



CATHAIR NA GAILLIMHE  
**PLEAN FORBARTHA**  
GALWAY CITY  
**DEVELOPMENT PLAN**

GALWAY CITY DEVELOPMENT PLAN  
**2023-2029**

**Chief Executive's Report**  
on the  
Pre-draft Plan Consultation Process

**Tuarascáil an Phríomhfheidhmeannaigh**  
ar an  
bPróiseas Comhairliúcháin Plean  
Réamhdhréachta

**Report to Council under Section 11(4) of  
the Planning and Development Act  
2000, as amended**

*Tuairisc chuig an gComhairle faoi Roinn  
11(4) den Acht um Pleanáil agus  
Forbairt 2000, arna leasú*



Comhairle Cathrach na Gaillimhe  
Galway City Council

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## Section 1

### 1.1 Introduction

The Planning and Development Act 2000 Section 11, sets out the requirements in relation to the preparation of the draft city development plan. The first part of this process is the pre-draft consultation stage which invites submissions relating to what might be the appropriate objectives and policies to include in the draft development plan.

The Planning Authority is required to specifically canvass the views of the general public through public notice and to request the Office of the Planning Regulator, Northern and Western Regional Assembly and a range of prescribed authorities, to submit their views also. In addition the process includes for the use of a range of consultation measures to capture the views of relevant stakeholders and to encourage a response from the general public.

The legislation requires the preparation of a Chief Executive's Report on the public consultation for the Elected Members not later than 16 weeks after the notification of the commencement of the plan process.

The Chief Executive's (CE) Report is required to:

- (i) List the persons or bodies who made submissions or observations, as well as any persons or bodies consulted.
- (ii) Summarise the issues raised in the submissions and during the consultations, where appropriate, but shall not refer to a submission relating to a request for rezoning of land.
- (iii) Give the opinion of the Chief Executive regarding the issues raised. In this regard the Chief Executive's opinion must take into account (a) the proper planning and sustainable development of the area, (b) the statutory obligations of any Local Authority in the area, and (c) any relevant policies or objectives of the Government or any Minister of the Government.
- (iv) Specifically summarise the issues and recommendations made by the Office of the Planning Regulator and Northern and Western Regional Assembly and to outline how these should be addressed in the draft development plan
- (v) Make recommendations regarding policies that may be included in the draft development plan.

Following consideration of the CE Report, the Elected Members may issue directions to the Chief Executive regarding the preparation of the draft development plan. Any direction issued is indicated in legislation to need to be of a strategic nature, consistent with the draft core strategy and to take account of the statutory obligations of the local authority and any relevant government policies and objectives. In issuing a direction, the Elected Members are restricted to considering the proper planning and sustainable development of the area to which the Development Plan relates.

The Chief Executive is then obliged to comply with any directions issued. These directions should be given not later than 10 weeks after issuing the report to the Elected Members. It is anticipated that the likely date for giving direction will be early July 2021.

## 1.2 Pre-Draft Consultation Process

### 1.2.1 Description of notification

The Stage 1 – Pre draft consultation commenced on 7 January 2021 and ran until 5 March 2021. The process commenced with the publication of *Notice of intention to review the Galway City Development Plan 2017-2023 and to prepare a new Galway City Development Plan 2023-2029* in accordance with Section 11 of the Planning and Development Act 2000, as amended. During this eight week consultation period members of the public and stakeholders were invited to engage with the process, share their views and make a submission.

The eight week public consultation period took place during Covid-19 Level 5 restrictions. Due to these circumstances the planning authority was unable to hold traditional consultation events such as public meetings or drop in consultation events. Engagement in the public consultation process was supported in the following ways:

- Publication of the Strategic Issues Paper – *Our City, Our Future – Have your Say* which was designed in a vibrant and engaging style and made available in hard and soft copy.
- A new Development Plan logo to give the development plan process a unique and recognisable identity. A dedicated webpage [www.galwaycity.ie/development-plan-2023-2029](http://www.galwaycity.ie/development-plan-2023-2029) was created on the council's website and was supported by a dedicated email address – [devplan@galwaycity.ie](mailto:devplan@galwaycity.ie).
- An Online Consultation Portal – [consult.galwaycity.ie](http://consult.galwaycity.ie) was created to facilitate the collection and publication of submissions and all documents associated with the consultation.
- Bilingual press releases were prepared and issued to local media outlets. A series of print and radio advertisements were also commissioned to publicise the consultation process.
- The Chief Executive participated in a local radio interview
- Social media campaign on Galway City Council Twitter and Facebook pages and creation of a new hash tag #galwaydevplan to allow online discussion.
- Participation in a series of community online meetings including eight thematic town hall meetings, four local area town hall meetings and two meetings with younger people and older people respectively.

### 1.2.2 Strategic Issues Paper

The Strategic Issues Paper– *Our City, Our Future – Have your Say!* was published alongside the public notice of intention to review the current Galway City Development Plan 2017-2023 on 7 January. The issues paper set out the purpose of the development plan, the stages of plan preparation, the policy context and an overview of eight strategic issues namely population and housing; economic development, employment and enterprise; transport and sustainable mobility; built environment, place making and sustainable neighbourhoods; green network and biodiversity; climate action; community, culture and education; energy and infrastructure and environmental assessments. Each section provided an overview of key policy developments in the area, a series of key questions and links to further information.

In accordance with the Galway City Council's Scéim Teanga the front



cover of the issues paper document was bilingual and an executive summary was made available in both Irish and English. The issues paper was published on the Galway City Council website and on the online consultation portal [consult.galwaycity.ie](http://consult.galwaycity.ie). Hard copies were also available via post from the Planning Office.

### 1.2.3 Online Portal - [consult.galwaycity.ie](http://consult.galwaycity.ie)

An online consultation portal was developed and launched as part of this Stage 1 Pre-Draft public consultation. The portal will remain live for the duration of the preparation of the Galway City Development Plan 2023-2029.

The consultation portal facilitates digital engagement across all devices including mobile, tablet and laptops/pc. The portal allows users to view and download all consultation documents, make a submission and search and view all other submissions made.

The portal also streamlines the management of the consultation process for the planning authority as it allows publication of submissions received via post and email, facilitates moderation and allows thematic analysis.

The screenshot shows the top of the consultation portal. At the top left, there is a breadcrumb trail: Home > Consultations > Our City, Our Future - Have your say!. The main heading is "Our City, Our Future - Have your say!". Below this, it says "CLOSED" with a calendar icon and the dates "7 Jan, 2021, 9:00am - 5 Mar, 2021, 11:59pm".

In the center, there is a logo for "CATHAIR NA GAILLIMHE PLEAN FORBARTHA GALWAY CITY DEVELOPMENT PLAN 2023-2029". Below the logo is a red button that says "We welcome your submissions".

At the bottom left, there is a paragraph: "Galway City Council has commenced a review of the current Galway City Development Plan 2017- 2023 and preparation of a new development plan for the period 2023-2029."

On the right side, there are navigation tabs: "VIEW", "DASHBOARD", and "SUBMISSIONS". Below these are three sections: "Share" with social media icons (email, twitter, facebook, linkedin); "Submissions" with the text "518 submissions have raised observations relating to this consultation."; and "Themes" with two categories: "Population, Growth and Housing" and "Economic Development, Employment and Enterprise".

### 1.2.4 Town Hall Meetings

Galway City Council is grateful for the support of the Galway City Community Network, in facilitating a comprehensive series of online town hall meetings during the course of the pre-draft public consultation period. Galway City Partnership and local community groups are also to be acknowledged for their support. In total there were 14 town hall meetings including eight thematic sessions, reflecting the strategic themes set out in the issues paper; four area based town hall

meetings for the communities of Terryland, Ballinfoile and Castlegar, Ballybane, Westside and Eastside including the communities of Doughiska, Roscam, Renmore, Murrough, Ardaun, Ballybrit, Merlin Park and Surroundings; and two meetings with older people and groups representing their interests and young people. In total, there were over 400 participants

The town hall meetings were held via Zoom. The format of the meeting included a short introductory presentation from members of the development plan team including an overview of the development plan, preparation timeframe and key issues. Participants were divided into smaller breakout rooms with a facilitator to guide discussions and feedback key points to the main group.



### 1.2.5 Engagement with young people

In accordance with Section 11(2)(bb) of the Planning and Development Act 2000, as amended the planning authority invited submissions from children and young people and those who work with them.

Galway City Comhairle na nÓg and Sauti Youth Group hosted a two hour development plan consultation workshop for young people aged from 12-17 on 27 February 2021. The workshop was supported by youth workers from Youth Work Ireland, Galway and youth leaders from Comhairle na Óg and SAUTI-Youth who acted as group facilitators and note takers. The event was organised in conjunction with the Community and Culture section of Galway City Council.



'Jam Boards' from the Galway City Comhairle na Óg consultation event

The format of the workshop included a number of activities based around sustainable development and climate action, facilitated breakout sessions and a presentation by youth leaders on the strategic issues outlined in the issues paper. Members of the development plan team delivered a short youth focused presentation on the role of the city development plan.

The event was promoted via social media and through post-primary schools in Galway City. In total 32 young people aged between from 12 to 24 participated in the event.

### 1.2.6 Consultation with Elected Members of Galway City Council and SPCs

As part of the Stage 1 Pre-Draft Public Consultation members of the development plan team participated in a workshop with the Elected Members of Galway City Council. The workshop included presentations on the development plan preparation process, the environmental assessments and the public consultation strategy. This was followed by a question and answer session. Presentations were also made to members of the Planning SPC and Transport SPC.

### 1.2.7 Consultation with Stakeholders

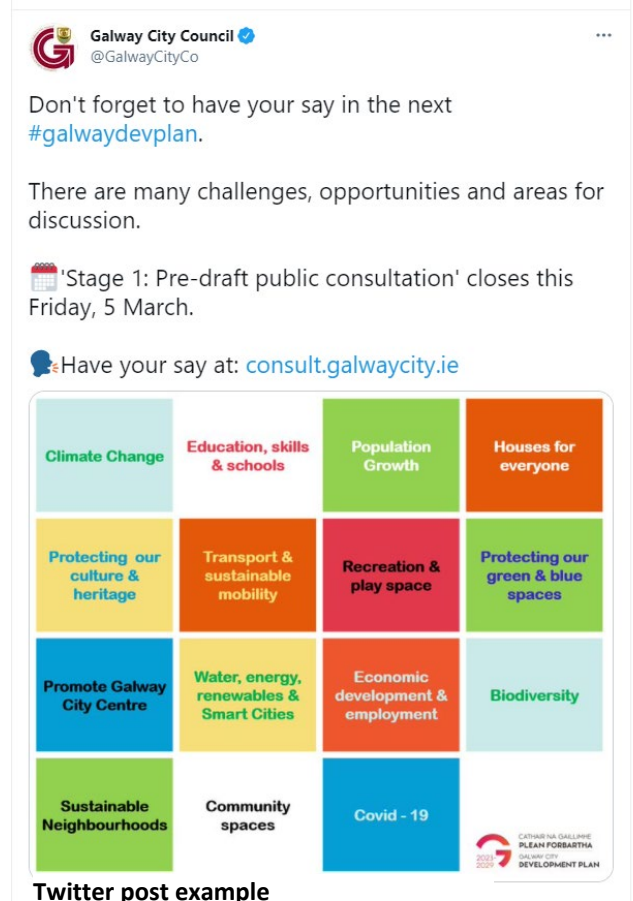
A range of consultation meetings was organised with key stakeholders which included the Office of the Planning Regulator (OPR), the Northern and Western Regional Assembly (NRWA), Irish Water, Department of Education and Skills, the Local Community Development Committee (LCDC), Galway Chamber, Galway Harbour Authority and NUIG. This process of meeting stakeholders is still ongoing and also includes for internal consultation within the City Council departments.

### 1.2.8 Media – Social, Print & Radio

A social media campaign was run in tandem with the eight week public consultation. A total of 21 posts were made across the Galway City Council Twitter, Facebook and Instagram pages. Posts were aimed at creating awareness of the public consultation and strategic issues and included a link to the consultation portal. In total there were 47,180 impressions (number of times users saw a post). The hash tag #galwaydevplan accompanied all posts and was used in posts by other social media users.

Bilingual press releases were issued to local media outlets to publicise the launch of the eight week public consultation period and online consultation portal. A bilingual newspaper advertisement was run for the final two weeks of the public consultation period.

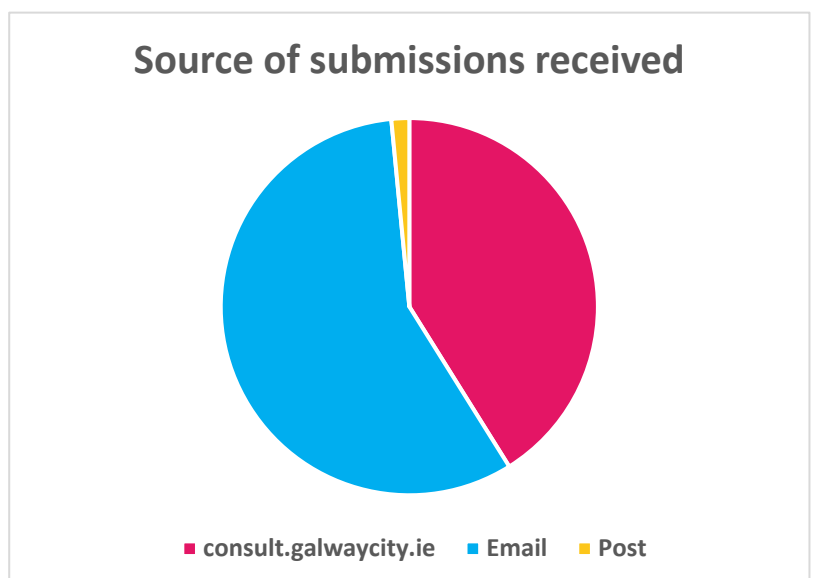
A radio advertisement ran on Galway Bay FM during the final week of the consultation to raise awareness of the deadline for receipt of submissions and sharing information of how to get involved.



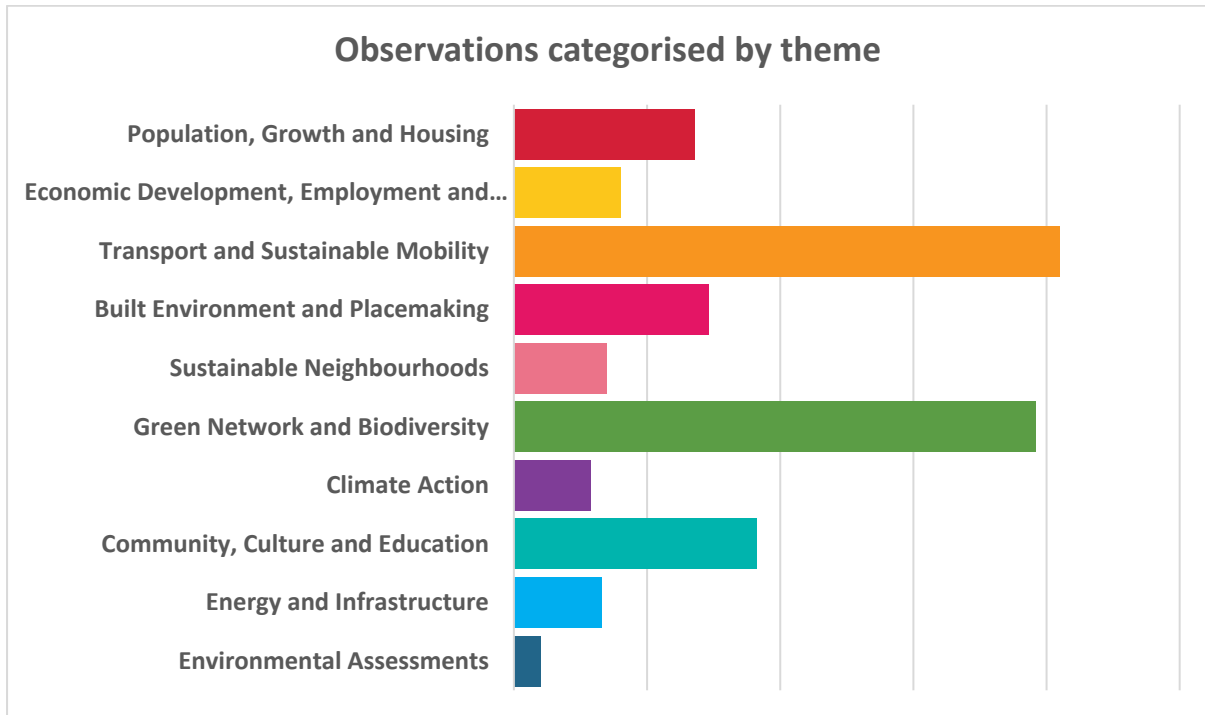
### 1.2.9 Overview of submissions received

In total there were 523 submissions received during the pre-draft consultation. Of these, five submissions were duplicates and seven submissions related to zoning. The source of submissions received is as follows:

- 215 (41%) of submissions were made on the consultation portal [consult.galwaycity.ie](https://consult.galwaycity.ie).
- 300 (57%) of submissions were made via email.
- 8 (2%) of submissions were made via post.



Observations raised in each submission were categorised by theme or strategic issue. Transport and Sustainable Mobility and Green Network and Biodiversity were the most popular issues with 26% and 25% of total observations respectively. Community, Culture and Education, Built Environment and Sustainable Neighbourhoods were the next most popular followed by Economic Development, Employment and Enterprise, Climate Action, Energy and Infrastructure and Environmental Assessments. While only accounting for 4% of issues in the chart below, climate action and climate change was a dominant issue across all themes.





### 1.3 Environmental Assessments of City Development Plan

**Strategic Environmental Assessment (SEA)** is being carried out in parallel with the review of the City Development Plan. This is an evaluation of the likely significant environmental effects of implementing the Plan. It is a statutory requirement and ensures that the Plan is informed by environmental considerations from the outset.

As part of the scoping of the SEA, it is a requirement to consult with the Environmental Authorities and Galway County Council. Written submissions have been received in response and a range of environmental issues have been raised which will be reviewed and incorporated into the SEA Environmental Report.

**Appropriate Assessment (AA)**-The EU Habitats Directive indicates the need for plans and projects to be subject to assessment where they are likely to have a significant effect on Special Areas of Conservation (SAC), Special Protection Areas (SPA) for Birds and Ramsar Sites. This assessment will be addressed through the preparation of a Natura Impact Report (NIR).

**Strategic Flood Risk Assessment (SFRA)** -The EU Floods Directive and *Planning System and Flood Risk Management Guidelines for Planning Authorities (2009)* emphasises the importance of considering flood risk assessment in the Development Plan. A Strategic Flood Risk Assessment (SFRA) will be prepared to inform the City Development Plan review process.

### 1.4 National and Regional Policy Context and draft Core Strategy

The Galway City Development Plan 2023-2029 is being prepared in a changed context from that of the current plan. A new spatial framework for national and regional development is in place which requires policy alignment and consistency at local plan level. The national focus on the need for climate change mitigation and adaptation with the adoption of the National Climate Action Plan (2019) will also bring more focus to the drafting of spatial policies in the draft plan.

Ireland is also a signatory to the United Nations Sustainable Development Goals (SDGs). These goals are a blueprint to achieve a better and more sustainable future for all. They address the global challenges we face, including poverty, inequality, climate change, environmental degradation, peace and justice. All countries are encouraged to develop national responses to the SDGs and incorporate them into planning and policy. The draft development plan will be prepared within the context of the SDGs.

Under Project Ireland 2040 - National Planning Framework 2040 (NPF), Galway is a designated Regional City. The NPF recognises that the city offers a range of opportunities for social and community interaction, potential for innovation and prosperity and also gives support and opportunity to the wider western region. The aim of the NPF for Galway City is to enhance the experience of the city as a place to live and work and as a destination for visitors.

The NPF targets the population of the city to grow by between 40,000 - 45,000 people by 2040 which is an increase of almost 55%. It requires that key regeneration/ brownfield sites, infill sites and underutilised lands at locations that are well served by existing and planned public transport, amenity, social and community infrastructure are used to accommodate 40% of the homes envisaged to meet the targeted population.

The NPF is supported by a wide number of policy and delivery guidance documents including the

Urban Development and Building Heights Guidelines for Planning Authorities (DHPLG, December 2018) which sets out a policy framework for building height and density of development; housing supply target methodology; Design Standards for New Apartment and the Design Manual for Urban Road and Streets. Appendix 3 sets out a range of national policy documents and guidelines which will influence draft plan policy.

The Regional Spatial and Economic Strategy 2020-2032 (RSES) for the Northern and Western Regional Assembly area provides a high-level development framework to support the implementation of the NPF and includes a Metropolitan Area Strategic Plan (MASP) for Galway. The MASP identifies key infrastructure, services and facilities that will be required to support sustainable city growth and regeneration. It sets out how the NPF population targets can be met in accordance with the principles of sustainable development and with the aim to deliver compact growth. For the city and suburbs, the population targets set out in the MASP are to accommodate 23,000 persons to 2026 and a further 12,000 persons to 2031, to be substantially delivered within the existing built-up footprint.

### **1.5 Draft Core Strategy**

The core strategy of the current plan supports an integrated sustainable land use and transportation strategy. It has a focus on the growth of designated regeneration areas at – Ceannt Station, Inner Harbour and lands in the Headford Road area. It also includes for the direction of development to a sustainable urban extension on the east side of the city at Ardaun, which is a nationally designated Major Urban Housing Delivery Site and is supported by a Local Area Plan (LAP). The balance of development is for consolidation of the existing zoned areas mainly located in Knocknacarra, Ragoon and Castlegar.

The designated regeneration sites have scope for a significant quantum of mixed use development and the creation of new neighbourhoods. Other emerging key regeneration sites include lands at Sandy Road and at Dyke Road, the potential development of these lands are being progressed by the City Council in collaboration with the Land Development Agency. Significant potential also exists at Nun Island with NUIG plans for regeneration, which have been identified for funding under the URDF.

The draft core strategy will be evidence based and will demonstrate consistency with the National Planning Framework, the Regional Spatial and Economic Strategy (RSES) and section 28 Guidelines. It will continue to support the current settlement strategy which aligns with the growth enablers set out in the NPF and the Strategic Growth Areas identified in the RSES and integrates with comprehensive transport measures set out in the GTS. The alignment of land use and transportation will be a critical priority to achieve compact growth and critical mass to support sustainable transport and reduce the impact of vehicular traffic and to support transition to a low carbon city.

The draft core strategy will reflect the population targets set out in the RSES and recently published national housing targets. It will be informed by a Housing Strategy and Housing Need Demand Assessment (HNDA) and an Urban Density and Building Height Study. It will place emphasis on compact growth and regeneration with the identification of further regeneration, brownfield, underutilised and infill sites for residential and mixed use development supported by enabling infrastructure and services to ensure timely delivery and good placemaking and quality of life.

With regard to commercial land use, the core strategy will build on the existing strategy to ensure that future retail needs and wider economic needs can be accommodated with sufficient geographical spread and with linkage into the main transportation routes. The draft core strategy will reaffirm the importance of the city centre and ensure co-ordination with nationally identified enabling infrastructure and co-ordinate with the significant URDF programme of projects which have received funding.

## **Section 2 - Overview of Submissions made by the Office of the Planning Regulator and the North West Regional Assembly and the Chief Executive's opinion and recommendations on policies to be included in the Draft development plan**

### **2.1 Introduction**

Section 11 of the Planning and Development Act 2000 (as amended) requires that the CE report summarises the issues raised and the recommendations made by the Office of the Planning Regulator and the Northern and Western Regional Assembly and outline the recommendations of the Chief Executive in relation to the manner in which those issues and recommendations should be addressed in the draft development plan.

### **2.2 Submission from the Office of the Planning Regulator (OPR)**

Summary of key issues raised

- Commend pre-draft consultation process.

#### **Core Strategy and Housing provision**

- The evidenced based core strategy must take account of all constraints, infrastructural and environmental requirements and social policy within the city and shall be carried out in accordance with section 10 of the planning and development act.
- The targets for housing provision in the plan should inform the core strategy and the quantity of land zoned for residential development. The NPF Implementation Roadmap and the RSES will also apply at a strategic long term level. Existing residential zoning should be reviewed in the context of a revised national policy context and statutory guidelines.
- The suggested approach in the Issues Paper to the new core strategy is considered appropriate and is supported under the RSES.
- Growth areas located peripheral to the city centre must be fully integrated with the city, through appropriate quality sustainable and active transport infrastructure and services.
- Inclusion of regeneration sites that accord with the sequential approach, compact growth and integration of land use and transport would be supported by the OPR.
- The prioritisation in the plan of specific strategic growth areas for sustainable development, cognisant of existing infrastructure (and other) capacity and/or a definite timeline for resolution of existing constraints, with clear timelines will help overcome the existing challenges facing the city in terms of housing delivery.

#### **Regeneration and Compact Growth**

- OPR welcomes the approach to urban regeneration and stated intention to support the provision of 40% of all new homes, targeted within the city development envelope, on infill and/or brownfield sites, which is consistent with of RPO 3.6.2.
- The delivery of regeneration sites should be prioritised and will require intensive and targeted action on behalf of the planning authority. This will need to be addressed through specific policies and implementation measures, to deliver infill / brownfield development in the city's designated strategic growth areas.
- The definition of the 'existing built up footprint' must be considered within the broader provisions of the NPF concerning compact growth should not be set by the CSO town boundary which encompasses extensive areas of agricultural lands.

- The development plan will be required to include a range of measures to reduce the level of building vacancy within the city as part of its overall approach to compact growth and regeneration in order to pursue the densification of the city area and including measures for increased building heights.
- The plan must include appropriate safeguards to maximise the quality of life for its population. This includes providing for, inter alia, healthy places, age friendly communities and the integration of education, community and recreational facilities, in addition to quality public transport and housing supply.

#### **Economic Development & Employment**

- A key aspect of the plan will be a range of policies and objectives to support and secure the development of the strategic employment development areas identified in the RSES. A key element in supporting, developing and expanding the city economy will be the protection and enhancement of critical services and sustainable transport infrastructure, in addition to soft infrastructure such as public realm and urban context improvements and the publication of the PRS is noted.
- Chapter 4 of the RSES and the Local Economic and Community Plan (LECP) 2015-2021 should be taken into consideration.
- A joint retail strategy for Galway City and County is required, under the Guidelines for Planning Authorities Retail Planning (2012), to be prepared to inform the development plan, and would be timely in view of the severe challenges currently facing the retail sector.

#### **Transport & Accessibility**

- Include policy support for the implementation of the Galway Transport Strategy and tailored and focused planning objectives, policies and development management standards, coordinated with Galway County Council, and in consultation with National Transport Authority (NTA) and Transport Infrastructure Ireland (TII), to support the implementation of an integrated land use transport approach for the MASP area.
- Appropriate provision should be made to support the delivery and integration of key transport and other infrastructure enablers to accommodate city growth over the plan period and beyond, in consultation with infrastructure providers and Galway County Council, as appropriate.
- It will be essential to achieve a significant modal shift away from the private car and towards active and sustainable modes.
- The approach to sustainable settlement and transport strategies should be informed by the Avoid-Shift-Improve (A-S-I) framework. Achieving compact development and mixed use development will avoid the need to travel.
- Modal shift can be encouraged by providing pedestrian and cycling infrastructure and permeability, and facilitating and improving public transport modes and by locating of trip intensive development on locations served by high capacity public transport. Modal shift will also be assisted through, transport demand management measures, such as the application of maximum car parking standards instead of minimum standards (NPO 13 is pertinent in this regard).
- Include the accommodation of electric vehicles through the development plan, including through and require the provision of car charging facilities.
- Broad targets for modal shift to be achieved over the plan period, against up to date baseline data on modal split should be included in the plan. Such targets should be aligned to the promotion of relevant measures to achieve a reduction in greenhouse gas (GHG) emissions and energy use.

- Apply the DMURS road user priority hierarchy in the sustainable transport strategy and include commitment to the proactive implementation of good urban design principles which will facilitate priority for active and sustainable modes.
- Protect the carrying capacity, operational efficiency, safety and significant national investment being made in national roads and continue to liaise with the NTA and TII, to maximise the implementation of appropriate improvements to the transport network and urban environment for the city.

#### **Climate Action and Renewable Energy**

- All climate mitigation and adaptation measures should be fully integrated into the development plan and the plan should provide clarity in terms of objectives and measures proposed under section 10(2)(n).
- Include definitions for climate mitigation and climate adaptation and ensure that these terms are correctly applied as they are separate but related matters.
- It is important that climate adaption and mitigation measures are fully mainstreamed into the development plan, through objectives, polices and through appropriate development management standards.
- Consultation with the OPW should be carried out in relation to the preparation of the Strategic Flood Risk Assessment.
- The Interim Guidelines for Planning Authorities on Statutory Plans, Renewable Energy and Climate Change and Wind Energy Development Guidelines 2006 – Update on Review (July 12 2017), require that development plans indicate how their implementation will contribute to realising overall national targets on renewable energy and climate change mitigation.
- The plan will need to provide clarity on how it is proposed to ensure that infrastructure, such as district heating using waste heat, will be implemented by public and private development.

#### **Culture and heritage**

- The OPR acknowledges the strong record in the area of built and cultural heritage protection and the close relationship between the city and the natural environment. The need to accommodate growth and intensification of the city will likely increase the pressures on built, cultural and environment heritage, in particular, and stretch the existing management systems in place to protect same.
- The protection of culture, built and environmental heritage amenities, both in their own right, as amenities for the public and as important economic drivers for the city is an important function of the development plan. SEA, AA and SFRA will assist in ensuring the adverse impacts on all factors of the environment are appropriately protected through the implementation of the future development plan.
- The requirements of the Water Framework Directive and the River Basin Management Plan will also be critical considerations in the formulating of the plan.
- The plan should promote the continual improvement in the quality of the urban environment, including the public realm and street environment, the range of housing to accommodate diverse needs, recreation and community, culture and heritage and the natural environment.

#### **Infrastructure and Services**

- Maximise the implementation of SUDS as part of the green networks for the city.
- SUDS has the potential to alleviate current and/ or prevent future pressure and capacity issues on the surface water network and the wastewater network where any combined system remains.

- Ensure that the social, educational and environmental infrastructure of the city has the capacity to accommodate the sustainable growth of the city will be a critical consideration of the plan.
- The scope of any infrastructure assessment study will need to be sufficiently broad to take account of the full range of enabling infrastructures and will need to provide clarity in terms of the timeframe for delivery, cost of delivery, identification and availability of funding and the body responsible for implementation in order to provide the certainty required to ensure delivery of the core strategy over the plan period.
- The development plan should prioritise the development of specific strategic growth areas and sites, having regard to the availability or impending delivery of necessary infrastructure to support the sustainable development of those lands. The prioritisation of specific sites or land for development should be accompanied by clear timelines for delivery of same based on an appropriate evidence base, and any uncertainties should be identified during the plan making process.

#### **MASP**

- In order to maximise the coordinated approach for the entire MASP area the planning authority is strongly advised to liaise with Galway County Council to develop a shared MASP vision, high level objectives and policies that would be included in the separate development plans for each planning authority.

#### **Implementation**

- A primary issue for the plan will be the focus on practical implementation of the core strategy during the plan period. Capacity issues in relation to transport investment priorities, in addition to both water supply and wastewater infrastructure will be critical to facilitating the growth of the city.
- Use of scenario planning may be appropriate in devising your development plan, whereby your development plan would identify a sequence of development opportunities with in-built resilience to move to another tier of development opportunities if any key opportunity areas were subject to unforeseen delays in the delivery of enabling infrastructure. At the same time, such alternative sites will need to be consistent with objectives of the NPF, the RSES and MASP.

### **2.2.1 Chief Executive’s Opinion to the issues raised**

The comments of the Office of the Planning Regulator (OPR) are welcome and the council acknowledge the support to date from the OPR.

The requirement to accord with Section 10(2)(A) of the Planning and Development Act 2000 (amended) is noted. The draft development plan core strategy will be consistent with the NPF and RSES which includes the MASP.

The NPF identifies Galway for significant growth to 2040, with the City and suburbs set to grow by c50% by 2040. Compact Growth is a key National Strategic Objective set out in the NPF. At least 50% of growth is targeted to be located within the existing built-up footprint with a focus on the development of key regeneration and brownfield sites and underutilised land.

A detailed assessment in relation to land availability taking into account availability of infrastructure and services, and integration with sustainable transportation is being advanced in the preparation of the core strategy. The housing strategy and HNDA together with the density and building height study will also inform the core strategy and ensure consistency with current government policy and section 28 guidelines.

The council acknowledge the OPR comments in relation to inclusion of safeguards to maximize quality of life. This is considered particularly pertinent having regard to the scale of growth targeted for the city. The draft plan will include a strong policy focus on promoting good placemaking, sustainable communities, improving liveability and resilience, accessibility for all and increasing the attractiveness of the city as a place to live in and invest in.

The draft development plan will continue to support the development of a strong economy. Reference to the need to ensure critical services and transport infrastructure as well as soft infrastructure are supported and enhanced to support economic investment and attraction and retention of a skilled workforce is noted. The Council will identify sites and opportunities to support economic development and employment in line with the requirements of the NPF, RSES and relevant guidelines.

The draft development plan will take an integrated approach to development in particular in the alignment of land use and transportation and will reflect existing embedded plans and strategies such as the LECP, Galway Transport strategy and the Public Realm Strategy. The challenge facing the retail sector is acknowledged. The draft plan will consider policy measures to facilitate a competitive and vibrant retail environment in the city centre and to protect and enhance the retail hierarchy in the city. With regard to a joint retail strategy, it is noted that the drafting of the county development plan is at a more advanced stage than the city plan and this may influence the preparation of a joint strategy at this time.

OPR comments regarding transport and accessibility are noted and will be incorporated into the draft plan. The GTS prepared for the city and the wider environs will continue to be strongly embedded in the plan policy and key projects will be prioritised in the draft plan for implementation as part of a co-ordinated approach in conjunction with the NTA, TII and key stakeholders.

Plan policy will support a significant modal shift away from the private car, in order to reduce emissions and congestion through support of compact growth and reduced travel distance, increased connectivity and sustainable travel measures. Appropriate standards will also be included to reflect a compact growth approach such as transport demand measures, provision of cycle parking and e parking and charging facilities. The Council will continue to implement the Design Manual for Urban Roads and Streets (2019) in the design and management of public and private projects and the draft plan will reflect this.

The subject of climate change adaptation and its implications in particular with regard to flood risk will be addressed in the draft development plan. The Plan will include policies which promote energy efficiency and reduction in energy consumption through sustainable building design methods, use of materials and the use of renewable energy technologies. The Plan will support the strategic development of energy and ICT infrastructure. The policies of the draft development plan will include for the promotion of SUDS.

The Plan will have regard to relevant European and national environmental policies and legislation in order to secure a clean and healthy environment.

The securing of adequate infrastructure is an essential element for the sustainable and proper development of the city. The development plan will prioritise the development of specific strategic growth areas and sites, having regard to the availability or impending delivery of necessary



infrastructure.

The draft plan will incorporate a section on the MASP which will promote a co-ordinated approach with Galway County Council on strategic issues including settlement and transportation.

### **2.2.2 Chief Executive's Recommendations on policies to be included in the draft development plan**

In response to the OPR submission, the following are recommended to be considered in the preparation of the draft development plan:

Prepare a draft development plan and an evidenced based Core Strategy which will be consistent with NPF National Strategic Outcomes and the RSES Growth Ambitions and Regional Policy Objectives. The core strategy will also demonstrate consistency with the Galway MASP and the identified MASP Strategic Growth Areas.

Ensure that the draft development plan is consistent with Ministerial guidelines issued under section 28 and Ministerial policy directives issued under section 29 of the Planning and Development Act. Ensure consistency with any other legislative and policy matters as the Minister may require.

Continue to liaise with Galway County Council in the context of the MASP and other relevant shared planning policy issues to support a consistent integrated approach to the population growth and development in the MASP area.

Carry out a detailed assessment in relation to land availability which will include an infrastructural assessment that considers the phasing and delivery of enabling infrastructure to support the strategic development of identified growth areas.

Support policies, measures and actions to deliver the regeneration of brownfield, underutilised and vacant lands identified in the core strategy.

Ensure climate mitigation and adaptation measures are fully integrated into the draft development plan.

Support the delivery and integration of key transport and other infrastructure enablers to accommodate city growth over the plan period and beyond, in consultation with key stakeholders and infrastructure providers.

Support the implementation of an integrated land use transport approach for the MASP area through the implementation of the Galway Transport Strategy and appropriate objectives, policies and development management standards, in a coordinated approach in consultation with Galway County Council, NTA and TII.

Include policies, measures and actions to support sustainable compact growth through improvements in the quality of the urban environment, including the public realm and street environment; to support a range of housing to accommodate diverse needs; recreation and community facilities and to protect and enhance the culture, heritage and natural environment of the city.

### **2.3 Submission from the Northern and Western Regional Assembly (NWRA)**

Summary of key Issues raised:

- Commends the publication and format of the Issues Paper.
- The draft plan must be consistent with the Regional Spatial and Economic Strategy for the area of the plan, thus enabling full alignment between local, regional and national planning policy.
- The role of the Regional Assembly is to provide leadership and to identify regional development objectives and coordinating initiatives that support the delivery and implementation of national planning and economic policy which is primarily achieved through the preparation and implementation of Regional Spatial and Economic Strategy (RSES).
- One of the central tenets of the RSES is to promote the Galway MASP as an economic driver for the Region. The MASP itself straddles the County and City areas and its influence extends into much of the wider region.
- The RSES recognises that the region compared to the other regions has not prospered as well economically and has a weak urban infrastructure. The RSES sets out the following key elements to address this:

*“1. Development of compact urban centres with critical mass in population; encouraging the revitalisation of urban areas and regeneration of urban cores.*

*2. Provision of connectivity and access (including national and international), enabled by physical and technology infrastructures with capacity resilience and quality especially post-Brexit.*

*3. Establishment of competitive, smart and integrated public transport networks within and between cities and urban areas.*

*4. Nurturing of world-class infrastructure and competitive services with capacity, resilience and quality.*

*5. Growing our third level infrastructures, access to skills and research, development and innovation.*

*6. Availability of property solutions – including ‘ready-to-go’ commercial properties, ‘landing spaces’, co-working spaces and flexible property solutions and affordable housing.*

*7. Co-location or dynamic clustering, enabling connectivity and linkages within and between suppliers and purchasers, between enterprises and Higher Education Institutes (HEIs).*

*8. Development of quality of life factors and sense of Place, including harnessing the social, and cultural dimensions of the living experience of communities, including the unique social, linguistic and cultural dimensions of our Gaeltacht communities.”*

- The RSES includes a Growth Framework incorporating ‘Five Growth Ambitions’ that links strategic and operational challenges with prioritised capital interventions.
- The RSES vision is for a region that is smarter, greener, more specialised and connected, with a stronger and more compact urban network, focusing on ‘People’ and ‘Places’ and a “place-based” approach.

### **People and Places**

- Investment in the creation of ‘place’ is key to delivering the key elements that inform business location choices. It is intended that the MASP and other strategic plans in the region will be supported by detailed action plans, investment proposals and delivery partnerships.
- Reflect in the draft plan, the regional policy objective (RPO) that the regional cities would establish a collaborative approach to harness their combined potential, as this reflects national policy for the cities to provide a counterbalance to the growth of Dublin.
- The NWRA has taken into account the Roadmap for the Implementation of the NPF in formulating its RSES in setting the population targets which have been set out in the Issues Paper and should be reflected in the draft plan.

- The Buildings Height Study will be an important mechanism to inform how the objective of compact growth can be achieved whilst considering all material considerations, including the conservation/protection of the city's valuable assets.
- The draft plan can be a vehicle to put finer grain on the strategic objectives outlined in the RSES, including but not limited to those within the MASP.
- There is an opportunity for both Galway City and Galway County plans to provide further detail on the development objectives of the MASP, that are integrated, coherent and consistent across the metropolitan area.

#### **Growth Ambition 1 - Vibrant Region**

- A focus on connectivity, place-based networks, a competitive economy and pursuing a low carbon approach is the key element of the RSES. Sustainable tourism development is also reinforced in the RSES. These should be reflected in the draft plan.
- The City Council should consider policies aligned with local clustering and smart specialisation (S3) that would further harness the capacity of new and local innovation centres.
- The development plan provides an opportunity to reflect how to best support the ICT and MEDTECH sector through delivery of the regional development objectives RPOs 4.38-4.44.
- Include support of the circular economy in the draft development plan.

#### **Growth Ambition 2 - Natural Region**

- Strategic actions need to be cognisant of our natural resources, landscape and heritage (natural, social and cultural).
- The NWRA is a partner in the OUR WAY INTERREG project that aims to contribute to conserving, protecting, promoting and developing natural and cultural heritage in using Greenways as sustainable and smart transportation links.

#### **Growth Ambition 3 – Connected Region**

- Accessibility and mobility within the region have a direct effect on the region's economic competitiveness.
- The core strategy should include critical strategic national road and rail links traversing the area, facilitating the movement of strategic traffic, including freight and access for goods and confirm that the management of the capacity and enhancement of these transport networks that traverse the area is critical to provide improved connectivity.
- The need to strengthen our digital network and enable new technologies to work are recognised in the RSES. RPOs 6.36 - 6.60 are tailored to promote smart places. The potential of Galway to promote a desirable remote working environment should be included in the draft.

#### **Growth Ambition 4: Quality of Life – Inclusive Region**

- 'Liveability' is a key element of the RSES with a specific focus upon the enablement of access to education, health, employment, recreation and opportunity for all with increased incomes and living standards. The coordination and delivery of infrastructure, housing and employment land in the right places at the right time is a key outcome, with homes that are affordable.
- The provision of serviced sites in small towns and villages will be instrumental in having balanced and integrated development. The draft development plan should acknowledge this in developing areas of the MASP which are not part of the existing city footprint.

#### **Growth Ambition 5 – Enabling our Region**

- The 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. Specific strategic infrastructure is outlined in MASP section and across the various sections of the RSES.

- The development plan will benefit from having an implementation strategy to provide co-ordination and direction for investment that delivers on the necessary infrastructure and including detail on an oversight and monitoring regime. This is a significant task as many of the deliverables are often outside the control of the local authority.
- The Assembly can engage and assist in providing leadership where possible to deliver the shared vision for Galway and the region.

### **2.3.1 Chief Executive’s Opinion to the issues raised**

The comments of the NWRA are welcome and the council look forward to further collaboration with the NWRA on the draft plan and MASP.

The draft plan will be consistent with the Regional Spatial and Economic Strategy. It is noted that there is now a clear hierarchy of plans in place with the National Planning Framework and RSES, both of which set out a spatial framework that the draft plan will align with.

The council recognise the importance of the MASP and the synergies that existing between the city and the wider environs. While acknowledging the absence of a governance structure for the MASP area, the draft plan will incorporate the MASP and will reflect a co-ordinated approach between the City Council and County Council on strategic issues including settlement and transportation.

The council acknowledge the vision and key ambitions in the RSES to address regional disparity and the poorer economic performance of the region in comparison to other regions. The current plan recognises the value of Galway as a key driver of growth in the region and the draft plan will strengthen the policy framework to encompass the RSES Growth Framework.

The key elements set out in the RSES in relation to compact growth and regeneration; increased access and connectivity; integrated public transport networks; world-class infrastructure and competitive services; access to third level education and research; innovation; building availability; affordable housing and quality of life factors and placemaking will be embedded in draft plan policy.

The council recognise the value of collaboration with other cities and will reflect this in an objective that the regional cities would establish a collaborative approach to harness their combined potential with opportunities to provide a counterbalance to the growth of Dublin.

The draft plan will continue to reflect the NWRA population targets for the city. It is noted that the current plan was varied in 2020 to integrate these targets.

In line with the growth ambitions of the RSES, the draft plan will ensure that climate action is a cross cutting theme across all policy. The plan will support a low carbon economy and a smart cities approach. It will also include support of the circular economy.

The draft plan will ensure alignment with the RSES in relation to protection and enhancement and sustainable development of the natural and cultural heritage.

The council concur that accessibility and mobility within the region has a direct effect on the region’s economic competitiveness. The GTS is embedded into the existing plan and the draft plan will continue to support implementation of the GTS and to protect the capacity of the existing strategic national road network in the city and support improvements to the rail network. It is noted that the current plan designates Ceannt station as a multi modal regional transport hub recognising its importance providing vital rail and bus links intercity and regional services and the draft plan will

continue to support improvement of access and facilities.

Flexibility of work environments will be considered in the preparation of the draft plan. Allied to this is policy support and measures to make the city an attractive place to live and work. The council recognise that good placemaking and quality of life are important factors in the attraction of investment and will continue to include policy support and measures to protect and enhance the natural and built heritage, amenities, accessibility, sustainable transport measures including greenways and increasing the resilience of the city to climate change.

The core strategy will ensure that adequate zoned lands are available to accommodate housing and employment within the city integrated with services and transportation. Specific strategic infrastructure identified for the city in the RSES and MASP will be supported in the plan.

The draft plan will include implementation measures, and as acknowledged these will be co-dependent on the work programmes of a variety of service providers.

### **2.3.2 Chief Executive's Recommendations on policies to be included in the draft development plan**

In response to the NWRA submission, the following are recommended to be considered in the preparation of the draft development plan:

Ensure that the draft plan is consistent with NPF National Strategic Outcomes and the RSES Growth Ambitions and Regional Policy Objectives. The core strategy will also demonstrate consistency with the Galway MASP and the identified MASP Strategic Growth Areas.

Continue to liaise with Galway County Council in the context of the MASP and other relevant shared planning policy issues to support a consistent integrated approach to the population growth and development in the MASP area.

Consider the phasing and delivery of enabling infrastructure in the preparation of the draft core strategy.

Support policies and measures and actions to deliver the regeneration of brownfield, underutilised and vacant lands identified in the core strategy for residential and employment uses.

Ensure that climate action is a cross cutting theme across all policy.

Ensure climate mitigation and adaptation measures are fully integrated into the draft development plan. Ensure that the plan supports a low carbon and circular economy and adopts a smart cities policy approach.

Include an objective to collaborate with other regional cities in order to harness the combined potential and to maximise opportunities to provide a counterbalance to the growth of Dublin.

Support implementation of the GTS and protect the capacity of the existing strategic national road network in the city and support improvements to the rail network and intercity and regional transport facilities within the city.

Ensure that the draft plan includes policies and objective to support compact growth and regeneration; increased access and connectivity; integrated public transport networks; infrastructure and services; access to third level education and research; innovation; building availability; affordable housing and quality of life factors and placemaking.

Include policies, measures and actions to protect and enhance the natural and built heritage, amenities, accessibility, sustainable transport measures including greenways and increasing the resilience of the city to climate change.

Integrate implementation measures into the draft plan.

### **Section 3 - Summary of submissions and Chief Executive's opinion and recommendations on policies to be included in the draft development plan**

The purpose of the Chief Executive's Report, is to give policy recommendations and to highlight points raised in the public consultation that are considered relevant to the overall strategy for the development of Galway City and for establishing a broad policy structure to be contained in the Plan.

The consultations raised a number of issues which have relevance in framing the strategic approach to the draft development plan. They show a number of common themes which establish the focus of the CE report.

In order to give an accurate reflection of the issues raised, each theme has been examined and the opinion of the Chief Executive given. The opinion of the Chief Executive is required to take account of the proper planning and sustainable development of the area, the statutory obligations of the City Council and any relevant Government policies and objectives (Section 11(4) Planning and Development Act 2000 as amended).

## 3.1 Population Growth and Housing

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**The following submissions make reference to population growth and housing:** C1-07; C1-14; C1-64; C1-103; C1-138; C1-176; C1-178; C1-181; C1-195; C1-200; C1 - 206; C1-212; C1-232; C1-234; C1-235; C1-238; C1-239; C1-257; C1-261; C1-270; C1-278; C1-280; C1-282; C1-288; C1-289; C1-291; C1-295; C1-297; C1-298; C1-300; C1-309; C1-312; C1-318; C1-319; C1-322; C1-325; C1-327; C1-330; C1-334; C1-335; C1-338; C1-348; C1-351; C1-356; C1-366; C1-367; C1-375; C1-391; C1-392; C1-395; C1-399; C1-406; C1-410; C1-415; C1-419; C1-434; C1-435; C1-436; C1-441; C1-445; C1-450; C1-454; C1-465; C1-476; C1-498; C1-499; C1-501; C1-519; C1-521;

### 3.1.1 Summary of key issues raised

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A total of 69 submissions were made that raised issues related to this theme. This represents 9% of the issues raised.

The following sets out summary of the key issues raised in the submissions and are categorised under a series of headings.

#### Strategic Vision

- Need to review CDP to align with the NPF and RSES and new policies and objectives should be in accordance also with the Specific Planning Policy Requirements and general guidance set out in the various Section 28 Ministerial Guidance documents.
- The population target and the settlement strategy should focus on the designated MASP and the draft process presents an opportunity to coordinate and take cognisance of the development objectives in with Galway County Council emerging county plan to ensure shared vision.
- Strategic growth area in the RSES and MASP needs to be prioritised in the plan.
- The RSES policy for the MASP should not be interpreted as a specific direction to allocate development outside of the current city boundary.
- Engage with developers to align flexible design standards to delivery of compact growth while prioritising residential amenity, in accordance with policies in the NPF and RSES.
- Due cognisance should be taken of the relevant regional development objectives in the RSES.

#### Core Strategy

- Formulation of the Core Strategy is important and housing provision should reflect DHLGG guidance, policy and legislative provision in evidence based calculation and consequent locations density, form and type.

#### Target Population

- There will be a requirement for housing targets and population predictions to be reviewed within the emerging HNDA and ensure sufficient serviced land is zoned for housing at suitable locations. This should include for consideration of brownfield, infill and underutilised lands to accommodate new homes in addition to provision for new residential development on sites along the route of the proposed new ring road such as at Ragoon.
- Need to address the key challenges to accommodating the expected growth targets through the support of sustainable, high-quality, city living and providing sufficient housing options and tenures in sustainable neighbourhoods throughout the city and suburbs.
- Need to define the built up area in the context of obligations under the NPF, need to have targets for compact growth defined in context of existing urban built up footprint and provision for height in buildings while considering quality of life issues too.



- Seek to secure a significantly increase in sustainable housing supply.
- Supporting infrastructure must be delivered in line with population growth targets and realistic population growth targets need to be set in tandem with the prospect of the delivery of key supporting infrastructure reflected in measurable actions.
- Annual targets should be expressed for the delivery of social homes, affordable homes and targets to eliminate homelessness.
- Estimates that Galway City population projections/housing demands will be higher than recent ESRI estimates suggest and this excess should be planned for in the residential demand and supply and associated land use zoning.
- Housing supply should include for choice, affordability and sustainability – barriers include building costs, density, unit types- need to provide delivery focused on future demand not existing.
- In assessing zoned lands consideration should be made of environmental constraints and challenges to overcome and ensure appropriate increases in density and building heights that can accelerate the rate of housing In line with RPO 3.6.3 of the RSES, and include a Building Heights Study.
- Need for factoring in projected need and associated independent living requirements for people with disabilities and their families and consider that developments of 10+ units should reserve a min. of 10% of housing designed appropriately for people with disabilities.

#### **Active Land Management**

- Lands should be zoned in the context of timeline for delivery of infrastructure /implementation and linked to appropriate land activation measures supported by policies and priority established for the sustainable development of specific sites.

#### **Monitoring**

- Provide targeted population growth numbers for all areas with delivery timeline for completion of housing with a breakdown of expected type of units; scale of occupancy; tenure; density; low cost accommodation, social housing, long /short term letting, building heights and supporting public facilities. Collation and analysis of this data needs to based on current and projected housing demand.
- There will be a requirement for housing targets and population predictions to be reviewed within the emerging HNDA and ensure sufficient serviced land is zoned for housing at suitable locations. This should include for consideration of brownfield, infill and underutilised lands to accommodate new homes in addition to provision for new residential development on sites along the route of the proposed new ring road such as at Ragoon.
- Show by informatics where the gradual levels of growth in population trigger requirements for additional infrastructure and the associated timeline for this parallel investment.

#### **Affordability**

- Affordable, accessible housing needs to be delivered that creates and build communities catering for the needs of young people, families and older people.
- Need for more affordable housing schemes in particular for persons who do not qualify for social housing.
- Rebuilding Ireland mortgage more expensive than bank and not meeting the needs for affordable housing also challenges experienced for those saving and paying private rent to
- GCC should build housing directly rather than purchase from private developers for better value.
- Establish a housing design task force.
- Review impact of institutional investors and Airbnb on the availability of affordable housing.

- More affordable housing is needed and should be integral to the plan, “4,000 people registered” as in need of housing, this reflects need for affordable housing.
- Eligibility for affordable housing rules should be reviewed in particular with respect to the 5 km rule.
- The lack of affordable housing disproportionately impacts on disabled people who are heavily reliant on the private rented sector which is of poor quality and of inadequate standards such communities should be prioritised when allocating accessible social housing.

### **Mixed Tenure /Type**

- Ensure housing developments particularly on public lands, allocate a percentage, eg. 20% for local residents/local housing needs to support social balance and cohesion of new developments in existing residential communities with existing and adjacent established residential areas.
- Public/GCC lands, in accordance with stated government policy, should be increased for the building of social and affordable homes.
- No public land should be transferred to private developers and such lands should be reserved exclusively for social and affordable homes.
- New developments must be designed to ensure they are encouraging mixed communities with variety of mixed tenure and include for adaptation and use of assistive technology for aging.
- GCC should tender for housing to achieve value for money and include for Public Private Partnership Schemes.
- GCC should provide more rented housing of various types, for all types of households and re-cycle this stock as needs demand and enforce strict tenancy agreements.
- Progress public housing initiatives including cost-rental to deliver high quality affordable housing having reviewed similar cost rental schemes in Dublin.
- Housing should include long term low cost rental; owner occupiers; social and affordable housing, independent living.
- Mixed developments should be delivered that include for social housing, independent living, private dwellings, childcare facility and long term letting.
- Reduced amount of rented tenure in the city noting Galway is above national average and correspondingly increases investment in sustainability of communities. This could be achieved by an increase in social and low cost housing.
- Co-operative housing schemes should be delivered on public lands and can support employment initiatives also
- Implement and maximise the amount of homes delivered under the cost rental model evolving in the Affordable Housing Bill 2020, and apply to non – public directly built properties and to properties being built on behalf of the local authority by Approved Housing Bodies such as the Land Development Agency.
- Consultation, discussion and consent from the public/elected members should be required prior to any transfer of lands to LDA.
- Provide schemes that include for mixed tenures, for persons of different ages and persons with /without disabilities, from all walks of life.
- Short term tourist rentals in the city centres impacts already limited city communities, to counteract this trend accommodation should be increased in the city centre where there is potential on large sites and also through infill.
- Provide additional one and two bed units to suit the needs of such scaled households on the social housing waiting lists including those living in emergency and shared homeless accommodation.

- Ensure a reasonable percentage, e.g. 30% of developments consist of Social Housing, Affordable Housing and or Low Cost Housing.
- Overcrowding is an issue particularly in Ballybane due to intergenerational families living in same house.
- Need to consult more on social housing to ascertain the best development models for specific areas to address anti-social behaviour needs for play and recreational and local needs.
- Higher densities can accelerate the delivery in housing and provide for existing /future unmet demand for small units types

### **Social Inclusive housing**

- Appoint Local Co-ordinator's under the – Healthy Homes Programme for better co-ordination of older people's needs. Resource a Disability Specific Technical Housing Specialist and a full-time Disability officer and an advocacy Housing Officer noting that disabled people constitute 13% of these 19% were in social housing.
- Need for increase in social housing build including for mix in unit types/sizes and designs that accommodate adaptation and universal design principles
- Address difficulties that older persons experience in lobbying, and to access maintenance supports and grants, consider that priority for housing maintenance should be given to older people and disabled people in GCC housing. Review good example of Elderly Housing with Supports Scheme at St. Michael's Estate in Inchicore (Homes4life Project EU)
- Older persons seeking social housing increasing due to aging population and increasing private rents.
- Concentration of older people with increasing complex support needs in small social housing schemes should be changed to mixed housing schemes where there is greater potential for a more resilient supportive community and less potential for isolation.
- Recommends that GCC create a database including number of people on the housing list requiring supports to live independently and all the associated details including waiting times. Create a register of accessible housing under LA housing and Approved Housing Bodies control.
- GCC develop a plan to make the approach and access to all housing complexes wheelchair accessible, reserve a percentage of units designed specifically for independent living and ensure buildings and spaces be of universal design and review the Building Regulations to include mandatory provision for liveable wheelchair accessible housing.
- Target existing and future social divide through integration of high quality local facilities and services that are shared between diverse social communities.
- Migrants need opportunities for affordable/council family type housing, clustering of migrant communities can be positive, but active measures are required to prevent clusters from becoming ghettos. Suggestion of potential site at Market St. to accommodate a mix of 50% refugees balance local and include an extension of the market into the ground floor
- Accommodate specific housing needs of people with Intellectual disabilities, their housing needs to be prioritised to support living independently/shared in the community in suitable accommodation.
- Recommends that GCDP includes Irish Wheelchair Association's publication "Think Ahead" Think Housing in their housing strategy.
- Sheltered housing should be promoted to provide a choice other than nursing homes.
- The National Housing Disability Strategy needs to be incorporated into the CDP.
- One/two bed units with good access to services/ public transport, secure tenure, appropriate location & design needed for consideration in allocation of housing for people with a mental health disability.

- Post analysis of COVID-19 pandemic crisis will demonstrate linkage with disease and vulnerability of those on low income/ in poverty particularly where there is evidence of poor quality, overcrowded housing.

#### **Homelessness**

- Include policy on dealing with current and future homeless needs in the housing strategy and address these needs and target general development to eliminate homelessness.
- Homeless single persons and families are housed in unsuitable emergency accommodation such as shared dormitories and tourist accommodation facilities need for more suitable accommodation, including emergency types.
- The housing needs of disabled people are not reflected in housing need data and so remain part of the “hidden homeless”.

#### **Student Accommodation**

- Need for specific design guidelines and policies to facilitate the assessment of the sustainable spatial distribution of student accommodation units and densities.

#### **Infrastructure Servicing**

- Appropriate water and sewage treatment need to facilitate existing and future development.
- With expansion towards Ardaun and Oranmore there is a need to plan for a wastewater treatment plant to the east of the city and supporting public transport.

#### **Settlement Strategy**

##### **Sustainable Neighbourhoods**

- Facilities and services for all should be part of the planning process and no housing developments should advance without ensuring adequate access to public transport, safe and attractive cycle and walking paths, open space, parks, schools, sports and community facilities, social and retail outlets and employment opportunities.
- In assessing zoned lands for residential purposes consideration should be made of environmental constraints and challenges to overcome and ensure appropriate increases in density and building heights that can accelerate the rate of housing in line with RPO 3.6.3 of the RSES, and include a Building Heights Study.
- Improving social cohesion and sense of ownership should be an objective of housing policy.
- Neighbourhoods should support housing that includes all generations, that allows for choice and changes in lifetime needs, while affording opportunities for local families and couples to move into larger homes and stay within their existing community.
- All development must support the necessary social and utility infrastructure with dedicated and ring fenced funding in place prior to new development. This includes: schools, childcare, transport, waste water, etc, and designs should ensure good permeability. School planning should be reviewed when more specific details on population and housing growth details are available in conjunction with the DES available school data and this followed up with engagement with Department of Education and Skills (DES).
- Housing developments at Mervue, Ballybane, Roscam and Renmore need better access to services and facilities, and outdoor recreational space.
- Safe, short, efficient and sustainable movement within the local area should be prioritized using the DMURS hierarchy.
- All of the CDP themes are interconnected and the separate focus has not been entirely helpful for example population growth and housing is linked with economics, sustainable transport, climate action, energy, Environmental Assessments, built environment and liveable neighbourhoods.

- Within residential developments there should be safe sustainable routes to school, work and recreation. Parks should be developed proximate to housing and suitable for all including young families (buggy-friendly), the elderly and/or infirm (wheelchair-friendly), and these parks should include playgrounds.
- Initiate use of smart interactive mapping for information on infrastructure and best routes for various modes to encourage modal shift to sustainable transport.
- Explore potential for the concept of “urban villages”, 15 min. neighbourhood that can ensure access to services, education and employment opportunities as close as possible to residential areas.
- Housing, especially social and affordable housing should be a priority for delivery ahead of developments such as more hotels or student accommodation.
- All proposed housing development should ensure consultation with local communities.
- Promote mixed of uses in developments for healthier communities and more sustainable neighbourhoods.
- Ensure a minimum percentage (e.g. 20%) of new units is reserved for people living in the existing community to ensure integration and cohesion.

### **Compact Growth/Density /Height**

- Need to support high-density/high rise development that will address sprawl, reduce traffic congestion and create a critical mass that can support a successful public transport network and have a positive impact on climate.
- High density must be tallied with sustainable full lifecycle needs, standards adopted should be guided by successfully international projects.
- Concern regarding design in particular taller buildings 7/8 storeys that do not fit with the city.
- Eliminate LDR zoning and replace with high density residential fully serviced, or zone for RA or agricultural where no services available – as low densities have highest carbon impact.
- Acknowledge climate emergency and approach future city development in a sustainable direction noting the capacity at the Docks, Ceannt Station and Headford Road all of which need LAP’s and consideration of SDZ designation.
- Housing to be built on the existing urban footprint and areas serviced by public transport.
- Taller building acceptable only in a way that protects Galway’s identity and skyline.
- Consider infill in the ‘established suburbs’ and city centre to consolidate the city in format of low-rise, high-density, co-housing with flexibility in internal designs to adapt to lifecycle needs.
- The CDP must include an unambiguous definition of what “existing built-up footprint of Galway City and suburbs is” and what constitutes “residential.
- Policies should encourage the development of high density schemes where they provide a range of supporting amenities such as landscaped public realms, assembly spaces, and community facilities.
- Infill development will provide significant opportunities for delivering sustainable development.
- Planning incentives should encourage an increase in density for developments in city centre locations to align with Government mandates.
- Policies should encourage innovative architectural solutions and distinctive landmark buildings and include for increased scale and height.
- Compact growth should include for green infrastructure and nature based solutions and ecological corridors.

- Historical targets in population have not been met, delivery of current population target of 40,000 in compact form can support the 10-minute urban village, the viability of a Very Light Rail (VLR) system and prove attractive for investment.
- More high-quality, high-density housing development is required to tackle the rental crisis.
- Engage with developers to align flexible design standards and the delivery of compact growth while prioritising residential amenity, in accordance with policies in the NPF and RSES

### **Regeneration**

- Regeneration is not exclusively for the building of “smaller units” and intensifying density, also need to have good standards for supporting facilities including water, wastewater, public transport, open space, social and community facilities and ensure the creation of communities
- Encourage development in the inner city with grants to increase residents to live overhead business.
- In Headford Road Regeneration Area it is key that it is socially inclusive, is a residentially led LAP with commercial/retail as included to support sustainable population, housing, employment and economic growth.
- Strategic sites should support higher density, compact developments supported by sustainable mobility where cars not required.
- Focus on infilling within the existing built footprint rather than expanding outwards.
- A ‘Copenhagen-style model ‘ / high density with more apartments in the city centre e.g. docklands with pedestrianisation which can support city centre businesses.
- Use derelict/vacant sites to accommodate residential communities and consequently reduce traffic pressures. Could be encouraged through financial incentives or penalties to ensure a high occupancy rate for city centre accommodation and measured annually to evaluate success.
- Housing delivery could be accelerated through the CPO of existing derelict houses by the City Council or to first time buyers to bring these properties back into the housing stock of the city.
- Create a plan that delivers high-quality, high density inner-city apartments with access to quality public transport, services, playgrounds and community facilities that will enable Galway to grow sustainably with capacity for infill, model developments in areas such as backlands of Dominic Street , Westend and include for design standard to attracts long term /permanent occupancy through retrofitting and improving existing apartments
- Plan for the growth of a liveable city on brownfield sites within the city centre, and transforming the transport infrastructure of the city to prioritise sustainable transport and active mobility
- New developments should be located at a remove from national primary routes with safety and community integration and connectivity being key considerations
- Repurpose derelict buildings for community use/housing and legislate for acquisition of derelict properties.
- Galway is a medieval city and should retain this character, protect against taller buildings, these can be accommodated on the periphery encourage “living over the shop”, restoration and repurposing of existing derelict or vacant properties.
- Public lands at Dyke Road, Sandy Road, Nuns Island, Ceannt Station should be reserved for the development of social housing and community facilities.
- Need to establish full assessment of sustainable and integrated building opportunities in the city within the lifetime of this plan ensuring range of house types and tenures are most appropriate to meet the need of the city's growing population.
- The function of the LDA indicated to be effective use of state land to deliver housing, including affordable and aspires to do this on a partnership basis with GCC particularly on strategic sites at Sandy road and Dyke Road sites.

- Good if city centre sites attracted Regeneration Site classification to support compact growth, residentially led mixed used development including for affordable housing. Suggests the CDP include for hierarchy of regeneration sites and associated key projects.
- Need to ensure delivery of housing as part of Harbour plans.
- Post Covid capacity to use vacant city centre units for innovation in use including residential
- Consider school provision in conjunction with regeneration and densification of residential development.

#### **Local Area Plans (LAP)**

- Develop Local Area Plans to enable public strategic planning, and not developer-led planning.
- Local Area Plan should embrace the 10-minute neighbourhood concept where services are accessible by walking, cycling or using public transport within a 10 minute journey time.
- LAP - update Ardaun LAP, required to align with Galway Co.Co. settlement strategy and review to ensure maximum sustainability and is people-friendly.
- LAP required for Murrough; Headford Road Castlegar & Headford Road area; Menlough.
- LAP – required for undeveloped lands Knocknacarra; Ragoon; Bóthar na Coiste.
- LAP – required for Regeneration lands at Ceannt Station; Harbour lands; Headford Rd./Dyke Rd; Sandy Rd.
- No LAPs prepared for Docklands/Ceannt Station/Headford Road/Dyke Road or Nuns’ Island. Concern regarding “developer-led framework plan’ in Ceannt Station and no opportunity for democratic input.
- No public lands transferred to LDA/other in advance of preliminary development assessment of such lands and LAP prepared to ensure full public consultation of plans.

#### **Development Management /Other**

- Social Housing should be designed to integrate with existing suburban styles – learn from the failure of Ragoon Flats.
- Disability and universal design should be considered in all housing as a long-term investment in future-proofing the housing stock and in supporting vibrant and inclusive communities.
- Apartment development needs to be good quality, energy efficient, support green spaces and be serviced by public transport.
- Apartments should each have generously sized balcony. Rooftops should be considered as additional communal outdoor spaces for residents in multi-unit developments.
- Well accessible generous open spaces should be provided close to entrances of residential buildings.
- Safe, short, efficient and sustainable movement within the local area should be prioritized using the DMURS hierarchy of walking, cycling and bus etc.
- Connection with surrounding existing infrastructure should be mandatory.
- Prohibit change of use from residential to commercial properties.
- Preserve adequate, high quality green amenity space through the design of new developments.
- Increase in width of residential entrances to accommodate safe access and bigger car sizes.
- Give priority to the development of useful, safe and well maintained green spaces in new developments and within the community in general.
- Additional infrastructure needed to complete existing housing development including additional play areas.
- ‘Creating Places for People- The RIAI Town and Village Toolkit’ should be a consideration in design to create inclusive and accessible places.

- Establish a design review panel for assessment of developments. Review “overly prescriptive” development management residential guidelines.
- Complete space audit of green/open spaces in existing and proposed housing and compensate for any deficiency.
- Encourage new sustainable housing initiatives incentivised by planners- ecological housing, less concrete steel and glass, more creative designs.
- Development management standards should be flexible in nature, to reflect site specific constraints.
- Insert specific objectives requiring residential developments to include more R&A facilities, safe sheltered bike storages and include utility rooms in housing designs.
- Policies on student accommodation should include standards for recreational.
- Give city residents priority over tourists needs particularly for the city centre.
- Provide “working from home hubs” in the city centre.
- Preserve residential use of protected structures.
- Consider the living city approach to revitalisation of city’s historic urban core.
- Student accommodation standards should be increased as is currently over-priced, overcrowded, of a poor standard and inferior to accommodation which is available to non-students.
- Student accommodation have poor communal spaces, the quantity and quality ratio needs to be increased to ensure adequate access to green spaces.

### 3.1.2 Chief Executive’s Opinion to the issues raised

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#### **Strategic vision**

Galway City Council has a statutory obligation under Section 10(2) (A) of the Planning and Development Act, 2000, as amended, to be consistent with the National Planning Framework (NPF), the Northern and Western Regional Assembly (NWRA) Regional Spatial & Economic Strategy (RSES) which also includes the Galway Metropolitan Area Strategic Plan (MASP) and to take account of population targets and associated policies for Galway City as expressed therein in the preparation of the Core Strategy. In this regard it is recommended that the national and regional planning policy framework give strategic direction in the preparation of the draft plan, including the Core Strategy and the associated settlement strategy. The Council has had and will continue to have a focused liaison with Galway County Council in the context of the MASP and other relevant shared planning policy issues to support a consistent integrated approach to the population growth and development in the MASP area and this will be given strong consideration in the preparation of the draft City Plan.

#### **Core strategy**

The significant amount of submissions received on this topic reflect the current crisis in housing and a keen public interest in the concept of liveability. A key component of the City Development Plan will be the preparation of the Core Strategy and Housing Strategy which will examine the requirement for residential development including the likely future demand and supply and the associated need for sufficient zoned and serviced lands. This will be prepared in alignment with the population targets as identified in the NPF and specifically in Chapter 3.6 Galway Metropolitan Area Strategic Plan of the RSES. The guiding policy objectives of the NPF (the NPO’s) particularly those in



relation to compact growth, regeneration, the creation of attractive, liveable high quality integrated communities is the national direction for residential policies. The Core Strategy will be informed by the Housing Strategy and the preparation of a HNDA (Housing Need & Demand Assessment) for which guidance and ministerial circulars have been recently published. All these processes will support an evidence based approach to drafting policies based on the establishment of the long term strategic need for housing across all tenures, including for the consideration of demand for unit types and sizes and special needs housing projected on an annual basis. The HNDA will also inform policies on the need for social and affordable housing as it will review socio economic data, the context of the residential property market and affordability metrics. In addition the HNDA will be supported by an audit and analysis of appropriately zoned land, the density and housing capacity therein and extant permissions which will be cross referenced with demand and long term strategic housing.

In conjunction with this, engagement with key infrastructure providers is also ongoing and will inform the preparation of the draft plan and specifically the requirement to incorporate a tiered approach to zoning, as set out in Appendix 3 of the NPF.

Not all submissions are pertinent or specifically within the remit of a land use plan. A range of submissions relate more to the specific functions of the Housing Section in the city council. These have been distilled, distributed and discussed with the team within housing. There will be synergies to be derived from the research required for the city plan, in particular the Housing Strategy and the analysis derived from the HNDA which will have cross over benefit. The HNDA will allow for appropriate supporting policies to be drafted in the plan that will enable aspects such as affordability, housing tenure mix, housing size mix and specific housing needs to be accommodated. Imminent legislation and changes in national housing policy, particularly in relation to affordable housing; Part V; Cost – rental; mix in tenures are being designed to help address current housing market challenges. In the interim the Housing Section are advancing on the delivery of a range of housing and have a number of schemes going through the design and consent process including a number of Traveller specific housing schemes. Other special needs housing such as that to accommodate physically disabled persons and persons with sensory, mentally and intellectual disability are given the accorded priority in the GCC Scheme of Letting which will be further supported by the appointment of an officer under the Healthy Homes Programme. National building regulations and central government social housing protocol do determine the terms of life time adaptability standards but neither allow for discretionary reservation for a quota on either social or private housing schemes for wheelchair accessibility. These are being supported and dealt with on a needs basis as defined by the housing waiting list and DHLGH approval policy.

It is considered that the preparation of the plan can, in conjunction with the implementation of legislation on Affordability, Land Development Agency, the imminent strategy in Housing for All (replacing Rebuilding Ireland – action plan on housing and homelessness) and the advancement of cost rental schemes contribute to sustainable delivery housing and has potential to support a range of need irrespective of social, economic, age or ability status.

It is recommended that the national and regional planning policy framework be used to give strategic direction in the preparation of the Core Strategy. It is also recommended that a professionally prepared HNDA is prepared for the city using the recent DHLGH methodology which includes for examination of all housing needs in an endeavour to establish appropriate objectives

and policies for housing in the city. It is recommended to review the impact of emerging legislation, relevant national policies which have intent on increasing the delivery of social, affordable and cost rental and also to collaborate with the Housing Section. It is recommended to review how a spatial strategy and facilitating policies and objectives can support and enable increased delivery of such housing, tenures and specialist housing and contribute to flexible solutions for homeless. It is recommended also to review how the objectives of the LDA and their interest in the city can be used to enhance delivery of the long term strategic needs for housing as identified in the HNDA. It is recommended to establish if such mechanisms for housing delivery will need policy and objective supports in the draft plan.

In addition consideration will be required as to how best to increase densities, where considered appropriate, while having regard to key considerations, such as delivery of compact growth, compliance with national guidelines, availability of high – quality public transport, provision of affordable housing.

It is recommended too that the draft plan will include an infrastructural assessment that considers the phasing and delivery of enabling infrastructure to support the strategic development of identified growth areas and that continued engagement occurs with critical service providers to enable the development of sustainable communities.

### **Housing and sustainable neighbourhoods**

The submissions on housing in addition to highlighting problems with delivery have also given significant focus to spatial strategy, form and qualitative and sustainable aspects needed to achieve good quality homes and neighbourhoods. This would accord with the principles of promoting compact growth, sustainable densities and regeneration of brownfield sites as included for in the objectives in the NPF. It would also accord in general with the objectives in the NPF to ensure the creation of liveable, well designed, high quality, urban places that can sustain homes for diverse and integrated communities. This approach is also reflected in the RSES.

The settlement strategy in the current plan supports a focus on residential development on the Regeneration sites, Ardaun MUDHS site and consolidation of the existing zoned undeveloped residential lands, this is supported by policies that have the objective of creating sustainable neighbourhoods as identified in section 2.4 in the plan. There are also a number of relevant national guidance documents including S.28 Ministerial guidelines, these relate to areas such as residential densities, apartment development, urban development and building heights, sustainable communities, retail, DMURS, school planning that give direction on policy and development management standards.

It is recommended that the draft plan reflect the national objectives on promoting compact development with sustainable densities and liveable neighbourhoods, review the current settlement strategy including the regeneration sites, density standards and height guidance. It is recommended that an Urban Density and Height Study be commissioned specifically for Galway city to facilitate supporting policy objectives in the draft plan. It is recommended that policies be examined that are aimed at providing high-quality liveable neighbourhoods and that these are closely linked to movement including sustainable transport, permeability strategies, economic strategies and in the interests of climate action. In addition it is recommended to examine policy objectives that are aimed at co-ordinating the delivery of housing where adequate community infrastructure is

provided in tandem with residential development. It is recommended that preparation of the draft plan include for supporting objectives for the development of critical community supports such as schools, childcare and healthcare facilities within and accessible to neighbourhoods. It is also important to examine how the draft plan can extend / improve access to the green network and include for policies on open space that can contribute to healthy place making.

#### **Local Area Plans (LAP)**

There is an existing extant LAP in place for Ardaun (2018-24) and objectives to prepare two additional LAP's at Murroogh and Headford Road in the current plan. It is recommended that these objectives be re-examined and the existing identified regenerations areas, guided by national, regional policies and led by the national guidelines on LAP's, the emerging Core strategy to establish the best policies for the respective development of a spatial structure for these areas.

#### **Development Management/other**

The current stage in the development plan process as statutorily defined is at this pre-draft stage to establish the strategic issues to be considered in the drafting of the next development plan. Many of the submissions related to specific issues, some operational, some not within the remit of the plan and some of a specific development management nature. Notwithstanding that the focus is currently strategic, it is recommended that policy objectives with respect to Development Management, be re-examined and updated in line with all National, Regional and Local policy guidance.

### 3.1.3 Chief Executive's Recommendations on policies to be included in the draft development plan

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#### **Strategic vision**

It is recommended that the national and regional planning policy framework gives strategic direction in the preparation of the draft plan, including the Core Strategy and the associated settlement strategy.

Continue to liaise with Galway County Council in the context of the MASP and other relevant shared planning policy issues to support a consistent integrated approach to the population growth and development in the MASP area.

Prepare a strategic vision and policy objectives that align with, as appropriate UN Sustainable Development Goals, the National Strategic Outcomes in the NPF and the Regional Strategic Outcomes of the RSES.

#### **Core strategy and housing strategy**

Prepare a Housing Need Demand Assessment (HNDA) for the city using the recent DHLGH methodology which includes for examination of all housing needs in an endeavour to establish appropriate objectives and policies for housing in the city.

Review the impact of emerging legislation, relevant national policies which have intent on increasing the delivery of social, affordable and cost rental and also to collaborate with the Housing Section.

Review how a spatial strategy and facilitating policies and objectives can support and enable increased delivery of such housing, tenures and specialist housing and contribute to flexible solutions for homeless.

Review how the objectives of the Land Development Agency (LDA) and their interest in the city can be used to enhance delivery of the long term strategic needs for housing as identified in the HNDA and establish if such mechanisms for housing delivery will need policy and objective supports in the draft plan.

Consider how best to increase densities, where considered appropriate, while having regard to key considerations, such as delivery of compact growth, compliance with national guidelines, availability of high – quality public transport, provision of affordable housing.

Include an infrastructural assessment that considers the phasing and delivery of enabling infrastructure to support the strategic development of identified growth areas and that continued engagement occurs with critical service providers to enable the development of sustainable communities.

#### **Settlement strategy**

Reflect the national objectives on promoting compact development with sustainable densities and liveable neighbourhoods in the draft plan and review the current settlement strategy including the regeneration sites, density standards and height guidance.

Prepare an Urban Density and Height Study for Galway city to facilitate supporting policy objectives in the draft plan.

It is recommended that policies be examined that are aimed at providing high-quality liveable neighbourhoods and that these are closely linked to movement including sustainable transport, permeability strategies, economic strategies and in the interests of climate action. In addition, policy objectives that are aimed at co-ordinating the delivery of housing where adequate community infrastructure is provided in tandem with residential development should also be considered in the plan.

Include for supporting objectives for the development of critical community supports such as schools, childcare and healthcare facilities within and accessible to neighbourhoods. It is also important to examine how the draft plan can extend / improve access to the green network and include for policies on open space that can contribute to healthy place making.

It is recommended that objectives for preparation of Local Area Plans (LAP) be re-examined and the existing identified regenerations areas, guided by national, regional policies and led by the national guidelines on LAP's, the emerging Core strategy to establish the best policies for the respective development of a spatial structures for these areas.

Review and update policy objectives with respect to Development Management in line with all National, Regional and Local policy guidance.

## 3.2 Economic Development, Employment and Enterprise

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**The following submissions make reference to economic development, employment and enterprise:** C1-14; C1-19 ; C1-103; C1-104; C1-138; C1-177; C1-181; C1-198; C1-216; C1-217; C1-232; C1-238; C1-250; C1-270; C1-298; C1-301; C1-309; C1-312; C1-315; C1-316; C1-318; C1-319; C1-324; C1-325; C1-327; C1-330; C1-336; C1-351; C1-356; C1-379; C1-391; C1-410; C1-417; C1-421; C1-434; C1-435; C1-445; C1-454; C1-463; C1-495; C1-512; C1-520;

### 3.2.1 Summary of key issues raised

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A total of 42 submissions were submitted that raised issues related to this theme. This represents 5% of the issues raised.

The following sets out summary of the key issues raised in the submissions and are categorised under a series of headings.

#### **Employment & Labour Market**

- Submissions highlight the need for the development plan to have a strategic focus on housing and transport to support Galway as a regional city and economic driver.
- Submissions recognise the value of support for the ongoing development of the workforce through the provision of education, training and opportunities to reskill.
- Submissions include recommendations with regards to inclusive employment opportunities including: the promotion of an accessible workplace; increasing employment opportunities for people with a disability; and support for businesses to make reasonable adaptations to premises.

#### **Enterprise**

- Submissions reference the need to support entrepreneurship, facilitate collaboration between third level institutions and local business and to provide support to people wishing to start their own business through the Local Enterprise Office.
- Submissions call for the inclusion of social enterprise in the draft plan and recognition of the potential of social enterprise to contribute to the development of a sustainable and circular economy and local job creation. Suggested measures to support Social Enterprise include: create social enterprise hubs and sites in regeneration areas; Provide spaces at affordable rents and rates levels for a range and variety of social enterprises; Audit vacant and derelict sites for the potential to be used as sites for social enterprise; align supports for social enterprise the objectives of the Local Economic and Community Plan.
- Consider support for social enterprise in Industrial, commercial and retail land-use.
- Promote social enterprise development as a key objective in the plan and encourage community enterprises as part of new developments/redevelopments – such as community owned and operated shops/ gyms/ facilities.
- A submission relating to office spaces requests the consideration for the development of high-rise office space on the west side of Galway city and potential for development of high rise in existing industrial locations in the east side of the city such as Mervue.

## **Retail**

- The preparation of an updated Retail Strategy for the City is needed, given that the current Retail Planning Guidelines utilises data from 2012. A new plan which incorporates the requirements of the NPF and RSES could assess current retail provision in the Galway Metropolitan Area and explore ways to enhance the retail environment in a sustainable manner, particularly in relation to the projected population growth.
- A joint Retail Strategy should be prepared with Galway County Council.
- Supporting existing retail operators should also not be overlooked as part of the preparation of the Galway CDP.
- There is a need to focus on 'local' retail in the retail strategy. No definition of local retailing needs is provided at present in the plan. The travel restrictions during Covid led to an increase in local shopping, as shoppers choose to source products locally within their own neighbourhood stores in response to the Government's 'Living with Covid-19' Plan.
- Retail stores and other businesses should aspire to be innovative.
- Any planned upgrades or new retail developments in the City or suburbs should be universally designed and be accessible to all and clear from obstructions.
- The inclusion of Changing Places facilities should be a condition of planning for large retail units being constructed in the City.
- Facilitate entrepreneurs in the city.
- Support IBEC's 'Reboot & Reimagine' campaign.

## **City Centre Retail**

- Galway should move to embrace its historic centre while simultaneously becoming more modern and fit for purpose.
- Retail should be supported and encouraged in the City Centre, however the location of different types of retail can have a major impact on the surroundings. Ground floor of buildings, in areas such as the Galway Docks and other key locations should be for shops, cafes and restaurants, creating hubs of activity that would bring money back into the economy and atmosphere into the streets, not for private offices.
- We should be utilising the canal or down at the docks for restaurants.
- Consideration should be given to the Headford Road site as a prime location into which the city centre could be expanded
- Should aim to have a dense city centre followed by an even spread of retail and residential as you move away from the city. This alleviates congestion built up in the city centre as it removes the urgent a need to travel into it.
- Important that the growth of convenience and ancillary retail facilities are accommodated at appropriate locations at the periphery of the core retail area of the City Centre.
- Create shopping experiences that are unique to Galway and that will attract shoppers into the city to do their shopping. Encourage (*high quality*) busking and the arts on the street.
- Is a lack of footfall outside of the main Shop Street/Quay Street axial pedestrian movement route and associated gathering nodal points.
- The temporary closure of Cross Street and the ongoing implementation of the reverse flow arrangements on Flood Street has been very positive.
- Consider extending the seasonality of streets by way of partially arcading the street at high level.

## **Other Retail Areas**

- Footfall and connectivity in Galways Westend area with the rest of the city should be improved with consideration given to part time pedestrianisation of suitable streets from 6.30PM to 11PM

on a seasonal basis to encourage pedestrian travel routes away from the city centre streets. The area could be promoted as area of gastronomy with more night time activity and could be delegated as Galways “green area”.

- Extend the Westside District Centre boundary to include the former Arch Motors site.
- The importance of neighbourhood and district centres should not be underestimated for facilitating the day-to-day needs of residents. As highlighted in the Retail Planning Guidelines, these centres perform an important function in that they serve local needs and have “significant social and economic functions”

### **Retail policies**

- More clarity is needed in the Retail Hierarchy to address what scale of convenience retail is appropriate in each level of the hierarchy. A simplified / consolidated (convenience) retail hierarchy of centres is called for on the operation of retail planning (and zoning) policies in the city should be two key levels: a) the City Centre; and, b) District Centres.
- Additional clarity on the hierarchy of types of retail outlets, in terms of specific ranges or categories of scale, as provided to varying extents in other Development Plans nationally and the Retail Planning Guidelines, 2012.
- Clearly defined District Centre boundary (Westside example provided), along with an inner core, and outer edge of centre area, would be helpful to avoid such lack of clarity arising in future.
- Submissions referencing convenience retail indicated the following:
  - *The requirement for appropriately zoned sites for additional convenience retail floorspace;*
  - *Need to look at how the new Development Plan could attract additional investment in the city in terms of convenience retailing.*
  - *Policies in the Galway Development Plan 2023 – 2029 need to provide flexibility and allow for the development of modern convenience retail units, recognising that the design of modern retail formats are dictated by retailer’s requirements, current Building Regulations, Fire Safety and Disability Access requirements. Each of these regulations necessitates extra space requirements.*
  - *Existing Development Plan is not fully contemporary in its consideration of Discount Foodstores and Convenience Retailing, and their role, having regard to current national retail policy as outlined in the Retail Planning Guidelines, 2012.*
  - *Provisions should be made for click and collect facilities and grocery home shopping serviced for convenience retail operators in the draft plan.*
  - *Delivery requirements of convenience foodstore operators should be acknowledged and policies providing for deliveries, including early morning deliveries. There should be no restrictions to deliveries introduced in the plan without prior engagement with retail operators as part of any future public realm or transportation strategies.*

### **Tourism**

- Need to develop the city’s waterways and greenways as a tourism resource, supporting Eco-Tourism and need to improve and promote attractions, including water-based recreation activities.
- Galway could be the ‘*Capital of Marine Recreation and Education in Ireland*’ focusing on the creation of tourist attractions.
- Facilitate the development of visitor attractions across the city in areas that have the potential to attract increased visitors *and extend dwell time such as Galway City Museum and the*



*surrounding cultural quarter, Leisureland, Nun's Island, the Galway Docks, An Post Buildings, the Salthill Tourist Office and other suitable locations within the city.*

- Implementation of the Public Realm Strategy will help to create a positive tourist experience.
- Greater investment in the public realm outside of the Latin Quarter towards the quays may help disperse visitors around Galway City Centre.
- The integrity of Galway's heritage is a key attractor in itself and should be preserved for future generations to enjoy. Cultural aspects of public spaces can create a space that attracts people creating a cultural identity where people can learn, educate, and visit.
- Establish Galway as an LGBTI+ friendly tourist destination.
- The impact of mass tourism needs to be examined. Over-tourism and issues of anti-social behaviour and over-crowding in the city centre in the summer months and the degradation of the natural environment and of the social environment are an issues for the city.
- Land-use plan need to manage all land uses and economic drivers – of which tourism is but one, in a more holistic, strategic and spatial manner to maximise the efficient use of resources and the achievement of greater outcomes for society at large.
- Fáilte Ireland highlights the importance of tourism to the economy and requests that a dedicated chapter on tourism with tourism amenities and assets maps included in the draft development plan. The submission promotes a strong emphasis on sustainable tourism.
- Increased support in investment, promotion of Galway as a domestic tourism destination, management and marketing of the Wild Atlantic Way (WAW), increased accommodation choice (*such as camping, glamping & camper van facilities to enhance the Galway tourism offering*) and support for local businesses;
- An objective supporting continued collaboration between Galway City and County Councils, Fáilte Ireland and other tourism stakeholders in the county;
- Ensure attractions are accessible and form part of a complete visitor experience; a high-quality transport system is a key enabler to creating a great visitor experience
- Key tourism assets & challenges identified which include the need for a unified tourism branding approach for the city and county, the re-imagining of urban Spaces, food tourism as a destination and business tourism. Business tourism has many positive knock-on effects for other businesses in the retail and hospitality sectors and can act as a catalyst for local tourism. In the post Covid-19 world it is considered that smart solutions and innovative approaches to business tourism will be important and Galway should ensure it is well positioned to attract this market.

### **Creative Economy**

- Submissions acknowledge the benefit the City accrues from its vibrant arts and culture scene and the need to provide tangible support to develop the creative economy in the development plan and provision of dedicated cultural quarter.

### **Emerging and growing sectors**

- The importance of fostering innovation and diversification of the city's economy was noted in many submissions. Issues raised include Need for policy support in the development plan to facilitate and support the circular economy and help transition to a low carbon society by supporting the generation and use of renewable energy and supporting circular economy projects.
- Support the development of the circular economy include segregated bins around the city to collect plastic/aluminium and compostable cups; support for businesses which support sustainable economy such as refills shops, slow fashion, repair shops; creating community spaces for sharing resources i.e. toys, tools library.

- Galway Harbour Company references the benefits of enhanced port facilities in stimulating economic activity, assisting in our regional and national efforts to transition to renewable energy and has the added benefit of freeing up a significant land bank for redevelopment adjacent to the city centre.
- The extension of the Port would allow for the diversification of Port activities and has significant potential for expansion of its freight services, servicing of offshore industries, particularly wind energy and contributing to a low carbon economy and also generating employment. This aligns well with the existing proposals for the extension/redevelopment of the harbour.
- The Port extension project will be one of the largest infrastructural developments in Galway City and the West of Ireland in the next 10 years and this needs to be reflected in the City Development Plan. Consideration of the Galway Harbour extension and resultant impacts must influence and align with the wider policy context for the city in terms of the economy, infrastructure, employment and tourism.
- Submissions call for expansion of the innovation hub model beyond the technology sector to also include maritime, renewable energy and food sectors and include small enterprise start up spaces and an indoor food market. Explore the potential to locate an innovation hub in neighbourhood centre.
- Manage, promote and develop the Night Time Economy and extend summer time night time festivities on streets. Cover the length of Quay Street/Latin Quarter area and install street heaters and a performance area at the Shop Street/Quay Street junction.
- Manage, promote and develop the City Centre and local centres around the city. Suggestions relating to the City Centre include the development of last mile delivery hubs for cargo bike deliveries and support cargo bikes for businesses.
- A submission from the Westend Traders Association include suggestions to promote and improve the area.
- A submissions made reference to the potential of Ballinfoyle Urban Village as location for an innovation hub.
- Implement Universal Design standards under all themes. Adherence urban design principles should be incentivised and regulated. Ensure retail / shop fronts are accessible and include the basic design systems for access to enable employers to be equal opportunity employers.
- Broadband plans need to be more ambitious, covering wider areas with faster speeds in both city, the Metropolitan Area and county.

### 3.2.2 Chief Executive's Opinion to the issues raised

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Galway City is key national and regional economic driver. The NPF designates Galway as Regional City and it is the largest urban centre in the settlement hierarchy of the Northern and Western Regional Assembly area. The city exerts significant influence and plays a critical role in the ongoing development of the economy and the overall competitiveness of the region. Galway City is also part of the Metropolitan Area Spatial Plan (MASP) area.

The MASP 2019-2031 is 12 year strategic planning framework for the city and its environs. The MASP identifies the key infrastructure, services and facilities required to enable the city to continue to be a major growth centre in the region. It also address critical challenges around housing, transport and infrastructure provision that will determine the continued success of the city.

The current Development Plan contains policies and objectives to facilitate and provide opportunities for growth, innovation and investment across all sectors. The draft plan will build on

existing policies and objectives and continue to support and promote balanced and sustainable economic development to create a resilient and diverse economy. The draft plan will acknowledge Galway City's designation as the primary growth centre in the western region and support the delivery of the strategic objectives set out in the MASP.

Tourism submissions received highlight the potential for further economic growth by diversifying in the tourism sector and supporting the implementation of the Public Realm Strategy to create higher quality outdoor spaces. Tourism in Galway has been significantly impacted by the COVID-19 pandemic, in particular hotels, visitor attractions, retail, restaurants and the wider hospitality sector. The draft plan will consider measures and policies to support the tourist and hospitality sector.

The Council published the Galway Tourism Development Strategy 2020-2025, which will be monitored over the 5 year period and continuously assessed to adapt to a range of changes expected in the future.

The Galway City Council Tourism Strategy and associated annual Action Plans will provide the context for a range of innovative tourism marketing and development plans as well as the provision for Government funded projects. These projects will further enhance Galway's image as a world class tourism destination on the Wild Atlantic Way (WAW). This strategy seeks to build on the work undertaken by Galway City Council, Fáilte Ireland, Tourism Ireland and the tourism industry in the city and sets out to support the tourism industry throughout the year, focusing on ways that tourism initiatives can increase employment all year round, attract additional revenue and protect and promote our unique history, heritage, Irish language and culture.

The draft development plan will include specific policy to support tourism in terms of its contribution to the economy and is best fit within the wider economic policy for the city. It is noted that tourism overlaps with a number of other areas such as arts, culture, green network and biodiversity and the natural and built and linguistic heritage and the opinion and proposed policy support given to these issues apply also.

Recent initiatives and amenities in the City, such as the Destination Town Funding Scheme, Blueway funding and Galway City Museum extension will have a transformative effect on the city and act as a catalyst, drawing more visitors into the area and supporting local business. The Council will continue to support projects and work in partnership with Fáilte Ireland and others to provide facilities and, where appropriate include objectives in the draft development plan. The Plan and planning process can further facilitate this in relation to sustainable tourist accommodation and public transport facilities. The inclusion of policies to protect the natural and built heritage and to facilitate the provision of arts and cultural facilities will all contribute to the tourism product. The potential negative impact of tourism is noted and the draft plan will support a sustainable approach to tourism.

The contribution of placemaking in sustaining a strong economy is highlighted in the NPF. It makes reference to Ireland's National Enterprise Policy 2015-2025 which identifies placemaking as an important aspect in attracting investment. The new and improved spaces through the implementation of the Public Realm Strategy will be a priority as it will add to the quality of the visitor experience and tourist product enhancing the unique character of the city centre with a reduction in traffic on city centre streets, improvements to street surfaces and furniture and more attractive settings to key historic buildings and features and to the River Corrib and the canal system.

Improvements to the public realm will also support a diversity of uses with potential for use for performance spaces, farmers markets, food events building on the award of Galway European Region of Gastronomy 2018 and previous Galway Food festivals.

The recent challenges experienced in retail are acknowledged. The draft development plan will need to take into account these challenges in forming the policy of the draft development plan in relation to emerging retail development and trends. It is acknowledged that the Retail Planning Guidelines, 2012 are dated and the Council would be in support of new Guidelines.

The Planning Authority is reminded of the requirement under Section 3.5 of the Retail Planning Guidelines for Planning Authorities (2012) to prepare a joint retail strategy with Galway County Council. With regard to a joint retail strategy, it is noted that the drafting of the county development plan is at a more advanced stage than the city plan and this may influence the preparation of a joint strategy at this time.

The draft plan will consider policy measures to facilitate a competitive and vibrant retail environment in the city centre. Policy will be responsive to the disruption in retailing and trends such as multi-channel formats and will address issues such as flexible formats, diversification of retail activities, green credentials and retail convenience. .

This is in line with the primary objective of the MASP, which seeks to present a strong policy focus to preserve and enhance the city centre as the primary commercial area within the city supporting a range of retail, commercial, tourism, social and cultural activities. The city centre should facilitate a mixed expansion of services including high order comparison retailing in conjunction with service retailing, cultural and entertainment facilities through appropriate and sensitive redevelopment, infill and the development of the Regeneration Lands and through implementation of the Public Realm Strategy and delivery of URDF funded projects.

The RSES has acknowledged that the Headford Road area is also a key enabler for expansion of the city centre. It has considerable potential for the intensification and increased retail floorspace and commercial office type floorspace that can facilitate further employment opportunities. It also has the benefit of having a large publicly owned site with development potential.

The MASP fully embraces the retail hierarchy of City Centre, District Centre, Neighbourhood Centre-Small Scale Local Retail and adopts it as being the roadmap for the future retail of its area. The scale and nature of for these areas will be considered to accommodate appropriate ranges of retail, non-retail, community and leisure services at a level that they will not threaten the prime function of the city centre core shopping area. The importance of local retail in the response to recent trends will be considered as part of the review.

The benefit that increased footfall via the pedestrianisation of streets can offer to retail areas outside that city centre has been acknowledged and will be considered in the review in tandem with other aspects of the Public Realm Strategy.

The convenience retailing submissions request more flexibility be included in the draft development plan to address the changing policy requirements, having regard to modern design requirements resulting in the need for increased floor space, delivery requirements and increased local convenience shopping. There are also concerns expressed with the lack of clarity in the retail hierarchy to address what scale of convenience retail is appropriate and type of retail outlets. The

contents of these submission are noted and the retail policies will take into account modern requirements that have evolved since the last plan and will have regard to the NFP, RSES, MASP and the Retail Planning Guidelines. The need for more lands to be zoned for retail and convenience stores will be reviewed in more detail as part of the Core Strategy. The draft plan will consider policy to support the sustainability of retail and to support the retail experience, including consideration of complementary uses. Other measures to ensure the continued improvement of the city centre will be delivered through the GTS and PRS, Galway Flood Relief Scheme and through the climate Adaptation strategy. These will be reflected in the draft plan.

Submissions regarding the importance of fostering innovation and diversification of the city's economy are noted. The draft plan will consider measures to support the development and expansion of the innovation hubs, the circular economy and social enterprise. The draft plan will take cognisance of National Social Enterprise Policy for Ireland 2019-2022.

Issues raised regarding the development and management of the Night-Time Economy are noted, the draft plan will consider measures to support its development.

The importance of the supporting the ongoing development of the workforce and providing inclusive employment opportunities I noted and issues raised will be consider in the preparation of the draft plan. The draft plan will also have regard to the National Disability Inclusion Strategy 2017-2021 which seeks to promote greater inclusion in society by people with disabilities.

### 3.2.3 Chief Executive's Recommendations on policies to be included in the draft development plan

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#### **Retail**

- Review the current retail strategy in light of the current disruption in the retail market and emerging retail trends and consider measures to support a sustainable retail environment taking into account flexibility of uses and retail formats, complementary uses and a quality retail experience and measures to enhance the vitality of the city centre.
- Ensure the draft plan retail strategy is consistent with the requirements of the NPF, RSES and MASP.
- Include policy to support a high quality retail environment through implementation of the GTS and PRS and other initiatives to enhance the attractiveness of the city centre and other designated centres and to improve accessibility.
- Include support for a diversity of uses in the public realm including markets, outdoor seating and dining, arts and culture events to add to the vitality and vibrancy of the city and the retail experience.
- Include policies that enhance the sustainable neighbourhood concept to support residential areas with a good standard of services including retail reflecting the concept of the 15 minute neighbourhood.
- Consider policy relating to The Retail Design Manual (2012), a companion document to the Retail Planning Guidelines for Planning Authorities (2012) to ensure that retail developments provide a high quality of architecture and urban design.
- Continue to support the Galway City Shopfront Design Guidelines and support Irish language and bilingual signage.
- Include policy to support development of regeneration sites to accommodate increased population in the city centre to support a diversity of uses.

#### **Tourism**

- Include policy to recognise that tourism plays a key role in the economy and vitality of the city.
- Include policy to promote tourism related facilities including to support a sustainable range of tourism accommodation and to support the hospitality sector, in collaboration with Fáilte Ireland.
- Ensure the link between tourism and other sectors of the plan is recognised and ensure that policies and objectives are consistent and supportive across sectors.
- Include policy in relation to support of the city as a destination city and support adoption of the VICE model for Destination management to ensure Sustainable Tourism which considers the interaction between Visitors, the Industry that serves them, the Community that hosts them and their collective impact on, and response to the Environment.

#### **Economy and enterprise**

- Include policy to support and facilitate the sustainable economic development of Galway City and ensure alignment with national and regional policy in particular the Regional Economic and Spatial strategy (RSES).
- Ensure sufficient land is available within the city facilitate inward investment and the development and expansion of a resilient and diverse economy and Enhance economic opportunities through consolidation of existing commercial and enterprise areas and the promotion of key regeneration sites for mixed use development.
- Ensure continued support for innovation and diversification of economic activity including social enterprise.

- Include policies relating to recreation and amenity, natural and built heritage, public realm and arts and cultural infrastructure recognising the important role they play in the economy of the city and the experience of the city.
- Include policies to support diversification and expansion of Galway Harbour activities.
- Support offshore industries, particularly wind energy which will contribute to a low carbon economy and generate employment.
- Support sustainable measures to promote and manage the night time economy.
- Include policy to support a low carbon and circular economy and adopt a smart cities policy approach.
- Include policy to support research and innovation hubs within the city and to support the interrelationship with third level education in the city.

### 3.3 Transport and Sustainable Mobility

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**The following submissions make reference to transport and sustainable mobility:** C1-1;C1-2; C1-3; C1-4; C1-5; C1-6; C1-7; C1-9; C1-10 ; C1-11 ; C1-12 ; C1-13 ; C1-14 ; C1-15; C1-16 ; C1-17 ;C1-18 ; C1-21 ; C1-22 ; C1-28 ; C1-29 ; C1-30; C1-31; C1-35 ;C1-36 ; C1-39; C1-40; C1-41 ; C1-42 ; C1-43; C1-44 ; C1-45 ;C1-46 ; C1-48 ; C1-50 ; C1-54 ; C1-57 ; C1-58 ; C1-63 ; C1-64 ; C1-66 ; C1-75 ; C1-81 ; C1-87 ; C1-88 ; C1-89 ; C1-103; C1-104; C1-122; C1-124; C1-133; C1-135; C1-138; C1-139; C1-148; C1-150; C1-160; C1-161; C1-162; C1-163; C1-164; C1-167; C1-169; C1-171; C1-172; C1-177; C1-178; C1-179; C1-181; C1-184; C1-186; C1-189; C1-190; C1-191; C1-192; C1-194; C1-197; C1-199; C1-201; C1-204; C1-207; C1-208; C1-209; C1-210; C1-217; C1-219; C1-220; C1-223; C1-225; C1-230; C1-231; C1-232; C1-234; C1-236; C1-237; C1-238; C1-243; C1-244; C1-245; C1-247; C1-249; C1-250; C1-251; C1-252; C1-253; C1-254; C1-255; C1-256; C1-257; C1-259; C1-261; C1-264; C1-265; C1-266; C1-267; C1-268; C1-270; C1-272; C1-274; C1-275; C1-276; C1-283; C1-284; C1-285; C1-286; C1-288; C1-292; C1-294; C1-295; C1-298; C1-300; C1-307; C1-308; C1-312; C1-314; C1-318; C1-319; C1-320; C1-325; C1-327; C1-330; C1-331; C1-341; C1-345; C1-348; C1-349; C1-350; C1-351; C1-353; C1-354; C1-356; C1-359; C1-361; C1-366; C1-367; C1-372; C1-373; C1-375; C1-377; C1-379; C1-381; C1-382; C1-383; C1-387; C1-388; C1-390; C1-391; C1-393; C1-399; C1-400; C1-405; C1-407; C1-410; C1-411; C1-413; C1-422; C1-424; C1-425; C1-426; C1-427; C1-428; C1-430; C1-432; C1-433; C1-434; C1-435; C1-436; C1-437; C1-440; C1-442; C1-445; C1-446; C1-454; C1-460; C1-471; C1-476; C1-480; C1-482; C1-484; C1-494; C1-497; C1-504; C1-511; C1-517; C1-520; C1-522; C1-523;

#### 3.3.1 Summary of Key Issues

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Transportation issues comprised of 26% (206 submissions) of the issues raised and represents the topic which generated the highest interest. This is a similar trend to the three previous Development Plan consultations. Overall, the submissions received showed substantial support for the implementation of measures to reduce car-based travel with an emphasis on the development of improved public transport and active travel measures for all, inclusive of universal design practices to create modal shift to alleviate traffic congestion, create sustainable neighbourhoods and to reduce carbon emissions in line with Climate Action Strategy requirements. The submissions generally supported the need to focus on sustainable mobility measures to reduce CO2 emissions.

A central theme emerging in the submissions is the need for an integrated approach to align land uses with transportation routes to achieve the concept of a '15-minute city'. Sustainable Development Goals (SDGs) were referenced within a number of the submissions, highlighting that these should be linked to the transportation policies in the plan.

#### **Sustainable Mobility**

- The Department of Transport (DOT) highlighted a new Sustainable Mobility Framework Policy being created by DOT which aligns closely with the National Strategic Objectives (NSOs) of the National Planning Framework (NPF): compact growth, enhanced regional accessibility, strengthened rural economies and communities, sustainable mobility, transition to a low carbon and climate resilient economy with key objectives that supports the better integration of land use planning and transport planning.
- This framework adopts a more people centric approach, reviewing all aspects of Active Travel and Public Transport Policy. Aim is to put new policy in place that supports 1) shift away from private car towards a greater use of active travel and public transport 2) travel by cleaner and greener transport and 3) comfortable and affordable journeys to work, home and school. This new policy will deliver on the ambitions of the *Programme for Government* in the areas of active



travel and public transport. It will replace the documents published in 2009- Smarter Travel, A Sustainable Transport Future 2009-2020 and the National Cycle Policy Framework.

- Restricting car ownership brings benefits and is not contingent on the ring road being provided. As 25-35% of the population who don't or can't drive, prioritising sustainable transport and mobility is a social justice issue. Continue to work with Galway County Council and the NTA to promote the integration of land use and transportation as reflected across all plans and strategies, including the GTS.
- Transport modes should be made accessible to all sections of the community. DOT has indicated that there should be a reference to UNCRPD and NDIS in the policy to make public transport fully accessible to people with disabilities requires a '*whole journey approach*' which refers to all elements that constitute a journey from the starting point to destination.
- The DMURS Interim Advice Note – Covid-19 Pandemic Response should also be referenced as it includes guidance that designers should ensure that measures align with the principles of universal design, consider Government policy on accessibility for people with disabilities and consult people with disabilities to further appraise measures.
- New policy will need to consider impacts of Covid and see if we need to do anything differently around the provision of sustainable mobility infrastructure and services.
- The concept of creating a '15 Minute City' was referenced in numerous submissions. This eliminates car dependency by creating more compact living, enabling people to live near employment opportunities, schools, shops, and within close proximity to quality services, facilities and amenities with high quality access and leads to improvements in health and well-being.
- Audits of existing neighbourhoods were requested to provide a basis for how many neighbourhoods have these services and amenities within a 15-minute walking or cycling catchment area.
- Covid-19 pandemic offers an opportunity to begin to make the shift towards a more people-friendly and less car-dominated city.

### **Galway Transport Strategy (GTS)**

- The GTS featured heavily in the submissions. While many people supported the concepts in the GTS, many referenced that the plan needs a vision that goes beyond the GTS, prioritising the facilitation of active transport and sustainable transport solutions, including light rail.
- There were concerns expressed with the lack of implementation of projects and policies. To address this, it was felt that Sustainable Transport Indicators should be set across all modes of transport in the Development Plan to monitor all policies and objectives of the plan over its lifetime, where appropriate; to ensure the delivery of tangible targets for the quality of services and time of delivery.
- The GTS is a key component in facilitating compact growth and sustainable transport in the Galway Metropolitan Area Strategic Plan (MASP) area. Relevant objectives from the GTS should be clearly incorporated into the draft plan prior to publication thus giving effect to Regional Policy Objective RPO 3.6.7 of the NWRA RSES.
- The GTS 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, use of smarter mobility and public transport as unsafe roads lead to a dependence on cars. In this regard, the Development plan should identify how it is intended to deliver and build upon the work of the GTS and how it intends to promote and provide for a reduction in car dependency. This also aligns with reducing transport-related greenhouse gas emissions.

- Cross-City Network and City Cycling Network routes are being planned on basis of buses and cyclists operating in shared spaces. Putting largest vehicles beside the smallest vehicles on the road will not encourage a modal shift.
- There must be a development of a city-wide plan for development of the future public transport routes in addition to the much heralded, but limited “Bus-Connects’ Plan.

#### **Implementation & Targets- GTS**

- Measure the success of the early stages of the GTS as it is necessary to get the public to support a city less dependent on private cars. An Implementation programme should be included in the GTS which has tangible metrics and greater detail on delivery of schemes. This should include clear targets for shifting of modal share in favour of walking, cycling and public transport need to be set out with commitments to regular monitoring of progress.
- Accessibility review (audit) and assessment of measures implemented under GTS and the development of new measures which align with universal design.
- Status of project implementation should be provided on plans other than Ring Road.
- Cross-City Bus Link- a status update of this is requested.
- Deliver on the proposal for a greenway from City Centre to Barna as outlined in the GTS 2016 and current GCDP 2017-2023.
- Smart Mobility- This concept should be integrated in the plan reflected in GTS section.
- Smart interactive maps that are multifunctional should be accessible and user friendly for journey planning on various modes of transport.

#### **GTS & N6GCRR**

- The N6 Galway City Ring Road (N6GCRR) scheme is identified to be delivered under the National Development Plan; Planning authority policies and objectives, should not compromise the road planning and route option evaluation process in circumstances where road scheme planning is underway and potential routes have been identified and brought to the attention of the planning authority, including schemes that may currently be suspended.
- There have been a number of submissions relating to the N6GCRR, some in support for the project and others not in support. These comments include:
- Ring Road should be abandoned as it is not needed. It has been proven that new roads do not reduce congestion but rather increase the number of cars on the road.
- The problems of traffic congestion into and out of the city centre will not be solved by the Ring Road alone, as this only serves to increase applications for rezoning for private housing developments on the outer suburbs of the city, increasing urban sprawl.
- There are concerns with SDG compliance of the Ring Road.
- What are the alternative solutions if the Ring Road is not approved?
- Fáilte Ireland continues to support the delivery of major transport projects such as the N6 Galway City Ring Road which will have a vital role for accessibility in Galway City and the wider region.

#### **Walking and Cycling**

- Promote and enable the delivery of Infrastructure to increase the number of people walking and cycling by making it a more attractive, reliable, safe and efficient alternative to the car. To promote active travel, need to ensure the healthy choice is the easy choice for all.
- Safe access to Schools-cycling/walking remains unsafe. City must be more ambitious in aspirations for cycling. Key indicators should be set and monitored.
- Pedestrianise more roads especially around city centre.

- Audit walking access to all public transport stops and routes. Complete Review of all current city pedestrian routes and any possible new paths is needed.
- Need for public walkways to be properly lit to increase usage and improve safety of these routes.
- Implement the DMURS into the plan and adopt a Hierarchy of Road Users as set out in the DMURS.
- Permeability should be improved between housing estates, targeting communities with poor walking and cycling permeability and apply the principles of the National Transport Authority's Permeability Best Practice Guide to improve connectivity to local amenities. Permeability should be promoted where suitable like segregated paths, underpasses, overpasses, pedestrian crossings, barriers/fencing to provide separation and privacy from roads and should reverse the closing off of accessibilities.
- Encourage continuous walks everywhere with obstacles, such as discontinued footpaths and kissing gates removed to allow for safe walking practices. Wider Footpaths, upgrades and kerbing improvements are also needed in areas to address mobility issues.
- New development areas should be fully permeable for walking and cycling and the retrospective implementation of walking and cycling facilities should be undertaken where practicable in existing neighbourhoods.
- Redesign of residential areas to prioritise cycling and pedestrian movements through traffic calming measures: mobility lanes, safe walkways, zebra crossings, include micro mobility schemes integrated with public transport as part of neighbourhoods.
- Undertake a review of all residential estates and improve footpaths by putting in a dropped curb where needed.
- Increase pedestrian crossings as they are lacking many areas: *Salthill Prom, Blackrock*. Raised pedestrian crossings should be implemented on roads to accommodate universal mobility.
- Bus stop infrastructure needs to be improved for safe walking to and from bus stops and with adequate bus shelters in place.
- Maintenance of walkways is needed for upkeep and safety. There are also a number of requests for additional walkways which will be safe walking spaces for walkers only.
- With 64,500 people living within a 20-minute cycle of Eyre Square there is potential for a modal shift towards active travel and away from car-dependency and forced car ownership.

### **Cycling**

- Support the delivery of a comprehensive cycling network to achieve a safe and segregated cycling network for cyclists through the reallocation of road space, necessary improvements to current cycle routes and connectivity of existing and future cycle routes over the lifetime of this plan.
- Measures to promote safe, active transport need to be prioritized with policies incorporated through the Development Management System, where appropriate.
- Design greater integration of cycling and public transport-cycle parking hub at Ceannt Station.
- Every suburb should have a cycle-lane; every school should be served by cycle lanes in its catchment area, every large employment area such as Parkmore, NUIG, GMIT, the hospitals, should be linked to all parts of Galway by cycle lanes.
- Safety- cycling, walking on road due to no dedicated lanes, routes to school. Design should aim to serve most vulnerable users. There needs to be a clear plan for cycle ways on all main roads.
- Galway Cycle Bus, 2018- safe way to primary school- create necessary changes that will result in the disbandment of the cyclebus network.

- Cycle Network with connectivity throughout the city is needed to provide safe access to local amenity areas by cycling. Cycle lanes should join up creating a cycle network and should not be piecemeal. Should connect all neighbourhoods with amenities and Industrial Parks.
- Cycle lanes should remove any obstacles on the routes (*bus stops, entrances, pedestrian crossing points*)
- Advanced cycle priority lanes at all major junctions
- Investment in public transport, greenways, cycle lanes and paths are needed to provide a paradigm shift to promote healthy body and mind and encourage same.
- Increase maintenance/dedicated budget and team specifically references bicycle lanes.
- Increased cycling facilities in all new commercial/institutional and residential builds as a condition of any planning. A specific objective that all new commercial builds would facilitate public transport access.
- Chapter 2: Interventions: Infrastructure and the Physical Environment: Objective 2 from the National Cycle Policy Framework referenced verbatim for inclusion in plan.
- Encourage and train in bike maintenance and set up bike repair centres at strategic locations to increase feasibility of the bike.
- Apply the provisions of the Jacobs report on the shared Bike Scheme (provide two-way cycling on one-way streets and provide bike access through pedestrian zones).
- Cycling alongside traffic and breathing in fumes is health concern.
- #ShopByBike-need more facilities for bikes close to shops to park safely and covered.
- GCC should produce a map showing safe walking and cycling routes.
- Delivery of smart and interactive bike parking mapping is needed. This is mentioned in the GTS but no delivery targets or dates set. Targets should be set and consultation on the process with cycle groups.
- More public rental bikes, such as the Coca Cola bikes and more public bike locking locations are needed.
- Promote cycling among young people through continuation of Bike Week, provision of safe cycle routes and bike parking.

### **Cycle & Walking Improvements**

There were a number of suggestions made for Segregated Cycle Lanes made in the submissions.

These included:

- Renmore-Lough Atalia, Town-Salthill, Knocknacarra;
- City centre to key destinations: Bus and Train Station, NUIG, Hospital, Salthill, Blackrock, Galway Shopping Centre and Liosban
- Barna-Salthill-City Centre, cycle route from Claddagh to Salthill. Salthill Promenade should extend to Barna. Prom from Silverstrand should connect with Barna village. Funding is available to achieve this and there are no downsides to making the city a safer, healthier and better place to live.
- Development of pedestrian and cycle access across the piers of the Galway-Clifden rail viaduct, as previously planned is long overdue.
- Barna Greenway and Connemara Greenway should be completed and connected to each other via Eglington Canal Cycleway.
- Greenway/Cycle path on east side of city highlighted- Lough Atalia, Ballyloughane, Renmore, Murrough, Roscam- blank canvas along railway line and coast to create segregated cycle path.
- Greenway to Moycullen.

- Safe segregated cycle projects providing connectivity need to be fast tracked. Example of Coastal Greenway along route of Knocknacarra into Salthill and Galway City out to Silverstrand- transformative for the area and quality of life.
- Connections within the city to the proposed Dublin to Galway, Galway to Barna and Galway to Clifden should be included in the plan.
- Coastal Cycle Way through Rosshill, Murrough & Ballyloughane for safe commuting from Oranmore/Roscam to Galway City.
- Provide for cycle, bus, special needs and walking connectivity between all communities in the east side and especially with the new upcoming development in Ardaun.
- Two-way Cycle segregated cycleway- Prom example.
- Dedicated cycle lane needed on Dyke Rd.
- Cycle/walking/jogging path along Lough Atalia.
- Additional public bike share scheme depots along route from Quincentenary Bridge to Bóthar an Choiste. City Bike Scheme should be extended to Salthill and even further into Knocknacarra and Barna and to other suburbs.
- Introduce shared bike scheme with non-standard bikes (*eg cargo bikes and electric bikes*).
- The Coca-Cola bikes seemed to be plotted with absolutely no consideration, with a huge density in the city centre but none out towards Salthill or on the East side of the city. It makes no sense.
- Mobility issues for both pedestrians and vehicle users on Salmon Weir Bridge and Galway Cathedral Area.

### **Cycle Parking**

- Active travel infrastructure should take precedence over the privilege of parking of private car in public place.
- The Development Plan should include specific policies on cycle parking in the urban realm and in private developments. In this regard, the NTA recommends the *Standards for Cycle Parking and Associated Cycling Facilities for New Developments* document issued by Dun Laoghaire-Rathdown County Council in 2018, which includes comprehensive guidance on the design of cycle parking.
- Cycle parking standards for developments should conform to National Standards and Guidelines.
- There is a lack of bicycle parking facilities. There is a need for high quality secure parking located outside all public buildings and amenities and near pedestrianized streets. Bike parking should be inclusive and well designed with covered parking.
- Development plan should over supply bike parking now so that it has a large capacity to allow for fluctuations in demands across the seasons, festivals, academic year, economic demand of city and to cater for the projected future growth.
- There should be parking standards for non-standard bikes: trikes, cargo bikes, scooters and handcycles and for people with mobility impairments. Need to ensure that there are adequate number of wheelchair accessible parking bays safely positioned around the city for ease of access as many people with disabilities cannot use public transport.
- High rise car parks should be obliged to provide secure bicycle parking.
- More bike shelters are needed throughout the city, including at areas or recreation.
- Include detailed standards for bicycle parking for new developments including spaces per unit type.
- Make the provision of bicycle storage a default requirement of all development.
- Improve bicycle storage in new developments

## **Car Parking**

- Parking spaces should not be alongside a cycle lane.
- The temporary parking restrictions at the prom should be made permanent. Parking should be moved to the other side of the road.
- Council should remove roadside parking and repurpose car these spaces to be used as outdoor spaces/parklets/dining areas.
- Remove bollards on the footpath in place to prevent illegal parking. Illegal parking on footpaths and in front of pedestrian crossings needs to be stopped. A stronger policy should be put in place with metrics and an ongoing public media campaign.
- Innovative solutions should be proposed for parking with the visitor and accessibility in mind.
- The amount of parking in City Centre needs to be reduced. Annual targets need to be set to achieve this and should be a key measure of success of the transport strategy.
- Minimum car parking quantity standards for developments should be removed/reduced, especially for inner city and inner residential and established suburbs.
- Not enough parking around services such as post offices for easy access for older people.
- Salthill prioritises cars and car parking- more equitable balance is needed between users.
- Specific car parking policy suggestions made in the submissions included:
- All non-residential development proposals should be subject to maximum parking standards;
- In locations where the highest intensity of development occurs, an approach that caps car parking on an area-wide basis should be applied – of particular relevance to the larger urban areas;
- A reduction in car parking standards should apply where new developments are proximate to public transport hubs.
- Replace on street car parking spaces with disabled and age-friendly parking spaces.
- Exclude minimum car parking provisions for new developments.
- Include policies to reduce the provision of on-street parking.
- Designated parking spaces in inner city need to be maintained for those with disabilities or mobility issues.
- Include policies to reduce the existing provision of surface and multi-storey parking in the city.
- Set objectives to redistribute remaining parking stock in the city in a manner that avoids private cars driving through the city centre or crossing the River Corrib to seek parking. Have redistributed car parking around a cordon accessible from the East, West and North.

## **Park and Ride**

- Park and Ride sites need to be prioritised with specific objectives in the plan for the provision of Park and Ride facilities on the East and West Side of the city at appropriate locations so that they strategically align with public transportation nodes to create the necessary modal shift to reduce car dependency.
- Park and Ride network along Ring Road could achieve goal of removing cars from City Centre.
- Park and Ride needs to be complimented with a bus corridor that incentivizes public transport through lower journey times and costs. Bus Corridor is needed to Ceannt Station from Park and Ride locations.
- Network of Park and Rides need to link into a High Frequency Light Rail system.
- Galway Airport Site has no clear value as a Park and Ride site as there are not enough bus lanes from it to either the City Centre or Parkmore Business Park. There would be a possibility of it becoming a Terminus/Depot for a Light Rail Tram Network.

- Park and Ride should be included on Headford Road. The park and ride should facilitate a direct bus route to the east of the city to major industry, education and health centres and rail networks.
- Fully functional Park and Ride locations are needed at appropriate sites to include: Ardaun, Curragh Line and Galway Airport to support the commuter towns.
- Galway City needs a network of linked Tram and Bus Services which connect all areas of the city to each other and which supports environmental and social inclusion efforts. Provision for bus and or light rail should be included for in the transport strategy

### **Light Rail (LRT)**

- GCC should include a specific objective for Light Rail into the plan. Light Rail would contribute to achieving SDG11: Sustainable Cities and Communities, SDG3: Good Health and Wellbeing, SDG 10: Reduced Inequalities, SDG 13: Climate Action and SDG 15: Life on Land
- Feasibility study into Light Rail for Galway should be completed to help plan for our long-term transport needs.
- Galway needs to adopt an energy efficient environmentally sustainable LRT as a means of moving people not cars through the line of transit which straddles the main east to west orientation of our city.
- Light Rail- should be connected to Train and Bus Stations. (Connectivity between modes, between city and commuter towns through quality and frequent train links and park and rides).
- Need to future-proof the transportation modes in our city by leaving space for a light rail solution to ensure the delivery of efficient public transportation routes and systems in tandem with higher density and - use nodes at designated access points.
- Tram tracks should be provided as part of the construction of the new bridge near the Cathedral.
- Light Rail should be put in place from Renmore-Ballyloughane as there are already parking facilities at the beach car park and the rail line also already in place.
- Application for a new pedestrian bridge next to the Salmon Weir bridge is a missed opportunity to accommodate public transport, inclusive of a future Light Rail crossing that will be an inevitable feature of any modern public transport system.
- The GLUAS Very Light Rail (VLR) for Galway Committee believes that a zero-emissions VLR system, that could achieve a Public Transport modal share of 20%+, would make a very significant contribution to reducing Galway City's greenhouse gas emission by achieving a significant modal shift from fossil-fuelled vehicles. This modal shift would be maximised if properly integrated with other active travel modes such as walking, cycling, and zero-emission buses.
- Planning to accommodate significant population growth along the line of a VLR system, with 10-minute urban villages, where people can live and work, centred around the stops, would enable the achievement of a low carbon city. It would both reduce the need to travel, and provide a sustainable zero-emissions transport system linking residential areas, centres of education and employment, and major service locations such as hospitals.
- The concept of Transit-Orientated Development should be included into the Development Plan. Light rail should run where there is ample space for implementing such a solution in tandem with construction of higher density, mixed-use nodes at designated access points.

### **Rail**

- The NTA will continue to work with Iarnród Éireann and the local authorities to make improvements to both rail services and infrastructure. The GTS includes measures which aim to improve the function of Ceannt Station as a transport hub by facilitating easy interchange between regional and local transport services.

- The Regional Spatial and Economic Strategy for the Northern and Western Region includes RPO 6.12 which seeks to ‘promote the upgrade of the capacity of the Athlone -Athenry - Galway rail line, including the provision of dual tracks and support provision of increased service stops between Athlone and Galway’.
- Double tracking existing rail into Galway City with more stops along it would be a real addition to the transport network (*Galway to Oranmore*) could provide stations at Renmore, Roscam and Murrough. Need to be as close as possible to existing housing to be accessed by foot.
- Co-operation with Galway Co. Council on the delivery of public transport routes from commuter towns into the city including for the upgrade of the Athenry to Galway rail line to a twin track line, shuttle buses and active travel routes in the county area.
- Passing loop at Oranmore would provide temporary infrastructure until double tracking is carried out.
- Iarnród Éireann believe that heavy rail can play an essential role in supporting the sustainable growth and prosperity of the Galway City, and by extension the growth of the wider North-Western region and national connectivity, providing numerous benefits.
- The current rail network in Galway is an underutilised asset that can be developed with little impact on the road network, providing a step change in mobility with limited disruption to traffic flows from the east of the City.
- Rail can provide a step change in improving air quality levels in Galway City and its suburbs as the City aims to address climate change and emissions - the average rail passenger km creates approximately 28g of greenhouse gases (GHGs) vs. 102g for road vehicle.
- In the context of wider national rail policy and development, the Department of Transport (DoT) and the Department of Infrastructure (Northern Ireland) (DfI(NI)) are in the process of agreeing terms on an all-Ireland strategic rail study on faster intercity connectivity, improved regional connectivity and freight. Iarnród Éireann will prioritise the outcomes of this study as part of its future plans upon completion of the study. The Development Plan should consider and support the outcomes of that study.
- Iarnród Éireann as part of its submission outlines its priorities for key expansion projects and enhancements to the rail network in Galway to 2029 as outlined their recently published *Iarnród Éireann Strategy 2027 document*. These include:
  - Ceannt Station Enhancements- set an objective to develop Galway Ceannt Station into a multi-modal transport hub for the city by being the focal point of the new Ceannt Station Quarter
  - Iarnród Éireann are prioritising the increase of capacity on the Galway to Athenry section by double tracking in stages, commensurate with the availability of fleet to increase passenger capacity.
  - Electrification- heavy rail has a pivotal role to play based on the unique ability of electrified rail services to move large numbers of people quickly and safely. Heavy rail has reduced its overall emissions by 46% since 2005, significantly ahead of the EU 2020 target of 20%. There is an opportunity to continue this trajectory. 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.

## **Bus**

- Existing plan identified that a high quality, high frequency bus service is the most appropriate form of public transport provision for Galway City and the environs. Service must become a reality in lifetime of this plan. Buses at present are unreliable and stops are sparse. The bus network needs to be more effective with increased accessibility in estates.



- Consistent with the GTS and Galway MASP, the Development Plan should recognise the opportunities presented by investment currently being committed to the improvement of bus infrastructure and services for the appropriate consolidation of future development in areas which support the use of public transport.
- 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 as referred to under the 'Guiding Principles'.
- More time appropriate train and bus schedules are needed for people to commute from Oranmore and other suburb commuter towns.
- Bus experience needs to be more pleasant with more comfortable seats. Public transport must be punctual, clean and safe. Real time bus display should also be implemented.
- Connectivity is essential with pedestrian and cycling infrastructure and the bus network.
- Third level colleges should provide buses for students who cannot afford to rent in the city.
- More bus shelters are needed at every stop
- Eco-friendly buses need to be placed on all routes.
- Model hybrid bus as alternative to Light Rail- Eyre Square or Ceannt Station can serve as destination hub.

#### **Bus Routes**

- A more ambitious plan is needed to increase the proportion of journeys on bus lanes from 15 per cent to a minimum of 50 per cent is needed
- Extra Bus Routes/Corridors- extension of route out N84 as far as Ballindoooley Cross, West of City to Parkmore, longer bus routes needed.
- Bus route needed for Circular Rd.
- All buses go through Eyre Square- west side of the city has poor transport links and they all end in city centre- services should be reviewed with bus corridor and increased frequency.
- Bus Connects plan- hopefully will remedy the fact that cross- city journeys is not faster than in the car.
- Need bus routes that bypass the city centre- example of GTS Route given for routes going east that go through City Centre- Headford Rd. to business parks and passing secondary schools needed not Headford Rd-Clybaun Rd- City Centre- Castlegar (*via Dr. Mannix Rd and Tirellan*).
- New bus routes which access the Industrial Parks- Ballybrit, Parkmore without passing through city centre.
- Proposed Cross City Bus Link is an excellent proposal but needs to be expanded to include all of University Road through the UCHG campus to connect with Seamus Quirke Road and via college Road going east.

#### **Public Transport General Comments**

- Incentivize public transport through lower costs. Make policy and infrastructure changes so that cycling and public transport are more attractive than driving for as many people as possible. Free transport for students.
- Encourage young people to use public transport by developing a sustainable and reliable public transport system with reduce fares for young people up to 25, regardless of education status.
- Need to be more ambitious and innovative in delivering a public transport system that becomes the travel mode of choice within the city. Free or cheap travel, high frequency bus service, commuter buses from surrounding towns. Longer term plan- free of low-cost LUAS type development.
- Promote a child friendly city-free public transport for children during off peak times in the city.

- Consultation/Public Engagement needed before routes are changed/introduced.
- More collaborative consultation with community groups before and after the design phase of a new project.
- Ensure access to public transport in areas such as Ardaun.
- Public transport should be provided on non-profitable routes.
- Need to plan for infrastructure that can be adapted to other modes in time, whether that is Bus Rapid Transit or Light Rail or some other solution.
- Facilitate and enable active travel modes, including zero-emissions public transport, which will deliver health benefits by encouraging active lifestyles, improved air quality due to reductions in various pollutants including NOx and particulate matter, reductions in noise, traffic accidents and general well-being as well as environmental benefits.

### **Accessibility**

- Enabling universal access by facilitating and promoting universal design for all modes of transport should be a key consideration in the development plan, as it relates to transport policies and objectives.
- The National Planning Framework recognises that social inclusion can be improved in the transport sector through, among other things, universal design.
- Policy updates since last plan from DOT submission: Publication of the “*Whole of the Government*”, National Disability Inclusion Strategy (NDIS) 2017-2021 & ratification by Ireland in 2018 of the UNCRPD (Articles 9 & 19) are referenced in multiple submissions for inclusion in the new plan.
- Need for city wide audit of bus stops. Bus shelters and Tram shelters need to be located and designed so they are safe, accessible and usable for all including those with mobility issues.
- There is a need for strong and meaningful links between GCC and NTA to make cities work for everyone.
- Access for disabled people on Inter City Bus and Rail transport needs significant improvement to enable freedom of movement for disabled people in Galway City.
- The quality of many footpaths and public spaces is in some cases very poor and a cause of trip-hazards. This is unacceptable, particularly for a city with such a large elderly population and improvements are needed almost everywhere.
- People with mobility issues and wheelchair users are still being left out of the picture, which is unacceptable. Plan should endorse the IWA’s best practice access guidelines.
- Making the external built environment accessible to all can facilitate and promote the greater use of public transport, walking and cycling. Objectives which promote universal design and include the provision of dropped curbs and tactile paving will provide a safer and more attractive environment for all.
- Removal of kissing gates and increase in number of wheelchair accessible taxis are needed.
- While shared spaces and shared surfaces in theory is a good urban design concept, it does not work for people with disabilities. Not recommended by the IWA as a safe an inclusive design approach.
- Active travel routes to schools, shops, work and sports facilities need to be inclusive of all abilities and at all stages of life.
- Undertake city wide street mapping of dished kerbing. All disabled parking shall have dished kerbs for accessibility.
- Park and Stride initiatives should be accessible to disabled people.

- Accessibility to Schools was a common theme in the submissions. In addition to the call for implementing school streets or school zones around all schools the need for sustainable transport links to be identified through the Development Plan for access to schools, childcare settings and community facilities from the surrounding origins as well as cross city links. Look after inner-city schools & ensure sustainable mobility to and from schools and between bus connections.
- Schools should be re-established in the city centre where sustainable travel options exist.
- Develop a comprehensive network of safe active travel routes to schools and amenities.
- Facilitate school streets and school zones around all schools.
- Removing cars in the city could have unintended consequences of hindering access for older people.

### **Galway Port**

- Coastal Connectivity is a crucial element for the development of the West of Ireland. Port of Galway is an important facility serving both Galway City and the wide Northwestern Region.
- Improvement of port facilities is of strategic importance to the City and the Northwestern region as a whole. Enhanced port facilities will assist in improving accessibility to Galway and the Northwestern region stimulating economic activity, assisting in our regional and national efforts to transition to renewable energy and has the added benefit of freeing up a significant land bank for redevelopment adjacent to the city centre.
- Port needs to be cognisant of infrastructure on the access routes for HGV's and Buses and to ensure that there are adequate parking facilities for this traffic once it arrives in the port environs to prevent traffic congestion.

### **Electric Vehicles**

- A charging network is needed for the country as a whole.
- Improved public electric vehicle charging facilities by making them more available for e-bikes and electric vehicles must be provided citywide, encouraging the use of electric taxis and buses are measures which can reduce pollution in the City while making the City more accessible for visitors.
- Charging infrastructure should be made available in estates owned by the Local Authority.
- Ample electric vehicle charging points at Park and Ride carparks are needed around outskirts of city and have a vehicle free inner city. Electric vehicles will address climate change and emission issues but not traffic congestion.
- Mandate the provision of EV charge points in all new buildings as part of the planning regulations with no exceptions where parking spaces are provided.
- Undertake a needs analysis of EV parking as visitors/tourists will plan routes with availability of recharging opportunities.
- Electric buses should lead the way
- Hybrid electric trams/buses that move on tram lines proximal to the city but on the fringes on board batteries allow all areas to be reached. A pilot of one of these buses/trams should be carried out in the lifetime of the plan and see how it works over 2-year period.
- E-bike should be implemented as it could be a game-changing opportunity (similar to the Netherlands) GCC should consider to incentivize the uptake of e-bikes.
- Development plan must look to the experience of other international cities and look at impact of e-scooters specifically the safety of others.

- Consolidation of future charging points for electric vehicles in purpose-built car parks so that vehicles are not occupying public street space and no trip hazards are presented to people using footpaths.

### **Climate Action**

- Transport is a tangible area where goals and targets can be written into the plan to achieve the 7 per cent reduction in Carbon Emissions per annum that is needed.
- Compressed Natural Gas (CNG) Infrastructure in Galway City- will address transport emissions in HGV as electricity is not a viable alternative to diesel, air quality benefits and inclusion of such policy would be in accordance with Section 8.3 “Gas Networks” of NWRSES, NPF: Alternative Fuels Infrastructure for Transport in Ireland’ & Action 76 of the Climate Action Plan.
- Include comprehensive measurement of noise and air pollution and how this pollution will be addressed.
- Need to rethink the transport system with a focus on moving people not cars to reduce our CO2 emissions.
- Light Rail would reduce dependence on fossil fuels and less carbon emissions.
- Climate change mitigation-the plans should adopt the DOT approach to achieving a greener transport sector is aligned with Avoid- Shift-Improve principle. (*recognised internationally as the best practice approach*). Promote the following: reducing the frequency and distance of trips, shift towards more environmentally friendly modes of transport and promoting efficient fuel and vehicle technologies.
- Set annual targets for modal shift from private cars to active travel modes Include policies with the objective to significantly reduce car dependency in the city by 50%. The transport sector accounted for 20.3% of all carbon emissions in 2019, almost double that of the residential sector. Road transport accounted for 95% of transport emissions in 2019. Private cars account for 40% of transport final energy demand in 2018. Reducing private car use in the city by 50% would make a significant contribution towards achieving the 2030 target in the Programme for Government.

### **Traffic & Road Network**

- Work with TII and other National Agencies to protect and enhance the capacity of the National Routes and reflecting the official policy and national and regional objectives in relation to spatial planning and national roads in the development plan.
- Strategic Importance of National Roads-the M/N6 Dublin to Galway route is identified as part of the EU TEN-T Comprehensive Network. Such a designation has repercussions and action requirements for policies and objectives which should be considered in the preparation of the new City Development Plan. In addition, the N59, N83 and N84, national secondary roads, all provide important regional and inter-regional connectivity within and through Galway.
- The NPF through NPO 74 and the National Development Plan (NDP) through NSO 2 set out the importance of maintaining, improving and protecting the strategic function of the key transport corridors including the imperative to improve and protect the strategic function of the TEN-T core and comprehensive network.
- In order to protect the strategic transport function of the national roads, including motorways, the NTA recommends that development objectives should be in accordance with the DOECLG Spatial Planning and National Roads Guidelines (2012), and that this should be referenced in the *Development Plan*.

### **Traffic Calming Measures and Road Improvements**

- Continue to engage with traffic calming measures in residential areas

- Roundabout changes should be implemented to allow for cyclist to use without having to dismount. Aim to construct and maintain a continuous interlinked cycle infrastructure with roundabouts and junctions to facilitate a safe mode of transport.
- Junction design- implement that all new junctions target design of a protected junction
- Review major junctions in the community to ensure safe crossings at junctions for pedestrians; where necessary tighten junctions and provide zebra crossings. Additional measures referenced: flashing signs, road surfaces, colouring to denote speed zones and signage.
- Active travel networks and public transport should extend beyond the city boundary to commuter towns (*Oranmore and Renville park are cited*).
- Road safety audited safe routes to all schools and childcare settings must be delivered as part of the GTS-safe routes to all educational settings is needed.
- Traffic Calming Measures- roads need to be designed to reduce speeding. Design low traffic neighbourhoods, increase permeability and modal filters (*bus gates to eliminate inappropriate through-traffic in residential areas*). Design for mobility and liveability with people at the centre.
- Need to prioritise low speed environments (30km/h) across a greater number of roads and streets. Reduced speed to 30km beyond core city on Arterial Roads.
- Redesign many existing non-trunk roads to be local access only- allowing filtered access for people on bikes, wheels, and foot with emergency access for vehicles if needed via gate.
- Traffic Management- roads need to be designed so that rat race traffic patterns are avoided.
- There needs to be a more people centric approach to traffic management. Need to allow more time at pedestrian crossings and design for the most vulnerable people in society.
- One way traffic system should be introduced in city. Example of Railway Bridge on *Lough Atalia* given from 5 years ago- should be reinstated.
- Roads & Infrastructure- transfer of road space from car to public transport should be carried out if optimal for majority of society.
- Develop network of quiet ways using existing streets, lanes, desire lines through housing estates, low traffic roads parks and green spaces.
- Reducing the number of roads could lead to traffic evaporation.
- Introduce a permit system for Heavy Goods Vehicles (HGVs) at school travel times.
- Consider regular car free Sundays to allow for festival opportunities (*eg Bogota*).

#### **Development Management**

- For all major employment developments and all schools, travel plans should be conditioned as part of planning permissions and be carried out in a manner consistent with existing NTA guidance.

#### **MASP Comments**

- Develop a joint transport plan with the County Council particularly for public transport and active travel links connecting new parts of the city under MASP.
- Connectivity-with MASP areas and the county, between communities and the sea, safe ways to schools and university.
- Integration of land use and transport planning will perform a critical role in enabling the requirements of the MASP area to be met in a sustainable manner. (NTA)
- Active Travel Network should extend beyond the city boundary to include the MASP.
- Additional bus routes/links needed to support MASP growth.
- More consultation needed on MASP to ensure overall objectives and policies of NPF and RSES can be implemented.

- There is currently no mechanism that allows the public participation or voluntary sector involvement in developing ideas for the MASP areas. SPCs from both Local Authorities should meet to progress how areas of Barna, Moycullen and Oranmore are to be integrated into sustainable city planning.

#### **General Comments**

- Motorcyclists are not mentioned in the plan and they need to be considered.
- Use waterways for transport (*Sydney example is provide*) could connect Renmore to Salthill at the docks.
- Noise, Air Quality, Speeding and Traffic Volume concerns were expressed in many of the submissions.
- Advancement of Greenways and a high-quality public transport system will have significant benefits for tourism.
- In tandem with Smart Tourism initiatives and more sustainable transport solutions could have a significant positive impact on the environment. Improved accessibility around the City will have a positive effect on the dispersal of visitors to a greater catchment in the City.
- Deliveries- commercial use of cargo bikes for deliveries, last mile delivery depot to alleviate the HGV movements on the roads.
- Too many routes are being taken away for motorists. As a disabled person it has made my life immeasurably harder that so many routes are now impassable through the city. There is little consultation when these routes change- changes should be for everyone's benefit, not just those who are physically able to use public transport or cycle.

#### **Local Area Plan/Other Plan Comments**

- Commit to developing statutory LAP to integrate land use and transport planning for city centre including Inner Harbour and Ceannt Station lands and the significant regeneration area to the east of Eyre Square, Headford Rd LAP, Harbour Lands, Nun's Island and Murrough.
- *NTA recommends that Local Transport Plans are prepared for any large development areas within Galway City such as Ardaun in order to guide future growth in those areas. It is recommended that this process is informed by the NTA/TII document Area Based Transport Assessment. (NTA) The LTA would: 1) maximise opportunities for the integration of land use and transport planning and the achievement of compact smart growth. 2) assess existing traffic, transport and movement conditions within the Plan area and in its wider context. 3) plan for the efficient movement of people, goods and services within, to and from the Plan area.4) identify the extent to which estimated transport demand associated with local development objectives can be supported and managed on the basis of existing transport assets 5) identify the transport interventions required within the plan area and in the wider context, to effectively accommodate the anticipated increase in demand.*
- Inner City Galway need LAP; should not have been downgraded to a LAP.
- Ardaun LAP contains undeliverable access proposals such as the long-time proposed "Quality Bus Corridor" which was to go thru Merlin Park Hospital/Merlin Lane and somehow get over the intervening dual-carriageway. In the absence of clear plans for bus lanes to/from Ardaun to the City Centre, Parkmore Business Park, Ardaun is still not attractive to would be developers or a pleasant place to live for potential residents.

### 3.3.2 Chief Executive's Opinion to the issues raised

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#### **Sustainable Mobility**

The coordination of transportation in conjunction with land use is one of the key issues raised for the draft development plan. The importance of this alignment is further highlighted by the need to reduce carbon emission levels to meet Climate Action goals. Traffic reduction has the potential to provide the greatest gains in terms of achieving a reduction of carbon emission levels within the city. The City Council remains committed to supporting a strategic and integrated approach to transportation and land use and to reducing carbon emission levels in line with National Climate Targets. The alignment of land use and transportation extends beyond congestion and climate benefits, as it will also help to support sustainable neighbourhoods, economic development, tourism, address social inequalities and improve the quality of life. The Core Strategy in the draft development plan will align settlement areas, employment areas and transportation corridors in line with policy requirements to achieve successful land use and transportation integration.

The need to reduce car dependency is a common theme in the submissions received. The Galway Transport Strategy (GTS) was included in the current development plan in 2016 and is a 20- year transportation plan for the city and environs. This strategy provides commitment for a modal shift away from private car use including a reduction in traffic in the city centre with the prioritisation of active travel and sustainable transport, supporting the concept of 15-minute communities. The transport section is advancing a number of projects under the strategy with a focus on developing an integrated transport solution for the city, to promote the increased use of non-car-based transport services based on smarter travel principles. Key projects include the Cross City Link, BusConnects programme and improvements to the cycle and pedestrian network. In addition, a major component of the plan is the implementation of the N6 Galway City Ring Road (N6GCRR).

It is recommended that the GTS continues to be embedded into the plan recognizing that it is a long term strategy (2016-2036) with a range of policies and objectives to facilitate public transportation systems, including development of the bus network, park and ride facilities, commuter rail services and improvements to cycling and walking networks. The draft plan will acknowledge and support collaboration with Galway County Council and the National Transport Authority (NTA) in the implementation of GTS projects.

#### **GTS & Implementation**

Many submissions expressed concern regarding the lack of implementation of existing policies in the GTS/Development Plan. It is noted that the implementation of the GTS is designed to span a 20 year period and delivery is being supported through service delivery plans funded by the National Transport Authority (NTA) and Transport Infrastructure Ireland (TII).

Key GTS projects currently are as follows:

- Galway Cross-City Link: statutory planning application process to commence in 2021.
- Salmon Weir Cycle and Pedestrian Bridge has been submitted for approval to An Bord Pleanála.
- Implementation of the Galway Cycling Strategy including greenways, primary, secondary and feeder routes with construction to start in 2021
- Access improvements to Ardaun South, (Martin Roundabout) to commence works in 2021.
- Bus Connects Galway - Dublin Road, Non-Statutory Consultation commenced 2020.

- Ongoing implementation of the GTS remodelled bus service pattern (Bus Connects).
- Park and ride location analysis and site identification is ongoing in conjunction with the NTA.
- Other projects which are ongoing include infrastructure priority proposals for the bus network; improvements to bus stops/shelters; pedestrian access improvements.

With regard to park and ride, delivery of the cross city link is a critical aspect. It is recommended that a specific objective should be considered for inclusion in the plan for the provision of Park and Ride facilities on the East and West Side of the city at appropriate locations so that they align with the cross-city link route to create the necessary modal shift to reduce car dependency.

### **Light Rail**

As part of the development of the GTS, the needs of all travel modes were considered. It included examination of a number of public transport scenarios supported by city centre traffic management solutions ranging from a high frequency bus to a light rail system. The analysis concluded that there would be insufficient demand to justify the implementation of a light rail system. This is in part due to the low-density nature of the city and the absence of the critical mass required to support such infrastructure. The analysis undertaken under the GTS, having considered all travel modes and a number of public transport scenarios, found that the city could be served more efficiently with high frequency bus services as proposed in the GTS. In this regard, the inclusion of support in the draft plan for light rail is not recommended.

The Galway Transport Strategy includes for periodic reviews to take account of emerging trends and any emergence of new development opportunities or to reflect the change in circumstances of the evolving Galway transport network. Light Rail can be considered as part of a scheduled review in 2022.

### **Bus Routes**

Galway City Council is working closely with the NTA on the improvement of the city bus services. Under the Galway Transport Strategy, bus frequencies will be increased and some bus routes will be modified in order to better integrate with neighbourhood, schools and workplaces. Implementation of GTS modified bus routes will result in 77% of the population living within a 10-minute walk of a bus route. It is recommended that the draft plan gives policy support to the implementation of bus public transport projects and the Cross-City link to help achieve a greater modal shift.

### **Active Travel (Walking and Cycling)**

Included in the GTS, and implemented under various projects is the targeted reallocation of road space to facilitate the provision of new and improved pedestrian and cycling facilities, promoting walking and cycling to access community facilities and public transport throughout Galway City. Provision of new pedestrian and cycle facilities in all areas overlap with proposed GTS measures. This includes the provision of segregated safe routes for pedestrians and connections to dedicated cycleways and footpaths to existing networks linking schools, workplaces and residential areas.

The draft development plan can promote layouts and designs that can address traffic issues through achieving greater permeability, traffic calming and create safe environment for cyclists and pedestrians. The Public Realm Strategy and concept of better design to reflect the hierarchy of transport and behavioral changes is recommended to be incorporated into the draft plan to promote qualitative improvements which achieve greater accessibility and usability for all.

It is acknowledged that while the draft development plan can promote/make provision for transportation through reservation of lands, layout to accommodate bus routes, etc. the delivery of



many public transport initiatives are under the control of other agencies in particular transport providers and the National Transport Authority. The transport section is working in partnership with these agencies.

The GTS includes the Galway Cycle Network which comprises Greenway Corridors, the Primary, Secondary and Feeder Networks. The delivery of the Galway City Cycle Network seeks to improve permeability, increase connectivity, ensure safety, support access to bus services, support the tourism sector and create spaces for physical activity, health and wellbeing and will contribute to reductions in carbon and greenhouse gas emissions. The draft plan will support these measures and promote linkage with local recreation greenways and the national greenway network.

Policies for the improvement of safe pedestrian facilities will be incorporated into the draft development plan and should be considered in tandem with other objectives.

### **Safe Routes to Schools**

Galway City Council is undertaking a Safe Routes to School programme. At present, Galway City Council is delivering a pilot 'School Streets' project at Scoil Iognáid, which provides a temporary restriction on motorised traffic at school drop off and pick up times – creating a safer, calmer space for children, parents and residents to walk, scoot or cycle. It also includes a new approach to design at the front of school, 'School Zones'. The draft development plan will aim to support and implement policy which continues to support active travel routes for the safe access to and from school as a priority.

### **Lighting on Walkways**

Under the LED Energy Efficiency upgrade programme and COVID-19 Stimulus Programme, public lighting was installed on a number of walkways. It is recommended that policy be included in the draft plan to provide continued support to enhance lighting on public walkways for increased safety and usability of these walkways, taking into consideration any environmental sensitivity and potential impacts on amenity.

### **Parking**

The Galway Transport Strategy outlines a number of Demand Management measures aimed at shifting the focus of travel within the city centre to walking, cycling and public transport, which will reduce the demand for car parking. These demand management measures include: concentrating future development in brownfield sites in the city centre, controlling the availability and cost of parking in the city centre, development of mobility management plans for major employment centres, reduced parking standards for new developments within the city centre and close to public transport corridors, restricting traffic from certain streets and removing a large proportion of on-street parking in the city centre to provide more priority for pedestrians, cyclists and public transport. The transport section are reviewing car parking policy within the city, which will link in with improved traffic management measures and park and ride facilities and this will be reflect in plan policy.

The need for increased bike parking was highlighted in numerous submissions to ensure that cycling is a viable alternative to the car. The draft plan will include support for additional cycle parking facilities across the city. Development Management Standards will be reviewed as part of the draft development plan and will include amended parking requirements for both, bike and car to serve current and future needs and to support a modal shift.

## **MASP**

The GTS is a key component in facilitating compact growth and sustainable transport in the Galway Metropolitan Area Strategic Plan (MASP) area. The draft plan will incorporate the MASP and will reflect a co-ordinated approach between the City Council and County Council on strategic issues including settlement and transportation.

## **Public Transport**

The draft plan will continue to facilitate public transport in the city supporting implementation of the Cross City Link, roll out of the BusConnects programme and improvements to bus transport facilities in conjunction with the National Transport Authority (NTA), Transport Infrastructure Ireland (TII) and the Department of Transport (DOT). The designation of Ceannt station as a multi modal regional transport hub in the current plan will be reflected in the draft plan recognising its importance in providing vital rail and bus links with intercity and regional services. The draft plan will continue to support improvement to the rail network and improved access and facilities in conjunction with Iarnród Éireann.

## **Accessibility**

The draft plan will support a 'whole journey approach' and promote access for all and continue to support the Barcelona Declaration. The NTA's Permeability Best Practice Guide and DMURS will be reflected in the draft plan to improve connectivity throughout the city, including new developments and retrofitting existing developments, where possible. The council supports the concepts of universal design and the need to remove obstacles in the public realm that prevents this to promote accessibility for all and should be reflected in the draft development plan.

## **Climate & Electric Vehicles**

A Low Emission Vehicle (LEV) Taskforce was established by the Department of Transport, Tourism and Sport (*DTTAS*) and the Department of Communications, Climate Action and the Environment (*DCCA*) to consider the range of measures and options available to Government to accelerate the take-up of low carbon technologies in the transport sector. Any recommendations made by government in this regard will inform the draft plan. Policy to support the promotion of EV vehicles would be in harmony with the approach for climate change mitigation to achieve a greener transport sector in line with best practice guidance.

## **Other Items**

The draft development plan will continue to support national policy and guidance with regard to protection of the National Road network and will include an objective to meet with statutory requirements. The draft development plan will continue to support improvements of port facilities, particularly with the important role it plays for increased regional connectivity for the North West area.

Other initiatives such as the Variable Messaging System which facilitates efficient car parking in the city, smart mobility, last mile depot deliveries, traffic calming and the roads programme, including the completion of bus priority measures all aim to address transportation issues and will be considered, where within the scope of the plan. There were a number of submissions made that were operational in nature which relate to specific road improvements, junction improvement, reduced speed requests, signage and footpath improvements and these were referred to the transport section as they do not come under the strategic review of the draft development plan.



### 3.3.3 Chief Executive's Recommendations on policies to be included in the draft development plan.

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- Policy to ensure an integrated approach to transportation and land use to support compact growth, sustainable mobility, access for all and transition to a low carbon and climate resilient economy.
- Support the Galway Transport Strategy (GTS) and the associated implementation programme. This will include policies to support and facilitate high quality public and sustainable transport network, park and ride facilities, commuter rail services and improvements to cycling and walking networks.
- Support the delivery of the Galway City Cycle Network, which delivers targets to improve permeability, increase connectivity, support access to bus services, support the tourism sector and create spaces for physical activity, health and wellbeing for the people of Galway and will also contribute to Climate Action.
- Support the reallocation of road space, where feasible, to facilitate the provision of new and improved pedestrian and cycling facilities. This includes the provision of segregated safe routes for pedestrians and connections to dedicated cycleways and footpaths to existing networks linking schools, workplaces and residential areas.
- Support the implementation of an integrated land use transport approach for the MASP area through the implementation of the Galway Transport Strategy in a coordinated approach in consultation with Galway County Council, NTA and TII.
- Policy should support a significant modal shift away from the private car through support of compact growth and reduced travel distance, increased connectivity and sustainable travel measures.
- Policies and standards should reflect the Design Manual for Urban Roads and Streets (2019) in the design and management of public and private projects and the NTA's Permeability Best Practice Guide to improve connectivity throughout, including new developments and retrofitting existing developments.
- A specific objective should be considered for inclusion in the plan for the provision of Park and Ride facilities at appropriate locations so that they align with the cross- city link route to create the necessary modal shift to reduce car dependency.
- Review development management standards and will include amended parking requirements for both, bike and car to serve current and future needs and to support a modal shift.
- Policy for public transport should support the 'whole journey approach' which refers to all elements that constitute a journey from the starting point to final destination, so that it is fully accessible to people with disabilities and mobility issues and incorporate a universal design approach.
- Continue to work with NTA, TII, IE and DOT in the implementation of transportation projects.
- Continue to support national policy and guidance with regard to protection of the National Road network including the strategic function of the TEN-T core and comprehensive network. Development objectives will be in accordance with the DOECLG Spatial Planning and National Roads Guidelines (2012).
- Policy should support the improvement of port facilities which are of strategic importance to the City and the western region.
- Support measures which aim to improve the function of Ceannt Station as a transport hub by facilitating easy interchange between regional and local transport services and continue to work with NTA and Irish Rail to make improvements to both rail services and infrastructure.

- Support implementation of the National Greenway Network in the city.
- Support the roll out of LEV infrastructure and review development management standards in relation to delivery of LEV facilities.
- Support policy to achieve a greener transport sector in line with best practice guidance.
- Continue to include policy and development management standards to support mobility management and travel plans within new developments.

### 3.4 Built Environment and Placemaking

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The following submissions make reference to the built environment and placemaking: C1-7; C1-14; C1-19; C1-20; C1-32; C1-64 ; C1-103; C1-124; C1-138; C1-175; C1-177; C1-178; C1-179; C1-187; C1-203; C1-208; C1-211; C1-213; C1-234; C1-238; C1-260; C1-261; C1-265; C1-270; C1-283; C1-285; C1-287; C1-288; C1-295; C1-296; C1-298; C1-300; C1-301; C1-312; C1-317; C1-318; C1-319; C1-325; C1-327; C1-328; C1-329; C1-330; C1-343; C1-346; C1-348; C1-350; C1-351; C1-355; C1-365; C1-366; C1-373; C1-374; C1-375; C1-379; C1-381; C1-385; C1-391; C1-392; C1-399; C1-405; C1-409; C1-423; C1-433; C1-434; C1-435; C1-436; C1-445; C1-447; C1-454; C1-464; C1-468; C1-487; C1-490; C1-499; C1-513; C1-520;

#### 3.4.1 Summary of issues raised

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A total of 75 submissions were submitted that raised issues related to this theme. This represents 9% of the issues raised.

The following sets out summary of the key issues raised in the submissions and are categorised under a series of headings.

##### **Built Heritage**

- Have regard to the overall medieval plan, scale and fabric of the city, its surviving typologies, building plots, public spaces and safeguard the historic origins of the city.
- Take into account built heritage legislation and guidelines including National Policy on Architecture – Heritage Ireland 2030, National Inventory of Architectural Heritage, Appraisal of Historic Gardens, Demesnes, Estates and their Settings (2006)) and the Architecture Heritage Protection Guidelines (2011).
- The consideration of better management of traffic through the historic centre, enhanced public realm and the provision of off street parking to the benefit and enjoyment of the city living is welcome.
- Coordinate significant infrastructural projects such as public realm works, flood relief works or new transport routes and alternative modes of transport and have consideration of built and cultural heritage.
- Make cultural heritage more accessible and better integrated with wider tourism and recreational opportunities of the city.
- COVID has demonstrated the importance of cultural heritage sites to supporting the well-being of urban communities through the pandemic lockdown.
- Consider concepts of international character and conventions.
- Raise awareness of the built heritage as an integral part of the urban fabric.
- Include proposals for the adaptation and reuse of historic and vernacular buildings and carefully consider extensions of urban typologies. Provide guidance on the appropriate repair and conservation of the historic fabric.
- Protect historic shopfronts as an integral character of the historic city and its streetscapes
- Develop design criteria for the development of tall or large buildings within the historic centre to reduce impact on the setting and structural stability of built and archaeologically important buildings and their setting within historic streetscapes.
- Consider the inclusion of all structures identified by the National Inventory of Architectural Heritage (NIAH) and recommended by the Minister for the DHHLG. Consider that all such structures be regarded as ‘Candidate Protected Structures’, pending verification by the Council.

- Promote the development of heritage-led regeneration as an integral part of the evolution of the historic place and its significance.
- Consider a 'Living City' approach to the revitalisation of the historic urban centre.
- Support the development of sustainable infill to the urban back lands that is appropriate in scale and character to the historic centre.
- Protect historic streetscapes of the main cultural routes into the city and designate Architectural Conservation Areas where considered appropriate, in consultation with the heritage officer.
- Protect the character in older neighbourhoods including Nuns Island, Mill Street, Sea Road.
- Give a timeline for consultation and delivery of Architectural Conservation Area management plans.
- Protect and enhance Terryland Castle as an amenity, having regard to the previous uses and organisation of the site.
- Protect our historical streetscapes and create a new sustainable urban design (not all glass buildings).
- Support actions of the Heritage Plan including promotion of heritage, place names and heritage officer to work with local schools and colleges.
- Protect and enhance monuments and places of archaeological importance.
- Create an interactive map of monuments, places of archaeological importance, protected Structures and Architectural Conservation Areas.
- Protect the wall at the end of the prom from development/demolition/ signage, 'kicking the wall' is part of the cultural heritage of Salthill, the Prom and Galway.
- Replace the orange boom at the Spanish Arch with a glass sea wall like in Waterford.
- Control commercial signage at places of natural and aesthetic beauty.
- Protect the rural character and heritage of areas such as Menlo and Castlegar.
- Support Architecture at the Edge to create an independent architecture hub to serve the city /west of Ireland.
- Protect the archaeological heritage of the Roscam Peninsula by ensuring that development proposals are not detrimental to the value and preservation of the area.

#### **Built Environment**

- Build affordable, higher density, high-standard apartments in and close to the city centre.
- Ensure that services are planned for in advance of all new developments including community centres/ youth centres, schools, easily accessible public transport and adequate water treatment.
- Fully implement the Galway Public Realm Strategy (2019) and ensure principles are embedded in plan.
- Ensure that the majority of development takes place within the existing footprint of the city, with a focus on building communities.
- Outline the likely changes to living patterns in the city post COVID and the manner in which these changes will be supported.
- Place the unique features of Galway, particularly the city's relationship with the river, sea and canals, at the heart of the vision for planning.
- Promote health and wellbeing and Galway as a Healthy City, Child Friendly City and Age Friendly City.
- Look towards European cities, including French, Spanish and Scandinavian cities and how they tackle their social issues well while also creating space for tourism.

- Prohibit the construction of any new multi-story car parks in the city.
- Have more design consistency in the city centre.
- Integrate social permaculture and regenerative cultural practices in the development of the built environment.
- Ensure surface finishes, materials are appropriately applied to enhance neighbourhoods.
- Support for the Ceannt Station Augustine Development and for high-rise buildings in such a central location where they are attractive and well-designed.
- Consider the pedestrianisation of Middle Street and lower Abbeygate Street with local access to residents.
- Consider public safety and crime prevention through environmental design (CPTED) in the design of public spaces.
- More public toilets (With COVID there are less options) are required and a specific objective for the provision of public toilets across the city should be included in particular from Nimmo's pier to Seapoint.
- More bins and more benches in the streets, districts, in the forests and in the parks, including at spots to enjoy a view and in areas such as Raven's terrace, Fr. Griffin Road, along the Eglinton Canal and Woodquay.
- More lighting so people feel safe including in Merlin Park.
- Reject 'anti-homeless hostile architecture' at bus shelters and in public realm.
- It is essential for the city centre to remain attractive to keep quality amenities, remove street clutter and take cognizance of historic streetscapes in siting of furniture.
- Regenerate public realm to have better streets and public spaces in industrial areas such as Liosbán, Mervue and Ballybane to support their future development.
- Consider the potential of boundary / left over space in industrial areas to provide a connectivity between residential and employment areas.
- Develop Local Area Plans for the entire city and all neighbourhoods. Murrrough Local Area Plan should promote the development of recreational facilities.
- Enhance and develop the approach sequence and experience into the Latin Quarter area.
- Enhance the quality of the public realm in the Latin Quarter. Suggestions made for improvement the public realm and to extend seasonality as part of the Latin Quarter submission.
- Follow the guidance in the RIAI Town and Village Toolkit.
- Consider developing a public realm attraction of Spanish Arch, with greater optimisation of events, performances, exhibitions and fairs.
- Restrict billboard advertising to specific locations, restrict electronic billboards that emit light after dark, ban electronic billboards which track movement of people.

#### **Climate resilience**

- Identify architectural heritage which may be under threat, directly or indirectly, due to climate change.
- Include objectives to carry out climate change risk assessments for historic structures and sites, particularly those in the authority's own remit.
- Include objectives to develop resilience and adaptation strategies for architectural heritage.
- Address decarbonisation within the built environment and the construction sector.
- The adaptive re-use of built heritage contributes to climatic resilience through an efficient use of Galway's existing built environment over the construction of new buildings.



- Work towards achieving Zero Waste, include policies on reusing materials and the use of renewable energies.

### **Make more space for people**

- Prioritize people in the design of space. Requirement for more space and access to facilities and amenities locally in the city post COVID.
- Create environments which foster healthy behaviours such as physical activity.
- Make more of Galway's City Centre pedestrianized and open up areas for parklets and on street dining.
- Provide sheltered outdoor spaces for all-year round social gatherings/exercise classes/playgrounds.
- Include objective for the pedestrianisation of both Middle Street and Cross Street. This has the potential to address threats to the long-term sustainability of the Latin Quarter and city generally.
- Turning the area from Quay Street to the Spanish Arch and as far as Raven's Terrace would make this whole area safer and more attractive.
- Areas such as Woodquay should be designed as green spaces with large volumes of public seating, outdoor space for all businesses in the area to put out seating and tables.
- Woodquay should similarly be turned into a shared space with parklets and remove the majority of car parking
- Ensure public art in public spaces and maximise use of the Per Cent for Art Scheme.
- Develop walkways and uses around Lough Atalia and explore the feasibility of an artwork/sculpture arising from Lough Atalia.
- Facilitate music on the streets of Galway.
- Create 'stop and play' or 'little moments' in residential areas for play and for rest.
- Consider incentives to socialize outdoors in our local communities such as a scheme that aims to create local outdoor meeting places
- Provide additional market space. There is potential for indoor market space at old Connacht Tribune Building or Woodquay or beside Leisureland.
- Redevelop Eyre Square into a market square.

### **Make it easier for people to get around**

- Insert a specific objective to provide linkages for cyclists and pedestrian through the urban landscape and protect Rights of Way.
- Develop safe sustainable networks to connect our amenities and services with residents.
- Ensure public amenity, transport links and recreation areas are socially secure, more passive security.
- Galway can be dangerous for children to cycle around. It needs to be reimaged from a cyclist and pedestrian point of view.
- Have a stimulating, friendly route along the prom, into the city and out main routes including Monivea and Dublin roads.
- Promote public transport in the redevelopment of Ceannt Station.
- Develop a continuous walk from Renmore/Lough Atalia through to Rusheen Bay and beyond.
- Design sustainable neighbourhoods using universal design principles and according to a 'hierarchy of road users vulnerable pedestrians first, followed by people walking, people cycling, then public transport, and other vehicle users.'
- Consider low traffic streets such as Small Crane area, Bowling Green also as an amenity.

- Give clear indication on a street function through street management.
- Develop new foot bridge over the River Corrib from Spanish Arch to the Claddagh.
- Traffic Calming, safe walkways, pedestrian crossings and cycle lanes are needed on many routes, in particular along the Monivea Road (R339). Change road layout at end of Monivea Road near Rocklands.
- More pedestrian crossings and traffic calming measures are needed throughout Westside. Footpaths need to be accessible to older people and people in wheelchairs.

### **Accessibility**

- Have disability-friendly and age-friendly seating throughout the city at regular points, as well as small public squares or green areas.
- Have areas in the city for people with sensory needs and help Galway become an autism friendly city.
- Develop amenities for people with disabilities.
- Have public places where people can gather and meet, without having to spend money.
- Adhere to the principle of Universal Design as defined in the Disability Act 2005 and Part M of the Building Regulations. Go beyond promotion and have universal design at the core of design for all developments.
- Refer to the Great Outdoors Access Guidelines in designing and maintaining parks and recreational zones of the city and support the allocation of changing places facilities at strategic locations throughout the city.
- Use the United Nations Convention on the Rights of Persons with Disabilities (UNCRPD) as a framework for ensuring accessibility to the built environment.
- Carry out regular audits, in partnership with disability organisations, in the public realm and civic spaces based on the principles of universal design. Develop an action plan using the results of these audits which includes relevant material alterations for current infrastructure.
- Have more permeability. Increase, improve and enhance to amenities. Assess and remove barriers including physical barriers.
- Remove access barriers and kissing gates to housing estates, parks, and public amenities.

### **Greening Galway**

- The Covid-19 pandemic has highlighted the value of biodiversity in relation to our physical and mental wellbeing.
- Embed in core strategy for Galway City to develop as a healthy place for its people and visitors.
- Promote the protection of the environment and biodiversity conservation as a key principle of the plan.
- Ensure that regeneration and new developments are accompanied by green spaces and recreation facilities for all ages.
- More trees and large shrubs, native hedging, flowers and rewild elements of the city to meet the Council's commitment to the All-Ireland Pollinator Plan.
- Encourage green features such as the use of renewable energies, rooftop/vertical gardens, rainwater collection systems, community green space or native planting areas

### **Dereliction / vacancy/ maintenance**

- Invest significantly in cleaning up and maintaining the streets of Galway.
- Halt and reverse dereliction and increasing numbers of unused housing units.
- Commit to undertaking an audit of potential accommodation availability in the city centre in existing buildings including those not currently in use.

## **Delivery**

- Have a mid-way and end-of-plan review.
- All actions need targets with human and material resources committed and time lines set.
- Benchmark all actions against in the Sustainable Development Goals.
- Ensure public and stakeholder consultation and collaboration is part of development project.

## **Other / operational**

- Appoint an Architectural Conservation Officer and Archaeologist.
- Develop the skills capacity within the local authority to address adaptation / mitigation / emergency management issues affecting historic structures and sites.
- Have sustainability practitioners working in the city council to define ways forward within the lifetime of this plan.
- Set up a strategic group drawing together all strands of the city to produce a vision for Galway.
- Support for research and promotion and communication of appropriate, well-informed energy efficiency design as well as the sensitive upgrades to historic buildings
- Direct users of relevant local authority services to the information resources of the NIAH website [www.buildingsofireland.ie](http://www.buildingsofireland.ie).
- Adopt a higher standard of presentation regarding works carried out around the city. Examples include at flood barrier at the Spanish Arch, gating off on Blackrock and Claddagh walkway.
- More cleaning of outdoor public changing areas at Ladies Beach and Blackrock and public realm.
- Look into the possibility of a requirement for construction & demolition firms to deliver reusable materials to a storage space for redistribution and divert these materials from landfill and an incentive scheme to make this feasible.
- More harsh penalties for vandalism of historical buildings and monuments.
- Require vacant/unoccupied buildings to be offered for sale after 5 years.
- Fund a comprehensive assessment of sustainable and integrated building opportunities in the city.
- The application of the Cross Street closure extended into Middle Street in the short term, would beneficial to Latin Quarter and city generally.
- Consider the establishment of an international competition for the establishment of a major piece of public artwork within the Spanish Arch Plaza.

### 3.4.2 Chief Executive’s Opinion to the issues raised

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#### **Built heritage**

It is acknowledged that protection of the wealth of the built and natural heritage within the city should be reflected in the draft development plan by appropriate sustainable policies to protect and enhance the built heritage of the city. The built and natural heritage gives Galway a unique sense of place and identity. The draft development plan will have regard to heritage legislation and guidelines including National Policy on Architecture – Heritage Ireland 2030, National Inventory of Architectural Heritage, Appraisal of Historic Gardens, Demesnes, Estates and their Settings (2006), Architecture Heritage Protection Guidelines, National Biodiversity Action Plan, National Heritage Plan, City Biodiversity Plan and policies and objectives will be informed by these guidelines and legislative requirements and will take into consideration guidance outlined in the NPF and RSES. The current plan includes a comprehensive record of protected structures which supports the protection of the built heritage.

In terms of built heritage, the draft development plan offers an opportunity to assess further additions to the RPS and to look at the potential for additional Architectural Conservation Areas. During the preparation of the current plan in 2015/2016, 36 structures were added to the RPS, almost all of which evolved from Ministerial Recommendations. Additional Architectural Conservation Areas were designated also. A review will be undertaken to consider if further additions to the Record of Protected Structures are merited during this plan process. It should be noted that the legislation allows for additions to be made outside of the plan process also. With regard to Archaeological heritage, existing policies and objectives will be updated in line with current legislative and policy requirements.

The draft development plan will promote new alternative uses for protected structures that ensure their future conservation and protection while promoting the sympathetic enhancement and sensitive reuse of protected structures. The draft plan will aim to strike a reasonable balance between conservation and reuse and adaptability.

The draft development plan will be informed by the public realm strategy. A core theme of the strategy is to celebrate Galway’s rich heritage in the design of the public realm, be inspired and informed by Galway’s distinctive materiality and protect, maintain and compliment historic structures and spaces to showcase the city’s rich history. The Council recognises the importance of encouraging high quality and well-designed development to support and promote healthy placemaking and preservation of built heritage and supporting policy will be considered in the draft plan.

#### **Built Environment**

The guiding objectives in the NPF in relation to compact growth, regeneration and creation of high quality places will provide direction for policy on the built environment. The growth ambitions of the RSES in particular with regard to placemaking will also inform policy. The draft plan policy will reinforce the distinctive character of Galway City and include to develop a high quality built environment. Within the historic city core in particular, the Plan will promote development that respects the city’s existing built form. The plan will be informed by the Galway City Urban Density and Building Heights Study. The aim of this study is to examine optimal densities and heights that can achieve the most efficient and effective use of land, can make a positive contribution to the

character of the city, can create good quality mixed use communities while also contribute to successful place making and liveability.

In the wider city, the plan will embed the principles of good urban design. The draft plan will aim to strengthen the network of urban villages and support the development of sustainable communities and neighbourhoods. The draft plan will build on objectives around the provision of quality residential and commercial development and enhanced connectivity supporting good urban design and quality building design and innovation. Objectives to facilitate climate adaptation and mitigation measures, provide high quality open space, protect and enhance areas of natural and built heritage, and facilitate the provision of high quality community services and amenities will continue to be included.

The Galway Public Realm Strategy 2019 builds on the current development plan and sets out a vision and strategy for improvement to guide investment and development in the public realm. The draft development plan will be informed by the public realm strategy and associated manuals which consider ways in which the improvements relating to public realm can be supported.

Objectives for preparation of LAPs and other plans will be re-examined and guided by national, regional policies and led by the national guidelines on LAP's, the emerging Core strategy to establish the best policies for the respective development of a spatial structures for these areas.

The draft development plan will continue to promote environmental improvements to the public realm in the city and in line with the public realm strategy including measures to transform areas of road and parking into new high quality public realm. Implementation of projects funded under the URDF will be supported also.

The plan review acknowledges the overlaps which are prevalent between the themes of Transportation and Sustainable Mobility, Community, Culture and Education, Sustainable Neighbourhoods, Green Network and Biodiversity and Climate Action, particularly with regard to the issues of accessibility, making more space for people, greening Galway and climate resiliency. Policy-co-ordination across these themes will be necessary as these are mutually supportive and an integral part of the placemaking for Galway City.

### **Climate resilience**

The draft development plan will include policy support for the Galway Flood Relief Scheme currently being advanced. Measures to support more sustainable drainage and sustainable flood water management, enhancing tree cover and green infrastructure will be considered in the draft plan. The draft plan will incorporate the Public Realm Strategy and the Galway City Climate Adaptation Strategy 2019 in the promotion of greening of the city and flood mitigation as key measures to make Galway a resilient city.

### **Make more space for people and activities/opportunities**

The draft plan will incorporate the Public Realm Strategy supporting upgrade of existing public space and provision of new space within the city centre. These spaces will enhance the quality of the built environment of the city and will also enhance the lives of residents in the city providing meeting places, entertainment and event spaces, market spaces, exhibition and art spaces, outdoor eating spaces and passive amenity spaces. Opportunities for greening and SUDs will also be a consideration. Within the wider city area, the draft plan will consider support for uses within the

green and blue network including allotments, rest areas, sensory areas, green infrastructure and passive and active recreation facilities.

The implementation of the GTS will add significantly to the city's public realm with a reduction in car traffic in the city centre and roll out of public transport and sustainable transport measures which will improve the quality of public space in the city.

Establishing strong links between the city centre and regeneration areas of the Harbour, Ceannt Station, Headford Road at Nuns Island and other regeneration and opportunity sites provides opportunities for increased public space. Objectives to support the delivery of quality public spaces within regeneration and opportunity sites will be a consideration in the draft plan to support sustainable communities. The creation of a number of intimate, small-scale spaces across the city centre by redesigning 'leftover' spaces and the conversion of car parking spaces to parklets will also be considered in the draft plan.

The draft plan will support the delivery of funding received for Urban Regeneration and Development projects which comprise of new public spaces at Woodquay and the Galway Cathedral, rejuvenated space at Fishmarket and Eyre Square (North) and new public realm to support sustainable transport use and pedestrianisation of specific city centre streets.

The draft plan will continue to promote good quality design and layout of open space and provision of facilities. Delivery of open space through development management will be reviewed and landscaping schemes and infrastructure and activities will be considered. Development management standards for open space will be reviewed and updated to consider further biodiversity and climate action measures.

### **Accessibility & Making it easier to get around**

The need to promote social inclusion is a key objective of the City Council Corporate Plan and delivery is being achieved through the work of the Social Inclusion Section. The draft development plan further promotes social inclusion and counteract marginalisation in order to improve quality of life and equality in the city. The Plan includes policies which promote social inclusion – the Housing Strategy, commitment under the Barcelona Declaration and to develop Galway as an age friendly, child friendly and healthy city. The draft plan policies will continue to support social inclusion in areas of transport, employment, social, cultural and community facilities. It will also be informed by the public realm strategy which includes measures to make the city as welcoming and accessible to everyone as possible and adhere to the principles of Universal Design.

The draft plan will continue to support the GTS which includes measures which support space for pedestrians and cyclists to make it more convenient, safe and enjoyable to walk and cycle through widening pavements, adding pedestrian crossings, creating additional linkage, removing obstacles, additional cycle lanes and cycle facilities. The draft plan will also promote greater permeability and connectivity linked into the green network with consideration of a number of greenways and pathways and connecting spaces.

The strategy and associated manuals identify opportunities to better cater for the old and young in particular and enhance play opportunities within the city centre.

With regard to Dereliction / Vacancy/ Maintenance, the draft plan will consider policy to promote the reuse and adaptation of derelict and vacant buildings. The draft plan will support the

appropriate redevelopment of derelict and brown field sites in the city and will include detail in relation to vacant land and the vacant site levy. Maintenance issues are outside the scope of the plan.

#### **Other**

With regard to position of City Architect and archaeologist, there were restrictions on public sector recruitment which precluded the creation of additional positions within the City Council. Irrespective of this, the Architects Section provides support services within the area of architecture and housing. The Council continues to have regard to the advice of the Department regarding the natural environment, architectural and archaeological heritage.

There were also a number of operational issues that were raised in the summaries which have been acknowledged; however they are outside the scope of the development plan.

### **3.4.3 Chief Executive's Recommendations on policies to be included in the draft development plan**

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- Include policies, measures and actions to support sustainable compact growth through improvements in the quality of the urban environment, including the public realm and street environment; to support a range of housing to accommodate diverse needs; recreation and community facilities and to protect and enhance the culture, heritage and natural environment of the city.
- Support policies and measures and actions to deliver the regeneration of brownfield, underutilised and vacant lands identified in the core strategy.
- Review the existing policies and objectives pertaining to Architectural and Archaeological heritage and provide an update of these as per recommendations submitted where it is considered appropriate.
- Promote new alternative uses for protected structures that ensure their future conservation and protection while promoting the sympathetic enhancement and sensitive reuse of protected structures.
- Recognise the importance of encouraging high quality and well-designed development to support and promote healthy placemaking and preservation of the built heritage. Policy should be informed by the Public Realm Strategy, which celebrates Galway's rich heritage in the design of the public realm, be inspired and informed by Galway's distinctive materiality and protect, maintain and compliment historic structures and spaces to showcase the city's rich history.
- Support the delivery of the measures outlined in the Public Realm Strategy which prioritises the safe movement of people on streets and creates a higher quality environment through design promoting connectivity, accessibility and incorporating the principles of universal design.
- Include measures on the role of the city's public realm in supporting wider flood management objectives.
- Support policy promoting the important role public spaces plays in providing for informal social interaction. Policy should focus on maximising opportunities for outdoor gathering places, play areas and outdoor public seating, where appropriate in accordance with the Design Manual of the Public Realm Strategy.
- Recognise the symbiotic relationship between measures set out the Galway Transport Strategy and well designed, high quality public realm interventions which enhance the function of the city.

- Support measures in the GTS to ensure that qualitative public realm considerations are integrated into GTS projects, promoting sustainable transport use and pedestrianisation of specific city centre streets.
- Examine outputs of the Galway City Mobility Management Team for the sustainable use of outdoor space and streets.
- Support the delivery of funding received for Urban Regeneration and Development projects which comprise of new public spaces at Woodquay and the Galway Cathedral, rejuvenated space at Fishmarket and Eyre Square (North).
- Establish strong links between the city centre and regeneration areas of the Harbour, Ceannt Station, Headford Road and at Nuns Island to provide opportunities for increase spaces for people.
- Prioritise the creation of public spaces in the development of regeneration areas to deliver qualitative public spaces.
- Create a number of intimate, small-scale spaces across the city centre by redesigning 'leftover' spaces and the conversion of car parking spaces to parklets should also be considered in the plan.
- Promote the reuse and adaptation of derelict and vacant buildings.
- Consideration should be given to policy that establishes a cross-departmental working group to develop and deliver a proactive maintenance and management strategy, in liaison with external agencies delivering public realm works.
- Support city centre living and initiatives such as the Living City Initiative and Living over the shop.



## Sustainable Neighbourhoods

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The following submissions make reference to sustainable neighbourhoods : C1-2;C1-23;C1-24; C1-25;C1-27; C1-34; C1-103; C1-104; C1-178; C1-179; C1-185; C1-226; C1-237; C1-258; C1-265; C1-271; C1-277; C1-280; C1-301; C1-312; C1-325; C1-342; C1-350; C1-351; C1-379; C1-399; C1-402; C1-436; C1-446; C1-454; C1-460; C1-473; C1-489; C1-523;

### 3.4.4 Summary of key issues raised

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A total of 34 submissions were submitted that raised issues related to this theme. This represents 4% of the issues raised.

The following sets out summary of the key issues raised in the submissions and are categorised under a series of headings.

#### General

- Areas zoned residential should be encouraged to develop as mixed neighbourhoods and urban villages.
- Streets for everyone cited as example of good practice for neighbourhood
- Ensure essential services and infrastructure are in place in advance of housing development.
- LAPs for areas of the city including regeneration of older suburbs.
- Commitments made in the plan should be delivered within identified timescales. The plan needs to be logic linked in accordance with priorities and targets set by the plan. Significant development should not occur in advance of having identified plans in place.
- Set out a strategy for the retrofitting and upgrading of older neighbourhoods and suburbs.
- Embed the concept '15 minute neighbourhoods' to create self-sufficient communities where schools, workplaces, green spaces, health centres, shops, restaurants, and sports facilities are a walk or bike ride away.
- Develop a living city centre in the city that is affordable and provide mixed social communities for vibrancy, social inclusion and cohesion.
- Preserve the cultural identity of neighbourhoods and create culturally resilient sustainable neighbourhoods.
- Support the development of new communities in designated regeneration zones regeneration of areas including at Ceannt Station and the Harbour.
- Suburbs have an absence of urban qualities with a predominantly low density character and poor urban fabric, inter-connection and legibility. Is a need for higher density development.

#### Transport and sustainable mobility

- Design sustainable neighbourhoods using universal design principles and according to the Hierarchy of Road Users (vulnerable pedestrians first, followed by people walking, people cycling, then public transport, and other vehicle users.)
- Existing and new connections within communities should be maintained and interlinked to provide direct safe pedestrian and cycle access to local amenities and schools and secure bike parking and rest areas provided.
- Prioritise walking and cycling infrastructure in rural city communities in the target delivery and timelines.
- Support safe routes to school. Set a target that every school should have (risk assessed) safe cycling within 3km and safe walking access for children aged 7 up within 2km of the school.

- Incorporate sustainable transport facilities including car share and e bike parking into communities
- Trial low-traffic neighbourhoods which will facilitate safer travel to schools, free up space for children to play within their neighbourhoods and will reduce air pollution and noise pollution also.
- Streets for everyone cited as example of good practice for neighbourhood streets and roads to allow for children to play and cycle. 30km p/h speed limit not effective
- In places which might have no remaining greenery (eg Small Crane area, bowling green), consider low traffic streets as a recreational amenity in themselves and manage them accordingly.
- Permeability with existing and new developments is required with Safe sustainable network to connect our amenities and services with residents and good connection to green space meaningfully
- Initiatives to reduce vehicular traffic in neighbourhoods is required to reclaim streets for children to play safely and communities to mix
- Develop standards for all types of bike parking and storage in all developments
- Traffic-calm roads and streets to enable active and sustainable travel for all ages and abilities.

#### **Facilities - Childcare**

- There is a deficit in quality public and private childcare facilities in the city and distribution is uneven. Provision must be balanced across new and existing communities.
- Universal Design Guidelines for Early Learning and Care Settings (2019) must be adopted into the development plan.
- All childcare facilities should be mapped and part of the development plan.
- Galway City Council should adopt 9m<sup>2</sup> as a minimum standard outdoor space per child for new childcare facilities in the city or aim for higher if possible.
- Childcare facilities should be purpose design, spacious, at ground floor only and incorporate outdoor sheltered natural space areas.

#### **Crime/antisocial behaviour**

- Greater measures and resources are required to address and prevent anti-social behaviour problems and crime in communities.

#### **Plans**

- Plans should be prepared by the local authority as opposed to the private developer who have their own interests.
- Develop Local Area Plans for the entire city, all neighbourhoods. Embed planning concept of 10-minute neighbourhoods across the city in Local Area Plans.

#### **Community facilities**

- Extensive social infrastructure is required to create strong communities. Enhanced sports, amenity, educational facilities, community centres, social facilities such as community gardens, men's sheds, community creches, healthcare facilities and employment opportunities are required to support healthy communities.
- Prioritise funding for facilities in new neighbourhoods where there are young populations over older established neighbourhoods with well-funded sports clubs. Support community based clubs.
- Public facilities should be made available to all.

- Facilities within neighbourhoods should include, playgrounds, youth friendly open spaces, childcare facilities with generous outdoor dedicated area, Health care facilities, local family support centre, or education facilities.
- Support mixed use development and densification in neighbourhoods to reduce travel demand.
- Support new city centre communities including living over the shop.

#### **Green network**

- Provision of community gardens, allotments and orchards into existing open space and car parks across the city will strengthen communities and encourage cohesion and sustainability
- Create and pilot attractive, biodiverse and safe pedestrian and cycle motor free links between housing estates including on existing desire lines and link to amenities and local services.
- Create "stop and play" or "little moments" in residential areas for play and for rest (benches and seats to rest, play areas for kids using logs and tree stumps).
- Development plan must balance needs to protect existing environment but with a focus on the future built environment.
- Sustainable neighbourhoods should be tied in with the UN SDG's.
- Actions must be linked with funding and timescales for implementation.
- New development should be well designed and integrate with public space.
- Recreation and amenity facilities located close to roads suffer from noise pollution and the impact should be graded.
- Undertake an assessment of all natural heritage assets impacted by the CDP.

#### **Area Specific**

- Ballybane equates to a large town. It has a deficit of outdoor and indoor amenities for all age groups. Requires primary and secondary school, additional after school facilities, public crèches and essential services to cater for new and existing development.
- Prepare a masterplan for Castlepark/Ballybane and provide for recreation and amenity facilities.
- A cyclepath from the city centre right out to Menlo where kids can cycle safely
- Retain existing riverside greenway objective from the Dyke Road to the pier at Menlo in line with the previous City Development Plans and link into proposed city cycle network to enhance the amenity aspect of Menlo and provide a safer and healthier way to move around the area.
- Is potential to use existing bóithrins for pedestrian/cycleways in consultation with local residents and landowners.
- Menlo has become even more popular with walkers and cyclists and it is timely to look at how this space can be enhanced in this way, whilst also maintaining the traditional rural village.
- Lighting should be a consideration in Menlo to support a dark sky policy.
- That GCC would insert specific objectives in the CDP to protect older established estates from overdevelopment and forbid the demolition of single housing and replacement with multiple housing units in the interest of protection of residential amenity.
- Develop an urban village that comprises multiple buildings, services and facilities in the location of the Ballinfoile Castlegar Neighbourhood Centre. Have safe sustainable networks to connect services and amenities and connect with Castlegar village and Castlegar school.
- New housing developments should be integrated with local services, green areas, schools, community facilities for all ages. New housing in Castlegar should be affordable and integrate with the existing community.
- Develop urban village core and neighbourhood facilities in Doughiska and make streets more welcoming environment for people.

- Retain and implement objective to create a community centre/sports hall, and a swimming pool and ancillary facilities on RA lands at Doughiska.
- Additional recreation amenities are required in the Headford road area
- Prepare a LAP and public realm strategy for Salthill
- Remove carparking on the prom side of Salthill promenade to allow people to enjoy the scenery and improve pedestrian crossings and maintenance of public realm and facilities.
- Underground wiring in conjunction with public realm upgrade in Salthill and infrastructural enhancements / flood defence works.
- Salthill needs rejuvenation and consistency in skyline and design.
- Consider a fully sheltered bathing platform, heated at some areas for people to sit, swim and enjoy themselves.
- Relocate the path from Blackrock to the top of the rock armour - poorly designed, unsightly and boring for people with disabilities, shorter people and children.
- Knocknacarra needs a village centre. With appropriate traffic restrictions, sections of the Shangort Road facing McGraths Field could be an ideal location.
- Shantalla is a strong neighbourhood. Traffic calming measures are required along Shantalla road. Greater priority need to be given to pedestrians in particular at Cooke's Corner.
- Strengthen community facilities in the Newcastle/Dangan area and ensure parity in terms of needs between the local community and organisations such as NUIG and HSE.

#### **Rezone**

Rezone undeveloped LDR lands adjacent to the green network in Roscam peninsula to G and incorporate into green network.

#### **Other - Operational or outside scope of plan**

- Narrow turning radii in established neighbourhoods to enable lower speeds in residential areas, near schools, sportsgrounds, and shops, and thus enable active travel within neighbourhoods.
- Design and retrofit suburban streets for self-enforcing 30 km/h speed limits.
- Build continuous raised footpaths / raised tables at junctions in residential areas to show that walkers have priority at junctions, as an alternative to dished kerbing.
- Set a target that every junction shall have dropped kerbs for the vulnerable.
- 20% of housing should be reserved for local people to purchase
- We request that Galway City Council carry out a feasibility study with a view to creating a narrow path to the Megalithic Tomb (with the consent of the landowners) with a protective barrier around it which would allow safe access to the site whilst still preserving the tomb structure.
- Galway City Council should purchase the Quarry in Anglingham / Menlo for recreation and amenity use and use as a wildlife sanctuary.
- Carry out a feasibility study into the provision of a bus service to Menlo village and surrounding area.
- The walking circle around Ballyloughaun should be protected with proper infrastructure to deal with flooding and water accumulation in inclement weather periods
- Provide a suitable walking path around Mervue pitches and Outdoor gym equipment.
- There should be zero tolerance policy on crime and greater resources are required to be dedicated to the Gardaí and the legal system.
- Preserve cottage ruins in Menlo and increase grant aid for upkeep of existing thatched cottages.
- Existing cemetery requires extension through CPO of adjacent land.

- Flooding associated with the Menlo turlough should be considered in development management.
- Provide additional functionality for fix your street app.
- Remove central hatching and turning pockets such as left turn lanes, stacking lanes or right turn lanes; reallocate road space to wider footpaths, cycle lanes, green spaces, and play spaces.
- In new neighbourhoods, straight streets should not be longer than 90m to design out speeding
- Introduce chicanes as a retrofit measure to design out speed in neighbourhoods. Consider staggered on-street car parking to act as chicanes on long straight roads such as St Mary's Road.
- Install ramps for wheeling bikes where stepped linkages exist without a wheelchair ramp (eg steps from south Dyke Road to Quincentenary Bridge).

### 3.4.5 Chief Executive's Opinion to the issues raised

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A range of issues have been raised under the theme of sustainable neighbourhoods and there are many commonalities with other themes in particular transportation, community facilities and the green network. In this regard the CE opinion and recommendations to the other themes are also applicable. This reflects the range of factors which contribute to creating successful neighbourhoods.

The guiding policy objectives of the NPF (the NPO's) particularly those in relation to compact growth, the creation of attractive, liveable high quality integrated communities will provide direction for the draft plan. Sustainable city living, strong vibrant places, enhanced quality of life and reduced carbon footprint are key elements of the NPF which are given attention in current policies but will need to be strengthened further in the next development plan.

The growth ambitions of the RSES will also be reflected in the draft plan, particularly *Growth Ambition 4 Quality of Life – Inclusive Region*.

Important government guidelines that must be reflected in the plan and which are relevant to this theme include the Sustainable Residential Development in Urban Areas, 2009 (SRD) and accompanying Urban Design Manual, the Urban Development and Building Heights Guidelines for Planning Authorities (2018) and the Design Manual for Urban Roads and Streets or 'DMURS'.

Measures to support provision of services and facilities within or proximate to residential communities to reduce travel movements together with safe sustainable transportation measures are key policy priorities which will be considered in the draft plan. Supporting objectives for the development of critical community supports such as schools, childcare and healthcare facilities within and accessible to neighbourhoods will be considered. It is also important to examine how the draft plan can extend / improve access to the green network and include for policies on open space that can contribute to healthy place making. Support of actions to reduce the carbon footprint through reducing travel demand, increased permeability and opportunities for safe active travel will also be an important consideration. The inclusion of standards for green infrastructure, SUDs and nature based solutions will also be considered to support carbon reductions. The concept of the 15 minute city is already embodied in the GTS and while not explicitly stated in the current plan is reflected in the neighbourhood concept policy and will continue to be embedded in the draft plan.

Universal design principles and lifetime adaptability in the design and layout of residential developments will be a consideration in the draft plan. Standards for development will be guided by a range of national guidance documents (see appendix 3).

A number of area specific submissions have been received. Existing plan policy in relation to areas such as Menlo, Castlegar, Ballybane, Knocknacarra, Doughiska and Salthill will be reviewed. Many of the requests for area improvements are outside the scope of the development plan which is a strategic policy document. Many are also operational matters for specific sections of the council and to be addressed as part of section work programmes as appropriate. These matters have been collated and referred to the relevant section for their review.

With regard to housing provision and development of existing neighbourhoods, the core strategy and Housing Strategy will consider future demand and supply and the associated need for sufficient zoned and serviced lands. The plan will be required to be consistent with national and regional policy

which set targets for population growth to be accommodated within the built footprint with a focus on regeneration of brownfield and underutilised lands. An infrastructural assessment that considers the phasing and delivery of enabling infrastructure to support the strategic development of identified growth areas is recommended to be included in the plan which will enable an integrated approach to the development of sustainable communities.

### **3.4.6 Chief Executive's Recommendations on policies to be included in the draft development plan**

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Ensure that the draft plan includes policies and objective to support compact growth and regeneration; increased access and connectivity; integrated public transport networks; infrastructure and services; access to third level education and research; innovation; building availability; affordable housing and quality of life factors and placemaking.

Include policies, measures and actions to protect and enhance the natural and built heritage, amenities, accessibility, sustainable transport measures including greenways and increasing the resilience of the city to climate change.

It is recommended that policies be examined that are aimed at providing high-quality liveable neighbourhoods and that these are closely linked to movement including sustainable transport, permeability strategies, economic strategies and in the interests of climate action. In addition it is recommended to examine policy objectives that are aimed at co-ordinating the delivery of housing where adequate community infrastructure is provided in tandem with residential development.

It is recommended that the draft plan reflect the national objectives on promoting compact development with sustainable densities and liveable neighbourhoods, review the current settlement strategy including the regeneration sites, density standards and height guidance.

Policy to support well-designed, lifetime adaptable, residential development close to existing services and facilities, supported by universal design and high quality amenities, including public spaces and parks and accessible by sustainable transport modes.

Policy to facilitate the regeneration of key opportunity sites, integrated with existing and planned public transport and active travel infrastructure to facilitate compact growth.

Policy to take a proactive role in active land management and in identifying public funding opportunities to deliver facilities and infrastructure through national streams such as URDF, LSSIF, NTA and Fáilte Ireland funding.

Continue to consult and collaborate with key stakeholders such as the NTA, LDA and OPW to progress compact and sustainable development in the city.

The draft development plan shall incorporate policies to promote the Design Manual for Urban Roads and Streets to ensure the highest quality of design in new developments and public realm projects.

## 3.5 Green Network and Biodiversity

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**The following submissions make reference to green network and biodiversity:** C1-9 C; C1-14 ; C1-38 ; C1-47 ; C1-51 ; C1-52 ; C1-53 ;C1-55 ; C1-56 ; C1-59 ;C1-60 ; C1-64 ; C1-65 ; C1-67 ; C1-68 ; C1-69 ; C1-70 ; C1-71 ; C1-72 ; C1-73 ; C1-74 ; C1-76 ; C1-77 ; C1-78 ; C1-79 ; C1-80 ; C1-82 ; C1-83 ; C1-84 ; C1-85 ; C1-86 ; C1-90 ; C1-91 ; C1-92 ; C1-93 ; C1-94 ; C1-95 ; C1-96 ; C1-97 ; C1-98 ; C1-99 ; C1-101; C1-102; C1-103; C1-105; C1-106; C1-107; C1-108; C1-109; C1-110; C1-111; C1-112; C1-113; C1-114; C1-115; C1-116; C1-117; C1-118; C1-119; C1-120; C1-121; C1-123; C1-124; C1-125; C1-126; C1-127; C1-128; C1-129; C1-130; C1-131; C1-132; C1-134; C1-136; C1-137; C1-138; C1-140; C1-141; C1-142; C1-143; C1-144; C1-145; C1-146; C1-147; C1-149; C1-151; C1-152; C1-153; C1-154; C1-155; C1-156; C1-157; C1-166; C1-168; C1-178; C1-182; C1-183; C1-188; C1-192; C1-196; C1-200; C1-202; C1-207; C1-208; C1-214; C1-215; C1-218; C1-221; C1-222; C1-228; C1-238; C1-240; C1-241; C1-255; C1-257; C1-263; C1-266; C1-269; C1-270; C1-275; C1-288; C1-290; C1-295; C1-298; C1-303; C1-304; C1-305; C1-306; C1-307; C1-310; C1-311; C1-312; C1-318; C1-320; C1-325; C1-330; C1-338; C1-340; C1-344; C1-345; C1-346; C1-350; C1-351; C1-356; C1-357; C1-358; C1-362; C1-364; C1-366; C1-367; C1-368; C1-369; C1-370; C1-373; C1-379; C1-386; C1-389; C1-391; C1-394; C1-396; C1-398; C1-399; C1-401; C1-403; C1-404; C1-408; C1-410; C1-412; C1-414; C1-416; C1-420; C1-431; C1-434; C1-435; C1-436; C1-438; C1-439; C1-443; C1-444; C1-445; C1-448; C1-453; C1-454; C1-456; C1-461; C1-462; C1-476; C1-477; C1-478; C1-479; C1-481; C1-485; C1-488; C1-502; C1-506; C1-507; C1-520; C1-523;

### 3.5.1 Summary of key issues raised

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A total of 197 submissions were submitted that raised issues related to this theme. After transport and sustainable mobility, this was the next most referenced theme. It represents 25% of the issues raised.

The following sets out summary of the key issues raised in the submissions and are categorised under a series of headings.

#### **City Parks and open spaces**

- An integrated approach is required to understanding the role the environment and natural landscape plays in the quality of life indices, water quality, economic prosperity, food production, recreational opportunities, tourism visitors, sense of place, and the overall distinctiveness and differentiation of localities.
- Provide additional public parks, small parks and open spaces with a range of facilities- quiet areas, rest areas, wild flower areas, dog parks, walking and running trails, allotments, orchards and community gardens with facilities such as bins, benches, toilets, and cafes.
- The pandemic has shown the need to retain and acquire green areas and open space for passive and active recreation to enhance the mental and physical health and wellbeing of the city population and to cater for the growing population of the city.
- Much of the attraction of the city is its high quality natural environment which needs to be preserved.
- Guidance is required on the use of open space areas, those which are suitable for intensive use should be upgraded with appropriate facilities and those which areas which are more sensitive should be identified and preserved as natural areas. Protect areas like Barna Woods as ecosystems rather than just as public amenities.
- Create city-wide ecological and wildlife corridors and bridges improving connectivity between neighbourhoods, parks, the coast and waterways to protect natural heritage, create wildlife corridors with tree planting and vegetation, for health and wellbeing of people and birds, fungi, flora/fauna. Could be part of the greenway and cycleway way initiatives.



- An orchard in Fr. Burke park should be planted and more seating for people
- Create a new park around Menlo Castle and waterside greenway between city centre and Menlo and joining the existing Dangan and Terryland areas.
- Wildlife corridors and bridges are required across the city linked by tree planning and vegetation to optimise biodiversity and cater for animals, birds, fungi and flora around the city.
- Provide additional parklands and open spaces across the city for passive uses other than football pitches. The recreational need of an increased population need to be considered.
- Tree Preservation Orders should be complied as per a commitment of the previous development plan. Protect and maintain mature trees, especially native trees and any trees that have to be felled should be replaced, particularly with native species. Plant more trees and hedgerows including along all major and arterial roads.
- There is a need to balance Recreational Use and Protection of green space
- Roscam Peninsula is an important wildlife, heritage and environmental asset and should be retained to provide vital ecological, amenity and recreational space and coastal recreation space for the east side of the city.
- New housing developments should have green infrastructure (parks, biodiversity spaces, and protection of older species) planned first. The city should grow around green areas, and this must be a priority as opposed to squeezing pieces of green areas into left over spaces.
- Ensure that all major parks and woods are areas of high biodiversity and can function as safe areas to operate as Outdoor Classrooms, Outdoor Labs with natural walking trails.
- COVID 19 has highlighted the demand for green spaces by the public and the awareness of how important they are in our lives. With the increase of community usage, it has led to issues such as trampling and destruction of biodiversity, increased littering, household dumping and outdoor drinking.
- Control of dogs and dog fouling a huge problem, need specific park areas for dogs. Areas such as Dyke Road, Forest Park, South Park, are perfect candidates (similar to Corkagh Park in Dublin).
- Provide fun areas and spaces for teenagers to socialize including sheltered areas.
- Need measures to eradicate and control invasive species in the city.
- Aim for Green Flag award for all of the parks.
- Include policy to protect sites deemed to be of geological value in the city.
- Protect wetlands and flood plains.
- Give adequate protection to the karst limestone areas of Crestwood Park and Coolough.
- An objective for the 3 city parks should be to maintain and enhance their biological diversity as part of their overall management plans.
- Aim to integrate nature based solutions, green infrastructure and eco system services across all sections of the CDP as part of the adaption measures available to all departments of GCC.
- Put in place policies that compel new development applications to implement nature based solutions and/or green infrastructure solutions at planning stage to address climate change and to prioritise biodiversity at the design stage and in the provision of management plans at planning stage.
- Aim to deliver a City Tree Planting Strategy that identifies locations for tree planting and expands the tree canopy network on a city wide basis, to tackle air pollution, urban overheating, drought through water retention & drainage of excess surface water during floods.
- Increase awareness of the multi functionality of open spaces to include not only amenity provision and landscaping (active and passive recreation), but as providing nature based solutions to resolve surface water drainage, act as carbon sinks and biodiversity stores (food and

shelter for wildlife) as well as dealing with air pollution and urban overheating and drought, all of which impact on human health and well-being.

- Recognise that ‘preservation’ of the natural environment is not sufficient and the focus must be on enhancing the health of the available natural environment, while at the same time planning to increase the total area of ‘natural environment’ in a strategic and managed way to make the city more resilient to the effects of climate change and biodiversity loss.
- Prepare a Green Spaces Strategy which would integrate the current green network with proposed new areas of green network to include a City Tree Planting Strategy, recreation/open spaces that turn into flood plains, new greenways linking future development on the urban edges back into the city, existing and new developments with green network potential, while at the same time, identifying where the green infrastructure measures will be needed locally.
- Set a goal to add/increase substantially the amount of recreation and amenity land in the ownership of Galway City Council during the duration of the next Galway City Development Plan 2023-2029.

### **Terryland**

- Provide facilities in Terryland Forest Park for volunteer rangers.
- Connect the Terryland Forest Park directly by areas of natural habitats to Ballindooley Lough and to Menlo village thereby creating a major ecological corridor from Terryland Castle to Menlo village via Castlegar village
- Construct ‘Green Bridges’ over major roads including Bóthar na dTreabh and Headford Road in order to connect separate sections of Terryland Forest Park which would greatly benefit biodiversity.
- Connect the Ballinfoile - Castlegar Neighbourhood Community Centre to Castlegar village and Castlegar school by a walking and cycling route that is an area of high biodiversity (hedgerows, drystone walls, surrounded by natural/rural green/blue spaces)
- Connect the Terryland Forest Park directly by areas of natural habitats to Ballindooley Lough and to Menlo village thereby creating a major ecological corridor from Terryland Castle to Menlo village via Castlegar village.
- Support Terryland Forest Park – it cleans our air and is a climate change adaptation strategy that allows a transition to more climate change mitigation strategies
- Terryland Forest Park needs significant human and capital resources to develop as a city park and to become a green and blue hub for safe walking, cycling and an area of high biodiversity.

### **Merlin Woods**

- Protect Merlin Park Woods through designation as a Statutory Nature Reserve , or National Heritage Area , or Special Area of Conservation (SAC).
- Merlin Park Woods is an important woodland, biodiversity and heritage asset which should be protected and used for education, community building and to enhance biodiversity. Merlin Castle should be restored. Any future adjacent development should integrate appropriately with the woods.
- The Old Merlin Woods should be developed with properly maintained paths/walkways, information signs listing the species of trees, fauna and flora plus wildlife to be seen.
- Merlin Woods should undergo deforestation of ugly non-native pine/spruce trees and be re-planted with native Irish trees.

### **Barna/Lough Rusheen**

- Undertake a maintenance strategy and management plan for Barna woods and expand the woods through land acquisition or land owner agreement to provide a woodland amenity of a scale that is suitable for a rapidly expanding city.
- At low tide a narrow stream / permanent body of water restricts access from Rusheen Park onto White Strand (Rusheen Bay Wetlands).
- Construct a timber boardwalk at the tip of Rusheen Park (near the remains of the old slipway) that crosses over this stream / permanent body of water, giving walking access to the sands (White Strand) beyond at low tide.
- Acquire additional lands for recreation use adjacent to Cappagh Park which would better serve the public interest than a privately owned swimming pool. Prioritise RA lands for passive recreation and activities with low environmental impact.
- Continue to develop the excellent facilities in Cappagh Park including the conversion of the Junior GAA pitch to an Astro All-Weather facility.
- Complete the development of Lough Rusheen Amenity Park as outlined in the original plans for the park.

### **National Park City**

- Numerous submissions were received to include in the Galway City Development Plan 2023-2029 The Galway National Park City initiative mission statement, aims and principles. The designation will help the city encapsulate the ethos of the European Green Deal, fulfil the majority of the United Nations' Sustainable Development Goals and on key aspects of the Irish Government's Programme for National Government. The initiative is about increasing awareness and of encouraging dynamic positive change towards enhancing the natural environment, greenifying the built development and encouraging sustainability in all aspects of life. The Galway National Park City initiative has to be at the centre of future urban planning and development if our city is going to become a sustainable city that integrates nature into its infrastructure.

### **Biodiversity**

- Implement the National Biodiversity Action Plan 2017-2021.
- Galway should be leading the way as a biodiversity city and in 'ocean literacy and environmental education'
- Provision of additional greenspace is necessary to develop a connected biodiversity network and to promote bio diversity and grown the green network.
- Avoid policies and objectives that undermine or are in direct conflict with natural heritage policies and objectives and seek to provide a net gain for biodiversity wherever possible.
- Biodiversity has an essential role in providing the ecosystem services in particular for soil productivity, pollination, pest predation, water retention and clean water provision.
- Replace city centre car spaces with micro green spaces, grass/grass pavements, suds and understorey vegetation, tree planting and small play parks for biodiversity and health benefits
- Develop the Docks, Claddagh and Mutton Island areas for marine biodiversity.
- The CDP should acknowledge that we are living in a biodiversity emergency.
- Secure special conservation status for Barna Woods/Rusheen Bay, Merlin Woods and Terryland Forest Park so that they are protected as areas of high biodiversity and wildlife sanctuaries.
- Adopt and implement the Galway City Biodiversity Action Plan and employ a Biodiversity Officer. Carry out surveys and monitoring
- The network of European designated Natura 2000 sites and annexed habitats and species must be protected and enhanced in line with site conservation objectives.

- Designate pollinator areas and plant Wild Flowers in parks and along road verges and borders.
- Embed biodiversity into all aspect of the plan and into Local Area Plans and ensure that measures are sustainable into the long term.
- A tree survey should be performed to understand the quantity and type of trees that are present in all our parks.
- Review the Galway City Habitat Inventory (2005).
- Recently fitted street lighting are contributing to the increase of light pollution and impact on biodiversity.
- Section of all parks and green areas should be left for wild flowers/meadow to thrive for pollinators.
- To promote best practice in implementing the All Ireland Pollinator Plan as a template for homeowners and the private sector to emulate.
- Designate for Biodiversity a 'green ring' of land around the City.
- Consider and adopt natural capital accounting in particular in relation to Roscam.
- Include specific biodiversity measures in public buildings and public spaces.
- Consider the implications of the Plan for biodiversity.
- Support the Healthy Green Spaces initiative at local level across the city to promote sustainable management practices in residential developments.
- Development control policy similar to the Green Spaces Factor (GSF) implemented in Malmo, Sweden is a policy tool used for urban greening, and has been implemented in Seattle, Hamburg, Southampton and Stockholm. Cities adapt the core GSF system to give different values to specific types of green space, for example, giving a higher value to ponds and areas for storm-water runoff in neighbourhoods with poor drainage.

#### **Beaches and Coast**

- A large number of submissions were received to restore the tidal pools in Salthill as a year round public amenity and recreation facility accessible to all ages and abilities including those with disabilities or particular needs.
- Consider opportunities to protect, enhance and restore the natural capital of Galway City's coast with a view to identifying nature-based solutions to protect this important and valuable coastal resource.
- Transport and recreation infrastructure puts pressure on sensitive coastal sites.
- Protect and clean up beaches and bathing water quality especially at Ballyloughane and make accessible for all.
- Insert an objective to carry out an appraisal of the green space at Grattan Road (2.1 Ha) which would consider potential for a range of amenity facilities, measures to facilitate better access to Grattan Road Beach and to support Blue Flag status for Grattan Road Beach.
- Green Space Field between Grattan Road and Whitestrand Road be left go wild for the benefits of biodiversity.
- Prioritise upgrade of the promenade and provide additional facilities including shelters, cycle lanes and greater safety measures for pedestrians.
- Extend the coastal walk along the prom to Silver Strand and onwards.
- Repair and restore the sandbar leading to Drumlin (named Illaunafamona / Seaweed point) as valuable sand dune grass lands wildlife amenity and walking amenity.
- Protect Lough Atalia from pollution through implementation of SUD's principles such as reed beds and provide opportunities for water sports and other recreational activities and facilities,

paths, boardwalks, natural amenity and biodiversity area and enhance the historic pier. Create pedestrian links to this area.

- Protect existing natural greenspace and coastal open space in the city. Protect the coast from erosion. The natural environment of the city is what makes it attractive to business and tourism and makes it a liveable city.
- Support waterbased recreation activities such as diving, swimming and boating.
- Implement measures to achieve good ecological and environmental status of marine and coastal habitats.

### **Waterways**

- Retain existing objective for the RA lands between the River Corrib and the Dyke Road and south of Quincentenary Bridge to consider the development of these lands to accommodate municipal and club water based facilities.
- The River Corrib needs protection from pollution and enhanced as a green space on both sides of the River.
- Galway City canals are deserving of greater protection and enhancement for amenity and biodiversity as well as a quiet route for sustainable transport. Consideration of a Canal Programme for public amenity, biodiversity and protection should be adopted.
- The waterways are a significant feature of Galway's character and should be celebrated as such with improved access and infrastructure
- Establish a planning forum for Galway's waterways and formulate a strategic Plan for the management, navigation, protection, maintenance and future development of Galway rivers and canals for amenity, recreation and renewable energy uses.
- Consider a feasibility study on the hydroelectric potential, opportunities, impediments, and implications of this potential as part of the City's drive to address climate change and clean energy.
- The rivers and canals that run through the City of Galway are a rich resource that are underappreciated, undervalued, and underdeveloped. More should be done with these waterways to create attractive amenities, natural habitats, energy production, heritage attractions and recreational outlets.

### **Greenways and pathways**

- Protect and maintain the The Coolough "boreen" a public right of way linking Coolough village with the playing fields at Crestwood.
- To develop a 'boreen' public walking route network including rights of way and mass paths -that is an area of high biodiversity(hedgerows, drystone walls, surrounded by natural/rural green/blue spaces) commencing at the Woodquay Plots connecting on to Coolough, Menlo, Castlegar, Parkmore, Ballybrit and other areas of the city such as circular road/hazelwood.
- Connected greenways out to Spiddal, Oughterard and Clifden should be included in the plan.
- Athlone/Dublin greenway should go right into the city centre and connect to other greenways.
- Create a Greenway along the eastern bank of the River Corrib from Woodquay to Menlo via Menlo Castle. This will require a boardwalk at the entrance to the Coolough lakes; one of sufficient height to allow lake boats and kayaks into the lakes.
- Develop walking and cycle trails within the green network and into the broader metropolitan area.
- There are serious ecological concerns with regard to proposals for greenways within ecologically sensitive areas and within European Sites in particular along the Corrib and at Rusheen Bay. Any proposals should be subject to route/site selection processes before inclusion on the proposed Greenway network.

- Use permeable, more nature-friendly surfaces and appropriate planting for habitats and pollinators.
- Incorporate a bridge building on the proposed bridge on the railway abutments which could be a greenway hub, student study space, a café and visitor destination with view over the river.
- Permeability between existing estates should be explored with plans for trials of opening such connections for locals to walk and cycle between neighbouring estates and reach local amenities in a safer and more direct way. These connections could be enhanced with public realm improvements such as improved green-spaces, lighting, planting and play spaces.
- Millers lane- Restore the planting/ biodiversity along Millers Lane. Create openings into all the neighbouring estates to increase a sense of openness and security.
- Add pedestrian access along N6 GCRR bridge to link Dangan to the castle to enhance connectivity, tourism and enterprise.

### **Facilities**

- Submissions request accessible playground facilities be identified for development in all neighbourhoods in the city and refurbishment and extension of existing facilities. Westside playgrounds is a model.
- Accessibility for all, universal design and fully accessible facilities must be a requirement for all public parks, open spaces and recreation and amenity facilities. Targeted access measures to outdoor spaces are required for health and wellbeing of those with disabilities and to support independent living. Kissing gates need to be removed from parks, estates and amenities to ensure accessibility for all.
- Provide new and upgrade existing skateboard park facilities in the city in collaboration with Galway Skateboarding Association. Including a new skatepark to rear of the Resurrection church in Ballinfoyle.
- Support and promote multi-functional use of amenity, recreation and sports facilities
- More public sports facilities- tennis courts & halls/basketball courts, running tracks particularly in the East of the City
- The provision of coastal and recreational facilities for the east of the city to meet demand is needed in the area around the Roscam Peninsula.
- Given the rapid expansion of residential developments in the east of the city and the plans in place for further development at Ardaun, there is an urgent need for coastal and recreational facilities here and the Roscam Peninsula should be considered as part of the development of these facilities.
- During the period of the Galway City Development Plan 2023-2029 address the in-balance of recreational facilities in the West Ward Electoral Area compared to the Central/East Wards.
- Convert the old non-operational municipal Waterworks on the Dyke Road into a forestry/waterways interpretative centre with gallery, café etc.
- Provide sheltered outdoor gym equipment across the city.
- Provide a burial ground and crematorium in the greater Knocknacarra area.
- A range of additional facilities is required in the Ballybane area.
- Empty spaces on Gort na Bró should be turned into a park or a green space for local children and families.
- Recognise that active recreation facilities impact on biodiversity.
- Provide new facilities and upgrade the existing outdoor sports and passive leisure facilities in Crestwood Park

- Develop GCC guidelines on nature play facilities; play provision for Teens and young adults and for amenity provision for older age groups in new developments.

### **Green Infrastructure**

- Incentives should be available to incorporate green infrastructure into new and refurb projects and a recognition should be given to projects that incorporate green infrastructure using a “green mark scheme” or similar (like a BREAM or LEED).
- Guidelines on provision of green infrastructure (biophilia) in new build and retro fit -such as green walls and green roofs is required.
- Restrict the total replacement of gardens with concrete driveways and ensure planning conditions retain some element of green area.
- Increase ratio of green space to building footprint.
- Promote nature based solutions to support biodiversity, health and wellbeing.
- Include a Light Pollution Policy for the city. Light pollution impacts on night-time environment. Revise Galway city council’s LED lighting strategy which impacts urban biodiversity. Need a balance between human needs and the needs of city wildlife and to promote dark sky policy.

### **Protected views**

- Views from Crestwood Recreational Facility should be designated as protected views. These encompass views of Connamara to the Burren in Co. Clare.
- Expand protected views in Roscam and include views of protected structures

### **General**

- Natural heritage objectives need to be clear and robust, and include Objectives to protect, conserve and enhance biodiversity both within and outside protected sites and require Ecological impact assessments to be prepared.
- Environmental Sensitivity Mapping (ESM) resources should be used in order to avoid ecologically sensitive sites for development and recognise these sites within plan zoning.
- Incorporate SDG goals in development plan policy
- Include clear actions, targets and timescales to deliver on local and national policies with dedicated resources for the implementation of these actions and include for monitoring and consultation with local communities and stakeholders.
- Include demonstration sites which can be used for green educational activities in all areas of the city.
- Learn from best practice from other cities to incorporate appropriate measures into the plan
- Better engagement between all stakeholders including local community on protection, management and use of green spaces in the city is required.
- Maintain the existing recreation and high amenity zonings in the Galway City Development Plan 2023-2029 and identify the existing RA lands in the ownership of Galway City Council.
- Assess the need for adequate green spaces/open spaces, recreational areas within the 5-kilometre covid 19 radius and address any deficits identified.
- Incorporate Environmental Social Governance (ESG) principles into the CDP.
- Ensure city council development and maintenance programmes have environmental quality measures that include ecological integrity and no net biodiversity loss.
- Planning for the growth of the city and increasing the natural environment are not mutually exclusive. With co-ordinated planning both should be achieved in order to achieve sustainable growth.

### **Development standards**

- Requiring new developments to include, as standard, nature based solutions and/or green infrastructure at design stage.
- Ensure all proposed developments undergo a green audit.
- Require surveys for protected species as part of development and maintenance proposals where they is likely to be an impact.
- Requiring management plans for new development at planning application stage, in line with good practice for sustaining biodiversity and for the maintenance of green infrastructure.
- Requiring all new developments to carry out a tree, vegetation and soils survey for each site as part of the information submitted at planning application stage. This survey will then inform the site layout plan and landscape plan. The information gathered at planning application stage is recorded centrally by GCC and retained as tree survey and biodiversity baseline data at city wide level.

### **Operational**

- Stop use of insecticides and herbicides in Galway parks as they are a risk to wildlife and pollinators.
- Employ park rangers for all parks to preserve and enhance amenities and maintain biodiversity and reduce anti-social behaviour and establish a volunteer parks rangers unit to support the full-time park rangers unit.
- Reduce and manage mowing operations to support biodiversity and pollinators and erect signage to inform residents.
- Mapping of the green infrastructure network is necessary to assist protection and enhancement of the network.
- Include for provision of an outdoor shower and hose/tap at Silverstrand
- Ensuring there are adequate staff numbers to maintain the city's green networks

### **3.5.2 Chief Executive's Opinion to the issues raised**

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It is recognised by the council that protecting and enhancing the natural assets and open spaces of Galway City has significant economic and social value as well as a significant biodiversity resource. These spaces are a vital part of everyday urban life and a high quality environment within a city improves the health and wellbeing of the community. The high quality natural environment is part of the distinctive character of the city and is part of the attractiveness of the city for economic investment and a key attractor for visitors. These spaces are also important for addressing climate action accommodating measures to support nature, biodiversity, pollinators, carbon sequestration and SUDs. In this regard the CDP will continue to include policy support to protect and enhance the green network for sustainable use, management and protection of natural heritage, carbon reductions, protection of ecological sites, biodiversity, recreation and amenity areas and parks in an integrated manner.

#### **Galway National Park City**

A large number of submissions were received to include in the draft plan the Galway National Park City Initiative mission statement, aims and principles. National park status is a national designation in Ireland under the responsibility of the National Parks and Wildlife Service. They are designations based on criteria and standards for National Parks as set by the International Union for the Conservation of Nature (IUCN) and have applied traditionally to rural areas (there are currently 6



national parks in Ireland). A national park city is a new concept which applies similar principles to an urban area. It is noted that this concept is not provided for in any government policy, is not governed by legislation and has not as yet been embedded in urban policy at either national or regional level. It is therefore considered premature to incorporate this designation into plan policy at this stage.

On assessment of the submissions and review of <https://www.nationalparkcity.org/>, the council could have concerns that this designation would be unduly restrictive for an urban area. It is not clear what the implications of such a designation would be for future development, the additional requirements for staff and the financial resource implications. It is noted that some of the aims and objectives of the initiative have broad policy support in the current plan and which will be continued into the draft plan. Some of the aims/objectives also have support through other plans and strategies at city level such as the Heritage Plan, Biodiversity Plan and Climate Adaptation Strategy and in the Recreation and Amenity Section work programmes.

### **Restoration of the tidal pools**

A large number of submissions were received requesting the restoration of the tidal pools in Salthill as a year round public amenity and recreation facility accessible to all. The restoration of this facility would be a huge asset to the city and complement the existing facilities that are available at Salthill. The current plan includes existing policy support for the provision of a range of facilities to support water based recreation. In particular at Salthill, there is a specific objective to upgrade public facilities. The council will consider the merits of inclusion of a specific objective in the draft plan to support implementation of a restoration project for the tidal pools. Consideration will be based on factors such as technical feasibility, likely funding sources, staff resource requirements, climate change considerations and environmental considerations under SEA/AA/SFRA.

### **Parks and Open Spaces and Facilities**

Many of the policies and objectives in the existing plan evolved from the Recreation and Amenity Needs study (2008). This study set out the amenity needs for the city and considered ways in which additional and a more diverse range of recreational facilities could be delivered, both through multi use of existing facilities and additional facility provision. It also recognised the value of passive amenity and the need for dedication of space for less intensive use. The recreation and amenity section are carrying out a review of the RANs to consider the current needs for the city and this will feed into the draft plan. The RANs review will consider the need and locations for a range of facilities highlighted in the submissions received such as formal sport facilities, allotments, orchards and community gardens, additional public parks, including the need for dog parks. It will also consider provision within open space of more passive uses such as walking/running trails, quiet/rest/wild areas.

Acquisition and development of additional RA lands will continue to be an objective of the council. This is particularly important in the context of growing the city to 2040. It is acknowledged that there are significant lands zoned RA but are not within public control which prohibits public usage and the development of further facilities. This is tied in with financial and resource constraints. The city council has highlighted in its submission to government on the National Development Plan (NDP) review, the need for significant funding for the purchase and development/management of recreation and amenity land to supplement the Development Contribution Scheme (2020-2026).

Many submissions refer to the value of trees within the city and request retention of existing trees and planting of new trees. The existing plan includes policy to develop urban woodland and trees. This policy will be reviewed and consideration will be given to an objective to develop a tree planting strategy for the city.

The multi functionality of open spaces for providing nature based solutions to resolve surface water drainage, act as carbon sinks and biodiversity stores as well as dealing with air pollution and urban overheating and drought will be reflected in plan policy.

Various submissions have raised specific issues in relation to the protection, management and enhancement of the three city parks. These will be assessed by the recreation and amenity section and will be considered as part of the management plans and work programmes for these parks. The CDP will continue to include policy support for these city parks recognising their strategic importance for the city. With regard to Menlo Castle the current plan recognises that the castle and adjoining lands has potential for use for recreation and amenity purposes. It is considered that it is a valuable resource for the city and an increase in amenity and recreation facilities connected to the city centre via a greenway along the river will be considered. The draft plan will continue to support sustainable development of Menlo castle and adjoining lands and the objective for a greenway to Menlo. This will complement the ongoing works on the City Castles Project.

With regard to development in the Roscam Peninsula, a review of the RANs will indicate the need for additional recreational facilities in the east of the city. The existing LDR lands are supported by policy to protect the character of these areas and outdoor recreation use and building for recreational and community/cultural use is compatible with the zoning objective.

### **Connectivity**

A large number of submissions raise the need to ensure pedestrian/cycle/ecological connectivity to and within the green network and the development of a system of greenways and upgrade of rights of way and old boreen and mass paths and restoration of areas for walking routes and as wildlife corridors and stepping stones. The council recognises the importance of connectivity within the city and linking neighbourhoods with the green network, linking to the wider countryside, to the national greenway network and to the coastline and waterways. The council will review greenway/walking cycleway objectives in the current plan in conjunction with the recreation and amenity and transport section. This review will also take into consideration any potential conflict with designated sites and will be informed by the environmental assessments. Improvements to connectivity to the network will also be a consideration in development management.

### **Biodiversity**

A large number of submissions have highlighted the value of biodiversity in the city and the need to enhance biodiversity and implement particular initiatives. Existing policy support will be reviewed in the context of these submissions and having regard to national guidance such as the All Ireland Pollinator Plan, Climate Action Plan and the National Biodiversity Plan and guidance from CARO in relation to climate adaptation and nature based solutions.

### **Bluespace**

With regard to policy in relation to the waterways, the submissions received highlight the defining character and value of the river and canal system. The development plan will continue to give policy support to facilitate and improve accessibility to the waterways as requested. Consideration will also

be given to suggested measures which support carbon reductions climate adaptation and mitigation.

Other submissions in relation to coastal facilities at Grattan Road, Ballyloughane, Sliverstrand and proposals for Lough Atalia will be give consideration in conjunction with the Recreation and Amenity Section and as part of the review of the RANS and funding programmes under Fáilte Ireland.

### **Standards**

Development Plan Standards for new developments will be reviewed and will reflect opportunities to provide nature based solutions, green infrastructure, enhance biodiversity and incorporate climate mitigation. Control of invasive species and increased network linkages will also be considered.

### **Protected Views**

Protected views will be reviewed and additional views will be considered as part of the draft plan preparation process. It is noted that there are already protected views from the public roads in Roscam and it is considered appropriate to retain these views.

Many submissions raised issues which are considered operational or are outside of the scope of the plan. Matters relevant to other sections of the council have been referred to those sections for their information.

### **3.5.3 Chief Executive's Recommendations on policies to be included in the draft development plan**

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- Promote a green network for the city that allows for sustainable use, management and protection of natural heritage, protected ecological sites, biodiversity, recreation and amenity areas and parks in an integrated manner.
- Promote the sustainable use and management of RA lands for recreation /amenity purposes.
- Support and advance the strategic and specific policies and actions of the Galway City Council Recreation and Amenity Needs Study as reviewed.
- Ensure that plans and projects with the potential to have a significant impact on Natura 2000 sites (cSAC's or SPA) whether directly, indirectly or in combination with other plans or projects are subject to Habitats Directive Assessment (Appropriate Assessment) under Article 6 of the Habitats Directive and associated legislation and guidelines, to inform decision making.
- Support nature based solutions which enhance the resilience of the city to climate change and contribute to a reduction in the carbon footprint of the city.
- Promote accessibility and connectivity to the city's green network for the wider community and by sustainable modes of transport where the European sites, protected ecological sites, biodiversity are adequately safeguarded and enhanced.
- Support an integrated planning for Green Infrastructure and ecosystem services approach.
- Seek to protect the waterways within the city while facilitating sustainable recreational and amenity uses subject to ecological considerations.
- Continue to develop and improve the greenway network in the city, providing alternative accessible circulation routes for pedestrians and cyclists, for the enjoyment and recreational use by the entire community.
- Co-ordinate policies with the Galway City Climate Adaptation Strategy, Heritage Plan and the Biodiversity Action Plan.

- Develop policies and objectives within the draft plan that reflect the objectives of the National Biodiversity Action Plan that support the All Ireland Pollinator Plan and the Climate Action Plan.
- Support the creation and protection of wildlife corridors and the prevention of habitat fragmentation.
- Provide for measures and indicators to monitor the environmental impact of the Development Plan and targets for implementation.
- Ensure that the Development Plan provides for appropriate protection of trees and hedgerows, recognising their value to our natural heritage, biodiversity and climate action and encourage tree planting in appropriate locations through a tree planting strategy.
- Secure a good standard of open space and recreational facilities within residential developments incorporating green infrastructure measures and SUDs.
- Include for the acquisition and development of open space and recreational facilities through the implementation of the Development Contribution Scheme, through public private partnerships, funding applications and through development management.
- Pursue a policy of providing a diverse range of recreational facilities and opportunities for the City having regard to the *Recreation and Amenity Needs Study* as reviewed.
- Include policy to seek to control the spread of invasive species.

## 3.6 Climate Action

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The following submissions make reference to climate action: C1-7; C1-14 ; C1-15 ; C1-62 ; C1-64 ; C1-103; C1-217; C1-238; C1-261; C1-265; C1-270; C1-295; C1-298; C1-300; C1-318; C1-319; C1-320; C1-325; C1-327; C1-330; C1-338; C1-347; C1-348; C1-351; C1-366; C1-392; C1-434; C1-435; C1-454; C1-499; C1-518; C1-520;

### 3.6.1 Summary of Issues Raised

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A total of 32 submissions were submitted that raised issues related to this theme. This represents 4% of the issues raised.

The following sets out summary of the key issues raised in the submissions and are categorised under a series of headings.

#### Climate action

- The forthcoming Galway City Development Plan should acknowledge that we are living in a climate emergency and declare a climate and biodiversity emergency. In May 2019, Ireland declared a climate and biodiversity crisis. This sense of urgency must be reflected in the new City Development Plan and must be substantiated with real action.
- Assess every policy considered for inclusion in the draft GCDP 2023-2029 in terms of its contribution to reducing greenhouse gas emissions and achieving the 2030 target and net zero by 2050. Developments that would increase greenhouse emissions should not be permitted.
- Exclude any policy that is not consistent with achieving a 51% reduction in greenhouse gas emissions by 2030 and net zero carbon by 2050 or that would contribute to increasing greenhouse gas emissions. Refuse any developments that would increase greenhouse emissions.
- Establish a Galway City Climate and Biodiversity Council, reflecting the National Climate Council. Facilitate the development of an adaptation and mitigation strategy by the Galway City Climate and Biodiversity Council for the City, as opposed to Galway City Council as exists currently
- Develop and enhance collaborative work with Galway County Council
- The Plan needs to acknowledge and integrate elements of the EU Green Wave Deal. This crosses many of the pillars e.g. District Heating Strategy for Galway City, ringfencing of EU Emission Trading System credits generated in Galway for sustainable city development.
- Galway needs to put in place a circular economy strategy.
- Community based retrofit subsidised projects for the mitigation of historic climate action.
- An adoption of the One Planet Living principles for all new construction.
- The term 'climate breakdown' should be used instead of climate change.

#### Mitigation

- Ensure that a climate change mitigation plan is completed within the life time of the development plan.
- The local authority should purchase power from renewable energy providers. The local authority should also incentivize homeowners to purchase power from renewable energy providers to help reduce Galway's carbon footprint. The local authority should use sustainable materials where possible (eg: replace all black bags with compost able alternatives)
- All plans for development or infrastructure change must be assessed in terms of how it might impact the carbon footprint. Reference is made to financial incentives or tax rebates. The carbon footprint has contributions from all public and private sectors and some financial incentives will be needed to make some changes possible for private individuals and businesses.

- Identify areas within the city and suburbs that would be suitable for rewilding and protect and develop green, blue and brown spaces.

### **Adaptation**

- Retrofitting – Work with the SEAI and local communities to increase use of renewable energy and retrofit projects using model similar to the Tipperary Energy Agency. Incentivize all homeowners to carry out a BER assessment by reducing property tax on assessed properties. Benefits include baseline CO2 emissions on residential property and may encourage retrofitting of properties.
- A retrofit of Galway buildings using the BEC or SEC funds should be carried out each year of the development plan lifetime.
- Retrofit: EU Renovation Wave: doubling the renovation rate to cut emissions, boost recovery and reduce energy poverty should be reviewed and incorporated into the Development Plan.
- Incentivize all homeowners to carry out a BER assessment by reducing property tax on assessed properties. Benefits include baseline CO2 emissions on residential property and may encourage retrofitting of properties.
- Create a directory of sites most vulnerable to the impact of climate change with input from local stakeholders and communities. Build a register of adaptation strategies using this list within the lifetime of this plan.
- Need for dedicated sustainability practitioners in Galway City Council to develop climate action project.
- Galway City Council must review implementation environmental protection legislation annually by reviewing the progress that has been made in relation to air quality and noise, waste management and water management.

### **Air and noise pollution / emissions**

- Policy required to collect and monitor noise and air quality data across from a representation sample of locations across the city. Current Air Quality monitoring stations need to be upgraded. This data should then be used to inform policy and changes needed to improve the quality and sustainability of our city. It would also inform Climate Action decisions for the city based on high quality data.
- Plan required detailing how Galway will reduce emission by 7 per cent in accordance with National Targets
- Galway should set a target of zero net carbon emissions by 2030 and act as an example for others.
- Covid has increased numbers of people walking and cycling and reduced emissions. Reduce number of cars in the city and support to people to continue walking and cycling.

### **Light pollution / exposure to artificial light**

- Galway City Development Plan 2023-2029 should adopt a policy to reducing light usage on major roads and streets during night-time. Exposure to artificial light at night disrupts local ecosystems and human health by disrupting sleep/walk cycles. Galway can pioneer a response to the issue including measures to reduce excessive artificial light by changing types of bulbs used, reduce quantity of street lighting and/or time being used, creation of dark/light free areas for wildlife and promote awareness of the impact of light pollution. This will also reduce energy consumption.

### **Flood Risk/ Flood defence / SUDs**

- Concern about the impact of the flood barrier in the Spanish Arch on the public realm and presentation of the area. Need for a permanent solution for flood risk in the area.

- Develop a comprehensive plan for flood prevention and mitigation for Galway City and costal suburbs. This plan should be based on stakeholder participation, development of green infrastructure and nature based solutions and SUDs. Mitigation measures need to be implemented to stop erosion at Knocknacarra and Renmore.
- Retrofit SUDs infrastructure to reduce the pressure on existing Wastewater infrastructure (foul through mid connections and overflows), surface water drainage and flood risk areas. These measures can be used to increase resilience to future climate change
- Recognise the value of Merlin Woods to act as a flood relief zone. The area has the potential to absorb large quantities of water and green spaces must be valued as part of natural flood relief.

#### **Renewable & sustainable energy**

- Explore renewable energy options in Galway City such as wave, wind, and thermal energy.
- Make provision for district heating as a utility throughout the city to enable householders to switch from fossil fuel heating systems as a climate change mitigation measure / Area Heating Schemes need to be promoted and subvented to allow residents change from fossil fuel heating systems.
- The City Council should engage with Renewable Energy Companies to find suitable solutions for eco-friendly energy consumption in the city.
- Maximise opportunities for rooftop solar PV on domestic, commercial, industrial, community and public buildings
- Encourage the establishment of micro-grids in new neighbourhoods to enable communities to generate renewable energy and share it across their neighbourhoods.
- The Galway City Development Plan can accommodate the transition to a low carbon circular economy by promoting renewable gas produced via Anaerobic Digestion. Development of AD facilities is supported by RPO 8.7 of the Northern and Western Regional Spatial and Economic Strategy.[Gas Networks Ireland]
- Explore the potential of hydroelectricity on the River Corrib. Within the life of the plan to commission 5 hydroelectric stations on the Corrib and to work with the new Galway Energy Agency in doing so. Consider re-using the built heritage of the waterways in Galway to generate renewable energy to power public lighting across the city as a beacon of sustainability.

#### **Data/Baseline/Implementation**

- Galway City requires an energy master plan which sets goals for how much of the city's energy should be generated within the boundaries of the city, and what the total energy consumption of the city should be. The masterplan should explore the potential for wind, solar and possibly hydro-electric energy.
- Establish a baseline of current greenhouse gas emissions and the carbon footprint of the city. A baseline will allow us to measure progress and estimate the cost and/or benefit in terms of carbon footprint / emissions of any plans instigated or approved by the council.
- Set annual targets for percentage reduction in emissions in the Development plan based on baseline assessment of baseline of current greenhouse gas emissions.
- Allocate a carbon budget to Galway City's functional area pro-rata to the Global Carbon Budget necessary to keep global warming below 1.5C. All actions need to include timelines and targets for allocating human and material resources.
- Establish an energy agency or collaborate with the Galway Energy Cooperative . Energy Agency should include dedicated staff of senior engineer, an administrator and 2 junior engineers. All staff should have energy efficiency and renewable energy project experience and sustainable design experience for buildings and neighbourhoods.

- Galway City Council should develop projects as part of EU Life programme which has over €280 million for environment, nature and climate action projects. Also linked to European Green Deal objectives by supporting the EU Biodiversity Strategy and the Circular Economy Action Plan.
- Biodiversity and Nature based solutions
- Ensure nature based solutions are prioritised in tackling climate change.
- Incentivise and provide suitable facilities for social enterprises to support transition to the low carbon circular economy. Examples include Meitheal Rothar and Rethink Consumption.
- Support the conversion / rewilding of underutilised green areas into woods, wetlands and meadows and areas for organic food production.
- Promote measures in the All Ireland Pollinator Plan – for example plant fruit trees, bee loving shrubs, native species and wild flowers in planter / seating banks along arterial roads (where visitors enter / exit city) & neighbourhood areas.
- Support biodiversity initiatives such as bee keeping, organic gardens, allotments, mens sheds, and bike fixing.

#### **Decarbonisation / Carbon Sequestration / Nature Based Solutions**

- Recognise value of areas like Merlin Woods and its meadows as valuable areas for carbon sequestration. Areas like this to be retained and also to increase to combat and reduce emissions across the city.
- Calculate the land available for carbon sequestration and calculate out areas of recreation and amenity which no longer offer any biodiversity or carbon sequestration value to the city such as astro turf pitches. Take into account the impact of the resulting loss of carbon sequestration when proposals are made to replace grass playing surfaces with all-weather artificial surfaces.

#### **Just Transition**

- Measures in Galway City Development Plan 2023-2029 to address climate change must include Just Transition as disabled people are more likely to experience poverty and not be able to take on more costly measures to reduce the impact of climate change.
- Targeted retrofitting and energy efficient upgrading of local authority housing to prioritise disabled people.
- During localised flooding and extreme weather events disabled people are unable to leave their own homes and their independence is reduced.
- Prioritise access by disabled people to local services during climate emergencies.
- Provision of an energy saving plan that takes account of external sources of funding, for example SEAI, that would be of direct benefit to disabled people in lowering annual home energy costs.

#### **Infrastructure & Waste Management**

- An expansion of Mutton Island Sewage / Waste Water facility or the building of a second Sewage / Waste Water facility on the Eastside is needed to cope with a growing projected population
- To insert as a specific objective an annual Hazardous Waste Recycling Event
- Support, house and shine the light on circular economy activities and promote these lighthouse activities from the council and in the various council roles

#### **Education and Public engagement**

- More people are aware of the impact of climate change and are willing to become involved in local initiatives such as those promoted by the Galway Environmental Network, Merlin Park Woods, Galway Energy Co-operative and Terryland Forest Park volunteers, for example. It is vital that all views of those who are interested are considered in making the plan.
- A programme of Education on Climate Action that is specific to Galway City and its changes should be set out and targets with timelines made and implanted into the Development Plan.



This will assist in the process of change that will be needed by every organisation and individuals in the City.

- Young children can learn from an early age about their social responsibilities and they are invested in their understanding about the world around them. Early years services as educational settings are in a unique position to link in with innovative projects with local organizations e.g. the Galway Atlantaquaria 'Exploring the Shores' Early Years Programme, the community of artists, Healthy Ireland projects, Galway City Partnership, community gardens.
- Promote Good news stories around 'return of bottles / cans / single use soft drinks containers'
- Allow young people to have their voice meaningfully heard by including youth representation on the Climate Action SPC.

#### **New homes**

- Redesign Housing for solar energy panels, rooftop gardens, vertical gardens, rainwater harvesting.
- Focus all new development on existing infill, brownfield and regeneration sites in the city.
- Exclude any development on existing greenfield sites

#### **Building Standards & Development Management**

- Include insulating all the Council owned housing using sustainable materials, fit heat pumps and mechanical ventilation systems. This would improve the living conditions of the tenants, reduce fuel poverty, leave them with more discretionary income and generally improve their quality of life and wellbeing.
- Ensure appropriate mechanical ventilation is included to ensure a healthy indoor environment considering pandemics and the risk of radon gas infiltration in retro-fitting existing homes.
- Oil burners should also be banned in all new build and in all replacement or renovation work which needs planning permission.
- Use planning requirements to require the use of local sustainable materials such as sheep's wool and locally reused or remanufactured paint.

#### **Transport**

- '15 Minute City' Eliminate the need to travel by enabling people to live near where they work and the services and amenities they need in urban villages which are connected by active transport modes, including public transport.
- Carry out a 'needs assessment' in existing neighbourhoods to determine what services and amenities, for example schools, shops, employment opportunities, playgrounds, playing fields, cultural facilities, community facilities are available within a 15-minute walk or cycle.
- Examine the level of permeability in existing neighbourhoods to determine if increasing permeability can make it safe and attractive for children to cycle and walk to school, people to access the services and amenities they need on foot or by cycling.
- Set annual targets for modal shift from private cars to active travel modes Include policies with the objective to significantly reduce car dependency in the city by 50%. The transport sector accounted for 20.3% of all carbon emissions in 2019, almost double that of the residential sector. Road transport accounted for 95% of transport emissions in 2019. Private cars account for 40% of transport final energy demand in 2018. Reducing private car use in the city by 50% would make a significant contribution towards achieving the 2030 target in the Programme for Government.
- Facilitate and enable active travel modes, including zero-emissions public transport, which will deliver health benefits by encouraging active lifestyles, improved air quality due to reductions in various pollutants including NOx and particulate matter, reductions in noise, traffic accidents and general well-being as well as environmental benefits.

## **Miscellaneous**

- Healthy Homes Bill 2019 must be incorporated into the Development Plan. [Note: The Healthy Homes Bill 2019 is a Bill to amend the Housing (Miscellaneous Provisions) Act 1992 to provide for the establishment of thermal efficiency standards for rented accommodation, for the testing of rented accommodation for radon, for the remediation of rented accommodation with high concentrations of radon; and to provide for related matters. The Bill lapsed with the dissolution of the Dáil and Seanad.
- Incentivising and housing social enterprises is critical to nature based solution enhancement.
- Support, house and shine the light on circular economy activities and promote these lighthouse activities from the council and in the various council roles
- Focus and use resources urgently to reverse climate change. If our city is drowning in an ever rising tide, best to shout STOP and then to action STOP.
- Ban all use of coal, import of coal, processing of coal and sale of coal within the city

### 3.6.2 Chief Executive's Opinion to the issues raised

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Climate action and climate change is a dominant issue in many of the submissions received as part of the pre-draft public consultation. Submissions indicate a high level of awareness and understanding of the urgency and challenges presented by climate change and the need to review and strengthen our policy responses in the forthcoming Development Plan. Climate action will be treated as an overarching theme and will be fully integrated into the Development Plan, through objectives, policies and appropriate development management standards. The draft plan will include a combination of adaptation and mitigation measures to tackle the causes of climate change (mitigation) and to manage the impacts and risks of locked in and unavoidable climate change (adaptation).

The draft plan will accord with national policy on climate action including existing National Adaptation Frameworks and National Mitigation Plans/Climate Action Plans and future plans during the making of the draft plan. Presently there are the National Adaptation Framework 2018 and the Climate Action Plan 2019 which supports the adoption of a net zero target for carbon emission by 2050 at EU level. Both are given statutory authority by the Climate Action and Low Carbon Development Act (2015). This Act is currently subject to an amendment bill, Climate Action and Low Carbon Development (Amendment) Bill 2021, which if passed will introduce statutory obligations and mechanisms including carbon budgets to achieve the 'national climate objective'. The objective is that Ireland commits to pursue and achieve a transition to a 'climate resilient, biodiversity rich, environmentally sustainable and climate neutral economy' by no later than the end of the year 2050. A 'climate neutral economy' is defined as a 'sustainable economy and society where greenhouse gas emissions are balanced or exceeded by the removal of greenhouse gases. The 'climate neutral' objective is consistent with EU climate ambition and international obligations under the Paris Agreement to pursue a net zero target for all greenhouse gases. The amendment Bill will provide for local authority climate action plans and that local authorities shall, when making development plans, take account of their climate action plans.

The National Planning Framework recognises that spatial planning is a key mechanism to translate national priorities and influence positive climate policy and action at local level to by assisting in the achievement of national obligations on climate action and reducing the vulnerabilities of communities to the negative effects of climate change.

At the regional level The Northern and Western Regional Spatial and Economic Strategy (RSES) recognises the need to climate proof our settlements, our built assets and our strategic infrastructure from the impacts of climate change.

At local level the Development Plan transposes national and regional policy to the local level. It will be cognisant of the obligations set out under Section 10(2)(n) of the Planning and Development Act 2000, as amended, which required the inclusion of objectives promoting sustainable settlement and transport strategies, the promotion of measures to reduce energy demand, reduce greenhouse gas emissions and adapt to climate change through, the location, layout and design of new development. The draft plan will also indicate how its implementation will contribute to realising overall national targets on renewable energy and climate change mitigation in accordance with the *S.28 Interim Guidelines for Planning Authorities on Statutory Plans, Renewable Energy and Climate Change and Wind Energy*. The draft plan will also continue to support the implementation of the Galway City Climate Change Adaptation Strategy Plan 2019-2024.

The current Development Plan contains policies and objectives relating to energy, environment and infrastructure including flood risk, renewable energy, sustainable building design and construction, water quality and infrastructure; SUDS, air quality and noise, light pollution and waste management which support climate adaptation and mitigation. These existing policies and objectives will be reviewed and strengthened in accordance with legislation, national and regional policy and in collaboration with the Climate Action Regional Offices (CARO).

Environment Assessments including Strategic Environmental Assessment (SEA), Appropriate Assessment (AA) and Strategic Flood Risk Assessment (SFRA) will be carried out in parallel with the preparation of the Development Plan. This will ensure that that potential environmental impacts associated with implementing the policies and objectives of the new development plan are fully assessed. As part of the SEA process, baseline information, based on SEA indicators, on the current state of the environment in Galway City will be gathered.

Local Authorities are at the front line of climate adaptation and mitigation, community engagement, sustainable development and emergency planning. As a consequence, local government is identified as key to delivering on Ireland's national Climate Action Plan 2019 and each Local Authority has expressed their commitment to driving and leading this change by signing a Local Authority Climate Action Charter. Galway City Council signed a Climate Action Charter in 2019 and is committed to achieving the 2030 targets for the Public Sector set out in the Climate Action Plan 2019, including a 50% energy efficiency improvement, 50% reduction in greenhouse gases and to improve public buildings' Building Energy ratings to "B" standard. In April 2021, the Local Authority Sector published its strategy for delivering on the Climate Action Charter and Climate Action Plan - ***Delivering Effective Climate Action 2030***. Delivering Effective Climate Action 2030 provides the sectoral Vision and Mission that will help to build on the existing expertise and experience within Local Authorities and coordinate future work to maximise the leadership role and impact on climate action locally, regionally and nationally.

Action 165 of the Climate Action Plan 2019 requires Local Authorities to identify and develop one Decarbonising Zone. A Decarbonising Zone is a low-carbon project, defined as a spatial area in which a range of climate mitigation, adaptation and biodiversity measures can co-exist to address local low carbon energy, greenhouse gas emissions and climate needs to contribute to national climate action targets. It will allow Galway City Council to understand the scale and challenges associated with decarbonisation and will inform future policy development in the city. Each Local Authority is obliged to identify an area suitable for a decarbonizing zone by 30 April 2021.

### 3.6.3 Chief Executive's Recommendations on policies to be included in the draft development plan

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- Include climate action as an over-arching theme in the draft plan.
- Policies in the draft plan will be in accordance with the Climate Action and Low Carbon Development (Amendment) Bill 2021 currently before the Dáil at Second Stage.
- Ensure all climate mitigation and adaptation measures are fully integrated into the development plan
- Ensure that all policies and objectives in the draft plan have regard to the key principles of just transition, climate justice and protection and restoration of biodiversity.
- Continue to support the implementation of the Galway City Climate Change Adaptation Strategy Plan 2019-2024.
- Support the development of a Decarbonising Zone in the city and the implementation of any subsequent policy recommendations as appropriate.

## 3.7 Community, Culture and Education

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**The following submissions make reference to community, culture and education:** C1-9; C1-12; C1-14; C1-26 ; C1-33 ; C1-37 ; C1-49 ; C1-61 ; C1-100; C1-104; C1-124; C1-138; C1-174; C1-178; C1-179; C1-180; C1-182; C1-193; C1-207; C1-227; C1-229; C1-232; C1-233; C1-238; C1-242; C1-246; C1-248; C1-261; C1-265; C1-266; C1-270; C1-275; C1-278; C1-280; C1-281; C1-288; C1-295; C1-298; C1-300; C1-311; C1-312; C1-313; C1-317; C1-318; C1-319; C1-320; C1-325; C1-330; C1-333; C1-337; C1-350; C1-351; C1-360; C1-367; C1-371; C1-373; C1-375; C1-376; C1-378; C1-379; C1-380; C1-392; C1-397; C1-399; C1-406; C1-410; C1-415; C1-418; C1-433; C1-434; C1-435; C1-436; C1-445; C1-449; C1-451; C1-454; C1-455; C1-457; C1-458; C1-459; C1-466; C1-469; C1-472; C1-486; C1-491; C1-492; C1-493; C1-496; 1-499; C1-500; C1-508; C1-510; C1-515; C1-516;

### 3.7.1 Summary of key Issues raised

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A total of 94 submissions were submitted that raised issues related to this theme. This represents 12% of the issues raised.

The following sets out a summary of the key issues raised in the submissions and are categorised under a series of headings.

A number of submissions make reference to obligations set out under the UN Sustainable Development Goals, Public Sector Equality and Human Rights Duty and the UN Convention on the Rights of People with Disabilities (UNCRPD).

#### **Community facilities**

- A number of submissions refer to the need for the provision of affordable multi-use community facilities or community hubs in each neighbourhood throughout the city to provide access to services, supports and amenities to all age groups and abilities. Community facilities must be accessible to all. Recognition also of the important function these hubs provide as space for local community interaction and engagement.
- An audit of existing community facilities should be carried out to identify needs in each community. All community facilities, including parks, playgrounds and open spaces should be accessed against universal design principles.
- Submissions also referred to the need to provide sheltered outdoor spaces that are suitable for use year round.
- Community facilities and infrastructure including parks, playgrounds and open spaces should be delivered in advance of residential developments. Ensure all new housing developments have adequate play and sports facilities.
- Community facilities should be accessible via sustainable transport modes including walking, cycling and public transport and have appropriate cycle parking
- Ensure that facilities are retained in community ownership and management with the support of community enterprises or local co-operatives. Access by the community needs to be retained as an absolute priority.
- Support the establishment of an LGBTI+ Resource Centre in the city.

#### **City Library / Community Arts Hub**

- A number of submissions refer to the need for a dedicated Library building in the City Centre and the provision of more neighbourhood libraries.
- A number of submissions call for the development of a dedicated music and performing arts hub which would provide rehearsal and performance space.

### **Young People**

- There were another of submissions acknowledging the important role that children and young people play in the life of the city and the importance of providing opportunities for them to participate in decision making process. Continue to support the Child Friendly City program
- A number of submissions made reference to the need to provide dedicated youth facilities including youth cafes, skate parks and a dedicate multipurpose youth space for children aged from 0-24 providing recreation facilities, support services and training and education opportunities.
- There was also a call to recognise play as an essential part of civic infrastructure in the city

### **Older people**

Many submissions recognise the significant contribution older people make to the life Galway City and the need for policies in the City Development Plan to support their inclusion and for appropriate levels of community based support of for people as they age. In particular there was support for

- Age Friendly Alliance, the Age Friendly City initiative and the promotion of positive ageing by recognising the contribution of older people to the wider community.
- Provision of a network of hubs around the city providing information and services. These could be linked to existing libraries, citizen information centres and community resource centres.
- Suitable housing options for older people to age in place such as smaller units to facilitate downsizing and independent living allowing for a continuum of levels of support within existing communities.

### **Health Infrastructure**

- Recognise that Galway University Hospitals are of regional importance. Ensure future requirements of healthcare facilities and services are considered in the emerging plan. Consider planning policies and site specific objectives to support the delivery of health infrastructure projects.

### **Health and Wellbeing**

- Ensure that the health and wellbeing of the people of Galway City is a core objective of the Galway City Development Plan and central to all future developments. Support implementation of Healthy Galway City Strategy, Galway Children and Young People's Services plan, Galway City Alcohol Strategy, Galway Age Friendly Strategy.
- Recognise Local Sports Plans and the Active Cities Framework as referenced by the Galway Sports Partnership.
- Ensure that there are alcohol free venues for arts, festivals, musical and cultural events which are accessible to all cultures, age-groups and abilities including families
- Protect children from alcohol related harm and promotion by reducing exposure to alcohol marketing in public places and facilities. Provide a wide range of facilities in new and existing neighbourhoods and make arts and culture as well as physical activities available to all young people in accordance with Planet Youth -a primary prevention model to reduce substance piloted by the Western Regional Drug and Alcohol Taskforce.
- Provide more allotment spaces. Potential for new allotment project in the west side of the city, Cappagh Park and Shantalla. Another Allotments project on the Westside of the city should be provided as the current scheme in Shantalla is oversubscribed. Cappagh Park (near the community centre/astro turf pitch) could provide an ideal location.
- Restrict establishment of certain types of businesses - such as fast-food outlets, bookmakers, and those that sell cigarettes, near schools to support the physical and mental health of young people.

## **Education**

- Is an urgent need to identify and designate a new post primary school site in the east side of the city to accommodate a school in interim accommodation in the draft plan.
- Support the provision of school accommodation, including the development of new schools and the expansion or alteration of existing ones and retain CF “Institutional & Community” zoning that provides for educational development be retained;
- Provision must be made for development of schools in tandem with delivery of 50% of population growth within the existing built up foot print (underutilised, infill and brownfield sites) of the city.
- Consider land use designations that support education development adjacent to existing and established be included;
- Support good urban-design in location, design and layout of schools, as per the DES guidelines, in established areas.
- Consider potential synergies with adjacent public (and commercial) facilities in the proposed siting of schools or vice versa, particularly opportunities to locate schools adjacent to open space or recreation amenities, childcare provision and/or other community facilities;
- The capacity of existing schools and any planned schools should be considered as “supporting infrastructure and facilities” and given high priority in assessment of the suitability of specific lands for residential development. Planning permission for developments that include a school site must be contingent upon the full consideration and provision of infrastructure and services to the school site.
- Various submissions refer to the need for the provision of a post-primary school / gaelscoil in the east side of the city, the need to accommodate population growth in the city and the provision and expansion of school facilities.
- Support NUI Galway to implement capital development program identified in NUI Galway Shared Vision Shaped by Values Strategy 2020-2025
- Facilitate sustainable planning and development of GMIT/ CUA/TU in terms of land use, educational space creation, and educational delivery.

## **Irish Language**

- Submissions relating to the Irish language refer to Galway City Council’s vital role in protecting and promoting the Irish Language in the City, its Bilingual City status, designation as a Gaeltacht Service Town and obligations under the Planning and Development Act, 2000, the Gaeltacht Act, 2012 and the Official Languages Act, 2003.
- There was criticism that the Strategic Issues Paper document – Our City, Our Future – Have your say! was not published in Irish.
- Submissions raised concerns about the levels of spoken Irish in Galway City and need for support for Irish language communities.
- Submissions recommend that the forthcoming plan include references to Gaeltacht areas, Irish Language as a community language and community language plans; continue to support Galway’s status as bilingual City and a Gaeltacht Service Town; continue promote Irish language signage and place names for new developments; promote Irish wording in business signage; include socio-linguistic review and monitoring as part of implementation of the development plan; consider requirement for language impact assessment of development proposals in Gaeltacht areas and conditions restricting sale and letting of residential properties in Gaeltacht areas.
- Recognise the Irish language and culture as an economic and cultural resources in the city, promote and brand Galway as “Ireland’s Bilingual City”. Support to refurbish Áras na nGael as Irish Language Centre.



- Support the establishment of further Irish-medium second level schools in parts of Galway City not currently serviced by such schools, with the aim of increasing participation in Irish medium education at second level. Submission refer to the need for an Irish medium school/ Gael scoil in the east of the City,

### **Culture and Creativity**

There were an number of submissions relating to culture and creativity the city including

- Define terms such as: inclusivity, cultural space, cultural facilities, and cultural infrastructure. And include the terms 'art' and 'artists' (as distinct from 'culture') Include specifics around terms and execution of statements such as: 'cultural infrastructure is required to be integrated into regeneration sites within the city; Headford Road, Ceannt Station and the Inner Harbour'.
- Expand & support of Arts and Music programmes. Continue to support community-based organisations (e.g. Galway Community Circus, Forest Schools, Grow It Yourself Galway, and Galway Steiner Kindergarten) should be maintained and increased.
- Place more value on culture and uniqueness of Galway including artists and buskers. Need for better busking laws. Busking and street art is an integral part of Galway's culture and this has slowly begun to be removed in recent years. Buskers are very important part of Galway, not only regulate but protect them as they are a resource for the city. Busking is an integral part of Galway life and identity and any laws introduced for busking should involve the busking community
- Identify designated space for youth street art, in particular Graffiti, installations and murals are needed around the city and ensure that every citizen in Galway will have access art in their communities - not just in the city centre
- Old post office as potential to be transformed into a community arts space or acquire Galway City Courthouse as a cultural centre. Create a space for youth street art, in particular Graffiti
- Include measures to enable disabled people to participate and contribute to Galway's art cultural life.
- Support the implementation of the Galway City Arts Strategy includes strategic objectives to develop arts and cultural infrastructure in the city.
- Ensure recognition of Traveller culture and heritage in the city with dedicated Galway City Museum exhibit; street name and installation at City Hall.

### **Festivals**

- Culture will continue to be an important driver in social inclusion and prosperity for the city. Festivals and event organisers will need significant support after the impacts of Covid-19 and a more proactive approach is necessary to support their resilience and growth. Dedicated infrastructure and initiatives are necessary to ensure Galway continues to be the cultural leader in the region.
- Where public financial support is being provided for the administration of public events or festivals, consideration must be proven as to how organisers will address issues of accessibility. This might include the provision of Irish Sign Language or other language interpretation, adequate accessible parking, facilitating support staff or personal assistants.

### **Social Inclusion**

- A number of submissions made reference to the need for investment in community facilities and services in disadvantage communities and noted that barriers such as poverty prevent people and communities from engaging in education, cultural and community activity. It is recommended that the draft plan should continue to promote social inclusion through policies which promote social inclusion and equality. It was also noted that the draft plan should continue to support the community goals of the LECP.

- Submissions also referred to the need for measures to support those living with a disability, the Traveller community and new communities. Issues raised include the need to provide culturally appropriate housing and access to community services and facilities for members of the Traveller community; recognition of Traveller heritage and culture; support for people with disabilities to access housing and community services and facilities; Support new communities to access skills and education, community facilities and employment opportunities and housing;
- Make accessibility tool 'Recite Me' available on Galway City Council's website
- Galway City Council should employ dedicated integration officer to support minority groups in the city.

### 3.7.2 Chief Executive's Opinion to the issues raised

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The submissions regarding Galway City Council obligations under the UN Sustainable Development Goals, Public Sector Equality and Human Rights Duty and the UN Convention on the Rights of People with Disabilities (UNCPRD) are noted. The draft development plan will be prepared within the context of the UN Sustainable Development Goals, will ensure obligations are met under the Public Sector Equality and Human Rights Duty where it applies to the development plan and will reflect the UN Convention on the Rights of People with Disabilities (UNCPRD) in policy.

#### **Community Facilities**

The Council recognises the importance of the delivery of community facilities that meet the needs of local communities. The current Galway City Development Plan 2017 -2023 recognises the importance of community, cultural and facilities in the City and it supports their provision throughout the city including community centres, schools, childcare facilities, sports facilities, parks and open spaces. The delivery and management of many facilities is outside of the scope of the Development Plan which is a strategic policy document. However, the draft plan will continue to support the development of community facilities through policy, specific objectives and zoning designations. The draft plan will continue to support the implementation of the actions in the Local Community and Economic Plan which will have a significant role in the identification of investment and delivery of community facilities at a local level. Many submissions requested an audit of social and community infrastructure to be carried out, this will be referred to the community and culture section for their consideration. The review of the Recreation and Amenity Needs Study will include a review of recreation facilities to establish the needs for the city. A review of development standards will include consideration of requirements for a community facility audit as part of large residential development applications.

Issues raised regarding ownership and cost of access to community facilities are noted but are considered outside the scope of the Development Plan.

A number of submissions were made supporting the provision of public library in the city centre and supporting the expansion of the network of library branches across the city. The points raised are noted. The current development plan has a specific objective supporting the provision of a new public library in conjunction with Galway County Council. It is recommended that this specific objective be retained in the draft plan.

A number of submissions made reference to the provision of a music and performing arts hub in the city. The forthcoming Galway City Arts Strategy will address requirements for physical arts, heritage and culture infrastructure identified in Everybody Matters, A Cultural Sustainability Strategy for Galway 2016-2025. The draft plan will review policy support for provision of arts, heritage and cultural infrastructure and will support the delivery of the Strategic Arts Plan for Galway City Council and Everybody Matters, A Cultural Sustainability Strategy for Galway 2016-2025. Consideration will be given in the draft plan to the support of essential facilities as recommended in these documents.

The draft plan will continue to recognise the importance of Galway University Hospitals within the city and the wider region. The Galway Clinic and Bon Secours also enhance the role of the City as a regional centre for health care. It is recommended that specific policy be included to support provision of an enhanced regional health care service, developed to a modern standard to support existing and future population within the city and region.

The draft plan will give support for all forms of social inclusion. One of the seven strategic goals of the current plan and which will be reflected in the draft plan is to aspire to make Galway an equal and inclusive city, particularly through facilitating all forms of social inclusion in the built environment, including in community facilities, and specific reference to the establishment of an LGBTI+ Resource Centre will be considered in this context.

A number of submissions support the provision of allotments and community gardens. The contribution of allotments to health and wellbeing is acknowledged in the current plan and the provision of allotments and community gardens are acceptable under a number of land use zones. The draft plan will continue to support the provision of allotments and community gardens.

### **Older people**

The contents of submissions made regarding issues relating to older people in the city are noted. The draft plan will continue to support the Age Friendly City program and the implementation of Galway Age Friendly Strategy and will review existing policy support in the context of issues raised in submissions which are in the scope of the Development Plan.

### **Young People**

The contents of submissions made regarding issues relating to young people in the city are noted. The draft plan will continue to support the Child Friendly City initiative and will review existing policy support in the context of issues raised in submissions which are in the scope of the Development Plan.

### **Health and wellbeing**

The content of submissions relating to health and wellbeing are noted. The draft plan will support the delivery of actions in the Healthy Galway City Strategy, Galway Children and Young People's Services Plan, Galway City Alcohol Strategy, Galway Age Friendly Strategy, Local Sports Plan and the Active Cities Framework. Existing policy support will also be reviewed in the context of issues raised in submissions which are in the scope of the Development Plan.

### **Education**

The points made regarding the provision of education facilities including early years services and services for children and adults with additional needs are noted and will be reviewed during the preparation of the draft plan. The Council will continue to work with the Department of Education and Skills with regard to the provision of schools and is committed to supporting the Department in identifying a post-primary school site in the east of the city. The draft plan will also support the ongoing development of the NUI Galway and GMIT campuses and facilities.

### **Irish Language**

The contents of submissions regarding the Irish Language are noted. The draft plan will continue support the Irish Language in the city including its Bilingual Status and designation as a Gaeltacht Service Town. Irish language can also be supported through policy on use of Irish signage on shopfronts and Irish naming of residential developments in the city and use of bilingual naming of roads, parks and commercial developments. It is outside the scope of the development plan to impose restrictions on property and requirements for language impact assessments for development proposals is not appropriate to apply to the city which promotes diversity and access for all. A socio linguistic review of the development plan is not proposed and is not a requirement of the legislation which governs the development plan process. The requirement for the establishment of an Irish-medium post primary school in the east side of the city is also noted and support for

educational facilities will be considered in collaboration with the Department of Education and Skills.

Criticism that the issues paper was not published in Irish is noted. In accordance with Galway City Council's Scéim Teanga 2019-2022 a bilingual summary of the document was published. An Irish translation of the draft and final Galway City Development Plan 2023-2029 will be published.

### **Culture and Creativity**

The contents of submissions relating to culture, creativity and the arts are noted. The draft plan will review existing policy support in the context of issues raised and provide clarity of statements as requested. Busking in the city is regulated by the Galway City Council Street Performance and Busking Bye-Laws 2019. The draft plan will continue to support and facilitate the cultural activity in the city and support the delivery of the Strategic Arts Plan for Galway City Council and Everybody Matters, A Cultural Sustainability Strategy for Galway 2016-2025.

### **Social Inclusion**

The issues raised regarding measures to support those living with a disability, the traveller community and new communities are noted. The current development plan supports the delivery of inclusive and accessible communities in line with the Council's commitment to the Barcelona Declaration. The current plan includes policies to ensure balanced and equitable provision of community services and facilities throughout the city and to ensure community facilities are designed to be accessible to people with disabilities. The draft plan will continue to support the provision and improvement of essential facilities and amenities in communities in the city review existing policy support in the context of issues raised in submissions which are in the scope of the Development Plan.

The employment of personnel is outside the scope of the Development Plan

The [www.galwaycity.ie](http://www.galwaycity.ie) website is undergoing redevelopment as part of Galway City's Digital Strategy. Accessibility is a core element of the redesign and the ReciteMe tool or equivalent will be implemented for the new [www.galwaycity.ie](http://www.galwaycity.ie) website.

### 3.7.3 Chief Executive's Recommendations on policies to be included in the draft development plan

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- Ensure the draft plan is prepared within the context of the UN Sustainable Development Goals, meets the city council's obligations under the Public Sector Equality and Human Rights Duty and reflects in policy the UN Convention on the Rights of People with Disabilities (UNCRPD).
- Continue to support policies and objectives that protect and enhance existing community facilities and support the development and expansion of new facilities.
- Consider development management standards to require the preparation of Community Infrastructure Audits as part of large residential development applications.
- Support the provision of arts and cultural infrastructure having regard to the Strategic Arts Plan for Galway City Council and Everybody Matters, A Cultural Sustainability Strategy for Galway 2016-2025.
- Include policies and specific objectives to support the delivery of health infrastructure projects including strategic projects in the city.
- Retain specific objective supporting the provision of a new public library in conjunction with Galway County Council.
- Provide clarity regarding terms such as inclusivity, cultural space, cultural facilities, and cultural infrastructure.
- Include policy to support an equal and inclusive city in the provision of facilities.

## 3.8 Energy and Infrastructure

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**The following submissions make reference to energy and infrastructure:** C1-7; C1-14 ; C1-64 ; C1-158;C1-159; C1-165; C1-173; C1-178; C1-182; C1-217; C1-224; C1-261; C1-270; C1-273; C1-288; C1-293; C1-298; C1-299; C1-312; C1-325; C1-326; C1-327; C1-330; C1-332; C1-351; C1-356; C1-358; C1-363; C1-379; C1-429; C1-434;C1-435; C1-475; C1-483; C1-499; C1-520;

### 3.8.1 Summary of key issues raised

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A total of 36 submissions were submitted that raised issues related to this theme. This represents 5% of the issues raised.

The following sets out a summary of the key issues raised in the submissions and are categorised under a series of headings.

#### General

- Clearly set out how Galway will reduce its emissions by the 7% year on year to 2030, reflecting the national target.
- Support local agencies working on solutions for renewables and efficiency type solutions.
- Collaborate with the Galway Energy Cooperative on community-based energy transition projects and to develop an Energy Master Plan for the city.
- Collaborate with communities, with a particular focus on socio-economically marginalised communities, on developing decarbonising zones, and low carbon communities.
- All policies /objectives should be tied to the SDGs.
- Include implementation targets and timelines for all actions
- Plan for an increase in electricity demand and connections to renewable energy to make city 100% renewable by 2050.
- Incorporate net zero 2050 into the CDP.
- Support planning policies to address infrastructure improvement requirements throughout the City and make specific policy provision for Galway City Council to work collaboratively with statutory bodies to ensure that the existing infrastructure is upgraded and replaced.
- Introduce a 'Dig once' policy to include laying of ducting during initial construction, including roads and required commercial companies to facilitate the laying of excess ducting when they digging existing thoroughfares to reduces the need for digging up of roads, streets, and green spaces.

#### Renewable energy

- Galway should be a leader in sustainable energy.
- Consider the potential for geothermal energy use in domestic and commercial projects and for district heating in the city.
- Consider microgeneration policy, including micro-solar PV, micro-hydro, micro-wind and micro-renewable CHP with a maximum electrical output of 50kW, designed to primarily service the self-consumption needs of the property where it is installed.
- Designate a Positive Energy Block (PEB) consisting of several buildings that actively promote the production, storage and consumption of energy in a local network.
- Develop untapped potential of solar energy including micro-generation schemes in housing estates, on community buildings, schools and public buildings and community heating
- Affordable and renewable forms of heating such as underfloor heating and solar panels for hot water should be considered for installation in housing for people with disabilities.

- Renewable gas is the lowest cost option to decarbonise the domestic heat sector.
- There is potential for a network of micro renewables within local communities to them self-sufficient in energy use.
- Commit to a River Corrib and Canal Hydropower Project and commission a number of hydroelectric stations.
- Retrofit existing mill buildings as hydro power facilities
- Promote sustainable transport measures including e-bike parking and e-car charging facilities to reduce carbon footprint.
- Galway City can benefit from the establishment of AD plants utilising the agricultural land in the city area, to produce renewable gas.
- Identify landing sites to bring on shore power and fibre optic networks with Mutton Island as a priority site.

### **Energy efficiency**

- Promote retrofit of private homes to energy efficient units.
- Include targets for deep retrofitting of social housing stock.
- Support district heating and cooling within the city.
- Retrofit of existing residential and student accommodation to make them more energy efficient.
- Greater energy efficiency can be achieved through conversion of oil boilers to high efficiency gas boilers.
- Revise Galway city council's LED lighting strategy and include a light pollution policy for the city to ensure there is a balance between human needs and the needs of city wildlife, reducing the light pollution impacts on night-time environment and wildlife.

### **Water and waste water**

- Identify infrastructural improvements including water supply, drainage network, telecommunications, waste management required to ensure the sustainable development of the city and set targets for implementation
- Sufficient drinking water infrastructure is required to service the growing population.
- Provide new and upgraded waste water facilities in the city and GMA including a new wastewater treatment plant to serve the future growth.
- Include strict requirements to prevent cross connections to the foul and surface water sewer network.
- Incorporate policy and objectives to support use of SUDs.
- All development must consider the potential impact on groundwater resources and specific abstraction points.
- Stop waste water discharge into Galway Bay during high rainfall periods.
- Upgrade Mutton Island and deliver the Galway East Main Drainage Waste Water Plant
- Cease wastewater discharges across the Galway Bay, specifically Ballyloughane Beach and Murrough.
- A range of plans including a drainage area plan for the city are being developed and implemented by Irish Water to ensure provision of adequate water and waste water supplies. This includes water conservation measures; leakage reduction, mains rehabilitation and network efficiency; sustainable supplies and Drinking Water Source protection.
- Irish Water encourages the inclusion of policies and objectives on the use of Sustainable Urban Drainage Systems and Green-Blue Infrastructure in new developments including the public realm and retrofitted in existing developed areas.



- Irish Water has adopted the World Health Organisation (WHO) Drinking Water Safety Plan approach.
- The ongoing engagement and collaboration between GCC and Irish water is welcome.
- Irish Water anticipate that the Mutton island WWTP has capacity to accommodate the projected growth over the plan period 2023-2029.
- The Greater Galway Area Drainage Strategy will investigate options to provide for the targeted growth in the Galway metropolitan area in the medium and long-term. It will determine the need for any new WWTP.
- Irish Water envisage that there is adequate water supply capacity to meet the projected increase in population in the city and suburbs over the Development Plan period.
- A range of policies and objectives are suggested by Irish water for inclusion in the Development Plan in relation to protecting Irish Water assets and the environment for the benefit of current and future population served by public water services networks.

#### **Smart Cities**

- Facilitate the rollout of digital infrastructure to implement a world class digital infrastructure and sensor network that will provide real time data and smart city solutions.
- Support a smart cities approach which requires ideas and consultation.
- A smart city approach relies on data and the security implications of this need to be addressed in policy.
- Provide a City wide free public WIFI network.
- Ensure weather alerts and other warnings are fully accessible to all people with disabilities in accordance with the convention on the Rights of Persons with Disabilities (CRPD)
- Develop and implement a smart city initiative in conjunction with Galway County Council and other surrounding Local Authorities.
- Greater public notification of applications for telecommunications infrastructure is required.
- Restrict 5G or other such masts to protect local communities and residents.

#### **Air and noise quality**

- Collaborate with the EPA to improve traffic emissions monitoring and citizen protection.
- Include the development of 3 additional air quality monitoring stations across the city.
- Prepare a new Noise Action Plan which also records noise from industry.
- Include measures to reduce air and noise pollution levels.

#### **Waste Management**

- City Council should liaise with Waste Management Companies to find better solutions for the recycling of landfill waste. Innovative R&D schemes need to be supported to find new ways of recycling waste.
- Support Waste management social enterprises in the city.
- Establish a circular economy centre of excellence with education outreach in the Westside enterprise.
- Litter is a problem in the city.

#### **Outside scope of plan**

- Require a fully resourced Galway Energy Agency and prepare a bespoke mitigation plan for the city.
- Establish a body to oversee development of hydropower on the city's waterways.
- Ban all use of coal, import of coal, processing of coal and sale of coal within the city.

- Decarbonise transport and create an electric city with street emission free public transport and not light rail.
- Ban the sale and installation of all new oil boilers.
- Increase limits on the area of a roof that can be covered by solar panels.
- Consider allowing businesses to offset the cost of installing renewable energy technology against rates.
- Include measures to address energy poverty within the plan.
- A feed-in tariff for electricity will make a huge difference to the potential for microgeneration.
- Installing micro-generation in new builds should be incentivised.
- An Educational Programme should be initiated by the City Council to educate adults, teenagers and children how to help Galway implement a plan to become an "Eco-Friendly City" with Green Flag Status.
- Recycling facility at Liosbán. Needs better opening hours, times are too restrictive.
- Review locations of bottle banks to avoid broken glass on cycle lanes and heavy vehicles blocking cycle paths when collecting.

### 3.8.2 Chief Executive's Opinion to the issues raised

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A number of submission have been received which relate to the theme energy and infrastructure. Many of the issues raised are cross cutting and are reflected in greater detail in the climate action section.

The reduction in carbon emissions and energy use will be reflected throughout the plan supporting a climate resilient low carbon city. In this regard a range of national policy and guidance documents (see appendix 3) will be reviewed and reflected in plan policy.

The draft plan will include policies which promote energy efficiency and reduction in energy consumption through sustainable building design methods, use of materials and the use of renewable energy technologies. It will also indicate how its implementation will contribute to realising overall national targets on renewable energy and climate change mitigation.

The potential for renewable energy generation will be considered in the preparation of the draft development plan. Support of measures such as wind, hydro, wave/ocean, solar power, geothermal and biomass will be a consideration. It is recognised that suitable technologies may include small-scale wind energy plants, and combined heat and power schemes, particularly in high density developments and where bioenergy fuels provide the energy source, and in district heating.

The plan will also reflect national policy to support energy efficiency in the design of new buildings and retrofitting initiatives to support low-carbon living.

The Plan will support the strategic development of ICT infrastructure and support the smart city approach.

The Plan will have regard to relevant European and national environmental policies and legislation in order to secure a clean and healthy environment.

The securing of adequate water and wastewater infrastructure is an essential element for the sustainable and proper development of the city. The draft plan will be prepared in consultation with Irish Water to reflect requirements for investment in the city in water, wastewater and water

conservation measures. It is noted that Irish Water consider that there is adequate water and waste water capacity for the plan period. It is also noted that the preparation of a Greater Galway Area Drainage Strategy will investigate options to provide for the targeted growth in the Galway metropolitan area in the medium and long-term. Any proposals and findings arising from this strategy will be reflected in the plan.

The draft plan will continue to incorporate appropriate policy to support water protection and will reflect policies set out in the River Basin Management Plan for Ireland 2018- 2021. The existing plan includes policy support to maintain and extend blue flag beach status and to protect bathing water quality.

The importance of good air quality for the health and wellbeing of the population is reflected in the current plan and the draft plan will continue to support initiatives to reduce air pollution such as electric car facilities and tree planting. The noise action plan is reflected in existing plan policy and will be included on the draft plan. An extension of the noise plan to include from industry is not within the scope of the development plan.

With regard to lighting, the draft plan will include support to ensure external lighting minimises the incidence of light pollution, glare and spillage into the surrounding environment.

Waste management policy in the draft plan will accord with the objectives and targets of the *Connacht Ulster Regional Waste Plan*. The draft plan will reflect in policy the circular economy approach in relation to waste management.

### 3.8.3 Chief Executive's Recommendations on policies to be included in the draft development plan

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- Continue to develop and improve infrastructure and services in the City in tandem with Irish Water and other service providers including for water, drainage, communications, energy and transport in a sustainable and efficient manner.
- Promote strategic infrastructure developments that will enable Galway City to develop its potential as a Regional City and contribute to the quality of life of its citizens.
- Facilitate the rollout of digital infrastructure to implement a world class digital infrastructure and sensor network that will provide real time data and smart city solutions.
- Promote the use of Sustainable Urban Drainage Systems and sustainable water conservation measures such as rainwater harvesting and re-use of grey water.
- Ensure implementation of adequate flood risk management measures in adherence with *The Planning System and Flood Risk Management Guidelines for Planning Authorities, 2009* and promote appropriate coastal zone management measures.
- Ensure compliance with the EU Urban Waste Water Directive, the Water Framework Directive and have regard to the Western River Basin District Management Plan.
- Promote appropriate measures to address climate change including initiatives relating to energy efficiency, conservation and use of renewable energy technology.
- Promote energy efficiency and sustainability in both existing and new buildings and support the implementation of the EU Energy Performance in Buildings Directive and the Building Energy Rating Certification (BER) for public buildings and new and existing dwellings.
- Incorporate policies on the control of developments within areas identified under the Major Accident Directive (Seveso II) which will reduce the risk and limit the consequences of a major accident.
- Support the policy of the draft *Connacht-Ulster Regional Waste Management Plan 2015-2021* which relates to Galway City.
- Have regard to the Noise Action Plan for the city.
- Policy to support good air quality, to support the reduction of carbon emissions, and to implement the Climate Adaptation Strategy.
- Policy to collaborate with Irish Water to ensure adequate water services capacity within the city and prioritise the necessary water services investment required over the lifetime of the Plan.
- Include policies that supports the provision of Green Infrastructure (BGI) and Nature Based Solutions

## 3.9 Environmental Assessments

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The following submissions make reference to environmental assessments: C1-270; C1-300; C1-312; C1-320; C1-330; C1-351; C1-373; C1-379; C1-404; C1-434; C1-435;

### 3.9.1 Summary of key issues raised

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Environmental assessments (SEA/AA/SFRA) of the City Development Plan are being carried out in tandem with the plan making process. These assessments ensure that potential environmental impacts associated with the draft plan are assessed and will inform sustainable policy and land use scenarios.

- Have regard to environmental assessment legislation, guidelines and data resources and plans including the Environmental Regional Policy Objectives (RPOs) set out in the Regional Spatial and Economic Strategy 2020-2032 (RSES), All-Ireland Pollinator Plan, EU Flood Directive and National Biodiversity Plan.
- Take into account threats, pressures and considerations on nature conservation, biodiversity, flora and fauna, and potential impacts relating to coastal protection green network and zoning, transport and greenway projects, drainage and Infilling of wetland sites, water quality and blue Spaces, lighting, invasive alien species, unauthorised developments and planning conditions
- Apply the precautionary principle and integrate environmental assessments of the plan
- Consider EPA publications which put emphasis on Nature based Solutions including greater natural water storage in developments within our city such as green roofs and wetlands, Sustainable Urban Drainage Systems (SUDS) and cooperate with the Galway County Council on flood plain management.
- There should be no raw sewage flowing into any of the waterways in or around Galway City. Upgrade of the current treatment plant on Mutton Island if necessary.
- Actions need to name the SDGs it impacts.
- Actions need targets for which resources are committed and time lines set.
- Install air-quality monitors at street level throughout the city. These would also act as key performance indicators for the success of school streets.
- Publish data from interactive speed signs and monitor ambient speeds of motorised vehicles.
- Monitor traffic noise levels as an environmental impact
- Measure levels of walking and cycling in the city on a regular basis.
- Be proactive supporting, progressing and enhancing projects that are sustainable and climate neutral (zero emissions) or emissions negative.

#### Other

- Coal use, sale and processing needs to be banned.
- Projects which lead to emissions reduction should be incentivised as they are environmental benefits.
- Need an energy agency with dedicated staff to coordinate action.
- Fund a comprehensive assessment of sustainable and integrated building opportunities in the city so that household occupants are advantaged in terms of proximity to necessary resources, proximity to sustainable transport opportunities, proximity to green and blue experiences touching nature and biodiversity, and low ecological footprint housing opportunities.
- Create a register of groups with a proven track record in protection of environmental assets and reward these where the financial or benefit is used to create more sustainability locally.

- Provide quality automated bike counters at strategic locations (eg at river crossings).
- Strengthen ecological expertise in the Council so that ecological understanding of threats and pressures are understood and appropriate management considered.

### **3.9.2 Chief Executive’s Opinion to the issues raised**

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Environmental assessment are being carried out in consultation with designated Environmental Authorities and legislative requirements and national legislation are being adhered to. Guidance and data sources including those issued by the EPA, OPW and Department of Tourism, Culture, Arts, Gaeltacht, Sports and Media are informing the environmental assessments.

The scoping stage of the SEA to identify the range of environmental issues and the level of detail to be included in the assessments has been carried out in consultation with Environmental Authorities. An SEA Environmental Report is being prepared in parallel with the Development Plan. This will contain a summary of the City Development Plan and its relationship to other plans, baseline information on the current state of the environment in Galway City based on SEA indicators set out in the Directive, strategic environmental objectives, alternative strategies considered, an assessment of significant environmental affects, proposed mitigation and monitoring measures. The AA process will assess potential impacts of the Galway City Development Plan on European sites and where there are likely to be potential impacts propose mitigation measures. The SFRA is informed by the EU Floods Directive and Planning System and Flood Risk Management Guidelines for Planning Authorities (2009). It is also being guided by the Catchment Flood Risk Assessment Management Program (CFRAM), the National Climate Adaptation Framework and Galway City Council Climate Adaptation Strategy 2019-2024.

All environmental assessments are integrated and as part of the process, recommendations arising from the assessments will inform the preparation of the draft development plan. The SEA/AA/SFRA environmental assessments will accompany the draft plan on public display.

### **3.9.3 Chief Executive’s Recommendations on policies to be included in the draft development plan**

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- Ensure that the preparation of the Draft Development Plan is fully informed by the environmental assessments carried out under the SEA, AA and SFRA processes in compliance with environmental legislative requirements

## Section 4 - List of persons or bodies who made submissions or observations

Submission No.	Name	Link to Submission
C1-1	John Forde	GLWC-C1-1
C1-2	Ulf Strohmayr	GLWC-C1-2
C1-3	Brendan Holland	GLWC-C1-3
C1-4	Jury's Inns	GLWC-C1-4
C1-5	Dublin Airport Authority	GLWC-C1-5
C1-6	Michael Shaughnessy	GLWC-C1-6
C1-7	An Taisce - Galway Planning Committee	GLWC-C1-7
C1-8	Bernadette O'Connell	GLWC-C1-8
C1-9	Aisling Noonan	GLWC-C1-9
C1-10	Jerry McSweeney	GLWC-C1-10
C1-11	Don Colleran	GLWC-C1-11
C1-12	John Griffin	GLWC-C1-12
C1-13	Chris Manning	GLWC-C1-13
C1-14	Áine Carroll	GLWC-C1-14
C1-15	Cadhla McDonnell	GLWC-C1-15
C1-16	Antoinette Hanley	GLWC-C1-16
C1-17	Fergal Dempsey	GLWC-C1-17
C1-18	Fionuala Coleman	GLWC-C1-18
C1-19	Urban Arq	GLWC-C1-19
C1-20	Roberts Jurkevics	GLWC-C1-20
C1-21	Mike Matthews	GLWC-C1-21
C1-22	Lelia Doolan	GLWC-C1-22
C1-23	Merlin Residents Association	GLWC-C1-23
C1-24	Richard Browne	GLWC-C1-24
C1-25	Rory Carroll	GLWC-C1-25
C1-26	Rory Carroll	GLWC-C1-26
C1-27	Richard Browne	GLWC-C1-27
C1-28	Mari Caulfield	GLWC-C1-28
C1-29	John Flannery	GLWC-C1-29
C1-30	Frank Slattery	GLWC-C1-30
C1-31	James McCarthy	GLWC-C1-31
C1-32	Caroline McNeill	GLWC-C1-32
C1-33	Morgan McGuire	GLWC-C1-33
C1-34	David Egan	GLWC-C1-34
C1-35	Monica Slattery	GLWC-C1-35
C1-36	Paula Hanley	GLWC-C1-36
C1-37	Galway Advocacy Council -Brothers of Charity	GLWC-C1-37
C1-38	Yi ling Khaw	GLWC-C1-38
C1-39	Mark Geraghty	GLWC-C1-39

<b>Submission No.</b>	<b>Name</b>	<b>Link to Submission</b>
C1-40	Mary Francis O'Conghaile	GLWC-C1-40
C1-41	Ann Francis Coyne	GLWC-C1-41
C1-42	Pauline Foley	GLWC-C1-42
C1-43	Helen Honan	GLWC-C1-43
C1-44	Pauline O'Gorman	GLWC-C1-44
C1-45	Margaret Francis	GLWC-C1-45
C1-46	Mary Ward	GLWC-C1-46
C1-47	Brid Manifold	GLWC-C1-47
C1-48	Mary Whelan	GLWC-C1-48
C1-49	Jason Sherlock	GLWC-C1-49
C1-50	Louise Callaghan	GLWC-C1-50
C1-51	Seamie Hayes	GLWC-C1-51
C1-52	Christine O'Sullivan	GLWC-C1-52
C1-53	Michelle Kearns	GLWC-C1-53
C1-54	Joe Whelan	GLWC-C1-54
C1-55	Bronagh Lang	GLWC-C1-55
C1-56	Miriam Sheerin	GLWC-C1-56
C1-57	Eileen Henihan	GLWC-C1-57
C1-58	Monica Farrell	GLWC-C1-58
C1-59	Tom Mac Donnacha	GLWC-C1-59
C1-60	Daniel McCluskey	GLWC-C1-60
C1-61	Jason Sherlock	GLWC-C1-61
C1-62	Isolde Gordon	GLWC-C1-62
C1-63	Lukasz Tymczak	GLWC-C1-63
C1-64	Tom Sampson	GLWC-C1-64
C1-65	Ann Francis Coyne	GLWC-C1-65
C1-66	Dolores Francis	GLWC-C1-66
C1-67	Sharon Allman	GLWC-C1-67
C1-68	Edel Egan	GLWC-C1-68
C1-69	Anita O'Reilly	GLWC-C1-69
C1-70	Kathryn O'Hara	GLWC-C1-70
C1-71	Eddie Bennett	GLWC-C1-71
C1-72	Aidan Hanley	GLWC-C1-72
C1-73	Frank Kane	GLWC-C1-73
C1-74	Des Broaders	GLWC-C1-74
C1-75	Anne Donnellan	GLWC-C1-75
C1-76	Eithne Dolan	GLWC-C1-76
C1-77	P Briggs	GLWC-C1-77
C1-78	Paul Butler	GLWC-C1-78
C1-79	Eileen Cameron	GLWC-C1-79
C1-80	Rob Dolan	GLWC-C1-80



<b>Submission No.</b>	<b>Name</b>	<b>Link to Submission</b>
C1-81	Emma Moran	GLWC-C1-81
C1-82	Fiachra O'Griofa	GLWC-C1-82
C1-83	Jennifer Velasquez	GLWC-C1-83
C1-84	Tommy McClean	GLWC-C1-84
C1-85	Sarah Deignan	GLWC-C1-85
C1-86	Declan Spelman	GLWC-C1-86
C1-87	Eleanor Maher	GLWC-C1-87
C1-88	Michael Coughlan	GLWC-C1-88
C1-89	Transport Infrastructure Ireland	GLWC-C1-89
C1-90	Bridie McMahan	GLWC-C1-90
C1-91	Chris Lavelle	GLWC-C1-91
C1-92	Fiona Higgins	GLWC-C1-92
C1-93	Aoife McMahan	GLWC-C1-93
C1-94	Antoinette Waldron	GLWC-C1-94
C1-95	Cathy Melia	GLWC-C1-95
C1-96	Annalisa Galeas	GLWC-C1-96
C1-97	Mark Siggins	GLWC-C1-97
C1-98	Sharon Morris	GLWC-C1-98
C1-99	Tomás Breathnach	GLWC-C1-99
C1-100	Galway Community Pride	GLWC-C1-100
C1-101	Stephanie de Barra	GLWC-C1-101
C1-102	Sam Conroy	GLWC-C1-102
C1-103	Roselyn Carroll	GLWC-C1-103
C1-104	Justine Delaney	GLWC-C1-104
C1-105	Jenna Veal	GLWC-C1-105
C1-106	Gerardine Curtin	GLWC-C1-106
C1-107	Melissa Tuohy	GLWC-C1-107
C1-108	Roseanne Baume	GLWC-C1-108
C1-109	Gerard Naughton	GLWC-C1-109
C1-110	Maeve O'Keefe	GLWC-C1-110
C1-111	Paul McGrady	GLWC-C1-111
C1-112	Helen O'Brien	GLWC-C1-112
C1-113	Thomas Earnor	GLWC-C1-113
C1-114	Hannah Loughnane	GLWC-C1-114
C1-115	Mark Campbell	GLWC-C1-115
C1-116	Mary Concannon	GLWC-C1-116
C1-117	Margaret McDonnell	GLWC-C1-117
C1-118	Davin Larkin	GLWC-C1-118
C1-119	Edwina Clarke	GLWC-C1-119
C1-120	Derville Dillon	GLWC-C1-120
C1-121	Charlotte Richardson	GLWC-C1-121

<b>Submission No.</b>	<b>Name</b>	<b>Link to Submission</b>
C1-122	Carol Gaffney	GLWC-C1-122
C1-123	Willie Campbell	GLWC-C1-123
C1-124	Grainne Faller	GLWC-C1-124
C1-125	Eileen McKeever	GLWC-C1-125
C1-126	Jackie Stanley	GLWC-C1-126
C1-127	Fionnuala Lindsay	GLWC-C1-127
C1-128	Jessica Burt	GLWC-C1-128
C1-129	Yvonne Danjou	GLWC-C1-129
C1-130	Vanessa Sumner	GLWC-C1-130
C1-131	Rachel Walsh	GLWC-C1-131
C1-132	Mary Francis O'Conghaile	GLWC-C1-132
C1-133	William G O'Connor	GLWC-C1-133
C1-134	Patsy Kenny	GLWC-C1-134
C1-135	Emer O'Beirn	GLWC-C1-135
C1-136	Marie F. Calabria	GLWC-C1-136
C1-137	Matthew Roche	GLWC-C1-137
C1-138	Gina McNamara	GLWC-C1-138
C1-139	Beth Whelan	GLWC-C1-139
C1-140	Brenda Flannery	GLWC-C1-140
C1-141	Tricia Streliaoff	GLWC-C1-141
C1-142	Carmel Niland	GLWC-C1-142
C1-143	Mike Heffernan	GLWC-C1-143
C1-144	Martin Hynes	GLWC-C1-144
C1-145	Bryan Deasy	GLWC-C1-145
C1-146	Dara Guilfoyle	GLWC-C1-146
C1-147	Conor McLaughlin	GLWC-C1-147
C1-148	Alan Deegan	GLWC-C1-148
C1-149	Jade Das	GLWC-C1-149
C1-150	Orla Lardner	GLWC-C1-150
C1-151	Julie Fallon	GLWC-C1-151
C1-152	Kara Walsh	GLWC-C1-152
C1-153	Ana Daly	GLWC-C1-153
C1-154	Aisling Sweeney	GLWC-C1-154
C1-155	Barbara Cunningham Smyth	GLWC-C1-155
C1-156	Paula O'Connor	GLWC-C1-156
C1-157	James O'Kane	GLWC-C1-157
C1-158	Cllr. Terry O'Flaherty	GLWC-C1-158
C1-159	OPW	GLWC-C1-159
C1-160	Karen McGuire	GLWC-C1-160
C1-161	Sabina Higgins	GLWC-C1-161
C1-162	Catriona Kelly	GLWC-C1-162

<b>Submission No.</b>	<b>Name</b>	<b>Link to Submission</b>
C1-163	Monenna Brennan	GLWC-C1-163
C1-164	Tom Hynes	GLWC-C1-164
C1-165	Geological Survey Ireland (a division of the Department of the Environment, Climate and Communications)	GLWC-C1-165
C1-166	Jenny Flanagan	GLWC-C1-166
C1-167	Brian Walsh	GLWC-C1-167
C1-168	Save Roscam Peninsula	GLWC-C1-168
C1-169	Cara Prior	GLWC-C1-169
C1-170	Withdrawn	GLWC-C1-170
C1-171	Tim O'Connor	GLWC-C1-171
C1-172	Sally Whelan	GLWC-C1-172
C1-173	Darragh Burgess	GLWC-C1-173
C1-174	Ope Dipson	GLWC-C1-174
C1-175	Steven McHugh	GLWC-C1-175
C1-176	Richard Browne	GLWC-C1-176
C1-177	Paul Kilgarriff	GLWC-C1-177
C1-178	Brian MacFhionnlaoich	GLWC-C1-178
C1-179	Jane Coyne	GLWC-C1-179
C1-180	Mary Minihan	GLWC-C1-180
C1-181	Joseph O'Neill	GLWC-C1-181
C1-182	Garry Kendellen	GLWC-C1-182
C1-183	Galway Rowing Club	GLWC-C1-183
C1-184	Anne Marie Magliocco	GLWC-C1-184
C1-185	Rory Carroll	GLWC-C1-185
C1-186	Rory Carroll	GLWC-C1-186
C1-187	Rory Carroll	GLWC-C1-187
C1-188	Rory Carroll	GLWC-C1-188
C1-189	Rory Carroll	GLWC-C1-189
C1-190	Rory Carroll	GLWC-C1-190
C1-191	Rory Carroll	GLWC-C1-191
C1-192	Laura O' Connor	GLWC-C1-192
C1-193	Coolough 365 Heritage Group	GLWC-C1-193
C1-194	Fionn Lennon	GLWC-C1-194
C1-195	Galway Integration Consortium	GLWC-C1-195
C1-196	Aaran Donohue	GLWC-C1-196
C1-197	Joshua Tamarro	GLWC-C1-197
C1-198	An Post	GLWC-C1-198
C1-199	Department of Transport	GLWC-C1-199
C1-200	Nicola Hession	GLWC-C1-200
C1-201	Ríona Walsh	GLWC-C1-201
C1-202	Ríona Walsh	GLWC-C1-202

<b>Submission No.</b>	<b>Name</b>	<b>Link to Submission</b>
C1-203	Rory Carroll	GLWC-C1-203
C1-204	Martin Finnegan	GLWC-C1-204
C1-205	Christy Kelly	GLWC-C1-205
C1-206	ProActive Carers Galway	GLWC-C1-206
C1-207	Tiernan Bines	GLWC-C1-207
C1-208	Cáit Gleeson	GLWC-C1-208
C1-209	Anne Mooney	GLWC-C1-209
C1-210	Tobias Baum	GLWC-C1-210
C1-211	Tobias Baum	GLWC-C1-211
C1-212	Cathal Lawlor	GLWC-C1-212
C1-213	Paul Abberton	GLWC-C1-213
C1-214	Ronan Duke	GLWC-C1-214
C1-215	Stephen Folan Folan	GLWC-C1-215
C1-216	Galway Tour Guides Association	GLWC-C1-216
C1-217	Gas Networks Ireland	GLWC-C1-217
C1-218	Francis Hackett	GLWC-C1-218
C1-219	Ciara McGagh	GLWC-C1-219
C1-220	Orna Macgiollari	GLWC-C1-220
C1-221	paul rush	GLWC-C1-221
C1-222	Laura Corcoran	GLWC-C1-222
C1-223	Joe McGinley	GLWC-C1-223
C1-224	Galway City Council	GLWC-C1-224
C1-225	Alan Curran	GLWC-C1-225
C1-226	Juliette Bosschaert	GLWC-C1-226
C1-227	Western Region Drug and Alcohol Task Force	GLWC-C1-227
C1-228	Aaron O Neill	GLWC-C1-228
C1-229	Theatre57	GLWC-C1-229
C1-230	Tara Dalrymple	GLWC-C1-230
C1-231	Gillian Hart	GLWC-C1-231
C1-232	Tusla West Galway Family Services	GLWC-C1-232
C1-233	CÚMAS	GLWC-C1-233
C1-234	Aidan McNelis	GLWC-C1-234
C1-235	Noah Deely Nevin	GLWC-C1-235
C1-236	Eamonn Faller	GLWC-C1-236
C1-237	Sara Coyle	GLWC-C1-237
C1-238	Access for All Galway	GLWC-C1-238
C1-239	Harry Lloyd	GLWC-C1-239
C1-240	Oisin Gill	GLWC-C1-240
C1-241	Garry Murphy	GLWC-C1-241
C1-242	AMACH! LGBT+ Galway	GLWC-C1-242
C1-243	Clodagh Mitchell	GLWC-C1-243

<b>Submission No.</b>	<b>Name</b>	<b>Link to Submission</b>
C1-244	Kate Mongey	GLWC-C1-244
C1-245	Mark Campbell	GLWC-C1-245
C1-246	Stephen Allen	GLWC-C1-246
C1-247	John Kennedy	GLWC-C1-247
C1-248	An Garda Síochana - Galway Division	GLWC-C1-248
C1-249	Michelle Smyth	GLWC-C1-249
C1-250	Chris Hassett	GLWC-C1-250
C1-251	Patricia Croal	GLWC-C1-251
C1-252	Helen Marshall	GLWC-C1-252
C1-253	Sean Hernon	GLWC-C1-253
C1-254	Danielle Kennedy	GLWC-C1-254
C1-255	Louise Allcock	GLWC-C1-255
C1-256	Steve Lynch	GLWC-C1-256
C1-257	Gary Casey	GLWC-C1-257
C1-258	Merlin Woods Sports Club	GLWC-C1-258
C1-259	Tina McHugh	GLWC-C1-259
C1-260	David O Flaherty	GLWC-C1-260
C1-261	Roselyn Carroll	GLWC-C1-261
C1-262	Fiona Lennon	GLWC-C1-262
C1-263	Roselyn Carroll	GLWC-C1-263
C1-264	Geoffrey Irwin	GLWC-C1-264
C1-265	Marion Meehan	GLWC-C1-265
C1-266	Hazel Collins	GLWC-C1-266
C1-267	Matthew Davidson	GLWC-C1-267
C1-268	Peter Strange	GLWC-C1-268
C1-269	Ian Brathwaite	GLWC-C1-269
C1-270	Galway Greens	GLWC-C1-270
C1-271	Richard Browne	GLWC-C1-271
C1-272	The Meadows Residents' & Homeowners' Association	GLWC-C1-272
C1-273	Lyle Sarino	GLWC-C1-273
C1-274	Paul OLo	GLWC-C1-274
C1-275	Lorraine O'Sullivan	GLWC-C1-275
C1-276	Jade Maloney	GLWC-C1-276
C1-277	Lilly Moroney	GLWC-C1-277
C1-278	African Leaders in Galway	GLWC-C1-278
C1-279	Fergus O'Donoghue	GLWC-C1-279
C1-280	Pamela Zokli	GLWC-C1-280
C1-281	Fr Griffins Eire Og	GLWC-C1-281
C1-282	Irish Wheelchair Association	GLWC-C1-282
C1-283	Noel Porter	GLWC-C1-283
C1-284	Dave Mathieson	GLWC-C1-284

<b>Submission No.</b>	<b>Name</b>	<b>Link to Submission</b>
C1-285	Irish Wheelchair Association	GLWC-C1-285
C1-286	Darragh Kirwan	GLWC-C1-286
C1-287	Justin Browne	GLWC-C1-287
C1-288	NUI Galway Students' Union	GLWC-C1-288
C1-289	Matthew Byrne	GLWC-C1-289
C1-290	Galway National Park City initiative	GLWC-C1-290
C1-291	Ciarán Ferrie	GLWC-C1-291
C1-292	Angela Magennis	GLWC-C1-292
C1-293	Alexandra Cullen	GLWC-C1-293
C1-294	Shane O'Halloran	GLWC-C1-294
C1-295	Galway Childcare Committee	GLWC-C1-295
C1-296	'Hope and Homes', Housing Coop	GLWC-C1-296
C1-297	Seán Brunswick	GLWC-C1-297
C1-298	Galway City Community Network	GLWC-C1-298
C1-299	Oisín Kelly	GLWC-C1-299
C1-300	Suzanne Bradish	GLWC-C1-300
C1-301	Roisín Obyrne	GLWC-C1-301
C1-302	'Hope and Homes', Housing Coop	GLWC-C1-302
C1-303	Dermot Greene	GLWC-C1-303
C1-304	Sheelagh McInerney	GLWC-C1-304
C1-305	Mike Hynes	GLWC-C1-305
C1-306	Brendan Smith	GLWC-C1-306
C1-307	Liam Ferrie	GLWC-C1-307
C1-308	Emer Cahill	GLWC-C1-308
C1-309	Galway Chamber	GLWC-C1-309
C1-310	Ciara Boylan	GLWC-C1-310
C1-311	Rosshill/Roscam Residents Association	GLWC-C1-311
C1-312	Galway Cycling Campaign	GLWC-C1-312
C1-313	SCCUL Enterprises CLG	GLWC-C1-313
C1-314	Iarnród Éireann / Irish Rail	GLWC-C1-314
C1-315	Galways Westend Traders Association	GLWC-C1-315
C1-316	Jack Blake	GLWC-C1-316
C1-317	Seamus Sorensen	GLWC-C1-317
C1-318	SAUTI-Youth project, Youth Work Ireland Galway	GLWC-C1-318
C1-319	Social Democrats	GLWC-C1-319
C1-320	Friends of Merlin Woods	GLWC-C1-320
C1-321	'Hope and Homes', Housing Coop	GLWC-C1-321
C1-322	Disability Federation of Ireland	GLWC-C1-322
C1-323	'Hope and Homes', Housing Coop	GLWC-C1-323
C1-324	Tesco Ireland Limited	GLWC-C1-324

<b>Submission No.</b>	<b>Name</b>	<b>Link to Submission</b>
C1-325	East of the Corrib: Terryland-Castlegar-Ballinfoile Community Stakeholders	GLWC-C1-325
C1-326	Liane Sanchez	GLWC-C1-326
C1-327	Engineers Ireland West	GLWC-C1-327
C1-328	Oisín McWilliams	GLWC-C1-328
C1-329	Áine Childs	GLWC-C1-329
C1-330	Pádraic Mac Fhionnlaoich	GLWC-C1-330
C1-331	Galway University Hospitals Active Transport Group	GLWC-C1-331
C1-332	Con Kavanagh	GLWC-C1-332
C1-333	Conor Breslin	GLWC-C1-333
C1-334	Luke Maloney	GLWC-C1-334
C1-335	Charlotte O'Donnell	GLWC-C1-335
C1-336	Disability Federation of Ireland	GLWC-C1-336
C1-337	Roselyn Carroll	GLWC-C1-337
C1-338	Galway Environmental Network	GLWC-C1-338
C1-339	Liam Hayes	GLWC-C1-339
C1-340	Toby Gregory McCarthy	GLWC-C1-340
C1-341	Disability Federation of Ireland	GLWC-C1-341
C1-342	Garry Higgins	GLWC-C1-342
C1-343	Roselyn Carroll	GLWC-C1-343
C1-344	Lasairíona Power	GLWC-C1-344
C1-345	Joe Hyland	GLWC-C1-345
C1-346	Ger Daly	GLWC-C1-346
C1-347	The Intergenerational Strategists	GLWC-C1-347
C1-348	Pól Mac Raghnaill	GLWC-C1-348
C1-349	Roselyn Carroll	GLWC-C1-349
C1-350	Ruth Pinson	GLWC-C1-350
C1-351	Vincent Carragher	GLWC-C1-351
C1-352	Disability Federation of Ireland	GLWC-C1-352
C1-353	Shane Foran	GLWC-C1-353
C1-354	Conor Casey	GLWC-C1-354
C1-355	Samaa Al Zadjali	GLWC-C1-355
C1-356	Milma Urroz	GLWC-C1-356
C1-357	Trish Mannion	GLWC-C1-357
C1-358	S O'Connor	GLWC-C1-358
C1-359	Trish Mannion	GLWC-C1-359
C1-360	Disability Federation of Ireland	GLWC-C1-360
C1-361	Rebecca Breslin	GLWC-C1-361
C1-362	Roy Naughton	GLWC-C1-362
C1-363	Disability Federation of Ireland	GLWC-C1-363
C1-364	Trish Mannion	GLWC-C1-364

<b>Submission No.</b>	<b>Name</b>	<b>Link to Submission</b>
C1-365	Roy Naughton	GLWC-C1-365
C1-366	Galway Environmental Network	GLWC-C1-366
C1-367	Conor Graham	GLWC-C1-367
C1-368	Brendan Mulligan	GLWC-C1-368
C1-369	Roy Naughton	GLWC-C1-369
C1-370	Roy Naughton	GLWC-C1-370
C1-371	patricia mannion	GLWC-C1-371
C1-372	Galway Urban Greenway Alliance	GLWC-C1-372
C1-373	Neasa Bheilbigh	GLWC-C1-373
C1-374	Roy Naughton	GLWC-C1-374
C1-375	Caro Ni Ruadhain	GLWC-C1-375
C1-376	Lorena Dondea	GLWC-C1-376
C1-377	Galway Cycle Bus	GLWC-C1-377
C1-378	Camille Escano	GLWC-C1-378
C1-379	Kevin Jennings	GLWC-C1-379
C1-380	Galway Traveller Movement	GLWC-C1-380
C1-381	Gearóid Ó Cadhain	GLWC-C1-381
C1-382	Oliver Hynes	GLWC-C1-382
C1-383	Sinead O'Nuallain	GLWC-C1-383
C1-384	Transition Galway	GLWC-C1-384
C1-385	Sinead Campbell	GLWC-C1-385
C1-386	Caitriona Welby	GLWC-C1-386
C1-387	Fearghal O'Domhnaill	GLWC-C1-387
C1-388	John Murphy	GLWC-C1-388
C1-389	Eamonn Hogan	GLWC-C1-389
C1-390	Mary Tierney	GLWC-C1-390
C1-391	Sean Boyle	GLWC-C1-391
C1-392	People Before Profit	GLWC-C1-392
C1-393	Michael Corcoran	GLWC-C1-393
C1-394	Clare Noone	GLWC-C1-394
C1-395	COPE Galway	GLWC-C1-395
C1-396	Mark Hughes	GLWC-C1-396
C1-397	Youth Work Ireland Galway	GLWC-C1-397
C1-398	Jonathan Hannon	GLWC-C1-398
C1-399	Ebanie Powell	GLWC-C1-399
C1-400	Edward Dunning	GLWC-C1-400
C1-401	Padraig Bree	GLWC-C1-401
C1-402	Menlo Residents Association	GLWC-C1-402
C1-403	Judy Collins	GLWC-C1-403
C1-404	Dept. of Tourism, Culture, Arts, Gaeltacht, Sport & Media	GLWC-C1-404
C1-405	Des Moore	GLWC-C1-405



<b>Submission No.</b>	<b>Name</b>	<b>Link to Submission</b>
C1-406	Áine Bourke	GLWC-C1-406
C1-407	Shane O'Rourke	GLWC-C1-407
C1-408	Edel Kel	GLWC-C1-408
C1-409	The Village Salthill	GLWC-C1-409
C1-410	Galway City Partnership	GLWC-C1-410
C1-411	Rosie Collins	GLWC-C1-411
C1-412	Louise Allcock	GLWC-C1-412
C1-413	Sarah Deignan	GLWC-C1-413
C1-414	Bridie McDonagh	GLWC-C1-414
C1-415	Department of Education	GLWC-C1-415
C1-416	Philip James	GLWC-C1-416
C1-417	Tourism Taskforce	GLWC-C1-417
C1-418	Gaillimh le Gaeilge	GLWC-C1-418
C1-419	Mental Health, Community Healthcare West	GLWC-C1-419
C1-420	Amanda Egan	GLWC-C1-420
C1-421	Lidl Ireland GMBH	GLWC-C1-421
C1-422	Kieron Donohue	GLWC-C1-422
C1-423	Seán Cullen	GLWC-C1-423
C1-424	Cecilia Maguire	GLWC-C1-424
C1-425	Colm Cantillon	GLWC-C1-425
C1-426	Noreen O'Gorman	GLWC-C1-426
C1-427	Anne Parkinson	GLWC-C1-427
C1-428	Anne Joyce McCarthy	GLWC-C1-428
C1-429	Niamh Cardiff	GLWC-C1-429
C1-430	Sylvia McDonagh	GLWC-C1-430
C1-431	Aisling Reidy	GLWC-C1-431
C1-432	Brenda Kenny	GLWC-C1-432
C1-433	Helena Francis	GLWC-C1-433
C1-434	Galway Energy Cooperative	GLWC-C1-434
C1-435	Rethink Consumption	GLWC-C1-435
C1-436	Declan Doherty	GLWC-C1-436
C1-437	Gillian Strange	GLWC-C1-437
C1-438	Thomas Flanagan	GLWC-C1-438
C1-439	Erin Foley	GLWC-C1-439
C1-440	Hilary Wade	GLWC-C1-440
C1-441	Land Development Agency	GLWC-C1-441
C1-442	Hugo Seale	GLWC-C1-442
C1-443	R M	GLWC-C1-443
C1-444	Hannah Aris	GLWC-C1-444
C1-445	Ballybane Taskforce	GLWC-C1-445
C1-446	Newcastle Combined Community Association	GLWC-C1-446

<b>Submission No.</b>	<b>Name</b>	<b>Link to Submission</b>
C1-447	Irish Green Building Council	GLWC-C1-447
C1-448	Tiernan Walsh	GLWC-C1-448
C1-449	Amdalah Africa Foundation (AMDAF)	GLWC-C1-449
C1-450	Cairn PLC	GLWC-C1-450
C1-451	Eoghan Finn	GLWC-C1-451
C1-452	Liam Mellows GAA Club	GLWC-C1-452
C1-453	Eoin Warner	GLWC-C1-453
C1-454	Clr Colette Connolly	GLWC-C1-454
C1-455	Galway City Arts Office	GLWC-C1-455
C1-456	P Rabbitt	GLWC-C1-456
C1-457	Further Education & Training Department (FET) in GRETB	GLWC-C1-457
C1-458	GMIT	GLWC-C1-458
C1-459	DRA CDC Clg	GLWC-C1-459
C1-460	Alan Cheevers	GLWC-C1-460
C1-461	Eoin Warner	GLWC-C1-461
C1-462	Eoin Whelan	GLWC-C1-462
C1-463	Fáilte Ireland	GLWC-C1-463
C1-464	Architecture at the Edge	GLWC-C1-464
C1-465	OPR Office of the Planning Regulator	GLWC-C1-465
C1-466	Galway Children and Young People's Services Committee	GLWC-C1-466
C1-467	None	GLWC-C1-467
C1-468	Third Space Galway	GLWC-C1-468
C1-469	Galway Sports Partnership	GLWC-C1-469
C1-470	Fionnuala Foley	GLWC-C1-470
C1-471	Galway Cycling Campaign	GLWC-C1-471
C1-472	National University of Ireland, Galway	GLWC-C1-472
C1-473	Irish Cities 2070	GLWC-C1-473
C1-474	Mavenbrook Ltd.	GLWC-C1-474
C1-475	Aonghus Ó Concheanainn	GLWC-C1-475
C1-476	Mary Cunningham	GLWC-C1-476
C1-477	Galway National Parks City Campaign	GLWC-C1-477
C1-478	Ruaidhrí O'Sullivan	GLWC-C1-478
C1-479	Scoil Iognáid	GLWC-C1-479
C1-480	Reg John Turner	GLWC-C1-480
C1-481	Clr. Donal Lyons	GLWC-C1-481
C1-482	Edel Egan	GLWC-C1-482
C1-483	Irish Water	GLWC-C1-483
C1-484	Leonie Woutersen	GLWC-C1-484
C1-485	Corrib Beo CLG	GLWC-C1-485
C1-486	Galway Simon Community	GLWC-C1-486
C1-487	Bill O'Neill	GLWC-C1-487

<b>Submission No.</b>	<b>Name</b>	<b>Link to Submission</b>
C1-488	Jack Kelly	GLWC-C1-488
C1-489	Deirdre Tully	GLWC-C1-489
C1-490	Patrick Donohoe	GLWC-C1-490
C1-491	Healthy Galway City	GLWC-C1-491
C1-492	Conradh na Gaeilge	GLWC-C1-492
C1-493	Nuala Keady	GLWC-C1-493
C1-494	Tristan Warner	GLWC-C1-494
C1-495	Siofra Creaven	GLWC-C1-495
C1-496	Galway City Alcohol Forum	GLWC-C1-496
C1-497	National Transport Agency	GLWC-C1-497
C1-498	Thomas Lowry	GLWC-C1-498
C1-499	Galway-West Labour Party	GLWC-C1-499
C1-500	Paddy Barrins	GLWC-C1-500
C1-501	CIF Galway Branch	GLWC-C1-501
C1-502	Conservation Volunteers Galway	GLWC-C1-502
C1-503	Gerry Burke	GLWC-C1-503
C1-504	An Mheitheal Rothar	GLWC-C1-504
C1-505	Mary McMyler	GLWC-C1-505
C1-506	Mario Magliocco	GLWC-C1-506
C1-507	Christy Kelly	GLWC-C1-507
C1-508	Residents of Ballinfoile, Crestwood, Carraig Ban and Coolough	GLWC-C1-508
C1-509	ProActive Carers Galway	GLWC-C1-509
C1-510	Mike Hynes	GLWC-C1-510
C1-511	Galway Harbour Company	GLWC-C1-511
C1-512	Brendan Beatty	GLWC-C1-512
C1-513	Galway FA	GLWC-C1-513
C1-514	Mark Coffey	GLWC-C1-514
C1-515	Údarás na Gaeltachta	GLWC-C1-515
C1-516	Irish Heart Foundation	GLWC-C1-516
C1-517	Emer Fitzpatrick	GLWC-C1-517
C1-518	Alice Mary Higgins	GLWC-C1-518
C1-519	Adriano Cavalleri	GLWC-C1-519
C1-520	Derrick Hambleton	GLWC-C1-520
C1-521	Northern and Western Regional Assembly	GLWC-C1-521
C1-522	Ferdia Warner	GLWC-C1-522
C1-523	Pauline Kelly	GLWC-C1-523

## Appendix 1 List of Prescribed Bodies

- An Bord Pleanála
- An Chomhairle Ealaíon, Commissioners of Public Works
- An Chomhairle Ealaíon, The Arts Council
- An Taisce
- Climate Change Section, Dept of Agriculture, Food & the Marine
- Department of Health
- Development Applications Unit, Dept. of Housing, Planning & Local Government
- Dublin Airport Authority
- Eirgrid
- Electric Ireland
- Enterprise Ireland
- Environmental Protection Agency
- Ervia
- Fáilte Ireland
- Galway Co. Council
- Health & Safety Authority
- Health Service Executive
- The Heritage Council
- IDA Ireland
- Inland Fisheries Ireland
- Irish Aviation Authority
- Irish Water
- Local Community Development Committee
- Minister for Agriculture, Food & the Marine
- Minister for Business, Enterprise & Innovation
- Minister for Communications, Climate Action, Networks and Transport
- Minister for Culture, Heritage & the Gaeltacht
- Minister for Foreign Affairs and Defence
- Minister for Media, Tourism, Arts, Culture Sports and the Gaeltacht
- Minister for Education & Skills
- Minister for Housing, Planning & Local Government
- Minister for Justice & Equality
- National Parks & Wildlife Service
- National Transport Authority
- Northern and Western Regional Assembly
- Office of the Planning Regulator
- Office of Public Works
- Transport Infrastructure Ireland

## Appendix 2 Mandatory Objectives for a Development Plan.

In accordance with Section 10 of the Planning and Development act, 2000 (as amended), a City Development Plan must:

1.	Set out an overall strategy for the proper planning and sustainable development of the city and shall consist of a written statement and a plan or plans indicating the development objectives for the area in question.
2.	Include a core strategy demonstrating that development objectives are consistent with, as far as practicable, national and regional development objectives set out in the National Planning Framework (NPF), the Regional Spatial and Economic Strategy (RSES), and with Specific Planning Policy Requirements (SPPR) specified in Section 28 Planning Guidelines.
3.	Have regard to the Development Plans of adjoining Planning Authorities.
4.	Include a statement which shows that the development objectives are consistent with, as far as practicable, the conservation and protection of the environment.
5.	Include objectives for:
a.	The zoning of land for use solely or primarily of particular purposes (whether residential, commercial, industrial, agricultural, recreational, as open space or otherwise, or a mixture of these uses) where and to such an extent as the proper planning and sustainable development of the area requires these uses to be indicated.
b.	The provision, or facilitation of the provision, of infrastructure including: <ul style="list-style-type: none"> <li>• Transport, energy and communication facilities,</li> <li>• Water supplies and waste water services</li> <li>• Waste recovery and disposal facilities (regard being had to the waste management plan for the area made in accordance with the Waste Management Act 1996), and any ancillary facilities or services.</li> </ul>
c.	The conservation and protection of the environment including the archaeological and natural heritage and the conservation and protection of European Sites.
d.	The encouragement, pursuant to Article 10 of the Habitats Directive, of the management of features of the landscape, such as traditional field boundaries, important for the ecological coherence of the Natura 2000 network and essential for the migration, dispersal and genetic exchange of wild species.
e.	The promotion of compliance with environmental standards and objectives established: <ul style="list-style-type: none"> <li>• For bodies of surface water, by the European Communities (Surface Water Regulations 2009),</li> <li>• For Groundwater, by the European Communities (Groundwater) Regulations 2010; which standards and objectives are included in the river basin management plans (within the meaning of Regulation 13 of the European Communities (Water Policy) Regulations 2003.).</li> </ul>
f.	The integration of planning and sustainable development with the social, community and cultural requirements of the area and its population
g.	The preservation of the character of the landscape where, and to the extent that, in the opinion of the planning authority, the proper planning and sustainable development of the area requires it, including the preservation of views and prospects and the amenities of places and features of natural beauty or interest including views and prospects.
h.	The protection of structures or parts of structures, which are of special architectural, and historical, archaeological, artistic, cultural, scientific, social or technical interest.
i.	The preservation of the character of Architectural Conservation Areas.
j.	The renewal of areas identified having regard to the core strategy, that are in need of regeneration, in order to prevent- <ul style="list-style-type: none"> <li>(i) Adverse effects on existing amenities in such areas, in particular as a result of the ruinous or neglected condition of any land,</li> </ul>

	(ii) Urban blight and decay, (iii) Anti-social behaviour, or (iv) A shortage of habitable houses or of land suitable for residential use or a mixture of residential and other uses.
<b>k.</b>	The provision of accommodation for travellers, and the use of particular areas for that purpose.
<b>l.</b>	The preservation, improvement and extension of amenities and recreational amenities
<b>m.</b>	The control having regard to the provision of the Major Accidents Directive and any Regulations, under any enactment, giving effect to that Directive of: <ul style="list-style-type: none"> <li>• Siting of new establishments,</li> <li>• Modification of existing establishments, and</li> <li>• Development in the vicinity of such establishments, for the purposes of reducing the risk or limiting the consequences of a major accident.</li> </ul>
<b>n.</b>	The provision of, or facilitation of the provision, of services for the community, including schools, crèches and other education and childcare facilities.
<b>o.</b>	The protection of the linguistic and cultural heritage of the Gaeltacht including the promotion of Irish as the community language, where there is a Gaeltacht area in the area of the development plan.
<b>o.</b>	The promotion of sustainable settlement and transportation strategies including the promotion of measures to- Reduce energy demand in response to the likelihood of increases in energy and other costs due to long term decline in non-renewable resources, <ul style="list-style-type: none"> <li>(i) Reduce anthropogenic greenhouse emissions, and</li> <li>(ii) Address the necessity of adaptation to climate change;</li> <li>(iii) In particular having regard to location, layout and design of new development.</li> </ul>
<b>q.</b>	The preservation of public rights of way which give access to seashore, mountain, lakeshore, riverbank or other place of natural beauty or recreational utility, which right 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.
<b>r.</b>	Landscape, in accordance with relevant policies or objectives for the time being of the Government or any Minister of the Government relating to providing a framework for identification, assessment, protection, management and planning of landscape and developed having regard to the European Landscape Convention held in Florence in October 2000.
	Without prejudice to the generality of subsection (1A), a core strategy shall— <ul style="list-style-type: none"> <li><b>(a)</b> Provide relevant information to show that the development plan and the housing strategy are consistent with the National Planning Framework and the Regional Spatial and Economic Strategy and relevant guidelines.</li> <li><b>(b)</b> take account of any policies of the Minister in relation to national and regional population targets,</li> <li><b>(c)</b> in respect of the area in the development plan already zoned for residential use or a mixture of residential and other uses, provide details of— <ul style="list-style-type: none"> <li>(i) the size of the area in hectares, and</li> <li>(ii) the proposed number of housing units to be included in the area,</li> </ul> </li> <li><b>(d)</b> In respect of the area in the development plan proposed to be zoned for residential use or a mixture of residential and other uses provide details of— <ul style="list-style-type: none"> <li>(i) the size of the area in hectares,</li> </ul> </li> </ul>

	<p>(ii) how the zoning proposals accord with national policy that development of land shall take place on a phased basis,</p> <p><b>(e)</b> Provide relevant information to show that, in setting out objectives regarding retail development contained in the development plan, the planning authority has had regard to any guidelines that relate to retail development issued by the Minister under section 28,</p> <p><b>(g)</b> In respect of the development plan of the city, provide details of—</p> <ul style="list-style-type: none"> <li>(i) the city centre concerned;</li> <li>(ii) the areas designated for significant development during the period of the development plan, particularly areas for which it is intended to prepare a local area plan,</li> <li>(iii) the availability of public transport within the catchment of the residential or commercial development, and</li> <li>(iv) retail centres in that city</li> </ul>
<b>6.</b>	Include a strategy (the Housing Strategy) for ensuring that the proper planning and sustainable development provides for the housing of the existing and future population.
<b>7.</b>	Include a settlement hierarchy and indicate areas for which it is intended to prepare a local area plan.
<b>8.</b>	Incorporate an Environment Report resulting from a Strategic Environment Assessment of the Plan.
<b>9.</b>	There are also additional optional objectives, which may be included in the Plan. These are set out in the First Schedule of the Act and include objectives relating to the location and pattern of development, control of areas and structures, community facilities, environment and amenities, infrastructure and transport.

## Appendix 3 Relevant Guidelines and Strategies

A wide range of Guidelines and Strategies are considered in the preparation of the City Development Plan and include the following:

### International

- Covenant of Mayors for Climate and Energy;
- EU Water Framework Directive (WFD);
- EU Floods Directive;
- EU Birds Directive and Habitats Directives;
- EU 2020 and 2030 climate and energy targets as well as longer term 2040 and 2050 milestones and targets;
- UN (2015) Paris Agreement;
- UN (2015) 2030 Agenda for Sustainable Development (including Sustainable Development Goals);
- UN (1992) The Convention on Biological Diversity (CBD);
- UNCRPD United Nations Convention on the Rights of Persons with Disabilities

### National

- Project Ireland 2040 – National Planning Framework;
- DCCAE (2016) Our Sustainable Future Progress Report 2015;
- DCCAE (2017) National Mitigation Plan 2017;
- DCCAE (2017) Energy Efficiency Action Plan for Ireland #4 2017-2020;
- DCCAE (2018) National Adaptation Framework: Planning for a Climate Resilient Ireland;
- DCENR (2012) Renewable Energy Strategy 2012-2020;
- DCENR (2013) National Digital Strategy for Ireland;
- DCENR (2015) Ireland's Transition to a Low Carbon Energy Future;
- DCYA (2019) Better Outcomes, Brighter Futures: The National Policy Framework for Children and Young People, 2014-2020;
- DECLG (2012) Retail Planning: Guidelines for Planning Authorities;
- DECLG (2012) Retail Design Manual;
- DECLG (2012) A Resource Opportunity – Waste Management Policy in Ireland;
- DECLG (2012) Our Sustainable Future – A Framework for Sustainable Development for Ireland;
- DECLG (2012) Spatial Planning and National Roads: Guidelines for Local Authorities;
- DECLG (2019) Design Manual for Urban Roads and Streets;
- DEHLG (2004) Implementation of the SEA Directive: Guidelines for Regional Authorities and Planning Authorities;
- DEHLG, DES (2008) The Provision of Schools and the Planning System: A Code of Practice;
- DEHLG (2009) Appropriate Assessment of Plans and Projects in Ireland: Guidance for Planning Authorities;
- DEHLG (2009) The Planning System and Flood Risk Management: Guidelines for Planning Authorities;



- DEHLG (2009) Sustainable Residential Development in Urban Areas (Cities, Town and Villages): Guidelines for Planning Authorities
- DEHLG (2009) Urban Design Manual A Best Practice Guide;
- DEHLG (2010) Guidance Note on Core Strategies;
- DEHLG Architectural Heritage Protection: Guidelines for Planning Authorities;
- DHPCLG (2017) Interim Guidelines for Planning Authorities on Statutory Plans Renewable Energy and Climate Change;
- DHPLG (2018) Sustainable Urban Housing, Design Standards for New Apartments: Guidelines for Planning Authorities;
- DHPLG (2018) Urban Development and Building Heights: Guidelines for Planning Authorities;
- DOELG (1996) Telecommunications Antennae Support Structures: Guidelines for Planning Authorities updated by Circular Letter PL07/12.
- DOELG (2001) Childcare Facilities: Guidelines for Planning Authorities;
- DOH (2013) National Positive Aging Strategy; -
- DOH (2016) National Physical Activity Plan;
- DoT (2009) - National Cycle Policy Framework;
- DoT (2012) Smarter Travel: A New Transport Policy for Ireland 2009-2020;
- DTTaS (2019) National Sports Policy 2018 – 2027;
- Rebuilding Ireland Action Plan for Housing and Homelessness (2016)
- River Basin Management Plan 2018 – 2021;
- Housing Options for Our Aging Population (2019);
- National Student Accommodation Policy (2019)
- Government of Ireland (2019) Climate Action Plan to Tackle Climate Breakdown;
- Government of Ireland (2020) A Roadmap for Social Inclusion: Ambitions, Goals and Commitments 2020-2025;
- Housing Agency (2018) Rebuilding the Irish Neighbourhood;
- Housing Agency (2019) Designing Housing to Meet the Needs of All;
- Housing Agency and Urban Agency (2018) Quality Apartments and Urban Housing;
- Irish Water (2015) Water Services Strategic Plan;
- National Development Plan 2018-2027;
- NDA (2012) Building for Everyone: A Universal Design Approach;
- NTA Permeability Best Practice Guidelines;

#### **Regional**

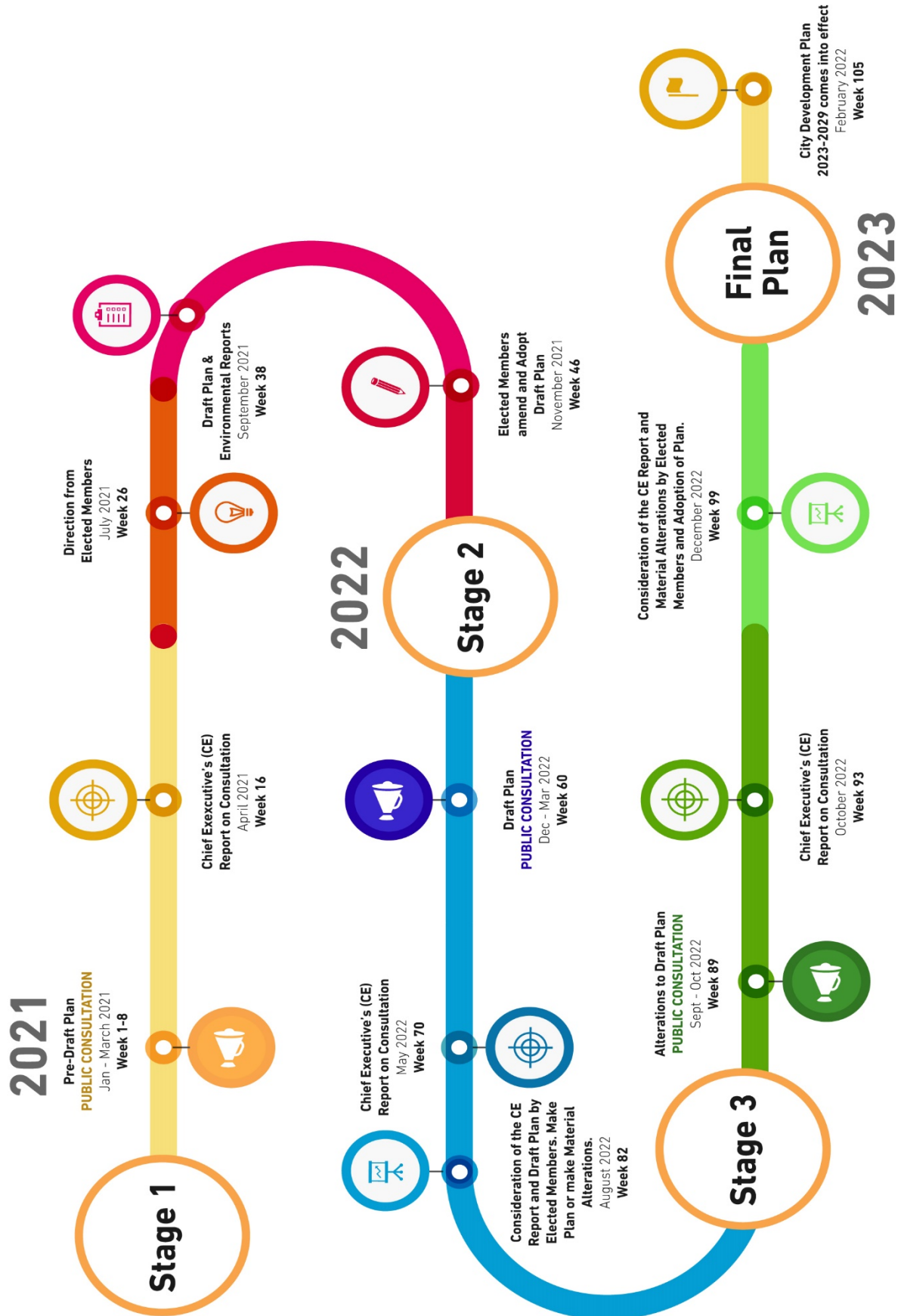
- Regional Spatial and Economic Strategy 2020-2032 including the Galway Metropolitan Area Strategic Plan (MASP);
- Connacht Ulster Regional Waste Management Plan 2015-2021

#### **Local Plans**

- Age Friendly Strategy 2014-2019
- Anti- Social Behaviour Strategy 2017
- Ardaun Local Area Plan 2018-2024
- Culture and Creativity Strategy 2018-2022
- Galway Transportation Strategy, 2016-2036

- Galway as a Child Friendly City, 2000
- Galway City Habitat Inventory 2005
- Galway City Council Climate Adaptation Strategy, 2019.
- Galway City Tourism Strategy 2020-2025
- Galway City Recreation and Amenity Needs Study 2008
- Galway City Local Economic and Community Plan 2015-2021
- Galway City LECP Implementation Plan, 2020-2021
- Galway City Biodiversity Action Plan 2014-2024
- Galway City Council Litter Management Plan 2018-2022
- Noise Action Plan
- Housing Action Plan 2004-2008
- Public Realm Strategy 2019
- Shop Front and Design Guidelines
- Strategic Plan for Housing Persons with Disabilities

# Appendix 4 Timetable for preparation of the Galway City Development Plan 2023- 2029



## **Appendix 5 Acronyms**

AA: Appropriate Assessment

ACA: Architectural Conservation Area

AHB: Approved Housing Body

CARO: Climate Action Regional Office

CDP: City Development Plan

CNG: Compressed Natural Gas

DAP: Drainage Area Plan

DHLGH: Department of Housing, Local Government and Heritage

DECC: Department of the Environment, Climate and Communications

DES: Department of Education and Skills

DMURS: Design Manual for Urban Roads and Streets

DTTAS: Department of Transport, Tourism and Sport

DTCAGSM: Department of Tourism, Culture, Arts, Gaeltacht, Sport and Media

EIA: Environmental Impact Assessment

EIAR: Environmental Impact Assessment Report

EPA: Environmental Protection Agency

ESB: Electricity Supply Board

EU: European Union

EV: Electric Vehicle

GCC: Galway City Council

GHG: Greenhouse gas

GNI: Gas Networks Ireland

GSI: Geological Survey Ireland

GTS: Galway Transport Strategy

HGV: Heavy Goods Vehicle

HNDA: Housing Need and Demand Assessment

HSE: Health Service Executive

ICT: Information and Communications Technology

IE: Iarnród Éireann

IW: Irish Water

LAP: Local Area Plan

LDA: Land Development Agency

LED: Light-Emitting Diode

LECP: Local Economic and Community Plan

LEV: Low Emission Vehicle

MASP: Metropolitan Area Strategic Plan

NDIS: National Disability Inclusion Strategy

NDP: National Development Plan

NPF: National Planning Framework

NSOs: National Strategic Objectives

NTA: National Transport Authority

OPR: Office of the Planning Regulator

OPW: Office of Public Works

PRS: Galway Public Realm Strategy

PV: Photovoltaics

RANS: Recreation and Amenity Needs Study

RSES: Regional Spatial Economic Strategy

RPOs: Regional Planning Objectives

SAC: Special Area of Conservation

SDGs Sustainable Development Goals

SEA: Strategic Environmental Assessment

SEAI: Sustainable Energy Authority of Ireland

SHD: Strategic Housing Development

SUDS: Sustainable Urban Drainage Systems

TII: Transport Infrastructure Ireland

UNCRPD United Nations Convention on the Rights of Persons with Disabilities

WAW Wild Atlantic Way

WFD: Water framework Directive

DAFM: Department of Agriculture, Food and the Marine

