

**COMHAIRLE CHONTAE NA GAILLIMHE**  
**MINUTES OF REMOTE COUNCIL MEETING OF GALWAY COUNTY**  
**COUNCIL**

**Monday 10<sup>th</sup> January 2022 at 11.00 a.m. via Microsoft Teams**

**CATHAOIRLEACH:** Cllr. Peter Keaveney  
Cathaoirleach of the County of Galway

**Baill:** Comh./Cllr. T Broderick, J. Byrne, I. Canning,  
L. Carroll, J. Charity, D. Collins, D. Connolly, M. Connolly,  
G. Cronnelly, D. Ó Cualáin, J. Cuddy, S. Curley, T. Ó  
Curraoin, G. Donohue, G. Finnerty, D. Geraghty, S.  
Herterich Quinn, M. Hoade, C. Keaveney, D. Kelly, D.  
Killilea, M. Kinane, G. King, P. Mac an Iomaire, M. Maher,  
E. Mannion, J. McClearn, K. McHugh Farag, A.  
McKinstry, P.J. Murphy, Dr. E. Francis Parsons, A.  
Reddington, P. Roche, J. Sheridan, N. Thomas, S.  
Walsh and T. Welby.

**Apologies:** Comh./Cllr. A. Dolan

**Oifigh:** Mr. J. Cullen, Chief Executive, Mr. D. Pender,  
Director of Services, Mr. L. Hanrahan, Director of  
Services, Mr. M. Owens, Director of Services, Ms. J.  
Brann, Meetings Administrator, Ms. V. Loughnane,  
Senior Planner, Mr. B. Dunne, A/Senior Executive  
Planner, Mr. B. Corcoran, Executive Planner, Ms. A  
O Moore, Asst. Planner, Ms. A. Power, Senior Staff  
Officer, Ms. U Ní Eidhín, Oifigeach Gaeilge

Cllr. P. Keaveney congratulated Archbishop Francis Duffy on his appointment as Archbishop of Tuam.

**To consider the Chief Executive's Report on the Submissions received to the Draft Galway County Development Plan 2022-2028 under Part 11, Section 12(5) and (6) of the Planning and Development Act 2000 (as amended). 3914**

Mr. Owens reminded the Elected Members of the provisions of Part 15 of the Local Government Act and the Code of Conduct for Councillors that provides the Ethical

Framework for local government including provision for the disclosure of pecuniary or other beneficial interests or conflicts of interest. It was again noted that Councillors must disclose at a meeting of the local authority any pecuniary or other beneficial interest or conflict of interest (of which they have actual knowledge) they or a connected person have in, or material to, any matter with which the local authority is concerned in the discharge of its functions, and which comes before the meeting. The Councillor must withdraw from the meeting after their disclosure and must not vote or take part in any discussion or consideration of the matter or seek to in any other aspect influence the decision making of the Council. Mr. Owens referred to the paragraph 7 of the Protocol for Remote Meetings of Council for the guidance on the means of making a declaration at a remote meeting.

Cllr. Sheridan advised that he would be withdrawing from Meeting while discussion was taking place on OPR submission.

Cllr. Roche stated that he had concerns regarding the zoning of lands in Drumm which was discussed at Friday's Meeting (GLW C10-1273). He stated that reference was made of the donation of these lands to Galway Hospice. He referenced the Senior Planner's advice that the lands were flood risk and may not be suitable. He stated that he hadn't realized that the landowners were listening in on the debate. He didn't think that it was right for landowners to reference their intention for these lands to be used as a possible Hospice facility and it was wrong that they had allowed that discussion to take place. He stated that he had concerns that they had a lengthy discussion about this particular zoning. He stated that he wanted to distance himself from using this organization to get favourable sanction for this zoning. He queried how many people were listening in on that meeting and if there was a special privilege afforded to those landowners or agents to be involved or to attend Council Meetings on-line. Mr. Owens advised that this was a Meeting of the Pleanary Council and as Members were aware, Members of public were welcome to attend, subject to adhering to protocols in place which were quite similar to the ones in place for in-person meetings where they have to give an undertaking to observe that protocol, such as not interrupting the meeting, not engaging with Members during the meeting etc. He advised that on that basis the public were welcome to join, subject to notifying the Corporate Services Section.

In terms of the progress on this getting through the submissions received, Mr. Owens advised that they were behind schedule. He stated that it was intended that for the remainder of the Meetings that a milestone would be set for each meeting to enable them to complete the process within the required timeframe. He stated that they would be closing out any remaining submissions around zoning, would then move on to submission from OPW and that would allow them to consider and agree on Core Strategy Table. After that they would consider the remaining Prescribed Authorities submissions. He advised that from here-on-in they would give an overview of summary of submission, CE Response and CE Recommendation because of time constraints they have to work within.

## GLW C10-1273 – THOMAS LALLY

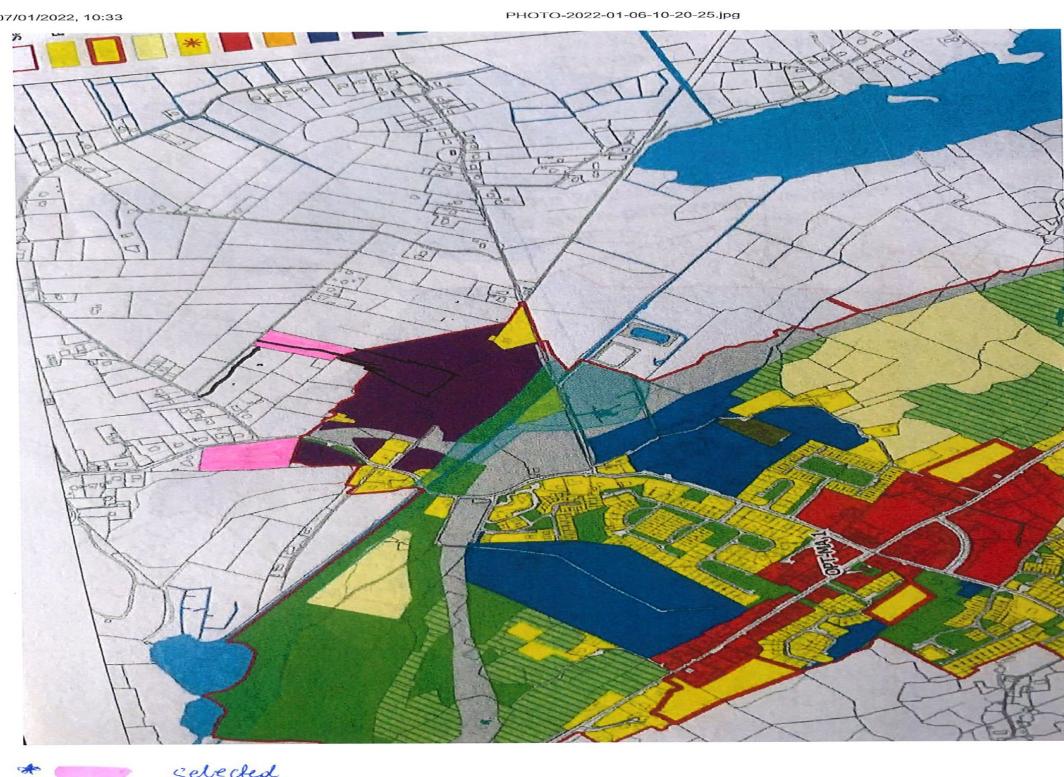
Ms. Loughnane advised that they would go back to GLW C10-1273 – Thomas Lally on Page 215 which had been read into record previously. She referred to policy objective in Chapter 11 in respect of Health Care - H1 and read it to meeting. She advised that there was a policy objective in existing Draft Plan that would deal with these type of requests if a proposal should come forward.

An Comh. O Curraoin stated that he was satisfied with this response and queried if it was similar to the previous motion passed regarding proposed Affordable Housing on Udaras lands? Ms. Loughnane advised that they had inserted a policy objective in Chapter 2 in Affordable Housing Section with respect to that piece of land and advised that it was dealt with in the same manner. Cllr. McClearn stated that he would be opposing this proposal. He stated while he fully supported what Hospice were doing, he disagreed with the proposed location. Cllr. McClearn requested that his concerns be noted in record of Minutes.

***The CE Recommendation was proposed by Cllr. Mannion, seconded by An Comh. O Curraoin and agreed by the Members.***

**Cllr. Mannion submitted the following motion:**

I propose that the village boundary be extended to include area in pink with black line through it and the lands be zoned industrial.



Cllr. Mannion advised that she got an opportunity to view the site over the weekend and was proposing to zone it industrial.

***It was proposed by Cllr. Mannion, seconded by Cllr. McKinstry and agreed by the Members.***

In reply to An Comh O Cualáin's query on whether it was too late to include An Cruch from 7(b) to 7(a), Ms. Loughnane advised that at meeting on 06/12/2021, this section of OPR submission was voted on and closed off. The Members comments were noted.

Ms. Loughnane advised that Cllr. Reddington wanted it read into record of Meeting the following motion in relation to Ability West:

***"I didn't clarify the following in relation to the zoning at Gortnamona Headford Co Galway from R2 to community facilities***

***Niamh Kearns the engineer who is working on behalf of Ability West contacted me by message to say the Ability West Board met on Dec 17<sup>th</sup> and directed Niamh to contact me to ask the members of Galway County Council "to propose to change the zoning from Residential Phase 2 to Community facilities in order for them to progress this essential project"***

***This was noted by the Members.***

***It was agreed to consider OPW Submission on Page 183, following which they would go back to close off Core Strategy Table.***

## **GLW C10-588 – OFFICE OF PUBLIC WORKS**

Ms. Loughnane advised that a comprehensive submission was received from the Office of Public Works (OPW). It was agreed to break it down into sections for ease of reference.

The OPW welcomes the acknowledgement of the Guidelines on the Planning System and Flood Risk Management (DECLG/OPW, 2009), hereafter referred to as the 'Guidelines' and the proposed measures set out in the Flood Risk Management Plans (FRMPs) based on the work undertaken for the CFRAM Programme, and the preparation of a Strategic Flood Risk assessment (SFRA). In particular, the OPW welcomes:

- The commitment to managing flood risk in line with the Guidelines - The objective to protect waterbodies and watercourses from inappropriate development

- The objective that SFRAs and site-specific FRAs shall provide information on the implications of climate change with regard to flood risk in relevant locations
- That site-specific FRAs may be required for development on lands identified as benefiting lands

The following comments highlight opportunities for the Draft Plan before it is finalised.

### **National CFRAM Programme**

It is stated in the Draft Plan that “CFRAM studies are being undertaken for each of the six river basin districts in Ireland”. The National CFRAM programme was completed in 2018.

In the SFRA the coastal flood extents shown on the CFRAM Present Day maps are incorrectly labelled as fluvial. There is a reference to [www.cfram.ie](http://www.cfram.ie) in Table 3 Predictive Flood Risk Indicators of the SFRA, this website is no longer available. All documents and mapping in relation to CFRAM and background information on PFRA are now available on [www.floodinfo.ie](http://www.floodinfo.ie).

### **Chief Executive’s Response:**

Noted. To update this text and the website reference

### **Chief Executive Recommendation**

#### **Strategic Flood Risk Assessment**

In the SFRA, to replace “CFRAM studies are being undertaken for each of the six river basin districts in Ireland” with “**The National CFRAM programme was completed in 2018**”.

In the SFRA, to update the reference to [www.cfram.ie](http://www.cfram.ie) to [www.floodinfo.ie](http://www.floodinfo.ie)

#### **PFRA**

Section 14.6.1 of the Draft Plan states, “The OPW produced and has made available various historical and predictive flood risk indicator mapping, including that relating to fluvial, coastal, pluvial and groundwater flooding, for the entire country”. The OPW has produced predictive mapping for fluvial and coastal only as part of the National CFRAM Programme and the Irish Coastal Protection Strategy Study (ICPSS). The PFRA produced indicative flood maps only.

PFRA mapping is included as a dataset in Table 3 Predictive Flood Risk Indicators of the SFRA. The PFRA programme produced indicative flood maps only and are not necessarily locally accurate. The description of the dataset includes reviewing records of past floods, undertaking analysis to determine which areas might flood in the future, and what the impacts might be, and consultation with local authorities and other Government departments and agencies. The PFRA Programme used the indicative flood maps alongside consultation and a review of past floods to inform the decision to designate communities as being at Potentially Significant Flood Risk. The review of past floods and consultation process did not inform the production of the indicative flood maps.

The PFRA was a national screening exercise, to scope the CFRAM Programme and to identify areas of potentially significant flood risk. It is important to note that the PFRA was not a detailed assessment of flood risk. It was rather a broad assessment, based on available and readily derivable information to identify areas that may

require further assessment. As set out in Circular PL 2/2014 “the (PFRA) maps provide only an indication of areas that may be prone to flooding. They are not necessarily locally accurate and should not be used as the sole basis for defining Flood Zones, or for making decisions on planning applications”. Where more accurate predictive flood mapping is not available, they may indicate where flooding may be an issue.

**Chief Executive’s Response:**

Noted. The most up to date, available mapping is being used by the SFRA/Plan-preparation process.

**Chief Executive Recommendation**

No Change

**Irish Coastal Protection Strategy Study (ICPSS)**

The ICPSS maps are included with the PFRA in Table 3 of the SFRA and it is stated that “These indicative national coastal flood maps are included in the Draft PFRA Maps”. The PFRA flood maps are indicative mapping, while the ICPSS maps are strategic, predictive hazard mapping. For these settlements it is recommended that the ICPSS mapping should be included separately in the list of flood zone data. It should be noted that the flood maps prepared under the ICPSS include maps for two potential future scenarios taking account of different degrees of climate impact. While future scenario mapping from the National CFRAM Programme have been included for settlements, the ICPSS future scenario maps have been omitted.

**Chief Executive’s Response:**

Noted.

**Chief Executive Recommendation**

No Change

**Strategic Flood Risk Assessment**

In the SFRA, to include ICPSS mapping separately in the list of flood zone data.

For the SFRA, to seek ICPSS future scenario mapping files from the OPW and, if provided, to include them in the final SFRA mapping to accompany the adopted Plan.

**National Indicative Fluvial Mapping (NIFM)**

The OPW acknowledge that National Indicative Fluvial Mapping outputs were not available at the time of development of this Plan. The outputs are now available on request to Local Authorities.

The flood maps, including those for potential future scenarios taking account of the possible impacts of climate change, may be obtained in GIS format from the OPW Data Management Section via email ([flood\\_data@opw.ie](mailto:flood_data@opw.ie)).

While these maps are an improvement on PFRA mapping, they are still indicative maps and the same cautions and limitations as outlined in Circular PL 2/2014 for PFRA should be followed. Please note that NIFM mapping does not cover catchments that are smaller than 5km<sup>2</sup>.

**Chief Executive’s Response:**

Noted.

**Chief Executive Recommendation**

Recommend the addition of the following text to a Plan provision:

***"In addition to the County Plan SFRA datasets (including the Flood Zones, CFRAMS mapping, historical and predictive groundwater mapping and historical flood risk indicator mapping, such as the Benefitting Lands mapping), new and emerging datasets (such as the OPW's National Fluvial Mapping that will supersede existing PFRA fluvial mapping for catchments greater than 5km<sup>2</sup>) must be consulted by prospective applicants for developments and will be made available to lower-tier Development Management processes in the Council."***

### **GSI Datasets**

Maps have been produced for each settlement demonstrating the GSI ground-water data available, historical data and predictive mapping. No description of these datasets has been included in Table 2 Historical Flood Risk Indicators or Table 3 Predictive Flood Risk Indicators of the SFRA.

Flood Risk Management maps have been produced in the Draft Plan for each settlement, demonstrating the flood zones and pluvial flooding. However, the maps omit groundwater flooding for settlements where a risk of flooding from groundwater has been identified in the SFRA Historical Flood Data and Groundwater Predictive Modelling mapping.

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

Noted. To include a description of the historical and predictive groundwater mapping in the SFRA and to provide a reference to this mapping in the Plan.

### **Chief Executive Recommendation**

The SFRA will be updated accordingly.

### **Strategic Flood Risk Assessment**

To include a description of the historical and predictive groundwater mapping in the SFRA and to provide a reference to this mapping in the Plan.

### **Appropriate Land Use**

The OPW welcomes Galway County Council's commitment to go above the Guidelines by restricting less vulnerable developments located in Flood Zone B due to climate change. Lands currently not at risk of flooding may be vulnerable in the future due to climate change. Galway County Council should consider adding an objective to support this. All FRA's should consider climate change as a requirement, including lands situated in Flood Zone C.

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

This is addressed under Policy Objective **FL2(b) Flood Risk Management and Assessment**.

### **Chief Executive Recommendation**

No change.

### **Constrained Land Use Zoning**

The OPW recommend that Galway County Council include specific objectives in relation to the Constrained Land Use zoning, which supports that new development within the zoning is limited and a detailed SSFRA will be required. Specific objectives

should ensure that the restrictions on the Constrained Land Use zoning is supported and are not used in-lieu of a Plan-making Justification Tests. Any lands that are undeveloped within the zoning, where inappropriate development could be proposed, should be rezoned as Open Space or a Plan-making Justification Test should be carried out.

Policy Objective FL8 still allows for inappropriate development to be proposed in Flood Zones A and B, "Where a development/land use is proposed that is inappropriate within the Flood Zone, then the development proposal will need to be accompanied by a Development Management Justification Test in addition to the site-specific Flood Risk Assessment". This objective is not in keeping with the Guidelines as it bypasses the requirement for a Plan-making Justification Test.

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

Provisions regarding Constrained Land Use zoning have been integrated into Volume 2 of the Plan.

Regarding Policy Objective FL 8, it is proposed to update the wording of this Policy Objective.

### **Chief Executive Recommendation**

Same wording below to be applied to the three sections relating to Constrained Land Use Zoning in Volume 2, 1.10.2,4.5 and 10.5.

Correct the reference to DM Standard 69 in Volume 2 policy objectives

- Volume 2 Settlement Plans**

#### **Metropolitan Area Strategic Plan/Small Growth Towns and Small Growth Villages**

1.10.2 Land Use Zoning Matrix for County Galway Metropolitan Area

4.5 Land Use Zoning Matrix for Small Growth Towns

10.5 Land Use Zoning Matrix for Small Growth Villages

#### **General Notes on Land-Use Zoning Matrix:**

6. With regard to Land Use Zoning Objectives, such as Open Space, Tourism and Community Infrastructure, provided for on lands that are within the Constrained Land Use Objective zone (GCMA 19), Permissible Uses shall be constrained to those water compatible and less vulnerable uses as relevant to the particular Flood Zone (please refer to the accompanying SFRA and DM Standard 69).\*OS—See also Map

~~—Flood Risk Management, Policy Objective GCMA 19 and GCMA 21 and Chapter 15, DM Standard 69. Notwithstanding the Open Space/Recreation and Amenity zoning, proposed uses in this zone must demonstrate compliance with The Planning System & Flood Risk Guidelines (2009) (or as updated). A Justification Test may be required as set out in said guidelines.~~

No specific land uses are attributed to the Constrained Land Use zone as this zone reflects existing development located within Flood Zone A/B. For guidance on uses/development appropriate in this zone, please refer to Policy Objective GCMA 20<sup>19</sup> and DM Standard 69<sup>74</sup> of this plan, associated flood maps and The Planning System & Flood Risk Guidelines including Departmental Circular PL2/2014.

**The same wording as per change in policy objective below to be applied to policy objective GCMA19 Constrained Land Use, SGT 16 Constrained Land Use and SGV 16 Constrained Land Use.**

- **Land Use Zoning Objectives for the Metropolitan Areas of Galway County**

## **Metropolitan Area Strategic Plan**

### **1.10.2 Land Use Zoning Matrix for County Galway Metropolitan Area**

#### **General Notes on Land-Use Zoning Matrix:**

6. With regard to Land Use Zoning Objectives, such as Open Space, Tourism and Community Infrastructure, provided for on lands that are within the Constrained Land Use Objective zone (GCMA 19), Permissible Uses shall be constrained to those water compatible and less vulnerable uses as relevant to the particular Flood Zone (please refer to the accompanying SFRA and DM Standard 69).\*OS See also Map Flood Risk Management, Policy Objective GCMA 19 and GCMA 21 and Chapter 15, DM Standard 69. Notwithstanding the Open Space/Recreation and Amenity zoning, proposed uses in this zone must demonstrate compliance with The Planning System & Flood Risk Guidelines (2009) (or as updated). A Justification Test may be required as set out in said guidelines.

7. No specific land uses are attributed to the Constrained Land Use zone as this zone reflects existing development located within Flood Zone A/B. For guidance on uses/development appropriate in this zone, please refer to Policy Objective GCMA 20 and DM Standard 71 of this plan, associated flood maps and The Planning System & Flood Risk Guidelines including Departmental Circular PL2/2014.

## **Land Use Zoning Objectives for the Metropolitan Areas of Galway County**

### **GCMA 19 Constrained Land Use Objective**

To facilitate the appropriate management and sustainable use of flood risk within previously developed areas.

This zoning applies to previously developed areas only and limits new development, while recognising that existing development uses within these zones may require small scale development, as outlined below, over the life of the County Development Plan, which would contribute towards the compact and sustainable urban development in the MASP.

The extent of the '*Constrained Land Use*' zone is shown with a hatching corresponding to the extent of flood zones A and B which are overlain on the Land Use Zoning Objective underneath. Where such flood risk extents correspond with undeveloped lands, an appropriate land use zoning objective which would not facilitate the development of classes of development vulnerable to the effects of flooding has been identified such as '*Open Space*' or '*Agriculture*'.

The '*Constrained Land Use*' zone extends to previously developed lands in a number of settlements which could include lands in the centre of towns and villages. In other incidences, the actual buildings may be located outside of areas identified as being at risk of flooding but the curtilage of the property to the rear may be located at a lower level falling towards a waterbody and identified as being located within Flood Zone A and / or B. The '*Constrained Land Use*' zone overlain on the Land Use Zoning Objectives generally restricts new development vulnerable to the effects of

flooding being permitted while recognising that existing development uses may require small scale additional development that would contribute towards the compact and sustainable urban development of the individual town/village. Where proposals for such developments submitted to the Planning Authority relate to existing buildings or developed areas, the sequential approach cannot be used to locate them in lower-risk areas and the Justification Test will not apply.

The underlying zoning or the existing permitted uses are deemed to be acceptable in principle for minor developments to existing buildings (such as small extensions to houses, most changes of use of existing buildings), which are unlikely to raise significant flooding issues, provided they do not obstruct important flow paths, introduce a significant additional number of people into flood risk areas or entail the storage of hazardous substances.

Proposals seeking to change the use of existing buildings from a less vulnerable use to a more vulnerable use to the effects of flooding will not normally be considered acceptable to the Planning Authority whilst some change of use proposals not increasing the vulnerability to the effects of flooding or small scale extensions to such buildings will be considered on their individual merits but are acceptable in principle.

An existing dwelling or building that is not located within an area at risk of flooding but has a large rear garden / curtilage that is located within Flood Zone A or B would not be suitable for a more in-depth residential development proposal which would propose a residential use within a designated constrained land use area.

Development proposals within this zone shall be accompanied by a detailed Flood Risk Assessment, carried out in accordance with The Planning System and Flood Risk Assessment Guidelines and Circular PL 2/2014 (or as updated), which shall assess the risks of flooding associated with the proposed development.

Proposals shall only be considered where it is demonstrated to the satisfaction of the Planning Authority that they would not have adverse impacts or impede access to a watercourse, floodplain or flood protection and management facilities, or increase the risk of flooding to other locations. The nature and design of structural and non-structural flood risk management measures required for development in such areas will also be required to be demonstrated, to ensure that flood hazard and risk will not be increased. Measures proposed shall follow best practice in the management of health and safety for users and residents of the development.

Specifications for developments in flood vulnerable areas set out in this plan shall be complied with as appropriate. (Please refer also to Development Management Standard 69).

- **Land Use Zoning Objectives for the Small Growth Town**

### **Small Growth Towns**

#### **4.5 Land Use Zoning Matrix for Small Growth Town**

##### **General Notes on Land-Use Zoning Matrix:**

6. With regard to Land Use Zoning Objectives, such as Open Space, Tourism and Community Infrastructure, provided for on lands that are within the Constrained Land Use Objective zone (SGT 17), Permissible Uses shall be constrained to those water

compatible and less vulnerable uses as relevant to the particular Flood Zone (please refer to the accompanying SFRA and DM Standard 69).\* OS – See also Map 2 – Flood Risk Management, Policy Objective SGT 17 and DM Standard 71. Notwithstanding the Open Space/Recreation and Amenity zoning, proposed uses in this zone must demonstrate compliance with The Planning System & Flood Risk Guidelines (2009) (or as updated). A Justification Test may be required as set out in said guidelines.

7. No specific land uses are attributed to the Constrained Land Use zone as this zone reflects existing development located within Flood Zone A/B. For guidance on uses/development appropriate in this zone, please refer to Policy Objective SGT 16 and DM Standard 69 of this plan, associated flood maps and The Planning System & Flood Risk Guidelines including Departmental Circular PL2/2014.

**SGT 16 Constrained Land Use**

To facilitate the appropriate management and sustainable use of flood risk within zoning plan areas.

This zoning **applies to previously developed areas only** and limits new development, while recognising that existing development uses within these zones may require small scale development, as outlined below, over the life of the County Development Plan, which would contribute towards the compact and sustainable urban development of the town.

The extent of the '*Constrained Land Use*' zone is shown with a hatching corresponding to the extent of flood zones A and B which are overlain on the Land Use Zoning Objective underneath. Where such flood risk extents correspond with undeveloped lands, an appropriate land use zoning objective which would not facilitate the development of classes of development vulnerable to the effects of flooding has been identified such as '*Open Space*' or '*Agriculture*'.

The '*Constrained Land Use*' zone extends to previously developed lands in a number of settlements which could include lands in the centre of towns and villages. In other incidences, the actual buildings may be located outside of areas identified as being at risk of flooding but the curtilage of the property to the rear may be located at a lower level falling towards a waterbody and identified as being located within Flood Zone A and / or B. The '*Constrained Land Use*' zone overlain on the Land Use Zoning Objectives generally restricts new development vulnerable to the effects of flooding being permitted while recognising that existing development uses may require small scale additional development that would contribute towards the compact and sustainable urban development of the individual town/village. Where proposals for such developments submitted to the Planning Authority relate to existing buildings or developed areas, the sequential approach cannot be used to locate them in lower-risk areas and the Justification Test will not apply.

The underlying zoning or the existing permitted uses are deemed to be acceptable in principle for minor developments to existing buildings (such as small extensions to houses, most changes of use of existing buildings), which are unlikely to raise significant flooding issues, provided they do not obstruct important flow paths, introduce a significant additional number of people into flood risk areas or entail the storage of hazardous substances.

Proposals seeking to change the use of existing buildings from a less vulnerable use to a more vulnerable use to the effects of flooding will not normally be considered acceptable to the Planning Authority whilst some change of use proposals not increasing the vulnerability to the effects of flooding or small scale extensions to such buildings will be considered on their individual merits but are acceptable in principle.

An existing dwelling or building that is not located within an area at risk of flooding but has a large rear garden / curtilage that is located within Flood Zone A or B would not be suitable for a more in-depth residential development proposal which would propose a residential use within a designated constrained land use area.

~~Since such applications concern existing buildings or developed areas, the sequential approach cannot be used to locate them in lower risk areas and the Justification Test will not apply.~~

Development proposals within this zone shall be accompanied by a detailed Flood Risk Assessment, carried out in accordance with The Planning System and Flood Risk Assessment Guidelines and Circular PL 2/2014 (or as updated), which shall assess the risks of flooding associated with the proposed development.

Proposals shall only be considered where it is demonstrated to the satisfaction of the Planning Authority that they would not have adverse impacts or impede access to a watercourse, floodplain or flood protection and management facilities, or increase the risk of flooding to other locations. The nature and design of structural and non-structural flood risk management measures required for development in such areas will also be required to be demonstrated, to ensure that flood hazard and risk will not be increased. Measures proposed shall follow best practice in the management of health and safety for users and residents of the development.

Specifications for developments in flood vulnerable areas set out in this plan shall be complied with as appropriate. (Please refer also to **Policy Objective SGT 69**).

- **Land Use Zoning Objectives for the Small Growth Villages**

#### **10.5 Land Use Zoning Matrix for Small Growth Village**

6. With regard to Land Use Zoning Objectives, such as Open Space, Tourism and Community Infrastructure, provided for on lands that are within the Constrained Land Use Objective zone (SGV 17), Permissible Uses shall be constrained to those water compatible and less vulnerable uses as relevant to the particular Flood Zone (please refer to the accompanying SFRA and DM Standard 69).\*OS See also Map 2 – Flood Risk Management, Policy Objective SGV 17 and DM Standard 69. Notwithstanding the Open Space/Recreation and Amenity zoning, proposed uses in this zone must demonstrate compliance with The Planning System & Flood Risk Guidelines (2009) (or as updated). A Justification Test may be required as set out in said guidelines.

7. No specific land uses are attributed to the Constrained Land Use zone as this zone reflects existing development located within Flood Zone A/B. For guidance on uses/development appropriate in this zone, please refer to Policy Objective SGV 16 and DM Standard 69 of this plan, and The Planning System & Flood Risk Guidelines including Departmental Circular PL2/2014.

#### **SGV 16 Constrained Land Use (CL)**

To facilitate the appropriate management and sustainable use of flood risk within previously developed areas.

This zoning applies to previously developed areas only and limits new development, while recognising that existing development uses within these zones may require small scale development, as outlined below, over the life of the County Development Plan, which would contribute towards the compact and sustainable urban development of the village.

The extent of the '*Constrained Land Use*' zone is shown with a hatching corresponding to the extent of flood zones A and B which are overlain on the Land Use Zoning Objective underneath. Where such flood risk extents correspond with undeveloped lands, an appropriate land use zoning objective which would not facilitate the development of classes of development vulnerable to the effects of flooding has been identified such as '*Open Space*' or '*Agriculture*'.

The '*Constrained Land Use*' zone extends to previously developed lands in a number of settlements which could include lands in the centre of towns and villages. In other incidences, the actual buildings may be located outside of areas identified as being at risk of flooding but the curtilage of the property to the rear may be located at a lower level falling towards a waterbody and identified as being located within Flood Zone A and / or B. The '*Constrained Land Use*' zone overlain on the Land Use Zoning Objectives generally restricts new development vulnerable to the effects of flooding being permitted while recognising that existing development uses may require small scale additional development that would contribute towards the compact and sustainable urban development of the individual town/village. Where proposals for such developments submitted to the Planning Authority relate to existing buildings or developed areas, the sequential approach cannot be used to locate them in lower-risk areas and the Justification Test will not apply.

The underlying zoning or the existing permitted uses are deemed to be acceptable in principle for minor developments to existing buildings (such as small extensions to houses, most changes of use of existing buildings), which are unlikely to raise significant flooding issues, provided they do not obstruct important flow paths, introduce a significant additional number of people into flood risk areas or entail the storage of hazardous substances.

Proposals seeking to change the use of existing buildings from a less vulnerable use to a more vulnerable use to the effects of flooding will not normally be considered acceptable to the Planning Authority whilst some change of use proposals not increasing the vulnerability to the effects of flooding or small scale extensions to such buildings will be considered on their individual merits but are acceptable in principle.

An existing dwelling or building that is not located within an area at risk of flooding but has a large rear garden / curtilage that is located within Flood Zone A or B would not be suitable for a more in-depth residential development proposal which would propose a residential use within a designated constrained land use area.

~~Since such applications concern existing buildings or developed areas, the sequential approach cannot be used to locate them in lower-risk areas and the Justification Test will not apply.~~

Development proposals within this zone shall be accompanied by a detailed Flood Risk Assessment, carried out in accordance with The Planning System and Flood Risk Assessment Guidelines and Circular PL 2/2014 (or as updated), which shall assess the risks of flooding associated with the proposed development.

Proposals shall only be considered where it is demonstrated to the satisfaction of the Planning Authority that they would not have adverse impacts or impede access to a watercourse, floodplain or flood protection and management facilities, or increase the risk of flooding to other locations. The nature and design of structural and non-structural flood risk management measures required for development in such areas will also be required to be demonstrated, to ensure that flood hazard and risk will not be increased. Measures

proposed shall follow best practice in the management of health and safety for users and residents of the development.

Specifications for developments in flood vulnerable areas set out in this plan shall be complied with as appropriate. (Please also refer to **Development Management 69**

- **Chapter 14 Climate Change, Renewable Energy and Renewable Resource**

**Policy Objective FL 8 Flood Risk Assessment for Planning Applications and CFRAM** as follows:

Flood Risk Assessment for Planning Applications and CFRAMS Protect Flood Zone A and Flood Zone B from inappropriate development and direct developments/land uses into the appropriate Flood Zone in accordance with The Planning System and Flood Risk Management Guidelines for Planning Authorities 2009 (or any superseding document) and the guidance contained in Development Management Standard 69.

Site-specific Flood Risk Assessment (FRA) is required for all planning applications in areas at elevated risk of flooding, even for developments appropriate to the particular flood zone. The detail of these site-specific FRAs will depend on the level of risk and scale of development. A detailed site-specific FRA should quantify the risks, the effects of selected mitigation and the management of any residual risks. The Council shall have regard to the results of any CFRAM Studies in the assessment of planning applications.

~~Where a development/land use is proposed that is inappropriate within the Flood Zone, then the development proposals will need to be accompanied by a Development Management Justification Test when required by the Guidelines in addition to the site-specific Flood Risk Assessment.~~

**Where only a small proportion of a site is at risk of flooding, the sequential approach shall be applied in site planning, in order to seek to ensure that no encroachment onto or loss of the flood plain occurs and/or that only water compatible development such as Open Space would be permitted for the lands which are identified as being at risk of flooding within that site.**

In Flood Zone C, where the probability of flooding is low (less than 0.1%, Flood Zone C), site-specific Flood Risk Assessment may be required and the developer should satisfy themselves that the probability of flooding is appropriate to the development being proposed.

**In addition to the County Plan SFRA datasets (including the Flood Zones, CFRAMS mapping, historical and predictive groundwater mapping, predictive pluvial mapping and historical flood risk indicator mapping, such as the Benefitting Lands mapping), new and emerging datasets (such as the OPW's National Fluvial Mapping that will supersede existing PFRA fluvial mapping for catchments greater than 5km<sup>2</sup>) must be consulted by prospective applicants for developments and will be made available to lower-tier Development Management processes in the Council.**

**Applications for developments in coastal areas and associated assessments shall also consider wave overtopping and coastal erosion.**

### **Justification Tests**

Where it is intended to zone or otherwise designate land which is at moderate or high risk of flooding, then the appropriateness of the particular development should be rigorously assessed through the application of the Justification Test. The Guidelines set out that, at the Plan-making stage, land use zoning be informed by the suitable level of FRA and if necessary a Justification test. Chapter 5 of the Guidelines set out that “most flood risk issues should be raised within strategic assessments undertaken by local authorities at the plan-making stage. Therefore, as more plans are reviewed and zoning reconsidered, there should be less need for development management processes to require detailed flood risk assessment”.

As flood risk assessments are integrated with the SEA process, Section 3.10 also highlights the need that FRA’s be “undertaken as early as possible in the process so that the SEA is fully informed of the flood risks and impacts of the proposed zoning or development”.

If it is the case that these sites are already developed then Circular PL 2/2014 provides further advice and detail to planning authorities on older developed areas of towns and cities located in Flood Zone A and B. “Where the planning authority considers that the existing use zoning is still appropriate, the planning authority must specify the nature and design of structural or non- structural flood risk management measures required prior to future development in such areas, in order to ensure that flood hazard and risk to the area and to other adjoining locations will not be increased, or if practicable, will be reduced”.

Table 5 Justification of the Zoning Approach for Previously Developed Lands in the SFRA, is to provide the justification of the zoning for previously developed lands. It appears that the table covers a settlement as opposed to a review of an existing zonings within the settlement. All five points to criteria 2 of the Justification Test do not appear to have been assessed, all points in this criteria must be satisfied. Criteria 3 has not been assessed and it is unclear how the recommendation on these have been integrated into the Plan. As the existing developed site/zoning is within the Constrained Land Use, and development is therefore limited to minor development, then this could be clearly stated here with the proposed mitigation measures. Finally there is no overall conclusion if the Justification Test has been satisfied. For sites that are intended to be zoned for development following the application of a Justification Test where only a small proportion of the site is at risk of flooding, a policy objective might be attached to such zoning. Such an objective might require that the sequential approach be applied in the site planning, whereby to ensure no encroachment onto, or loss of the flood plain, or that only water compatible development such as Open Space would be permitted for the lands which are identified as being at risk of flooding within that site. Planning permission for these sites might then be subject to the sequential approach having been adopted and applied as above, following a detailed FRA.

### **Chief Executive’s Response:**

The procedural Plan-level Justification Tests being referred to is that related to a previously developed lands i.e. lands that already are considered to be already developed, for example, lands that already have houses on them.

It is noted that the approach followed by the SFRA of that has been undertaken alongside the preparation of the Draft Plan has facilitated appropriate Draft Plan provisions for undeveloped lands across the County, i.e. lands that are not

considered to be previously developed. This approach will significantly benefit flood risk management and climate adaptation in County Galway.

The Plan-level Justification Tests has been applied settlement by settlement and all previously developed lands within each settlement are considered collectively under the 3 no. criteria identified on page 37 of the 2009 Guidelines. The findings of the Justification Tests are provided on Table 5 “Justification of the Zoning Approach for Previously Developed Lands” of the SFRA Report (the 3 no. criteria form part of the first row of the table). Criterion no. 2 includes five points and these have been taken into account by the Justification Tests and are reproduced on page 27 (including the amendment provided for by the 2012 Circular) of the SFRA that accompanies the Draft Plan.

In response to the submission, it is considered that a finer granularity to the Justification Tests provided on Table 5 of the SFRA report can be provided, making more specific to the lands in question and to the five points under Criterion no. 2. In addition a review of the all zoned lands in Volume 2 were undertaken and it is considered based on a finger granularity exercise a number of proposed changes to the land use zonings should be proposed based on the review exercise.

### **Chief Executive Recommendation**

To provide a finer granularity to the Justification Tests provided on Table 5 of the SFRA report, including identifying both the lands in question and the five points under Criterion no. 2.

Following a review of the OPW’s and OPR’s submissions, which identified that certain lands within Flood Zones A and B were zoned by the Draft Plan for potentially inappropriate development (subject to whether or not the Justification Test under the Guidelines would or would not be passed), it was agreed that:

1. Certain lands had been zoned by the Draft Plan for potentially inappropriate development but that these lands were **previously developed** and had passed the Justification Test. The Justification Tests for these lands are provided at **Table 5 “Justification of the Zoning Approach for Previously Developed Lands”** in the SFRA Report that accompanied the Draft Plan on public display. These Justification Tests will be updated to provide a finer granularity and more detail. The conclusion that these zonings are in compliance with the Flood Risk Management Guidelines will not change, apart from at Baile Chláir where lands previously developed for **non-vulnerable uses** were zoned for **vulnerable uses** and must be rezoned (see Table 1 of this CE Report).
2. Certain **previously undeveloped lands** had been zoned by the Draft Plan for potentially inappropriate development and that these zonings would need to be subject to the Justification Test in order to establish compliance, or otherwise, with the Flood Risk Management Guidelines. The Justification Test sets out various criteria that all must be passed in order for zonings to be in compliance. The zoning for previously undeveloped lands in the Draft Plan were subject to the Justification Test, the findings of which are provided at Table 2 of this CE Report. All of these zonings failed the Justification Test due to there being alternative lands for the relevant uses that are available elsewhere and which are at lower levels of flood risk<sup>[1]</sup>.

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<sup>[1]</sup> Text from Justification Test: “as at least one sub-criterion fails: (v) There are no suitable alternative lands for the particular use or development type, in areas at lower risk of flooding within or adjoining the core of the urban settlement.”

### **Policy Objectives**

Policy objectives referenced in the SFRA are not consistent with the draft plan. Objective FRM 07 referenced in Section 2.2 of the SFRA appears to be FL 7 in the draft plan with the following text omitted in the draft plan, “Consult with the OPW in relation to proposed developments in the vicinity of drainage channels and rivers for which the OPW are responsible, and retain a strip on either side of such channels where required, to facilitate maintenance access thereto. In addition, promote the sustainable management and uses of water bodies and avoid culverting or realignment of these features”.

The policy objective SGV 17 referenced in Section 4.2 of the SFRA appears to be policy objective SGT 17 in the draft plan.

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

Noted. To update the SFRA to include the correct wording and numbering for Policy Objectives

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

To update the SFRA to include the correct wording and numbering for Policy Objectives.

### **Flood Relief Schemes**

The OPW welcomes policy objective FL 4 “The Council shall support and co-operate with the Office of Public Works (OPW) in the delivery of Flood Relief Schemes”

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

Noted.

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

**No Change**

### **Recorded Flood Events and Flood Extents**

Please note that the [www.floodmaps.ie](http://www.floodmaps.ie) website is no longer available and historic flood events are now available on [www.floodinfo.ie](http://www.floodinfo.ie).

### **Chief Executive Response**

Noted. To update the website reference.

### **Chief Executive Recommendation**

In the SFRA, to update the reference to [www.floodmaps.ie](http://www.floodmaps.ie) to [www.floodinfo.ie](http://www.floodinfo.ie)

### **Consideration of Climate Change Impacts**

The OPW welcomes policy objective FL 10 that, “SFRAAs and site-specific FRAs shall provide information on the implications of climate change with regard to flood risk in relevant locations. The 2009 OPW Draft Guidance on Assessment of Potential Future Scenarios for Flood Risk Management (or any superseding document) shall be consulted with to this effect”.

The inclusion of Future Scenarios Mapping is welcomed, however these only show the increase in extents of a 0.1% AEP flood event, i.e. Flood Zone B. It would be beneficial if these potential future flood extents could also show the increase in the 1% AEP flood event, i.e. Flood Zone A, and if the maps could be shown overlaid with

the land use zonings, to demonstrate the developments that could potentially be affected by climate change.

The OPW recommend that the Draft Plan addresses how climate change has been considered in the production of this development plan. The potential impacts of climate change include increased rainfall intensities, increased fluvial flood flows and rising sea levels. In line with the Guidelines, while Flood Zones are defined on the basis of current flood risk, planning authorities need to consider such impacts in the preparation of plans, such as by avoiding development in areas potentially prone to flooding in the future, providing space for future flood defences, specifying minimum floor levels and setting specific development management objectives.

### **Coastal Change**

While not specifically covered by the Guidelines, planning authorities should have regard to areas that may be at risk or vulnerable to coastal erosion or coastal change, including change associated with climate change (e.g. sea level rise, increased storm frequency, accelerated rates of coastal erosion, etc). A precautionary approach should be taken in this regard where analysis of potential future coastal change, including potential climate effects, has not yet been carried out.

It should be noted that the Government has established an Inter-Departmental Group on Coastal Change Management to scope out an approach for the development of a national coordinated and integrated strategy to manage the projected impact of coastal change to our coastal communities, economies, heritage, culture and environment. The Inter-Departmental Group is jointly chaired by the Department of Housing, Planning and Local Government and the OPW and will bring forward options and recommendations for the Government to consider as soon as possible.

### **Chief Executive Response**

Noted. Climate change and coastal change have been considered in the preparation of and have informed both the SFRA and Plan. The SFRA GIS layers, including those relating to predictive indicators and Future Scenario mapping, will be made available for use in assessing individual planning applications as part of the Council's development management functions.

### **Chief Executive Recommendation**

No Change

### **Arterial Drainage Schemes and Drainage Districts**

The OPW welcomes policy objective FL 16 “Applications for development on land identified as benefitting land may be prone to flooding, and as such site-specific flood risk assessments may be required in these areas”.

Consideration should be given in zoning land for development to ensure that access requirements are preserved for the maintenance of Arterial Drainage Schemes and Drainage Districts. As discussed above in policy objectives, the SFRA references an objective FRM 07, which included for maintenance access of drainage channels and rivers, however this was not included in the text used in the Draft Plan.

### **Chief Executive Response**

Noted. It is recommended to integrate text into the Plan in order to address this issue:

## Chief Executive Recommendation

### Chapter 14 Climate Change, Energy and Renewable Resource

It is proposed to insert the following text as part of a Policy Objective into the Plan:

#### **FL18 Consultation with OPW**

Consult with the OPW in relation to proposed developments in the vicinity of drainage channels and rivers for which the OPW are responsible and retain a strip on either side of such channels where required, to facilitate maintenance access thereto. In addition, promote the sustainable management and uses of water bodies and avoid culverting or realignment of these features.

## SuDS and Natural Water Retention Measures

The OPW welcomes policy objective FL 6, to promote use of SuDS in all new developments and limit surface water runoff from development sites to pre-development levels. The OPW advises that the preparation of development plans should also take account of the opportunities for natural water retention measures to reduce runoff and provide other benefits such as to water quality, biodiversity, etc. The Guidelines recommend that the SFRA provide guidance on the likely applicability of different SuDS techniques for managing surface water run-off at key development sites, and also that the SFRA identifies where integrated and area-based provision of SuDS and green infrastructure are appropriate in order to avoid reliance on individual site by site solutions.

## Chief Executive Response

Noted.

## Chief Executive Recommendation

To insert the following text into the **SFRA** under a new subsection titled “Sustainable Urban Drainage Systems”:

“As provided for by Policy Objective FL 8, all new developments should be adequately serviced with surface water drainage infrastructure and promote the use of Sustainable Drainage Systems. Surface water run-off from development sites will be limited to pre-development levels and planning applications for new developments will be required to provide details of surface water drainage and sustainable drainage systems proposals.

As provided for by DM Standard 68, “Sustainable Drainage Systems (SuDS)”, all new developments (including amendments / extensions to existing developments) will be required to incorporate ‘Sustainable Urban Drainage Systems’ (SuDS) as part of the development/design proposals. SuDS are effective technologies, which aim to reduce flood risk, improve water quality and enhance biodiversity and amenity. The systems should aim to mimic the natural drainage of the application site to minimise the effect of a development on flooding and pollution of existing waterways.

SuDS include devices such as swales, permeable pavements, filter drains, storage ponds, constructed wetlands, soakways and green roofs. In some exceptional cases, and at the discretion of the Council, where it is demonstrated that SuDS devices are not feasible, approval may be given to install underground attenuation tanks or enlarged pipes in conjunction with other devices to achieve the required water quality.

Such alternative measures will only be considered as a last resort. Proposals for surface water attenuation systems should include maintenance proposals and procedures.

Development proposals will be required to be accompanied by a comprehensive SuDS assessment that addresses run-off rate, run-off quality and its impact on the existing habitat and water quality.

This approach using SuDS offers a total solution to rainwater management and is applicable in both urban and rural situations. Current best practice guidance on SuDS is available from the Guidance Documents produced by the Greater Dublin Strategic Drainage Study (GDSDS)."

### Specific Settlements

Please see OPR Recommendation No 15.

The planning authority should review the SFRA in light of the above, and in particular to examine the following where inconsistencies with the Guidelines have been identified:

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

\*The SFRA notes that this zoning was the subject of a member's amendment in the making of the plan.

### Chief Executive Response

#### An Spidéal:

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

### Chief Executive Recommendation

#### An Spidéal:

No change.

### Chief Executive Response

**Clifden:**

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

**Chief Executive Recommendation**

**Clifden:**

**As per Chief Executive's a Recommendation to amend Land Use Matrix table and associated Constrained Land Use Policy Objective**

**Chief Executive Response**

**Gaurran:**

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

**Chief Executive Recommendation**

**Gaurran:**

No change

**Chief Executive Response**

**Headford:**

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

**Chief Executive Recommendation**

The Community Facilities zoning has been applied on these lands.

**As per Chief Executive's a Recommendation to amend Land Use Matrix table and associated Constrained Land Use Policy Objective.**

**Chief Executive Response**

**Kinvara:**

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

**Chief Executive Recommendation**

**Kinvara:**

No Change

**Chief Executive Response**

**Maigh Cuilinn:**

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

**Chief Executive Recommendation**

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

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

**Chief Executive Response**

**Oranmore:**

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

**Chief Executive Recommendation**

No Change

**Chief Executive Response**

**Oughterard:**

This issue is consistent with the advice from the SFRA, and the land use zoning of this site should be amended to conform with the Guidelines.

**Chief Executive Recommendation**

It is recommended that the land use zoning of this site is amended to conform with the Guidelines. The Lands have been removed from the Plan Boundary as per OPR Recommendation No.15.

**Chief Executive Response**

**Portumna:**

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

**Chief Executive Recommendation**

No change

Ms. Loughnane advised that the first section related to the National CFRAM Programme which was completed in 2018. It was noted to update text and update website reference to [www.floodinfo.ie](http://www.floodinfo.ie).

**Strategic Flood Risk Assessment**

*It was proposed by An Comh. O’Cualain, seconded by Cllr. McKinstry and agreed by the Members.*

***It was proposed by Cllr. McKinstry, seconded by Cllr. Maher and agreed by the Members.***

**Irish Coast Protection – attached to SFRA**

***It was proposed by Cllr. Maher, seconded by Cllr. Kinane and agreed by the Members.***

Cllr. D. Connolly, referring to flood mapping, queried if Members had the power to adjust anomalies in maps that they were aware of. Ms. Loughnane advised that OPW were responsible of these maps. However, if there was local knowledge of an anomaly, the Consultants working on this project could be notified of same and requested to report back on it.

**GSI Data**

**SFRA**

***This was proposed by Cllr. Kinane, seconded by Cllr. Maher and agreed by the Members.***

**Cllr. McKinstry submitted the following Motion:**

***OPR Recommendation 16:***

***That any new Waste water treatment infrastructure (plants, separation facilities and open tanks) be at least 10m Above Sea Level to account for projected sea level rise.***

Mr. Dunne advised that Irish Water would not be in favour of the proposed amendment or wording under Cllr. McKinstry's Motion. He stated that DM 49 (c) sufficiently addressed the concerns raised and there was provision in the Plan from a growth perspective. Cllr. McKinstry disagreed with response from Irish Water as flooding proposals were out of date as it was built on 2013 modeling work. He suggested that proposed sea-rise would negatively impact the location of wastewater infrastructure particularly ones that were planned for An Shruthan. Ms. Loughnane advised that they were obliged to abide by SFRA Guidelines. She advised the proposal would preclude work in a lot of sites for Wastewater infrastructure and advised against putting in a blanket proposal like this.

It was agreed to defer decision on this motion until Chapter 7.

**Constrained Land Use Zoning**

***Ms. Loughnane stated that this was already dealt with in Volume 2.***

***It was proposed by Cllr. Maher, seconded by Cllr. McKinstry and agreed.***

**Policy Objective FL 8 – Flood Risk Assessment for Planning Applications and CFRAM**

***It was proposed by Cllr. Maher, seconded by Cllr. Roche and agreed by Members.***

Cllr. Roche, referring to Flood maps currently in use, queried that in locations where flood mitigation works have been carried out and had successfully eliminated flooding in these areas, when they would be removed from flood maps. In reply, Ms. Loughnane advised that until such time as the Department updated FRG, it was not within control of Galway County Council and had to be done at national level. Cllr. Roche queried if there was anything that can be done to expedite this. Ms. Loughnane advised that FRA Guidelines were the parameters they had to work within and until guidelines were amended there was nothing that could be done. She further advised that the maps were being updated and expected to have them in the next few months.

**Consideration of Climate Change Impacts**

***The CE Recommendation was proposed by Cllr. Maher, seconded by Cllr. Roche and agreed by the Members.***

**Arterial Drainage Schemes and Drainage Districts**

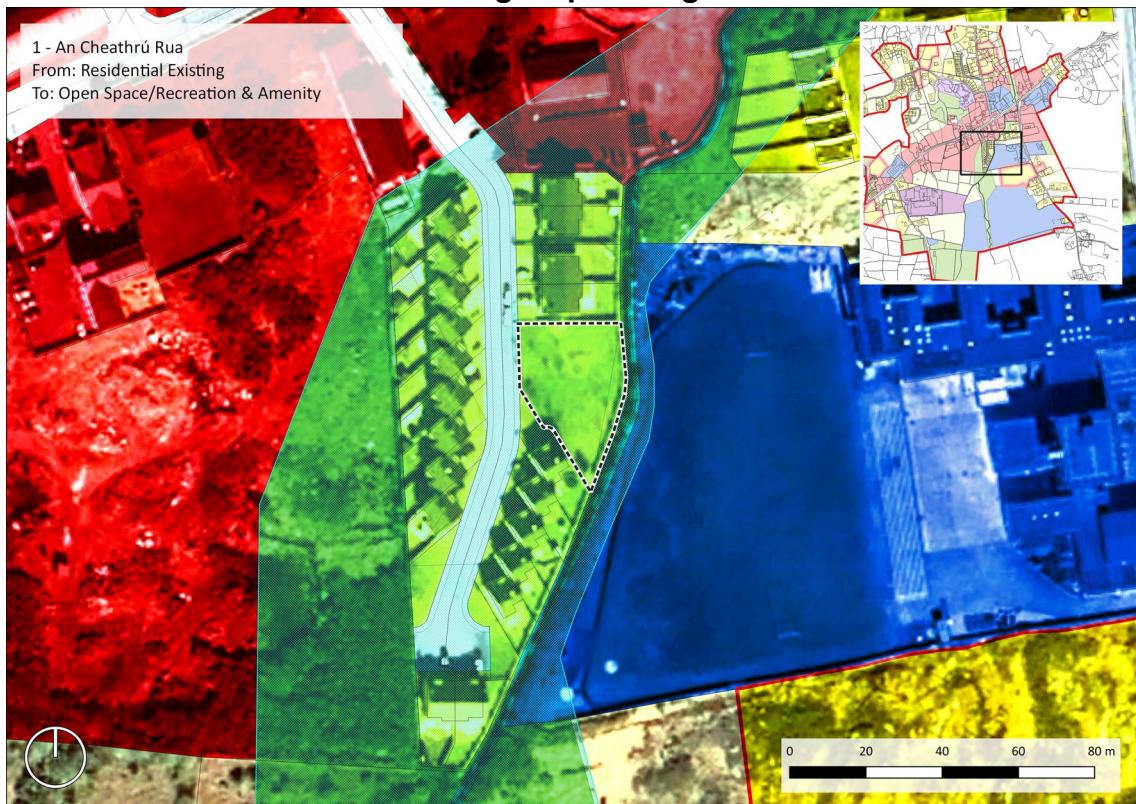
***The CE Recommendation was proposed by Cllr. McKinstry, seconded by Cllr. Maher and agreed by the Members.***

**Specific Settlements**

***Mr. Dunne advised this section had already been dealt with as part of the OPR submission.***

Mr. Dunne brought up maps on screen and advised that this review was undertaken as a result of submission on plan from OPW. Maps contain very minor parts of undeveloped lands that they became aware of following Justification Tests and it was proposed to amend zonings as follows:

**n Cheathru Rua Land Use Zoning Map 1 - Page 202**



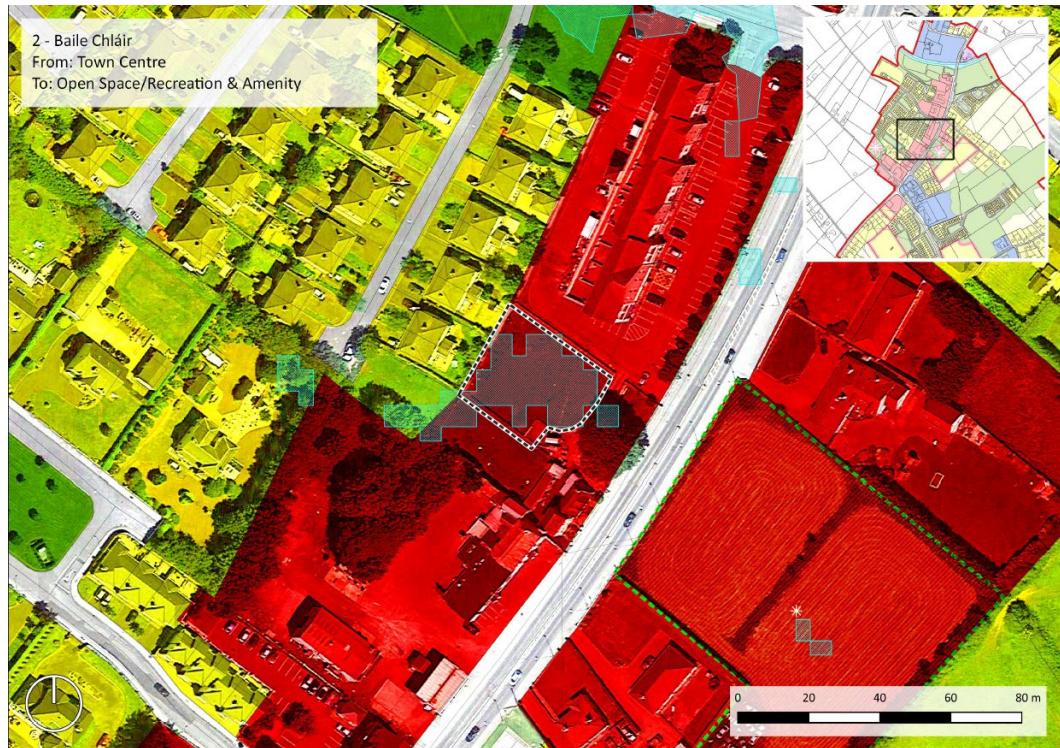
Change the land use zoning Residential Existing to Open Space/Recreation & Amenity.

***This was proposed by Cllr. McKinstry and seconded by Cllr. Maher and agreed by the Members.***

## An Baile Chlair Land Use Zoning Map 2 (Page 202)

### Amendment:

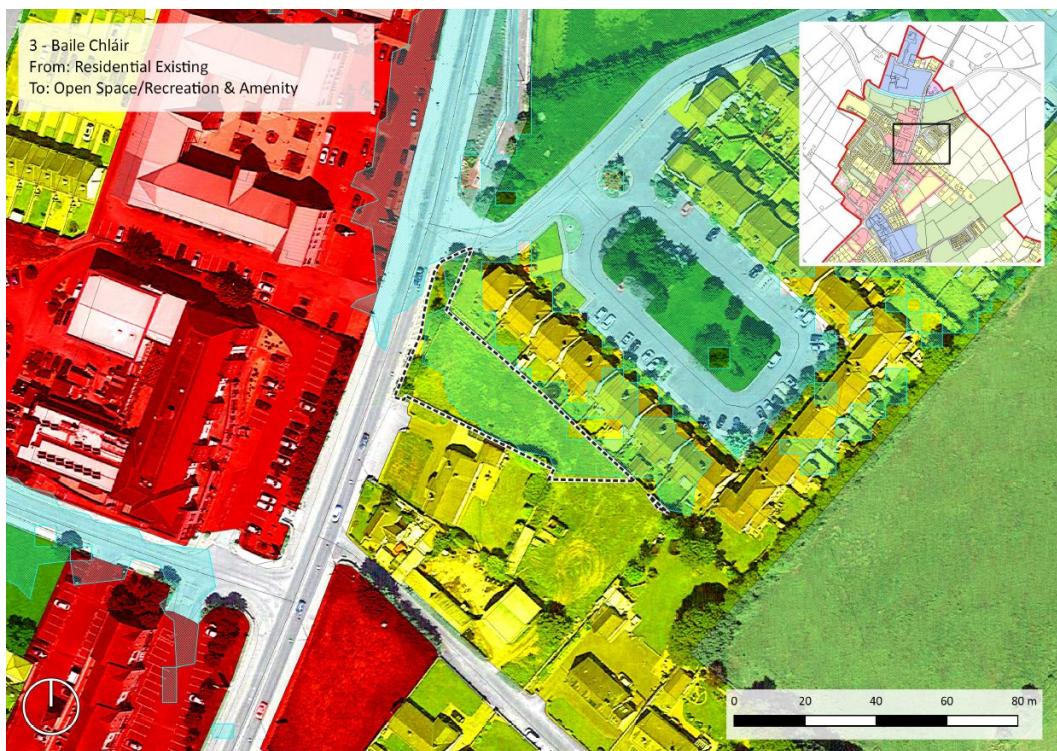
Change the land use zoning Town Centre to Open Space/Recreation & Amenity



Change the land use zoning from Town Centre to Open Space/Recreation & Amenity.

***This was proposed by Cllr. Maher, seconded by Cllr. McKinstry and agreed by the Members.***

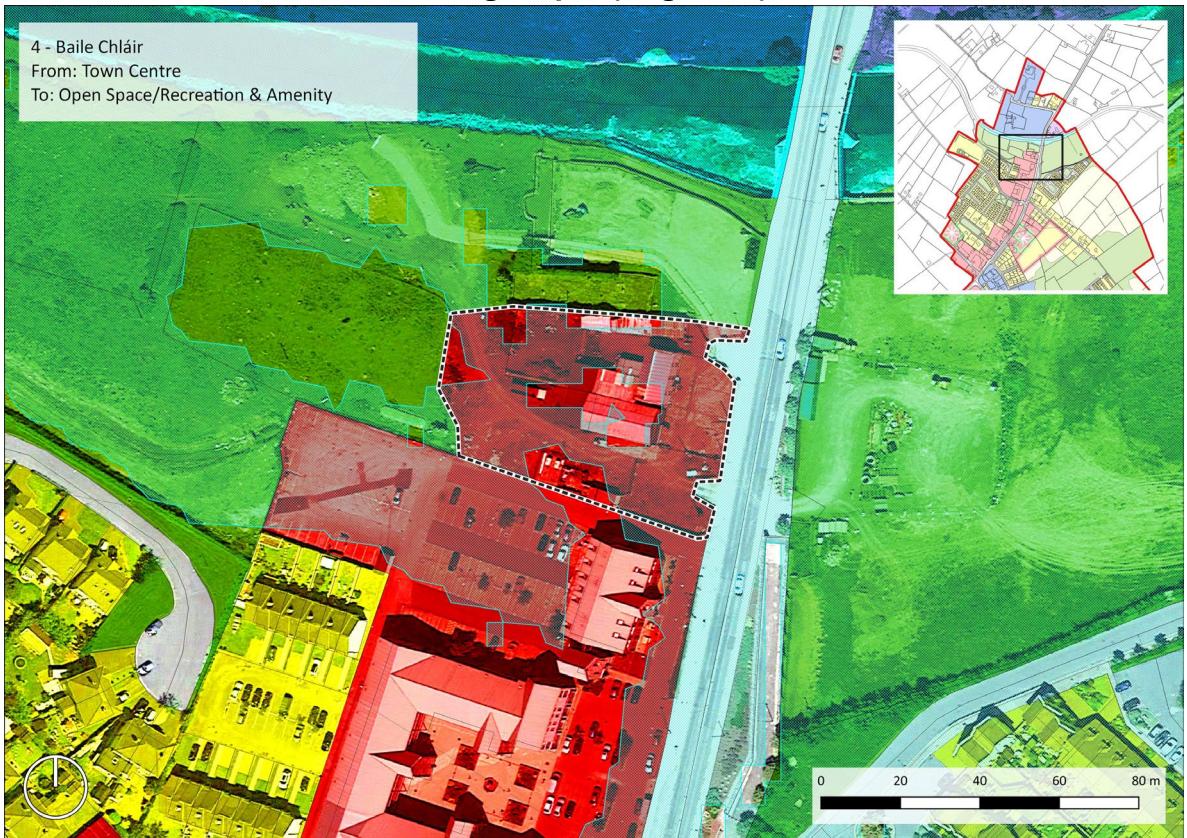
### An Baile Chlair Land Use Zoning Map 3 (Page 203)



Change the land use zoning Residential Existing to Open Space/Recreation & Amenity.

***This was proposed by Cllr. Maher, seconded by Cllr. McKinstry and agreed by the Members.***

### An Baile Chlair Land Use Zoning Map 4 (Page 202)



Change the land use zoning from Town Centre to Open Space/Recreation & Amenity.

***This was proposed by Cllr. Maher, seconded by Cllr. McKinstry and agreed by the Members.***

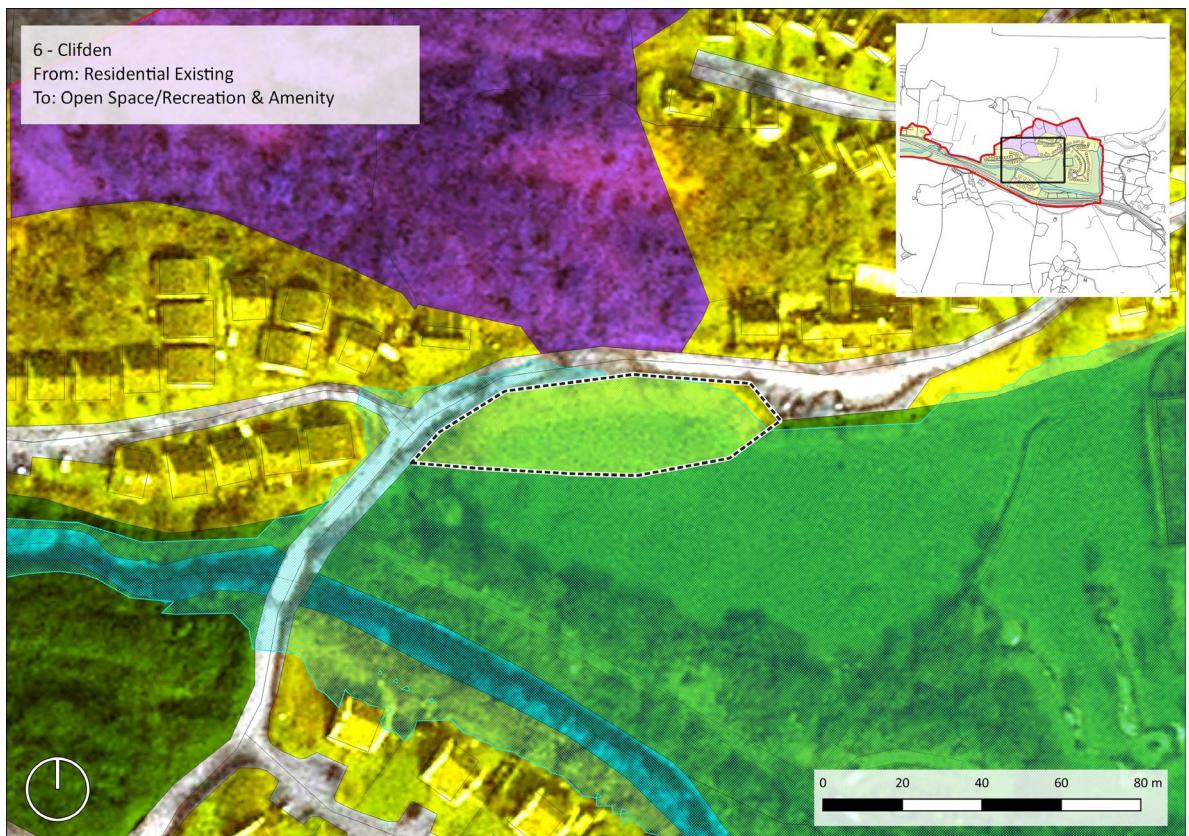
### Ballygar Land Use Zoning Map 5 (Page 204)



Change the land use zoning Residential Existing to Open Space/Recreation & Amenity

***This was proposed by Cllr. Maher, seconded by Cllr. Carroll and agreed by the Members.***

### Clifden Land Use Zoning Map 6 (Page 204)



Change the land use zoning Residential Existing to Open Space/Recreation & Amenity

***This was proposed by Cllr. Mannion, seconded by Cllr. Maher and agreed by the Members.***

**Clifden Land Use Zoning Map 7 (Page 205)**



Change of land use zoning Town Centre to Open Space/Recreational & Amenity

***This was proposed by Cllr. Maher, seconded by Cllr. Mannion and agreed by the Members.***

## **Dunmore Land Use Zoning Map (Page 205)**

This submission relates to the addition of two opportunity sites -OPT -DU 2 and OPT-DU 3.

Opportunity site No .2 measures .277 ha and Opportunity site No.3 Measures 0.945 ha.

### **The proposing in relation to Opportunity No.2:**

**Proposed Opportunity**

To provide for a mix of uses capable of accommodating retail and or commercial development. The overall development proposal must address the street frontage where the prominent use of land changes from residential to commercial. Innovative, high quality building design and appropriate layouts taking into account the location and setting of subject lands. A mix of commercial and residential uses or a mews type development may be appropriate here.

### **The proposing in relation to Opportunity No.3:**

To provide for a mix of uses capable of accommodating retail and or commercial development.

The overall development proposal must address the street frontage where the prominent use of land changes from residential to commercial. Innovative, high quality building design and appropriate layouts taking into account the location and setting of subject lands.

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

In relation to this Opportunity Site No.2 this relates to lands identified in Flood Zone A/B. As per the OPW Submission No. GLW-C10-588 the Justification test has been applied to these lands and as a result of other undeveloped alternative town centre lands been available, the Justification Test has been applied and these lands do not pass the Justification Test.

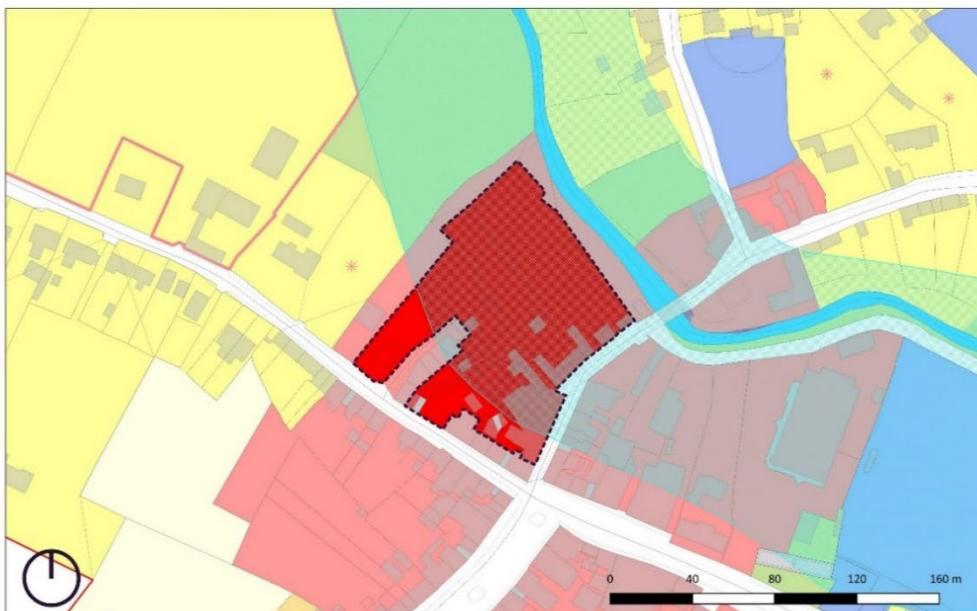
In relation to Opportunity Site No.3, it is located on Constrained Land Use and Village Centre lands.

In relation to this Opportunity Site No.3 it is located on Village Centre Lands. As per the OPW Submission No. GLW-C10-588 the Justification test has been applied to these lands and as a result of other undeveloped alternative town centre lands been available, the Justification Test has been applied and these lands subject to Opportunity Site No. 2, do not pass the Justification Test.

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

See OPW Recommendation.

Material Alteration 14.2a - Dunmore  
Small Growth Village - Dunmore - Land Use Zoning Map  
Elected Members Amendments as a Result of Notice of Motion  
From - Village Centre / To - Village Centre - Opportunity Site  
Area - 0.945 Ha.



In relation to Opportunity Site No. 3, Mr. Dunne stated that this would be regarded as Town Centre sites and advised there were alternative Town Centre lands for development in the town. He advised that they were going with best available data and going out on-site. He advised that CE Recommendation was to retain them as illustrated on maps for Open Space/Recreation & Amenity. Cllr. Killilea stated that he accepted that a site visit was carried out but stated that he believed the submission he made was correct. He stated there was a large section of derelict properties in this area in Bridge Street and advised he had omitted flood risk area and left that as an Opportunity Site. He stated that he was asking Members to support him on this. Mr. Dunne advised that this would be contrary to Flood Risk Guidelines as there was alternative Town Centre lands in Town which weren't flood risk. Cllr. Killilea stated

that they were not on CFRAMS Mapping. OPT DU3. It was proposed by Cllr. Killilea, seconded by Cllr. Geraghty but not agreed by the Members.

Cllr. Roche stated that it was mentioned that this was running close to a SSC and queried how that would impact on any proposal to develop or otherwise. Cllr. Killilea advised that he had taken out anything that impinges on SSC. Cllr. M. Connolly stated that this area was an eyesore for the longest time and stated he would welcome anything that would revamp the area. Cllr. McClearn stated that he would be very concerned about zoning lands in areas that were likely to flood and would not be supporting this motion. Mr. Dunne advised that this site will have a significant impact and CE recommendation was not to proceed with this development.

Cllr. Sheridan excluded himself from Vote due to Conflict of Interest.

As the motion was not agreed, the Cathaoirleach called for a vote. A vote was taken and the following was the result:

For: 17

Cllr. M. Connolly	Comh. O Cualáin	Comh. O Curraoin
Cllr. Curley	Cllr. Geraghty	Cllr. Herterich/Quinn
Cllr. Hoade	Cllr. C. Keaveney	Cllr. P. Keaveney
Cllr. Kelly	Cllr. Killilea	Cllr. Kinane
Cllr. King	Cllr. McHugh/Farag	Cllr. Thomas
Cllr. Walsh	Cllr. Welby	

Against: 6

Cllr. Maher	Cllr. Mannion	Cllr. McClearn
Cllr. McKinstry	Cllr. Reddington	Cllr. Roche

Abstain: 11

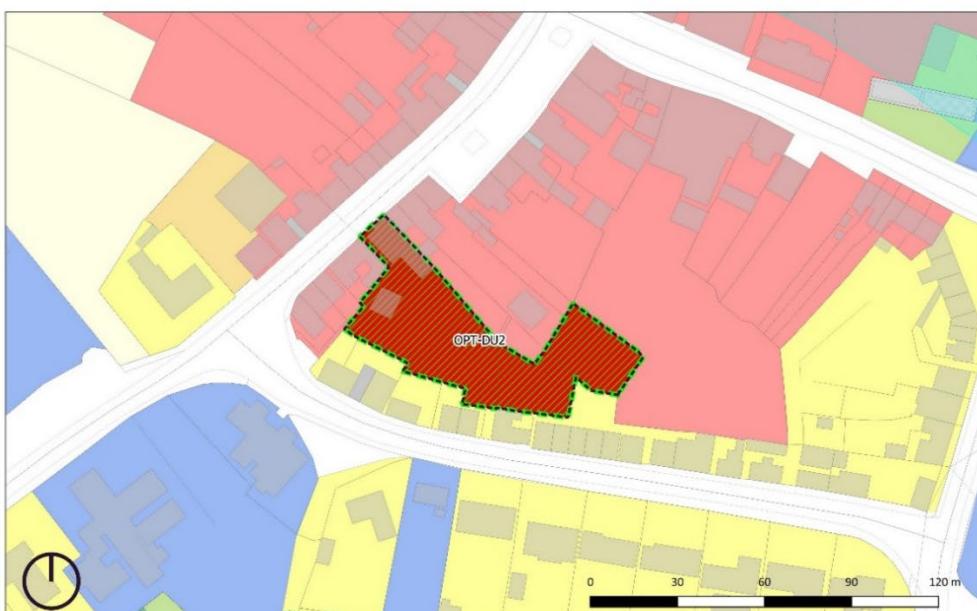
Cllr. Broderick	Cllr. Carroll	Cllr. Charity
Cllr. Collins	Cllr. D. Connolly	Cllr. Cronnelly
Cllr. Cuddy	Cllr. Donohue	Cllr. Mac an Iomaire
Cllr. Murphy	Cllr. Parsons	

No Response - 5

***The Cathaoirleach declared that the motion was carried.***

Mr. Dunne brought up Map No. 2 of Cllr. Killilea's motion. He advised this Opportunity Site was not in flood zone area and was not affected by Constrained Land Use.

Material Alteration 14.1b - Dunmore  
Small Growth Village - Dunmore - Land Use Zoning Map  
Elected Members Amendments as a Result of Notice of Motion  
From - Village Centre / To - Village Centre - Opportunity Site  
Area - 0.277 Ha.



Cllr. Killilea advised he was requesting this zoning to allow Community Housing/Voluntary Housing Scheme to be extended. Mr. Dunne advised that DU1 was already in Draft Plan. In relation to DU2, he stated that the number of Opportunity Sites might be weakening other ones and CE did not recommend zoning as Opportunity Site. Cllr. Killilea advised that the landowners were connected here and the wish of the community would be to add to it.

***Motion was proposed by Cllr. Killilea, seconded by Cllr. Geraghty and agreed.***

## Dunmore Land use Zoning Map (9)



Change the land use zoning Residential Existing to Open Space/Recreation & Amenity

***The CE Recommendation was proposed by Cllr. Killilea, seconded by Cllr. Geraghty and agreed by the Members.***

### Dunmore Land use Zoning Map (10) – Pg 206



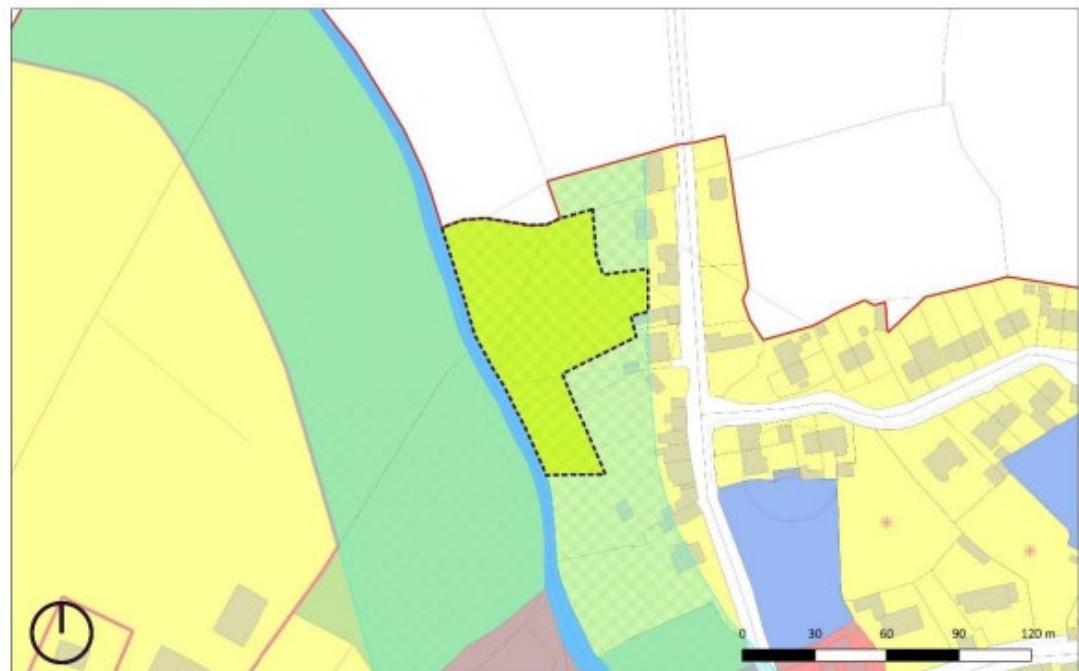
Change the land use zoning from Town Centre to Open Space/Recreation & Amenity

Cllr. Killilea advised this was the site of the Emerald Night Club site. He queried if this proposed new zoning would allow for Casual Traders on this site. Mr. Dunne advised that this would be regarded as non-vulnerable use and was being proposed for change to Open Space because of flood risk. Cllr. Sheridan advised that the local community use that space for parking for local festivals, funfair etc. and queried if this proposed zoning would affect that. Mr. Dunne advised that it could potentially have a significant affect on it as there was a risk of flooding on this site. Cllr. McClearn queried why Members were opposed to this as they had been advised that these were lands that were liable to flooding asked that his concerns be noted in relation to what was being proposed here.

***The CE Recommendation was approved on the proposal of Cllr. Killilea, seconded by Cllr. Geraghty and agreed by the Members.***

### Dunmore Land Use Zoning Map 11

Material Alteration 14.5 - Dunmore  
Small Growth Village - Dunmore - OPW Land Use Zoning  
Elected Members Amendments as a Result of Notice of Motion (GLW-C10-588)  
From - Residential Existing / To - Open Space/Recreation & Amenity  
Area - 0.511 Ha.



Change the land use zoning Residential Existing to Open Space/Recreation & Amenity

***The CE Recommendation was proposed by Cllr. Maher, seconded by Cllr. McKinstry and agreed.***

### Garraun Land Use Zoning Map 12 – Page 207



Change the land use zoning Residential Phase 1 to Open Space/Recreation & Amenity

***This was proposed by Cllr. Carroll, seconded by Cllr. Maher and agreed by the Members.***

**Kinvara Land Use Zoning Map 13 – Page 208**



Change the land use zoning from Residential Existing to Open Space/Recreation & Amenity

***This was proposed by Cllr. Byrne, seconded by Cllr. Murphy and agreed by the Members.***

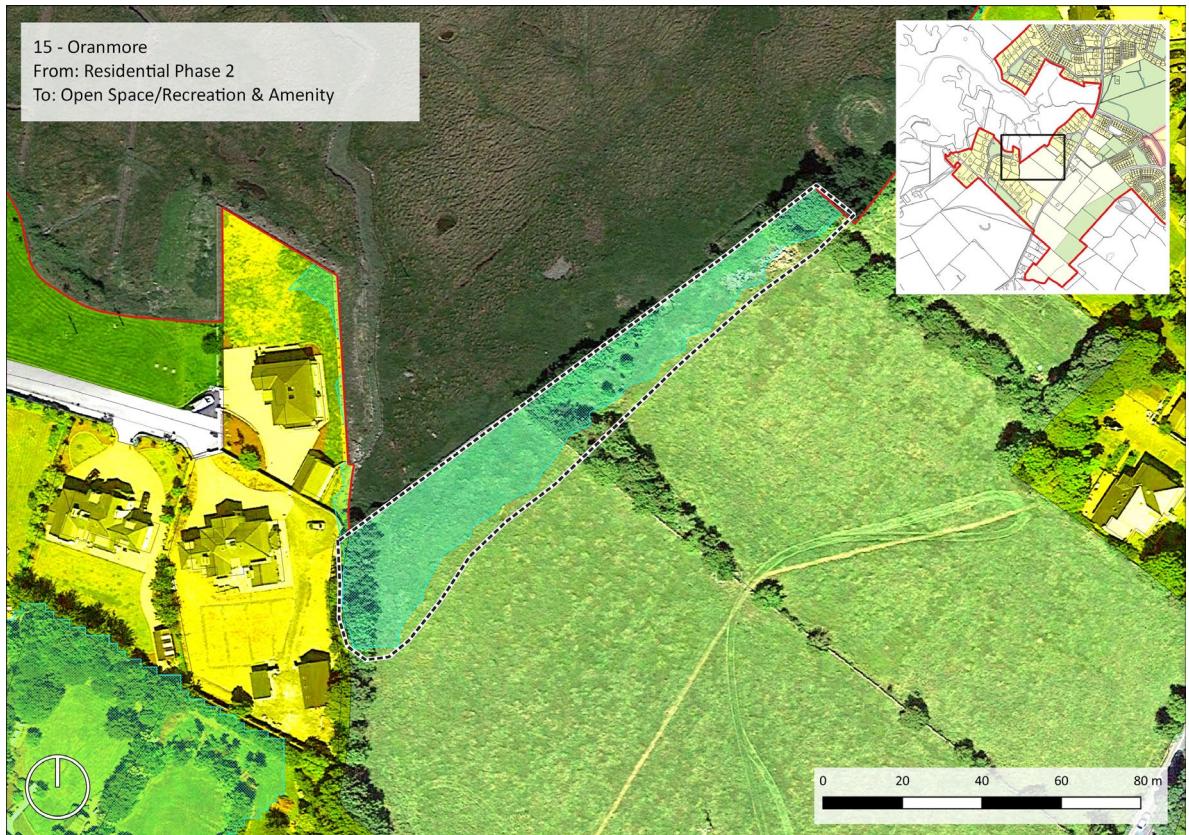
## Maigh Cuillinn Land Use Zoning Map 14 – Page 208



Change the land use zoning from Residential Phase 2 to Open Space/Recreation & Amenity

***This was proposed by Cllr. Maher, seconded by Cllr. McKinstry and agreed by the Members.***

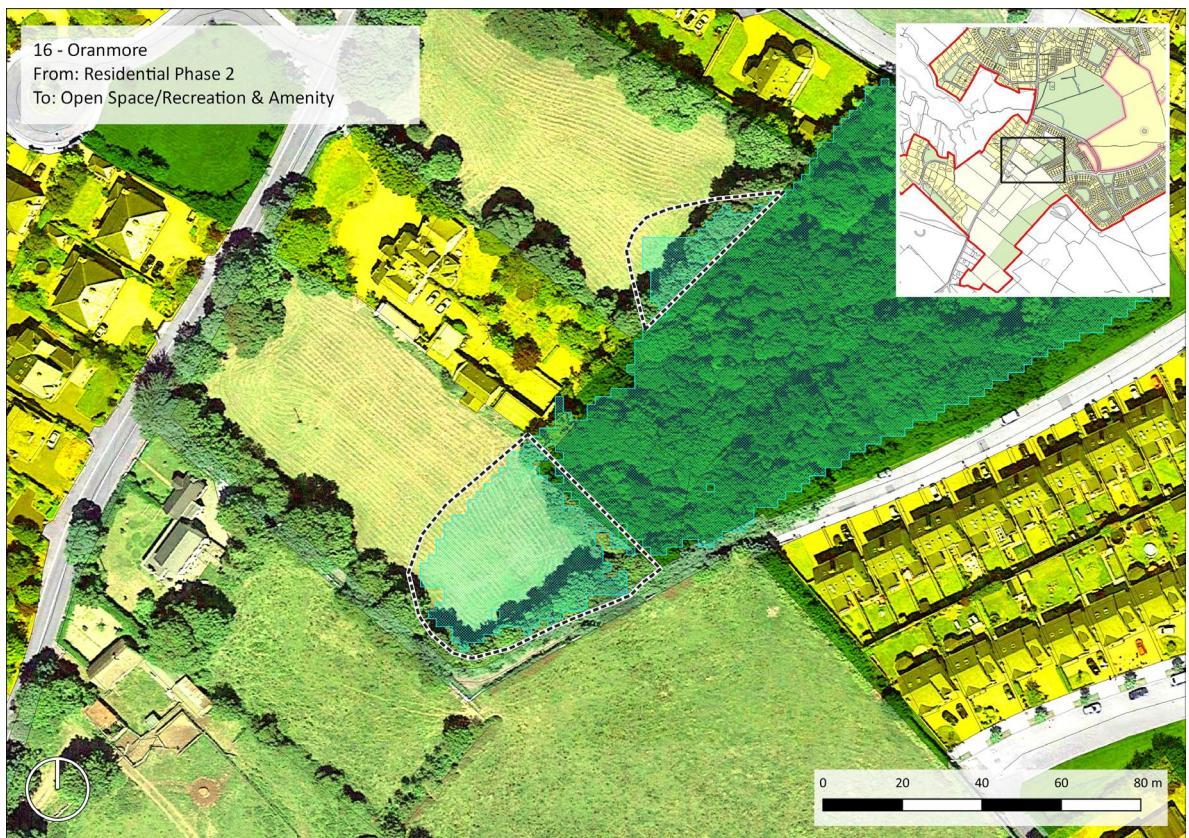
## Oranmore Land Use Zoning Map 15 – Page 209



Change land use zoning Residential Phase 2 to Open Space/Recreation & Amenity

***This was proposed by Cllr. Carroll, seconded by Cllr. Collins and agreed by the Members.***

**Oranmore Land Use Zoning Map 16 – Page 209**



Change the land use zoning Residential Phase 2 to Open Space/Recreation & Amenity

***This was proposed by Cllr. Carroll, seconded by Collins and agreed by the Members.***

## Oranmore Land Use Zoning Map 17 – Page 210



Change the land use zoning from Residential Existing to Open Space/Recreation & Amenity

***This was proposed by Cllr. Carroll, seconded by Cllr. Kinane and agreed by the Members.***

## Oranmore Land Use Zoning Map 18 – Page 210



Change the land use zoning Residential Existing to Open Space/Recreation & Amenity

***This was proposed by Cllr. Carroll, seconded by Cllr. Collins and agreed by the Members.***

## Oughterard Land Use Zoning Map 19 – Page 211



Change the land use zoning Residential Existing to Open Space/Recreation & Amenity

***This was proposed by Cllr. Welby, seconded by Cllr. McKinstry and agreed by the Members.***

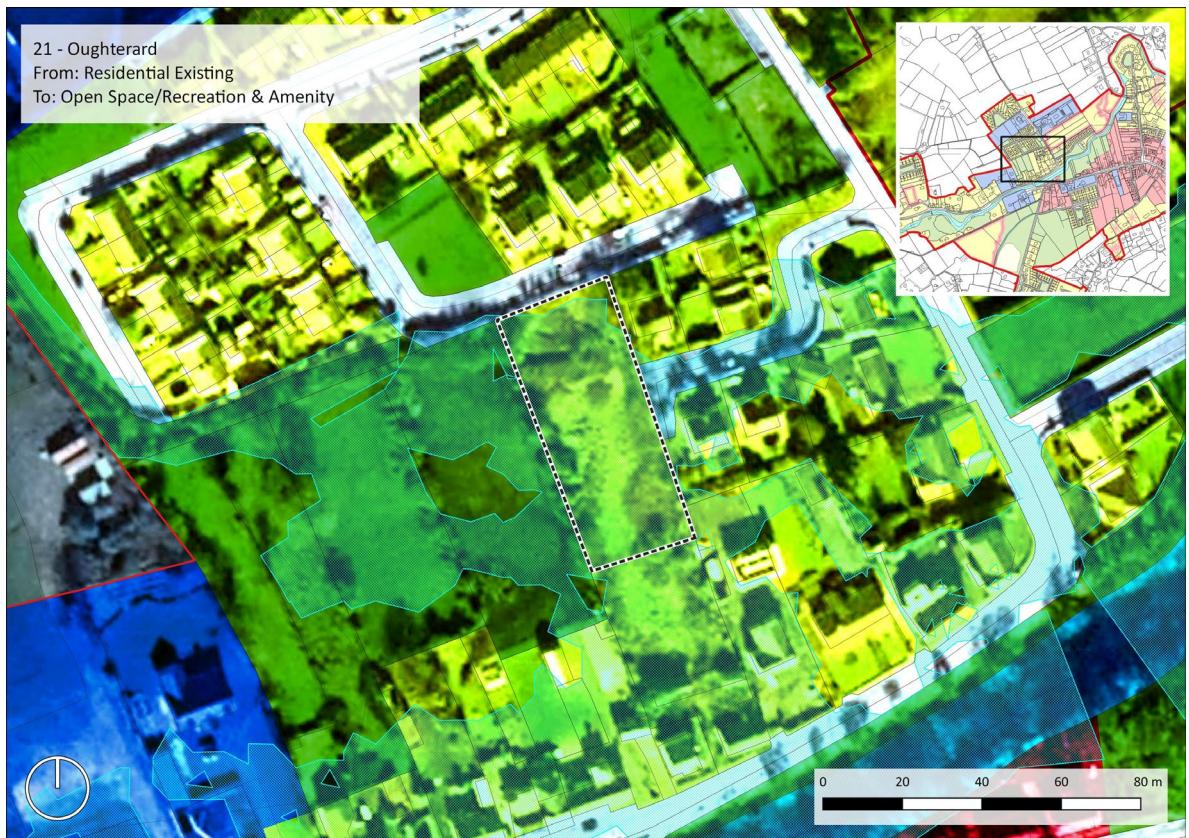
## Oughterard Land Use Zoning Map 20 – Page 211



Change the land use zoning Town Centre to Open Space/Recreation & Amenity

***It was proposed by Cllr. Welby, seconded by Cllr. McKinstry and agreed by the Members.***

**Oughterard Land Use Zoning Map 21 – Page 212**



Change the land use zoning Residential Existing to Open Space/Recreation & Amenity

***This was proposed by Cllr. Welby, seconded by Cllr. McKinstry and agreed by the Members.***

## Oughterard Land Use Zoning Map 22 - Page 212



Change the land use zoning Tourism to Open Space/Recreation & Amenity

***It was proposed by Cllr. Welby, seconded by Cllr. McKinstry and agreed by the Members.***

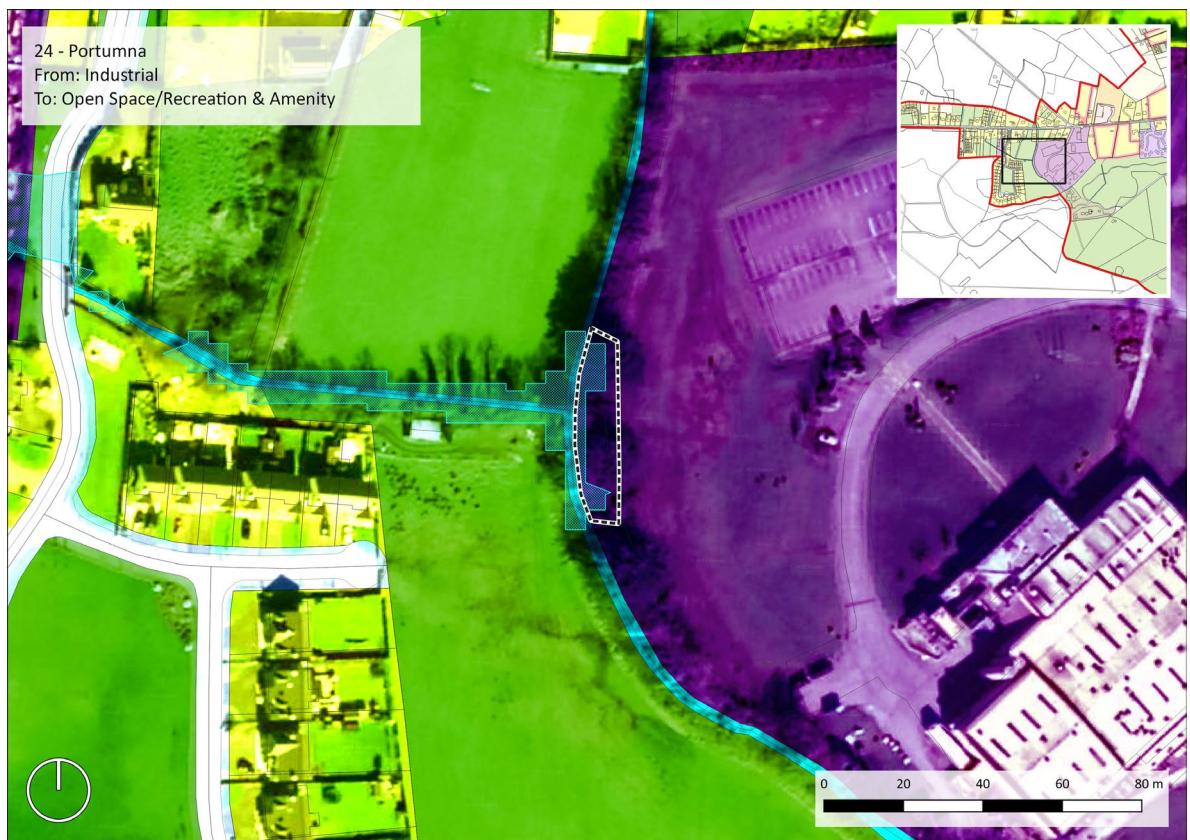
### Oughterard Land Use Zoning Map 23 – Page 213



Change the land use zoning Residential Infill to Open Space/Recreation & Amenity

***This was proposed by Cllr. Welby, seconded by Cllr. McKinstry and agreed by the Members.***

**Portumna Land Use Zoning Map 24 – Page 213**



Change the land use zoning Industrial to Open Space/Recreation / & Amenity

***This was proposed by Cllr. McClearn, seconded by Cllr. Maher and agreed by the Members.***

## Portumna Land Use Zoning Map 25 – Page 214



Change the land use zoning Town Centre to Open Space/Recreation & Amenity

***This was proposed by Cllr. McClearn, seconded by Cllr. Canning and agreed by the Members.***

**The Members were advised that this was the end of the OPW submission.**

**Cllr. Cuddy submitted the following Motion:**

*I propose lift the risk constraint on the Corporate Park lands site in Claregalway in accordance with the submission of the OPW.*

*By the OPW own admission this risk constraint has been applied wrongly in a number of areas and I am confident that this has also been the case in relation to the Corporate Park in Claregalway.*

*A hydrogeologist has also been commissioned to review this and has come up with the same conclusions as the OPW.*

Cllr. Cuddy, referring to Corporate Park located on R381, stated that that lands in question were partly developed and there was a constrained land use zoning on it. He advised that there was no flood risk here.

Mr. Dunne advised that they would have significant concerns regarding this proposed rezoning. He advised that response from Consultants is as follows:

***"In the absence of evidence, it is not possible to amend Flood Zones.***

***The OPW's current mapping identifies areas around the Corporate Park to be at elevated risk of flooding. The OPW's website indicates for this location that "Information in this area is under review following an objection, submission and/or further information received."***

***In the absence of this review being finalised it would be premature to amend Flood Zones in the absence of evidence."***

Mr. Dunne stated that the OPW indicated that information was under review but had not been amended to-date. Ms. Loughnane advised they were obliged to comply with FRA Guidelines and until the outcome of that review was available, would have to keep that in-situ. Cllr. Cuddy advised that the Secondary School had obtained planning which was nearer to the flood risk than this business park and disagreed with Executive's comments. Mr. Dunne advised that they worked with the best available data they had and CE recommendation would be that it would be contrary to FRA Guidelines. It was agreed to defer decision on motion until this clarification on wording was received from Cllr. Cuddy.

Cllr. Cuddy advised that he had amended his motion and had forwarded same to Forward Planning Section proposing that the lands identified be zoned from Open Space/Recreation & Amenity to Business/Enterprise.

**Cllr. Cuddy submitted the following motion:**

***I propose the lands with the maps already provided be zoned as Business and Enterprise.***

As Motion was not agreed, the Cathaoirleach called for a vote. A vote was taken and the following was the result:

For: 26

Cllr. Broderick	Cllr. Carroll	Cllr. Charity
Cllr. D. Connolly	Cllr. Collins	Cllr. Cronnelly
Comh. O Cualain	Cllr. Cuddy	Cllr. Curley
Comh. O Curraoín	Cllr. Donohue	Cllr. Geraghty
Cllr. Herterich/Quinn	Cllr. Hoade	Cllr. C. Keaveney
Cllr. P. Keaveney	Cllr. Kelly	Cllr. Killilea

Cllr. Mac an Iomaire  
Cllr. Sheridan  
Cllr. Walsh

Cllr. McHugh/Farag  
Cllr. Reddington  
Cllr. Welby

Cllr. Parsons  
Cllr. Thomas

Against: 7

Cllr. Byrne  
Cllr. Mannion  
Cllr. Roche

Cllr. Canning  
Cllr. McKinstry

Cllr. Maher  
Cllr. Murphy

Abstain: 1

Cllr. M. Connelly

No Reply: 5

***The Cathaoirleach declared the Motion carried.***

Mr. Dunne advised that a motion had been received from Cllr. Dr. Parsons in relation to Poolboy Landfill and adjoining lands. Following discussion it was agreed that this Motion would be dealt with under Chapters 10 or 11.

Cllr. C. Keaveney raised a query on previous motion passed by Cllrs. Cuddy & Charity for zoning of lands behind National School and stated that half of those lands zoned were located on a flood zone and queried if the Members had been made aware of same. Mr. Dunne advised that lands were zoned from Community Facilities to Residential Phase 1 and confirmed that the open space at back was at risk of flooding. Cllr. Byrne stated that it was doing a bit of disservice to people to zone lands that cannot be granted planning permission. Mr. Dunne stated that the advice was clear from the Executive in relation to flood risk zones. However, he appreciated that it was the prerogative of the Elected Members to make their decision on the matter.

In reply to Cllr. Hoade's query on Members whom have left meeting and having to contact them regarding their votes, Mr. Owens advised that if a Member was in on the meeting but due to connectivity issues was unable to vote, he/she would be contacted via phone and asked for their vote.

**It was agreed by Members to go back to Core Strategy Table.**

Ms. Loughnane stated that the topline figure of 18,655 had been agreed by Members at meeting on 06/12/2021. It was further agreed that the figure of 911 be omitted (from Residential Units to be delivered on Greenfield Sites) and that column would be left blank. It was agreed that the 911 figure would be added to figure of 390 (contained in Residential Units to be Delivered on Infill/Brownfield Sites) giving an

amended figure of 1,301. She advised that the figures were not adding up in Core Strategy Table following the additional zoning in Woodlawn. She asked for approval to close off OPR Submission and Core Strategy Table. Cllr. Killilea noted that reference had been made to Brownfield Sites and referred to definition received from M. Owens as requested by him. He asked for clarification on the % that was allowed on Brownfield sites during lifetime of plan. He further proposed the definition of Brownfield Site would be read into Minutes. This was seconded by Cllr. Sheridan.

In response to Cllr. Killilea's query, Ms. Loughnane stated that 30% referred to was for inside Settlement Boundary. She referred to 10 Strategic Outcomes, the first of which was Compact Growth. She advised that the purpose of Brownfield Sites was to try and build the core as much as possible. Mr. Dunne advised that the zoning % number was determined by NPF and 30% allocation was within Town Centre Sites.

Cllr. McClearn raised a query in relation to Conflict of Interest and queried if Members should be outlining what the reasons of the conflict of interest were. Cllr. Reddington also asked for clarification on same and stated he was concerned that he might vote in favour of something while not being aware of having a Conflict of Interest. Cllr. Byrne concurred that this was a very serious issue and asked for Director's advice on same.

In response to Cllr. Carroll regarding MASP figures, Ms. Loughnane advised that the anomaly related to zoning of additional lands in Claregalway and the downzoning of lands in Oranmore. She explained that the population was now different in both areas and the figures were incorrect. She explained that the Core Strategy that was put to the Members contained all the amendments that the OPR had made. She stated that while it was fine to re-allocate within tiers, the population figures had also to be adjusted and this was not now reflected in the Core Strategy Table.

#### **ADJOURNED FOR LUNCH and MEETING RESUMED AT 3.00 P.M.**

***The Core Strategy Table was approved on the proposal of Cllr. Killilea, seconded by Cllr. Maher and agreed by the Members.***

Cllr. Killilea queried if definition on Brownfield Sites should be enshrined in the Development Plan. Mr. Owens stated that if it was of assistance to Members, the definition of Greenfield, Brownfield and Infill Sites could be read it into the record of Minutes but advised that it was not a legal or statutory definition. He advised that he had sourced this definition from the OPR Glossary of Planning Terms. He further advised that this was being offered as an aid in terms of understanding what a Brownfield, Greenfield and Infill sites were. Cllr. Killilea agreed to suggestion of having it read into Minutes and advised that every Member should look at that guideline going forward.

The definitions are as follows:

**Brownfield Land**

Any land which has been subjected to building, engineering or other operations, excluding temporary uses or urban green spaces, generally comprise of redundant industrial lands or docks but may also include former barracks, hospitals or even occasionally, obsolete housing areas.

**Greenfield Site**

Potential open development land on the periphery of urban settlements having no previous building on it. Development on such lands will generally require the provision of new infrastructure, roads, sewers and ancillary social and commercial facilities, schools, shops, employment and community facilities.

**Infill Housing**

Housing which fills gaps in otherwise continuous built-up frontage and is appropriate to the character of the street and/or village.

Cllr. Welby agreed that it was sufficient to read them into Minutes. He stated that including those definitions in Development Plan may make it too rigid and leave no room for any flexibility and may affect planning applications at a later stage.

In response to queries raised with regard to Code of Conduct by Members, Mr. Owens referred to Section 7 of the Protocol for Online Meetings and advised that he had referenced this as a reminder to Members at the start of each Meeting. To clarify further, he stated that where Members had indicated upon reaching a particular motion, they had an interest, they are obliged to withdraw from meeting for the time the motion was being discussed. He advised that it was outlined in Part 15 of the Local Government Act. He advised that this declaration was added to the Ethical Declaration that was done annually and was available for public viewing. He stated that ultimately that was a matter for each Member to declare and withdraw from the meeting. Cllr. McClearn queried if it was enough to say that they have a Conflict of Interest withing saying what the conflict was and didn't think this was enough to meet the requirements. Cllr. Reddington queried if he had knowledge that sites were being zoned that were owned by Councillors, did they have to state this at meeting. Cllr. Roche stated that he wished to echo Cllr. McClearn's earlier comments and that each Councillor needed to declare what their interest were and outline the nature of their interest. Mr. Owens again reminded Members that what was required was that the Members to disclose his/her interest. He explained that the nature of the interests covered was broad-ranging and can also be through a connected person. He stated that it may be very straight forward or may be indirect. He stated that there was a requirement to disclose the nature of the interest and to withdraw from meeting for as long as the matter was being discussed. He stated that it was a matter for each member to considerer on the basis of that information.

Following on from further queries from Members, Mr. Owens stated that there was a legal obligation under Part 15 of the LG Act which includes 1. Annual Declaration that must be completed each year and 2. Code of Conduct which is re-issued on an annual basis as part of the Annual Declaration. In addition to that if a matter comes up for discussion that a Member has an interest in, there was an obligation on the Member to declare their interest and withdraw from meeting for that duration. If the matter was not being discussed or considered at meeting, the Member was not obliged to declare it. He explained that the range of interests to be declared extended beyond financial. He stated that there was also an issue in relation to Code of Conduct that he would advise Members to be conscious of – they should bear in mind if there was perceived to be a Conflict of Interest. He advised that there was a legal obligation on Members but it was up to each Member to consider their own circumstances and how the public would perceive as to whether this would give rise to a Conflict of Interest and make a decision to withdraw from the meeting. He stated that the person best placed to make that decision is each Member. He stated that the advice from the Executive is for Members to exercise caution and if in any doubt to declare the potential interest and withdraw from the meeting. Cllr. Roche stated that he was not satisfied that some Members were being compliant with what has been outlined. He suggested that they make their declaration now and believed that this was the right thing to do to clear up the matter now. Cllr. Charity stated that this was a very serious issue that has been raised when they were in the glare of public spotlight. He suggested that if there was a potential Conflict of Interest, there should be a roll-call vote to declare if they have a Conflict of Interest up to now.

Mr. Cullen stated that Mr. Owens had explained in great detail what was the responsibility for all individual Councillors. He further advised that on several occasions at the commencement of Meetings, has repeated this advice on Declaration of Interests. He advised that a Record was kept of all those who had made a declaration and can be updated at any time if required to do so. He stated that they had given very clear advice and at this point in the process there was nothing further to be added on this particular point. He strongly recommended that all Members would take on board what was said.

**It was agreed to revert back to Prescribed Authority Submissions.**

<b>GLW C10-503 – NORTHERN WESTERN REGIONAL AUTHORITY (NWRA)</b>
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Ms. Loughnane outlined the contents of the detailed submission received from the NWRA and read CE Response & Recommendation.

**Summary of Submission:**

A detailed submission was received from the Northern and Western Regional Assembly and has been prepared under Section 27B. of the Planning and Development Act 2000 (as amended). The submission from the Northern and

Western Regional Assembly (NWRA) includes an overview of the format of the Draft Plan and offers commentary on the similarities and differences (where relevant) between the policy objectives set out in the Draft Plan and the Regional Policy Objectives (RPOs) in the RSES.

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

### **Chapter 1: Introduction**

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

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

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

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

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

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

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

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

### **Chapter 4: Rural Living and Development**

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

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

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

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

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

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

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

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

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

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

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

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

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

## **Chapter 8 Tourism and Landscape**

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

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

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

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

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

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

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

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

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

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

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

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

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

## **Chapter 15 Development Management Standards**

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

## **Volume 2-Settlement Plans**

### **MASP Plans-General**

It is noted that there are common development policy objectives within the MASP area and that the population allocation aligns with the RSES. As outlined earlier it

is requested that there would be clarity given on the Density Typology Study and the Building Heights Study.

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

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

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

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

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

**Bearna** - It is stated that there are major development projects in Bearna which comprises a new WWTP, an inner relief road, an amenity park, the issue of sustainable travel and feasibility study for a new marina. It is requested, as there is a common border with the city, that it would be informative if the neighbouring land uses were shown in order to demonstrate integration and compatibility. It is requested that the quantum of lands zoned for different uses would be provided in order to inform the public on development intentions.

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

**Oranmore and Garraun** - It is stated that the delivery of Garraun is premised on the delivery of transport and water services infrastructure. It is stated that there is uncertainty regarding the timelines and delivery of infrastructure and how realistic the targets for development area. Clarification on these timelines should be given. It is acknowledged that there has been significant work put into the urban design elements of Garraun and that this should have been replicated with Oranmore itself. In addition, lands adjoining the boundary should also be included which are contiguous to the boundary with the city.

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

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

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

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

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

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

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

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

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

**Chief Executive's Recommendation:**

No Change.

**2. Recommendation:**

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

**Chief Executive's Response:**

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

**Chief Executive's Recommendation:**

No Change.

**3. Recommendation:**

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

**Chief Executive's Response:**

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

**Chief Executive's Recommendation:**

No Change.

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

**Chief Executive's Response:**

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

**Chief Executive's Recommendation:**

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

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

**Chief Executive's Response:**

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

**Chief Executive's Recommendation:**

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

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

**Chief Executive's Response:**

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

**Chief Executive's Recommendation:**

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

**Observations:**

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

**Chief Executive's Response:**

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

**Chief Executive's Recommendation:**

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

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

**Chief Executive's Response:**

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

**Chief Executive's Recommendation:**

No Change.

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

**Chief Executive's Response:**

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

**Chief Executive's Recommendation:**

No Change.

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

**Chief Executive's Response:**

The Draft Plan aims to support the sustainable growth of forestry in the county as outlined in **Chapter 4 Rural Living and Development**, however it is important to acknowledge that its development is outside the scope of planning legislation. Galway County Council supports the regional policy objectives as outlined in section 5.9 of the RSES.

**Chief Executive's Recommendation:** No Change.

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

**Chief Executive's Response:**

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

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

**Chief Executive's Recommendation:**

No Change.

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

**Chief Executive's Response:**

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

**Chief Executive's Recommendation:**

No Change.

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

**Chief Executive's Response:**

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

**Chief Executive's Recommendation:**

No Change.

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

**Chief Executive's Response:**

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

**Chief Executive's Recommendation:**

No Change.

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

**Chief Executive's Response:**

**Chapter 7 Infrastructure, Utilities and Environmental Protection** of the Draft Galway County Development Plan 2022-2028 outlines a number of policy objectives which deal with Waste

Management. It is considered that the content and policy objectives contained in the Draft Plan are consistent with the policy objectives included in the RSES.

**Chief Executive's Recommendation:**

No Change.

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

**Chief Executive's Response:**

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

**Chief Executives Recommendation:**

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

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

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

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

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

**Chief Executive's Response:**

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

**Chief Executive's Recommendation:**

No Change.

Cllr. D. Connolly, referring to comments in support of Western Rail Corridor, highlighted the value of dual-tracking for Galway/Athlone rail line and wanted to ensure it was included in Development Plan. Ms. Loughnane advised there was policy objective included in Chapter 6 and a submission would be made for this under URDF funding into the future. Cllr. Sheridan, referring to Table 7.7 Electrical Grid Network Projects in County Galway (On Page 83) queried if a footnote could be included for grid enhancement for storage capacity. Ms. Loughnane advised that this was already covered in Policy Objective EG 5 on Page 151/152 of Draft Plan in relation to Smart Grids and Smart Cities Action Plan.

***The CE Recommendation was approved on the proposal of Cllr. McKinstry, seconded by Cllr. Kinane and agreed by the Members.***

**GLW C10-162 DEPARTMENT OF TOURISM, CULTURE, ARTS, GAELTACHT, SPORT AND MEDIA**

Ms. Loughnane outlined the contents of the submission and read CE Response and Recommendation.

**Summary of Submission:**

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

**Culture  
Creative Ireland**

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

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

### **Tourism**

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

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

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

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

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

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

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

**Chapter 12 Architectural, Archaeological and Cultural Heritage** should ensure that the actions taken to deliver on Heritage development objectives align with the draft Heritage Ireland 2030 objectives insofar as they recognise the Culture and Creativity Teams in Local Authorities as key enablers vis-à-vis heritage.

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

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

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

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

**Chief Executive's Response:**

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

**Chief Executive's Recommendation:**

No change.

*The CE Recommendation was proposed by Cllr. Carroll, seconded by Cllr. McKinstry and agreed by the Members.*

**GLW C10-6 DEPARTMENT OF ENVIRONMENT, CLIMATE AND COMMUNICATIONS**

**Summary of Submission:**

No Comment to make.

**Chief Executive's Response:**

Noted

**Chief Executive's Recommendation:**

No Change.

*The CE Recommendation was approved by Cllr. Carroll, seconded by An Comh. O Cualáin and agreed by the Members.*

**GLW C10-587 GEOLOGICAL SURVEY OF IRELAND (GSI)**

Ms. Loughnane outlined the contents of the submission and read CE Response & Recommendation.

### **Summary of Submission:**

#### **Geoheritage**

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

#### **Culture and Tourism**

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

#### **Groundwater**

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

#### **Geohazards**

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

#### **Geothermal Energy**

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

#### **Natural Resources (Minerals/Aggregates)**

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

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

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

#### **Geophysical Data**

Geological Survey Ireland produced geophysical data.

#### **Marine and Coastal Unit**

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

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

The Planning Authority notes the comments of the GSI and welcomes support for the policy objectives of the Plan relating to County Geological Sites (CGS) and their protection. It is considered that the identification of CGS's within the Plan and associated policy objectives collectively facilitate and promote early consultation

regarding any proposed development of potential issues relevant to the site. The comments in relation to culture and tourism are welcomed and the use of GSI maps and data is acknowledged.

**Chief Executive's Recommendation:**

No Change.

***The CE Recommendation was approved by Cllr. McKinstry, seconded by An Comh. O Cualáin and agreed by the Members.***

## **GLW C10-931 – DEPARTMENT OF EDUCATION**

Ms. Loughnane outlined the contents of the submission and read CE Response & Recommendation.

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

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

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

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

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

- In Baile Chláir there will be a requirement for increased school places which could be met by expansion of existing schools. Submission states that the post primary school is already heavily subscribed, therefore it is considered prudent to zone a future post primary school in Baile Chláir.
- Reference to forecasted population in Béarna and it welcomes **PO BMSP6**.
- In Oranmore there is a requirement identified for increased school place provision at primary level which may be met by expansion. Also, possible that a new school is required. It is suggested that an additional site be zoned. At post primary level, a requirement for additional school places has been identified and is to be met by a new 1,000 pupil post-primary school to serve the City and Oranmore school

planning areas as a regional solution. This school is currently located on a temporary site. East environs are the Departments' preferred location for this school to serve this area. Department and Council collaborating to address this problem.

- Garraun very well positioned to provide an educational campus of a post primary school and any future primary school needed to serve Garraun and Oranmore.
- There are three aspects to the plan to develop Briarhill. Residential units; Business/Commercial development and future growth area. Existing school is well located to meet future primary school needs. Department welcomes the decision of the Council to zone additional land beside the school to enable it to expand. At post primary level, forecasted growth will trigger requirement for increased school places.
- Ballinasloe requirement for extra school place provision both primary and post primary should the proposed population increases materialise. The increase at primary level could trigger the need for a new primary school if existing facilities cannot be expanded. Therefore, an additional primary school site should be zoned to cater for possible future need. At post-primary level, additional requirement arising from population expansion could be met at the existing facilities.
- In Tuam the Department has identified a potential requirement for extra school places at primary and post primary level should the population increases materialise. There is suggestion for the requirement of a new primary school if existing facilities cannot expand. It is recommended that an additional primary school site be zoned. Additional post primary space could be met at existing facilities.
- In Athenry the Department considers that a marginal requirement may arise for additional primary school places if the population increases materialise. This can be accommodated by expansion. Post primary forecasted increases could be met at existing facilities.
- In Gort the Department identifies a potential requirement for extra school place provision at primary and post primary levels, should proposed population increases materialise. These requirements could be met at existing facilities.
- In Loughrea the Department identifies a potential requirement for extra school place provision at primary and post primary level should population increases materialise. This could be accommodated at existing facilities.
- In Clifden, it is stated that there may be potential requirement for small increased places at primary and post primary schools which could be accommodated at existing facilities.
- In Headford, at primary level, there may be a small increased requirement which can be met by the existing school. At post primary level it is anticipated that the existing school will meet requirements.
- In Maigh Cuilinn, the requirement for increased places would be small and could be met by the existing primary school. At post primary level any requirement for increased places will be small. The majority of students in Maigh Cuilinn enrol in post primary school in Galway and the Department considers that the capacity across schools in Galway City will continue to facilitate that enrolment pattern.
- In Oughterard – Both schools will meet future requirements.
- In Portumna – Increased primary places could be met at the existing school. Increased post primary places could be met at the existing school.
- Within the Small Growth Villages there is no requirement for additional primary school places or post primary school places with the exception of Kinvara where a potential additional requirement has been identified. It appears that this could be met at the existing facility.

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

**Chief Executive's Response:**

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

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

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

**Chief Executive's Recommendation:**

No Change.

Mr. Dunne advised that the Department of Education welcomed policy objectives in Plan to identify Community zoned lands in each of the settlements in order to provide enough flexibility so that there can be development potential down the line. In response to Cllr. Carroll's query on lands being identified for Oranmore area, Mr. Dunne explained that there was Community zoned lands identified for this area and it overlaps between Oranmore/Garraun areas. Cllr. Carroll highlighted the importance of ongoing co-operation between the Local Authority and Department of Education. Cllr. Thomas, referring to the need for a secondary school in Moycullen, queried if this was the place to make a comment to the Department on this. Mr. Dunne stated that the commentary in relation to school places is the correct forum at this juncture of the plan making process if the Members wished to make comment on same and also in Chapter 11. He advised that there were community lands zoned there to enable development of the site and the Plan has met these requirements. He further advised that it was within the prerogative of the Municipal Members to correspond and raise the matter with the Department of Education. Cllr. McKinstry agreed that communication needed to be raised with the Department in relation to proposal for a Post Primary School in Moycullen. This was also agreed by An Comh. O Cualáin who further queried if they had identified a site for a new school in Barna. Ms. Loughnane advised that they have identified community facility lands in Barna.

***The CE Recommendation was proposed by Cllr. Carroll, seconded by Cllr. Maher and agreed by the Members.***

**GLW C10-606 DEPARTMENT OF TRANSPORT**

Ms. Loughnane outlined the contents of submission and read CE Response & Recommendation.

### **Summary of Submission:**

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

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

The documents referenced are as follows:

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

### **Chief Executive’s Response:**

The Planning Authority note that many of the Policy Objectives contained in the Draft Galway County Development Plan 2022-2028 align with the Departments’ new national sustainable mobility policy. The documents, as referred to within section 6.3 of the Draft Galway County Development Plan 2022-2028, are appropriate at this time pending the development of the national sustainable mobility policy. The Planning Authority note the documents as referred to including “whole of Government” **National Disability Inclusion Strategy (NDIS) 2017-2022**, **United Nations Convention on the Rights of Persons with Disabilities (UNCRPD)**, the

**DMURS Interim Advice Note – Covid-19 Pandemic Response and the Local Link Rural Transport Programme Strategic Plan 2018 to 2022.**

**Chief Executive's Recommendation:**

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

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

***The CE Recommendation was proposed by Cllr. Kinane, seconded by Cllr. Herterich/Quinn and agreed by the Members.***

**GLW C10-864 DEPARTMENT OF TRANSPORT (2)**

Ms. Loughnane advised that the Department of Transport had submitted an additional submission as follows:

**Summary of Submission**

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

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

**Chief Executive's Response:**

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

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

As outlined in **Chapter 6 Transport and Movement**, under section 6.5.2.2 the Council actively supports the provision of greenway infrastructure within the county and acknowledges and encourages an active and healthy lifestyle for communities.

Under **Policy Objective GBW1 Greenways**, this reflects the identified greenways that have passed the feasibility studies and are listed as being of National and Regional importance.

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

**Chief Executive's Recommendation:**

No Change.

Cllr. McHugh/Farag stated that she could not support the CE Recommendation in this submission. She referred to Greenway for the Athenry/Milltown Greenway and stated that CE only supports ones with Feasibility Studies. She requested that the development of the Athenry/Milltown Greenway would be a priority. Cllr. Reddington queried if a motion could be put in on this. Ms. Loughnane advised that it would be dealt with under Chapter 10. Mr. Owens advised that there was no difficulty in Members bringing forward motions but in doing so, must ensure that it didn't contradict a decision that had already been agreed.

***The CE Recommendation was proposed by Cllr. Herterich/Quinn, seconded by Cllr. Mannion and agreed by the Members.***

## **GLW C10-677 AN COMHAIRLE EALAION**

Ms. Loughnane outlined the contents of the submission and read CE Response & Recommendation.

**Summary of Submission**

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

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

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

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

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

Recognition and contribution of Arts, Culture and arts infrastructure in the draft plan is welcomed.

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

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

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

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

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

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

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

The policy objective on Arts and Cultural facilities are outlined in **Chapter 12 Architectural, Archaeological and Cultural Heritage**, Sections 12.7 and 12.8 of

the Draft Plan. The content in the Draft Galway County Development Plan recognises the benefits of arts and cultural facilities and the crucial role that Local Authorities have in the overall delivery of the Government's national initiative – *Creative Ireland Programme*. It is considered that the established relationship between Galway County Council's Arts Office and the Arts Council of Ireland is the most effective vehicle by which to further progress many of the recommendations and initiatives suggested in the submission.

**Chief Executive's Recommendation:**

No Change.

***The CE Recommendation was proposed by Cllr. Maher, seconded by Cllr. Mannion and agreed by the Members.***

## **GLW C10-704 – EIRGRID**

Ms. Loughnane outlined the contents of the submission and read CE Response & Recommendation.

**Summary of Submission**

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

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

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

**Chief Executive's Response:**

**Chapter 7 Infrastructure, Utilities & Environmental Protection**

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

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

**Chief Executive's Recommendation:**

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

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

***The CE Recommendation was proposed by Cllr. Herterich/Quinn, seconded by Cllr. Kinane and agreed by the Members.***

## **GLW C10-197 EPA**

Ms. Loughnane outlined the contents of the submission and read CE Response & Recommendation.

### **Summary of Submission**

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

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

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

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

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

#### **Mitigation Measures**

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

#### **Monitoring**

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

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

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

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

#### **SEA Statement**

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

**Chief Executive's Response:**

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

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

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

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

**Chief Executive's Recommendation:**

No Change.

***The CE Recommendation was proposed by Cllr. Mannion, seconded by Cllr. Maher and agreed by the Members.***

**GLW C10-772 ELECTRICITY SUPPLY BOARD**

Ms. Loughnane outlined the contents of the submission and read CE Response & Recommendation.

**Summary of Submission**

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

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

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

outlines support for the development of the transmission grid network in order to sustainably accommodate both consistent and variable flows of renewable energy generated in County Galway, has also been welcomed.

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

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

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

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

The submission has highlighted the importance of energy storage systems which are being developed and their importance that will be essential to smoothing out the natural variability that occurs in renewable energy sources and to provide electricity at times of peak demand. The inclusion of **Policy Objective RE 4 - Renewable Energy Strategy** has been welcomed. The submission has also highlighted that Green Hydrogen offers potential for large scale seasonal storage of variable renewable energy. It has been suggested that there is scope to expand the LARES with the inclusion of a specific policy to support these new technologies as follows:

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

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

The submission has highlighted **Policy Objective RE 4 Solar Energy Developments** which supports growth in solar use in the county. The submission details the importance of solar projects in diversifying our renewable portfolio to 2030. The submission has requested that permissions for Solar PV should have a

lifetime of 40 years maximum, reflecting operational life & financial modelling with issues of deterioration of infrastructure addressed through the lodgement of a bond and the provision of a Decommissioning Plan.

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

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

**Chief Executive's Response:**

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

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

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

**Chief Executive's Recommendation:**

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

***It was proposed by Cllr. Maher, seconded by Cllr. McKinstry and agreed by the Members.***

**GLW C10-440 ESB SMART ENERGY SERVICES**

Ms. Loughnane outlined the contents of the submission and read CE Response & Recommendation.

**Summary of Submission**

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

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

**Chief Executive's Response:**

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

**Chief Executive's Recommendation:**

No Change.

***It was proposed by Cllr. McKinstry, seconded by Cllr. Maher and agreed by the Members.***

## GLW C10 698 FAILTE IRELAND

Ms. Loughnane outlined the contents of the submission and read CE Response & Recommendation.

**Summary of Submission**

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

The submission has been broken down into the following categories:

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

**The Objective of the Submission:**

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

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

### **Commentary on the Draft Plan:**

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

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

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

### **Digitalization/Tourism Industry**

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

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

### **Accessible Tourism**

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

### **Chapter 3 Placemaking, Regeneration & Urban Living**

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

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

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

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

### **Chapter 8 - Tourism & Landscape**

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

#### **Proposed alteration to Introduction:**

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

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

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

#### **Section 8.5 Tourism in County Galway**

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

#### **Section 8.7 Visitor Experience Development Plan Areas**

**Proposed amended text:**

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

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

### **Section 8.9.2 Coastal & Marine Tourism**

Coastal Tourism is an important part of Galway's offering and we request specific reference to the Wild Atlantic Way Coastal Path, which is highlighted as a priority in the Programme for Government. The Wild Atlantic Way Coastal Path is the long-term goal to develop the Coastal Path from Malin Head to Kinsale with the objective of getting our visitors to walk and cycle the Wild Atlantic Way.

#### **New Policy Objective**

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

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

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

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

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

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

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

### **Section 8.9.3 Lakeland & Waterways Tourism**

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

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

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

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

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

### **Section 8.12 Fáilte Ireland Tourism Brands**

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

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

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

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

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

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

#### *The Beara Breifne Way*

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

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

#### *CTB 6 Beara Breifne Way*

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

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

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

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

#### **Vision:**

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

#### **8.2 Strategic Aims**

##### **Aim Bullet Point 7:**

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

#### **8.5 Tourism in County Galway**

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

#### **8.7 Visitor Experience Development Plan Areas**

The Council will support the preparation of **Destination Experience Development Plans (DEDP)** and **Visitor Experience Development Plans (VEDP)** and other tourism

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

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

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

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

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

***The CE Recommendation was proposed by Cllr. Kinane, seconded by Cllr. Maher and agreed by the Members.***

Referring to 8.2 Strategic Aims, Cllr. Kinane welcomed the policy change amendments. She advised that she would be submitting a motion under Chapter 8 regarding development Oyster Beds in Clarinbridge. Cllr. Geraghty advised that there was no mention of the Suck Valley Way and Cllr. Broderick was disappointed that the Ballinasloe Horse Fair was not referenced. An Comh. O Cualáin welcomed the submission and would welcome development in the South Conamara area and highlighted the need to look at facilities at beaches in Tra Mor and Spiddal and Caravan Park in Rosaveal. Cllr. Herterich/Quinn referenced Athenry and emphasized the many assets it had including, the history of the town but was disappointed there was no reference to Hidden Heartlands in Summary and advised she would be submitting a motion under Chapter 8. Mr. Dunne advised that Failte Ireland would have examined the Tourism Chapter and raised a number of items they wanted to comment on. All policy objectives in Chapter 8 will facilitate Tourism Strategy and that Chapter covers all areas of the county. He advised Members to look at Chapter 8 in detail prior to submitting motions for consideration as invariably the county is well addressed from a tourism perspective in this Chapter.

#### **GLW C10 737 - HEALTH SERVICE EXECUTIVE**

Ms. Loughnane outlined the contents of the submission and read CE Response & Recommendation.

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

The submission suggested the following text:

**H4 - Portiuncula University Hospital**

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

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

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

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

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

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

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

of infrastructure relating to healthcare on the islands is the provision of Aeromedical & Coastguard Services. While the economic benefits associated with the airport are important, it is requested that the Development Plan also recognises the necessity of key health services and Aeromedical & Coastguard Services to the Islands.

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

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

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

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

### **Chief Executive Response**

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

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

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

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

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

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

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

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

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

#### **Chief Executive Recommendation**

No Change.

Cllr. Dr. Parsons supported the comments from HSE in relation to including a specific policy objective in relation to Portiuncula Hospital and had put it forward as a submission in Ballinasloe Local Area Plan. She stated that the hospital had a huge Catchment Area, and it was a very wise policy objective to have included and supported this. Cllr. M. Connolly supported these comments.

An Comh. O Cualáin emphasized the importance of working with HSE in relation to provision of Primary Care Centres throughout the County. He asked that they work favourably on all of those developments and stated that it was crucial they had those services in place and had that would help in developing those community services. He queried if there was a policy objective within the plan for primary health care facilities in plan. Mr. Dunne advised it was included in H3 on Page 221 of Plan.

***On the proposal of Cllr. Dr. Parsons, seconded by Cllr. M. Connolly, it was agreed by the Members to include a specific policy objective H4 – Portiuncula University Hospital***

#### **GLW C10-1977 - THE HERITAGE COUNCIL**

Ms. Loughnane outlined the contents of the Submission and read CE Response & Recommendation.

## **Summary of Submission**

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

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

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

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

- Planning policy needs to reflect the embodied carbon in existing building structures and fittings and establish a 'Carbon Accountancy' for development proposals to ensure that existing buildings are not needlessly demolished to be replaced by new buildings of equivalent or lesser spatial characteristics.
- Planning policy needs to move towards a 3D approach (including digital town twinning) to the planning and management of historic townscapes, streets, buildings and multi-use occupancy, which makes a town liveable, intense and varied
- Galway County Council's Heritage Office has highlighted the positive contribution that many twentieth century buildings have made to the county-at-large. The protection of exemplary and pivotal modern buildings as part of the architectural heritage should be actively considered
- Urgent consideration should be given to the provision of a One-Stop Shop3 service for the owners of buildings to harmonise the Local Authority's diverse functions as Building Control, Planning, Fire and Architectural/building Conservation
- Include specific policy to support the *Collaborative Town Centre Health Check Programme* for key settlements following the Heritage Council and Partners
- Undertake *Collaborative Town Centre Health Checks (CTCHC)* for key towns in the county every two years and throughout the plan period
- Pilot' a *Conservation Area Regeneration Scheme (CARS)* in partnership with the Heritage Council - see Scotland's CARSs and City Heritage Trusts;
- 'Pilot' a Heritage Action Zone (HAZ) in a historic town centre within the county in partnership with the Department of Housing, Heritage Council and other stakeholders;
- Formulate and deliver a *County Galway Town Centres and Buildings Renewal Plan*, as part of the CTCHC Programme soon as possible, working in

partnership with the Heritage Council and Partners, the Regional Assembly and the Department of Housing, Local Government.

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

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

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

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

- Galway County Council should seek to ensure that all data, which is geospatial in nature is processed, so as to maintain and preserve its original meta data i.e. therefore it may be queried and sorted accordingly.
- Progress a single source of geospatial truth for the whole of the county including its settlements
- Establish an open data source project similar to *Colouring London 5* to engage the public and the Irish Diaspora in the management of traditional buildings in

- the historic core of town centres and other historic settlements within the county at large; and
- The Heritage Council recommends that a detailed *Public Communications Strategy* is formulated to ensure that the county development plan is successfully monitored and delivered.

**Biodiversity & wider Ecosystem Services:**

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

**Chief Executive Response:**

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

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

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

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

**Chief Executive Recommendation:**

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

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

***The CE Recommendation was approved by Cllr. Maher, seconded by Cllr. Cuddy and agreed by the Members.***

## **GLW C10-2 HEALTH AND SAFETY AUTHORITY**

Ms. Loughnane outlined the contents of the submission and read CE Response & Recommendation.

### **Summary of Submission**

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

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

### **The Submission References the following three establishments:**

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

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

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

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

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

No Change

***The CE Recommendation was approved by Cllr. Maher, seconded by Cllr. Roche and agreed by the Members.***

## **GLW C10-943 INLAND FISHERIES IRELAND**

Ms. Loughnane outlined the contents of the submission and read CE Response & Recommendation.

### **Summary of Submission**

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

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

The following topics were referenced:

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

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

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

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

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

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

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

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

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

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

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

### **Invasive Species**

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

### **Biosecurity**

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

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

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

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

### **Water Conservation**

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

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

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

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

**Renewable Energy Strategy:**

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

**Tourism:**

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

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

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

**Management Policies:**

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

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

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

- Water quality
- Aquatic and associated riparian habitats
- Biological Diversity
- Ecosystem structure and functioning
- Surface water hydrology
- Passage of migratory fish
- Areas of natural heritage importance including geological heritage sites

- Sport and commercial fishing and angling
- Amenity and recreational areas

**The Development Plan should:**

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

**Chief Executive Response:**

**Water Quality and Municipal Sewage Treatment Infrastructure**

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

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

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

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

**Invasive Species**

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

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

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

**Water Conservation**

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

**Tourism:**

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

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

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

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

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

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

Ensure that private wastewater treatment plants, where permitted, are operated in compliance with ~~EPA's Code of Practice Wastewater Treatment and Disposal Systems Serving Single Houses (PE.  $\leq 10$ ) (EPA 2009)~~, as may be amended.

**Environmental Protection Agency (EPA) Code of Practice for Domestic Waste Water Treatment System 2021 (Population Equivalent  $\leq 10$ ).**

##### **ICT 8 Underground Cabling**

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

***The CE Recommendation was approved by Cllr. Maher, seconded by Cllr. Welby and agreed by the Members.***

## **GLW C10-451 TRANSPORT INFRASTRUCTURE IRELAND**

Ms. Loughnane outlined the contents of this very comprehensive submission and read CE Response & Recommendation.

### **Summary of Submission**

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

### **Core Strategy**

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

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

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

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

**Chief Executive's Response:**

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

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

The updates required to the Core Strategy Map are noted.

**Chief Executive's Recommendation:**

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

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

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

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

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

- Provide the evidence base prepared to support the proposed improvements and interventions to the national road network identified in the Strategy, including details of a delivery plan or programme and funding arrangements for proposed works.
- TII would welcome, prior to the further stages of the development plan process, presentation and consultation from the Council on the Strategy,

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

including with other relevant stakeholders, with a view to establish if any review is necessary for its completion to safeguard the existing and future networks in accordance with the provisions of official policy outlined in the NPF, NDP and Section 28 Ministerial Guidelines; 'Spatial Planning and National Roads Guidelines for Planning Authorities' (DoECLG, 2012).

- Include a summary statement in the Strategy and in the Draft Development Plan outlining how the Strategy complements the Draft Plan and how its findings and recommendation are reflected in the Development Plan.
- Further observations from TII on the Strategy are reserved pending the availability of relevant appendices to the Strategy and consultation as outlined.

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

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

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

See OPR Observation No. 9

#### **Development Areas/Framework Plans**

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

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

- The Planning Authority note the requirements for an ABTA to accompany the Briarhill Draft Urban Framework Plan. The Planning Authority consider the

inclusion of a Policy Objective requiring the preparation of an ABTA for Briarhill be prepared at the earliest possible time would adequately address this concern.

- The Galway Airport Site has been identified in the NPF as a Key Growth Enabler. The Planning Authority have prepared a detailed analysis of the site which examines its potential for the future economic benefit of the wider Galway region. Any future framework masterplan for this site will be prepared in consultation with stakeholders including TII. Any future plans at this location will be supported by appropriate evidence base and shall be in accordance with Section 28 Guidelines.
- Noted.

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

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

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

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

#### **Local Transport Plans/Area Based Transport Assessment**

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

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

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

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

#### **Access to National Roads**

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

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

Policy Objective in Section 6.5.3.1 of the Draft Plan;

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

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

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

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

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

The submission has detailed that the DoECLG Guidelines address the provision of '**exceptional circumstances**' to the restriction on access to national roads and that such provisions need to be plan-led and incorporated into the Development Plan and not considered on a case by case basis within the Development Management function of the planning authority. TII have advised that they are available to assist the Council in the development of proposals for consideration as 'exceptional circumstances' cases in accordance with the provisions of the DoECLG Guidelines.

### **Chief Executive Response**

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

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

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

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

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

Policy Objective in Section 6.5.3.1:

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

'The policy of the planning authority will be to avoid the creation of any additional access point from new development or the generation of increased traffic from

existing accesses to national roads to which speed limits greater than 60 kmh apply. This provision applies to all categories of development'.

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

### **Strategic Economic Development Locations**

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

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

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

It is considered that the development of the Strategic Economic Corridor and the Atlantic Economic Corridor concepts should be subject to a plan led approach giving effect to Government policy and objectives outlined in National Development Plan, National Planning Framework, the Section 28 Ministerial Guidelines; 'Spatial Planning and National Roads Guidelines for Planning Authorities' (DoECLG, 2012), as well as the land use and sustainable transport principles included in the Northern and Western Regional Assembly Regional Spatial and Economic Strategy.

### **Chief Executive Response**

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

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

### **Chief Executive Recommendation**

No Change.

### **Rural Economic Development Strategy**

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

### **Chief Executive Response**

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

### **Chief Executive Recommendation**

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

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

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

### **Retailing**

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

### **Chief Executives Response**

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

### **Chief Executives Recommendation**

No Change.

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

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

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

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

**Chief Executive's Response:**

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

**Chief Executives Recommendation:**

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

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

**National Road Scheme Planning**

The inclusion of the N6 Galway City Ring Road, the N59 Moycullen Bypass and the N59 Oughterard – Maam Cross – Clifden national roads projects are acknowledged. The submission has stated that it is critical that corridors for national road scheme would be safeguarded from development encroachment which could prejudice their delivery. To ensure national road schemes are protected it is recommended that consideration is given to the inclusion of the following Policy Objective;

**'To protect the study area, route corridor options and thereafter the preferred route corridor selected for the national road schemes being progressed in the Development Plan in accordance with National Development Plan Objectives and to prohibit development that could prejudice their future delivery'.**

Clarity has also been requested in the Draft Plan confirming that Policy Objective PRP 2 will not be applied to national road schemes in the interests of avoiding risk to proposed national road schemes.

**PRP 2 Corridor and Route Selection Process**

Policy objectives relating to new roads and other transport infrastructure projects that are not already provided for by existing plans/ programmes or are not already permitted, are subject to the undertaking of feasibility assessment, taking into account planning need, environmental sensitivities as identified in the SEA Environmental Report and the policy objectives of the Plan relating to sustainable mobility. Where feasibility is established, a Corridor and Route Selection Process will be undertaken where appropriate, for relevant new road infrastructure in two stages: Stage 1 – Route Corridor Identification, Evaluation and Selection; and Stage 2 – Route Identification, Evaluation and Selection.

**Chief Executive's Response:**

The Planning Authority have no objection to the recommended inclusion of the recommended Policy Objective to ensure national road schemes are protected.

The comment in relation to the clarification of PRP2 is noted however the trust of the policy objective is clear and is considered appropriate.

**Chief Executive's Recommendation:**

It is recommended that the following Policy Objective be included to ensure national road schemes are protected:

**NR 4 Route Corridor**

**'To protect the study area, route corridor options and thereafter the preferred route corridor selected for the national road schemes being progressed in the**

Development Plan in accordance with National Development Plan Objectives and to prohibit development that could prejudice their future delivery'.

## Appropriate Assessment Requirements

TII welcomes the consistency in the draft Plan with the requirements of Article 6(3) and Article 6(4) of the Habitats Directive.

## Chief Executive's Response:

Noted.

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

No Change.

## Integration of Land Use Planning and Transport

The submission has welcomed the Councils commitment to Integrated Land Use and Transport Planning including the preparation of Local Transport Plans.

The submission has also highlighted Policy Objective WC 1 and outlines the requirement for the design of pedestrian and cycling infrastructure in accordance with the principles, approaches and standards set in the National Cycling Manual (NCM) and the Design Manual for Urban Roads and Streets (DMURS). The Planning Authority are also advised of the requirements of complementary TII Publication 'The Treatment of Transition Zones to Towns and Villages on National Roads' (TII Publications DN-GEO-03084). It is requested that consideration is given to the incorporation of 'The Treatment of Transition Zones to Towns and Villages on National Roads' in the Development Plan in association with reference to DMURS, in the interests of providing clarification that such a standard will be applied, in the interests of road user safety, on national roads.

## Chief Executives Responses

The Planning Authority note the requirements of complementary TII Publication 'The Treatment of Transition Zones to Towns and Villages on National Roads' (TII Publications DN-GEO-03084). There is no objection to the insertion of reference to TII Publication 'The Treatment of Transition Zones to Towns and Villages on National Roads' into WC 1.

## Chief Executives Recommendation

It is recommended that Policy Objective WC 1 be amended as follows:

## WC 1 Pedestrian and Cycling Infrastructure

To require the design of pedestrian and cycling infrastructure to be in accordance with the principles, approaches and standards set out in the National Cycle Manual, the Design Manual for Urban Roads and Streets and **the Treatment of Transition Zones to Towns and Villages on National Roads**.

## Pedestrians and Cyclists

The submission has welcomed the support for active travel and greenways proposals in the Draft Plan and recommends early consultation in relation to any potential interactions with and impacts for the national road network.

**Chief Executive's Response and Recommendation:**

Noted. No Change.

**Workplace Travel Plans/Mobility Management Plans**

TII recommends that the Council should consider introducing policy objectives in the Draft Plan relating to Workplace Travel Plans/Mobility Management Planning for development impacting national roads as well as non-national roads and that such proposals should also address existing and established trip intensive locations as well as for new large scale trip generating developments.

**Chief Executive's Response and Recommendation:**

Noted. The Planning Authority would like to highlight DM 35 Standard: Mobility Management Plans which is considered to adequately address the requirements for Mobility Management Plans. No Change.

**Park and Ride**

Any park and ride proposals shall conform to the provisions of the existing Galway (Metropolitan Area) Transport Strategy. To ensure effectiveness, Park and Ride facilities should be identified as part of a coherent strategy rather than identified and progressed on an individual basis. Where there may be implications for the national road network in the area, TII would welcome consultation on the proposed Park and Ride proposals in the County.

**Chief Executive's Response:**

The Planning Authority note the comments with regard to park and ride proposals. The Planning Authority would welcome consultation on any proposed Park and Ride proposals in the County.

**Chief Executive's Recommendation:**

No Change.

**Service Areas**

With regard to petrol filling stations the Planning Authority are advised of Section 2.8 of the 'Spatial Planning and National Roads Guidelines for Planning Authorities (2012)' and the requirement for a forward planning approach to the provision of off-line motorway services at national road junctions. TII have also advised of their document TII Service Area Policy (2014) which outlines the Authority's policy in relation to the provision of on-line motorway service area facilities.

**Chief Executives Response and Recommendations:**

The Planning Authority note the comments in relation to service areas. It is recommended that an additional bullet point is added to **DM Standard 22: Petrol Filling Stations** as follows:

- Proposals for new on-line or off-line motorway service facilities will be assessed in accordance with the guidance set out in the TII Service Area Policy (2014).

### **Safeguarding National Road Drainage Regimes**

The importance of safeguarding the investment which has been made in national roads has been highlighted. With respect to national road drainage schemes concern has been raised with respect to private development proposals which have or have sought to access national road drainage regimes to dispose of surface water drainage. The national road surface water drainage regimes have been constructed for the purpose of disposing of national road surface water and it is important that capacity in the drainage regime is retained for this purpose.

The consideration of the inclusion of the following Policy Objective has been requested:

**'The capacity and efficiency of the national road network drainage regimes in County Galway will be safeguarded for national road drainage purposes.'**

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

With regard to surface drainage the comments raised are noted. It is however considered that the protection of the national road network is sufficiently addressed in the context of the policy position already set out in the Plan. No Change.

### **Grid Connection Routing and Renewable Energy Development**

TII would welcome an objective included in the adopted Development Plan and the accompanying Renewable Energy Strategy in relation to renewable energy and in relation to safeguarding the national road network, indicating that grid connection routing options should be developed to safeguard the strategic function of the national road network in accordance with Government policy by utilising alternative available routes.

Applications for Solar Farm developments should be accompanied by glint and glare assessments and such a requirement should be included as a provision of the Development Plan prior to adoption.

#### **Chief Executive Response and Recommendation**

With regard to grid connections, the comments raised are noted. It is however considered that the protection of the national road network is sufficiently addressed in the context of the policy position already set out in the Plan. In respect of grid connections from renewable energy projects, it would be premature, in the absence of knowledge of all potential grid connection route options for any renewable energy project, to impose a constraint on the route options in the Development Plan, and could hinder the delivery of renewable energy projects of a strategic nature. No Change.

### **Peatlands and Peatlands After-use**

TII recommends that any future Peatlands Rehabilitation Plans should have regard to the provisions of official policy relating to development management and access

to national roads set out in the Section 28 Ministerial Guidelines 'Spatial Planning and National Roads Guidelines' (DoECLG, 2012). TII is available for consultation with the Council in relation to any future peatlands after use/rehabilitation plans where there may be implications for the strategic national road network.

### **Chief Executives Response and Recommendation**

With regard to peatlands, the comments raised are noted. It is however considered that the protection of the national road network is sufficiently addressed in the context of the policy position already set out in the Plan. No Change.

### **Signage**

**DM Standard 33** addresses control of signage on public roads and TII welcomes reference to the DoECLG Spatial Planning and National Roads Guidelines in this context. TII recommends that where there are implications for the national roads network, regard should be had to TII's **Policy on the Provision of Tourist & Leisure Signage on National Roads (March 2011)**. It is requested that the draft plan is updated to incorporate reference to this document.

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

With regard to signage, it is appropriate to include additional text in **Chapter 15 Development Management Standards** to address this.

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

Include the following additional paragraph in Volume I, **Chapter 15 Development Management Standards**, at the end of DM Standard 33 (Advertising).

(e) Signage on National Roads will be strictly controlled and will generally be only permitted in accordance with the provisions set out in Section 3.8 of the *Spatial Planning and National Roads Guidelines* (2012) and the *TII Policy on the Provision of Tourism and Leisure Signage on National Roads* (2011).

### **Traffic and Transport Assessment (TTA), Road Safety Audit (RSA) and TII Publications**

The submission notes the Policy Objective NR 3 indicates that an RSA should be carried out in accordance with TII's Traffic and Transport Assessment Guidelines. It has been highlighted that this is a separate process, and an RSA should be carried out in accordance with TII Publications (Standard) GE-STY-01024 (Road Safety Audit). It is recommended that **Policy Objective NR 3 Traffic and Transport Assessment (TTA) and Road Safety Audit (RSA)** in the draft plan is updated in accordance with TII Publications (Standard) GE-STY-01024 (Road Safety Audit) and TTA for development impacting national roads is required in accordance with TII's Traffic and Transport Assessment Guidelines.

All references in the Draft Plan to NRA DMRB should be updated to **TII Publications**.

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

Noted. The Planning Authority acknowledge the clarifications provided within this submission. There is no objection to the amendments as recommended.

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

- Amend Policy Objective NR 3 - Traffic and Transport Assessment (TTA) and Road Safety Audit (RSA) as follows:

**NR 3 Traffic and Transport Assessment (TTA) and Road Safety Audit (RSA)**

Require all applications for significant development proposals which have the potential to impact on the National Road Network to be accompanied by a Traffic and Transport Assessment (TTA) and Road Safety Audit (RSA), carried out by suitably competent persons, in accordance with the TII's Traffic and Transport Assessment Guidelines and **TII Publications (Standard) GE-STY-01024 (Road Safety Audit) respectively.**

- Amend DM Standard 34 with the reference to the Design Manual for Roads and Bridges DMRB) updated to TII Publications as follows:

**DM Standard 34: Traffic Impact Assessment, Traffic & Transport Assessment, Road Safety Audit & Noise Assessment**

All new road layouts should be designed in accordance with the Design Manual for Urban Roads and Streets (DMURS) and **associated Design Manual for Roads and Bridges (DMRB) TII Publications**. Development proposals should also include provision for a sustainable modal shift, with pedestrian and cycling facilities recognised as an important aspect of new design proposals.

All references to NRA DMRB to be updated to **TII Publications**.

**Noise**

With respect to noise the submission has welcomed the content of Section 7.9.2 and DM Standard 34 which has adequately addressed noise.

**Chief Executive's Response and Recommendation:**

Noted. No Changes Required.

**Settlement Plans/Development Strategies**

TII have reviewed the settlement plans in Volume 2 and have provided the following observations for the Councils consideration.

Aligning Development Objectives and Speed Limits on National Roads

Having regard to the Section 2.11 of the DoECLG Spatial Planning and National Roads Guidelines which relate to Development Plans, Local Area Plans and Speed Limits it is recommended that a review of the following settlement boundary and development objectives is carried out.

**Volume 2 Metropolitan Area Strategic Plan**

**a) Oranmore**

'Business and Technology' and 'Industrial' zoned lands to the north of Carrowmoneash adjoining the N67, national road, at a location where TII's records indicate a 100kph speed limit applies.

**Chief Executives Response and Recommendation**

These lands have been zoned previously in the Oranmore Local Area Plan 2012-2022. Oranmore is identified within the Metropolitan Area as a catalyst for development. It is considered to have lands zoned accordingly and any applications on these lands would have to comply with the policy objectives and DM Standards within the plan, as well as Section 28 Guidelines.

**b) Briarhill Draft Urban Framework Plan**

Comments related to direct access to M6 and proposals for direct access to the N83, national road, at a location where TII's records indicate a 100kph speed limit applies, have been made above, in addition to the requirement for the preparation of an evidence base to support the plan.

**Chief Executives Response and Recommendation**

ABTA proposed as per OPR recommendation 4.

**Volume 2 Small Growth Towns**

**a) Clifden**

Specific reference has been made to lands zoned 'Tourism' and 'Residential' zoned lands to the east of Clifden and 'Residential' zoned lands to the north west of Clifden adjoin the N59, national road, at a location where TII's records indicate a 100kph speed limit applies.

The N59 Oughterard – Maam Cross – Clifden Scheme should be considered for incorporation into the settlement plan here there is interface with the extents of the proposed local area plan. The inclusion of objectives to support the scheme would be welcomed as would a review of zoning objectives in the vicinity of the proposed scheme to ensure road scheme planning and route option evaluation is not compromised.

**Chief Executive's Response and Recommendation:**

The lands are located to the rear of an established holiday village and it was considered prudent to identify additional tourism lands in its vicinity.

The N59 Oughterard – Maam Cross – Clifden Scheme is referenced in Table 6.1 Priority Transportation Infrastructure Projects for County Galway 2022-2028 within **Chapter 6 Transport and Movement**. This roads project was considered in the formulation of the Clifden Settlement Plan.

**b) Headford**

The 'Business and Enterprise' zoned lands to the south of Headford adjoining the N84, national road, are at a location where TII's records indicate an 80kph speed limit applies.

The proposed Traffic Management Plan for Headford as included within Policy Objective HSGT 10 of the Headford Settlement Plan includes a number of interventions impacting the national road network. The requirement for a Preliminary Design Report (PDR) in accordance with TII Publication DN-GEO-03030 (Design

Phase Procedure for Road Safety Improvement Schemes, Urban Renewal Schemes and Local Improvement Schemes) in advance of any decision to progress proposals.

**Chief Executive's Response and Recommendation:**

Please see OPR Recommendation No. 11.

**c) Maigh Cuilinn**

The submission has made reference to Objective TI 26 which was contained within the Moycullen Local Area Plan, 2013 – 2023. The omission of this objective from the proposed Draft County Development Plan is considered to be a considerable oversight. The inclusion of this objective or similar is requested to be included in the proposed settlement plan for Moycullen.

The submission has noted that there is a significant 'Industrial' zoned land in the vicinity of the proposed Bypass route and TII is unaware of any evidence base provided to support such proposals.

**Chief Executive's Response and Recommendation:**

There is no objection to the inclusion of the suggested Policy Objective into the Maigh Cuillinn Settlement Plan as follows:

**MSGT 14 Proposed N59 Maigh Cuilinn Bypass Scheme**

Protect and enhance the capacity and visual amenity of the N59 Maigh Cuilinn Bypass Scheme:

- a) Protect the route of the proposed N59 Maigh Cuilinn Bypass Scheme which is located within the Plan area from future inappropriate development and prohibit new accesses onto the proposed Bypass route that have not been accommodated in the Bypass design in the interest of traffic safety
- b) Ensure that new developments along the proposed Bypass respond positively to the route in terms of high-quality building designs and elevation/boundary/landscaping treatments, as appropriate, facing onto the Bypass route.
- c) Ensure that new developments along and in proximity to the proposed Bypass, do not interfere with any ecological mitigation measures specified in the N59 Maigh Cuilinn Bypass Scheme and do not create a barrier to bat or mammal connectivity measures outlined as part of this road scheme.

**d) Portumna;**

The submission notes the presence of 'Industrial' zoned lands to the north of Portumna adjoining the N65, national road, at a location where TII's records indicate the 50kph speed limit transitions to an 80kph speed limit. TII recommends that an access strategy is developed for the lands confirming that access will be provided from the R355 and within the reduced urban speed limit area.

**Chief Executive's Response and Recommendation:**

In the event of any future planning applications being submitted on the subject lands TII would be consulted. It is considered that any applications on these lands would have to comply with the policy objectives and DM Standards within the plan as well as Section 28 Guidelines.

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

***This was proposed by Cllr. Maher, seconded by Cllr. Byrne and agreed by the Members.***

Cllr. Byrne stated that his concern here is TII have given detailed comments on County Development Plan but have not complied with their own Standards. He referred to family members who want to build on family farm which are located on a national road but are refused by TII. Ms. Loughnane stated TII were maintaining their strategic function in respect of National roads and were against any new accesses as they want to protect their National Road Network and were consistent in that approach.

Cllr. Murphy queried what was the purpose of changing status of Gort/Loughrea Road and what was the consequences of change of status. In reply, Mr. Pender, Director of Services advised that the Gort/Loughrea Road was previously a National route and had been reclassified as a regional route. He explained that it was no longer funded or maintained by TII.

**Galway County Transport and Planning Strategy**

***Ms. Loughnane advised this was covered under OPR Submission in Observation 9 and was noted by the Members.***

**Development Areas/Framework Plans**

***Ms. Loughnane advised this was covered under Volume 2 and was noted by the Members.***

**Local Transport Plans/Area Based Transport Assessment**

***Ms. Loughnane advised that this recommendation has been superseded by Cllr. Byrne's motion to revert back to Draft Plan.***

***Commentary Noted by the Members.***

**Policy Objective in Section 6.5.3.1 – NR 4 New Access on National Roads**

***It was proposed by Cllr. Byrne, seconded by Cllr. Welby, not to go with policy objective suggested by TII and to reject CE recommendation.***

***Ms. Loughnane advised that this would be dealt with in Chapter 6 and this was noted by the Members.***

**Strategic Economic Development Locations**

***The Chief Executive Recommendation was proposed by Cllr. McKinstry, seconded by Cllr. Byrne and agreed by the Members.***

**Rural Economic Development Strategy**

**Ms. Loughnane advised that this was similar proposal to objective Members rejected – this was noted by the Members.**

**Retailing**

**The Chief Executive Recommendation was proposed by Cllr. Kinane, seconded by Cllr. McHugh/Farag and agreed by the Members.**

Cllr. D. Connelly queried how they would protect development of town centres from out -of-town centres. Cllr. Broderick also raised concerns about the anomaly of paid parking which applies to town centres and free parking in out -of-town centres. Cllrs. Hoade, Sheridan, Cuddy, Cronnelly all commented on their concerns about out-of-town developments and the knock-on effect on towns centres and suggested funding incentives for refurbishment of overhead living in towns, exemptions to planning for renovation of buildings in town centres needed to be implemented to encourage people to move back into town centres. Ms. Loughnane agreed with concerns raised by Members and advised that TII also want to protect town centres and this was reflected in Plan.

**Development at National Road Junctions**

**The Chief Executive Recommendation was proposed by Cllr. Byrne, seconded by Cllr. Welby and agreed by the Members.**

**National Road Scheme Planning**

**The Chief Executive Recommendation was proposed by Cllr. Welby, seconded by Cllr. McKinstry and agreed by the Members.**

**Appropriate Assessment Requirements**

**The Chief Executive Recommendation was proposed by Cllr. McKinstry, seconded by Cllr. Byrne and agreed by the Members.**

**Integration of Land Use Planning and Transport**

**The Chief Executive Recommendation was proposed by Cllr. Mannion, seconded by Cllr. McKinstry and agreed by the Members.**

**WC 1 Pedestrian and Cycling Infrastructure**

**The Chief Executive Recommendation was proposed by Cllr. Byrne, seconded by Cllr. Mannion and agreed by the Members.**

**Workplace Travel Plans/Mobility Management Plans**

**The Chief Executive Recommendation was proposed by Cllr. Byrne, seconded by Cllr. Hoade and agreed by the Members.**

**Park and Ride**

***The Chief Executive Recommendation was proposed by Cllr. Cuddy, seconded by Cllr. Carroll and agreed by the Members.***

**Service Areas**

***The Chief Executive Recommendation was proposed by Cllr. Geraghty, seconded by Cllr. McKinstry and agreed by the Members.***

Cllr. Geraghty queried if Gas could be included in Service areas along with Petrol Stations, which are used by HGV's. Ms. Loughnane advised that would be dealt with in DM Standard.

**Safeguarding National Road Drainage Regimes**

***The Chief Executive Recommendation was proposed by Cllr. Carroll, seconded by Cllr. Roche and agreed by the Members.***

**Grid Connections Routing and Renewable Energy Development**

***The Chief Executive Recommendation was proposed by Cllr. D. Connolly, seconded by Cllr. McKinstry and agreed by the Members.***

**Peatlands and Peatlands After-use**

***The Chief Executive Recommendation was proposed by Cllr. Mannion, seconded by Cllr. McKinstry and agreed by the Members.***

**Signage**

***The Chief Executive Recommendation was proposed by Cllr. McKinstry, seconded by Cllr. Geraghty and agreed by the Members.***

Cllr. Herterich/Quinn queried if it were possible that Heritage Town signage would still be allowed to be erected along motorway and queried if it could be put in Development Plan as a policy objective. Mr. Pender advised that that was dictated by Traffic Signs Manual and they had to make representations to TII but in any case was outside the remit of the Development Plan.

**Traffic and Transport Assessment (TTA), Road Safety Audit (RSA) and TII Publications**

***The Chief Executive Recommendation was proposed by Cllr. Byrne, seconded by Cllr. Roche and agreed by the Members.***

**Noise**

***The Chief Executive Recommendation was proposed by Cllr. Byrne, seconded by Cllr. McKinstry and agreed by the Members.***

**Settlement Plans/Development Strategies**

***The Chief Executive Recommendation was proposed by Cllr. Byrne, seconded by Cllr. McKinstry and agreed by the Members.***

**Volume 2 Metropolitan Area Strategic Plan**

***Oranmore – No change already dealt with***

***Briarhill Draft Framework Plan – No change already dealt with***

***The Chief Executive Recommendation was proposed by Cllr. Carroll, seconded by Cllr. Maher and agreed by the Members.***

**Volume 2 Small Growth Towns**

***Clifden – No change already dealt with***

***Headford – No change already dealt with***

***The Chief Executive Recommendation was proposed by Cllr. Mannion, seconded by Cllr. Collins and agreed by the Members.***

**Maigh Cuillinn**

**Cllr. McKinstry submitted the following Motion:**

*Amend to protect the route of the N59 Maigh Cuilinn bypass scheme which is located within the plan from future inappropriate development, and that new accesses on the bypass route be limited to those deemed appropriate to improve traffic safety.*

*Rationale; there is a proposal to add a future access to the bypass to divert heavy vehicle access entering Maigh Culinn from Tullykyne directly onto the bypass. This would take heavy vehicles away from the school and dangerous cross-roads junction. As it stands the proposed MGST14(a) precludes developing such a proposal.*

Ms. Loughnane stated that the construction of Moycullen Bye-pass was a major piece of infrastructure and CE recommendation is that this infrastructure needs to be protected. Cllr. McKinstry stated that it would be up to GCC and TII to decide what would be permissible and he requested going to a vote on the matter. Mr. Pender advised the Members to be careful on what they were voting for here. He strongly recommended Members go with wording suggested by Senior Planner. He further advised that any additional access on to the road would reduce road safety. Cllr. McKinstry stated that this was aimed at the area from Knockferry direction and explained this proposal would remove the most dangerous traffic (Large HGV's) going through the village. Mr. Pender advised that the bye-pass was designed a number of years ago and planning legislation does not allow us to revisit it to make amendments.

Cllr. Thomas advised that he had sent in a similar motion.

Ms. Loughnane advised that this was a scheme permitted by An Bord Pleanala and stated she would have serious reservations about this amendment. Cllr. Mannion

stated that this a proposal would be sending out the wrong message and suggested that it may be considered again in a future Development Plan.

Mr. Cullen stated he understood that the objective of what was intended here was to provide a connection from Tullykyne side to Bye-pass. He advised such a proposal would require a Strategic Assessment Report and including this objective in Development Plan does not add to this. He explained that that merit had to be proven before it can be included into Development Plan. He stated that he would recommend that the Members not to go ahead with this proposal.

As the motion was not agreed, the Cathaoirleach called for a vote. The vote was taken, and the following was the result:

For: 6

Comh. O Cualáin	Cllr. Curley	Comh. O Curraoin
Cllr. Killilea	Cllr. McKinstry	Cllr. Thomas

Against: 18

Cllr. Broderick	Cllr. Byrne	Cllr. Charity
Cllr. Carroll	Cllr. D. Collins	Cllr. M. Connolly
Cllr. Cronnelly	Cllr. Cuddy	Cllr. Donohue
Cllr. Hoade	Cllr. P. Keaveney	Cllr. Kelly
Comh. Mac an Iomaire	Cllr. Mannion	Cllr. McClearn
Cllr. Murphy	Cllr. Reddington	Cllr. Welby

Abstain: 7

Cllr. D. Connolly	Cllr. Geraghty	Cllr. Herterich/Quinn
Cllr. Kinane	Cllr. McHugh/Farag	Cllr. Parsons
Cllr. Sheridan		

No Reply: 8

***The Cathaoirleach declared that the Motion was not carried.***

Cllr. McHugh/Farag proposed that Standing Orders be suspended so that Council Staff did not have to make contact with Members not present during roll-call for a vote and would be taken as absent for that vote. This was seconded by Cllr. Hoade.

**GLW C10-712 NATIONAL TRANSPORT AUTHORITY**

Ms. Loughnane outlined the contents of the submission and read CE Response & Recommendation.

**Summary of Submission**

A detailed submission was received from the National Transport Authority which has welcomed the opportunity to comment on the Draft Galway County Development Plan 2022-2028 including the Galway County Transport and Planning Strategy. A number of recommendations and observations have been made which are summarised as follows:

### **1. Introduction**

The submission has welcomed specifically Section 1.2 of Volume 2 and the Strategic Aim: Aligning growth with existing and emerging public transport infrastructure and services, together with a focus of ensuring '10 minute' walkable settlements;

The submission has requested an amendment in Volume 2 Section 1.10 with respect to Policy Objective GCMA 1 Residential Development a specifically regarding Residential Phase 2 lands and the addition of further text to include access **to public transport, walking and cycling networks**.

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

The Planning Authority note the commentary with regard to **Policy Objective GCMA 1 Residential Development** and have no objection to the additional text as proposed.

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

It is recommended that Policy Objective GCMA is amended as follows:

##### **GCMA 1 Residential Development**

**Support the development of lands designated as Residential (Phase 1) within the lifetime of the County Development Plan, subject to normal planning, access to public transport, walking and cycling networks** and servicing requirements, and reserve the lands designated as Residential (Phase 2) for the longer term growth needs of the area. Residential (Phase 2) lands are generally not developable within the lifetime of this Plan, with the exception of the following developments, which may be considered by the Planning Authority within the lifetime of this County Development Plan subject to a suitable case being made for the proposal:

1. Single house developments for family members on family owned lands.
2. Non-residential developments that are appropriate to the site context, any existing residential amenity and the existing pattern of development in the area.
3. Where it is apparent that Residential (Phase 1) lands cannot or will not be developed within the plan period, residential development may be considered in a phased manner on some Residential (Phase 2) lands.

The above exceptions will be subject to compliance with the Core Strategy in the County Development Plan, the Policy Objectives in this Metropolitan Plan, the principles of proper planning and sustainable development and to meeting normal planning, access and servicing requirements. Developments will only be permitted where a substantiated case has been made to the satisfaction of the Planning Authority and the development will not prejudice the future use of the lands for the longer-term growth needs of this metropolitan area.

## 2. Galway County Transport and Planning Strategy (GCTPS)<sup>2</sup>

The submission has advised that they were not consulted in the preparation of the Plan. The development of a transport strategy alongside the preparation of the Development Plan has been welcomed. Policy Objectives GCTPS 1-3 in particular have been welcomed.

With respect to Figure 1: GCTPS Summary – County Map the submission has commented that public transport services existing and proposed, and bus infrastructure has not been included. It is suggested that these be included on figure 1.

Table 1: GCTPS Summary – Proposed Measures & Forecast Benefits has been welcomed. The measures regarding ‘Public Transport Infrastructure Improvements (e.g., Bus Stop Improvements in Centres and on local routes), in conjunction with NTA may not fully reflect the scale of the ambition required to bring about modal shift in Galway.

Section 3.3.11 which summarises the GTS makes no reference to the improvement of bus infrastructure or services.

Section 3.4.10 further explains the GTS and includes how the measures in the GTS relate to Galway County. Section 4.4.4 outlines that the proposed GTS brown route will serve Bearna to the west and Oranmore to the east. However, these bus improvements do not appear to be reflected in the measures of the GCTPS, the Development Plan or specifically the Settlement Plans.

The bus services associated with the GTS, or the existing services included in Figure 11. Bus Services in the wider Galway County Area are included in the summary Figure 1.

With respect to Section 6 ‘Corridor Assessments’, it does not provide an analysis of mode share or demand management measures. In the context of climate change and the requirement to shift movement patterns to public transport and sustainable modes, the measures should show how they will meet these goals.

The proposed measures outlined in Tables 10-22 (excluding 14, 17 and 19) do not make reference to the requirement to improve bus stop infrastructure. All corridors particularly those providing connections to the city should include measures to enhance bus infrastructure, accessibility and permeability.

It is suggested that the proposed Measures Tables could include reference to DMURS in relation to junction improvements and safety-led improvements where these are proposed within urban boundaries.

In order to achieve Policy Objective GCTPS2 Integrated Approach to Land Use & Transportation, the measures and outcomes of the GCTPS should be reflected in the Development Plan objectives.

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<sup>2</sup> As per OPR Observation No.9 the terminology has been amended in relation to the Galway County Transport and Planning Strategy, and it is proposed as per Observation no.9 that Strategy would be replaced with the word Study.

**Chief Executive's Response:**

The commentary with regard to Figure 1: GCTPS Summary – County Map is noted. The Planning Authority have no objection to the inclusion of public transport services existing and proposed, and bus infrastructure being included.

The Planning Authority note the comments with regard to Table 1: GCTPS Summary – Proposed Measures & Forecast Benefits. The proposed public transport infrastructure improvements as shown in the plan are focused on the improvement of facilities at existing stops, expansion of access through the provision of new stops, and in certain specific locations the creation of “hubs” to serve multiple sustainable modes. There is no objection to the update of the proposed measures in Table 1 to fully capture these proposals.

The submission has stated that Section 3.3.11 which summarises the GTS makes no reference to the improvement of bus infrastructure or services. The Planning Authority would like to bring to the attention of the NTA that Section 3.4 has provided details on bus infrastructure and services. Notwithstanding this there is no objection to the inclusion of a summary of the relevant bus improvements within the GTS within Section 3.3.11.

The Planning Authority note the comments with respect to Section 3.4.10 and Section 4.4.4. The GCTPS will support the introduction of the GTS services which also cross over into the Galway County area – this will be clarified. However, it is considered that the method and timing of this introduction will need to be led by Galway City Council and the NTA in order to co-ordinate with other measures set out in the GTS.

With respect to Section 6 ‘Corridor Assessments’ the Planning Authority can confirm that the corridor assessments have considered a range of potential improvements to different modes of travel; in every case, measures which promote sustainable modes have been given considerable weight in comparison to schemes which address general traffic capacity (i.e. schemes which actively seek to increase use of sustainable modes of travel and reduce reliance on private car travel are strongly preferred). This corresponds directly to wider objectives regarding action on climate change, as fewer vehicular journeys overall, and a greater proportion of trips being made by active modes (walking and cycling) and public transport, will result in fewer greenhouse gas emissions and thus reduce the carbon footprint of travel activities. This relationship will be made more explicit in the option assessments.

In response to the comments in relation to Tables 10-22 (excluding 14, 17 and 19) the Planning Authority consider wherever it is feasible to do so, measures to enhance bus use will be applied on all corridors. It should be noted that the demand analysis relating to future travel within the plan period has shown that the expected amount of travel demand to the City varies significantly by corridor, and therefore the expected demand for public transport use on certain routes does not support a “blanket” approach to this provision.

With respect to the proposed Measures Tables the Planning Authority have no objection to the inclusion of DMURS in relation to junction improvements and safety-led improvements where these are proposed within urban boundaries.

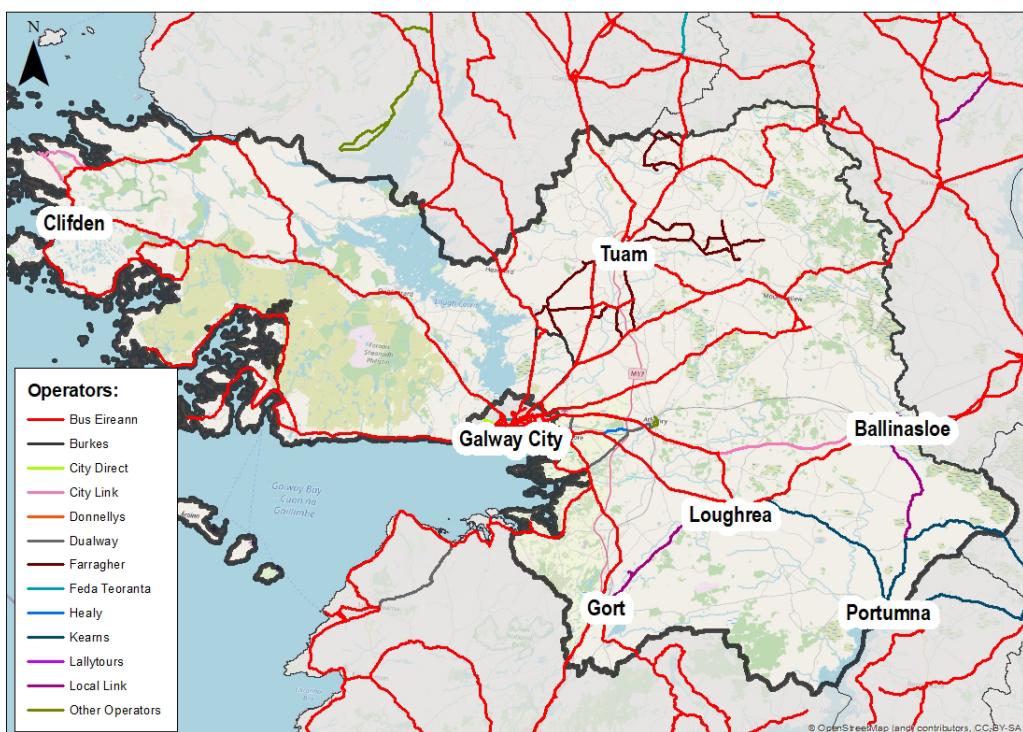
The Planning Authority note the commentary from the NTA with regard to Objective GCTPS2 Integrated Approach to Land Use & Transportation, the measures and

outcomes of the GCTPS and the need to ensure these are reflected in the Development Plan. The Planning Authority consider that the aforementioned have been addressed with the measures and outcomes of the GCTPS adequately reflected within the Draft Galway County Development Plan 2022-2028.

### Chief Executive Recommendation

It is recommended that the following amendments are made

- It is recommended that the following map is inserted to Section 1.2.3 to detail the public transport services existing and proposed, and bus infrastructure.



- It is recommended that the amended table in inserted in place of Table 1 GCTPS Summary – Proposed Measures & Forecast Benefits

Table 1. GCTPS Summary – Proposed Measures & Forecast Benefits

PROPOSED MEASURES	FORECAST BENEFITS
Safety-Led Improvements (incl. pedestrian / cycle safety measures, changes to traffic speeds, enhanced signage, traffic calming measures)	Address identified safety concerns within identified Travel Corridors; improve road user safety, including vulnerable road users; reduce frequency and severity of traffic collisions.

Demand Management Improvements (incl. junction layout amendments, additional capacity for sustainable modes)	Improvement to conditions for vehicular based travel, with resultant benefits in terms of congestion and delay; manage demand throughout identified Travel Corridors.
Multi-Modal Hubs	Encourage modal shift; reduce vehicle congestion; improve overall public realm; facilitate easy access between transport modes; secondary benefits to cyclists (e.g. improved safety).
Public Transport Infrastructure Improvements (e.g. Bus Stop Improvements in Centres and on local routes), in conjunction with NTA	Promote improvements to bus stops and facilities, <b>including shelter, seating, service information and cycle parking</b> , and recommend locations of new bus stops to <b>bridge remove gaps in network and serve planned areas of new development</b> to enhance public transport connectivity and accessibility.
Support Rail Dualling (between Ballinasloe, Athenry & Galway City)	Increased service frequency and journey times, enhanced public transport offer.
Support Western Rail Corridor Proposals (subject to outcome of Government Rail Review)	Expansion of sustainable mode choices for travel on the Western rail corridor, including connectivity between Athenry and Tuam.
Local Walking / Cycling Routes	Improved connectivity for cyclists; enhanced safety for cyclists and other road users; wider benefits to bus journey times; encourage cycling uptake; contribute to rural development; enhance linkages with local rural routes.
National Cycle Routes (between Dublin, Ballinasloe, Galway City and Clifden)	Improved connectivity for cyclists; enhanced safety for cyclists and other road users; benefits to bus journey times (through the removal of cyclists from bus lanes which can reduce bus speeds and increase delay).
Support for Park & Ride Provision (e.g. near M6 / N6 junction at Ardaun)	Reduced congestion upon approach and within Galway City by reduction of private vehicle trips improving journey times, wider

	benefits to journeys to and from Galway City.
Support for Electric Vehicles	Increased use of electric vehicles and gradual reduction in petrol / diesel vehicles for personal use.

- It is recommended that Section 3.3.11 is updated as follows:
 

The Galway Transport Strategy and City Centre Management Plan have been prepared for Galway City, highlighting proposed plans and strategies to improve connectivity within the city and surrounding area. In summary, the following proposals are due to be delivered as part of the Galway Transport Strategy:

  - The Galway City Ring Road (currently at planning stage) that aims to support development, improve accessibility and enhance connectivity to the city and areas to the west of the city. The Ring Road will support city-bound, cross-city and cross-county trips that cannot be facilitated by other measures (RPO 3.6.7). ~~Development of the Tuam Bus Corridor, Dublin Road Bus Corridor and a cross-city bus network, providing high frequency services that extend to Oranmore to the east and Bearna to the west, within the County.~~
  - Development of the Tuam Bus Corridor, Dublin Road Bus Corridor and a cross-city bus network, providing high frequency services that extend to Oranmore to the east and Bearna to the west, within the County.** The public transport strategy (Table 5.1) includes for upgrades to existing main bus corridors to provide high frequency routes, including to Parkmore to the east of the city centre. The strategy aspires for these routes to operate at a frequency of at least once every 15 minutes, with high frequency to be maintained across the daily period as opposed to just within peak hours.
  - Provision of a strategic cycle network, incorporating connections between residential areas and areas of employment and a primary network of routes including two greenways to Oranmore and Bearna.
  - Improved pedestrian facilities as a means of reducing traffic volumes in the city centre alongside improvements to pedestrian networks in suburban areas, including to places of employment at Parkmore and Ballybrit.
  - Provision of Park & Ride facilities on approaches to and periphery of the city, ensuring these link to the wider bus network.
  - Long-term development of Ceann Station Quarter allowing the station to act as a key multi-modal interchange.
  - Double tracking of the line between Galway and Athlone, or a more limited provision of stopping bays, is identified as a strategic project to enhance accessibility and connectivity (RPO 3.6.9).
- Insert additional text in red to Section 3.4.10 as follows:

In terms of public transport measures that have scope to impact upon travel patterns within the County, the strategy (Table 5.1) includes for upgrades to existing main bus corridors to provide high frequency routes, including to Parkmore to the east of

the city centre. As detailed in Chapter 3 of the report, the Brown bus route would extend to Bearna to the west and Oranmore to the east, both located within Galway County. The strategy aspires for these routes to operate at a frequency of at least once every 15 minutes, with high frequency to be maintained across the daily period as opposed to just within peak hours. The measures which are proposed to enhance public transport service provision within the adjacent areas of Galway County will be planned in a manner which allows for connection with the Galway City service proposals, and which will provide consistent and high quality infrastructure for the use of cross-boundary services.

- It is recommended that Table 10 to 22 be amended as per red text below.

**Table 10. Galway - Tuam & NE Galway (N83) Proposed Measures & Forecast Benefits**

PROPOSED MEASURES	FORECAST BENEFIT
Multi-Modal Hub in Tuam	Encourage modal shift; reduce vehicle congestion; improve overall public realm; facilitate easy access between transport modes; secondary benefits to cyclists (e.g. improved safety); potential to increase visitors within Tuam, increase retail spend and increase dwell times.
Public Transport Infrastructure improvements	Enhancement of facilities at existing public transport stops and reduction in “gaps” of bus stop provision to widen access to public transport services throughout the corridor.
Potential Junction Improvements (incl. facilitating improvements for public transport, pedestrian / cyclist movement whilst managing vehicle capacity, bus priority, junction upgrades)	Improvement to conditions for vehicular based travel, with resultant benefits in terms of congestion and delay; manage demand throughout the Travel Corridor. Improvement works at Bridge Street in Dunmore to reduce general vehicle flows through Dunmore and enhance pedestrian and cyclist safety.
Safety-Led Improvements to Road & Transport Infrastructure (incl. pedestrian / cycle safety measures, changes to traffic speeds, enhanced signage, traffic calming measures)	Address identified safety concerns within the Travel Corridor; improve road user safety, including vulnerable road users; reduce frequency and severity of traffic collisions.
Cycle Greenway Facilities on / adjacent to N83	Improved connectivity for cyclists; enhanced safety for cyclists and other road users; benefits to bus journey times (through the removal of cyclists from bus lanes which can reduce bus speeds and increase delay).

Support for Park & Ride Facility	Reduced congestion upon approach and within Galway City by reduction of private vehicle trips improving journey times.
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**Table 11. Galway-Athenry (M6) Proposed Measures & Forecast Benefits**

PROPOSED MEASURES	FORECAST BENEFIT
Multi-modal hub at Athenry and Oranmore	Required to increase attractiveness of public transport use and allow for integrated interchange between modes.
Public Transport Infrastructure improvements	Enhancement of facilities at existing public transport stops and reduction in “gaps” of bus stop provision to widen access to public transport services throughout the corridor.
Cycle Greenway between Galway and Athenry (extends to Athlone)	Improved connectivity for cyclists and wider rural settlements alongside safety improvements through provision of off-road cycle greenway.
Park and Ride at Ardaun	Reduced congestion upon approach and within Galway City by reduction of private vehicle trips improving journey times.
Galway City Ring Road	Reduce congestion on approach and through Galway City by traffic diversion around the City improving journey times.
Review of congestion hotspots	Alleviate congestion to and from Athenry to access the M6.

**Table 12. Athenry - Ballinasloe (M6) Proposed Measures & Forecast Benefits**

PROPOSED MEASURES	FORECAST BENEFIT
Multi-Modal Hub in Athenry and Ballinasloe	Encourage modal shift; reduce vehicle congestion; improve overall public realm; facilitate easy access between transport modes; secondary benefits to cyclists (e.g. improved safety); potential to increase visitors within Athenry and Ballinasloe.
Public Transport Infrastructure improvements	Enhancement of facilities at existing public transport stops and reduction in “gaps” of bus stop provision to widen access to public transport services throughout the corridor.

Support Rail Dualling (between Ballinasloe, Athenry & Galway City)	Increased service frequency and journey times, enhanced public transport offer along the Travel Corridor.
Potential Junction Improvements / Managing Demand	Improvement to conditions for vehicular based travel, with resultant benefits in terms of congestion and delay; manage demand throughout the Travel Corridor.
Galway City Ring Road	Whilst not within the Travel Corridor itself, has potential to benefit vehicle flow and bus journey times, reducing journey times for trips utilising the M6 between Athenry and Ballinasloe for travel to and from Galway City and improving the draw of travel by public transport.
Safety-Led Improvements to Road & Transport Infrastructure (incl. pedestrian / cycle safety measures, changes to traffic speeds, enhanced signage, traffic calming measures)	Address identified safety concerns within the Travel Corridor; improve road user safety, including vulnerable road users; reduce frequency and severity of traffic collisions.
National Cycle Route between Dublin, Ballinasloe, Galway City and Clifden	Improved connectivity for cyclists; enhanced safety for cyclists and other road users; benefits to bus journey times (through the removal of cyclists from bus lanes which can reduce bus speeds and increase delay).
Support for Park & Ride Provision (e.g. near M6 / N6 junction at Ardaun)	Reduced congestion upon approach and within Galway City by reduction of private vehicle trips improving journey times, wider benefits to Travel Corridor.

**Table 13. North - South (M18) Proposed Measures & Forecast Benefits**

PROPOSED MEASURES	FORECAST BENEFIT
Multi-Modal Hub in Athenry and Gort	Encourage modal shift; reduce vehicle congestion; improve overall public realm; facilitate easy access between transport modes; secondary benefits to cyclists (e.g. improved safety); potential to increase visitors within Athenry and Gort.

<b>Public Infrastructure improvements</b>	<b>Transport</b>	<p>Enhancement of facilities at existing public transport stops and reduction in “gaps” of bus stop provision to widen access to public transport services throughout the corridor.</p>
<b>Potential Junction Improvements / Managing Demand</b>		<p>Improvement to conditions for vehicular based travel, with resultant benefits in terms of congestion and delay; manage demand throughout the Travel Corridor.</p>
<b>Support Western Rail Corridor Proposals</b>		<p>Support improvement of rail facilities and services serving Gort, including any future expansion of the Western Rail Corridor northwards from Athenry, to encourage modal shift and provide enhanced public transport connectivity.</p>
<b>Safety-Led Improvements to Road &amp; Transport Infrastructure (incl. pedestrian / cycle safety measures, changes to traffic speeds, enhanced signage, traffic calming measures)</b>		<p>Address identified safety concerns within the Travel Corridor; improve road user safety, including vulnerable road users; reduce frequency and severity of traffic collisions.</p>
<b>Galway to Athlone Cycle Greenway &amp; Supporting Routes</b>		<p>Improved connectivity for cyclists; enhanced safety for cyclists and other road users; wider benefits to bus journey times; encourage cycling uptake; contribute to rural development.</p>
<b>Increased accessibility to Athenry</b>		<p>Enhance existing direct connections to Galway City to the west, Gort and Limerick to the south, towards Dublin to the east and future services northward to Tuam and Roscommon.</p>

**Table 14. North - South (M17 / N17) Proposed Measures & Forecast Benefits**

PROPOSED MEASURES	FORECAST BENEFIT
<b>Multi-Modal Hub in Athenry and Tuam</b>	<p>Encourage modal shift; reduce vehicle congestion; improve overall public realm; facilitate easy access between transport modes; secondary benefits to cyclists (e.g. improved safety); potential to increase visitors within Athenry and Tuam.</p>
<b>Bus Stop Improvements (with NTA)</b>	<p>Promote improvements to bus stops and facilities, and recommend locations of new</p>

PROPOSED MEASURES	FORECAST BENEFIT
	bus stops to bridge gaps in network to enhance public transport connectivity and accessibility, particularly in Athenry, and in the vicinity of the N17 to the north of Tuam.
Potential Junction Improvements / Managing Demand	Improvement to conditions for vehicular based travel, with resultant benefits in terms of congestion and delay; manage demand throughout the Travel Corridor. <b>Within urban areas, DMURS will be applied to relevant junction and safety scheme design work.</b>
Support Western Rail Corridor Proposals	Support improvement of rail facilities and services serving Gort, including any future expansion of the Western Rail Corridor northwards from Athenry, to encourage modal shift and provide enhanced public transport connectivity.
Safety-Led Improvements to Road & Transport Infrastructure (incl. pedestrian / cycle safety measures, changes to traffic speeds, enhanced signage, traffic calming measures)	Address identified safety concerns within the Travel Corridor; improve road user safety, including vulnerable road users; reduce frequency and severity of traffic collisions.
New Cycle Routes (e.g. feasibility of Greenway on / close to N17 north of Tuam)	Improved connectivity for cyclists; enhanced safety for cyclists and other road users; wider benefits to bus journey times; encourage cycling uptake; contribute to rural development; enhance linkages with local quietways to increase access to Tuam itself.
Increased accessibility to Athenry	Enhance existing direct connections to Galway City to the west, Gort and Limerick to the south, towards Dublin to the east and future services northward to Tuam and Roscommon.

**Table 15. Ballinasloe -Tuam (R332/R358) Proposed Measures and Forecast Benefit**

PROPOSED MEASURES	FORECAST BENEFIT
Multi-modal hub at Ballinasloe and Tuam	Required to increase attractiveness of public transport use, particularly for commuter journeys to Galway City and allow for integrated interchange between modes.
Public Transport Infrastructure improvements	Enhancement of facilities at existing public transport stops and reduction in “gaps” of bus stop provision to widen access to public transport services throughout the corridor.
Road Improvements Safety	Improved safety for vulnerable road users, particularly through Moylough where a cluster of accidents has been recorded.
Junction enhancements	Reduced congestion at identified congestion hotspots, having positive impacts on journey times. <b>Within urban areas, DMURS will be applied to relevant junction and safety scheme design work.</b>

**Table 16. Galway - Clifden Proposed Measures & Forecast Benefits**

PROPOSED MEASURES	FORECAST BENEFIT
Safety-Led Improvements to Road & Transport Infrastructure (incl. pedestrian / cycle safety measures, changes to traffic speeds, enhanced signage, traffic calming measures)	Address identified safety concerns and collision hotspots within and slightly beyond the Travel Corridor; improve road user safety, including vulnerable road users; reduce frequency and severity of traffic collisions. Wider benefits can include reduced congestion and improved journey times. <b>Within urban areas, DMURS will be applied to relevant junction and safety scheme design work.</b>
Public Transport Infrastructure improvements	Enhancement of facilities at existing public transport stops and reduction in “gaps” of bus stop provision to widen access to public transport services throughout the corridor.
New Cycle / Pedestrian Routes	Improved connectivity and safety for cyclists; reduce road user risk through segregated provision; enhanced safety for cyclists and other road users; encourage cycling uptake; contribute to rural

PROPOSED MEASURES	FORECAST BENEFIT
	development in appropriate locations; cater for seasonal tourist trip demand.
Galway City Ring Road	Reduce congestion on approach and through Galway City by traffic diversion around the City improving journey times; enhance accessibility to west of Galway City; reduced journey times.
Potential Junction Improvements / Managing Demand	Improvement to conditions for vehicular based travel, with resultant benefits in terms of congestion and delay; manage demand throughout the Travel Corridor. Reduce instances of localised congestion through Oughterard, at the junction with the R336 in Maam Cross, on the eastbound approach to the N59's junction with the R341 junction in Clifden, and on approaches to the Browne Roundabout and Thomas Hynes Road / Upper Newcastle junction in Galway City.

**Table 17. Galway - Loughrea - Portumna (N65) Proposed Measures & Forecast Benefits**

PROPOSED MEASURES	FORECAST BENEFIT
Safety-Led Improvements to Road & Transport Infrastructure (incl. pedestrian / cycle safety measures, changes to traffic speeds, enhanced signage, traffic calming measures)	Address identified safety concerns within the Travel Corridor; improve road user safety, including vulnerable road users; reduce frequency and severity of traffic collisions.
Potential Junction Improvements / Managing Demand	Improvement to conditions for vehicular based travel, with resultant benefits in terms of congestion and delay; manage demand throughout the Travel Corridor. <b>Within urban areas, DMURS will be applied to relevant junction and safety scheme design work.</b> Reduce instances of congestion on Killmor and Portumna
Multi-Modal Hub in Loughrea	Encourage modal shift; reduce vehicle congestion; improve overall public realm; facilitate easy access between transport modes; secondary benefits to cyclists (e.g.

PROPOSED MEASURES	FORECAST BENEFIT
	improved safety); potential to increase visitors within Loughrea.
Bus Stop Improvements (with NTA)	Promote improvements to bus stops and facilities, and recommend locations of new bus stops to bridge gaps in network to enhance public transport connectivity and accessibility.
Provision of New Cycle Routes (e.g. feasibility of Greenway between Loughrea and Portumna, serving intermediate locations; connectivity to Portumna Forest Park)	Improved connectivity for cyclists; enhanced safety for cyclists and other road users; wider benefits to bus journey times; encourage cycling uptake; contribute to rural development; enhance linkages with local trail routes (e.g. Portumna Forest Park).

**Table 18. Galway – Roscommon (N63) Proposed Measures and Forecast Benefit**

PROPOSED MEASURES	FORECAST BENEFIT
Cycleway Connections to Galway to Athlone Greenway	Improved connectivity for rural settlements to proposed east to west (Galway-Athlone) Greenway connections.
Public Transport Infrastructure improvements	Enhancement of facilities at existing public transport stops and reduction in “gaps” of bus stop provision to widen access to public transport services throughout the corridor.
Road Safety Improvements	Improved safety for vulnerable road users, particularly through Moylough where a cluster of accidents has been recorded.
Junction enhancements	Reduced congestion at identified congestion hotspots such as through Mountbellew, having positive impacts on journey times.
Ballygar (N63) Road Safety Improvements	Resurfacing and pedestrian crossing improvements to improve conditions for vulnerable road users.

**Table 19. Loughrea - Gort Proposed Measures & Forecast Benefits**

PROPOSED MEASURES	FORECAST BENEFIT
Safety-Led Improvements on R380 & Surrounding Routes (incl. pedestrian / cycle safety measures, changes to traffic speeds, enhanced signage, traffic calming measures)	Address identified safety concerns within the Travel Corridor; improve road user safety, including vulnerable road users; reduce frequency and severity of traffic collisions.
Multi-Modal Hub in Loughrea and Gort	Encourage modal shift; reduce vehicle congestion; improve overall public realm; facilitate easy access between transport modes; secondary benefits to cyclists (e.g. improved safety); potential to increase visitors within Loughrea and Gort.
Potential Junction Improvements / Managing Demand	Improvement to conditions for vehicular based travel, with resultant benefits in terms of congestion and delay; manage demand throughout the Travel Corridor, e.g. at junction with R458 in Gort and with R446. <b>Within urban areas, DMURS will be applied to relevant junction and safety scheme design work.</b>
Public Transport Infrastructure Improvements (e.g. Bus Stop Improvements in Centres of Loughrea & Gort), in conjunction with NTA	Promote improvements to bus stops and facilities, and recommend locations of new bus stops to bridge gaps in network to enhance public transport connectivity and accessibility.
Local Walking / Cycling Routes in Gort & Loughrea; Dedicated Pedestrian / Cycle Routes on R380	Improved connectivity for cyclists; enhanced safety for cyclists and other road users; wider benefits to bus journey times; encourage cycling uptake; contribute to rural development; enhance linkages with local rural routes.

**Table 20. West Coast (R336) Proposed Measures & Forecast Benefits**

PROPOSED MEASURES	FORECAST BENEFIT
Safety-Led Improvements to Road & Transport Infrastructure	Address identified safety concerns and collision hotspots within the Travel

PROPOSED MEASURES	FORECAST BENEFIT
(Potential Measures include pedestrian / cycle safety measures, changes to traffic speeds, enhanced signage, traffic calming)	Corridor, including at Tearmann Eanna and near Rossaveel. Improve road user safety, including vulnerable road users; reduce frequency and severity of traffic collisions. Wider benefits can include reduced congestion and improved journey times.
New Cycle / Pedestrian Routes (incl. consideration towards routing of National Cycle Route between Galway City and Clifden and connecting rural routes)	Improved connectivity and safety for cyclists; reduce road user risk through segregated provision; enhanced safety for cyclists and other road users; encourage cycling uptake; contribute to rural development in appropriate locations; cater for seasonal tourist trip demand via coastal routes.
Public Transport Infrastructure improvements	Enhancement of facilities at existing public transport stops and reduction in "gaps" of bus stop provision to widen access to public transport services throughout the corridor.
Galway City Ring Road	Reduce congestion on approach and through Galway City by traffic diversion around the City improving journey times; enhance accessibility to west of Galway City; reduced journey times.
Potential Junction Improvements / Managing Demand	Improvement to conditions for vehicular based travel, with resultant benefits in terms of safety, congestion and delay; manage demand throughout the Travel Corridor. Reduce instances of identified localised congestion.

**Table 21. Galway North Radial (N84) Proposed Measures & Forecast Benefits**

PROPOSED MEASURES	FORECAST BENEFIT
Potential Junction Improvements (incl. facilitating improvements for public transport, pedestrian / cyclist	Improvement to conditions for vehicular based travel, with resultant benefits in terms of congestion and delay; manage demand throughout the Travel Corridor. Enhance pedestrian and cyclist safety.

PROPOSED MEASURES	FORECAST BENEFIT
movement whilst managing vehicle capacity, bus priority, junction upgrades)	
Public Transport Infrastructure improvements	Enhancement of facilities at existing public transport stops and reduction in “gaps” of bus stop provision to widen access to public transport services throughout the corridor.
Safety-Led Improvements to Road & Transport Infrastructure (incl. pedestrian / cycle safety measures, changes to traffic speeds, enhanced signage, traffic calming measures)	Address identified safety concerns within the Travel Corridor, around N17 / N84 / Milltown Road junctions; improve road user safety, including vulnerable road users; reduce frequency and severity of traffic collisions.
Cycle Greenway Facilities on / adjacent to N84	Improved connectivity for cyclists; enhanced safety for cyclists and other road users; benefits to bus journey times (through the removal of cyclists from general traffic routes which can reduce bus speeds and increase delay).

**Table. 22 Galway – Oranmore & SW (N67) Proposed Measures and Forecast Benefit**

PROPOSED MEASURES	FORECAST BENEFIT
Cycle Greenway along N67, including connections to Galway-Athlone cycle route.	Improved connectivity for cyclists between Oranmore and Galway City and rural settlements along the Travel Corridor to proposed east to west (Galway-Athlone) Greenway connections.
Multi-Modal hub at Oranmore	Required to increase attractiveness of public transport use and allow for integrated interchange between modes.
Park and Ride at Ardaun	Reduced congestion upon approach and within Galway City by reduction of private vehicle trips improving journey times.
Public Transport Infrastructure improvements	Enhancement of facilities at existing public transport stops and reduction in “gaps” of bus stop provision to widen access to public transport services throughout the corridor. Works will be planned to maximise benefit to all

PROPOSED MEASURES	FORECAST BENEFIT
	services, including cross-boundary services to be enhanced as part of the GTS.
Road Improvements Safety	Improved safety for vulnerable road users, particularly through Clarinbridge where a cluster of accidents has been recorded.
Junction enhancements	Reduced congestion at localised congestion hotspots at identified congestion hotspots including Kilcolgan, Ballinderreen and Kinvara having positive impacts on journey times. <b>Within urban areas, DMURS will be applied to relevant junction and safety scheme design work.</b>

### 3. Galway Transport Strategy (GTS)

The Development Plan and the GCTPS should identify how it is intended to build upon the work of the GTS. The aim of the GTS as well as the GCTPS is to address issues of commuting and provide for alternative sustainable modes of transport within and to Galway City from suburbs such as Oranmore and Bearna.

The NTA hope to work with both Galway County Council and Galway City Council and TII to update the GTS and to continue to target investment into Galway County and City to bring about modal shift to public transport and sustainable modes.

#### Chief Executive's Response:

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

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

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

*taking action to make Galway more accessible and connected, improving the public realm and generally enhancing quality of life for all.*

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

The Planning Authority welcome the opportunity to work with the NTA, Galway County Council and TII to update the GTS and to continue to target investment into Galway County and City to bring about modal shift to public transport and sustainable modes.

**Chief Executive's Recommendation:**

No Change.

**4. Movement at Settlement Level – Local Transport Plans (LTP)**

The submission has welcomed Policy Objective ILUTP 2 to prepare Local Transport Plans (LTP) for the key towns of Ballinasloe and Tuam. It has been suggested that LTPs be prepared for the Local Area Plans for other towns.

In relation to Oranmore the submission has noted there is no mention of bus services within the plan, neither current or future plans as part of the GTS or the Connecting Ireland programme. The plan makes reference to the town having access to all major road networks providing access to Galway City. No objective for permeability or access to bus stops has been proposed. There are no objectives for cycling or greenways. It appears that the aims of the GCTPS and the GTS are not reflected in the settlement plan. Similar policy objectives to those included in Bearna and Baile Chláir could be included in the Oranmore settlement plan.

The Bearna Settlement Plan also makes no mention of the GTS and the proposed bus routes contained in it or to the Connecting Ireland programme. The submission highlights text in the plan which supports sustainable transport, integration of land use and transportation, modal shift from private transport to cycling, cycling and public transport etc. A number of Policy Objectives including BMSP 15 Pedestrian and Cycle Network, BMSP 18 Bus Services, Stops and Shelters and BMSP 19 Public Footpath & Lighting Network are considered to show a commitment to improving facilities for pedestrians, cyclists and public transport users and have been welcomed.

The Baile Chláir Settlement Plan makes no reference to the GTS and the proposed bus routes contained in it or to the Connecting Ireland programme. The submission has welcomed the inclusion of important statements supporting the integration of land use and transportation and encouraging modal shift. A number of Policy Objectives including BCMSP 6 Pedestrian and Cycle Network and BCMSP 7 Transportation and Urban Renewal Framework Strategy have been welcomed.

**Chief Executive's Response:**

The Ballinasloe Local Area Plan, currently on Draft Display (21<sup>st</sup> of October 2021) is accompanied by a Local Transport Plan (LTP) and it is envisaged that the Tuam Local Area Plan will also be on display in Quarter 1 of 2022, which will also be accompanied by Local Transport Plan. These Local Transport Plans will examine inter-settlement travel patterns from these settlements including Galway City. These LTP's will inform the formulation of land use policies which can affect more sustainable travel pattern outcomes, as well as the transport infrastructure and services need to meet future inter settlement travel demand within these Local Area Plans for the Key Towns of Ballinasloe and Tuam. There will be further analysis in this regard when the Local Area Plans for towns in Tiers 3-4 are being prepared. It is anticipated these plans will be on display mid 2022 with Local Transport Plans or equivalent plans for these settlements which will provide further detail in terms of Movement at Inter-Settlement level.

The Planning Authority note the comments with respect to the Oranmore Settlement Plan and have no objection to the inclusion of further Policy Objectives within the plan to support modal shift and enhanced public transport provision.

The commentary with respect to the absence of any mention of the GTS within the Settlement Plans is noted. The Planning Authority would highlight that within **Chapter 6 Transport and Movement** particularly Section 6.3.3 an overview of the Galway County Transport and Planning Strategy and Galway Transport Strategy has been provided. A suite of Policy Objectives have been included which support and facilitate the implementation of both the GCTPS and the GTS.

**Chief Executive's Recommendation:**

New Policy Objectives within the Oranmore Settlement Plan as follows;

**OMSP 16 Pedestrian and Cycle Network**

Encourage and support the development of a series of pedestrian and cycle routes linking the residential areas to the town centre and local community services, where feasible.

**OMSP 18 Bus Services, Stops and Shelters**

Promote an improved bus service in Oranmore and investigate the potential to provide more frequent stops and bus shelters.

**OMSP 19 Public Footpath & Lighting Network**

- Support improvements to the existing public footpaths network within the plan area.
- New development shall be required to connect to the footpath and public lighting network that currently serves the village centre.
- Support the provision of footpaths and-public lighting from the existing residential development to the village centre. In order to protect light sensitive species such as bats, lighting fixtures should provide only the amount of light necessary for personal safety and should be designed so as to avoid creating glare or emitting light above a horizontal plane.
- Facilitate the provision of pedestrian crossings adjacent to the schools, residential areas and at other appropriate locations within the plan area, as required.

## 5. Development Areas/Framework Plans/LAPs

The submission notes the inclusion of a number of framework plans within the county and has made the following recommendations:

The Briarhill Draft Urban Framework Plan should be subject to Area Based Transport Assessment (ABTA).

The development of a framework plan for the Galway Airport Lands should include consultation with stakeholders including the NTA and TII.

That a Local Transport Plan for the lands at Garraun should be prepared to inform the development of the lands.

Any Masterplan Exercise used to inform development management decisions should be incorporated into the inclusion statutory development plan or local area plan.

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

The Planning Authority note the requirements for an ABTA to accompany the Briarhill Draft Urban Framework Plan. The Planning Authority consider the inclusion of a Policy Objective requiring the preparation of an ABTA for Briarhill be prepared at the earliest possible time would adequately address this concern.

The Galway Airport Site has been identified in the NPF as a Key Growth Enabler. The Planning Authority have prepared a detailed analysis of the site which examines its potential for the future economic benefit of the wider Galway region. Any future framework masterplan for this site will be prepared in consultation with stakeholders including TII. Any future plans at this location will be supported by appropriate evidence base and shall be in accordance with Section 28 Guidelines.

The comments with regard to Masterplan Exercises is noted. In the future should any masterplans be developed further they will fall within a statutory development plan or local area plan.

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

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

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

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

#### **ILUTP 3 Local Transport Plans**

To seek to prepare Local Transport Plans/Mobility Plans in accordance with the Area Based Transport Assessment Guidelines (TII, 2018) and in consultation with national transport agencies and other relevant stakeholders for settlements in Level 3 and Level 4 of the settlement Hierarchy.

## 6. Walking and Cycling

It is suggested that **Policy Objective WC1 – Pedestrian and Cycling Infrastructure** could also make reference to the NTA document Permeability: Best Practice Guide.

The submission notes the GCTPS supports the submission of 'park and stride' facilities and that this will be explored within the Local Transport Plans for Ballinasloe and Tuam. It is suggested that an objective be included to support and develop 'park and stride' facilities on a county wide basis.

It is suggested that **Policy Objective WC5 – Traffic Free Cycle Routes** could reference the benefits of filtered permeability in providing safer and more direct routes for pedestrians and cyclists.

### Chief Executive's Response:

The Planning Authority note the suggestion as outlined with regard to Walking and Cycling and see merit in the suggestion proposed.

### Chief Executive's Recommendation:

Amend Policy Objective WC 1:

#### **WC 1 Pedestrian and Cycling Infrastructure**

To require the design of pedestrian and cycling infrastructure to be in accordance with the principles, approaches and standards set out in the National Cycle Manual and the Design Manual for Urban Roads and Streets **and the NTA document Permeability: Best Practice Guide.**

New Policy Objective GCTPS 10:

#### **GCTPS 10 Park and Stride**

**To support the development of car parks / set down areas to accommodate Park and Stride initiatives at appropriate locations, especially within walking distance to schools.**

Amend Policy Objective **WC5:**

#### **WC 5 Traffic Free Cycle Routes**

To provide, where possible traffic free pedestrian and cyclist routes **including filtered permeability** particularly where such routes would provide a more direct, safer, and more attractive alternative to the car.

## 7. Planning for Public Transport

The submission has outlined that the county is served by an extensive bus service, connecting rural areas, linking settlements and connecting with major destinations in Galway City. It is considered the Development Plan should recognise the importance of these services to the community and facilitate their improvement through supportive land use policies and design standards. The submission considers that there is a lack of emphasis on the role that public transport, specifically the bus service needs to play in relation to the requirement to achieve modal shift away from high car dependency. Policy Objectives PT1 – PT8 have been welcomed. The following amendments have been suggested:

### **PT 1 Sustainable Modes of Transport**

Baseline mode share figures for the County to be included.

## **PT 2 Development of Public Transport Infrastructure**

Reference to facilitating and working with the relevant agencies to secure the implementation of the recommendations of the GTS bus network. Reference to securing improvements to footpaths, pedestrian crossing points and permeability to facilitate access and encourage use of public transport.

## **PT 4 Rural Transport**

It is suggested reference to the Connecting Ireland bus programme be included.

With regard to Policy Objectives **PT 6 Galway to Athlone Rail Line** and **PT 7 Western Rail Corridor** the submission has advised that no sanction for a Western Rail Corridor project and the potential delivery of any such project would be unlikely to occur within the lifetime of this Plan. The Government has now committed to conducting an all-island Strategic Rail Review.

## **PT 8 Loughrea Rail Infrastructure**

The submission has noted that the extension of the Western Rail Corridor to Loughrea did not form part of the review of the Western Rail Corridor. It is considered that demand at this location or the growth projections would not justify the expenditure.

Table 6.1 Priority Transportation Infrastructure Projects for County Galway 2022-2028 has been welcomed.

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

The commentary with respect to **PT 1 Sustainable Modes of Transport** with regard to baseline mode share figures are noted. The Planning Authority consider that the settlement strategy of the county along with a suite of policy objectives included within the plan support sustainable transport and will assist in reducing the level of car dependency within the County. The Planning Authority consider the addition of baseline mode share figures within **PT 1 Sustainable Modes of Transport** has merit. It is also noted the most recent available figures are from the 2016 Census. Bearing in mind the period of time which has lapsed since these figures were last updated, they are not considered reflective of the reality within the County presently and as such on the basis of the relevance to the current plan are not considered to merit inclusion at this time.

The commentary with respect to **PT 2 Development of Public Transport Infrastructure** is noted. The Planning Authority have no objection to amending PT2 to reflect the request from the NTA in this instance.

The Planning Authority note the suggestion that reference to the Connecting Ireland bus programme could be included within Policy Objective **PT 4 Rural Transport**. The Planning Authority consider that the Policy Objective **PT3 County Bus Services** adequately supports the Connecting Ireland bus Programme as well as any further enhancements to bus services which may come forward from the NTA and other service providers.

The commentary with respect to the Western Rail Corridor, Western Rail Corridor: Financial and Economic Appraisal report and the Government commitment to conducting an all-island Strategic Rail Review are noted.

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

The support for Table 6.1 Priority Transportation Infrastructure Projects is noted.

### **Chief Executives Recommendation**

It is recommended that be updated as follows:

#### **PT 2 Development of Public Transport Infrastructure**

To engage and work closely with the National Transport Authority and other relevant transport authorities and both public and private operators, in facilitating and securing improvements to **footpaths, pedestrian crossing points and permeability to facilitate access and encourage use of public transport and to secure the implementation of recommendations of the GTS bus network** and the expansion of public transport infrastructure in areas such as spaces for parking of local link buses and services in the County.

As per OPR Observation No.10 removal of **Policy Objective PT8-Loughrea Rail Infrastructure**

#### **8. Strategic Road Network**

It is suggested that the wording to Policy Objective NNR 3 Design Manual for Urban Roads and Streets be updated as follows:

'Implement the national design standards outlined in the Design Manual for Urban Roads and Streets (DMURS) for urban streets and roads within the 50/60kph zone'.

It is also suggested that the inclusion as a Core Strategy Objective in Chapter 2 Core Strategy, Settlement Strategy and Housing Strategy of the Draft Development Plan strategic objectives to reflect the official policy requirements, summarised as;

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

### **Chief Executives Response**

The Planning Authority note the suggested update to **Policy Objective NNR 3 Design Manual for Urban Roads and Streets** and have no objection to the suggested update.

This has been addressed within response to Transport Infrastructure Ireland under the heading Core Strategy. A new Policy Objective as suggested has been recommended.

### **Chief Executives Recommendation**

It is recommended that **Policy Objective NNR 3 Design Manual for Urban Roads and Streets** is updated as follows:

#### **NNR 3 Design Manual for Urban Roads and Streets**

Implement the **national design standards outlined in recommendations of** the Design Manual for Urban Roads and Streets (DMURS) **in relation to for** urban streets and roads within the 50/60 kph zone.

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

#### **CS6 Strategic Roads**

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

### **9. Development Management**

The submission has welcomed a number of DM Standards included in **Chapter 15 Development Management Standards** including DM Standard 1: Qualitative Assessment-Design Quality, Guidelines and Statements, DM Standard 2 Multiple Housing Schemes (Urban Areas) (Traffic Safety and Management for instance which seeks the creation of walkable neighbourhoods), DM Standard 23: Walking and Cycling, DM Standard 24: Bus Network, DM Standard 26: Rail Network and DM Standard 32: Parking Standards paragraph (f)

### **Chief Executives Response and Recommendation**

The Planning Authority welcome the supportive commentary contained within the submission which relates to the aforementioned DM Standards. No Change.

### **10. Development Plan Indicators – Mode Share**

The targets as set out in Section 3.4.15 for the County are welcomed. The targets set out in the strategy have been listed. It is further suggested that mode share targets could be included for individual settlements as part of the Local Area Plan and Local Transport Plan processes.

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

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

With regard to future mode shares and monitoring, the setting of modal targets and the prediction of "real world" mode shift activity remains challenging. The draft strategy has sought not to set location-specific mode targets for future mode use as it is not possible at a County level to predict the exact degree of change which would occur as a result of particular improvements in individual settlements. Rather, it is proposed that changes in mode shares for particular journeys (such as those between key towns including Ballinasloe, Tuam and Athenry, and Galway City) should be examined as part of wider CDP monitoring activities, and compared to the type and extent of GCTPS measures which have been implemented, so that correlation between mode share changes and implementation of measures can be

estimated. This process would also allow for the identification of external factors (such as economic change) which have a bearing on travel behaviour. It is noted that monitoring of local strategies (Local Area Plans and Local Transport Plans) will provide the basis for examination of mode choice changes at settlement level.

**Chief Executive's Recommendation:**

No Change.

**Cllr. Curley submitted the following Motion:**

*I propose the following motion:*

***That the suggested wording in red font not be adopted in relation to the GCMA 1. Introduction***

*The submission has welcomed specifically Section 1.2 of Volume 2 and the Strategic Aim: Aligning growth with existing and emerging public transport infrastructure and services, together with a focus of ensuring “10 minute” walkable settlements;*

*The submission has requested an amendment in Volume 2 Section 1.10 with respect to Policy Objective GCMA 1 – Residential Development a specifically regarding Residential Phase 2 lands and the addition of further text to include access ~~to public transport, walking and cycling networks.~~*

Mr. Dunne stated that CE would not be in agreement with wording as suggested. He advised that Local Transport Plans were being prepared for Local Area Plans of Ballinasloe, Tuam and later in the year for Loughrea, Gort and Athenry. He explained that that was where the starting point should be. He urged Members to retain the wording that was in place and that was what they should be striving to achieve in them. Cllr. Thomas suggested that by zoning R2 lands they were highlighting that they were zoning lands in middle of town and wouldn't have services available and by default they were putting pressure on Government to supply funding for necessary infrastructure.

***Cllr. Curley's motion was seconded by Cllr. Thomas and agreed by the Members.***

***1. Galway County Transport and Planning Strategy (GCTPS)***

Mr. Dunne advised that the CE had made a number of recommendations in terms of insertion of text and maps. He advised of additional text and new insertions in Table 10-22 on Pages 136/150 in CE Report.

Cllrs. D. Connelly and Herterich/Quinn voiced their dissatisfaction with NTA. Cllr. Herterich/Quinn referred to lack of Local Bus Link services in Athenry Town.

Cllr. Killilea proposed CE Recommendation and insertion of additional Bus Corridor from Tuam to Galway. He stated that he believed there would be some form of a bus corridor during the lifetime of this plan and thanked the Prescribed Bodies for ensuring that this would happen. He stated that this forms part of what they needed to aspire to in the future for every key town and something that he would recommend.

Cllr. Thomas proposed an addition to 3.3.11 – Development of Tuam Bus Corridor and requested that Moycullen be added to this list.

Cllr. Mannion, referring to the Galway/Clifden Route, suggested that Citylink services needed to be included in this as they provided a great bus service to the area. Cllr. M. Connolly stated that he found that a lot of the submission's content was aspirational and concurred with Cllrs. D. Connolly and Herterich/Quinn's earlier comments. He referred to bus services that were withdrawn in recent months in Loughrea/Ballinasloe. He stated that a lot of areas don't have public transport such as Clonfert, Williamstown, Glinsk and suggested that NTA appeared to be enhancing the routes closer to main centres and nothing was being done for rural areas. He also highlighted the importance and need to develop rail travel as well as bus travel. Cllr. Geraghty stated that the lack of public transport to rural areas was rarely mentioned and where it was, there was a lack of facilities such as bus shelters in place. He stated that if the Government were serious about tackling Climate Change, these provisions needed to be put in place. Cllr. McKinstry stated he would like to echo previous comments and proposed that the connectivity between local links and long-distance buses needed to be strengthened. Cllr. Dr. Parsons supported comment on connectivity which impacts on rural regeneration and the need to provide alternatives for people who don't have access to private transport. Cllr. McClearn referring to the withdrawal of bus services from two large towns in the county, suggested that the credibility of the NTA was non-existent. He referred to comments in their submission on the enhancement of services whilst at the same time they are withdrawing services from other areas. Cllr. Charity agreed with previous comments – removing basic routes around rural areas to make more money for them from the urban areas. Cllr. P. Keaveney agreed that connectivity in rural Ireland was deplorable.

Mr. Pender advised that they had engaged with NTA late last year and would be providing them with a list of proposed locations for bus shelters shortly.

Mr. Dunne stated that from Members comments, it was apparent that there was a lot of issues in terms of bus infrastructure deficiencies. He referred to the new up-to-date Transport Strategy and advised that they were getting there from a policy perspective.

Cllr. Thomas advised that he had submitted a motion re: Page 135 of CE Report by adding in Moycullen. Referring to GTS which was being reviewed in 2022 with Galway City Council, he suggested that Moycullen be added in this Section as it was not in existing GTS. Mr. Dunne advised that Moycullen is included in the Galway County Transport Strategy and there is now a mechanism for tapping into funding streams that may become available.

***The Chief Executive Recommendation was proposed by Cllr. Killilea, seconded by Cllr. Kinane and agreed by the Members.***

Galway Transport Strategy (GTS)

***The Chief Executive Recommendation was proposed by Cllr. Killilea, seconded by Cllr. Cuddy and agreed by the Members.***

Movement at Settlement Level – Local Transport Plans (LTP)

***The Chief Executive Recommendation was proposed by Cllr. Cuddy, seconded by Cllr. Killilea and agreed by the Members.***

Development Areas/Framework Plans/LAPs

***The Chief Executive Recommendation was proposed by Cllr. Cuddy, seconded by Cllr. Killilea and agreed by the Members.***

Walking and Cycling

***The Chief Executive Recommendation was proposed by Cllr. Killilea and seconded by Cllr. McClearn and agreed by the Members.***

Planning for Public Transport

***The Chief Executive Recommendation was proposed by Cllr. McKinstry, seconded by Cllr. Killilea and not agreed by the Members.***

A discussion took place, and a number of members voiced their dissatisfaction with submission in relation to public bus services. It was suggested that engagement needed to take place with the NTA on the matters discussed and the expansion of the connectivity to the bus network was something that needed to be given priority.

Mr. Cullen advised the Members that what they were considering here was the submission from NTA and recommendation from CE to amend wording in particular parts of the plan. He stated that while he agreed with a lot of the points being made, there was a recommendation to be decided upon and asked Members to come back to that. Ms. Loughnane explained that CE Recommendation was insertion of additional wording to Policy Objective PT 2 Development of Public Transport Infrastructure. She stated that in order to apply for NTA funding going forward, it was a requirement that a policy objective was in place.

Mr. Owens explained that following receipt of submissions and in preparing this report, a joint meeting was held with NTA and TII. NTA will be working with GCC and Galway City Council to develop strategy. He stated that some of the views that has been expressed by the Members this evening were relayed to them at that meeting. In working with GCC in developing the new strategy, they have now agreed

and given a firm commitment to link in with county towns and it is important to give NTA an opportunity to demonstrate that the commitment was genuine. He stated that he believed that it was a genuine commitment. Mr. Owens stated that the Members had made their points and in addition when the minutes were agreed he was happy to correspond with NTA and make them aware of the issues raised this evening before the next round of Development Plan.

***The CE Recommendation was proposed by Cllr. Mannion, seconded by Cllr. Herterich/Quinn and agreed by the Members.***

***The Meeting adjourned until 11/01/2022***

### **Chriochnaigh an Cruinniú Ansin**

**Submitted, Signed and Approved**



Cathaoirleach: \_\_\_\_\_

Date: \_\_\_\_\_ 07/03/2022 \_\_\_\_\_