride facilities also reduce the impacts of inappropriate on-street parking and encourage a degree of increased physical activity. The implementation of Park and Stride facilities will be explored further as part of the development of the Local Transport Plans for Ballinasloe and Tuam, and lessons learned from these activities will be applied to proposals and opportunities identified elsewhere in the County.

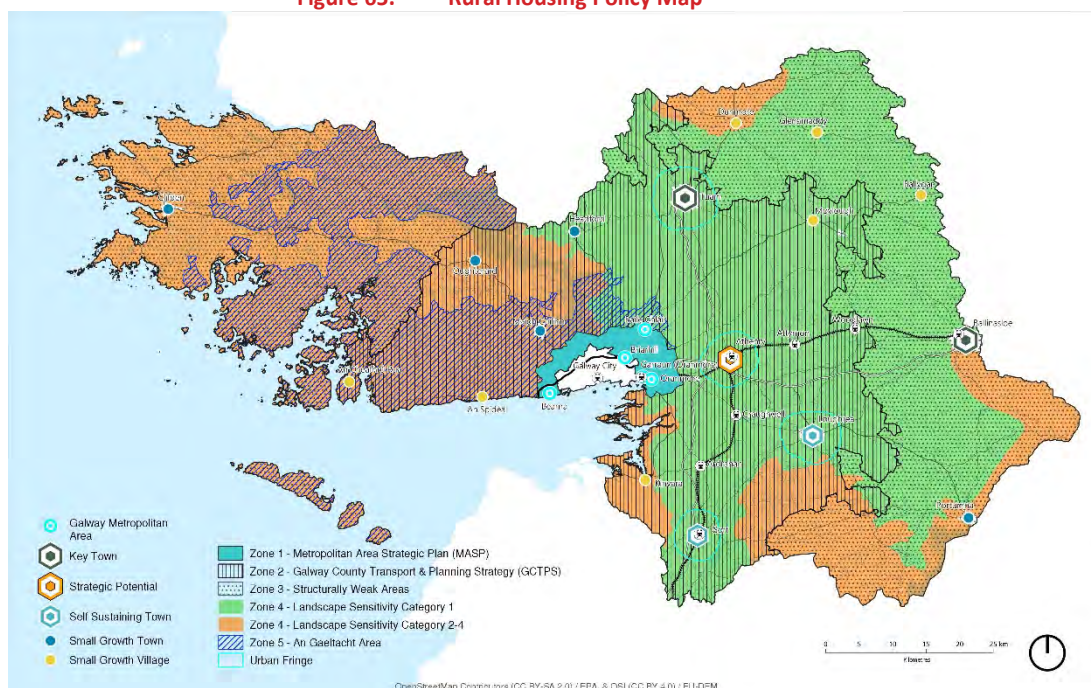
## **10.6 Park & Ride**

- 10.6.1 The provision of Park and Ride facilities to serve different corridors and settlements has been explored as part of the corridor option development work reported in previous sections of this GCTPS. The GCTPS therefore supports the development of Park and Ride facilities in locations where there is expected to be sufficient demand to enable a facility to become self-supporting, and where the connecting bus services are able to deliver a consistent journey time for P&R users which circumvents or otherwise avoids significant congestion hotspots. The development of P&R proposals which will impact on travel demand into Galway city centre will be undertaken in close consultation with Galway City Council; in turn, Galway County Council will remain engaged with the City Council with regard to the further development of P&R sites which are described in (and supported by) the Galway Transport Strategy.

## 10.7 Rural Housing Protection Zones & Rural Transport Services

- 10.7.1 The development of housing within rural areas of the County has historically been managed through the application of policies designed to recognise the strengths and challenges for those who live and work within the rural parts of Galway County.
- 10.7.2 **Figure 65** below shows how the different geographical areas of the County are defined, for the purposes of applying rural policies.

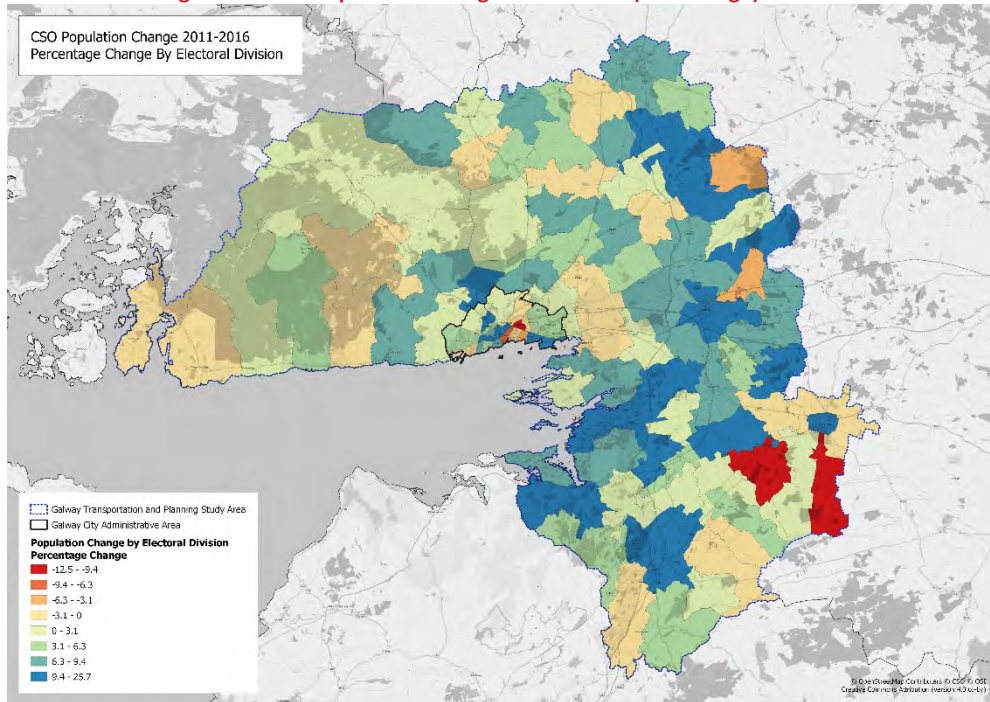
**Figure 65. Rural Housing Policy Map**



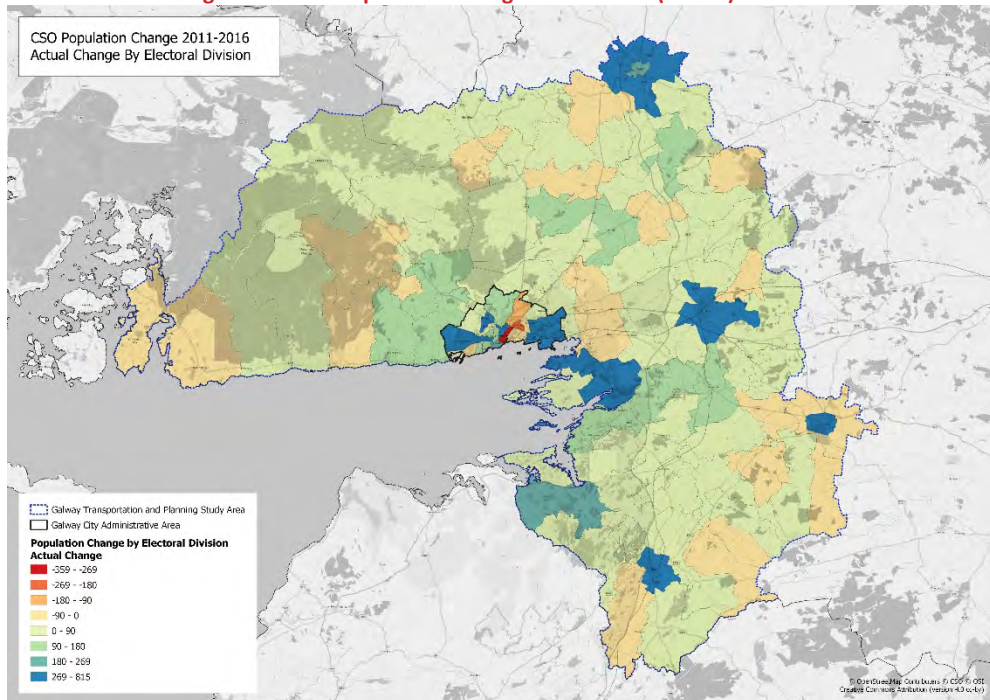
- 10.7.3 The area which is marked as “Zone 2 – GCTPS area” on the above map represents the main “commuting” area within the County for Galway City – residents living in settlements within this area are considered to have access to Galway City by one or more modes which represents an attractive option for those seeking employment. As such, it is considered that locations within this geographical area are likely to consequently be attractive for new development, and/or to attract an increase in the residential population. (It is noted that this area also include the MASP area marked as “Zone 1” on Figure 65).
- 10.7.4 Previous evidence of this pattern of population distribution is found within the 2011-2016 population change data extracted from 2016 Census information; mapping showing both the percentage and “actual” change in population numbers within the GCTPS area is shown at **Figures 66** and **67**.



**Figure 66. Population Change 2011 – 2016 (Percentage)**



**Figure 67. Population Change 2011 – 2016 (Actual)**



10.7.5 Comparing the percentage changes with the “actual” change data indicates that, as would be expected, the highest concentrations of growth within this period were focused around larger existing settlements. However, the pattern of change within the rural areas outside of these settlements is mixed, with relatively large areas of the County within the GCTPS area experiencing modest growth in population.

- 10.7.6 It is understood that this pattern of change has largely continued since 2016. This means that, taken cumulatively, the growth in rural areas within the GCTPS area has led to increased movement on both the local and regional road networks, primarily associated with movement to and from Galway City and other larger settlements within Galway County; this is evidenced by the model data examined within Section 5 of this document.
- 10.7.7 With regards specifically to the provision of transport for rural areas, the Council will continue to support initiatives such as the “Local Link” rural bus services, and improvements to local walking and cycling infrastructure. In accordance with the wider development policies of the CDP, areas which are denoted as “structurally weak” within the rural housing policy areas will be supported in terms of improvements to serve existing local communities; this will be done in a manner which does not directly encourage significant new housing development. In addition, proposed housing and other development within the GCTPS area (but outside of the identified settlements as shown on the rural housing policy map) will be considered in terms of its potential impacts on key movement corridors; related policies (such as parking provision) will be applied to manage the cumulative impacts of this type of development.

## **10.8 Intelligent Transport Systems and “Mobility as a Service”**

- 10.8.1 The GCTPS supports the use of technology solutions to provide enhanced access to travel and transport information; it is recognised that there are a number of web-based and application services providing data on traffic levels, walking and cycling routes, and general journey planning. Galway County Council will work with always City Council, TII and the NTA to ensure that the source data for these services is as up-to-date as possible.
- 10.8.2 Galway County Council will be supportive of initiatives which may be brought forward by public and private bus and coach operators, and Iarnród Éireann, to increase access to public transport information (and in particular “real time” service information).
- 10.8.3 The emergence of new business models around the concept of “mobility as a service” is expected to have an increasing influence on travel choices over the period of the County Development Plan. These services could potentially have a role in increasing access to transport for those in more rural areas, however it is considered that due to the lower densities of population, the commercial “attractiveness” of these travel needs will be less than for more concentrated centres of population, and thus the provision of rural transport is likely to remain a major activity for the County and their partners for the foreseeable future.

## **10.9 School Travel**

- 10.9.1 Travel to and from schools and other places of education forms a substantial element of travel demand in the AM and early PM peak periods. Additionally, travel “habits” acquired by pupils and students are recognised as having an impact on their subsequent attitudes to travel as adults, and the opportunity to travel to and from school by active modes provides a significant element of beneficial activity for those involved.
- 10.9.2 In addition to the measures set out in the modal strategies, the GCTPS will therefore support and encourage initiatives by schools to increase travel by pupils, students and staff via active and sustainable modes. New developments will be required to demonstrate how children and young people will be able to access local school and other education facilities; the County will

also support schemes which seek to reduce the prevalence of vehicle movements and on-street vehicle parking in close proximity to these facilities.

## **10.10 Workplace Travel**

- 10.10.1 Travel to and from places of work takes a wide variety of forms within Galway County, reflecting the diversity of economic activity undertaken by residents. The influence of Galway City on travel patterns is recognised as being highly significant, and the corridor assessments have directly addressed these impacts in developing the corresponding corridor strategies.
- 10.10.2 The locations of proposed significant new employment uses and development (as set out in the County Development Plan) have in part been determined through assessment of how these locations would be accessed, with preference given to locations where both the transport networks and the type and density of development proposed will be capable of supporting significant numbers of trips made by walking, cycling and public transport. The GCTPS will further support the realisation of these benefits through support for developments where active and sustainable travel choices are promoted, and access via private car travel is managed and controlled.
- 10.10.3 Further, the County Council will actively encourage measures taken by existing major employment sites to improve access by sustainable and active modes, particularly with regard to any proposals to upgrade or refresh existing sites for renewed employment use.

## **10.11 Tourism & Leisure**

- 10.11.1 The promotion of tourism and the expansion of leisure activities which take advantage of County Galway's wealth of natural attractions and environments forms a key part of both the County Development Plan and the RSES. It is recognised, however, that the impacts of transport activity associated with tourism and leisure can accrue unevenly across communities within the County, and that growth in these activities must be accommodated in a manner which does not degrade or harm either local communities or the environments where these activities take place.
- 10.11.2 The GCTPS therefore seeks to support the expansion of sustainable transport options to serve leisure and tourist demand; it is considered that there is particular potential for cycling to play a substantial role in improving access to both settlements and their surrounding countryside. The seasonal impacts of tourist traffic will also be considered in relation to both the general operation and safety of the road networks.

## **11. TRANSPORT STRATEGY – AREA SUMMARIES**

### **11.1 Purpose of Area Summaries**

11.1.1 This section provides an overview of key destinations within Galway County, which have played an important role in influencing the development of the GCTPS. The identified locations and areas have been a key consideration when developing transport measures to support growth across the County as well as promoting sustainable mode shift.

11.1.2 The key destinations below summarise the influence of the area on the wider County, outline the forecast growth and provide an overview of identified physical measures to meet the objectives identified for each of the mode strategies in the preceding chapters.

### **11.2 National & Regional Connectivity**

11.2.1 Whilst the predominant aim of the measures identified has been to support growth within Galway County, it should be noted that a number of the measures will also facilitate travel through the County, to and from other counties via improvements to the motorways, and the North to South and East to West Travel Corridors linking with Galway City which includes proposed improvements for road, rail and long-distance cycling.

11.2.2 It is an objective of the GCTPS to facilitate the development of high quality and inclusive walking and cycling networks across the County. Consequently in terms of long-distance cycling, a number of the area summaries reference the proposed Galway to Athlone National Cycleway Scheme, which will form part of the Galway to Dublin Cycleway. This scheme is currently undergoing public consultation (February 2021), and a series of route proposals have been considered which are subject to optioneering. The route selection will impact on which areas are directly connected to the National scheme, which some options routing to the north of the M6 and some to the south. Given the recognised importance of this east to west connection, the GCTPS will ensure that connectivity to the Galway to Athlone cycleway is promoted for all key destinations outlined below. This will ensure wide reaching benefits are secured irrespective of the overall routing strategy.

### **11.3 Metropolitan Area (MASP)**

11.3.1 The Galway Metropolitan Area (MASP) as defined by the Regional Spatial and Economic Strategy (2020-2032), encompasses Galway City and surrounding parts of the county as shown in [Figure 68](#). The boundary of the MASP extends beyond Bearna to the west, Baile Chláir to the north and Oranmore to the east.

**Figure 68. Galway Metropolitan Area Boundary**



NWRA RSES, Figure 19

- 11.3.2 The region is significantly influenced by Galway City, with a high proportion of commuters to Galway City and therefore radial Travel Corridors from Galway to key destinations have considered measures to support commuter journeys, focusing on reduced reliance of private vehicle and greater uptake of sustainable travel alternatives.
- 11.3.3 The population of the Metropolitan Area is projected to grow by 27,500 to 2026 and by a further 14,500 to 2031, with the population of the city and suburbs accommodating 23,000 to 2026 and a further 12,000 to 2031. Within Galway County, residential growth areas are identified in Bearna to the west, Oranmore to the east and Baile Chláir to the northeast, with industrial / technology growth identified in Oranmore and around the former Galway Airport lands. The transport measures identified along key Corridors have therefore taken these significant growth areas into account during optioneering. Further detail on identified measures in relation to key areas is summarised in the area strategies below.
- 11.3.4 A key transport measure for the MASP will be the introduction of the Galway City Ring Road, which is currently at Phase 4 (Environmental Impact Assessment/ Statutory Processes) of the National Roads Authority 2010 Project Management Guidelines. The City Ring Road scheme will provide connections between east and west Galway County, minimising the need to travel through the city. Whilst predominately a road based scheme, implementation will have positive impacts on congestion improving journey times for buses along key routes into Galway City.

## **11.4 Ballinasloe**

- 11.4.1 The Key Town of Ballinasloe plays an important role as a commercial and industrial hub for the east side of Galway County. The RSES (2020) identifies Ballinasloe as ‘an anchor for employment in east Galway’ with potential for increased tourism activity. It is well connected via multiple transport modes, with the M6 east to west corridor running adjacent to the south

of the town, offering strategic connections between Galway City and Dublin as well as the Iarnród Éireann rail services operating parallel to this route.

11.4.2 Internal trips within Ballinasloe are forecast to increase by 10% between 2022-2028 (WRM linear analysis detailed in **Section 5.6**), reflecting forecast population growth within and in vicinity of the Town. A relative high majority of internal trips are made by private vehicle (67%) and the proposed measures seek encourage shorter journeys to be made by walking and cycling creating a vibrant, active, liveable neighbourhood centre.

11.4.3 The Travel Corridors which link with or via Ballinasloe include:

- Athenry -Ballinasloe (M6) Travel Corridor;
- Ballinasloe – Tuam Travel Corridor.

11.4.4 The following measures included at **Table 28** have been identified as part of the Travel Corridor assessments and are promoted to support growth within Ballinasloe, favouring sustainable mode shift and promotion in uptake of active travel. It is noted that additional safety led, congestion and demand management schemes have been identified as part of this corridor assessment with further details provided in the relevant Travel Corridor Technical Notes at **Appendix C**.

**Table 28. Proposed Physical Measures – Ballinasloe**

CATEGORY	DESCRIPTION
Public Transport	Dual Railing (Ballinasloe to Galway)
Multi-Modal	Ballinasloe Multi-Modal Hub
Active Travel	Galway – Athlone Cycleway

### **Ballinasloe Local Transport Plan**

11.4.5 The Ballinasloe Local Transport Plan will seek to promote sustainable transport as a means of supporting internal growth within the town as well as encouraging connectivity to/from the surrounding rural areas to promote a thriving and attractive place to live and work. Promotion of a multi-modal hub within the Town Strategy, will be key to encourage active modes for first and last mile trips, allowing for seamless connections onto onwards public transport journeys via rail or bus, as well as facilitate a favourable environment for walking and cycling for shorter journeys within the town and from nearby settlements. These measures will look to create a vibrant town which favours walking and cycling over private vehicle for internal trips.

11.4.6 The delivery of the Galway to Athlone cycleway will support the Town Strategy through increased leisure cycle tourism through Ballinasloe and enhance connectivity between rural destinations along this key east to west route, having positive impacts on local businesses and growth opportunities.

11.4.7 The Local Transport Plan will provide a framework for delivery of the key transport measures identified as part of Travel Corridor optioneering.

**11.5 Tuam**

- 11.5.1 The Key Town of Tuam as located in the north of Galway County, in a strategic location to offer excellent connections to Galway City and surrounding rural settlements. The RSES (2020) identifies Tuam as a destination for business and prioritises the town as a focus area for development in the northern area of Galway County.
- 11.5.2 Tuam is connected to the strategic road network via the N83, offering direct connections to Galway City and the M17, which offers important interregional connections. Whilst no rail routes serve Tuam, the town is relatively well served by a number of rural bus connections and well as commuter coaches to Galway City offering alternatives to the private vehicle.
- 11.5.3 Internal trips within Tuam are forecast to increase by 9% between 2022-2028 (WRM linear analysis detailed in **Section 5.6**), reflecting forecast population growth within and in vicinity of the Town. A relative high majority of internal trips are made by private vehicle (64%) and the proposed measures seek encourage shorter journeys to be made by walking and cycling creating a vibrant, active, liveable neighbourhood centre.
- 11.5.4 The Travel Corridors which link with or via Tuam include:
  - Galway – Tuam (N83) Travel Corridor; and
  - Ballinasloe – Tuam Travel Corridor.
- 11.5.5 The following measures included at **Table 29** have been identified as part of the Travel Corridor assessments and are promoted to support growth within Tuam and the wider settlement area, favouring sustainable mode shift and promotion in uptake of active travel. It is noted that additional safety led, congestion and demand management schemes have been identified as part of this corridor assessment with further details provided in the relevant Travel Corridor Technical Notes at **Appendix C**.

**Table 29. Proposed Physical Measures – Tuam**

CATEGORY	DESCRIPTION
Multi-Modal	Tuam Multi-Modal Hub
Active Travel	Galway – Tuam Cycleway

**Tuam Local Transport Plan**

- 11.5.6 The Tuam Local Transport Plan will seek to promote sustainable transport as a means of supporting internal growth within the town as well as encouraging connectivity to/from the surrounding rural areas to promote a thriving and attractive place to live and work. Tuam draws a high proportion of trips for commuter, leisure and schooling purposes from the neighbouring rural area and so facilitating sustainable connections will be a key aspect of the strategy. Promotion of a multi-modal hub within the Town Strategy, will be key to ensure the integration of the public transport interchange facilities within the town, ensure ease of permeability and connectivity to the bus network and improve overall public realm.

- 11.5.7 Through the Local Transport Plan the options for the multi-modal hub will be investigated, including incorporating bus stops and facilities, cycle parking and connections to key pedestrian routes to enable easy interchange between modes.
- 11.5.8 Opportunities for bus passengers, taxi users, pedestrians and cyclists to interchange seamlessly will greatly increase the opportunity to travel by sustainable modes to a variety of destinations. This would enhance accessibility to the bus network, provide better walking and cycling connections to central hub, an enhanced environment through the provision of shelters and landscaping and provide a well linked point of access to the bus network. This measure would benefit both the residents, commuters and visitor to Tuam, as well as serve the wider rural settlements.
- 11.5.9 Additionally, in conjunction with the TII, the Local Transport Plan will consider opportunities for improvements to public transport along the N83 corridor in vicinity of Tuam, such as bus priority through congested junctions, to support the objectives of the Local Transport Plan.
- 11.5.10 The Local Transport Plan will explore the feasibility of providing a greenway cycling route between Tuam to Galway, which will improve local connections and could have resultant impacts on leisure cycle tourism, having positive impacts on local businesses and growth opportunities. Routing options will ensure clear linkages with a proposed multi-modal hub to serve the town, alongside localised cycling improvement schemes within the town centre. These measures look to create a vibrant town which favours walking and cycling over private vehicle for internal trips.
- 11.5.11 The Local Transport Plan will provide a framework for delivery of the key transport measures identified as part of Travel Corridor optioneering.

## **11.6 Athenry**

- 11.6.1 Athenry is located to the eastern side of Galway County and has strategic potential for growth and influence within the County. It is well connected in a central location of the County via multiple transport modes, with the M6 east to west corridor running adjacent to the north of the town, offering strategic connections between Galway City and Dublin as well as the Iarnród Éireann rail services operating parallel to this route.
- 11.6.2 Athenry station is located on the Galway to Dublin Rail Route and a key aspiration is to provide rail dualling between Galway and Athenry, offering improved journey times to allow more frequent non-stopping services along the line. This would significantly reduce commuter journey rail times and offer a more frequent, attractive service to commuters.
- 11.6.3 Internal trips within Athenry are forecast to increase by 8% between 2022-2028 (WRM linear analysis detailed in **Section 5.6**), reflecting forecast population growth within and in vicinity of the Town. A relative high majority of internal trips are made by private vehicle (60%) and the proposed measures seek to encourage shorter journeys to be made by walking and cycling creating a vibrant, active, liveable neighbourhood centre.
- 11.6.4 The Travel Corridors which link with or via Athenry include:
- Galway- Athenry (M6) Travel Corridor; and
  - Athenry -Ballinasloe (M6) Travel Corridor.



11.6.5 The following measures included at [Table 30](#) have been identified as part of the Travel Corridor assessments and are promoted to support growth within Athenry and the wider settlement area, favouring sustainable mode shift and promotion in uptake of active travel. It is noted that additional safety led, congestion and demand management schemes have been identified as part of this corridor assessment with further details provided in the relevant Travel Corridor Technical Notes at [Appendix C](#).

**Table 30. Proposed Physical Measures – Athenry**

CATEGORY	DESCRIPTION
Public Transport	Dual Railing (Athenry to Galway)
Multi-Modal	Athenry Multi-Modal Hub
Active Travel	Galway – Athlone Cycleway

## 11.7 Loughrea

11.7.1 Loughrea is a Self-Sustaining Town located in the eastern part of the county, which is connected via regional routes to the strategic road network. Loughrea is located approximately 35km travel distance from Galway City (via the N65 and M6) and so acts as a commuter town, as well as a destination in its own right. Loughrea is an important town and a driver of growth for the immediate and surrounding areas, Whilst not served by a rail line, public transport options are available via local bus services to nearby towns including Gort albeit they are relatively infrequent.

11.7.2 Internal trips within Loughrea are forecast to increase by 5% between 2022-2028 (WRM linear analysis detailed in [Section 5.6](#)), reflecting forecast population growth within and in vicinity of the Town. A relative high majority of internal trips are made by private vehicle (60%) and the proposed measures seek to encourage shorter journeys to be made by walking and cycling creating a vibrant, active, liveable neighbourhood centre.

11.7.3 The Travel Corridors which link with or via Loughrea include:

- Loughrea – Gort Travel Corridor; and
- Galway-Loughrea-Portumna Travel Corridor.

11.7.4 The following measures included at [Table 31](#) have been identified as part of the Travel Corridor assessments and are promoted to support growth within Loughrea and the wider settlement area, favouring sustainable mode shift, connectivity of public transport and promotion in uptake of active travel. It is noted that additional safety led, congestion and demand management schemes have been identified as part of this corridor assessment with further details provided in the relevant Travel Corridor Technical Notes at [Appendix C](#).

**Table 31. Proposed Physical Measures – Loughrea**

CATEGORY	DESCRIPTION
Multi-Modal	Loughrea Multi-Modal Hub
Active Travel	Galway – Athlone Cycleway
Active Travel	Loughrea – Portumna Cycleway (adjacent to N65)

## 11.8 Gort

11.8.1 Gort is a Self- Sustaining Town located in the southern part of the County, approximately 2km from the border with County Clare. Gort is a considered an important town in its own right, with a high degree of self-sufficiency resulting in a reduced demand for travel..

11.8.2 Gort is well connected via the M18 strategic north to south road network, offering important interregional connections, as well as direct interchange with the M6 providing an east to west connection to Galway City, resulting in a high commuter draw to Galway City. Gort is additionally served by Iarnród Éireann rail services on the Galway City to Limerick line, allowing for interchange with the Galway- Dublin rail line at Athenry.

11.8.3 Internal trips within Gort are forecast to increase by 7% between 2022-2028 (WRM linear analysis detailed in **Section 5.6**), reflecting forecast population growth within and in vicinity of the Town. A relative high majority of internal trips are made by private vehicle (68%) and the proposed measures seek encourage shorter journeys to be made by walking and cycling creating a vibrant, active, liveable neighbourhood centre.

11.8.4 The Travel Corridors which link with or via Gort include:

- Loughrea – Gort Travel Corridor; and
- North-South (M18) Travel Corridor.

11.8.5 The following measures included at **Table 32** have been identified as part of the Travel Corridor assessments and are promoted to support growth within Gort and the wider settlement area, favouring sustainable mode shift including improving transport interchange facilities and promotion in uptake of active travel. It is noted that additional safety led, congestion and demand management schemes have been identified as part of this corridor assessment with further details provided in the relevant Travel Corridor Technical Notes at **Appendix C**.

**Table 32. Proposed Physical Measures – Gort**

CATEGORY	DESCRIPTION
Multi-Modal	Gort Multi-Modal Hub
Active Travel	Galway – Athlone Cycleway

CATEGORY	DESCRIPTION
Active Travel	Galway - Loughrea Cycleway (adjacent to R380)

## 11.9 Portumna

11.9.1 Portumna is a Small Growth Town, located on the south eastern side of the County, within a 2km distance from the boundary with the adjacent County Tipperary via the N65. Portumna is considered an important town with key local services and employment potential.

11.9.2 Portumna is located along the N65 which offers an important strategic connections to the M6 in the north and inter-regional connections with the road network in the neighbouring County Tipperary. Portumna Forest Park is a key amenity attraction located to the west of the town centre and is recognised as having a potential for growth of tourist and leisure trips.

11.9.3 The Travel Corridors which link with or via Portumna include:

- Galway - Loughrea – Portumna Travel Corridor.

11.9.4 The following measures included at [Table 33](#) have been identified as part of the Travel Corridor assessments and are promoted to support growth within Portumna and the wider settlement area, favouring sustainable mode shift in particular the uptake of active travel enabling connectivity to nearby settlements and Portumna Forest Park. It is noted that additional safety led, congestion and demand management schemes have been identified as part of this corridor assessment with further details provided in the relevant Travel Corridor Technical Notes at [Appendix C](#).

**Table 33. Proposed Physical Measures – Portumna**

CATEGORY	DESCRIPTION
Active Travel	Pedestrian & Cycle Connectivity to Portumna Forest Park
Active Travel	Loughrea – Portumna Cycleway (adjacent to N65)

## 11.10 Clifden

11.10.1 Clifden is a Small Growth Town (GCDP 2022-2028) having significant influence on the western side of the County located within the region of Conamara. It is located on the N59, which offers strategic connections to Galway City and interregional connections to neighbouring County Mayo to the north. Clifden forms part of the Wild Atlantic Way and is recognised as an important seasonal tourist destination. There is an aspiration to upgrade and improve infrastructure and visitor attractions that form part of the Wild Atlantic Way to cater for the forecast growth in visitor numbers by all modes, including cars, buses and cyclists (RSES, RPO 4.4).

11.10.2 Internal trips within Clifden are forecast to increase by 6% between 2022-2028 (WRM linear analysis detailed in **Section 5.6**), reflecting forecast population growth within and in vicinity of the Town. A relative high majority of internal trips are made by private vehicle (74%) and the proposed measures seek encourage shorter journeys to be made by walking and cycling creating a vibrant, active, liveable neighbourhood centre.

11.10.3 The Travel Corridors which link with or via Clifden include:

- Galway – Clifden (N59) Travel Corridor.

11.10.4 The following measures included at **Table 34** have been identified as part of the Travel Corridor assessments and are promoted to support growth within Clifden and the western side of the County, favouring sustainable mode shift in particular the uptake of active travel enabling connectivity to rural regions. Such measures targeted on the Galway – Clifden Travel Corridor would also provide benefit to the Small Growth Towns of Maigh Cuilinn and Oughterard that are served by the N59 (see below for further information).

11.10.5 It is noted that additional safety led, congestion and demand management schemes have been identified as part of this corridor assessment with further details provided in the relevant Travel Corridor Technical Notes at **Appendix C**.

**Table 34. Proposed Physical Measures – Clifden**

CATEGORY	DESCRIPTION
Multi-Modal	Safety led improvements to road and transport infrastructure, including pedestrian and cycle safety measures.
Active Travel	New pedestrian and cycle routes, with improved connectivity for cyclists.

## 11.11 Headford

11.11.1 Headford is a Small Growth Town (GCDP 2022-2028) located approximately 24km from Galway City. It is located on the N59, which offers strategic connections to Galway City southwards and to the northern areas of the county and County Mayo northwards. Commuter-based interurban services between Galway City and Headford provide the majority of services that connect with the town, including two services that run southbound between Headford and Galway in the morning peak hour of 07:00-08:00.

11.11.2 The Travel Corridors which link to Headford include:

- Galway North Radial (N84) Travel Corridor.

11.11.3 The following measures have been identified as part of the Travel Corridor assessments and are promoted to support growth in and around Headford, and to respond to identified issues of road safety and congestion:

- Safety led improvements to road and transport infrastructure, including pedestrian and cycle safety measures;
- Potential junction improvements (including facilitating improvements for public transport, pedestrian and cyclist movement whilst managing vehicle capacity; and
- New pedestrian and cycle routes, with improved connectivity for cyclists.

11.11.4 It is noted that additional safety led, congestion and demand management schemes have been identified as part of this corridor assessment with further details provided in the relevant Travel Corridor Technical Notes at [Appendix C](#).

## 11.12 Maigh Cuillinn

11.12.1 Maigh Cuillinn is a Small Growth Town (GCDP 2022-2028) located approximately 11km from Galway City. It is located on the N59, which offers strategic connections to Galway City southwards and to the north-western areas northwards. Public transport services are provided via the inter-urban 419 route to Galway City, and the 923 route which serves Galway, Clifden and Letterfrack.

11.12.2 The Travel Corridors which link to Maigh Cuillinn include:

- Galway to Clifden (N59) Travel Corridor.

11.12.3 The following measures have been identified as part of the Travel Corridor assessments and are promoted to support growth in and around Maigh Cuillinn, and to respond to identified issues of road safety and congestion:

- Safety led improvements to road and transport infrastructure, including pedestrian and cycle safety measures;
- Potential junction improvements (including facilitating improvements for public transport, pedestrian and cyclist movement whilst managing vehicle capacity; and
- New pedestrian and cycle routes, with improved connectivity for cyclists.

11.12.4 It is noted that additional safety led, congestion and demand management schemes have been identified as part of this corridor assessment with further details provided in the relevant Travel Corridor Technical Notes at [Appendix C](#).

## 11.13 Oughterard

11.13.1 Oughterard is a Small Growth Town (GCDP 2022-2028) located approximately 25km from Galway City. It is located on the N59, which offers strategic connections to Galway City southwards and to the north-western areas of the county northwards. Public transport services are provided via the inter-urban 419 route to Galway City, and the 923 route which serves Galway, Clifden and Letterfrack.

11.13.2 The Travel Corridors which link to Oughterard include:

- Galway to Clifden (N59) Travel Corridor.

11.13.3 The following measures have been identified as part of the Travel Corridor assessments and are promoted to support growth in and around Oughterard, and to respond to identified issues of road safety and congestion:

- Safety led improvements to road and transport infrastructure, including pedestrian and cycle safety measures;
- Potential junction improvements (including facilitating improvements for public transport, pedestrian and cyclist movement whilst managing vehicle capacity; and
- New pedestrian and cycle routes, with improved connectivity for cyclists.

11.13.4 It is noted that additional safety led, congestion and demand management schemes have been identified as part of this corridor assessment with further details provided in the relevant Travel Corridor Technical Notes at [Appendix C](#).

## **11.14 Rural Areas (East of Galway City)**

11.14.1 The rural areas to the East of Galway City are fairly dispersed across the County and benefit from an integrated network of strategic roads facilitating connections to local destinations, access to and from Galway City and interregional connections. During peak periods, the rural populations collectively generate a high number of trips for the purposes of schooling and commuting, often being undertaken via private vehicle due to limited access to public transport and alternative sustainable modes. The NTM data has found that whilst some areas of rural depopulation are expected to occur by 2039, the rural areas will broadly be subject to minor increases in trips, collectively contributing to the forecast growth for the county.

11.14.2 Rural areas tend to have very limited and disjointed connections to public transport within Galway County. Rural bus services are currently provided through the Transport For Ireland (TFI) Local Link programme, meeting the needs of communities outside larger settlement areas with a number of routes operating on a demand responsive basis in order to offer opportunities for connectivity with timetabled services along key demand corridors. The measures proposed as part of the GCTPS aim to facilitate improved connectivity and transport integration for rural populations, in line with NPF National Strategic Outcome 3 which prioritises strengthened rural economies and communities. The measures proposed include development of multi-modal transport hubs at key destinations across the county, as identified in the preceding area summaries. By developing excellent transport interchange facilities, the rural settlements surrounding these hubs will benefit by encouraging transfer onto sustainable onwards connections. The provision of high quality, secure cycle parking at these hubs will assist rural neighbouring areas to improve their travel options. Additionally, both north to south (Galway City to Tuam) and east to west (Galway City to Athlone) greenways are promoted as part of the GCTPS to improve connectivity for populations in vicinity of these cycling routes. A key objective will be to ensure that rural areas can be linked to these inter-regional routes which bring direct benefits to local residents and realise benefits for the tourist industry through leisure cycling.

11.14.3 In light of the dispersed nature of rural populations to the East of Galway City, improvements to Public Transport for these areas are focused on liaison with the NTA on the feasibility of improvements to door to door local bus services to improve reliability and frequency of operation to make the viable alternatives to the private vehicle. These sustainable transport focused measures are also supported by road-based measures, as identified within Section 6, to improve safety and alleviate congestion hotspots which will have a positive impact on trips to and from regional areas of the County.

11.14.4 The GCTPS aims to support the rural areas to feel better connected, benefit from county wide measures and promote sustainable mode shift where possible for local and longer distance trips.

### **11.15 Rural Areas (West of Galway City)**

11.15.1 The rural areas to the West of Galway City play an important role for the tourism sector, with seasonal demand for travel including to Connemara National Park. The rural populations are fairly dispersed, with the only strategic road connections serving the area being via the N59 which routes via the towns of Maigh Cuilinn, Oughterard and Clifden. The coastal areas are served by the R336, R340 and R341 which offers important connections to the southern coast and provides a favourable coastal route for tourists. The western region of the county still has a large commuter draw for trips to Galway City, however due to journey times and the dispersed nature of rural populations, private vehicle is the dominant mode choice for commuter based journeys. Timetabled bus services along the western region of the county operate along the N59, with door to door services limited along the N59 and travelling south of this route to Cashel and Shannapheasteen and therefore a high proportion of the rural population would not be within catchment area of bus stops or door to door Local Link bus services and therefore have limited viable public transport options available.

11.15.2 In light of this, proposed measures have therefore focused on improving connectivity for rural populations. Firstly, the introduction of the Galway City Ring Road, which is currently at Phase 4 (Environmental Impact Assessment / Statutory Processes) of the National Roads Authority 2010 Project Management Guidelines, will be beneficial for the rural populations to the west of Galway City by reducing the need to travel through the City itself when travelling to the east of the County and would help alleviate congestion issues.

11.15.3 Additionally the GCTPS supports the examination of the feasibility of introducing a cycling greenway between Galway City and Clifden along the N59 route, this would assist with improving safety along the N59, enhance connectivity for rural populations along and within vicinity of the route as well as promote cycling tourism, with the tourist sector playing a significant role for the region. Additionally, a coastal cycling route alongside the R336 has been identified as part of the Travel Corridor assessments to further support growth of leisure cycling through the area and further enhance the cycling tourism offer.

## 12. CONCLUSION

- 12.1.1 SYSTRA Ltd (SYSTRA) has been commissioned by Galway County Council (the Council) to support the development of the Galway County Transport and Planning Study (GCTPS).
- 12.1.2 In developing the GCTPS, SYSTRA has considered the existing Transport infrastructure, services, and travel patterns associated with movement within and through the County, and has subsequently identified a range of measures and options suitable for the context of Galway County relating to the pedestrian, cycle, public transport and road networks. These measures have been designed to address key policy objectives relating to Transport and to support the wider implementation of policies relating to growth and the planning of new development during the period of the County Development Plan (CDP).
- 12.1.3 The GCTPS has informed the identification of key priorities for Transport provision during the period of the County Development Plan (2022 – 2028); these priorities and aspirations have subsequently been developed into a series of Policy Objectives which are described within Chapter 6 of the CDP. The GCTPS describes how these policy objectives will be achieved through the implementation of specific measures by the Council and other stakeholders, including the NTA and TII; supporting measures, including development and planning policies relating to the assessment of new developments, have also been assessed for this purpose.
- 12.1.4 In summary, the GCTPS supports the CDP objectives relating to Transport as follows:
- **Integrated Transport Planning:** Support for transition toward active, sustainable and low-carbon modes of transportation, and preparation of Local Transport Plans for the towns of Ballinasloe and Tuam.
  - **Walking & Cycling:** Provision of a modern walking and cycling network which gives such infrastructure high priority within street hierarchies, adheres to the design principles and requirements set out in the National Cycle Manual and DMURS, and which provides safe and secure cycle parking as part of new developments and public space regeneration projects.
  - **Electric Vehicles:** Support for the roll-out of charging infrastructure and other facilities to encourage the uptake of electric vehicles.
  - **Public Transport:** Support for enhanced public transport services, including provision of new and improved public transport infrastructure; advocacy for improvements to PT services; engagement with the NTA, TII and others with regard to provision for Park and Ride services, and support for the Galway to Athlone rail link and Western Rail Corridor schemes.
  - **National Roads:** Protection of the safe and efficient operation of the national road network, support for planned major upgrade schemes, and use of Traffic and Transport Assessments (TTAs) and Road Safety Audits (RSAs) to assess impacts of proposed development upon the national road network.
  - **Non-National Roads:** Safeguarding of capacity on restricted and non-restricted regional roads within the regional and local road networks; management of through-traffic within town and local centres; use of School Travel Plans and Mobility Management Plans to drive and encourage increased use of sustainable modes of travel to education and other significant development sites; and application of car parking standards and associated requirements as set out in Chapter 15 of the CDP.



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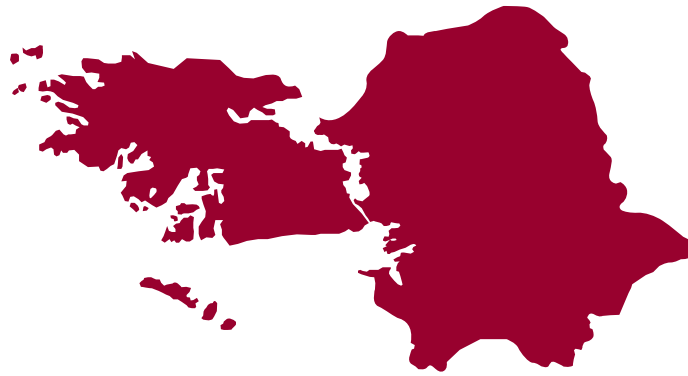
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The SYSTRA logo is displayed in a large, bold, red, sans-serif font. The letters are closely spaced and have a slightly irregular, hand-drawn appearance.



**Chief Executive's Report  
on Submissions received on the Draft Galway County Development Plan  
2022 - 2028**

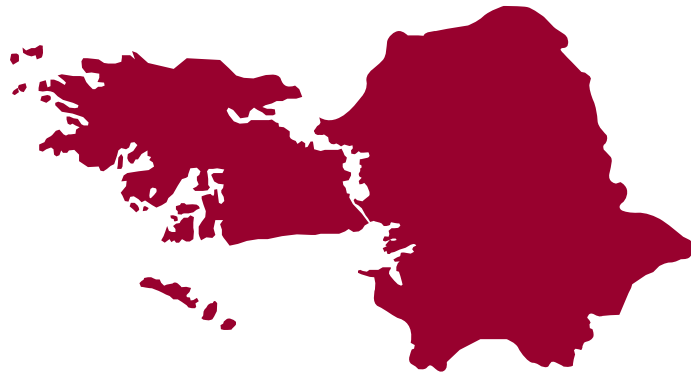
## **Appendix D Zoning Table**

Submission Reference	Settlement Name	Area Hectares *this figures represents the proposed change in zoning	Old Zone Type	New Zone Type
GLW-C10-967 OPR	Headford	3.601ha	Business and Enterprise	Outside Plan Boundary
GLW-C10-967 OPR	Oughterard	2.5ha	Tourism	Outside Plan Boundary
GLW-C10-967 OPR	Oughterard	1.19ha	Residential Phase 1	Outside Plan Boundary
GLW-C10-967 OPR	Oranmore	10.06ha	Residential Phase 2	Outside Plan Boundary
GLW-C10-967 OPR	Oughterard	0.667ha	Residential Phase 1 & Residential Phase 2	Outside Plan Boundary
GLW-C10-967 OPR	Oranmore	2.14ha	Open Space/Recreation & Amenity	Residential Phase 1
GLW-C10-967 OPR	Briarhill	2.769ha	Residential Phase 2	Residential Phase 1
GLW-C10-967 OPR	Garraun	5.81ha	Residential Phase 2	Residential Phase 1
GLW-C10-967 OPR	Oughterard	3.435ha	Outside Plan Boundary	Residential Phase 1
GLW-C10-915 IW	An Spidéal	0.136ha	Business and Enterprise	Public Utility
GLW-C10-588 OPW	An Cheathrú Rua	0.085ha	Residential Existing	Open Space/Recreation & Amenity
GLW-C10-588 OPW	Baile Chláir	0.094ha	Town Centre	Open Space/Recreation & Amenity
GLW-C10-588 OPW	Baile Chláir	0.136ha	Residential Existing	Open Space/Recreation & Amenity
GLW-C10-588 OPW	Baile Chláir	0.316ha	Town Centre	Open Space/Recreation & Amenity
GLW-C10-588 OPW	Ballygar	0.051ha	Residential Existing	Open Space/Recreation & Amenity

GLW-C10-588 OPW	Clifden	0.169ha	Residential Existing	Open Space/Recreation & Amenity
GLW-C10-588 OPW	Clifden	0.011ha	Town Centre	Open Space/Recreation & Amenity
GLW-C10-588 OPW	Dunmore	0.565ha	Town Centre	Open Space/Recreation & Amenity
GLW-C10-588 OPW	Dunmore	0.511ha	Residential Existing	Open Space/Recreation & Amenity
GLW-C10-588 OPW	Dunmore	0.137ha	Town Centre	Open Space/Recreation & Amenity
GLW-C10-588 OPW	Dunmore	0.085ha	Residential Existing	Open Space/Recreation & Amenity
GLW-C10-588 OPW	Garraun	0.002ha	Residential Phase 1	Open Space/Recreation & Amenity
GLW-C10-588 OPW	Kinvara	0.162ha	Residential Existing	Open Space/Recreation & Amenity
GLW-C10-588 OPW	Maigh Cuilinn	0.087ha	Residential Phase 2	Open Space/Recreation & Amenity
GLW-C10-588 OPW	Oranmore	0.291ha	Residential Phase 2	Open Space/Recreation & Amenity
GLW-C10-588 OPW	Oranmore	0.26ha	Residential Phase 2	Open Space/Recreation & Amenity
GLW-C10-588 OPW	Oranmore	0.477ha	Residential Existing	Open Space/Recreation & Amenity

GLW-C10-588 OPW	Oranmore	0.398ha	Residential Existing	Open Space/Recreation & Amenity
GLW-C10-588 OPW	Oughterard	0.101ha	Residential Existing	Open Space/Recreation & Amenity
GLW-C10-588 OPW	Oughterard	0.132ha	Town Centre	Open Space/Recreation & Amenity
GLW-C10-588 OPW	Oughterard	0.197ha	Residential Existing	Open Space/Recreation & Amenity
GLW-C10-588 OPW	Oughterard	0.039ha	Tourism	Open Space/Recreation & Amenity
GLW-C10-588 OPW	Oughterard	0.066ha	Residential Infill	Open Space/Recreation & Amenity
GLW-C10-588 OPW	Portumna	0.046ha	Industrial	Open Space/Recreation & Amenity
GLW-C10-588 OPW	Portumna	0.0367	Town Centre	Open Space/Recreation & Amenity
GLW-C10-7	Oughterard	0.085ha	Open Space/Recreation & Amenity	Residential Infill
GLW-C10-233 (a), 694, 959, 976	Baile Chláir	0.944ha	Community Facilities	Residential Infill
GLW-C10-233 (a), 694, 959, 976	Baile Chláir	2.329ha	Outside Plan Boundary	Residential Phase 2

GLW-C10-233 (a), 694, 959, 976	Baile Chláir	1.816ha	Outside Plan Boundary	Community Facilities
GLW-C10-895	Oranmore	2.14ha	Open Space / Recreation & Amenity	Residential Phase 1
GLW-C10-668	Oranmore	0.146ha	Residential Phase 2	Residential Existing
GLW-C10-582 (a)	Oranmore	6.21ha	Outside Plan Boundary	Community Facilities
GLW-C10-582 (b)	Oranmore	1.264ha	Outside Plan Boundary	Open Space/Recreation & Amenity
GLW-C10-530	Oranmore	0.195ha	Open Space / Recreation & Amenity	Residential Infill
GLW-C10-11	Oranmore	1.515ha	Business and Technology	Outside Plan Boundary
GLW-C10-1375	Clifden	0.409ha	Residential Phase 2	Residential Existing
GLW-C10-1780	Headford	3.601ha	Business and Enterprise	Outside Plan Boundary
GLW-C10-811 (a)	Maigh Cuilinn	0.828ha	Residential Phase 1	Residential Existing
GLW-C10-811 (b)	Maigh Cuilinn	2.444ha	Residential Phase 1	Residential Existing
GLW-C10-811 (c)	Maigh Cuilinn	2.17ha	Residential Phase 2	Residential Phase 1
GLW-C10-811 (d)	Maigh Cuilinn	0.477ha	Agriculture	Community Facilities
GLW-C10-811 (e)	Maigh Cuilinn	0.983ha	Agriculture	Residential Phase 1
GLW-C10-201	Maigh Cuilinn	0.047ha	Open Space/Recreation & Amenity	Residential Existing
GLW-C10-1136	Portumna	8.998ha	Open Space/ Recreation & Amenity	Agriculture
GLW-C10-109	Portumna	1.876	Open Space/ Recreation & Amenity	Tourism
GLW-C10-1873 (a)	Portumna	2.016	Residential Phase 2	Community Facilities
GLW-C10-1873 (b)	Portumna	1.378	Residential Phase 2	Community Facilities
GLW-C10-711	Portumna	1.539	Outside Plan Boundary	Tourism
GLW-C10-709	Portumna	0.82ha	Open Space/Recreation & Amenity	Residential Phase 2
GLW C10-949	Kinvara	2.097ha	Outside Plan Boundary	Community Facilities



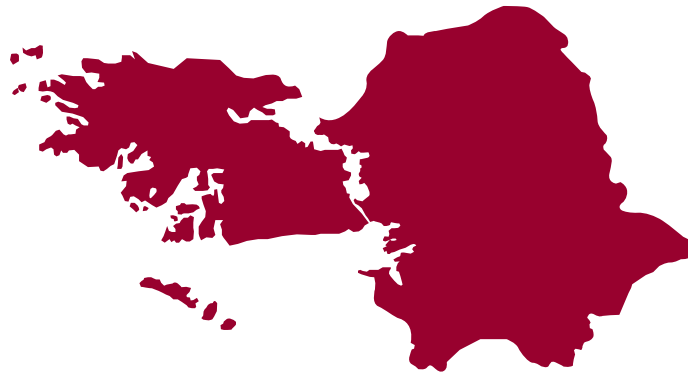
**Chief Executive's Report  
on Submissions received on the Draft Galway County Development Plan  
2022 - 2028**

## **Appendix E Prescribed Authorities**

## **Appendix E - Prescribed Authorities**

Department of Housing, Local Government and Heritage  
Office of Planning Regulator  
North West Regional Assembly  
An Bord Pleanála  
Department of Agriculture, Food and Marine  
Department of Tourism, Culture, Arts, Gaeltacht, Sports and Media  
NPWS  
Department of Environment, Climate and Communications  
Department of Defense  
Department of Education  
Department of Transport  
An Chomhairle Ealaíon  
Department of Rural and Community Development  
OPW  
Dublin Airport Authority  
Eirgrid  
EPA  
ESB (Electric Ireland)  
Department of Enterprise, Trade and Employment  
Fáilte Ireland  
Health Service Executive  
Heritage Council  
Health and Safety Authority  
Inland Fisheries Ireland  
TII  
An Taisce – the National Trust for Ireland  
Irish Aviation Authority  
Irish Water  
Galway Community Development Community  
Galway City Council  
Mayo County Council  
Tipperary County Council  
Clare County Council  
Roscommon County Council  
Offaly County Council





**Chief Executive's Report  
on Submissions received on the Draft Galway County Development Plan  
2022 - 2028**

## **Appendix F List of Valid Submissions**

GLW-C10-1	William Flynn
GLW-C10-2	Noreen Quinn
GLW-C10-3	Sean O'Reilly
GLW-C10-4	Walter King Construction Claregalway
GLW-C10-5	Pearse Clancy
GLW-C10-6	CorporateSupport Unit
GLW-C10-7	PJ Leavy
GLW-C10-8	C. B. Cuttelle
GLW-C10-9	Conor Quinn
GLW-C10-10	Andy Dunne
GLW-C10-11	Sean Hanniffy
GLW-C10-12	Grainne O'Callaghan
GLW-C10-13	Daniel Curley
GLW-C10-14	Sheila Walsh
GLW-C10-16	Michael Newell
GLW-C10-17	Tom Grealy
GLW-C10-18	Lukasz Tymczak
GLW-C10-19	Brendan Monaghan
GLW-C10-20	Attracta Fitzpatrick Fitzpatrick
GLW-C10-21	Conor Molloy Molloy
GLW-C10-22	Ella Larkin
GLW-C10-23	Paul O'Connor
GLW-C10-24	John Loughlin
GLW-C10-25	Mary Conway Conway
GLW-C10-26	Karen Mannion
GLW-C10-27	John McGrath McGrath
GLW-C10-28	Claire Fitzsimons
GLW-C10-29	Owen Jennings
GLW-C10-30	Catherine McNally

GLW-C10-31	Gerard Reynolds
GLW-C10-32	Lisa Dowd-Hynes
GLW-C10-33	Stefan Bink
GLW-C10-34	Eddie Morris
GLW-C10-35	Fintan O'Connell
GLW-C10-36	Frank Mc daid
GLW-C10-38	Alan McGrath
GLW-C10-39	Jason Cotter
GLW-C10-40	Lorraine Keegan
GLW-C10-41	Lorraine Keegan
GLW-C10-42	Brendan O'Shaughnessy
GLW-C10-43	Gort Tidy Town
GLW-C10-44	Gort Tidy Town
GLW-C10-45	Bryan Brennan
GLW-C10-46	Carmel & Paul Keating
GLW-C10-47	Brendan Quinn
GLW-C10-49	Noel Gibbons
GLW-C10-50	Conradh na Gaeilge
GLW-C10-51	Alan Mongey
GLW-C10-52	David Burke
GLW-C10-53	Rodger Waters
GLW-C10-54	Paul Naughton
GLW-C10-55	Carmel Moore
GLW-C10-56	Dara Ó Maoildhia
GLW-C10-57	Josette Farrell

GLW-C10-58	Carmel Burke
GLW-C10-59	Helen Shaughnessy
GLW-C10-60	Alisha Shaughnessy
GLW-C10-61	Paddy Shaughnessy
GLW-C10-62	Patrick Shaughnessy
GLW-C10-63	Sonja Khan
GLW-C10-64	Patricia Mitchell
GLW-C10-65	Brendan Kennelly
GLW-C10-66	John Carr
GLW-C10-67	Tomas Mitchell
GLW-C10-68	Carlos Tighe
GLW-C10-69	Stephen Ryan
GLW-C10-70	Carlos Tighe
GLW-C10-71	Carlos Tighe
GLW-C10-72	Lukasz Tymczak
GLW-C10-73	Lukasz Tymczak
GLW-C10-74	Lukasz Tymczak
GLW-C10-75	Lukasz Tymczak
GLW-C10-76	Andrew Ainley
GLW-C10-77	Sinead Lynn
GLW-C10-78	Padraic McDonagh
GLW-C10-79	Susan Hayes
GLW-C10-80	Brian Wall
GLW-C10-81	Mike Conroy
GLW-C10-82	Claire Lillis

GLW-C10-83	Sinéad Mannion
GLW-C10-84	Deaglan Mac Cuarta
GLW-C10-85	Noel Shannon
GLW-C10-86	Mark Siggins
GLW-C10-87	Dee O Connor
GLW-C10-88	Fraula Lyons
GLW-C10-89	Tom Termini
GLW-C10-90	John Pollard
GLW-C10-91	Joe Gormley
GLW-C10-92	Daithi Quinn
GLW-C10-93	Anne Quinn
GLW-C10-94	William Dundon
GLW-C10-95	Elaine O'Connor
GLW-C10-96	Siobhan O'Connor
GLW-C10-97	Caitriona O Connor
GLW-C10-98	Rian O'Connor
GLW-C10-99	Pierce O Connor
GLW-C10-100	Alan O'Connor
GLW-C10-101	Amy O'Connor
GLW-C10-102	David O'Connor
GLW-C10-103	Judy O Connor
GLW-C10-104	Andrew O'Connor
GLW-C10-105	Tracey O'Connor
GLW-C10-106	Pat Collins
GLW-C10-107	Fiona Donovan

GLW-C10-108	Terry Morley
GLW-C10-109	Cllr Jimmy McClearn
GLW-C10-110	Killary Adventure Co
GLW-C10-111	Cllr Jimmy McClearn
GLW-C10-112	Martin Enda Thornton clo Profe/Building Engineering & Planning
GLW-C10-113	Aoife Casey BL.LLB.
GLW-C10-114	Mr Tony O'Neill BA,Hdip.Ed
GLW-C10-115	Dick Delaney
GLW-C10-116	Olivia Cox
GLW-C10-117	Elma Gannon
GLW-C10-118	Brendan Smith
GLW-C10-119	Ray Reid
GLW-C10-120	Alan Conroy
GLW-C10-121	Shane Geraghty
GLW-C10-122	Hilda Gannon
GLW-C10-123	Tom Reddington
GLW-C10-124	Brian Walsh
GLW-C10-125	Yvonne Ui Fhlatharta
GLW-C10-126	eoghan mullan
GLW-C10-127	Mike Madden
GLW-C10-128	DEIRDRE CLEARY
GLW-C10-129	Linda Howard
GLW-C10-130	Celia Rumann
GLW-C10-131	Bettie Delaney
GLW-C10-132	Denis O'Hora

GLW-C10-133	Michael Dowd
GLW-C10-134	Kevin Jennings
GLW-C10-135	Sean Coyne
GLW-C10-136	Deirdre Walsh
GLW-C10-137	Padraig Varley
GLW-C10-138	Majella Giblin
GLW-C10-139	Clíodhna Ní Dhabhoráin
GLW-C10-140	Sinead Monaghan
GLW-C10-141	Rory Monaghan
GLW-C10-142	Sinead Monaghan
GLW-C10-143	Dara Canavan
GLW-C10-144	Colm Griffin
GLW-C10-145	Rita Donelan
GLW-C10-146	Costa na Mara Management Company Ltd
GLW-C10-147	Brian Finnerty
GLW-C10-148	Audrey Finnerty
GLW-C10-149	Ruth Donohoe
GLW-C10-150	Stefan Bink
GLW-C10-151	Kevin Maye
GLW-C10-152	Anne Brindley
GLW-C10-153	Niamh Hall
GLW-C10-154	Martin Glavin
GLW-C10-155	Oliver Lawlor
GLW-C10-156	Orla McKiernan
GLW-C10-157	Orla McKiernan

GLW-C10-158	Cairbre O'Donnell
GLW-C10-159	Chloe Conroy
GLW-C10-160	Josh Mathews
GLW-C10-161	An Post
GLW-C10-162	Dept. of Tourism,Culture,Arts Gaeltacht,Sport and Media
GLW-C10-163	Richard O'Shaughnessy
GLW-C10-164	Rob Wynne
GLW-C10-165	Anne Gannon
GLW-C10-166	Shane Gaughan
GLW-C10-167	Lucille Redmond
GLW-C10-168	Adam Collins
GLW-C10-169	Helen Sonner
GLW-C10-170	Patrick O'Leary
GLW-C10-171	Jelena Deric
GLW-C10-172	Aideen Molloy
GLW-C10-173	Tom Healy
GLW-C10-174	Lee-Ann Coughlan
GLW-C10-175	Johnathan Lydon
GLW-C10-176	Paul Herron
GLW-C10-177	Brooke Grayling
GLW-C10-178	Liam Caffrey
GLW-C10-179	Enrico Lionello
GLW-C10-180	Michael Browne
GLW-C10-181	Dee O Connor
GLW-C10-182	Roisin Ni Chonfhaola



GLW-C10-183	Iarla Coleman
GLW-C10-184	Aicidh Coleman
GLW-C10-185	Deirdre Coleman
GLW-C10-186	Cait Fahy
GLW-C10-187	Jesús López
GLW-C10-188	James Wall
GLW-C10-189	Shane Smith
GLW-C10-190	Brian O Neill
GLW-C10-191	Adrian O Neill
GLW-C10-192	Teo O Neill
GLW-C10-193	Annette O Neill
GLW-C10-194	Frank O Neill
GLW-C10-195	Sean Carter
GLW-C10-196	Gas Networks Ireland
GLW-C10-197	Cian OMahony
GLW-C10-198	Grainne Purkis
GLW-C10-199	Claire Farrell
GLW-C10-200	JOHN POWER
GLW-C10-201	JOHN POWER
GLW-C10-202	Patricia Walsh
GLW-C10-203	John Walsh
GLW-C10-204	Janice Lambe
GLW-C10-205	Martin Lambe
GLW-C10-206	Thomas McQuade
GLW-C10-207	Brian Murphy

GLW-C10-208	Sean Thorton
GLW-C10-209	Eileen Leydon
GLW-C10-211	Alan Kelly
GLW-C10-212	Laoise Kelly
GLW-C10-213	Eimear Cronin
GLW-C10-214	Eamonn Cronin
GLW-C10-215	Helen McQuade
GLW-C10-216	Conor McGuire
GLW-C10-217	Philip McGoldrick
GLW-C10-218	Gabriel McHugh
GLW-C10-219	Francis Reilly
GLW-C10-220	Martin Owens
GLW-C10-221	Gavin Leydon
GLW-C10-222	Rosie Flynn
GLW-C10-223	Andrew Sellars
GLW-C10-224	Walter Sellars
GLW-C10-225	Shauna Callanan
GLW-C10-226	Teresa Callanan
GLW-C10-227	Sam Callanan
GLW-C10-228	Stevie Callanan
GLW-C10-229	County Galway Traveller Interagency Group
GLW-C10-230	Ronan Bergin
GLW-C10-231	Sarah deignan
GLW-C10-232	Katie O'Dwyer
GLW-C10-233	Clr Jim Cuddy

GLW-C10-234	Pat Callanan
GLW-C10-235	Tadhy Murphy
GLW-C10-236	Kevin Murphy
GLW-C10-237	Ava Lane
GLW-C10-238	Fiona Lane
GLW-C10-239	Ciara Raftery
GLW-C10-240	Mary Stewart
GLW-C10-241	Rowan Lane
GLW-C10-242	Tommy Lane
GLW-C10-243	Eleanor Rooney
GLW-C10-244	John Rooney
GLW-C10-245	Sarah Harte
GLW-C10-246	Declan Gardiner
GLW-C10-247	Mark Campbell
GLW-C10-248	Malachy Kearns
GLW-C10-249	John Mulligan
GLW-C10-250	Pat McCarrick
GLW-C10-251	Dermot Corcoran
GLW-C10-252	Ray Lavery
GLW-C10-253	George Francis McGrath
GLW-C10-254	Gus McCarthy C/O MKO
GLW-C10-255	Coppinger Building
GLW-C10-256	Martina McGuire
GLW-C10-257	Stephen Kerins
GLW-C10-258	Johnny Lynch

GLW-C10-259	Daniel Lynch
GLW-C10-260	Pauline Singleton
GLW-C10-261	Shay Mulrooney
GLW-C10-262	Cllr Alastair McKinstry
GLW-C10-263	Coppinger Building
GLW-C10-264	Declan Glynn
GLW-C10-265	catherine Houghton
GLW-C10-266	Martin Singleton
GLW-C10-267	Frank D'Arcy
GLW-C10-268	Bridgie Forde
GLW-C10-269	Kieran Forde
GLW-C10-270	Derek Hannon
GLW-C10-271	Páid Ó Donnchú
GLW-C10-272	John Cronin
GLW-C10-273	Breda Forde
GLW-C10-274	Gerard Forde
GLW-C10-275	Michael Forde
GLW-C10-276	Colette Flaherty
GLW-C10-277	Davina Flaherty
GLW-C10-278	Eric Flaherty
GLW-C10-279	Jimmy Keady
GLW-C10-280	Jimmy Keady
GLW-C10-281	Joshua Mahon
GLW-C10-282	oWAN Mamoud
GLW-C10-283	Neil McCabe

GLW-C10-284	Matthew Flaherty
GLW-C10-285	David Flaherty
GLW-C10-286	Paul Flaherty
GLW-C10-287	Gerry Waters
GLW-C10-288	Millie Geraghty
GLW-C10-289	Luke Geraghty
GLW-C10-290	Teresa Moloney
GLW-C10-291	Kevin Moloney
GLW-C10-292	Tara Canning
GLW-C10-293	Steve Dolan
GLW-C10-294	Alan Gannon
GLW-C10-295	Saidhbhin Gannon
GLW-C10-296	Luke O'Grady
GLW-C10-297	Brian Melia
GLW-C10-298	Rita Melia
GLW-C10-299	John Steede
GLW-C10-300	Bernie Steede
GLW-C10-301	Dylan Steede
GLW-C10-302	Eoin Cullina
GLW-C10-303	Donna Fitzgerald
GLW-C10-304	Lisa Steede
GLW-C10-305	Rob Fitzgerald
GLW-C10-306	Ralph Smith
GLW-C10-307	Barry Smith
GLW-C10-308	Sam Smith

GLW-C10-309	Roisin Smith
GLW-C10-310	Ciara Smith
GLW-C10-311	Caroline Smith
GLW-C10-312	Tom Smith
GLW-C10-313	Carmel Adderly
GLW-C10-314	Hannah Adderly
GLW-C10-315	Caroline Concannon
GLW-C10-316	David Holland
GLW-C10-317	Andrea King
GLW-C10-318	Natasha King
GLW-C10-319	Teresa Gibbons
GLW-C10-320	Anne Marie Loughnane
GLW-C10-321	Emily Grace
GLW-C10-322	Marie Grace
GLW-C10-323	J Kelly
GLW-C10-324	Ella Grace
GLW-C10-325	R Grace
GLW-C10-326	David O'Grady
GLW-C10-327	Noreen Coen
GLW-C10-328	Lily O'Grady
GLW-C10-329	James Gannon
GLW-C10-330	Grainne O'Grady
GLW-C10-331	Lauren Gannon
GLW-C10-332	Kevin Coen
GLW-C10-333	RoNAN Coen

GLW-C10-334	Pat Coen
GLW-C10-335	Aimee Murray
GLW-C10-336	Reeva Browne
GLW-C10-337	Faye Browne
GLW-C10-338	Susan Browne
GLW-C10-339	John Browne
GLW-C10-340	Michael Browne
GLW-C10-341	Patrick Power
GLW-C10-342	Anne Marie Boyle
GLW-C10-343	Adrian Boyle
GLW-C10-344	J Byrne
GLW-C10-345	Brio Jinki
GLW-C10-346	Tom Jinks
GLW-C10-347	Galway Flying Club
GLW-C10-348	Adrian Flaherty
GLW-C10-349	Tom Kinnvcane
GLW-C10-350	Paul Mitchell
GLW-C10-351	Carmel McFadden
GLW-C10-352	Yvonne Thorton
GLW-C10-353	George Davenport
GLW-C10-354	Frances Davenport
GLW-C10-355	Larry McLaughlin
GLW-C10-356	Jim Barrett
GLW-C10-357	Evan Cannon
GLW-C10-358	Niamh Lawless

GLW-C10-359	Philip Mamill
GLW-C10-360	Ciaran Mamill
GLW-C10-361	Brigid Maher
GLW-C10-362	Brendan McGuinn
GLW-C10-363	Ruth McGuinn
GLW-C10-364	Orlagh Morgan
GLW-C10-365	Oisin Morgan
GLW-C10-366	Kathleen Caulfield
GLW-C10-367	Laura Sweeney
GLW-C10-368	Breda Sweeney
GLW-C10-369	Eanna Garvey
GLW-C10-370	Imelda Creaven
GLW-C10-371	Sarah Cormican
GLW-C10-372	Derick Caulfield
GLW-C10-373	Eoin Caulfield
GLW-C10-374	Emer Murphy
GLW-C10-375	David Murphy
GLW-C10-376	Robyn Corcoran
GLW-C10-377	Conor O'Dowd
GLW-C10-378	Patrick J Doherty
GLW-C10-379	Fergus Brett
GLW-C10-380	Catherine Flannery
GLW-C10-381	Dylan Corcoran
GLW-C10-382	Holly Corcoran
GLW-C10-383	Shane Corcoran



GLW-C10-384	Lee Kinnucane
GLW-C10-385	Luke Kinnucane
GLW-C10-386	Orlagh Fahy Kinnucane
GLW-C10-387	Silvia Garza
GLW-C10-388	Vanessa Murphy
GLW-C10-389	Neil Murphy
GLW-C10-390	Anne Gaughan
GLW-C10-391	Michael Scanlon
GLW-C10-392	Janet Murphy
GLW-C10-393	Keith Daniels
GLW-C10-394	Bridie Brady
GLW-C10-395	Deirdre Monahan
GLW-C10-396	Alan McKenna
GLW-C10-397	Vincent Carroll
GLW-C10-398	Sinead Brady
GLW-C10-399	Geraldine Molloy
GLW-C10-400	Áine Ní Chonchubhair
GLW-C10-401	Liam Patton
GLW-C10-402	Eamon Murphy
GLW-C10-403	Richard Cunniffe
GLW-C10-404	Carmel Kelly
GLW-C10-405	Martin Hart
GLW-C10-406	Brendan Carroll
GLW-C10-407	Edel Coughlan
GLW-C10-408	Erik Alkjerg

GLW-C10-409	Myles Mccarthy
GLW-C10-410	Anne Carriey
GLW-C10-411	John Cunniffe
GLW-C10-412	Ellen O'Connor
GLW-C10-413	Liam Sheehan
GLW-C10-414	John Dempsey
GLW-C10-415	Edel Coughlan
GLW-C10-416	Katherine MacMaghavis
GLW-C10-417	Ben Mayock
GLW-C10-418	Ray Mayock
GLW-C10-419	Aishling McKennea
GLW-C10-420	Shane O'Neill
GLW-C10-421	Shane O'Neill
GLW-C10-422	Marie Qualter
GLW-C10-423	Orla Corcoran
GLW-C10-424	Nathan King
GLW-C10-425	Dominic McGlinchey
GLW-C10-426	Johnathan Connolly
GLW-C10-427	Jimmy O'Dea
GLW-C10-428	Eleaanor Brady
GLW-C10-429	Angela McHugh Boyle
GLW-C10-430	Brian Coen
GLW-C10-431	Carmel O'Rourke
GLW-C10-432	Pamela Burke
GLW-C10-433	Norman Keville

GLW-C10-434	Sarah King
GLW-C10-435	Gus McCarthy MKO
GLW-C10-436	Anthony Cunningham
GLW-C10-437	Padhraig Campbell
GLW-C10-438	Aidan Curley
GLW-C10-439	Mark Coffey
GLW-C10-440	Colm O Callaghan
GLW-C10-441	Máirtín Ó Tuairisg
GLW-C10-442	Gerard Brady
GLW-C10-443	Graham Keane
GLW-C10-444	Bernadine McElroy
GLW-C10-445	Phillippa Whelan
GLW-C10-446	Ann Coen
GLW-C10-447	Eamon Doherty
GLW-C10-448	Mairead Maguire
GLW-C10-449	Marguerite Shaughnessy
GLW-C10-450	Patricia McAfee
GLW-C10-451	Land Use Planning Unit Transport Infrastructure Ireland
GLW-C10-452	Pat & Marian Treacy
GLW-C10-453	Sharon Thompson
GLW-C10-454	Elliot Thompson
GLW-C10-455	Joe John Duffy
GLW-C10-456	Marie Farrell
GLW-C10-457	Donal McDonnell
GLW-C10-458	Sean Farrell

GLW-C10-459	Simon O'Hora
GLW-C10-460	Caroline Garrett
GLW-C10-461	Charlie Troy
GLW-C10-462	Eleanor Kilmartin
GLW-C10-463	Dermot O'Donovan
GLW-C10-464	Justine Delaney
GLW-C10-465	Britta Thiemt
GLW-C10-466	Tom Sampson
GLW-C10-467	Matt Loughnane
GLW-C10-468	Donna Carroll
GLW-C10-469	Barry Clifford
GLW-C10-470	Jimmy Duffy
GLW-C10-471	Barry Ryan
GLW-C10-472	Noreen O'Mahony
GLW-C10-473	Fiona Mangan McCann
GLW-C10-474	Conal Gillespie
GLW-C10-475	Pat O'Loughlen
GLW-C10-476	Pat O'Loughlen
GLW-C10-477	Mona Pavel
GLW-C10-478	Marie McGuire
GLW-C10-479	Laura Connolly
GLW-C10-480	Helen McDonnell
GLW-C10-481	Katie O'Dwyer
GLW-C10-482	Ann Poniard
GLW-C10-483	Ana Aguilar Estrada

GLW-C10-484	Noel Finnegan
GLW-C10-485	Sean Garden
GLW-C10-486	Grace Burke
GLW-C10-487	Donna McDonagh
GLW-C10-488	Joe Langan
GLW-C10-489	Keith Rowley
GLW-C10-490	Mick Blake
GLW-C10-491	Julie Woods
GLW-C10-492	Cathy Burke (Vaughan)
GLW-C10-493	David McDonagh Snr
GLW-C10-494	Alan O'Loughlen
GLW-C10-495	Aengus Melia
GLW-C10-496	Enda Farrell
GLW-C10-497	Ursula Farrell
GLW-C10-498	Mary Mullen
GLW-C10-499	Peter Ryan
GLW-C10-500	Leonie McDonagh
GLW-C10-501	Mary Keighery
GLW-C10-502	Martin Mannion Junior
GLW-C10-503	Denis Kelly
GLW-C10-504	Conor Duffy
GLW-C10-505	Conor Coyne
GLW-C10-506	Padraig Feeney
GLW-C10-507	Dolores Doyle
GLW-C10-508	Caitriona Monahan

GLW-C10-509	Mae D'Arcy
GLW-C10-510	Hannah Delaney
GLW-C10-511	Ciara Finlay
GLW-C10-512	Brendan Power
GLW-C10-513	James Sheerin
GLW-C10-514	Niamh O'Toole
GLW-C10-515	Mary O' Toole O' Toole
GLW-C10-516	Niamh O'Toole
GLW-C10-517	Joe Hynes
GLW-C10-518	Arthur Wojtaszek
GLW-C10-519	Deirbhinn McHugh
GLW-C10-520	Catherine Farrell
GLW-C10-521	Barry Buckley
GLW-C10-522	Aidan Donnelly
GLW-C10-523	Ronan McDonagh
GLW-C10-524	Iona Devon
GLW-C10-525	Catherine Gaughan
GLW-C10-526	Lee Aine ÓBaighill
GLW-C10-527	John Murray
GLW-C10-528	Kayleen McDonagh
GLW-C10-529	John Burke
GLW-C10-530	Frank Flanagan
GLW-C10-531	Andrew Leufer
GLW-C10-532	Bernice Brennan
GLW-C10-533	Nora Murphy

GLW-C10-534	Déaglán Ó Donnchadha
GLW-C10-535	David Burke
GLW-C10-536	Eamonn Geraghty
GLW-C10-537	Shane Young
GLW-C10-538	Nora Duffy
GLW-C10-539	MKO on behalf of the Kennedy Family
GLW-C10-540	Pearse Counihan
GLW-C10-541	Philip Noone
GLW-C10-542	Gerry McHugh
GLW-C10-543	John McHugh
GLW-C10-544	John Frawley
GLW-C10-545	Tom McGuire
GLW-C10-546	Sr Agnes Curley
GLW-C10-547	Ciaran Ó Dwyer
GLW-C10-548	Peter McDonnell
GLW-C10-549	Enda Connolly
GLW-C10-550	Tom Junior McGuire
GLW-C10-551	Teresa Ainsworth
GLW-C10-552	Lisa Nic Mhathúna
GLW-C10-553	Declan Slattery
GLW-C10-554	Siobhan King
GLW-C10-555	Molly Gillespie
GLW-C10-556	Darragh Guinnane
GLW-C10-557	Meriel FitzSimon
GLW-C10-558	William Hayes

GLW-C10-559	Michael Cooney
GLW-C10-560	David Malee
GLW-C10-561	Áine Ní Chonchubhair
GLW-C10-562	Lesley Connern
GLW-C10-563	Jessica Conneely
GLW-C10-564	Cathal McHugh
GLW-C10-565	Cathal McHugh
GLW-C10-566	Bernadette McCarthy
GLW-C10-567	Claire Doogan
GLW-C10-568	Jackie Lyons
GLW-C10-569	Paul Donnellan
GLW-C10-570	Michael Hegarty
GLW-C10-571	Orla Ní Ghabhnáin
GLW-C10-572	Mary Caulfield
GLW-C10-573	Catherine Devaney
GLW-C10-574	Máirín Mhic Lochlainn
GLW-C10-575	Lidl Ireland GmbH
GLW-C10-576	Sean Flanagan
GLW-C10-577	Bridie Uí Fhlatharta
GLW-C10-578	Seosamh Ó Flatharta
GLW-C10-579	Deirdre S Stephens
GLW-C10-580	Bríd Ní Fhlathúin
GLW-C10-581	Sarah Burke
GLW-C10-582	Lactans Ltd
GLW-C10-583	Kay McCormack



GLW-C10-584	Eanna Murtagh
GLW-C10-585	Tammy Darcy
GLW-C10-586	Brendan Quinn
GLW-C10-587	CorporateSupport Unit
GLW-C10-588	Niall Murphy
GLW-C10-589	Ruth McDonagh
GLW-C10-590	Cllr Jimmy McClearn
GLW-C10-591	Cllr Jimmy McClearn
GLW-C10-592	Liam Loughrey
GLW-C10-593	Aksana Sadeckiene
GLW-C10-594	Norman Doyle
GLW-C10-595	Michelle O'Reilly
GLW-C10-596	Gabriel Folan
GLW-C10-597	Andrew O'Grady
GLW-C10-598	Rachel Mannion
GLW-C10-599	Clare Mullins
GLW-C10-600	Wayne McDonagh
GLW-C10-601	David Flanagan
GLW-C10-602	Tish Molyneux
GLW-C10-603	Liam McDonagh
GLW-C10-604	Helena Quinn
GLW-C10-605	Joanna Beresford
GLW-C10-606	Jacqui Traynor
GLW-C10-607	Bartlomiej Macur
GLW-C10-608	Ronan Barrett

GLW-C10-609	David McDonagh
GLW-C10-610	Katherine Halford Greene
GLW-C10-611	Tony Casey
GLW-C10-612	Michele Martin
GLW-C10-613	Tim Crisham
GLW-C10-614	Muriel Parsons
GLW-C10-615	Terence Burke
GLW-C10-616	Kieran Morley
GLW-C10-617	Diane Slattery
GLW-C10-618	Jemah Brennan
GLW-C10-619	Breda Gillespie
GLW-C10-620	John Murphy
GLW-C10-621	MKO on behalf of City Bus Direct Ltd.
GLW-C10-622	Macy Lee Crisham
GLW-C10-623	Anita Tanniane
GLW-C10-624	Tony McDonagh
GLW-C10-625	Gerry Burns
GLW-C10-626	John Robert Burke
GLW-C10-627	Eoin Butler
GLW-C10-628	Eoin Butler
GLW-C10-629	Sean O'Huiginn
GLW-C10-630	Paddy Flaherty
GLW-C10-631	Frances Doherty
GLW-C10-632	Jane Gibbs
GLW-C10-633	Colm Ó Cinnseala

GLW-C10-634	Pauline McHugh
GLW-C10-635	MKO on behalf of Freeport Landowners
GLW-C10-636	Fiona Lane
GLW-C10-637	Martin Ward
GLW-C10-638	Tom Carney
GLW-C10-639	Shannon Crisham
GLW-C10-640	Damien Quinn
GLW-C10-641	Seán Taniane
GLW-C10-642	Lisa Barber
GLW-C10-643	Colm Farrell
GLW-C10-644	Marion Greene
GLW-C10-645	Padraig O'Flaithearta
GLW-C10-646	Pearse Farrell
GLW-C10-647	Patricia Ryan
GLW-C10-648	Keith Crisham
GLW-C10-649	Colm Dempsey
GLW-C10-650	Derek Higgins
GLW-C10-651	MKO on behalf of Peter O'Fegan
GLW-C10-652	Michael Waldron
GLW-C10-653	Stephen Cotter
GLW-C10-654	Bernard Coen
GLW-C10-655	Trevor Parsons
GLW-C10-656	Regan Boyle
GLW-C10-657	Jason Taniane
GLW-C10-658	Annette Duffy

GLW-C10-659	Philip Noone
GLW-C10-660	Cora Clancy
GLW-C10-661	Mark Ronaldson
GLW-C10-662	Tom Sampson
GLW-C10-663	Tom Sampson
GLW-C10-664	Tom Sampson
GLW-C10-665	Paddy Naughton
GLW-C10-666	Dave Corley
GLW-C10-667	Tom Sampson
GLW-C10-668	Tom Sampson
GLW-C10-669	Áine Ní Chonchubhair
GLW-C10-670	Aoife Nic Chraith
GLW-C10-671	Louis Brennan
GLW-C10-672	Kieran Quinn
GLW-C10-673	anna murphy
GLW-C10-674	Orla O Toole
GLW-C10-675	MKO on behalf of Declan Mahon
GLW-C10-676	Chris Holland
GLW-C10-677	Ailve McCormack
GLW-C10-678	Sean Harte
GLW-C10-679	Robert McLoughlin
GLW-C10-680	Orla O Toole
GLW-C10-681	Angela Power
GLW-C10-682	Edward Molloy
GLW-C10-683	Sean Rooney

GLW-C10-684	Gillian Hanley
GLW-C10-685	Maria Coyne Twomey
GLW-C10-686	Nicola O'Neill
GLW-C10-687	Debra Prendergast
GLW-C10-688	Martin Coyne
GLW-C10-689	Susan Ní Churnáin
GLW-C10-690	Connemara Greenway Alliance
GLW-C10-691	Peadar Ó Máille
GLW-C10-692	Joseph Morris
GLW-C10-693	Eve McDowell
GLW-C10-694	Seoirse Morris
GLW-C10-695	Michael McArdle
GLW-C10-696	Caoimhín Ó Cadhla
GLW-C10-697	MKO on behalf of The Costello Family
GLW-C10-698	Yvonne Jackson
GLW-C10-699	Sinead Valla
GLW-C10-700	Rose Hogan
GLW-C10-701	Labhrás Ó Finneadha
GLW-C10-702	Deirdre O'Connor
GLW-C10-703	Paul O'Neill
GLW-C10-704	Tomás Bradley
GLW-C10-705	Sinead O'Connor
GLW-C10-706	Audrey Trigg
GLW-C10-707	Oliver & Triona Higgins
GLW-C10-708	Martina Byrne

GLW-C10-709	John Keane
GLW-C10-710	John Keane
GLW-C10-711	Megan Thomas
GLW-C10-712	Tanya Yeoman
GLW-C10-713	Jacobs Engineering (Meryl Leung)
GLW-C10-714	Con Cronin
GLW-C10-715	Deirdre de Souza
GLW-C10-716	C/o Frank Glynn
GLW-C10-717	Arlene Cooke
GLW-C10-718	Christian Kubernat
GLW-C10-719	Margaret Sheehan
GLW-C10-720	Daniel F O'Connor
GLW-C10-721	Mairéad Ní Chiardha
GLW-C10-722	Brendán Ó Mathúna
GLW-C10-723	Margaret Ní Cheannabháin
GLW-C10-724	Andy Dunne
GLW-C10-725	Michéal Ó Tuairisg
GLW-C10-726	Peter McKenna
GLW-C10-727	Michael Burke
GLW-C10-728	Marion Ní Chadhain
GLW-C10-729	Tom Brannigan Brannigan
GLW-C10-730	Mark McNally
GLW-C10-731	John Young
GLW-C10-732	MKO on behalf of Ryos Ltd.
GLW-C10-733	Carmel Geoghegan

GLW-C10-734	Lucy-Ann Buckley
GLW-C10-735	Paddy Boyce
GLW-C10-736	Gillian Hart
GLW-C10-737	Hugh Forde
GLW-C10-738	Joan Cannon
GLW-C10-739	Maciej Natalicz
GLW-C10-740	Tom Broderick
GLW-C10-741	Eddie Phelan
GLW-C10-742	Denis Devane
GLW-C10-743	Siobhan Gohery
GLW-C10-744	Ger Kealy Cunniffe
GLW-C10-745	Molly Malcolm
GLW-C10-746	Caroline Rowan
GLW-C10-747	John Rabbitt
GLW-C10-748	Leo Clabby
GLW-C10-749	Kevin O Hara
GLW-C10-750	Des Flaherty
GLW-C10-751	Deirdre Geoghegan
GLW-C10-752	Seán O Keeffe
GLW-C10-753	Thomas O'Toole
GLW-C10-754	Christian Coady
GLW-C10-755	Jarlath Creaven
GLW-C10-756	Eilís Nic Dhonncha
GLW-C10-757	Ciara Forde
GLW-C10-758	Anne Mannion

GLW-C10-759	John Moriarty
GLW-C10-760	Michelle Doherty
GLW-C10-761	Lorraine Tansey
GLW-C10-762	Maja Grings
GLW-C10-763	Clíodhna Ní Dhabhoráin
GLW-C10-764	Gerard Doogan
GLW-C10-765	Diarmuid Keane
GLW-C10-766	Maurice Ferguson
GLW-C10-767	Francis Finucane
GLW-C10-768	Brian Mc Ginley
GLW-C10-769	Anne Mooney
GLW-C10-770	Matt Carty
GLW-C10-771	Denis Walsh
GLW-C10-772	Colm Cummins
GLW-C10-773	John Hackett
GLW-C10-774	Jean Mullan
GLW-C10-775	Patrick Mulvihill
GLW-C10-776	Sean Dunleavy
GLW-C10-777	Máire Ní Neachtain
GLW-C10-778	Róisín Ní Chaoimh
GLW-C10-779	Fergal McAndrew
GLW-C10-780	John Sweeney
GLW-C10-781	Peter McGowan
GLW-C10-782	Brendan Hayes
GLW-C10-783	Orla Nic Suibhne



GLW-C10-784	Michael Duignan
GLW-C10-785	Joan Geoghegan
GLW-C10-786	Shaun Cunniffe
GLW-C10-787	Charles Cormican
GLW-C10-788	David Courtney
GLW-C10-789	Anita Killeen
GLW-C10-790	PAM FLEMING
GLW-C10-791	Amanda Wilkinson
GLW-C10-792	Mark Green
GLW-C10-793	Niall O Brolchain
GLW-C10-794	Cllr Joe Sheridan
GLW-C10-795	Marie Talty
GLW-C10-796	Neasa Donnellan
GLW-C10-797	Eamonn O'Donoghue
GLW-C10-798	Walter King Construction Claregalway
GLW-C10-799	Dónall Ó Cualáin
GLW-C10-800	Stella Burke
GLW-C10-801	Katie O'Dwyer
GLW-C10-802	Mike Hynes
GLW-C10-803	MKO on behalf of Oakway Homes
GLW-C10-804	Colin Lawton
GLW-C10-805	Valerie McEllin
GLW-C10-806	Gordon Bromley
GLW-C10-807	Donnacha Finn
GLW-C10-808	Marion Ruane

GLW-C10-809	Niall O Brolchain
GLW-C10-810	Eoin McMahon
GLW-C10-811	Solemia Unlimited Company
GLW-C10-812	Aodán Mac Donncha
GLW-C10-814	Sinead Mitchell
GLW-C10-815	Joe Sheridan
GLW-C10-816	Brian Walsh
GLW-C10-817	Lidl Ireland GmbH
GLW-C10-818	Deirdre Joyce
GLW-C10-819	Truskey West Property Holdings Ltd.
GLW-C10-820	Brian Walsh
GLW-C10-821	Cuan O Seireadain
GLW-C10-823	Robert Moore
GLW-C10-824	Eileen Ni Thuathail
GLW-C10-825	Ryan Crowell
GLW-C10-826	OCC Construction
GLW-C10-827	Ryan Crowell
GLW-C10-828	Michael Finn
GLW-C10-829	Owen Coughlan
GLW-C10-830	Jim Joyce
GLW-C10-831	MKO on behalf of Aine Ó Donnchadha
GLW-C10-832	Solus Junction Ulc
GLW-C10-833	Ben Walsh
GLW-C10-834	Shane O' Connor
GLW-C10-835	Liz McConnell

GLW-C10-836	Helen Caird
GLW-C10-837	Anthony Grehan
GLW-C10-838	Alan Loughrey
GLW-C10-839	Meave Higgins
GLW-C10-840	Avril Ní Shearcaigh
GLW-C10-841	Justin Tuohy
GLW-C10-842	Timbletron Unlimited
GLW-C10-843	Jonathan Vallot
GLW-C10-844	Deirdre King
GLW-C10-845	Ben Walsh
GLW-C10-846	Daniel Melia
GLW-C10-847	Gabriel Mc Goldrick
GLW-C10-848	Gearoid Hynes
GLW-C10-849	Sandra Tierney
GLW-C10-850	Ciara Mullen
GLW-C10-851	Catherine Wall
GLW-C10-852	Joyces Supermarkets
GLW-C10-853	MKO on behalf of Corestone 16 Ltd.
GLW-C10-854	Caelan Bristow
GLW-C10-855	Ronan Mac Giollapharaic
GLW-C10-856	patricia croal
GLW-C10-857	Keith Donohue
GLW-C10-858	Anne Murray
GLW-C10-859	Francie O'Brien
GLW-C10-860	Mary Dooley

GLW-C10-861	Tracey Lydon
GLW-C10-862	Sile Ni Chonghaile
GLW-C10-863	Majella Ní Chríocháin
GLW-C10-864	Jacqui Traynor
GLW-C10-865	Majella Ní Chríocháin
GLW-C10-866	Paddy Keogh
GLW-C10-867	Emily Murtagh
GLW-C10-868	Máire Ní Chionna
GLW-C10-869	Kevin Dolan
GLW-C10-870	Riain O'Callaghan
GLW-C10-871	Nuala Ní Chonghaile
GLW-C10-872	David Price
GLW-C10-873	Deirdre O Flaherty
GLW-C10-874	John Bogue
GLW-C10-875	John Bogue
GLW-C10-876	Maeve Price
GLW-C10-877	Jeanne Price
GLW-C10-878	Roselyn Carroll
GLW-C10-879	Gerry Riordan
GLW-C10-880	Gerard McDonagh
GLW-C10-881	Tsukushi Kamiya
GLW-C10-882	William O'Connor
GLW-C10-883	Tommy Mulveen
GLW-C10-884	Áine Ní Cheannabháin
GLW-C10-885	MKO On Behalf of Oisín Kenny

GLW-C10-886	Tom Corbett
GLW-C10-887	Tom Corbett
GLW-C10-888	Aine Carroll
GLW-C10-889	Brendan Mulligan
GLW-C10-890	Karen Mannion
GLW-C10-891	Maeve Shiel
GLW-C10-892	Kay Synott
GLW-C10-893	James Dunne
GLW-C10-894	Kay Synott
GLW-C10-895	Hailview Ltd.
GLW-C10-896	Kay Synott
GLW-C10-897	Justin Keogh
GLW-C10-898	George Gill
GLW-C10-899	Mary Bermingham
GLW-C10-900	Aoife McCarthy
GLW-C10-901	Eilís Bell
GLW-C10-902	Sharon Tannian
GLW-C10-903	MKO On Behalf of Grealy
GLW-C10-904	molly malcolm
GLW-C10-905	Pat & Marian Treacy
GLW-C10-906	Majella Heneghan
GLW-C10-907	Sharon Tannian
GLW-C10-908	Martina Guinnane
GLW-C10-909	Aengus McMahon
GLW-C10-910	Avril Ní Shearcaigh

GLW-C10-911	Ronan Mac Giollapharaic
GLW-C10-912	MKO on Behalf of Martin Clossick
GLW-C10-913	William Gordon Sheila Gibson
GLW-C10-914	Karl O Flaherty
GLW-C10-915	Elaine Heneghan
GLW-C10-916	Sarah O'Toole
GLW-C10-917	Coiste Comhairleach Plean 5 Bliana Iorras Aithneach Iorras Aithneach 5 Year Development Plan Steering Committee.
GLW-C10-918	Mary McMahon
GLW-C10-919	Coiste Comhairleach Plean 5 Bliana Iorras Aithneach Iorras Aithneach 5 Year Development Plan Steering Committee.
GLW-C10-920	Brian Dolan
GLW-C10-921	Coiste Comhairleach Plean 5 Bliana Iorras Aithneach Iorras Aithneach 5 Year Development Plan Steering Committee.
GLW-C10-922	Brian Dolan
GLW-C10-923	Joyces Supermarkets
GLW-C10-924	Coiste Comhairleach Plean 5 Bliana Iorras Aithneach Iorras Aithneach 5 Year Development Plan Steering Committee.
GLW-C10-925	Coiste Comhairleach Plean 5 Bliana Iorras Aithneach Iorras Aithneach 5 Year Development Plan Steering Committee.
GLW-C10-926	Coiste Comhairleach Plean 5 Bliana Iorras Aithneach Iorras Aithneach 5 Year Development Plan Steering Committee.
GLW-C10-927	James Livesey
GLW-C10-928	Coiste Comhairleach Plean 5 Bliana Iorras Aithneach Iorras Aithneach 5 Year Development Plan Steering Committee.
GLW-C10-929	Geraldine Ní Ghóill
GLW-C10-930	Diarmuid Kelly
GLW-C10-931	Alan Hanlon
GLW-C10-932	Coiste Comhairleach Plean 5 Bliana Iorras Aithneach Iorras Aithneach 5 Year Development Plan Steering Committee.
GLW-C10-933	Al Callanan
GLW-C10-934	Ronan Mac Giollapharaic
GLW-C10-935	Trish Walsh

GLW-C10-936	Ann de Courcey
GLW-C10-937	Gus McCarthy C/O MKO
GLW-C10-938	MKO on behalf of Michael Humphreys
GLW-C10-939	Kathryn Tierney
GLW-C10-940	Gabriel Bermingham
GLW-C10-941	RHOC Gort Ltd.
GLW-C10-942	Phoebe Duvall
GLW-C10-943	David Harrington
GLW-C10-944	Martin Corless
GLW-C10-945	Ronan Mac Giollapharaic
GLW-C10-946	Sean McDonnell
GLW-C10-947	Fergal O'Flaherty
GLW-C10-948	Senator Seán Kyne
GLW-C10-949	Fiona Rogers
GLW-C10-950	Connemara Greenway Action Group
GLW-C10-951	Ciara Finlay
GLW-C10-952	Senator Seán Kyne
GLW-C10-953	Thomas Mulveen
GLW-C10-954	Murt Coleman
GLW-C10-955	Al Callanan
GLW-C10-956	Iain Morrow
GLW-C10-957	Ann de Courcey
GLW-C10-958	Tommy Duggan Duggan
GLW-C10-959	Mary Morris Waldron
GLW-C10-960	Ronan Mac Giollapharaic

GLW-C10-961	Liam Ferrie
GLW-C10-962	Sarah Price
GLW-C10-963	Caitriona Cunningham
GLW-C10-964	Grainne Faller
GLW-C10-965	Stephen Casserly
GLW-C10-966	Pól Mac Donncha
GLW-C10-967	Seán Woods
GLW-C10-968	Dean Heneghan
GLW-C10-969	Máire Uí Mhuirín
GLW-C10-970	Senator Aisling Dolan
GLW-C10-971	Ann de Courcey
GLW-C10-972	Tricia Wasserman
GLW-C10-973	John O' Connor
GLW-C10-974	Deirdre Carroll
GLW-C10-975	Mark O'Toole
GLW-C10-976	Catherine Morris
GLW-C10-977	Seán Ó Drisceoil,
GLW-C10-978	Barry Walsh
GLW-C10-979	ciara croffy
GLW-C10-980	Ronan Mac Giollapharaic
GLW-C10-981	Bridie Brady
GLW-C10-982	Andrew McDaid
GLW-C10-983	Cecilia McDaid
GLW-C10-984	Ronan Lally
GLW-C10-985	Sarah Fahy



GLW-C10-986	Christian Bhull
GLW-C10-987	Paddy Williams
GLW-C10-988	Noel Dunne-Ford
GLW-C10-989	Gerry Flaherty
GLW-C10-990	Clr Peter Roche
GLW-C10-991	Andrea Hefferon
GLW-C10-992	Berni Glavin
GLW-C10-993	Irene Cooney
GLW-C10-994	Sylvester Mannion
GLW-C10-995	Olivia Forde
GLW-C10-996	Andie Hefferon
GLW-C10-997	Patrick Burke
GLW-C10-998	Darmuid Treacy
GLW-C10-999	Donnacha Treacy
GLW-C10-1000	Cormac Treacy
GLW-C10-1001	Conor Treacy
GLW-C10-1002	Margaret Pardy
GLW-C10-1003	Kieran Pardy
GLW-C10-1004	Aileen Pardy Burke
GLW-C10-1005	Lyn Donnelly
GLW-C10-1006	Lorraine Treacy
GLW-C10-1007	P. J. Taylor
GLW-C10-1008	Brett Cox
GLW-C10-1009	Sean Flening
GLW-C10-1010	Marguerite Boyle

GLW-C10-1011	Siobhan Flaherty
GLW-C10-1012	Nelson McHale
GLW-C10-1013	Hazel Fleming
GLW-C10-1014	Katie Ó Brien
GLW-C10-1015	Noel Gibbons
GLW-C10-1016	Mattie Brady
GLW-C10-1017	Meábh Brady
GLW-C10-1018	Cormac Greaney
GLW-C10-1019	Diarmuid Finnegan
GLW-C10-1020	Sam Jacobbsen
GLW-C10-1021	Sam Jacobssen
GLW-C10-1022	Bridget Jacobsen
GLW-C10-1023	Dara Jacobsen
GLW-C10-1024	James Fahey
GLW-C10-1025	Ailbhe Brady
GLW-C10-1026	Andie Hefferon
GLW-C10-1027	Chris McCormark
GLW-C10-1028	Barry Mc Cullagh
GLW-C10-1029	Daniel Lane
GLW-C10-1030	Stevie Lane
GLW-C10-1031	Joe Greene
GLW-C10-1032	Declan Kelly
GLW-C10-1033	Lorraine Cooney
GLW-C10-1034	Rosalinb Ryan
GLW-C10-1035	Niamh Feeney

GLW-C10-1036	Eoin Feeney
GLW-C10-1037	Cormac Feeney
GLW-C10-1038	Conor Feeney
GLW-C10-1039	Andrew Newman
GLW-C10-1040	Caroline Kelly
GLW-C10-1041	Martin Brady
GLW-C10-1042	Deirdre Leech
GLW-C10-1043	Bartley Leech
GLW-C10-1044	Philip Jacobsen
GLW-C10-1045	Steve Lane
GLW-C10-1046	Margaret O'Neill
GLW-C10-1047	Carmel O Neil
GLW-C10-1048	Martin Noone
GLW-C10-1049	Drew Lundberg
GLW-C10-1050	P J Treacy
GLW-C10-1051	Adrian King
GLW-C10-1052	Peggy McCarthy
GLW-C10-1053	Marlon Broderick
GLW-C10-1054	Claire Noone
GLW-C10-1055	Collette Dempsey
GLW-C10-1056	Deidre Greene
GLW-C10-1057	Rory McCarthy
GLW-C10-1058	Amanda Lane
GLW-C10-1059	Clodagh Crimmins
GLW-C10-1060	Gillian Ó Connoe

GLW-C10-1061	Cepta Ryan
GLW-C10-1062	Seán Seoighe
GLW-C10-1063	Cathal Ó Connor
GLW-C10-1064	Eimer King
GLW-C10-1065	Caitún Woods
GLW-C10-1066	Mary Lenaghan
GLW-C10-1067	Orlaith Seoighe
GLW-C10-1068	Philip Lenaghan
GLW-C10-1069	Susan Weston - Tracey
GLW-C10-1070	Winnie Flaherty
GLW-C10-1071	Ben Walsh
GLW-C10-1072	Alex Walsh
GLW-C10-1073	Jack Walsh
GLW-C10-1074	Sharon Walsh
GLW-C10-1075	Seamus Walsh
GLW-C10-1076	Sarah Biggins
GLW-C10-1077	Murt Cooney
GLW-C10-1078	Jamie Heflesren
GLW-C10-1079	A Kennedy
GLW-C10-1080	Ashley Carle
GLW-C10-1081	Caitlin Sneddon
GLW-C10-1082	Mia Cooney
GLW-C10-1083	Adam Cooney
GLW-C10-1084	Paul Ralph
GLW-C10-1085	Martina Cooney

GLW-C10-1086	Rosa Gorimey
GLW-C10-1087	Mary Hansberry
GLW-C10-1088	John Hansberry
GLW-C10-1089	Billy Kavanaugh
GLW-C10-1090	John Morris
GLW-C10-1091	Mairead Morris
GLW-C10-1092	Eimear Forde
GLW-C10-1093	Philip Joyce
GLW-C10-1094	Liam Coyne
GLW-C10-1095	Enda O'Malley
GLW-C10-1096	Suzane Hynes
GLW-C10-1097	Naomi Sheridan
GLW-C10-1098	Liam Hynes
GLW-C10-1099	Brendan Hynes
GLW-C10-1100	Denise Gormley
GLW-C10-1101	Maria Kavanaugh
GLW-C10-1102	Olivia Wood
GLW-C10-1103	Patrick Finn
GLW-C10-1104	Phyllis Finn
GLW-C10-1105	Simon Faullner
GLW-C10-1106	Michelle Finn
GLW-C10-1107	Alex Wood
GLW-C10-1108	Niamh Hoarty
GLW-C10-1109	Shane Power
GLW-C10-1110	Ivan Power

GLW-C10-1111	Harry Power
GLW-C10-1112	Kenneth Gavin
GLW-C10-1113	Sinead Kennedy
GLW-C10-1114	Linda Davey
GLW-C10-1115	Dave Sexton
GLW-C10-1116	Andrew Joyce
GLW-C10-1117	N. M. Joyce
GLW-C10-1118	ClIr Dr. Evelyn Francis Parsons
GLW-C10-1119	Peter Joyce
GLW-C10-1120	Frank Joyce
GLW-C10-1121	Judy Greene
GLW-C10-1122	ClIr Dr. Evelyn Francis Parsons
GLW-C10-1123	Ann Greene
GLW-C10-1124	Tina O'Connor
GLW-C10-1125	Emer Carr
GLW-C10-1126	Joan Mc Dermott
GLW-C10-1127	Rosa O'Connor
GLW-C10-1128	ClIr Dr. Evelyn Francis Parsons
GLW-C10-1129	ClIr Dr. Evelyn Francis Parsons
GLW-C10-1130	Jack O'Connor
GLW-C10-1131	Roger Garland
GLW-C10-1132	Michael Rooney
GLW-C10-1133	Mike McCormack
GLW-C10-1134	Patrick McDermott
GLW-C10-1135	Joanne McDonagh

GLW-C10-1136	Cllr Jimmy McClearn
GLW-C10-1137	Eddie Phelan
GLW-C10-1138	Deirdre Moylan
GLW-C10-1139	Brian J & Mary O Higgins
GLW-C10-1140	Dr. John Hynes
GLW-C10-1141	Eugene Mulcaire
GLW-C10-1142	Victoria Lee
GLW-C10-1143	Eugene Mulcaire
GLW-C10-1144	Olivia Bane
GLW-C10-1145	Mary Madden
GLW-C10-1146	Kim Devlin
GLW-C10-1147	Elimar Flynn
GLW-C10-1148	Ciara Devlin
GLW-C10-1149	Cllr. P.J. Murphy
GLW-C10-1150	Justin Ryan
GLW-C10-1151	Clare O'Kane
GLW-C10-1152	Louise Murphy
GLW-C10-1153	Cllr. P.J. Murphy
GLW-C10-1154	Donald Walsh
GLW-C10-1155	Liam Goaley
GLW-C10-1156	Hubert Gordon
GLW-C10-1157	John J & Evelyn Tierney
GLW-C10-1158	Pobal Bhearna
GLW-C10-1159	Brendan McGrath
GLW-C10-1160	Mary Mullins

GLW-C10-1161	David Courtney
GLW-C10-1162	Peter Feeney
GLW-C10-1163	Pierce Ó Malley
GLW-C10-1164	Anna Delaney
GLW-C10-1165	Shauna Delaney
GLW-C10-1166	Dolores Delaney
GLW-C10-1167	Joe Delaney
GLW-C10-1168	Lara Delaney
GLW-C10-1169	William Wetuf
GLW-C10-1170	Shane Monahan
GLW-C10-1171	Clare Monahan
GLW-C10-1172	Cathal Monahan
GLW-C10-1173	Linda Conway
GLW-C10-1174	Frank McGuinness
GLW-C10-1175	Florentino Hayden
GLW-C10-1176	Louise Hayden
GLW-C10-1177	Ronan Collins
GLW-C10-1178	Paddy Collins
GLW-C10-1179	Peggy Collins
GLW-C10-1180	Rebecca Collins
GLW-C10-1181	Paul Collins
GLW-C10-1182	Daniel Garvey
GLW-C10-1183	Michael Day
GLW-C10-1184	Colin O'Reilly
GLW-C10-1185	Mia McHugh



GLW-C10-1186	Paula Mc Hugh
GLW-C10-1187	Ciara Ryan
GLW-C10-1188	Olivia Healy
GLW-C10-1189	Brian Lalor
GLW-C10-1190	Patrick Healy
GLW-C10-1191	Una Lalor
GLW-C10-1192	Jenny Lalor
GLW-C10-1193	Stephanie Cahill
GLW-C10-1194	Margaret Langan
GLW-C10-1195	Martin Langan
GLW-C10-1196	Don Stiffe
GLW-C10-1197	Iarla Stiffe
GLW-C10-1198	Eoin Stiffe
GLW-C10-1199	Róisín Stiffe
GLW-C10-1200	Elaine Stiffe
GLW-C10-1201	Angela Ogrady
GLW-C10-1202	Ann O Grady
GLW-C10-1203	Oisín O Grady
GLW-C10-1204	Damian Mannion
GLW-C10-1205	Zoe Mc Hugh
GLW-C10-1206	Oliver Mc Hugh
GLW-C10-1207	Marie Daly
GLW-C10-1208	Meagan Daly
GLW-C10-1209	Paul Daly
GLW-C10-1210	Ellen Walsh

GLW-C10-1211	James Keane
GLW-C10-1212	Lona O Grady
GLW-C10-1213	Gary Considine
GLW-C10-1214	Seamus Cooke
GLW-C10-1215	Ann Cooke
GLW-C10-1216	Victoria Wegrzynska
GLW-C10-1217	Maita Wegrzynska
GLW-C10-1218	Mikalay Wegrzynska
GLW-C10-1219	Amelia Wegrzynska
GLW-C10-1220	John Devlin
GLW-C10-1221	Frances McHugh
GLW-C10-1222	Brian O'Connell
GLW-C10-1223	Seamus McHugh
GLW-C10-1224	Benny Lee
GLW-C10-1225	Michael Connolly MCC
GLW-C10-1226	Sean Tierney
GLW-C10-1227	Olive Daly
GLW-C10-1228	Eoin Ó Ráighne
GLW-C10-1229	Eleanor McDonagh
GLW-C10-1230	Paul Condon
GLW-C10-1231	Orla Flanagan
GLW-C10-1232	Hannah Mills
GLW-C10-1233	Rory Cosgrave
GLW-C10-1234	Shane Kelly
GLW-C10-1235	Shannon O'Connor

GLW-C10-1236	Eamon Mills
GLW-C10-1237	Darragh Flanagan
GLW-C10-1238	Ronan Flanagan
GLW-C10-1239	Eithne Nic Enrí
GLW-C10-1240	Annette O'Neill
GLW-C10-1241	Tony McDonagh
GLW-C10-1242	Leo Moran
GLW-C10-1243	Eoin Ó Ráighne
GLW-C10-1244	Gregory Thompson
GLW-C10-1245	Lucie Gavin
GLW-C10-1246	Piotr Wojtaszek
GLW-C10-1247	Sylvia Parsons
GLW-C10-1248	Karen Doherty
GLW-C10-1249	Donnacha Shaughnessy
GLW-C10-1250	Imelda Taniane
GLW-C10-1251	Clr Joe Sheridan
GLW-C10-1252	Gemma Nolan
GLW-C10-1253	Iwona Dukiel
GLW-C10-1254	Declan Spring
GLW-C10-1255	Mary Loftus
GLW-C10-1256	Monica Feeney
GLW-C10-1257	Michael Sweeney
GLW-C10-1258	Colm Ó Cinnseala
GLW-C10-1259	Máire Fenton
GLW-C10-1260	Clr Gerry King

GLW-C10-1261	Emma Calahan
GLW-C10-1262	Caoimhe Golden
GLW-C10-1263	Eabha Golden
GLW-C10-1264	Patsy Clancy & Aileen Cunningham
GLW-C10-1265	Emmet Golden
GLW-C10-1266	Niall McGrath
GLW-C10-1267	Claire Doyle
GLW-C10-1268	Emmet Lambe
GLW-C10-1269	Eibhlín Uí Chualáin
GLW-C10-1270	Paul Fitzgerald
GLW-C10-1271	Brendan Holland
GLW-C10-1272	Neasa Cosgrove
GLW-C10-1273	Thomas Lally & Timothy G Place
GLW-C10-1274	Eimear O Kane
GLW-C10-1275	Seamus Muprhy
GLW-C10-1276	Kathleen Mc Donnell
GLW-C10-1277	Evan Flynn
GLW-C10-1278	Peter Feeney
GLW-C10-1279	Fionnuala & Gary O'Donnell
GLW-C10-1280	M.G Ryan & Co LLP Solicitors
GLW-C10-1281	Clr Noel Thomas
GLW-C10-1282	Thomas & Rita Lally
GLW-C10-1283	Mark Murphy
GLW-C10-1284	Deirdre Devlin
GLW-C10-1285	Sean Gillon

GLW-C10-1286	Liam Flynn
GLW-C10-1287	Paraic Walsh
GLW-C10-1288	Mairead O'Malley & Others
GLW-C10-1289	Mark Gibbons
GLW-C10-1290	Alisha Ni Dhonnchadha
GLW-C10-1291	Darragh Flynn
GLW-C10-1292	Martin & Patrick O'Toole
GLW-C10-1293	John Lenfester
GLW-C10-1294	Eiblilin Ui Cloisdealbha
GLW-C10-1295	Barry O Coisdealbha
GLW-C10-1296	Grainne Ni Chualain
GLW-C10-1297	Jacqueline Melia
GLW-C10-1298	Cllr. Michael Connolly
GLW-C10-1299	Eleanor Joyce
GLW-C10-1300	Stephen Thompson
GLW-C10-1301	Brian McMunn
GLW-C10-1302	Córa De Búrca Ó'Brádaigh
GLW-C10-1303	Jacob Moore
GLW-C10-1304	Adriana Moore
GLW-C10-1305	Emily Moore
GLW-C10-1306	Sean Thornton
GLW-C10-1307	Christopher Moore
GLW-C10-1308	Rachel Moore
GLW-C10-1309	Patricia McCann
GLW-C10-1310	Tom Donoghue

GLW-C10-1311	Maurice McCafferty
GLW-C10-1312	Cllr. Donagh Mark Killillea
GLW-C10-1313	Ciara McDonagh
GLW-C10-1314	Anna Tymczak
GLW-C10-1315	Lukasz Tymczak
GLW-C10-1316	Palma Paksa
GLW-C10-1317	Tamas Rouacs
GLW-C10-1318	Joshua Moore
GLW-C10-1319	Darragh Cosgrove
GLW-C10-1320	Cllr. Donagh Mark Killillea
GLW-C10-1321	Geraldine Ni Mhatin & Others
GLW-C10-1322	Sean Canney TD
GLW-C10-1323	Cllr. Donagh Mark Killillea
GLW-C10-1324	Cllr Mary Hoade
GLW-C10-1326	Cllr Mary Hoade
GLW-C10-1327	Josepht Dillon
GLW-C10-1328	Peter Gerald O Donnchu
GLW-C10-1329	Declan Sweeney
GLW-C10-1330	Kaya Connolly
GLW-C10-1331	Aidand & Blathnaid Quinn
GLW-C10-1332	Gerry & Mary Mc Donagh
GLW-C10-1333	Dr Kevin Quinn
GLW-C10-1334	Frank Sweeney
GLW-C10-1335	Cora Sweeney
GLW-C10-1336	Seamus T Fatharta

GLW-C10-1337	Caroline Needham
GLW-C10-1338	Darragh Needham
GLW-C10-1339	Aine & Tomas O Coisdealbha
GLW-C10-1340	Brian Sweeney
GLW-C10-1341	Ann Sweeney
GLW-C10-1342	Allannah Sweeney
GLW-C10-1343	Catriona Sweeney
GLW-C10-1344	Clr Peter Roche & Clr Seamus Walsh
GLW-C10-1345	David Rathbone
GLW-C10-1346	Clr Peter Roche & Clr Seamus Walsh
GLW-C10-1347	Joane Rathbone
GLW-C10-1348	Carmel Geoghegan
GLW-C10-1349	Helen Daly
GLW-C10-1350	Michael Melia
GLW-C10-1351	J J Burke
GLW-C10-1352	Martin Whyte
GLW-C10-1353	Nicola Murphy
GLW-C10-1354	Clr Martina Kinane
GLW-C10-1355	Annie McGrath
GLW-C10-1356	Arthur Ward
GLW-C10-1357	Noreen Conneely
GLW-C10-1358	Margaret Mullany
GLW-C10-1359	Grainne O'Rourke
GLW-C10-1360	Helen Concannon
GLW-C10-1361	Paul Flanagan

GLW-C10-1362	Margaret Curry
GLW-C10-1363	Geraldine Connolly
GLW-C10-1364	Kathleen Gormley
GLW-C10-1365	John McGuire
GLW-C10-1366	Patrick Doherty
GLW-C10-1367	Anna Moskiva
GLW-C10-1368	Clr Martina Kinane
GLW-C10-1369	Sr Anne Mc Loone
GLW-C10-1370	Sr Nell Chambers
GLW-C10-1371	Sr Maria Foley
GLW-C10-1372	Maeve Hunt
GLW-C10-1373	Denis Naughten TD.
GLW-C10-1374	Gearoid O Curraoin
GLW-C10-1375	Clr Eileen Mannion
GLW-C10-1376	Saobhain Breathnach
GLW-C10-1377	Clr Joe Byrne
GLW-C10-1378	Miriam Ó Malley
GLW-C10-1379	Gabriel & Carmel Folan
GLW-C10-1380	Dairmuid Fahey
GLW-C10-1381	Aisling Fahey
GLW-C10-1382	Sr Rose Ó Rourke
GLW-C10-1383	Máire Mc Niallais
GLW-C10-1384	Sr Mary Devine
GLW-C10-1385	John McGuinness
GLW-C10-1386	Tricia Monaghan



GLW-C10-1387	Denis Naughten TD.
GLW-C10-1388	Peter Monahan
GLW-C10-1389	Caroline Mc Cavera
GLW-C10-1390	Ellen Conlon
GLW-C10-1391	Paul A Cassidy
GLW-C10-1392	Colm Sweeney
GLW-C10-1393	Lisa Doherty
GLW-C10-1394	Marie Ui Laoi
GLW-C10-1395	Edel Kilgarraf
GLW-C10-1396	Edel Banks
GLW-C10-1397	Nigel Ó Kejan
GLW-C10-1398	Michael Conneely
GLW-C10-1399	Damian Smyth
GLW-C10-1400	Jonathan Mc Donagh
GLW-C10-1401	Mairin Choughaile
GLW-C10-1402	Emma Mangan
GLW-C10-1403	Kevin J Cassidy
GLW-C10-1404	Terence O'Brien
GLW-C10-1405	John Whyte
GLW-C10-1406	Seagh O'Tuirisg
GLW-C10-1407	Maria Ni Thuairisg
GLW-C10-1408	Robert O'Halloran
GLW-C10-1409	Amanda Geluk
GLW-C10-1410	John Hansberry
GLW-C10-1411	Martha & Martin Breen

GLW-C10-1412	edel Regan
GLW-C10-1413	Paul Mc Cavera
GLW-C10-1414	Ciaran Cannon TD
GLW-C10-1415	Fiona Connolly Broderick
GLW-C10-1416	Jacqueline McGrath
GLW-C10-1417	Marie Ray
GLW-C10-1418	Joanne Lennon
GLW-C10-1419	Sonya Broderick
GLW-C10-1420	Gerry Hanley
GLW-C10-1421	Jack McElroy
GLW-C10-1422	Noreen Carter
GLW-C10-1423	Jane O'Connor
GLW-C10-1424	Conor Mc Cavera
GLW-C10-1425	Cartlin Mc Cavera
GLW-C10-1426	Gerard Reynolds
GLW-C10-1427	Linda Keogh
GLW-C10-1428	Maureen Ó Grady
GLW-C10-1429	Shane Culliney
GLW-C10-1430	Patrick Luxford
GLW-C10-1431	Louise McGuinness
GLW-C10-1432	Bridie Mc Gowan
GLW-C10-1433	Sr Mary Glennon
GLW-C10-1434	Jim Mc Carthy
GLW-C10-1435	Keith Higgins
GLW-C10-1436	Courtney Andrews

GLW-C10-1437	Peigí Uí Chéidigh
GLW-C10-1438	Lily McGuire
GLW-C10-1439	Evelyn Flanagan
GLW-C10-1440	Kaytie Burke
GLW-C10-1441	John Henry Flattery
GLW-C10-1442	Marie Fahey
GLW-C10-1443	Áine Ní Ghabhnáin
GLW-C10-1444	Michael Sweeney
GLW-C10-1445	Kathryn Reynolds
GLW-C10-1446	John Fahey
GLW-C10-1447	Kay Farraeher
GLW-C10-1448	Caroline Dolan
GLW-C10-1449	Ray Collins
GLW-C10-1450	Jamie Ralph
GLW-C10-1451	Michael (Mickey) Coleman
GLW-C10-1452	Ruth Collins
GLW-C10-1453	Ann McDonagh
GLW-C10-1454	Seán Ó hAodha
GLW-C10-1455	Ruby Walls
GLW-C10-1456	Daniel James O'Connell
GLW-C10-1457	Carmel Hughes
GLW-C10-1458	Aine Keane
GLW-C10-1459	Michelle Keane
GLW-C10-1460	Rory O Connor
GLW-C10-1461	Mary Mullins

GLW-C10-1462	Jim Hagan
GLW-C10-1463	Billy Mills
GLW-C10-1464	Róisín Ní Ráighne
GLW-C10-1465	Brendan Cassidy
GLW-C10-1466	Alan De Burca
GLW-C10-1467	Mark O'Brien
GLW-C10-1468	Mathew Cunningham
GLW-C10-1469	Elaine Cunningham
GLW-C10-1470	Sean Cunningham
GLW-C10-1471	Aine Ní Dhúill
GLW-C10-1472	Jim Ó Hagan
GLW-C10-1473	Mairéad Ní Chualáin
GLW-C10-1474	Teresa Ó Connell
GLW-C10-1475	Senan Ó Rourke
GLW-C10-1476	Eion Ó Drisceoil
GLW-C10-1477	Bernadette Quinn
GLW-C10-1478	Donna Mc Gough
GLW-C10-1479	Meabh Ó Rourke
GLW-C10-1480	Anne Carter
GLW-C10-1481	Emer Concannon
GLW-C10-1482	Maureen Nolan
GLW-C10-1483	Tracey O'Donnell
GLW-C10-1484	Gearóid Ó Fátharta
GLW-C10-1485	Cathal McGinn
GLW-C10-1486	Tracie Higgins

GLW-C10-1487	Gemma Breathnach
GLW-C10-1488	Edel Concannon
GLW-C10-1489	Trisha O'Connor
GLW-C10-1490	Brenda Kirrane
GLW-C10-1491	Peadar Ó Cualáin
GLW-C10-1492	Kate Ní Fhlatharta
GLW-C10-1493	Sorcha Ní Chonghaile
GLW-C10-1494	Dereck Donnellan
GLW-C10-1495	Ian Gorton
GLW-C10-1496	Connor Gorton
GLW-C10-1497	Richard Carroll
GLW-C10-1498	Rhianna Gorton
GLW-C10-1499	Caroline Gorton
GLW-C10-1500	Marie Higgins
GLW-C10-1501	Dawn Gorman
GLW-C10-1502	Carol Ó Hehir
GLW-C10-1503	Martin Reynolds
GLW-C10-1504	Kevin O'Donnell
GLW-C10-1505	Kevin O Dwyer
GLW-C10-1506	Felim O'Rourke
GLW-C10-1507	Mairtin O Feinneadha
GLW-C10-1508	Liz Thornton
GLW-C10-1509	Diarmuid Finnegan
GLW-C10-1510	Barbra Kirrane
GLW-C10-1511	Frank Regan

GLW-C10-1512	Jen McDonald
GLW-C10-1513	Mary Feerick
GLW-C10-1514	Mrs Gormley
GLW-C10-1515	Shane Hughes
GLW-C10-1516	William Dowling
GLW-C10-1517	Noel Egan
GLW-C10-1518	Amanda Tierney Gavin
GLW-C10-1519	Katie McCarthy
GLW-C10-1520	Donncha Ó hÉallaithe
GLW-C10-1521	Danielle Ward
GLW-C10-1522	Vincent Killeen
GLW-C10-1523	Claire McGrath
GLW-C10-1524	John Parsons
GLW-C10-1525	Fern Connolly
GLW-C10-1526	Patrick Harte
GLW-C10-1527	Mike Connolly
GLW-C10-1528	Rebecca Hayden
GLW-C10-1529	Connor Forde
GLW-C10-1530	Clodagh Burke
GLW-C10-1531	Antony Concannon
GLW-C10-1532	John Dolan
GLW-C10-1533	Dylan Connolly
GLW-C10-1534	Terry Ó Hehir
GLW-C10-1535	Sheena Ó Hehir
GLW-C10-1536	P J Walsh

GLW-C10-1537	Withdrawn
GLW-C10-1538	Una Stephens-Hardy
GLW-C10-1539	Shane O'Donnell
GLW-C10-1540	Tomas De Barra
GLW-C10-1541	Sarah Monaghan
GLW-C10-1542	Leeanne Nolan
GLW-C10-1543	Ivan Cleary
GLW-C10-1544	Kathleen Barry
GLW-C10-1545	David Caplin
GLW-C10-1546	Deirdre Burke
GLW-C10-1547	Tomas De Barra
GLW-C10-1548	Michael Reilly
GLW-C10-1549	Mick Baldwin
GLW-C10-1550	David Ward
GLW-C10-1551	Deirdre Burke
GLW-C10-1552	George Maloney
GLW-C10-1553	John Ward
GLW-C10-1554	Diarmuid O'Connell
GLW-C10-1555	Maria Singleton
GLW-C10-1556	Niall Forde
GLW-C10-1557	Fiona Scally
GLW-C10-1558	Kate Dolan
GLW-C10-1559	Blaithin Cahill
GLW-C10-1560	Lola Walls
GLW-C10-1561	Claire Kirrane

GLW-C10-1562	Brian Keating
GLW-C10-1563	Ross Giblin
GLW-C10-1564	Chris Egan
GLW-C10-1565	Teresa O'Connor
GLW-C10-1566	Martin Sweeney
GLW-C10-1567	Nora Anne Cosgrove
GLW-C10-1568	Paul Cosgrove
GLW-C10-1569	Neil Dunworth
GLW-C10-1570	Tina Parrott
GLW-C10-1571	Veronica Murphy
GLW-C10-1572	Lee Donaghue
GLW-C10-1573	Kathleen McGrath
GLW-C10-1574	Graham Boyle
GLW-C10-1575	Richard Hynes
GLW-C10-1576	Freda Concannon
GLW-C10-1577	Stephen Sweeney
GLW-C10-1578	Maura Taylor
GLW-C10-1579	Michael Ward
GLW-C10-1580	Maureen Lawrence
GLW-C10-1581	Brandon Grehan
GLW-C10-1582	Fiona Gorman
GLW-C10-1583	Ann Morriseey
GLW-C10-1584	Marie Costello
GLW-C10-1585	Pauline Feeney
GLW-C10-1586	Penny Wells



GLW-C10-1587	Brian O 'Heir
GLW-C10-1588	Geraldine Melia
GLW-C10-1589	Gerry Melia
GLW-C10-1590	Gerry Treacy
GLW-C10-1591	Norrie Keane
GLW-C10-1592	Marése Sheehy
GLW-C10-1593	Margaret Anne Mulvey Ralph
GLW-C10-1594	Mildred Connaughton
GLW-C10-1595	John Bilbow
GLW-C10-1596	Lisa McGuire
GLW-C10-1597	Anthony Glynn
GLW-C10-1598	Bríd Andrews
GLW-C10-1599	Ger Finn
GLW-C10-1600	Fionnuala Reaney Garrett
GLW-C10-1601	Paul Burke
GLW-C10-1602	Summer McGuire
GLW-C10-1603	Nicola O'Donnell
GLW-C10-1604	Charlie Ward
GLW-C10-1605	Adrian Quinn
GLW-C10-1606	Thomas Francis Hopkins
GLW-C10-1607	John Moran
GLW-C10-1608	Margaret Sweeney
GLW-C10-1609	Theresa Reynolds
GLW-C10-1610	John Farragher
GLW-C10-1611	Ashley Dolans

GLW-C10-1612	Nicola Comer
GLW-C10-1613	Leigh Ralph
GLW-C10-1614	Christina Coleman
GLW-C10-1615	Enda Boyle
GLW-C10-1616	John Fahy
GLW-C10-1617	Carol McCarthy
GLW-C10-1618	Pete Elwood
GLW-C10-1619	Joanne Costello
GLW-C10-1620	Emellia Costello
GLW-C10-1621	Mairead Rhattigan
GLW-C10-1622	Micheal Keane
GLW-C10-1623	Richard Taylor
GLW-C10-1624	Richard Hynes
GLW-C10-1625	Robyn Hynes
GLW-C10-1626	Aislin Le Provast
GLW-C10-1627	Conor Hynes
GLW-C10-1628	Eileen Quinn Keane
GLW-C10-1629	Eileen Daly
GLW-C10-1630	Padraic Daly
GLW-C10-1631	Catherina Murray
GLW-C10-1632	S. Murray
GLW-C10-1633	Caroline Gormley
GLW-C10-1634	Bridie Hynes
GLW-C10-1635	Laurent Le Provast
GLW-C10-1636	Elliot Murray

GLW-C10-1637	Dermot Shaughnessy
GLW-C10-1638	Shane Culliney
GLW-C10-1639	John Concannon
GLW-C10-1640	Aine Byrne
GLW-C10-1641	Ciara Byrne
GLW-C10-1642	Marine Klosweski
GLW-C10-1643	Treasa Byrne
GLW-C10-1644	Mary Byrne
GLW-C10-1645	Seamus Culliney
GLW-C10-1646	Padraic Byrne
GLW-C10-1647	Shane Culliney
GLW-C10-1648	Joe Doyleward
GLW-C10-1649	Michelle Devlin
GLW-C10-1650	Terry McMahon
GLW-C10-1651	Sharon McCarthy
GLW-C10-1652	Donncha Ó Connor
GLW-C10-1653	Steven Mc Hugh
GLW-C10-1654	Conaire Debhairduin
GLW-C10-1655	Kath Irwin
GLW-C10-1656	Kenny Meehan
GLW-C10-1657	Mary Caroline Tierney
GLW-C10-1658	Marianne Mc Grath-Dunne
GLW-C10-1659	Darragh Burke
GLW-C10-1660	Trish Glynn McMahon
GLW-C10-1661	Cleo Baxter

GLW-C10-1662	Carmel Curran
GLW-C10-1663	Kim Taylor
GLW-C10-1664	George Taylor
GLW-C10-1665	Fiona Love
GLW-C10-1666	Wesley Tinney
GLW-C10-1667	Vanessa Eakins
GLW-C10-1668	Gabriel McHugh
GLW-C10-1669	Martina Owens
GLW-C10-1670	Roly Curran
GLW-C10-1671	C.J. England
GLW-C10-1672	Ger Kenny
GLW-C10-1673	Michelle Kenny
GLW-C10-1674	Caoimhe Kenny
GLW-C10-1675	Gearóid O'Connaith
GLW-C10-1676	Calum Kenny
GLW-C10-1677	Mary Jones
GLW-C10-1678	Laoise Kenny
GLW-C10-1679	Fionnán Garvey
GLW-C10-1680	Robbie Fahy
GLW-C10-1681	Keith Mc Grath
GLW-C10-1682	Ger Henderson
GLW-C10-1683	Avril Fergus
GLW-C10-1684	John Baragry
GLW-C10-1685	Owen Fergus
GLW-C10-1686	Niamh Flannery

GLW-C10-1687	John Mc Elroy
GLW-C10-1688	Mary Matthews
GLW-C10-1689	Marian Kelly
GLW-C10-1690	Simon Brutton
GLW-C10-1691	Clodagh Brandon
GLW-C10-1692	Liam Brandon
GLW-C10-1693	Mary O'Kennedy
GLW-C10-1694	Maeve Fenton
GLW-C10-1695	Fiona Walls
GLW-C10-1696	Billy Smyth
GLW-C10-1697	Damien Nolan
GLW-C10-1698	John Mooney
GLW-C10-1699	Vicky Nolan
GLW-C10-1700	Clara O'Kennedy
GLW-C10-1701	Sandra Muller
GLW-C10-1702	Sinéad Gillard
GLW-C10-1703	Maria Byrne
GLW-C10-1704	Gary Dean
GLW-C10-1705	Graeme Dean
GLW-C10-1706	Katie Dean
GLW-C10-1707	Teresa Kelly
GLW-C10-1708	Siobhán Phinney
GLW-C10-1709	Gordon Dean
GLW-C10-1710	Gavin Dean
GLW-C10-1711	Margaret Dean

GLW-C10-1712	Aaron Daly
GLW-C10-1713	Brandon Daly
GLW-C10-1714	Declan O'Loughlin
GLW-C10-1715	Kerri O'Loughlin
GLW-C10-1716	North Galway Animals Supporters c/o Clare Mullins
GLW-C10-1717	Joseph Kenny
GLW-C10-1718	Fiona Scally
GLW-C10-1719	Sarah Kenny
GLW-C10-1720	Emer Caulfield
GLW-C10-1721	Dan O'Rourke
GLW-C10-1722	Louise Concannon
GLW-C10-1723	Pat O Malley
GLW-C10-1724	Noel Monahan
GLW-C10-1725	Aislinn Flaherty
GLW-C10-1726	Paul Canavan
GLW-C10-1727	Marie Comer
GLW-C10-1728	Ger Hogan
GLW-C10-1729	Tuam Animal Welfare .
GLW-C10-1730	Ian Mc Elroy
GLW-C10-1731	Andrew Reddington
GLW-C10-1732	Sara Walls
GLW-C10-1733	Diarmaid Blake
GLW-C10-1734	Diarmaid Blake
GLW-C10-1735	Claire Higginbotham
GLW-C10-1736	Sophie Maloney

GLW-C10-1737	Clr Joe Sheridan
GLW-C10-1738	Katie McCarthy
GLW-C10-1739	Michael Garrett
GLW-C10-1740	Louisse McNamara
GLW-C10-1741	Nicola Glynn
GLW-C10-1742	Tony Concannon
GLW-C10-1743	Monique Moran
GLW-C10-1744	Rose Ward
GLW-C10-1745	Ann Finn
GLW-C10-1746	Trish Flannagan
GLW-C10-1747	Brenda Ward
GLW-C10-1748	Natalia Finnegan
GLW-C10-1749	Peigi Ní Thuathail
GLW-C10-1750	Damien McGrath
GLW-C10-1751	Sarah Gibbons
GLW-C10-1752	Enda O'Brien
GLW-C10-1753	Cyril Egan
GLW-C10-1754	Cathal Ward
GLW-C10-1755	Brian Moran
GLW-C10-1756	Yvonne Dowling
GLW-C10-1757	Ken Joyce
GLW-C10-1758	John Keady
GLW-C10-1759	Ken Joyce
GLW-C10-1760	Finbar Wardq
GLW-C10-1761	Lucy Hannon

GLW-C10-1762	Helen Kirrane
GLW-C10-1763	Della McHugh
GLW-C10-1764	Justin Molloy
GLW-C10-1765	Linda Jordan
GLW-C10-1766	Kathy Giblin
GLW-C10-1767	Wendy Lohan
GLW-C10-1768	Catherine Byrne
GLW-C10-1769	Sarah Magill
GLW-C10-1770	Gerard Lally
GLW-C10-1771	Dan O'Connell
GLW-C10-1772	Fiona Murray
GLW-C10-1773	Karen Forde
GLW-C10-1774	Seán Canney TD
GLW-C10-1775	Fiona Murray
GLW-C10-1776	Orlagh O'Connor
GLW-C10-1777	Lorraine Brice
GLW-C10-1778	Lisa Keane
GLW-C10-1779	Olivia Hughes
GLW-C10-1780	Tomas Geraghty
GLW-C10-1781	Peter Connolly
GLW-C10-1782	Vicky Mc Grath
GLW-C10-1783	Noreeen Ward
GLW-C10-1784	Stewart Loughlin
GLW-C10-1785	Pam Meade
GLW-C10-1786	Jim O'Shea



GLW-C10-1787	Margeurite Monique Carrie
GLW-C10-1788	Gemma Nolan
GLW-C10-1789	Clare Morley
GLW-C10-1790	Michael Mitchell
GLW-C10-1791	Anita Nolan
GLW-C10-1792	John Morley
GLW-C10-1793	C. Cooke
GLW-C10-1794	Joe Stevens
GLW-C10-1795	Jason Cotter
GLW-C10-1796	Bernie Brennan
GLW-C10-1797	Margaret Mulligan
GLW-C10-1798	Saorla Molloy
GLW-C10-1799	Margaret Cotter
GLW-C10-1800	C. Cooke
GLW-C10-1801	Dympna Molloy
GLW-C10-1802	Colm Harney
GLW-C10-1803	Jane Wallace
GLW-C10-1804	Killian McDonagh
GLW-C10-1805	William Clifford
GLW-C10-1806	Rachel McHugh
GLW-C10-1807	John Davin
GLW-C10-1808	Patrick Joyce
GLW-C10-1809	Tom Higgins
GLW-C10-1810	Cllr. Geraldine Donohue
GLW-C10-1811	Richard Fahy

GLW-C10-1812	Reece O'Toole
GLW-C10-1813	Niall Meenaghan
GLW-C10-1814	Sean Moran
GLW-C10-1815	Ann Marie Burke
GLW-C10-1816	Terry Nolan
GLW-C10-1817	John Sullivan
GLW-C10-1818	Susan Tierney
GLW-C10-1819	Vicky Reynolds
GLW-C10-1820	Niall Keady
GLW-C10-1821	Dawn Finn
GLW-C10-1822	Grace Kenny
GLW-C10-1823	Brian Lennon
GLW-C10-1824	Richard Cribbons
GLW-C10-1825	Tony Reilly
GLW-C10-1826	Paula Gleeson
GLW-C10-1827	Clr Mary Hoade
GLW-C10-1828	Michael McDonagh
GLW-C10-1829	Thomas Kenny
GLW-C10-1830	Clr Joe Sheridan
GLW-C10-1831	Eddie Kenny
GLW-C10-1832	John Brogan
GLW-C10-1833	Teresa Higgins
GLW-C10-1834	Finola Mark Devon Boland
GLW-C10-1835	Laura Burke
GLW-C10-1836	Denise Higgins

GLW-C10-1837	Regina O'Brien
GLW-C10-1838	John Carter
GLW-C10-1839	Sean O'Shea
GLW-C10-1840	Kenneth Noone
GLW-C10-1841	Stephen J Cunningham
GLW-C10-1842	Teresa Higgins
GLW-C10-1843	Brenda McGovern
GLW-C10-1844	Mary Fitzgerald
GLW-C10-1845	Jessica
GLW-C10-1846	Kenny Watson
GLW-C10-1847	Eva Coye
GLW-C10-1848	Abigail O'Shea
GLW-C10-1849	Brendan O'Boyle
GLW-C10-1850	Laoise O'Shea
GLW-C10-1851	Sarah Meehan
GLW-C10-1852	Matthew Conroy
GLW-C10-1853	Mhaire Concannon
GLW-C10-1854	Sean Alose
GLW-C10-1855	Gillian O'Connor
GLW-C10-1856	Stephen Casserly
GLW-C10-1857	Irene Geraghty
GLW-C10-1858	John Hempstead
GLW-C10-1859	Catherine Higgins
GLW-C10-1860	Tony Hambleton
GLW-C10-1861	Robert Power

GLW-C10-1862	Morgan Kelly
GLW-C10-1863	Martin Nolan
GLW-C10-1864	Joseph Cormican
GLW-C10-1865	Jean Crampton
GLW-C10-1866	Gary McDonnell
GLW-C10-1867	Sharon Burke
GLW-C10-1868	Louise McDonnell
GLW-C10-1869	Emma Burke
GLW-C10-1870	Seán Mitchell
GLW-C10-1871	Christy Abberton
GLW-C10-1872	Joanne Watson
GLW-C10-1873	Shane McClearn
GLW-C10-1874	Michelle Abberton
GLW-C10-1875	Siobhan Foy
GLW-C10-1876	Siobhan O' Shea
GLW-C10-1877	Anthony Thistlethwaite
GLW-C10-1878	Ray McCarthy
GLW-C10-1879	Elaine Glavin
GLW-C10-1880	John Carton
GLW-C10-1881	Ciaran McEneaney
GLW-C10-1882	Wan Ping Yang
GLW-C10-1883	Sarah Dunne
GLW-C10-1884	Carmel Power
GLW-C10-1885	Demara McCarthy
GLW-C10-1886	Ronan McCarthy

GLW-C10-1887	Dave Carton
GLW-C10-1888	Anthony Alose
GLW-C10-1889	Rachel Hambleton
GLW-C10-1890	Ruth O'Brian
GLW-C10-1891	Joshua Abse
GLW-C10-1892	Jennifer Carney
GLW-C10-1893	Morgan Mc Hugh
GLW-C10-1894	Margaret Carton
GLW-C10-1895	Karen O'Looney
GLW-C10-1896	Yaheli Hernandez
GLW-C10-1897	Ronan Biggins
GLW-C10-1898	J. Finn
GLW-C10-1899	Olivia Langan
GLW-C10-1901	Teresa Gibbons
GLW-C10-1902	Ciara McHugh
GLW-C10-1903	Sean Monaghan
GLW-C10-1904	Catherine Birmingham
GLW-C10-1905	Cllr. Tim Broderick
GLW-C10-1906	Liam Halleran
GLW-C10-1907	Tomas Geraghty
GLW-C10-1908	Eric Flynn
GLW-C10-1909	Colm Ó Cahain
GLW-C10-1910	Cllr. Ivan Canning
GLW-C10-1911	Yvonne Jordan
GLW-C10-1912	Sean Kenny

GLW-C10-1913	Tom Murphy
GLW-C10-1914	James O'Brien
GLW-C10-1915	Cathal Newell
GLW-C10-1916	Danny Corbett
GLW-C10-1917	Shane Walsh
GLW-C10-1918	Brian Dunne
GLW-C10-1919	Gearoid Flaherty
GLW-C10-1920	Geoffrey Corbett
GLW-C10-1921	Thomas Doyle
GLW-C10-1922	Ultan Walsh
GLW-C10-1923	Gerard Flynn
GLW-C10-1924	Tony O'Reilly
GLW-C10-1925	Fiona Corbett
GLW-C10-1926	Redmond Newell
GLW-C10-1927	Lisset Valenzuela
GLW-C10-1928	Daragh Geraghty
GLW-C10-1929	Blanca Valenzuela
GLW-C10-1930	Aoife Corbett
GLW-C10-1931	Vianey Hernandez
GLW-C10-1932	Maria Valenzuela
GLW-C10-1933	Frank Fahy
GLW-C10-1934	Ahmed Mathter
GLW-C10-1935	Saoirse Lally
GLW-C10-1936	Cian Magill
GLW-C10-1937	Sarah Fahy

GLW-C10-1938	Matthew Moloney
GLW-C10-1939	Collette Ó Connell
GLW-C10-1940	Shabana Kausar
GLW-C10-1941	Heena Yousaf
GLW-C10-1942	Johnny Ó Brien
GLW-C10-1943	Tom Corbett
GLW-C10-1944	Peter Haverty
GLW-C10-1945	Orla Biggins
GLW-C10-1946	Fiona Longan
GLW-C10-1947	Brian Biggins
GLW-C10-1948	Sinead Healey
GLW-C10-1949	Margaret Corbett
GLW-C10-1950	Jackie Haverty
GLW-C10-1951	Ciara Mulrooney
GLW-C10-1952	Laura Mulrooney
GLW-C10-1953	Tommie Bane
GLW-C10-1954	Agnes Coliins
GLW-C10-1955	Gerry Fahy
GLW-C10-1956	John Joe Costello
GLW-C10-1957	Sinead Byine
GLW-C10-1958	Olivia Quirke
GLW-C10-1959	Stephen Gaughran
GLW-C10-1960	Tara Elwood
GLW-C10-1961	Paddy Galvin
GLW-C10-1962	Shona Muldoon

GLW-C10-1963	Paul Fitzgerald
GLW-C10-1964	Aisling Fahy
GLW-C10-1965	Maureen Fahy
GLW-C10-1966	Ger Fahy
GLW-C10-1967	Michelle Carton
GLW-C10-1968	Helen Feeney
GLW-C10-1969	Veronica Gaughran
GLW-C10-1970	Breda Whyte
GLW-C10-1971	Mairead Kelly
GLW-C10-1972	Maeve Kennedy
GLW-C10-1973	Marion Botrel
GLW-C10-1974	Caroline Mannion
GLW-C10-1975	Julia O'Beirn
GLW-C10-1976	Margaret Mannion
GLW-C10-1977	Alison Harvey
GLW-C10-1978	Daniel Murray
GLW-C10-1979	Richie Jordan
GLW-C10-1980	Kevin McHugh
GLW-C10-1981	Annemarie Kirrane
GLW-C10-1982	Diane Ward
GLW-C10-1983	Karen Joyce
GLW-C10-1984	Aoife Moran
GLW-C10-1985	Margaret Ward
GLW-C10-1986	Burke Kathryn
GLW-C10-1987	Aoife McElwaine



GLW-C10-1988	Stephen Doggett
GLW-C10-1989	Lorraine Cleary
GLW-C10-1990	Declan Flattery
GLW-C10-1991	Cathal Mangan
GLW-C10-1992	Ronan Boyce
GLW-C10-1993	Frank McKenna
GLW-C10-1994	Terry O'Riordan
GLW-C10-1995	David Malee
GLW-C10-1996	Elizabeth Davenport
GLW-C10-1997	Andrew Davey
GLW-C10-1998	David Williams
GLW-C10-1999	Aoife Williams
GLW-C10-2000	Carol Hempstead
GLW-C10-2001	S. Lyons
GLW-C10-2002	E. Lyons
GLW-C10-2003	A. Lyons
GLW-C10-2004	M. Lyons
GLW-C10-2005	Seamus Higgins
GLW-C10-2006	Grace Kelly
GLW-C10-2007	Enda O'Loughlin
GLW-C10-2008	Vincent O'Loughlin
GLW-C10-2009	Suzanne Cadden
GLW-C10-2010	Brid Ní Thuatháil
GLW-C10-2011	Ian McDonald
GLW-C10-2012	Thomas Higgins

GLW-C10-2013	Brid Kelly
GLW-C10-2014	Anthony Johnstone
GLW-C10-2015	Aoife Johnstone
GLW-C10-2016	Frank Mulligan
GLW-C10-2017	Aoife O'Brien
GLW-C10-2018	Lorraine Higgins
GLW-C10-2019	Jacqueline Ryan
GLW-C10-2020	J. Ryan
GLW-C10-2021	Frances Higgins
GLW-C10-2022	John Cadden
GLW-C10-2023	Michael Maye
GLW-C10-2024	Paul Whyte
GLW-C10-2025	Kevin Higgins
GLW-C10-2026	Nicola Hamitons
GLW-C10-2027	Nichola Sinnott
GLW-C10-2028	Melinda Treacy
GLW-C10-2029	Mags Mannion
GLW-C10-2030	Florence Dick
GLW-C10-2031	Sean Carter
GLW-C10-2032	Karen Concannon
GLW-C10-2033	Alex Murray
GLW-C10-2034	Mark Carroll
GLW-C10-2035	Jessica McGrath
GLW-C10-2036	David G Rogers
GLW-C10-2037	Anne Hannon

GLW-C10-2038	Martin Ward
GLW-C10-2039	Tim Brassil
GLW-C10-2040	Shirley Hanley
GLW-C10-2041	Joanne O Connor
GLW-C10-2042	Declan Ridley
GLW-C10-2043	Tom McNamara
GLW-C10-2044	Colin Brady
GLW-C10-2045	Elaine Mulry
GLW-C10-2046	Ciaran O'Connell
GLW-C10-2047	Aine Joyce
GLW-C10-2048	Agens Goyvaerts
GLW-C10-2049	Cassandra Lally
GLW-C10-2050	Eamonn McNamara
GLW-C10-2051	Dillon Brady
GLW-C10-2052	Maire Hughes
GLW-C10-2053	Diarmuid O'Rourke
GLW-C10-2054	Thomas Hughes
GLW-C10-2055	Paul Keane
GLW-C10-2056	Mary O Connor
GLW-C10-2057	Mary O Grady
GLW-C10-2058	Sophie O Grady
GLW-C10-2059	Deidre Quinn
GLW-C10-2060	Irene Murphy
GLW-C10-2061	Tom Ó Connell
GLW-C10-2062	Thomas Porter

GLW-C10-2063	Mary Porter
GLW-C10-2064	Y Joyce
GLW-C10-2065	Conal Joyce
GLW-C10-2066	Lisa Porter
GLW-C10-2067	David Porter
GLW-C10-2068	Laura Porter
GLW-C10-2069	Fiona Joyce
GLW-C10-2070	Breda Noone
GLW-C10-2071	Liam Noone
GLW-C10-2072	Harry Monson
GLW-C10-2073	Colin Noone
GLW-C10-2074	Lorraine Noone
GLW-C10-2075	Dave Rigney
GLW-C10-2076	Frank Noone
GLW-C10-2077	Robert Noone
GLW-C10-2078	Cian Gibney
GLW-C10-2079	Carmel Gibney
GLW-C10-2080	Katherine O'Donnell
GLW-C10-2081	Isabella O'Connor
GLW-C10-2082	Eamonn Keane
GLW-C10-2083	John Hughes
GLW-C10-2084	Donnacha O'Connell
GLW-C10-2085	Catherine Rabbitt
GLW-C10-2086	Paola Daly
GLW-C10-2087	Sean McElroy

GLW-C10-2088	Joe Daly
GLW-C10-2089	Skye Walls
GLW-C10-2090	Christopher Daly
GLW-C10-2091	Noel Maloney
GLW-C10-2092	Louise Hynes
GLW-C10-2093	Paul Doyle
GLW-C10-2094	Laura Kelly
GLW-C10-2095	Ciara Frehily
GLW-C10-2096	John Creavin
GLW-C10-2097	Michael Rabbitt
GLW-C10-2098	Aoife O'Shea
GLW-C10-2099	Pat Garvey
GLW-C10-2100	Martina McDonagh
GLW-C10-2101	Carol Monghan
GLW-C10-2102	Stephen Kelly
GLW-C10-2103	Ailbhe Rabitt
GLW-C10-2104	Ian Johnstone
GLW-C10-2105	Patricia Nolan
GLW-C10-2106	Sophia Bltts
GLW-C10-2107	Melanie Walsh
GLW-C10-2108	Mary Rose Connell
GLW-C10-2109	Helena O'Connell
GLW-C10-2110	Cian O'Shea
GLW-C10-2111	Sean Barrett
GLW-C10-2112	Aidan Archer

GLW-C10-2113	Jimmy Noone
GLW-C10-2114	Carolyn Orr
GLW-C10-2115	M Couldan
GLW-C10-2116	Colin Gibbons
GLW-C10-2117	Darragh McNeils
GLW-C10-2118	Bridie Farrell Lige
GLW-C10-2119	Naoui Ovington
GLW-C10-2120	Liz O'Leary
GLW-C10-2121	Fionn Rabbitt
GLW-C10-2122	Cherlie Gilligan
GLW-C10-2123	Leo Gilligan
GLW-C10-2124	Henry Gilligan
GLW-C10-2125	Rory Gilligan
GLW-C10-2126	Clr Dr. Evelyn Francis Parsons
GLW-C10-2127	Janice Gilligan
GLW-C10-2128	Hannah Daly
GLW-C10-2129	Mary Daly
GLW-C10-2130	Sean Daly
GLW-C10-2131	Maureen Giblin
GLW-C10-2132	Liam Ferugs
GLW-C10-2133	Ian Johnstone
GLW-C10-2134	Eric Fallon
GLW-C10-2135	Geraldine Reynolds
GLW-C10-2136	Anthony Anto Thistlethwaite
GLW-C10-2137	Liam Greaney

GLW-C10-2138	Michael Hannon
GLW-C10-2139	Michael Burke
GLW-C10-2140	Roisin Forde
GLW-C10-2141	Daniel Dolan
GLW-C10-2142	Louis Wallis
GLW-C10-2143	Ian Morley
GLW-C10-2144	Eddie Kelly
GLW-C10-2145	P Daly
GLW-C10-2146	Colm Feehan
GLW-C10-2147	Ger Feehan
GLW-C10-2148	Katelyn Jordan
GLW-C10-2149	Eamon Wimsey
GLW-C10-2150	David Lowndes
GLW-C10-2151	Shona Muldoon
GLW-C10-2152	Deirdre Keane
GLW-C10-2153	Barb Daly
GLW-C10-2154	Albert Daly
GLW-C10-2155	Eric Labranche
GLW-C10-2156	Karen Reeve
GLW-C10-2157	Hayden Reeve
GLW-C10-2158	Marian Reeve
GLW-C10-2159	Jenny Feehan
GLW-C10-2160	Cillian Feehan
GLW-C10-2161	Karen Madden
GLW-C10-2162	Martin Coen

GLW-C10-2163	Michael McCabe
GLW-C10-2164	Ian Lehan
GLW-C10-2165	Niall Furey
GLW-C10-2166	Chloe Malone
GLW-C10-2167	Diane Ward
GLW-C10-2168	Sarah Dowling
GLW-C10-2169	JP Chambers
GLW-C10-2170	John Michael Nean
GLW-C10-2171	Lorraine Madden
GLW-C10-2172	Patrick Carthy
GLW-C10-2173	Kathy Noone
GLW-C10-2174	Grainne Engels
GLW-C10-2175	Malte Engels
GLW-C10-2176	Louise Madden
GLW-C10-2177	Anne Joyce
GLW-C10-2178	Liam Mc Grath
GLW-C10-2179	Sadhbh Cadogan
GLW-C10-2180	Miriam Wall
GLW-C10-2181	William O'Flynn
GLW-C10-2182	Emer Ó Flynn
GLW-C10-2183	Gerald Ahern
GLW-C10-2184	Helen Tully Ahern
GLW-C10-2185	Shauna Costello
GLW-C10-2186	Owen Morgan
GLW-C10-2187	Frank McHugh



GLW-C10-2188	Denise Rabbitt
GLW-C10-2189	Dean Treacy
GLW-C10-2190	Bernie Mc Hugh
GLW-C10-2191	Tara Fitzgerald
GLW-C10-2192	Sarah Gaughran
GLW-C10-2193	Lisa Mc Hugh
GLW-C10-2194	Paul Fitzgerald
GLW-C10-2195	Alva Troute
GLW-C10-2196	Corina Gibbons
GLW-C10-2197	Barry Wall
GLW-C10-2198	Marie & Jonathan Nestor
GLW-C10-2199	David Farrell - Tighe
GLW-C10-2200	Nancy Casserly
GLW-C10-2201	Jee Tighe
GLW-C10-2202	Francis Mulry
GLW-C10-2203	Mike Roche
GLW-C10-2204	Tracey Kelly
GLW-C10-2205	Caroline Lyons
GLW-C10-2206	Aileen Nolan
GLW-C10-2207	Billy Lyons
GLW-C10-2208	Donal Mc Carthy
GLW-C10-2209	Michael O'Connor
GLW-C10-2210	Laura Culliney
GLW-C10-2211	Colm Murray
GLW-C10-2212	Ann Casserly

GLW-C10-2213	Martin Long
GLW-C10-2214	Michael O'Shea
GLW-C10-2215	Jacinta Sherlock
GLW-C10-2216	Jack Dowling
GLW-C10-2217	Darren Ralph
GLW-C10-2218	Liam O'Flynn
GLW-C10-2219	Eileen Fitzgerald
GLW-C10-2220	Helen Labranche
GLW-C10-2221	Noah Jacobsen
GLW-C10-2222	Gerry Gillian
GLW-C10-2223	Eoin Fitzgerald
GLW-C10-2224	Brendan O'Grady
GLW-C10-2225	Brid Griffins
GLW-C10-2226	Hilda O'Grady
GLW-C10-2227	Catherine Madden
GLW-C10-2228	Breda Mc Ginn
GLW-C10-2229	Norma O' Rourke
GLW-C10-2230	Maeve Mullins
GLW-C10-2231	Sharon Mc Carthy
GLW-C10-2232	Berni Burke
GLW-C10-2233	James Quirke
GLW-C10-2234	Simona Llorencaité
GLW-C10-2235	Ivan Connolly
GLW-C10-2236	Oisín O'Rourke
GLW-C10-2237	Majella Moloney Ahern

GLW-C10-2238	Naoise O' Ceilleachair
GLW-C10-2239	Kieran Doyle
GLW-C10-2240	John Conway
GLW-C10-2241	Pat Fitzgerald
GLW-C10-2242	Michael Mannion
GLW-C10-2243	David McPhillips
GLW-C10-2244	Aindriu O Gabhnain
GLW-C10-2245	Cllr Dr Evelyn Francis Parsons
GLW-C10-2246	Cllr Joe Sheridan
GLW-C10-2247	Cllr Joe Sheridan
GLW-C10-2248	Cllr Joe Sheridan
GLW-C10-2249	Cllr Dr Evelyn Parsons
GLW-C10-2250	Noel P Regan
GLW-C10-2251	Seamus Murphy
GLW-C10-2252	Clíódhna Ní Mhurchú
GLW-C10-2253	Pobal Rua
GLW-C10-2254	Grainne Mc Hugh
GLW-C10-2255	Caroile O'Toole
GLW-C10-2256	Ciaran O Tuothail
GLW-C10-2257	Eileen O Toole
GLW-C10-2258	Siobhán Breathnach
GLW-C10-2259	Clíódhna Hynes
GLW-C10-2260	Micheál T O Conghaile
GLW-C10-2261	Colm Ó Toocematt
GLW-C10-2262	Sorcha Ni Dhálaigh

GLW-C10-2263	Mariad Ní Mhúircha
GLW-C10-2264	Maíre Uí Eldhin
GLW-C10-2265	Cathal O Toole
GLW-C10-2266	Michael O Toole
GLW-C10-2267	Sally O'Toole
GLW-C10-2268	Oisín O Toole
GLW-C10-2269	John Daly
GLW-C10-2270	Noel Casey
GLW-C10-2271	Nan & Coilin Mocháin
GLW-C10-2272	Evan C
GLW-C10-2273	Bernadette Cagney
GLW-C10-2274	Noreen Walsh
GLW-C10-2275	Mary G Monaghan
GLW-C10-2276	Stephen Walsh
GLW-C10-2277	Cait Gstill
GLW-C10-2278	Martine Grien
GLW-C10-2279	Bernadette Ó Toole
GLW-C10-2280	Josephine Ní Mhocháin
GLW-C10-2281	Michéal Ó Gloinn
GLW-C10-2282	Christy Ó Toole
GLW-C10-2283	Kate Toole
GLW-C10-2284	Caoimhe Ni Ghloinn
GLW-C10-2285	Roisín Toole
GLW-C10-2286	Muireann Ni Ghlainn
GLW-C10-2287	Yvonne Ni Ghlainn

GLW-C10-2288	Coilin Toole
GLW-C10-2289	Deirdre Lesfester
GLW-C10-2290	Colin Nolan
GLW-C10-2291	Hamish & Olivia Reid
GLW-C10-2292	Cliona & Ed Goddard
GLW-C10-2293	Eimer Duffy
GLW-C10-2294	John Lenfester
GLW-C10-2295	Angela Conway
GLW-C10-2296	Joe McDonagh
GLW-C10-2297	Richard Bourns
GLW-C10-2298	Dr Jonathan Wilson
GLW-C10-2299	Michael McDonagh
GLW-C10-2300	Bernadette Fitzgerald
GLW-C10-2301	Mark Cian Cassidy
GLW-C10-2302	Caroline Donohue
GLW-C10-2303	Fionnbarra Ó Muirí
GLW-C10-2304	Priscilla McDonagh
GLW-C10-2305	Rose Joyce
GLW-C10-2306	Declan Fitzgerald
GLW-C10-2307	Antony McDonagh
GLW-C10-2308	Daiblin Fahey
GLW-C10-2309	Cithgen Fahey
GLW-C10-2310	Ruairé ó Coisdealbha
GLW-C10-2311	Finnion Cox
GLW-C10-2312	peadar ó Coisdealbha

GLW-C10-2313	Cathal Ó Tuairisg
GLW-C10-2314	Rónán ó Coisdealbhla
GLW-C10-2315	Lúc Ó Tuairisg
GLW-C10-2316	Sean Donohue
GLW-C10-2317	Sarah Ní Choinceanainn
GLW-C10-2318	Isabella Donohue
GLW-C10-2319	Oscar Ó Tuairisg
GLW-C10-2320	Sheila Doherty
GLW-C10-2321	Peter Roddy
GLW-C10-2322	Lena Naughton
GLW-C10-2323	F Ridley
GLW-C10-2324	C Fahey
GLW-C10-2325	F Ó W
GLW-C10-2326	Brendan Fitzgerald
GLW-C10-2327	Camol Cox
GLW-C10-2328	Elizabeth Ní Chonghaile
GLW-C10-2329	Alan O'Neill
GLW-C10-2330	Ruairi Ó Thairig
GLW-C10-2331	Máirín ní Chonghaile
GLW-C10-2332	Stacey Conway
GLW-C10-2333	John Loughnane
GLW-C10-2334	Nuala Mc Donagh
GLW-C10-2335	Aisling Conneely
GLW-C10-2336	Sue Folan
GLW-C10-2337	Michael McDonagh

GLW-C10-2338	Colman & Kathleen Flaherty
GLW-C10-2339	Dorothy Costello
GLW-C10-2340	Julia Doherty
GLW-C10-2341	David McDonagh
GLW-C10-2342	Aoife Uí Choisdealbha
GLW-C10-2343	Andy Folan
GLW-C10-2344	Aislinn Cox
GLW-C10-2345	Patricia Ní Mhaíle
GLW-C10-2346	Martin McDonagh
GLW-C10-2347	Kayla McDonagh
GLW-C10-2348	Nancy Kent
GLW-C10-2349	Amy Duffly
GLW-C10-2350	Sara Ní Scanlon
GLW-C10-2351	Meadhbh Ní Scanlain
GLW-C10-2352	Micheál Mac Donnacha
GLW-C10-2353	Seosanl O Scanlain
GLW-C10-2354	Sile Ní Scanlain
GLW-C10-2355	Mairtín O scanlaín
GLW-C10-2356	S Seoghie
GLW-C10-2357	Maíre Ní Eidhin
GLW-C10-2358	S Ní Neachtaen
GLW-C10-2359	Bairbre Ní Thuatha
GLW-C10-2360	John Philip Foley
GLW-C10-2361	Áiné Ní Chonaire
GLW-C10-2362	Beartha O hiEidhan

GLW-C10-2363	Martha Ní Eidhan
GLW-C10-2364	Treasa Ní Fhátharte
GLW-C10-2365	Colm Hanley
GLW-C10-2366	Sorch Ní Dhálaigh
GLW-C10-2367	Colm ó Toogmatt
GLW-C10-2368	M OTuril
GLW-C10-2369	Micheál O Conghaile
GLW-C10-2370	Chódhna Hynes
GLW-C10-2371	John Daly
GLW-C10-2372	Mairead Uí Mhurchú
GLW-C10-2373	Declan óg Conghalie
GLW-C10-2374	Aoife ní Conghaile
GLW-C10-2375	Peador ó Conghaile
GLW-C10-2376	Kate ní Chonghaile
GLW-C10-2377	Seán Ó Loingsigh
GLW-C10-2378	Aine Maire Uí Chonghaile
GLW-C10-2379	Tommy Wakers
GLW-C10-2380	Sile ní Chonghaile
GLW-C10-2381	Conall ó Conghaile
GLW-C10-2382	Peadar ó Conghaile
GLW-C10-2383	Eoghan ó Conghaile
GLW-C10-2384	Stephen Keedy
GLW-C10-2385	Maíre ní Chonghaile
GLW-C10-2386	Debbie Mc Donagh
GLW-C10-2387	Micheal Kelly



GLW-C10-2388	Angela Flaherty
GLW-C10-2389	Debbie De Cnoc
GLW-C10-2390	Clodina ní Conghaile
GLW-C10-2391	Ruari Ó Coisdeabha
GLW-C10-2392	Ruaidhri G O Conchunhaic
GLW-C10-2393	M Folan
GLW-C10-2394	M Ó Gilín
GLW-C10-2395	Rita Lynch
GLW-C10-2396	Ciaran Corcoran
GLW-C10-2397	Mairin Ní Lorrgeagh
GLW-C10-2398	Neasa Ní Chonchubhair
GLW-C10-2399	Caoimhe Ni Chonchubhair
GLW-C10-2400	Pat Nally
GLW-C10-2401	Rory Eoin Ó Conchubhair
GLW-C10-2402	Enda Ó Culáin
GLW-C10-2403	Linda Ni Loingsigh Uí Chonchubhair
GLW-C10-2404	Tomas O Tuairisg
GLW-C10-2405	Noel O Ceallaigh
GLW-C10-2406	Angela Ni Ghríor Uí Mharta
GLW-C10-2407	Aoife ní Chonghaile
GLW-C10-2408	Pádraig Ó Beoláir
GLW-C10-2409	Edward o Donnchú
GLW-C10-2410	Colm & Aisling Uí Chualáin
GLW-C10-2411	Natale Ni Fhatharta
GLW-C10-2412	Mairtín ó Donnchú

GLW-C10-2413	Rose Costello
GLW-C10-2414	Thomas Costello
GLW-C10-2415	Ailbhe ní Chonghaile
GLW-C10-2416	Stevee Donohue
GLW-C10-2417	Niamh ní Chiomnáin
GLW-C10-2418	Padraig O Coisdeadhla
GLW-C10-2419	Colm & Nora Uí Chualáin
GLW-C10-2420	Mary & Mairtín ó Curraoin
GLW-C10-2421	Mairead Costello
GLW-C10-2422	Jacqueline Ní Lochlain
GLW-C10-2423	Bertie Ó Conghaile
GLW-C10-2424	Páraic O Lochlain
GLW-C10-2425	Mairtín ó Gionnán
GLW-C10-2426	Barbara Ní seulaun
GLW-C10-2427	Fionnuala Nic Dhonnache (ní Ghionnáin)
GLW-C10-2428	Michael O Corsdealbha
GLW-C10-2429	Máire ní Chionaire
GLW-C10-2430	Derek G Loughel
GLW-C10-2431	Tseult Ní Fhoighil
GLW-C10-2432	Antonette Ni Cligle
GLW-C10-2433	Kathleen Ní Lochlainn
GLW-C10-2434	Meabh Ni Chonghaile
GLW-C10-2435	Sarah Mullens
GLW-C10-2436	Colm ó Farthate
GLW-C10-2437	PJ O Lochlainn

GLW-C10-2438	Ganjuly Mc Hugh
GLW-C10-2439	Ann Marie Costello
GLW-C10-2440	Morgan Mc Hugh
GLW-C10-2441	Michéal O TuThail
GLW-C10-2442	Beartha O hEidhin
GLW-C10-2443	Lua Mc Hugh
GLW-C10-2444	Martha Ni Eid
GLW-C10-2445	Niamh Nic Carthaigh
GLW-C10-2446	Áine Ní Chonaire
GLW-C10-2447	Molly Mc Hugh
GLW-C10-2448	Hannah Mc Hugh
GLW-C10-2449	Oisin Mc Hugh
GLW-C10-2450	Denis Gallagan
GLW-C10-2451	Antoin ó Conghaile
GLW-C10-2452	Joe ó Conghaile
GLW-C10-2453	Mairead ní Chonghaile
GLW-C10-2454	Maidhe ó Conghaile
GLW-C10-2455	Eoin ó Gionnán
GLW-C10-2456	Jack O Curraoin
GLW-C10-2457	Carraig Murrin
GLW-C10-2458	Saorise Ni Churrowin
GLW-C10-2459	sEAN Ó Tuairisg
GLW-C10-2460	G s
GLW-C10-2461	S Ó T
GLW-C10-2462	Bara I M

GLW-C10-2463	Sorcha Ni Thuairig
GLW-C10-2464	Martin Curran
GLW-C10-2465	Barbara Uí Chonfhasla
GLW-C10-2466	Cormac Ó Confhasta
GLW-C10-2467	Mary Ann Griffin
GLW-C10-2468	Miya Ni Bhraonáin
GLW-C10-2469	Jeaic ó Cúláin
GLW-C10-2470	Molly Ni Bhraonáin
GLW-C10-2471	Breandan Mac Donnacha
GLW-C10-2472	Daniel ó Braonán
GLW-C10-2473	Mark Mc Donagh
GLW-C10-2474	Dara Ó Braonáin
GLW-C10-2475	Sharon Ni Dhonnacha
GLW-C10-2476	Urlico N
GLW-C10-2477	Carol T
GLW-C10-2478	Mairead Uichuinn
GLW-C10-2479	Eabha Ní Chualáin
GLW-C10-2480	Declan Whelan
GLW-C10-2481	Katie Folan
GLW-C10-2482	Merlisa Cough
GLW-C10-2483	Ruth Dillon
GLW-C10-2484	Debbie Uí Conghaile
GLW-C10-2485	Colm ó Conghaile
GLW-C10-2486	Alec Costello
GLW-C10-2487	Áine McIntyre

GLW-C10-2488	Cole Costello
GLW-C10-2489	Andreas Muldowney
GLW-C10-2490	Micheal Ó Tuathail
GLW-C10-2491	Damien Clifford
GLW-C10-2492	Áine Ní Thuathail (Bobby)
GLW-C10-2493	Theo Waters
GLW-C10-2494	Gearóid Ó Tuathail
GLW-C10-2495	Padraic Ó Rainne
GLW-C10-2496	Tom Conneely
GLW-C10-2497	Siobhán Uí Chonghaile
GLW-C10-2498	Angela ni Chriola U Mhart
GLW-C10-2499	Seamus o Marta
GLW-C10-2500	Cliona ni Mharta
GLW-C10-2501	Michael & Sinéad O Sullivan
GLW-C10-2502	Seamus og O Marta
GLW-C10-2503	Deirdre Ní Ráinne
GLW-C10-2504	Aindreas Muldowney
GLW-C10-2505	Marguerite Ní Fhlatharta
GLW-C10-2506	Stephen Simmonds
GLW-C10-2507	M McDonagh
GLW-C10-2508	Catherine Uí Rainne
GLW-C10-2509	Baba Ni Donnacha
GLW-C10-2510	Maureen McIntyre
GLW-C10-2511	Mary Ann Naughton
GLW-C10-2512	Aaran Nolan

GLW-C10-2513	Eric Norman
GLW-C10-2514	Kathleen Bn Mhic Éinrí
GLW-C10-2515	Cathal Mac Éinrí
GLW-C10-2516	Laoise Ni Éinrí
GLW-C10-2517	Éadaín Nic Éinrí
GLW-C10-2518	Deirdre Beaglach
GLW-C10-2519	Éamon Mac Diarmada
GLW-C10-2520	Bridie Ba Mhic Diarmadea
GLW-C10-2521	Maggie Ni Chaddain
GLW-C10-2522	Trease Ni Chadhain
GLW-C10-2523	Martin F Small
GLW-C10-2524	Áine Máire Ni Chadhain
GLW-C10-2525	Bríd Beaglach
GLW-C10-2526	Susie Beaglach
GLW-C10-2527	C Dlúiaeyala
GLW-C10-2528	Mairead Beaglach
GLW-C10-2529	Martin ó Feregh
GLW-C10-2530	Mairéad Ní Loinsgh
GLW-C10-2531	Roísín Ní Loinsigh
GLW-C10-2532	Aoibhe Ní Chúláin
GLW-C10-2533	Jeaic ó Cúláin
GLW-C10-2534	patrick Costello
GLW-C10-2535	Josephine Ní Mhocháin
GLW-C10-2536	Anthony ó Coisdealbha
GLW-C10-2537	Peadar Costello

GLW-C10-2538	Taghe Uí Choiledhla
GLW-C10-2539	Ronan ó Coisdealbha
GLW-C10-2540	Eighlín Uí Cloisdealbha
GLW-C10-2541	P Jude Folan
GLW-C10-2542	Rory Wateres
GLW-C10-2543	Barbara Waters
GLW-C10-2544	Martin Joe Waters
GLW-C10-2545	Evan ó Márta
GLW-C10-2546	Rose Bn Uí ghrúhlan
GLW-C10-2547	Louise Quinn
GLW-C10-2548	Eilin Brennan
GLW-C10-2549	Liam Óg ÓCoirbin
GLW-C10-2550	Emily Mac Ní Coirbin
GLW-C10-2551	Lucy Ni Coirbin
GLW-C10-2552	Mairead Corbett
GLW-C10-2553	Barry Marrin
GLW-C10-2554	Dounthlaith Ní Thuairisg
GLW-C10-2555	Duilleog Murrin
GLW-C10-2556	Cera Tienan
GLW-C10-2557	Oisin Ó Tuairisg
GLW-C10-2558	Ailbhe Ní Thuairisg
GLW-C10-2559	Heather Ó Tuairisg
GLW-C10-2560	Ruairí Ó Tuairisg
GLW-C10-2561	Caroline Ní Thuairisg
GLW-C10-2562	Cathain O Sweeny

GLW-C10-2563	Maress Ní Thuairisg
GLW-C10-2564	Áine Ní Chonghaile
GLW-C10-2565	Róise McMahon
GLW-C10-2566	Leabrim Ó Tuairisg
GLW-C10-2567	Ciarán ó Conghaile
GLW-C10-2568	Isla Ní Thuairisg
GLW-C10-2569	Tomás ó Roughue
GLW-C10-2570	Patricea Conneely
GLW-C10-2571	Aoife Uí Dhubhghaill
GLW-C10-2572	Jim Conneely
GLW-C10-2573	Geraoid ó Dubhailh
GLW-C10-2574	L Clancy
GLW-C10-2575	Peigí McDonagh
GLW-C10-2576	Pádraic Breathnach
GLW-C10-2577	Máire Breathnach
GLW-C10-2578	B Clancy
GLW-C10-2579	Cian ó Tuathail
GLW-C10-2580	Marie Clancy
GLW-C10-2581	Eamonn ó Laoire
GLW-C10-2582	Ciarán Clancy
GLW-C10-2583	patrick Lydon
GLW-C10-2584	Brid Ní Chormaic
GLW-C10-2585	Liam Clancy
GLW-C10-2586	Brian Mac Cormaic
GLW-C10-2587	Brid Ní Laoire



GLW-C10-2588	Scott Delaney
GLW-C10-2589	Sarah Ní Beolain
GLW-C10-2590	Marie Clancy
GLW-C10-2591	Rónan ó Beolain
GLW-C10-2592	Micheál ó Beolain
GLW-C10-2593	Steven O Toole
GLW-C10-2594	Deborah Ni Fhlannan
GLW-C10-2595	V Waterson
GLW-C10-2596	Sinead Costello
GLW-C10-2597	Sean Costello
GLW-C10-2598	Bertie Costello
GLW-C10-2599	James Costello
GLW-C10-2600	Am Costello
GLW-C10-2601	Dee Costello
GLW-C10-2602	Bernie Costello
GLW-C10-2603	Dairmuid Costello
GLW-C10-2604	Sheila Costello
GLW-C10-2605	Ronan Costello
GLW-C10-2606	Christina ní Flathata
GLW-C10-2607	Nilley ÓCostello
GLW-C10-2608	Alan Mc Carty
GLW-C10-2609	Jack Mc Carty
GLW-C10-2610	Brúlin níc Dhonnacha
GLW-C10-2611	Colin Ni Ch
GLW-C10-2612	Dylan Waterson

GLW-C10-2613	Mary Felia
GLW-C10-2614	Tomas ó Cúalan
GLW-C10-2615	Cliona Clancy
GLW-C10-2616	DeAnna Blue
GLW-C10-2617	John Dillane
GLW-C10-2618	Daniel & Mary Folan
GLW-C10-2619	Peter Curran
GLW-C10-2620	Bartley Donohue
GLW-C10-2621	Bríd McDonagh
GLW-C10-2622	Michael McDonagh
GLW-C10-2623	Barbara Blue
GLW-C10-2624	Réamonn Ó Flatharta
GLW-C10-2625	Michael óg McDonagh
GLW-C10-2626	Seamus McDonagh
GLW-C10-2627	Mary Keady
GLW-C10-2628	Cathal O'Malley
GLW-C10-2629	padraig ó Cadhan
GLW-C10-2630	Peter Keady
GLW-C10-2631	Eileen Griffen
GLW-C10-2632	Michelle Cledhi
GLW-C10-2633	Caoimhe Ni Mhaoileoin
GLW-C10-2634	Cian Ó Maoileoin
GLW-C10-2635	Bartley Coyne
GLW-C10-2636	Seamus McDonagh
GLW-C10-2637	Siobhan Ni Mhaoileoin

GLW-C10-2638	Bridget Dillane
GLW-C10-2639	Louise McDonagh
GLW-C10-2640	Niamh Ni Mhaoileoin
GLW-C10-2641	Pol Ó Neachtain
GLW-C10-2642	Caroline Ui Neachtain
GLW-C10-2643	Martin Ó Neachtain
GLW-C10-2644	Bridie Ui Neachtain
GLW-C10-2645	Mary Dillon
GLW-C10-2646	Eimear Ui Chodhain
GLW-C10-2647	Cian Folan
GLW-C10-2648	Seasamh ó Duillaín
GLW-C10-2649	Cathy Ni Chadhan
GLW-C10-2650	Fiona Dillane
GLW-C10-2651	Aoife Ni Chodhain
GLW-C10-2652	Katie Dillane Mairtín O' Laoi
GLW-C10-2653	Colm O Coistealbha
GLW-C10-2654	Mary O'Toole
GLW-C10-2655	Mary Coyne
GLW-C10-2656	Mary Belustronl
GLW-C10-2657	Deirdre O'Malley
GLW-C10-2658	Amy Ni Cheallaigh
GLW-C10-2659	Maireád Ní Scanláin
GLW-C10-2660	Aonghus O Cadhan
GLW-C10-2661	Brídín Ní Scanláin
GLW-C10-2662	John O Connor

GLW-C10-2663	Seamus O Mairta
GLW-C10-2664	paul Edmundson
GLW-C10-2665	hannah Edmundson
GLW-C10-2666	karen Hinton
GLW-C10-2667	Laura Nic Dhonncha
GLW-C10-2668	Mary Hinton
GLW-C10-2669	Peter Mc Donagh
GLW-C10-2670	Julie Mc Donagh
GLW-C10-2671	Neasa Ni Mhaoileoin
GLW-C10-2672	Siobhan Ni Nhaoláin
GLW-C10-2673	Lean Breathnach
GLW-C10-2674	Brighid óg Breathnach
GLW-C10-2675	John D
GLW-C10-2676	Sean Bah Breathnach
GLW-C10-2677	Deirdre ní Ráighne
GLW-C10-2678	Joe Quinn
GLW-C10-2679	Bertie Dubhfull
GLW-C10-2680	Brid Ní Thuathail
GLW-C10-2681	Cartin Ní Thuathail
GLW-C10-2682	Mariead Seoige
GLW-C10-2683	Jimmy Conlon
GLW-C10-2684	Seosam ó Clíohain
GLW-C10-2685	Gránia Fheinneadha
GLW-C10-2686	Catherina Uí Chaidhain
GLW-C10-2687	Síofra Ni Chonluain

GLW-C10-2688	Eileen ui Fheinneadha
GLW-C10-2689	Máirín Uí Fhionnagán
GLW-C10-2690	Mairtín O Chadhain
GLW-C10-2691	Ole Uí Cluth
GLW-C10-2692	F Finnegan
GLW-C10-2693	Marta Ní Chuirrín
GLW-C10-2694	Stephen Walsh
GLW-C10-2695	Colm Breathnach
GLW-C10-2696	Máirín Ní Dhonnacha
GLW-C10-2697	Margaret Breathnach
GLW-C10-2698	Eamonn McMahon
GLW-C10-2699	Teresa Mac Niocaill
GLW-C10-2700	Michael Mac Niocaill
GLW-C10-2701	Grainne ni Bheolain
GLW-C10-2702	Eileanoir Ni Fheinneaddha
GLW-C10-2703	Mairtín Ó Fernneadha
GLW-C10-2704	Jack ó Conghaile
GLW-C10-2705	Tom Ó Conghaile
GLW-C10-2706	Stephen Ó Conghaile
GLW-C10-2707	Marcus Ó Conghaile
GLW-C10-2708	Neasa Uí Chonghaile
GLW-C10-2709	Marcus Ó Tuathail Robinson
GLW-C10-2710	Lorcan Mullarkey
GLW-C10-2711	Tom Ó Donghailee
GLW-C10-2712	Tadhg Ó Fátharta

GLW-C10-2713	Keith Ó Domnchalke
GLW-C10-2714	Liam Ó Coirbín
GLW-C10-2715	John Donohue
GLW-C10-2716	Ailbhe Seoighe
GLW-C10-2717	Caroline Seoighe
GLW-C10-2718	John Seoighe
GLW-C10-2719	Conall Mullarkey
GLW-C10-2720	Harry Ó Donghailee
GLW-C10-2721	Maine Treang Ni Dhubghall
GLW-C10-2722	Pádraig o Dubhghaill
GLW-C10-2723	Mairtin Ó Dabhghaill
GLW-C10-2724	Ria Tiernan
GLW-C10-2725	Josephine Feeney
GLW-C10-2726	Geraldine McTatgne
GLW-C10-2727	Shane Tiernan
GLW-C10-2728	Aingi Fatharta
GLW-C10-2729	Caitlin Ni Cheidign
GLW-C10-2730	Emer ui Chonghaille
GLW-C10-2731	Tony Ó Hanlvain
GLW-C10-2732	Shaun O Donnacha
GLW-C10-2733	Bernadette Hanlon O'Boyle
GLW-C10-2734	Noel ó Tuairisg
GLW-C10-2735	Clíodha Seoighe
GLW-C10-2736	R D
GLW-C10-2737	Brendan Marrin

GLW-C10-2738	John Mac Éinaí
GLW-C10-2739	Catherine Donohue
GLW-C10-2740	Margaret Norman
GLW-C10-2741	J Norman
GLW-C10-2742	Jemma Naughton
GLW-C10-2743	Máire Curran
GLW-C10-2744	Victoria Naughton
GLW-C10-2745	Ciaran Naughton
GLW-C10-2746	Catherine Donohue
GLW-C10-2747	Ryan Norman
GLW-C10-2748	Eabha Seoighe
GLW-C10-2749	Sinéad Norman
GLW-C10-2750	Eoghan ó Neachtan
GLW-C10-2751	J Norman SNR
GLW-C10-2752	Liadh Ní Neachtain
GLW-C10-2753	Barbara Uí Fhlatharta
GLW-C10-2754	Seán ó Toole
GLW-C10-2755	Padraic Costello
GLW-C10-2756	Bríd O Toole
GLW-C10-2757	Barbara Malone
GLW-C10-2758	Foinse Ni Chudign
GLW-C10-2759	Martin Walsh
GLW-C10-2760	mairéad Ní Dhonncha
GLW-C10-2761	Jimmy Mc Donagh
GLW-C10-2762	Karen Ní Dhonncha

GLW-C10-2763	Brudnór Ó Cyláin
GLW-C10-2764	Manad Nuhols
GLW-C10-2765	Maureen Brennan
GLW-C10-2766	Dorrogh O Comick
GLW-C10-2767	Micheál Brennan
GLW-C10-2768	Fanna O Connon
GLW-C10-2769	Seosamh Ó Braonáin
GLW-C10-2770	Steve Quinn
GLW-C10-2771	Jude Reaney
GLW-C10-2772	Tomas ó Ráichne
GLW-C10-2773	Fil Mi Dhubhghaill
GLW-C10-2774	Helena ní Ráighne
GLW-C10-2775	Niamh Ní Cluinn
GLW-C10-2776	Ciara Ní Phiotáin & Others
GLW-C10-2777	Fedeline ni Ráigne
GLW-C10-2778	Fiach Ó Róghe
GLW-C10-2779	Diarmuid Puirséil
GLW-C10-2780	Mairead Bre Uí Choisdialbha
GLW-C10-2781	Fergus Patten
GLW-C10-2782	Brighid nic Craith
GLW-C10-2783	C Ó Foighil
GLW-C10-2784	Mairtin Breathnach
GLW-C10-2785	Cárthach Bán Breathnach
GLW-C10-2786	M Simons
GLW-C10-2787	Mairtin ó Cuthlaon



GLW-C10-2788	Mark McHugh
GLW-C10-2789	Siobhan Ní Chualain
GLW-C10-2790	Eibhlis Archibald
GLW-C10-2791	Roisín Ni Chunin
GLW-C10-2792	Ana Gallagher
GLW-C10-2793	Lillian Molloy
GLW-C10-2794	Katie Phiotáin
GLW-C10-2795	Jacinta O Connor
GLW-C10-2796	Ronan ó Fatharta
GLW-C10-2797	James Edmond
GLW-C10-2798	Cline Ní Chulain
GLW-C10-2799	T Ó Connor
GLW-C10-2800	Fiona Ní Chonghaile
GLW-C10-2801	Sean ó Fatharta
GLW-C10-2802	Rebecca Ní Fhátharta
GLW-C10-2803	Ann Duffy
GLW-C10-2804	Mary Ann Folan
GLW-C10-2805	Bridie Faherty
GLW-C10-2806	Séamus óg ó Márta
GLW-C10-2807	Nora Higgins
GLW-C10-2808	Seamus Kilmartin
GLW-C10-2809	Bríd Boland
GLW-C10-2810	Orla Ní Bhealain
GLW-C10-2811	Aodán ó Beoláin
GLW-C10-2812	Máirín Nic an Tomaine

GLW-C10-2813	Gearóidín Nic an Tomaire
GLW-C10-2814	Una Uí Dhureáin
GLW-C10-2815	Oisín Dirrane
GLW-C10-2816	Beartly Curran
GLW-C10-2817	Orlaith Ní Dhireáin
GLW-C10-2818	Einne Conneely
GLW-C10-2819	Méadhbh Ní Dhireáin
GLW-C10-2820	Anita Cashen
GLW-C10-2821	Maíre Ní Chualáin
GLW-C10-2822	Noreen Walsh
GLW-C10-2823	P. Creavan
GLW-C10-2824	Brendan Molloy
GLW-C10-2825	Mairead Ní Mhárta
GLW-C10-2826	Siobhan Ní Mhárta
GLW-C10-2827	Bairbre Ní Mhárta
GLW-C10-2828	Siobhan McDonagh
GLW-C10-2829	Ethan McDonagh
GLW-C10-2830	M O Cualáin
GLW-C10-2831	Barbara Ni Lochlainn
GLW-C10-2832	Áine Ni Thuathail
GLW-C10-2833	Daithi O Donghaile
GLW-C10-2834	G Ni Dhonghaile
GLW-C10-2835	Sil ni Scanlán
GLW-C10-2836	James Rehill
GLW-C10-2837	Tomás Ó Scanlán

GLW-C10-2838	Brid Bn Uí Scanlán
GLW-C10-2839	Philip Mullarkey
GLW-C10-2840	Philip Kilmahn
GLW-C10-2841	M Donnelly
GLW-C10-2842	Joe Coyne
GLW-C10-2843	Richard Kendrick
GLW-C10-2844	Padraic Scanlán
GLW-C10-2845	Caitlin Ó Curreáin
GLW-C10-2846	Muirean ni chodhain
GLW-C10-2847	C M
GLW-C10-2848	Dilly Coyn
GLW-C10-2849	N Ui Mhaolin
GLW-C10-2850	Breda Coyne
GLW-C10-2851	Adrian Sullivan
GLW-C10-2852	Mairtin Flaherty
GLW-C10-2853	Kathleen O Toole
GLW-C10-2854	M ni Chadham
GLW-C10-2855	James O Toole
GLW-C10-2856	Michael Joseph Coyne
GLW-C10-2857	Seamus O Toole
GLW-C10-2858	Piia Coyne
GLW-C10-2859	Susan Morrisloe
GLW-C10-2860	Ciarán O Toole
GLW-C10-2861	Andy Padraic Gannon
GLW-C10-2862	Sean Coyne

GLW-C10-2863	Ciaran ó Cadhain
GLW-C10-2864	Ciara Ni Phiotáin & Others 2
GLW-C10-2865	Nora Ni Chualain
GLW-C10-2866	Gearoth De Lách
GLW-C10-2867	F D
GLW-C10-2868	Gerldine Ni Mhartin & Others
GLW-C10-2869	Bridi Ui Neachtaín
GLW-C10-2870	M Nilhe
GLW-C10-2871	Michael O Neachtain
GLW-C10-2872	Lennon Mc Donagh
GLW-C10-2873	Sienna Mc Donagh
GLW-C10-2874	Tomas O Coghale
GLW-C10-2875	Sean O' Cúlain
GLW-C10-2876	Sean Dillane
GLW-C10-2877	E Ni Neachtain
GLW-C10-2878	Colman Concannon
GLW-C10-2879	Eoin O Neachtain
GLW-C10-2880	Brid Ni Mhogain
GLW-C10-2881	Noel Concannon
GLW-C10-2882	Brid Ni Chualain
GLW-C10-2883	Margit Andreasen
GLW-C10-2884	Maire Aine Ni Maclair
GLW-C10-2885	Mairead ni Scanlán



**Chief Executive's Report  
on Submissions received on the Draft Galway County Development Plan  
2022 - 2028**

## **Appendix G List of Greenway Submissions**

List of Greenway Submissions for Draft Galway County Development Plan

<b>Number GLW-C10</b>	<b>Name</b>
9	Brendan Monaghan
14	Sheila Walsh
16	Michael Newell
17	Tom Grealy
18	Lukasz Tymczak
20	Attracta Fitzpatrick Fitzpatrick
21	Conor Molloy Molloy
22	Ella Larkin
23	Paul O'Connor
24	John Loughlin
25	Mary Conway Conway
26	Karen Mannion
27	John McGrath McGrath
28	Claire Fitzsimons
29	Owen Jennings
30	Catherine McNally
31	Gerard Reynolds
32	Lisa Dowd-Hynes
33	Stefan Bink
34	Eddie Morris
35	Fintan O'Connell
36	Frank Mc daid
38	Alan McGrath
40	Lorraine Keegan
41	Lorraine Keegan
46	Carmel & Paul Keating
47	Brendan Quinn
52	David Burke
53	Rodger Waters
54	Paul Naughton
58	Carmel Burke
59	Helen Shaughnessy
60	Alisha Shaughnessy
61	Paddy Shaughnessy
62	Patrick Shaughnessy
63	Sonja Khan
64	Patricia Mitchell
65	Brendan Kennelly
66	John Carr
67	Tomas Mitchell
68	Carlos Tighe
69	Stephen Ryan
70	Carlos Tighe

List of Greenway Submissions for Draft Galway County Development Plan

71	Carlos Tighe
72	Lukasz Tymczak
73	Lukasz Tymczak
74	Lukasz Tymczak
75	Lukasz Tymczak
76	Andrew Ainley
77	Sinead Lynn
78	Padraic McDonagh
79	Susan Hayes
80	Brian Wall
80	Brian Wall
81	Mike Conroy
82	Claire Lillis
83	Sinéad Mannion
84	Deaglan Mac Cuarta
85	Noel Shannon
86	Mark Siggins
90	John Pollard
92	Daithi Quinn
93	Anne Quinn
94	William Dundon
95	Elaine O'Connor
96	Siobhan O'Connor
97	Caitriona O Connor
98	Rian O'Connor
99	Pierce O Connor
100	Alan O'Connor
101	Amy O'Connor
102	David O'Connor
103	Judy O Connor
104	Andrew O'Connor
105	Tracey O'Connor
106	Pat Collins
106	Pat Collins
107	Fiona Donovan
108	Terry Morley
113	Aoife Casey BL.LLB.
114	Mr Tony O'Neill BA,Hdip.Ed
115	Dick Delaney
116	Olivia Cox
117	Elma Gannon
118	Brendan Smith
119	Ray Reid
120	Alan Conroy

List of Greenway Submissions for Draft Galway County Development Plan

123	Tom Reddington
124	Brian Walsh
125	Yvonne Ui Fhlatharta
126	eoghan mullan
127	Mike Madden
128	DEIRDRE CLEARY
129	Linda Howard
130	Celia Rumann
131	Bettie Delaney
132	Denis O'Hora
133	Michael Dowd
134	Kevin Jennings
135	Sean Coyne
136	Deirdre Walsh
137	Padraig Varley
138	Majella Giblin
139	Clíodhna Ní Dhabhoráin
140	Sinead Monaghan
141	Rory Monaghan
142	Sinead Monaghan
143	Dara Canavan
144	Colm Griffin
145	Rita Donelan
147	Brian Finnerty
148	Audrey Finnerty
149	Ruth Donohoe
150	Stefan Bink
151	Kevin Maye
152	Anne Brindley
153	Niamh Hall
154	Martin Glavin
158	Cairbre O'Donnell
159	Chloe Conroy
163	Richard O'Shaughnessy
164	Rob Wynne
166	Shane Gaughan
167	Lucille Redmond
168	Adam Collins
169	Helen Sonner
170	Patrick O'Leary
172	Aideen Molloy
174	Lee-Ann Coughlan
175	Johnathan Lydon
176	Paul Herron



List of Greenway Submissions for Draft Galway County Development Plan

177	Brooke Grayling
178	Liam Caffrey
179	Enrico Lionello
180	Michael Browne
181	Dee O Connor
183	Iarla Coleman
184	Aicidh Coleman
185	Deirdre Coleman
186	Cait Fahy
186	Cait Fahy
187	Jesús López
188	James Wall
189	Shane Smith
190	Brian O Neill
191	Adrian O Neill
192	Teo O Neill
193	Annette O Neill
195	Sean Carter
198	Grainne Purkis
199	Claire Farrell
200	JOHN POWER
202	Patricia Walsh
203	John Walsh
204	Janice Lambe
205	Martin Lambe
206	Thomas McQuade
207	Brian Murphy
208	Sean Thorton
209	Eileen Leydon
211	Alan Kelly
212	Laoise Kelly
213	Eimear Cronin
214	Eamonn Cronin
215	Helen McQuade
216	Conor McGuire
217	Philip McGoldrick
218	Gabriel McHugh
219	Francis Reilly
220	Martin Owens
221	Gavin Leydon
222	Rosie Flynn
223	Andrew Sellars
224	Walter Sellars
225	Shauna Callanan

List of Greenway Submissions for Draft Galway County Development Plan

226	Teresa Callanan
227	Sam Callanan
228	Stevie Callanan
230	Ronan Bergin
231	Sarah deignan
232	Katie O'Dwyer
233	Cllr Jim Cuddy
234	Pat Callanan
235	Tadhy Murphy
236	Kevin Murphy
237	Ava Lane
238	Fiona Lane
239	Ciara Raftery
240	Mary Stewart
241	Rowan Lane
242	Tommy Lane
243	Eleanor Rooney
244	John Rooney
245	Sarah Harte
247	Mark Campbell
249	John Mulligan
250	Sligo Greenway Co-op
257	Stephen Kerins
258	Johnny Lynch
259	Daniel Lynch
260	Pauline Singleton
262	Cllr Alastair McKinstry
265	Catherine Houghton
266	Martin Singleton
267	Frank D'Arcy
268	Bridgie Forde
269	Kieran Forde
270	Derek Hannon
271	Páid Ó Donnchú
272	John Cronin
273	Breda Forde
274	Gerard Forde
275	Michael Forde
276	Colette Flaherty
277	Davina Flaherty
278	Eric Flaherty
281	Joshua Mahon
282	oWAN Mamoud
283	Neil McCabe

List of Greenway Submissions for Draft Galway County Development Plan

284	Matthew Flaherty
285	David Flaherty
286	Paul Flaherty
287	Gerry Waters
288	Millie Geraghty
289	Luke Geraghty
290	Teresa Moloney
291	Kevin Moloney
292	Tara Canning
294	Alan Gannon
295	Saidhbhin Gannon
296	Luke O'Grady
297	Brian Melia
298	Rita Melia
299	John Steede
300	Bernie Steede
301	Dylan Steede
303	Donna Fitzgerald
304	Lisa Steede
305	Rob Fitzgerald
306	Ralph Smith
307	Barry Smith
308	Sam Smith
309	Roisin Smith
310	Ciara Smith
311	Caroline Smith
312	Tom Smith
313	Carmel Adderly
314	Hannah Adderly
315	Caroline Concannon
316	David Holland
317	Andrea King
318	Natasha King
320	Anne Marie Loughnane
320	Eoin Cullina
321	Emily Grace
322	Marie Grace
323	J Kelly
324	Ella Grace
325	R Grace
326	David O'Grady
327	Noreen Coen
328	Lily O'Grady
329	James Gannon

List of Greenway Submissions for Draft Galway County Development Plan

330	Grainne O'Grady
331	Lauren Gannon
332	Kevin Coen
333	RoNAN Coen
334	Pat Coen
335	Aimee Murray
336	Reeva Browne
337	Faye Browne
338	Susan Browne
339	John Browne
340	Michael Browne
341	Patrick Power
342	Anne Marie Boyle
343	Adrian Boyle
344	J Byrne
345	Brio Jinki
346	Tom Jinks
348	Adrian Flaherty
349	Tom Kinnvcane
350	Paul Mitchell
351	Carmel McFadden
352	Yvonne Thorton
353	George Davenport
354	Frances Davenport
355	Larry McLaughlin
356	Jim Barrett
357	Evan Cannon
358	Niamh Lawless
359	Philip Mamill
360	Ciaran Mamill
361	Brigid Maher
362	Brendan McGuinn
363	Ruth McGuinn
364	Orlagh Morgan
365	Oisin Morgan
366	Kathleen Caulfield
367	Laura Sweeney
368	Breda Sweeney
369	Eanna Garvey
370	Imelda Creaven
371	Sarah Cormican
372	Derick Caulfield
373	Eoin Caulfield
374	Emer Murphy

List of Greenway Submissions for Draft Galway County Development Plan

375	David Murphy
376	Robyn Corcoran
378	Patrick J Doherty
379	Fergus Brett
381	Dylan Corcoran
382	Holly Corcoran
383	Shane Corcoran
384	Lee Kinnucane
385	Luke Kinnucane
386	Orlagh Fahy Kinnucane
387	Silvia Garza
388	Vanessa Murphy
389	Neil Murphy
390	Anne Gaughan
391	Michael Scanlon
392	Janet Murphy
393	Keith Daniels
394	Bridie Brady
395	Deirdre Monahan
398	Sinead Brady
399	Geraldine Molloy
401	Liam Patton
402	Eamon Murphy
403	Richard Cunniffe
404	Carmel Kelly
405	Martin Hart
407	Edel Coughlan
408	Erik Alkjerg
410	Anne Carryey
411	John Cunniffe
412	Ellen O'Connor
413	Liam Sheehan
414	John Dempsey
415	Edel Coughlan
416	Katherine MacMaghnvis
417	Ben Mayock
418	Ray Mayock
419	Aishling McKennea
420	Shane O'Neill
421	Shane O'Neill
422	Marie Qualter
423	Orla Corcoran
424	Nathan King
425	Dominic McGlinchey

List of Greenway Submissions for Draft Galway County Development Plan

426	Johnathan Connolly
427	Jimmy O'Dea
428	Eleanor Brady
429	Angela McHugh Boyle
430	Brian Coen
432	Pamela Burke
433	Norman Keville
434	Sarah King
436	Anthony Cunningham
442	Gerard Brady
443	Graham Keane
444	Bernadine McElroy
445	Phillippa Whelan
446	Ann Coen
447	Eamon Doherty
448	Mairead Maguire
449	Marguerite Shaughnessy
450	Patricia McAfee
450	Patricia McAfee
453	Sharon Thompson
454	Elliot Thompson
455	Joe John Duffy
456	Marie Farrell
457	Donal McDonnell
458	Sean Farrell
459	Simon O'Hora
463	Dermot O'Donovan
464	Justine Delaney
466	MÓR Action
468	Donna Carroll
470	Jimmy Duffy
471	Barry Ryan
472	Noreen O'Mahony
473	Fiona Mangan McCann
474	Conal Gillespie
475	Pat O'Loughlen
476	Pat O'Loughlen
477	Mona Pavel
478	Marie McGuire
479	Laura Connolly
480	Helen McDonnell
481	Katie O'Dwyer
482	Ann Poniard
483	Ana Aguilar Estrada

List of Greenway Submissions for Draft Galway County Development Plan

484	Noel Finnegan
485	Sean Garden
486	Grace Burke
487	Donna McDonagh
488	Joe Langan
489	Keith Rowley
490	Mick Blake
491	Julie Woods
492	Cathy Burke (Vaughan)
493	David McDonagh Snr
494	Alan O'Loughlen
495	Aengus Melia
496	Enda Farrell
497	Ursula Farrell
498	Mary Mullen
499	Peter Ryan
500	Leonie McDonagh
501	Mary Keighery
502	Martin Mannion Junior
504	Conor Duffy
506	Padraig Feeney
507	Dolores Doyle
509	Mae D'Arcy
510	Hannah Delaney
512	Brendan Power
512	Brendan Power
513	James Sheerin
518	Arthur Wojtaszek
519	Deirbhinn McHugh
520	Catherine Farrell
521	Barry Buckley
523	Ronan McDonagh
524	Iona Devon
525	Catherine Gaughan
526	Lee Aine ÓBaoighill
527	John Murray
528	Kayleen McDonagh
529	John Burke
531	Andrew Leufer
532	Bernice Brennan
533	Nora Murphy
534	Déaglán Ó Donnchadha
535	David Burke
536	Eamonn Geraghty

List of Greenway Submissions for Draft Galway County Development Plan

538	Nora Duffy
540	Pearse Counihan
541	Philip Noone
542	Gerry McHugh
543	John McHugh
544	John Frawley
545	Tom McGuire
546	Sr Agnes Curley
547	Ciaran Ó Dwyer
548	Peter McDonnell
549	Enda Connolly
550	Tom Junior McGuire
551	Teresa Ainsworth
553	Declan Slattery
554	Siobhan King
555	Molly Gillespie
560	East Mayo Greenway
560	East Mayo Greenway
562	Lesley Connern
562	Lesley Connern
563	Jessica Conneely
564	Cathal McHugh
565	Cathal McHugh
567	Claire Doogan
570	Joyce Country and Western Lakes Geopark Project
586	Brendan Quinn
587	Department of Environment, Climate and Communications
593	Aksana Sadeckiene
594	Norman Doyle
595	Michelle O'Reilly
596	Gabriel Folan
598	Rachel Mannion
599	Clare Mullins
600	Wayne McDonagh
602	Tish Molyneux
603	Liam McDonagh
604	Helena Quinn
605	Joanna Beresford
607	Bartlomiej Macur
609	David McDonagh
610	Katherine Halford Greene
611	Tony Casey
612	Michele Martin
613	Tim Crisham



List of Greenway Submissions for Draft Galway County Development Plan

614	Muriel Parsons
615	Terence Burke
616	Kieran Morley
617	Diane Slattery
618	Jemah Brennan
619	Breda Gillespie
620	John Murphy
622	Macy Lee Crisham
623	Anita Tanniane
624	Tony McDonagh
625	Gerry Burns
626	John Robert Burke
629	Sean O'Huiginn
630	Paddy Flaherty
631	Frances Doherty
632	Jane Gibbs
634	Pauline McHugh
636	Fiona Lane
637	Martin Ward
638	Tom Carney
639	Shannon Crisham
640	Damien Quinn
641	Seán Taniane
642	Lisa Barber
643	Colm Farrell
644	Marion Greene
645	Padraig O'Flaithearta
646	Pearse Farrell
647	Patricia Ryan
648	Keith Crisham
649	Colm Dempsey
650	Derek Higgins
652	Michael Waldron
653	Stephen Cotter
654	Bernard Coen
655	Trevor Parsons
656	Regan Boyle
657	Jason Taniane
658	Annette Duffy
659	Philip Noone
666	Dave Corley
666	Dave Corley
670	Aoife Nic Chraith
671	Louis Brennan

List of Greenway Submissions for Draft Galway County Development Plan

672	Kieran Quinn
676	Chris Holland
683	Sean Rooney
690	Connemara Greenway Alliance
699	Sinead Valla
702	Deirdre O'Connor
703	Paul O'Neill
705	Sinead O'Connor
706	Audrey Trigg
715	Deirdre de Souza
717	Arlene Cooke
729	Tom Brannigan Brannigan
730	Mark McNally
734	Lucy-Ann Buckley
736	Gillian Hart
743	Siobhan Gohery
744	Ger Kealy Cunniffe
747	John Rabbitt
757	Ciara Forde
758	Anne Mannion
761	Lorraine Tansey
762	Maja Grings
765	Diarmuid Keaney
766	Maurice Ferguson
767	Francis Finucane
768	Brian Mc Ginley
774	Lamh Linn
779	Fergal McAndrew
784	Michael Duignan
786	Shaun Cunniffe
791	Amanda Wilkinson
793	Niall O Brolchain
795	Marie Talty
801	Katie O'Dwyer
802	Mike Hynes
804	Colin Lawton
805	Valerie McEllin
806	Gordon Bromley
810	Eoin McMahan
814	Sinead Mitchell
823	Robert Moore
825	Friends of Barna Woods and Rusheen Bay
827	Friends of Barna Woods and Rusheen Bay

List of Greenway Submissions for Draft Galway County Development Plan

835	Kylemore Abbey & The Kylemore Trust
836	Helen Caird
837	Anthony Grehan
839	Meave Higgins
843	Jonathan Vallot
848	Gearoid Hynes
850	Ciara Mullen
851	Catherine Wall
854	Irish Architects Declare
856	patricia croal
858	Anne Murray
859	Francie O'Brien
861	Tracey Lydon
874	John Bogue
875	John Bogue
878	Roselyn Carroll
879	Gerry Riordan
881	Tsukushi Kamiya
888	Aine Carroll
892	Kay Synott
894	Kay Synott
896	Kay Synott
896	Kay Synott
906	Majella Heneghan
918	Mary McMahan
935	Joyce Country and Western Lakes GeoEnterprise
939	Kathryn Tierney
948	Senator Seán Kyne
950	Connemara Greenway Action Group
952	Senator Seán Kyne
956	Iain Morrow
957	Connemara Chamber of Commerce
961	Liam Ferrie
963	Caitriona Cunningham
964	Grainne Faller
968	Dean Heneghan
970	Senator Aisling Dolan
971	Connemara Chamber of Commerce
974	Deirdre Carroll
981	Bridie Brady
982	Andrew McDaid
983	Cecilia McDaid
984	Ronan Lally
985	Sarah Fahy

List of Greenway Submissions for Draft Galway County Development Plan

986	Christian Bhull
987	Paddy Williams
988	Noel Dunne-Ford
989	Gerry Flaherty
991	Andrea Hefferon
992	Berni Glavin
993	Irene Cooney
994	Sylvester Mannion
995	Olivia Forde
996	Andie Hefferon
997	Patrick Burke
998	Darmuid Treacy
999	Donnacha Treacy
1000	Cormac Treacy
1001	Conor Treacy
1002	Margaret Pardy
1003	Kieran Pardy
1004	Aileen Pardy Burke
1005	Lyn Donnelly
1006	Loraine Treacy
1007	P. J. Taylor
1008	Brett Cox
1009	Sean Flening
1010	Marguerite Boyle
1011	Siobhan Flaherty
1012	Nelson McHale
1013	Hazel Fleming
1014	Katie Ó Brien
1015	Noel Gibbons
1016	Mattie Brady
1017	Meábh Brady
1018	Cormac Greaney
1019	Diarmuid Finnegan
1020	Sam Jacobbsen
1021	Sam Jacobbsen
1022	Bridget Jacobsen
1023	Dara Jacobsen
1024	James Fahey
1025	Ailbhe Brady
1026	Andie Hefferon
1027	Chris McCormark
1028	Barry Mc Cullagh
1029	Daniel Lane
1030	Stevie Lane

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1031	Joe Greene
1032	Declan Kelly
1033	Lorraine Cooney
1034	Rosalinb Ryan
1035	Niamh Feeney
1036	Eoin Feeney
1037	Cormac Feeney
1038	Conor Feeney
1039	Andrew Newman
1040	Caroline Kelly
1041	Martin Brady
1042	Deirdre Leech
1043	Bartley Leech
1044	Philip Jacobsen
1045	Steve Lane
1046	Margaret O'Neill
1047	Carmel O Neil
1048	Martin Noone
1049	Drew Lundberg
1050	P J Treacy
1051	Adrian King
1052	Peggy McCarthy
1053	Marlon Broderick
1054	Claire Noone
1055	Collette Dempsey
1056	Deidre Greene
1057	Rory McCarthy
1058	Amanda Lane
1059	Clodagh Crimmins
1060	Gillian Ó Connoe
1061	Cepta Ryan
1062	Seán Seoighe
1063	Cathal Ó Connor
1064	Eimer King
1065	Caitún Woods
1066	Mary Lenaghan
1067	Orlaith Seoighe
1068	Philip Lenaghan
1069	Susan Weston - Tracey
1070	Winnie Flaherty
1071	Ben Walsh
1072	Alex Walsh
1073	Jack Walsh
1074	Sharon Walsh

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1075	Seamus Walsh
1076	Sarah Biggins
1077	Murt Cooney
1078	Jamie Heflesren
1079	A Kennedy
1080	Ashley Carle
1081	Caitlin Sneddon
1082	Mia Cooney
1083	Adam Cooney
1084	Paul Ralph
1085	Martina Cooney
1086	Rosa Gorimey
1087	Mary Hansberry
1088	John Hansberry
1089	Billy Kavanaugh
1090	John Morris
1091	Mairead Morris
1092	Eimear Forde
1093	Philip Joyce
1096	Suzane Hynes
1097	Naomi Sheridan
1098	Liam Hynes
1099	Brendan Hynes
1100	Denise Gormley
1101	Maria Kavanaugh
1102	Olivia Wood
1103	Patrick Finn
1104	Phyllis Finn
1105	Simon Faullner
1106	Michelle Finn
1107	Alex Wood
1108	Niamh Hoarty
1109	Shane Power
1110	Ivan Power
1111	Harry Power
1112	Kenneth Gavin
1113	Sinead Kennedy
1114	Linda Davey
1115	Dave Sexton
1116	Andrew Joyce
1117	N. M. Joyce
1119	Peter Joyce
1120	Frank Joyce
1121	Judy Greene

List of Greenway Submissions for Draft Galway County Development Plan

1123	Ann Greene
1124	Tina O'Connor
1125	Emer Carr
1126	Joan Mc Dermott
1127	Rosa O'Connor
1130	Jack O'Connor
1131	Roger Garland
1132	Michael Rooney
1133	Mike McCormack
1134	Patrick McDermott
1164	Anna Delaney
1165	Shauna Delaney
1166	Dolores Delaney
1167	Joe Delaney
1168	Lara Delaney
1169	William Wetuf
1170	Shane Monahan
1171	Clare Monahan
1172	Cathal Monahan
1173	Linda Conway
1174	Frank McGuinness
1175	Florentino Hayden
1176	Louise Hayden
1177	Ronan Collins
1178	Paddy Collins
1179	Peggy Collins
1180	Rebecca Collins
1181	Paul Collins
1185	Mia McHugh
1186	Paula Mc Hugh
1187	Ciara Ryan
1188	Olivia Healy
1189	Brian Lalor
1190	Patrick Healy
1191	Una Lalor
1192	Jenny Lalor
1193	Stephanie Cahill
1194	Margaret Langan
1195	Martin Langan
1196	Don Stiffe
1197	Iarla Stiffe
1198	Eoin Stiffe
1199	Róisín Stiffe
1200	Elaine Stiffe

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1201	Angela Ogrady
1202	Ann O Grady
1203	Oisín O Grady
1204	Damian Mannion
1205	Zoe Mc Hugh
1206	Oliver Mc Hugh
1207	Marie Daly
1208	Meagan Daly
1209	Paul Daly
1210	Ellen Walsh
1211	James Keane
1212	Lona O Grady
1213	Gary Considine
1214	Seamus Cooke
1215	Ann Cooke
1216	Victoria Wegrzynska
1217	Maita Wegrzynska
1218	Mikalay Wegrzynska
1219	Amelia Wegrzynska
1226	Sean Tierney
1227	Olive Daly
1229	Eleanor McDonagh
1230	Paul Condon
1231	Orla Flanagan
1232	Hannah Mills
1233	Rory Cosgrave
1234	Shane Kelly
1235	Shannon O'Connor
1236	Eamon Mills
1237	Darragh Flanagan
1238	Ronan Flanagan
1240	Annette O'Neill
1241	Tony McDonagh
1242	Leo Moran
1244	Gregory Thompson
1245	Lucie Gavin
1246	Piotr Wojtaszek
1247	Sylvia Parsons
1248	Karen Doherty
1249	Donnacha Shaughnessy
1250	Imelda Taniane
1252	Gemma Nolan
1253	Iwona Dukiel
1254	Declan Spring



List of Greenway Submissions for Draft Galway County Development Plan

1255	Mary Loftus
1256	Monica Feeney
1257	Michael Sweeney
1259	Máire Fenton
1261	Emma Calahan
1262	Caoimhe Golden
1263	Eabha Golden
1265	Emmet Golden
1266	Niall McGrath
1267	Claire Doyle
1268	Emmet Lambe
1270	Paul Fitzgerald
1281	Cllr Noel Thomas
1297	Jacqueline Melia
1299	Eleanor Joyce
1300	Stephen Thompson
1301	Brian McMunn
1302	Córa De Búrca Ó'Brádaigh
1303	Jacob Moore
1304	Adriana Moore
1305	Emily Moore
1307	Christopher Moore
1308	Rachel Moore
1309	Patricia McCann
1311	Maurice McCafferty
1313	Ciara McDonagh
1314	Anna Tymczak
1315	Lukasz Tymczak
1316	Palma Paksa
1317	Tamas Rouacs
1318	Joshua Moore
1319	Darragh Cosgrove
1329	Declan Sweeney
1330	Kaya Connolly
1331	Aidand & Blathnaid Quinn
1332	Gerry & Mary Mc Donagh
1333	Dr Kevin Quinn
1334	Frank Sweeney
1335	Cora Sweeney
1337	Caroline Needham
1338	Darragh Needham
1340	Brian Sweeney
1341	Ann Sweeney
1342	Allannah Sweeney

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1343	Catriona Sweeney
1345	David Rathbone
1347	Joane Rathbone
1349	Helen Daly
1350	Michael Melia
1351	J J Burke
1352	Martin Whyte
1353	Nicola Murphy
1355	Annie McGrath
1356	Arthur Ward
1357	Noreen Conneely
1358	Margaret Mullany
1359	Grainne O'Rourke
1360	Helen Concannon
1361	Paul Flanagan
1362	Margaret Curry
1363	Geraldine Connolly
1364	Kathleen Gormley
1365	John McGuire
1366	Patrick Doherty
1367	Anna Moskiva
1369	Sr Anne Mc Loone
1370	Sr Nell Chambers
1371	Sr Maria Foley
1372	Maeve Hunt
1378	Miriam Ó Malley
1380	Dairmuid Fahey
1381	Aisling Fahey
1382	Sr Rose Ó Rourke
1383	Máire Mc Niallais
1384	Sr Mary Devine
1385	John McGuinness
1386	Tricia Monaghan
1388	Peter Monahan
1389	Caroline Mc Cavera
1390	Ellen Conlon
1392	Colm Sweeney
1393	Lisa Doherty
1395	Edel Kilgarraf
1396	Edel Banks
1397	Nigel Ó Kejan
1398	Michael Conneely
1399	Damian Smyth
1400	Jonathan Mc Donagh

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1402	Emma Mangan
1404	Terence O'Brien
1410	John Hansberry
1412	edel Regan
1413	Paul Mc Cavera
1415	Fiona Connolly Broderick
1416	Jacqueline McGrath
1417	Marie Ray
1418	Joanne Lennon
1419	Sonya Broderick
1420	Gerry Hanley
1421	Jack McElroy
1422	Noreen Carter
1423	Jane O'Connor
1424	Conor Mc Cavera
1425	Cartlin Mc Cavera
1426	Gerard Reynolds
1427	Linda Keogh
1428	Maureen Ó Grady
1429	Shane Culliney
1430	Patrick Luxford
1431	Louise McGuinness
1432	Bridie Mc Gowan
1433	Sr Mary Glennon
1434	Jim Mc Carthy
1435	Keith Higgins
1436	Courtney Andrews
1438	Lily McGuire
1439	Evelyn Flanagan
1440	Kaytie Burke
1441	John Henry Flattery
1442	Marie Fahey
1444	Michael Sweeney
1445	Kathryn Reynolds
1446	John Fahey
1447	Kay Farraeher
1448	Caroline Dolan
1449	Ray Collins
1450	Jamie Ralph
1451	Michael (Mickey) Coleman
1452	Ruth Collins
1453	Ann McDonagh
1455	Ruby Walls
1456	Daniel James O'Connell

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1457	Carmel Hughes
1458	Aine Keane
1459	Michelle Keane
1460	Rory O Connor
1461	Mary Mullins
1462	Jim Hagan
1463	Billy Mills
1465	Brendan Cassidy
1466	Alan De Burca
1467	Mark O'Brien
1468	Mathew Cunningham
1469	Elaine Cunningham
1470	Sean Cunningham
1471	Aine Ní Dhúill
1472	Jim Ó Hagan
1474	Teresa Ó Connell
1475	Senan Ó Rourke
1477	Bernadette Quinn
1478	Donna Mc Gough
1479	Meabh Ó Rourke
1480	Anne Carter
1481	Emer Concannon
1482	Maureen Nolan
1483	Tracey O'Donnell
1485	Cathal McGinn
1486	Tracie Higgins
1488	Edel Concannon
1489	Trisha O'Connor
1490	Brenda Kirrane
1494	Dereck Donnellan
1495	Ian Gorton
1496	Connor Gorton
1497	Richard Carroll
1498	Rhianna Gorton
1499	Caroline Gorton
1500	Marie Higgins
1501	Dawn Gorman
1502	Carol Ó Hehir
1503	Martin Reynolds
1504	Kevin O'Donnell
1505	Kevin O Dwyer
1506	Felim O'Rourke
1508	Liz Thornton
1509	Diarmuid Finnegan

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1510	Barbra Kirrane
1511	Frank Regan
1512	Jen McDonald
1513	Mary Feerick
1514	Mrs Gormley
1515	Shane Hughes
1516	William Dowling
1517	Noel Egan
1518	Amanda Tierney Gavin
1519	Katie McCarthy
1521	Danielle Ward
1522	Vincent Killeen
1523	Claire McGrath
1524	John Parsons
1525	Fern Connolly
1526	Patrick Harte
1527	Mike Connolly
1528	Rebecca Hayden
1529	Connor Forde
1530	Clodagh Burke
1531	Antony Concannon
1532	John Dolan
1533	Dylan Connolly
1534	Terry Ó Hehir
1535	Sheena Ó Hehir
1536	P J Walsh
1538	Una Stephens-Hardy
1539	Shane O'Donnell
1540	Tomas De Barra
1541	Sarah Monaghan
1542	Leeanne Nolan
1543	Ivan Cleary
1544	Kathleen Barry
1545	David Caplin
1546	Deirdre Burke
1547	Tomas De Barra
1548	Michael Reilly
1549	Mick Baldwin
1550	David Ward
1551	Deirdre Burke
1552	George Maloney
1553	John Ward
1554	Diarmuid O'Connell
1555	Maria Singleton

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1556	Niall Forde
1557	Fiona Scally
1558	Kate Dolan
1559	Blaithin Cahill
1560	Lola Walls
1561	Claire Kirrane
1562	Brian Keating
1563	Ross Giblin
1564	Chris Egan
1565	Teresa O'Connor
1566	Martin Sweeney
1567	Nora Anne Cosgrove
1568	Paul Cosgrove
1569	Neil Dunworth
1570	Tina Parrott
1571	Veronica Murphy
1572	Lee Donaghue
1573	Kathleen McGrath
1574	Graham Boyle
1575	Richard Hynes
1576	Freda Concannon
1577	Stephen Sweeney
1578	Maura Taylor
1579	Michael Ward
1580	Maureen Lawrence
1581	Brandon Grehan
1582	Fiona Gorman
1583	Ann Morriseey
1584	Marie Costello
1585	Pauline Feeny
1586	Penny Wells
1587	Brian O'Heir
1588	Geraldine Melia
1589	Gerry Melia
1590	Gerry Treacy
1591	Norrie Keane
1592	Marése Sheehy
1593	Margaret Anne Mulvey Ralph
1594	Mildred Connaughton
1595	John Bilbow
1596	Lisa McGuire
1597	Anthony Glynn
1598	Bríd Andrews
1599	Ger Finn

List of Greenway Submissions for Draft Galway County Development Plan

1600	Fionnuala Reaney Garrett
1601	Paul Burke
1602	Summer McGuire
1603	Nicola O'Donnell
1604	Charlie Ward
1605	Adrian Quinn
1606	Thomas Francis Hopkins
1607	John Moran
1608	Margaret Sweeney
1609	Theresa Reynolds
1610	John Farragher
1611	Ashley Dolans
1612	Nicola Comer
1613	Leigh Ralph
1614	Christina Coleman
1615	Enda Boyle
1616	John Fahy
1617	Carol McCarthy
1618	Pete Elwood
1619	Joanne Costello
1620	Emellia Costello
1621	Mairead Rhattigan
1622	Micheal Keane
1623	Richard Taylor
1624	Richard Hynes
1625	Robyn Hynes
1626	Aislin Le Provast
1627	Conor Hynes
1628	Eileen Quinn Keane
1629	Eileen Daly
1630	Padraic Daly
1631	Catherina Murray
1632	S. Murray
1633	Caroline Gormley
1634	Bridie Hynes
1635	Laurent Le Provast
1636	Elliot Murray
1637	Dermot Shaughnessy
1638	Shane Culliney
1639	John Concannon
1640	Aine Byrne
1641	Ciara Byrne
1642	Marine Klosweski
1643	Treasa Byrne

List of Greenway Submissions for Draft Galway County Development Plan

1644	Mary Byrne
1645	Seamus Culliney
1646	Padraic Byrne
1647	Shane Culliney
1648	Joe Doyleward
1649	Michelle Devlin
1650	Terry McMahon
1651	Sharon McCarthy
1652	Donncha Ó Connor
1653	Steven Mc Hugh
1654	Conaire Debhairduin
1655	Kath Irwin
1656	Kenny Meehan
1657	Mary Caroline Tierney
1658	Marianne Mc Grath-Dunne
1659	Darragh Burke
1660	Trish Glynn McMahon
1661	Cleo Baxter
1662	Carmel Curran
1663	Kim Taylor
1664	George Taylor
1665	Fiona Love
1666	Wesley Tinney
1667	Vanessa Eakins
1668	Gabriel McHugh
1669	Martina Owens
1670	Roly Curran
1671	C.J. England
1672	Ger Kenny
1673	Michelle Kenny
1674	Caoimhe Kenny
1675	Gearóid O'Connaith
1676	Calum Kenny
1677	Mary Jones
1678	Laoise Kenny
1679	Fionnán Garvey
1680	Robbie Fahy
1681	Keith Mc Grath
1682	Ger Henderson
1683	Avril Fergus
1684	John Baragry
1685	Owen Fergus
1686	Niamh Flannery
1687	John Mc Elroy



List of Greenway Submissions for Draft Galway County Development Plan

1688	Mary Matthews
1689	Marian Kelly
1690	Simon Brutton
1691	Clodagh Brandon
1692	Liam Brandon
1693	Mary O'Kennedy
1694	Maeve Fenton
1695	Fiona Walls
1697	Damien Nolan
1698	John Mooney
1699	Vicky Nolan
1700	Clara O'Kennedy
1701	Sandra Muller
1702	Sinéad Gillard
1703	Maria Byrne
1704	Gary Dean
1705	Graeme Dean
1706	Katie Dean
1707	Teresa Kelly
1709	Gordon Dean
1710	Gavin Dean
1711	Margaret Dean
1712	Aaron Daly
1713	Brandon Daly
1714	Declan O'Loughlin
1715	Kerri O'Loughlin
1716	North Galway Animals Supporters c/o Clare Mullins
1717	Joseph Kenny
1718	Fiona Scally
1719	Sarah Kenny
1719	Sarah Kenny
1721	Dan O'Rourke
1722	Louise Concannon
1723	Pat O Malley
1724	Noel Monahan
1725	Aislinn Flaherty
1726	Paul Canavan
1727	Marie Comer
1728	Ger Hogan
1729	Tuam Animal Welfare .
1730	Ian Mc Elroy
1732	Sara Walls
1733	Diarmaid Blake
1734	Diarmaid Blake

List of Greenway Submissions for Draft Galway County Development Plan

1735	Claire Higginbotham
1736	Sophie Maloney
1738	Katie McCarthy
1739	Michael Garrett
1740	Louisse McNamara
1742	Tony Concannon
1743	Monique Moran
1744	Rose Ward
1745	Ann Finn
1746	Trish Flanagan
1747	Brenda Ward
1748	Natalia Finnegan
1750	Damien McGrath
1751	Sarah Gibbons
1752	Enda O'Brien
1753	Cyril Egan
1754	Cathal Ward
1755	Brian Moran
1756	Yvonne Dowling
1757	Ken Joyce
1759	Ken Joyce
1760	Finbar Wardq
1761	Lucy Hannon
1762	Helen Kirrane
1763	Della McHugh
1765	Linda Jordan
1766	Kathy Giblin
1767	Wendy Lohan
1768	Catherine Byrne
1769	Sarah Magill
1770	Gerard Lally
1771	Dan O'Connell
1772	Fiona Murray
1773	Karen Forde
1775	Fiona Murray
1776	Orlagh O'Connor
1777	Lorraine Brice
1778	Lisa Keane
1779	Olivia Hughes
1781	Peter Connolly
1782	Vicky Mc Grath
1783	Noreeen Ward
1784	Stewart Loughlin
1785	Pam Meade

List of Greenway Submissions for Draft Galway County Development Plan

1786	Jim O'Shea
1787	Margeurite Monique Carrie
1788	Gemma Nolan
1789	Clare Morley
1790	Michael Mitchell
1791	Anita Nolan
1792	John Morley
1793	C. Cooke
1794	Joe Stevens
1795	Jason Cotter
1796	Bernie Brennan
1797	Margaret Mulligan
1798	Saorla Molloy
1799	Margaret Cotter
1800	C. Cooke
1801	Dympna Molloy
1802	Colm Harney
1803	Jane Wallace
1804	Killian McDonagh
1805	William Clifford
1809	Tom Higgins
1815	Ann Marie Burke
1816	Terry Nolan
1817	John Sullivan
1818	Susan Tierney
1819	Vicky Reynolds
1820	Niall Keady
1821	Dawn Finn
1822	Grace Kenny
1823	Brian Lennon
1824	Richard Cribbons
1825	Tony Reilly
1826	Paula Gleeson
1828	Michael McDonagh
1829	Thomas Kenny
1831	Eddie Kenny
1832	John Brogan
1833	Teresa Higgins
1834	Finola Mark Devon Boland
1835	Laura Burke
1836	Denise Higgins
1837	Regina O'Brien
1838	John Carter
1839	Sean O'Shea

List of Greenway Submissions for Draft Galway County Development Plan

1840	Kenneth Noone
1842	Teresa Higgins
1843	Brenda McGovern
1844	Mary Fitzgerald
1845	Jessica
1846	Kenny Watson
1847	Eva Coye
1848	Abigail O'Shea
1850	Laoise O'Shea
1851	Sarah Meehan
1853	Mhaire Concannon
1854	Sean Alose
1855	Gillian O'Connor
1857	Irene Geraghty
1858	John Hempstead
1859	Catherine Higgins
1860	Tony Hambleton
1861	Robert Power
1862	Morgan Kelly
1863	Martin Nolan
1864	Joseph Cormican
1866	Gary McDonnell
1867	Sharon Burke
1868	Louise McDonnell
1869	Emma Burke
1870	Seán Mitchell
1871	Christy Abberton
1872	Joanne Watson
1874	Michelle Abberton
1875	Siobhan Foy
1876	Siobhan O' Shea
1877	Anthony Thistlethwaite
1878	Ray McCarthy
1879	Elaine Glavin
1880	John Carton
1881	Ciaran McEaney
1882	Wan Ping Yang
1883	Sarah Dunne
1884	Carmel Power
1885	Demara McCarthy
1886	Ronan McCarthy
1887	Dave Carton
1888	Anthony Alose
1889	Rachel Hambleton

List of Greenway Submissions for Draft Galway County Development Plan

1890	Ruth O'Brian
1891	Joshua Abse
1892	Jennifer Carney
1893	Morgan Mc Hugh
1894	Margaret Carton
1895	Karen O'Looney
1896	Yaheli Hernandez
1898	J. Finn
1899	Olivia Langan
1927	Lisset Valenzuela
1929	Blanca Valenzuela
1931	Vianey Hernandez
1932	Maria Valenzuela
1933	Frank Fahy
1934	Ahmed Mathter
1935	Saoirse Lally
1936	Cian Magill
1937	Sarah Fahy
1938	Matthew Moloney
1939	Collette Ó Connell
1940	Shabana Kausar
1941	Heena Yousaf
1942	Johnny Ó Brien
1944	Peter Haverty
1946	Fiona Longan
1948	Sinead Healey
1950	Jackie Haverty
1954	Agnes Coliins
1955	Gerry Fahy
1956	John Joe Costello
1957	Sinead Byine
1958	Olivia Quirke
1959	Stephen Gaughran
1960	Tara Elwood
1961	Paddy Galvin
1962	Shona Muldoon
1963	Paul Fitzgerald
1964	Aisling Fahy
1965	Maureen Fahy
1966	Ger Fahy
1967	Michelle Carton
1968	Helen Feeney
1969	Veronica Gaughran
1970	Breda Whyte

List of Greenway Submissions for Draft Galway County Development Plan

1971	Mairead Kelly
1972	Maeve Kennedy
1973	Marion Botrel
1974	Caroline Mannion
1975	Julia O'Beirn
1976	Margaret Mannion
1977	The Heritage Council
1978	Daniel Murray
1979	Richie Jordan
1980	Kevin McHugh
1981	Annemarie Kirrane
1982	Diane Ward
1983	Karen Joyce
1984	Aoife Moran
1985	Margaret Ward
1986	Burke Kathryn
1987	Aoife McElwaine
1988	Stephen Doggett
1989	Lorraine Cleary
1990	Declan Flattery
1991	Cathal Mangan
1992	Ronan Boyce
1993	Frank McKenna
1994	Terry O'Riordan
1995	David Malee
1996	Elizabeth Davenport
1997	Andrew Davey
1998	David Williams
1999	Aoife Williams
2000	Carol Hempstead
2001	S. Lyons
2002	E. Lyons
2003	A. Lyons
2004	M. Lyons
2005	Seamus Higgins
2006	Grace Kelly
2007	Enda O'Loughlin
2008	Vincent O'Loughlin
2009	Suzanne Cadden
2010	Brid Ní Thuatháil
2011	Ian McDonald
2012	Thomas Higgins
2013	Bríd Kelly
2014	Anthony Johnstone

List of Greenway Submissions for Draft Galway County Development Plan

2015	Aoife Johnstone
2016	Frank Mulligan
2017	Aoife O'Brien
2018	Lorraine Higgins
2019	Jacqueline Ryan
2020	J. Ryan
2021	Frances Higgins
2022	John Cadden
2023	Michael Maye
2024	Paul Whyte
2025	Kevin Higgins
2026	Nicola Hamitons
2027	Nichola Sinnott
2028	Melinda Treacy
2029	Mags Mannion
2030	Florence Dick
2031	Sean Carter
2032	Karen Concannon
2033	Alex Murray
2034	Mark Carroll
2035	Jessica McGrath
2036	David G Rogers
2037	Anne Hannon
2038	Martin Ward
2039	Tim Brassil
2040	Shirley Hanley
2041	Joanne O Connor
2042	Declan Ridley
2043	Tom McNamara
2044	Colin Brady
2045	Elaine Mulry
2046	Ciaran O'Connell
2047	Aine Joyce
2048	Agens Goyvaerts
2049	Cassandra Lally
2050	Eamonn McNamara
2051	Dillon Brady
2052	Maire Hughes
2053	Diarmuid O'Rourke
2054	Thomas Hughes
2055	Paul Keane
2056	Mary O Connor
2057	Mary O Grady
2058	Sophie O Grady

List of Greenway Submissions for Draft Galway County Development Plan

2059	Deidre Quinn
2060	Irene Murphy
2061	Tom Ó Connell
2062	Thomas Porter
2063	Mary Porter
2064	Y Joyce
2065	Conal Joyce
2066	Lisa Porter
2067	David Porter
2068	Laura Porter
2069	Fiona Joyce
2070	Breda Noone
2071	Liam Noone
2072	Harry Monson
2073	Colin Noone
2074	Lorraine Noone
2075	Dave Rigney
2076	Frank Noone
2077	Robert Noone
2078	Cian Gibney
2079	Carmel Gibney
2080	Katherine O Donnell
2081	Isabella O Connor
2082	Eamonn Keane
2083	John Hughes
2084	Donnacha O'Connell
2085	Catherine Rabbitt
2086	Paola Daly
2087	Sean McElroy
2088	Joe Daly
2089	Skye Walls
2090	Christopher Daly
2091	Noel Maloney
2092	Louise Hynes
2093	Paul Doyle
2094	Laura Kelly
2095	Ciara Frehily
2096	John Creavin
2097	Michael Rabbitt
2098	Aoife O'Shea
2099	Pat Garvey
2100	Martina McDonagh
2101	Carol Monghan
2102	Stephen Kelly



List of Greenway Submissions for Draft Galway County Development Plan

2103	Ailbhe Rabitt
2104	Ian Johnstone
2105	Patricia Nolan
2106	Sophia Bltts
2107	Melanie Walsh
2108	Mary Rose Connell
2109	Helena O'Connell
2110	Cian O'Shea
2111	Sean Barrett
2112	Aidan Archer
2113	Jimmy Noone
2114	Carolyn Orr
2115	M Couldan
2116	Colin Gibbons
2117	Darragh McNeils
2118	Bridie Farrell Lige
2119	Naoui Ovington
2120	Liz O'Leary
2121	Fionn Rabbitt
2122	Cherlie Gilligan
2123	Leo Gilligan
2124	Henry Gilligan
2125	Rory Gilligan
2127	Janice Gilligan
2128	Hannah Daly
2129	Mary Daly
2130	Sean Daly
2131	Maureen Giblin
2132	Liam Ferugs
2133	Ian Johnstone
2134	Eric Fallon
2135	Geraldine Reynolds
2136	Anthony Anto Thistlethwaite
2137	Liam Greaney
2138	Michael Hannon
2139	Michael Burke
2140	Roisin Forde
2141	Daniel Dolan
2142	Louis Wallis
2143	Ian Morley
2144	Eddie Kelly
2145	P Daly
2146	Colm Feehan
2147	Ger Feehan

List of Greenway Submissions for Draft Galway County Development Plan

2148	Katelyn Jordan
2149	Eamon Wimsey
2150	David Lowndes
2151	Shona Muldoon
2152	Deirdre Keane
2153	Barb Daly
2154	Albert Daly
2155	Eric Labranche
2156	Karen Reeve
2157	Hayden Reeve
2158	Marian Reeve
2159	Jenny Feehan
2160	Cillian Feehan
2161	Karen Madden
2162	Martin Coen
2163	Michael McCabe
2164	Ian Lehan
2165	Niall Furey
2166	Chloe Malone
2167	Diane Ward
2168	Sarah Dowling
2169	JP Chambers
2170	John Michael Nean
2171	Lorraine Madden
2172	Patrick Carthy
2173	Kathy Noone
2174	Grainne Engels
2175	Malte Engels
2176	Louise Madden
2177	Anne Joyce
2178	Liam Mc Grath
2179	Sadhbh Cadogan
2180	Miriam Wall
2181	William O'Flynn
2182	Emer Ó Flynn
2183	Gerald Ahern
2184	Helen Tully Ahern
2185	Shauna Costello
2186	Owen Morgan
2187	Frank McHugh
2188	Denise Rabbitt
2189	Dean Treacy
2190	Bernie Mc Hugh
2192	Sarah Gaughran

List of Greenway Submissions for Draft Galway County Development Plan

2193	Lisa Mc Hugh
2194	Paul Fitzgerald
2195	Alva Troute
2197	Barry Wall
2198	Marie & Jonathan Nestor
2200	Nancy Casserly
2201	Jee Tighe
2202	Francis Mulry
2203	Mike Roche
2204	Tracey Kelly
2205	Caroline Lyons
2206	Aileen Nolan
2207	Billy Lyons
2208	Donal Mc Carthy
2209	Michael O'Connor
2210	Laura Culliney
2211	Colm Murray
2212	Ann Casserly
2213	Martin Long
2214	Michael O'Shea
2215	Jacinta Sherlock
2216	Jack Dowling
2217	Darren Ralph
2218	Liam O'Flynn
2219	Eileen Fitzgerald
2220	Helen Labranche
2221	Noah Jacodsen
2222	Gerry Gillian
2223	Eoin Fitzgerald
2224	Brendan O'Grady
2225	Brid Griffins
2226	Hilda O'Grady
2227	Catherine Madden
2228	Breda Mc Ginn
2229	Norma O'Rourke
2230	Maeve Mullins
2231	Sharon Mc Carthy
2232	Berni Burke
2233	James Quirke
2234	Simona Llorencaite
2235	Ivan Connolly
2236	Oision O'Rourke
2237	Majella Moloney Ahern
2238	Naoise O Ceilleachair

List of Greenway Submissions for Draft Galway County Development Plan

2239	Kieran Doyle
2240	John Conway
2241	Pat Fitzgerald
2254	Grainne McHugh
2298	Dr Jonathan Wilson



**Chief Executive's Report  
on Submissions received on the Draft Galway County Development Plan  
2022 - 2028**

## **Appendix H Public Notice**

# **GALWAY COUNTY DEVELOPMENT PLAN 2022 – 2028**

**Planning and Development Acts 2000 (as amended) &  
Planning and Development Regulations 2001 (as amended) &  
Planning and Development (Strategic Environmental Assessment) Regulations 2004-2011**

## **Notice of Preparation of the**

### **Draft Galway County Development Plan 2022- 2028**

Notice is hereby given, pursuant to Section 12(1)(b) of the Planning and Development Act 2000 (as amended), that Galway County Council, being the Planning Authority for the County of Galway, has prepared, in accordance with the provisions of the above Act, a Draft County Development Plan for the County of Galway.

The Draft Plan is accompanied by a Strategic Environmental Assessment (SEA) Environmental Report, prepared in accordance with the Planning and Development (SEA) Regulations 2004-2011, an Appropriate Assessment (AA) Natura Impact Report, prepared in accordance with Planning and Development Act 2000 (as amended) and a Strategic Flood Risk Assessment (SFRA) prepared in accordance with The Planning System and Flood Risk Management Guidelines 2009.

#### **THE DRAFT COUNTY DEVELOPMENT PLAN IS A 2 VOLUME PLAN SET OUT AS FOLLOWS:**

**Volume One: Written Statement**

**Volume Two: Settlement Strategy –**

**Metropolitan Strategic Plan (Baile Chláir, Bearna, Oranmore, Garraun and Briarhill)**

**Small Growth Towns (Clifden, Headford, Portumna, Maigh Cuilinn and Oughterard)**

**Small Growth Villages (An Cheathrú Rua, An Spidéal, Ballygar, Dunmore, Glenamaddy, Kinvara and Moylough)**

**Appendices:**

**Appendix 1 Local Authority Renewable Energy Strategy (LARES)**

**Appendix 2 Housing Strategy and Housing Need Demand Assessment**

**Appendix 3 Galway County Transport & Planning Strategy**

**Appendix 4 Landscape Character Assessment**

**Appendix 5 Rural Housing Design Guidelines**

**Appendix 6 Record of Protected Structures**

**Appendix 7 Architectural Conservation Areas**

**Appendix 8 Geological Heritage of Ireland**

**Appendix 9 Environmental Reports**

#### **Public Display:**

The Draft Galway County Development Plan 2022-2028 (including the SEA Environmental Report, AA Natura Impact Report, SFRA and accompanying documentation) will be on display from Thursday 20<sup>th</sup>

May 2021 until Friday 30<sup>th</sup> July 2021 inclusive (excluding public holidays) and may be viewed in the following ways:

**Online**

On the Galway County Development Plan website: <https://consult.galway.ie>

**OR**

**Galway County Council Offices**

- Planning Department, Galway County Council, Áras an Chontae Prospect Hill, Galway

Copies of the Draft Plan are available for purchase from the Planning Department, Galway County Council, Áras an Chontae, Prospect Hill, Galway.

During the current Covid-19 pandemic restrictions, in-person viewing of the Draft Plan will be by appointment only. Arrangements can be made by telephone at 091 509121 or by [forwardplanning@galwaycoco.ie](mailto:forwardplanning@galwaycoco.ie) Visitors will be required to adhere to the Standard Operating Guidance protocols in place at this time.

In the event of an easing of current restrictions, the Draft Plan will be made available for viewing at additional locations.

Subject to COVID 19 Protocols – When Libraries reopen, the Draft CDP documents will also be available at County Library and Branch Libraries – Please check at your local library regarding reopening and availability of PCs for accessing electronic format.

If you have any queries with regard to the policy content of the documents arising from viewing them at the above locations, please contact the Planning Department at 091 509121 or email [forwardplanning@galwaycoco.ie](mailto:forwardplanning@galwaycoco.ie)

**Webinar Event**

It is intended to hold a webinar event during the public consultation period which will give an overview of the Draft CDP and guidance on how to make a submission. Details of this event will be published on the Council website <https://consult.galway.ie>

**Submissions/Observations:**

Galway County Council hereby invites any interested parties to **make submissions or observations** regarding the Draft Galway County Development Plan 2022-2028, electronically via the website or in writing to the Planning Authority between Thursday the 20<sup>th</sup> May 2021 until Friday 30<sup>th</sup> July 2021 (both dates inclusive). The deadline for receipt of all submissions is 4.30pm on the 30<sup>th</sup> July 2021.

In respect of making a submission or observation please note the following: -

- Children or groups and associations representing the interests of children are entitled to make submissions or observations regarding policy objectives to deliver an overall strategy for the proper planning and sustainable development of the area of the development plan;
- Galway County Council is subject to the provisions of the Freedom of Information (FOI) Act (as amended). Please be advised that all submissions received will be published online in accordance with the requirements of the Planning Act. You should ensure that no vexatious, libellous or confidential information, including confidential information relating to a third party (in respect of which the third party has not, expressly, or impliedly in the circumstances, consented to its disclosure) is included in your submission. The Planning Authority reserves the right to redact any submission or part thereof that does not comply with this requirement. Please be advised that the submission will be published in full;

- Galway County Council is subject to the provisions of the Data Protection Act (as amended) and General Data Protection Regulation (GDPR). In order to assist us in complying with Data Protection and GDPR **please include your name and contact details** (and where relevant, details of any organisation, community group or company etc., which you represent), **on a separate sheet to the content of your submission/ observation.** This processing of your personal data is lawful under Article 6 (1)(e) of the GDPR regulations. The Council's Data Protection Policy is available on the Council website.
- Please note that in accordance with Section 19 of the Planning and Development (Amendment) Act, 2018 all valid submissions received by the Council shall be published on the Galway County Council website within 10 working days of its receipt by the Council. The planning process is an open and public process and therefore your submission (in part or in total) will be available to view online at <https://consult.galway.ie> All observations or submissions received during the above time period will be taken into consideration before the making of the Galway County Development 2022-2028.

Submissions or observations may be made either:

(a) In writing to: Planning Department, Galway County Council, Áras an Chontae, Prospect Hill, Galway. (Correspondence to be marked 'Draft Galway County Development Plan 2022-2028)

**or**

(b) In electronic format on the dedicated website at <https://consult.galway.ie>

**The deadline for receipt of all submissions is 4.30pm on Friday 30<sup>th</sup> July 2021.**

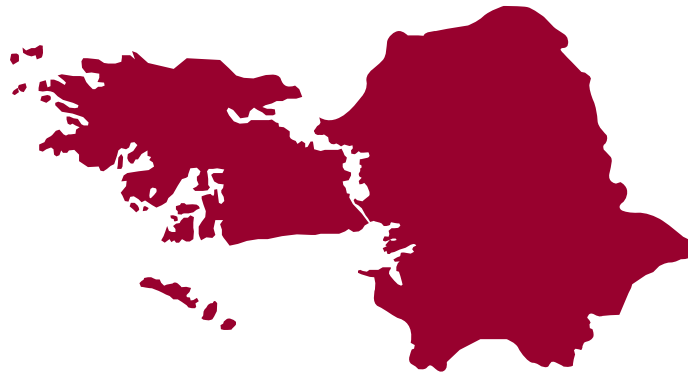
Please make your submission by one medium only i.e. in hard copy or via the website.

**Signed: Eileen Ruane**

**Date: 20<sup>th</sup> May 2021**

**Director of Services – Planning, Environment and Emergency Services.**





**Chief Executive's Report  
on Submissions received on the Draft Galway County Development Plan  
2022 - 2028**

## **Appendix I Summary of Webinar Events**

## Appendix G

Two identical Public Webinar Events were held during the Draft County Development Plan public consultation on 30<sup>th</sup> June 2021 and 01<sup>st</sup> July 2021.

There were approximately 50 participants in attendance at each event. Both webinars ran for approximately 1 hour in duration. Each webinar commenced with a welcome note from the Director of Planning, Sustainable Development and Corporate Services.

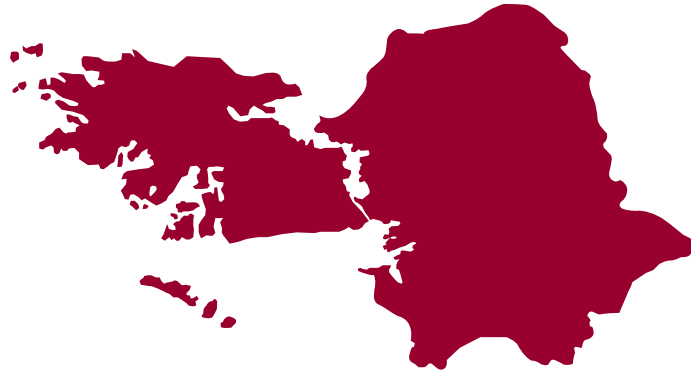
This was followed by a PowerPoint presentation which covered the following topics:

- What is the County Development Plan?
- Demographics of County Galway
- Development Plan layout
  - Volume 1 written statement
  - Volume 2 Settlement Plans
  - Appendices – including Housing Strategy, Local Authority Renewable Energy Strategy, Landscape Character Assessment, Galway County Transport Strategy
- Environmental Reports – Strategic Environmental Assessment; Appropriate Assessment and Strategic Flood Risk Assessment,
- Process and Timelines
- How to get involved
- Chapter overview
- Conclusion

Following on from the presentation, the attendees on the Webinar had an opportunity to raise questions which were answered by the panel. Some of the questions related the following topics:

- Core Strategy
- Local Authority Renewable Energy Strategy
- Metropolitan Area Designation
- Gastronomy/Bia Innovator
- Water Quality
- Settlement Plans
- An Ghaeltacht
- Public Transport

The Webinars concluded with a reminder to participants of the submission deadline and the various options for making submissions.



**Chief Executive's Report  
on Submissions received on the Draft Galway County Development Plan  
2022 - 2028**

## **Appendix J List of Late Submissions**

## List of Late Submissions for Draft Galway County Development Plan 2022-2028

<b>Name</b>	<b>Received</b>
Cllr Shelly Herterich Quinn	30/7/2021 at 16:32pm
Cllr Shelly Herterich Quinn	30/7/2021 at 16:40pm
Sinead Irvine & Gerard Ferguson	30/7/2021 at 16:40pm
Patrick Newell	30/7/2021 at 16:31pm
Gerard Lee	30/7/21 at 17:14pm
Tuuli Rantala	30/7/2021 at 17:00 pm
David Byrne	30/7/2021 at 17:19 pm
Cathal Spellman	30/7/2021 at 17:22 pm
Dylan Corbett	30/7/2021 at 18:41
Dept of Tourism ,Culture,Arts	30/7/2021 at 18:11 pm