



Volume 2 **Metropolitan Area** **Strategic Plan**

Draft Galway County
Development Plan
2022~2028



Comhairle Chontae na Gaillimhe
Galway County Council

Preface

Galway County Development Plan Hierarchy

Level	Hierarchy	Settlement	Current Status
1	Metropolitan	See Section 2 Baile Chláir	Baile Chláir Metropolitan Plan 2022 - 2028
		Bearna	Bearna Metropolitan Plan 2022 - 2028
		Oranmore	Oranmore Metropolitan 2022 – 2028
		Garraun Briarhill	Urban Framework- Garraun Urban Framework- Briarhill
2	Key Towns	Ballinasloe	Ballinasloe Local Area Plan 2015 – 2021 Review of this LAP to commence in Q3 2021.
		Tuam	Tuam Local Area Plan 2018 – 2024 Review of this LAP to commence in Q4 2021.
3	Place of Strategic Potential	Athenry	Athenry Local Area Plan 2012 – 2022 Review of this LAP to commence in Q4 2021
4	Self Sustaining Towns	Gort	Gort Local Area Plan
		Loughrea	Loughrea Local Area Plan 2012 – 2022. Review of this LAP to comment in Q4 2021
5	Small Growth Towns	Clifden Headford Maigh Cuilinn Oughterard Portumna	See Section 3 Small Growth Town Settlement Plans

6	Small Growth Villages	An Cheathrú Rua An Spidéal Ballygar Dunmore Glenamaddy Kinvara Moylough	See Section 4 Small Growth Village Settlement Plans
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1.0 Section 1 - Galway Metropolitan Area

“Metropolitan Galway will be the driver of sustainable growth in the Northern and Western Region, providing a choice of housing typologies together with excellent public transport, employment, community, leisure and amenity facilities in a healthy environment that will attract the critical mass of population needed to support the establishment of strong local communities and ensure a strong local and regional economy”

1.1 Introduction

The National Planning Framework (NPF) is the strategic plan for shaping the future growth and development of the country to the year 2040 and establishes the Metropolitan Area of Galway. The NPF includes a national planning objective NPO 67 to prepare a Metropolitan Area Strategic Plan (MASP) for Galway through the Regional Spatial and Economic Strategy (RSES) process.

The Northern and Western Regional Spatial and Economic Strategy (RSES) includes a high-level Metropolitan Area Strategic Plan for Galway. This sets out the strategic direction for the Metropolitan Area to achieve compact growth which is the first national strategic outcome (NSO) of the National Planning Framework.

Within the RSES, ‘Placemaking’ is identified as a priority that will underpin the growth framework and ensure synergy between investments and planning for strategic interventions and maximise returns for ‘People and Place’. ‘Compact growth will be pursued to ensure sustainable growth of more compact urban and rural settlements, supported by jobs, houses, services and amenities, rather than continued sprawl and unplanned, uneconomic growth.’ The concept of Placemaking and Urban Living is discussed in further detail in Chapter 3.

The Galway Metropolitan Area, the subject of the MASP, is illustrated below in *Figure 1* and extends from Bearnna in the west to include Galway City and suburbs and continuing eastwards to Baile Chláir and Oranmore. The eastern Metropolitan Area includes planned growth areas at Ardaun, Garraun and Briarhill.

Garraun and Briarhill are identified as key strategic growth areas within County Galway that will contribute significantly to meeting the aspirations of the NPF and RSES. Urban Framework Plans have been prepared by Galway County Council for both Garraun and Briarhill and are included in Section 3 of this plan.

The role of the Metropolitan Area is to accommodate population growth within the area that will ensure the vitality and appeal of Galway City and the surrounding towns and village settlements. A robust Metropolitan Area, incorporating high quality and integrated physical infrastructure and community facilities will strengthen the role of the Northern and Western region and help it to compete at a national level.

1.2 Strategic Aims

The Metropolitan Area Strategic Plan will have a pivotal function in the development of the Northern and Western region, ensuring capacity to accommodate significant population and employment growth as set out in the NPF and RSES. This can be achieved as follows:

- Supporting development in the Metropolitan Area that will deliver housing for the projected population by 2028;
- Supporting the economic potential of the Metropolitan Area, including the development of the lands at the former Airport site and the employment zoned lands at Garraun;
- Ensuring compact growth and consolidation within the Metropolitan settlements of Baile Chláir, Bearna and Oranmore and the planned growth areas at Briarhill and Garraun;
- Leading a co-ordinated approach to the provision of infrastructure that facilitates compact and sustainable growth;
- Aligning growth with existing and emerging public transport infrastructure and services, together with a focus of ensuring '10 minute' walkable settlements;
- Ensuring growth is consolidated with convenient access to established and planned employment, retail, community and amenity areas;
- Promotion of regeneration as well as development of urban settlements in a manner that consolidated and enhances the identity, appeal and vitality of settlements as attractive places to live, work and invest.

1.3 Document Structure

There are three key components of this volume 2 which have been outlined below:

- **Section 1:** This section contains the general outline of the County Metropolitan Area and policy objectives that apply throughout this area with a Land Use Matrix Table;
- **Section 2:** This section provides the narrative for each of the MASP settlements, Baile Chláir, Bearna & Oranmore with specific policy objectives and Land Use Zoning Maps for each settlement;
- **Section 3:** Details the Urban Framework Plans for Briarhill and Garraun, with associated policy objectives and Land Use Zoning Maps.

1.4 Galway Metropolitan Area

The establishment of the Galway Metropolitan Area, spanning the administrative areas of Galway City and County Galway, affords an opportunity for the co-ordination of growth and investment across both administrative areas that will secure the long-term future of the Metropolitan Area.

Analysis of the 2016 census confirms a significant population living outside the city administrative area who travel into the city on a daily basis for work or education. Similarly, there are people traveling from the city to the county. People living in the Galway Metropolitan Area and beyond already benefit from synergies and collaboration between both Local Authorities and other Statutory Agencies, including road, rail and wastewater infrastructure as well as health, education, employment, community facilities and other social infrastructure.

As the population of Northern and Western Region grows in accordance with the NPF and RSES, it is anticipated that a substantial proportion of the increased population will be located within the county Metropolitan Area where there is greater availability of development land with access to the city. The ultimate success of the Metropolitan Area depends on a co-ordinated and planned approach to securing investment for the delivery of essential infrastructure, services and community facilities.

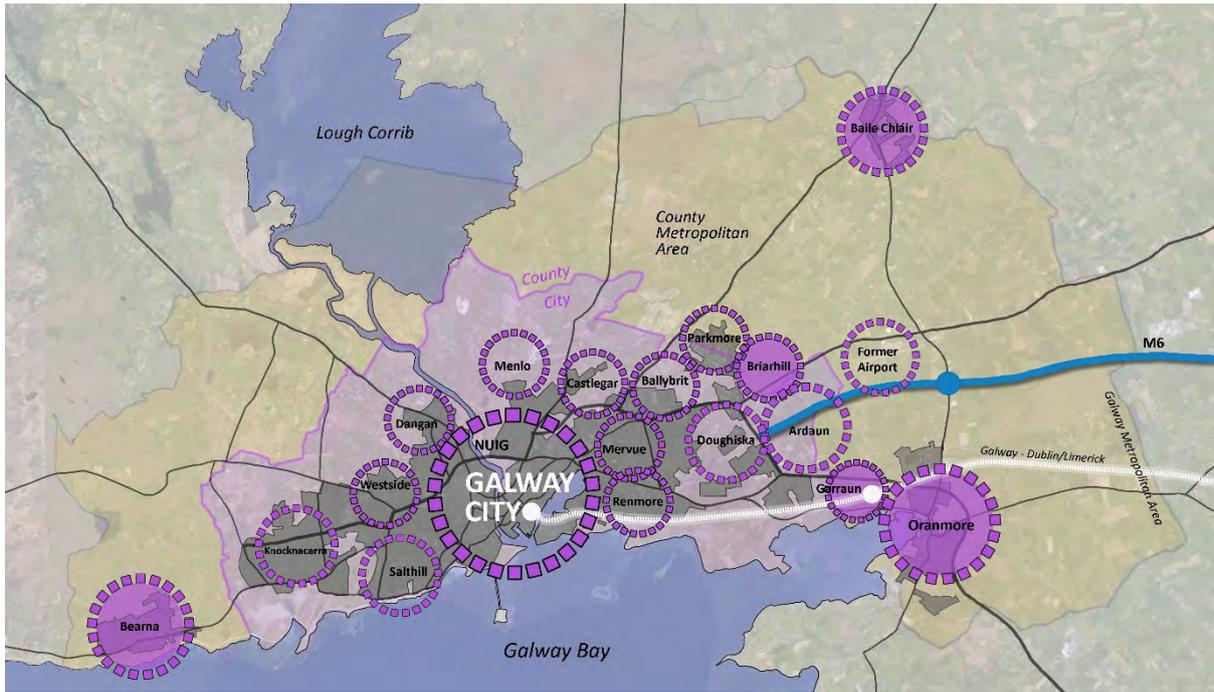


Figure 1: Overview of MASP

1.5 Population Projections for County Galway Metropolitan Area

As outlined in NPO 68 of the NPF, the county Metropolitan Area could accommodate up to 20% of the projected population growth for the principal city and suburban area in addition to growth targeted for the county Metropolitan Area.

As set out in the RSES, population targets for the Galway Metropolitan Area are as follows:

	2016	2026	2031
Galway MASP	94075	27500	14500
City and Suburbs	78,668	23000	12000
County Galway Metropolitan Area	15,407	4500	2500

Table 1.1 Population Projections from RSES

As identified in *Chapter 2 Core Strategy, Settlement Hierarchy and Housing Strategy* the population allocation for the MASP is in accordance with the RSES population targets. While the above table identifies population targets for 2026 and 2031, the lifetime of the Galway County Development Plan is 2022-2028, the population has been pro rata for the additional two years between 2026-2028 as follows:

	2022-2028	2028-2031
County Galway Metropolitan Area	5500	1500

Table 1.2 Population for County Metropolitan Area

Table 2.1 in *Chapter 2 Core Strategy, Settlement Strategy and Housing Strategy* illustrates the population allocation of each settlement and growth area identified within the county Metropolitan

Area. These correlate with the strategic growth areas identified in the RSES. The table below illustrates the population allocation as follows:

Settlement	Census 2011	Census 2016	Population Projection 2022-2028
Baile Chláir	1217	1248	975
Bearna	1878	1998	750
Oranmore	4799	4990	1540
Garraun	*	*	1258
Briarhill	*	*	977

Table 1.3 Population Allocation for Settlements and Growth Areas

*Urban Framework Plans

1.6 Density and Typology

Both the NPF and the RSES seek to accommodate compact residential development in proximity to infrastructure such as public transport corridors. Higher density levels will be promoted adjacent to public transport corridors as appropriate. Densities applied to the metropolitan settlements will be sufficient to accommodate the projected population growth up to 2028 and beyond. However, densities will vary across the metropolitan area to take account of site context. A Density Typology Study will be undertaken during the lifetime of the plan to identify the optimum range of building forms and densities that will deliver the objectives of the NPF and RSES in the settlements, including Garraun and Briarhill. This is also discussed in *Chapter 3 Placemaking, Regeneration and Urban Living*.

1.7 Tall Buildings

Compact growth is set to be achieved through more efficient use of land and careful consideration of higher density development. Taller buildings also have a role to play in this regard. It is anticipated that taller buildings will be considered at Metropolitan settlements where they contribute to their metropolitan role and 'Placemaking'. This is discussed further in *Chapter 3 Placemaking, Regeneration and Urban Living*.

1.8 Connectivity within the Galway Metropolitan Area

Connectivity between Galway city and the county Metropolitan Area is already well established and is evidence of the inherent relationship and synergy between the two administrative areas.

The Galway Transport Strategy (GTS) was prepared in conjunction with both Galway City and Galway County Council. The National Transport Strategy 2016 identified a range of priorities for public transport improvements across the Metropolitan Area as well as construction of the N6 GCR. Implementation of these measures is key to establishing the Metropolitan Area on the ground and to supporting compact growth as anticipated by the NPF and the RSES.

A key driver of successful and appealing compact growth in the Metropolitan Area will be the incorporation of strong connections within and between adjoining settlements and to and from employment areas, the city and amenity areas. Convenient and safe mobility alternatives will enable future populations to live with reduced dependency on private transport and with consequent benefits in combating climate change, living in healthier and more vibrant localities and with reduced monthly outgoings. A sustainable transport development model also establishes more inclusive and equitable communities.

The eastern Metropolitan Area already has the building blocks for the establishment of a highly connected metropolitan edge between the city and the countryside. Oranmore Train Station at Garraun is to be upgraded from a single to a twin platform station and a passing loop will facilitate doubling the frequency of train services between Athenry and Galway city. Oranmore train station will be the catalyst for sustainable travel within the eastern Metropolitan Area with opportunities for dedicated walking and cycling links as well as local bus services connecting people from Oranmore, Garraun, Ardaun and Briarhill to the railway and onwards to the city, or eastwards to Athenry and beyond.

The Metropolitan settlements can be connected via a north-south green corridor that provide attractive and safe routes within and between settlements as well as connecting with the primary east-west road and rail infrastructure and public transport services. Forward planning and early delivery of the north-south green link will underpin the future sustainable mobility profile of the eastern Metropolitan Area and further influence how development within these settlements is designed, delivered and used. The Urban Framework Plans for both Garraun and Briarhill have already anticipated this link and co-ordination between Galway City Council and Galway County Council can ensure this green link is also continued through Ardaun.

1.9 Growth Potential of the County Galway Metropolitan Area

As outlined in section 1.5, the population of the county Metropolitan Area is expected to grow significantly under the NPF and the RSES. This section provides an overview of the projected residential units and quantum of lands that will be required as per the core strategy outlined in *Chapter 2 Core Strategy, Settlement Hierarchy and Housing Strategy*.

Settlement	Census 2016	Population Projection	Residential Units	Potential Residential units within Town Centres	Quantum of Residential Lands required(ha)
Baile Chlair	1248	975	390	117	13.00
Bearna	1998	750	300	90	10.00
Oranmore	4990	1540	616	184	20.53
Garraun	*	1258	503	*	14.38
Briarhill	*	977	391	*	13.03

Table 2.4 Projected growth in population and settlement structure

***Urban Framework Plan (See Section 3 of this Metropolitan Plan)**

Compact growth as set out in the NPF, is an intrinsic part of proper planning and sustainable development of urban settlements and will provide the optimum benefit from investment as well as ensuring establishment of appealing and healthy settlements. Compact settlements will derive greater value from investment in public transport, water and waste water infrastructure, and the provision of and for employment and community facilities is essential to support the establishment of communities rather than dormitories.

As outlined in Sections 2 and 3, each of the settlement and Urban Framework Plan areas have been examined in the context of planning for compact growth to ensure alignment with the principles of the NPF and RSES .

1.9.1 Residential Potential

The Galway Metropolitan Area includes the city and its suburbs as well as a range of town settlements that are in the county area. The county towns include a broad range of residential dwelling types, from large detached properties set within large plots at the edge of settlements to apartment buildings that have been constructed in the last twenty years. Suburban style housing is also characteristic and ranges in design, style and age from the 1970's to present day.

The population of the eastern Metropolitan Area has grown significantly in recent years and is attributed to the attractive living environment including a wide range of local services and amenities, together with access to Galway city and the main employment areas on the eastern side of the city at Parkmore and Oranmore. These characteristics, together with access to the coast at Oranmore Bay and the wider rural landscape, offer exceptional potential for planned future growth.

As set out above, the planned upgrade of Oranmore train station will provide a significant public transport facility that will be a *Growth Enabler* for the eastern Metropolitan Area. Pedestrian, cycle and local bus services will allow connections between the eastern Metropolitan settlements and the railway line. The area around the train station has been designated as a Strategic Reserve Area under the Oranmore Local Area Plan 2012-2022 and a transport led Urban Framework Plan has been prepared for these lands at Garraun. Garraun, as set out in Section 3, will be a high quality compact new settlement area centred on an existing train station and will offer excellence in urban lifestyle incorporating immediate access to public transport as well as a host of community facilities and other amenities. Garraun will epitomise the growth objectives of the NPF and RSES to align growth with public transport facilities, including NPO 64 of the NPF that promotes integrated land use and spatial planning and public transport as more favourable mode of transport to the private car.

Quality of living is fundamental to compact living, and Sections 2 and 3 below describe how compact growth will be subject to good quality and integrated design being employed that provides a high standard of living and residential amenity.

Consolidation of existing settlements will also be promoted to develop brownfield and infill sites so as to enhance the vitality of the settlements. Oranmore has limited availability in this regard however Bearna and Baile Chláir have opportunity for delivering growth through consolidation.

1.9.2 Town Centres and Retail

Town centres are important focal points for each of the settlements and are the traditional location for trading of goods and services. They also provide an important and valued source of employment in each respective area. While the retail function of town centres has been challenged in recent years, consolidation of these centre including the development of brownfield and infill sites and the provision of local and community facilities will contribute to revitalising these centres.

Chapter 3 Placemaking, Regeneration and Urban Living puts significant emphasis on 'Placemaking' as a means of enhancing and maintaining the vibrancy and appeal of the town centres as places that will provide an attractive quality of life. This is in accordance with NPO 4 of the NPF which seeks to ensure the creation of attractive, liveable, well designed, high quality urban places that are home to diverse and integrated communities that enjoy a high quality of life and wellbeing. The town centre areas in Metropolitan County Galway vary in size scale and function and the approach to sustainable regeneration must be tailored to each town.

Along with commercial services the town centres are also established locations for providing entertainment, healthcare and community uses such as places of worship. This myriad of uses makes

for increased footfall which encourages improvements in public realm and other physical infrastructure.

As well as being attractive and vibrant places to work and visit, each town centre within the Metropolitan Area must be accessible to all by a variety of sustainable modes of transport. With that in mind, residential areas and employment sites must be well connected to the town centres, ideally by means of walking, cycling or public transport. The town centres must prioritise visitors who travel on foot and those with impaired mobility. This sustainable approach would be in accordance with RPO 4.46 of the RSES which encourages new retail developments to locate close to public transport corridors to enable sustainable travel to and from town centres.

The ever-changing town centres of Metropolitan County Galway are zoned for town centre type uses where a sequential approach will be applied in accordance with the Retail Planning Guidelines and RPO 4.45 of the RSES. Town centre uses include a mix of commercial with residential uses, usually on the upper floors of commercial buildings. As such, town centre living will be encouraged to improve vibrancy and provide a town centre-based community to maintain the traditional living over the shop that has historically been a feature in towns and villages all over Ireland. This would be in compliance with NPO 6 of the NPF which states in relation to town centre locations that they can accommodate roles and functions, increased residential population and employment and enhanced levels of amenity and design quality.

The planned settlements at Garraun and Briarhill will complement rather than compete with existing settlements. Re-use of Metropolitan town centre buildings will be encouraged, and any public realm improvement works to town centres will be supported and funding streams will be utilised where available whether this is through the URDF or other similar regeneration funding programme.

1.9.3 Economic and Enterprise Development

The Metropolitan Area of County Galway includes and is adjacent to significant tracts of employment lands within the Galway City and County administrative area. It is envisaged as identified in *Chapter 5 Economic, Enterprise and Retail* that this area will be a major focal point for employment development. The existing employment centres especially on the eastern side of Galway city provide a sustainable, competitive and robust employment base serving the populations of the city and county and beyond. It is therefore considered that this employment base should be advanced further with appropriate lands zoned for employment uses and in tandem the residential growth should also occur in proximity to this employment bases in the settlements referred to above. The identification of these employment lands is in accordance with the RSES and specifically RPO 3.6.5 which seeks to support the delivery of lands for employment uses at Briarhill, Parkmore, former Airport lands and Oranmore, including Garraun. As detailed in *Sections 2 and 3* it is considered that the settlements and Garraun and Briarhill will be attractive, dynamic and cutting-edge locations that have an integrated and modern provision of infrastructure, set within desirable living environments in which local, national and international companies will want to locate.

As outlined in *Section 1.4* above there are trips generated from the county into the city every day for work purposes, however analysis undertaken with the results of the CSO 2016 census there are trips from the city and suburbs to the metropolitan settlements of Baile Chláir and Oranmore. The findings also indicated there are trips to other parts of the county namely Athenry which has been identified as an area of Strategic Potential in the RSES as well as the Key Towns of Tuam and Ballinasloe

In addition to the lands zoned for various employment uses in the settlements and Urban Framework Plan areas there has also been a study carried out on the employment potential of the former Galway

Airport Land, which is attached in Appendix A in Chapter 5 *Economic, Enterprise and Retail Development*. The study has identified that there is significant potential for long-term employment generation on these brown field lands that would be of sufficient scale and appeal to attract large scale business, employment and research investment to Galway that could have a significant national and international appeal. This is detailed further in Chapter 5.

The Metropolitan Area straddles the Strategic Economic Corridor and the Atlantic Economic Corridor (AEC). These areas promote employment development in Galway in the case of the Strategic Economic Corridor and the western counties in the case of the AEC. *Chapter 5 Economic, Enterprise and Retail* provides greater detail on these areas. In addition, in *Chapter 15 Development Management Standards* there are provisions for reduced car parking spaces for employment uses within the County Metropolitan Area and a Traffic Mobility Plan will be required to be submitted for new or existing employment developments.

1.9.4 Community Facilities

Provision of community facilities and social infrastructure within settlements will be an essential component of the compact growth envisaged with the Metropolitan Area to underpin the growth and establishment of vibrant and healthy communities.

The NPF recognises that compact living centres can more readily facilitate the effective provision of a wider range of accessible services to the local community. Quality childcare, education and healthcare services will be a key component of each settlement and will complement the larger scale services that are provided jointly across Galway City and County and are accessible from the metropolitan settlements.

RPO 3.6.10 of the RSES supports the delivery of childcare, education, community and health services in tandem with residential and employment development. In the MASP of area County Galway co-location of creches with other uses such as schools or within employment sites or close to residential areas will be supported to reduce journey numbers and create a pleasant living environment for existing and future inhabitants.

The existing settlements and Urban Framework Plans within the Metropolitan Area have been considered and planned with RPO 9.1 of the RSES in mind which states that inclusive and compact places should be built by accommodating growth and delivering housing through compact growth where housing opportunities are close to schools, community facilities, health facilities, shopping and employment.

For the most part, the provision of community facilities will be provided by developers in agreement with the relevant stakeholders. Funding for the provision and improvement of community facilities will be sought out where possible.

1.9.5 Open Space/Green Infrastructure

Along with access to community facilities such as sports grounds, community centres, libraries, creches and schools there is also a requirement for passive open space that provides access to the natural environment and open countryside within the metropolitan hinterland. Open space affords many benefits to an area including the provision of an attractive and healthy environment for those living and visiting the area and also supporting wildlife and biodiversity. The provision of open space also has the effect of protecting high amenity and scenic locations in the metropolitan area as set out in the Landscape Character Assessment for the county and within *Chapter 7 Tourism and Landscape*.

As illustrated also on figure 2 above there are complimentary green areas/open spaces that are utilised by residents and visitors across the two administrative areas. A key priority of this plan is the promotion of a Metropolitan network of open spaces, parks, green corridors and trails. As identified in RPO 3.6.13 of the RSES there is support for the delivery of a strategic Greenway Network for the areas to include the National Dublin to Galway Cycleway. Oranmore to Bearna Coastal Greenway and the Galway to Clifden Greenway. The importance of green infrastructure is outlined further in *Chapter 9 Natural Heritage, Biodiversity and Green Infrastructure*.

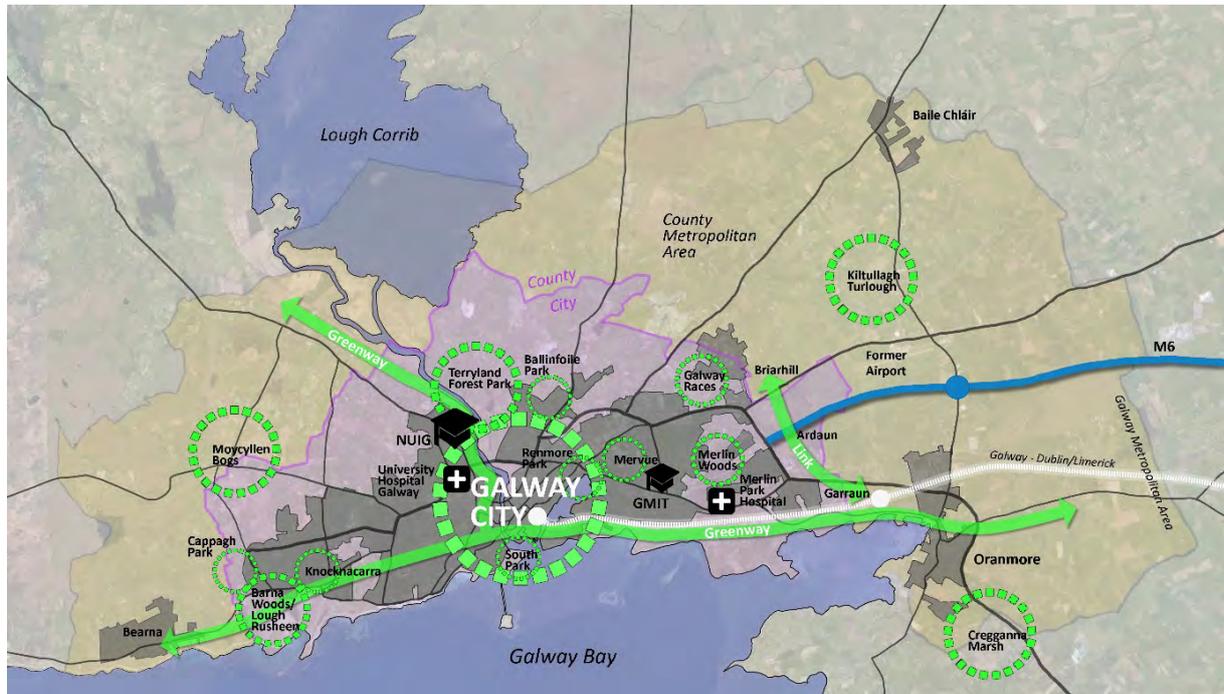


Figure 2 Green Network

1.9.6 Infrastructure

In relation to the provision of infrastructure, NPO 9 of the NPF states that a co-ordinated strategy will ensure alignment with infrastructural investment and the provision of employment together with supporting amenities and services will be required in areas that are to accommodate significant growth. Investment in infrastructure within the Metropolitan Area will be prioritised as a means to retain and build on the attractiveness of the area as a place in which to live and work. Future co-ordinated development delivered through close collaboration with state agencies, stakeholder engagement and other organisations along with infrastructure funding streams as available. Delivery of infrastructure and infrastructure capacity will include physical, multi-modal transport networks, digital/smart technologies along with social and community infrastructure.

Wastewater treatment capacity within the Metropolitan Area is already in place to accommodate the overall forecasted growth up to 2028. Minor network improvements to local pumping stations may be required to ensure full capacity in certain areas of the metropolitan settlements.

A key *Growth Enabler* for Galway as identified in the NPF relates to the delivery of the Greater Galway Area Drainage Study.

This is a critical piece of infrastructure that is needed to secure the future sustainable growth and development of the Metropolitan Area. The NPF also supports growth through the sustainable development of greenfield areas for housing with supporting public transport and other

infrastructure. Other critical pieces of infrastructure that are required to secure the development of the Metropolitan Area include the provisions set out within the Galway Transport Strategy and Galway County Transport Strategy and the delivery of the Galway City Ring Road.

Promotion of rail travel, and in particular at Oranmore station with the planned upgrade that will increase the frequency of rail services, will be also be a key growth enabler that will facilitate compact urban living and reduce private car dependency. Improvement in rail infrastructure is referenced in the RSES in which RPO 3.6.9 supports the provision of a dual railway track between Galway and Athlone as a medium to long-term objective. These infrastructure improvements would provide a range of benefits for Galway MASP and other areas within the county.

1.9.7 Climate Change and Flooding

As outlined in *Chapter 14 Climate Change, Energy and Renewable Resource*, climate change continues to have a direct effect on peoples live, society and economy. The plan seeks the creation of well-planned communities, where travel distances to education, work and services are reduced, enhancement of walking and cycling facilities and where appropriate local renewable and low carbon energy sources are integrated. *The Galway County Development Plan 2022-2028* was subject to a Strategic Flood Risk Assessment (SFRA).

Compact urban development will respond to climate change through the design and delivery of energy efficient buildings technologies, planning for sustainable transport and through the incorporation of Sustainable Urban Drainage Systems (SuDS) for surface water management. Innovative SuDS solutions can also be utilised to enhance biodiversity within streets and open spaces.

1.9.8 Metropolitan Hinterland

Chapter 4 Rural Living and Development sets out the approach to rural housing and commercial development in the open countryside. The Galway County Transportation Planning Strategy (GCTPS) extends to hinterland areas of the Metropolitan Area and identifies significant pressure areas for urban generated housing.

NPO 62 of the NPF requires improved connectivity to wider strategic networks, prevent coalescence of settlements and encourage sustainable expansion of planned urban areas.

Further development of urban generated housing in hinterland areas is contrary to the over-arching objectives of the NPF and RSES and is counter-intuitive to the establishment of more compact and sustainable growth models. Such development will be limited as outlined in Chapter 4 of this plan. Development for residential and employment uses will be targeted within the metropolitan settlements so as to ensure a co-ordinated and optimal approach to investment in residential, commercial, employment and community facilities.

1.10 Land Use Zoning for the Metropolitan Areas of County Galway

Land Use Zoning Objectives for the Metropolitan Areas of Galway County

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 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.

GCMA 2 Town Centre Development

The Town Centres (TC) in the MASP area will remain the primary focus for the location of new retail and commercial development where the re-use of existing buildings on the existing commercial streets will be encouraged in the first instance. The Planning Authority will ensure that the location of future retail development is consistent with the key policy principles and order of priority, as set out under Section 4.4 to 4.6 of the Guidelines for Planning Authorities Retail Planning 2012 (and any updated/superseding document) and will require Retail Impact Assessments, including details of the sequential approach and Design Statements for retail developments in accordance with the Retail Planning Guidelines.

GCMA 3 Commercial/Mixed Use Development

To provide for the development of commercial and complementary mixed uses, on suitable lands that can provide focal points for the provision of services to surrounding neighbourhoods/areas and opportunities for commercial enterprises, retail developments and employment creation with an element of residential use where appropriate.

GCMA 4 Town Centre Infill Residential Development

To provide for the development of residential development on lands in the Town Centres including infill sites paying attention to the appropriate density levels that can be accommodated along with access to public and social infrastructure.

GCMA 5 Town Centre Uses

Protect and enhance the vitality and viability of town centres by ensuring that they remain the primary retail, commercial and mixed use centre and prohibit a proliferation of any individual use or other uses, which in the opinion of the Planning Authority do not contribute to the vitality and viability of the town centres.

GCMA 6 Urban Framework Plans

Support and encourage the development of the Urban Framework Plans, with a healthy and sustainable mix of residential density with the encouragement of convenience type facilities within the framework area.

GCMA 7 Business and Enterprise

Support the development of Metropolitan County Galway as the region's driver of employment development in the north-west, utilising its existing assets such as access to established international employment clusters, sustainable public transport and access to a highly educated and skilled workforce.

GCMA 8 Former Airport Lands

To deliver this strategic employment site within the MASP in accordance with proper planning and sustainable development in collaboration with Galway City Council.

GCMA 9 Industrial

Support and encourage the development of industrial zoned land and lands assigned to employment uses within the MASP area in accordance with proper planning and sustainable development and without detriment to residential amenity.

GCMA 10 Tourism

The Council will liaise with the relevant stakeholders to build on Galway's existing tourism economy. Support will be given for appropriate tourism development in appropriate locations in accordance with proper planning and sustainable development.

GCMA 11 Community Facilities

Promote the provision and improvement of a diverse range of community facilities within existing and new communities within the MASP.

GCMA 12 Transport Infrastructure (TI)

Facilitate the provision and maintenance of essential transportation infrastructure, including public roads, footpaths, cycle ways, bus stops and landscaping, together with any necessary associated works, as appropriate. New roads shall be subject to needs assessment and detailed corridor and route selection processes taking into account, inter alia, environmental constraints and opportunities

GCMA 13 Open Space, Recreation and Amenity

Promote the sustainable management, use and/or development, as appropriate, of the Open Space lands within the MASP area.

This will include:

- a) Development of open spaces and recreational activities, in accordance with best practice and on suitable lands with adequate access to the local community and retain existing open space and recreational facilities, unless it can be clearly demonstrated to the satisfaction of Galway County Council that these uses are no longer required by the community;
- b) Appropriate management and use of any flood risk areas within the OS zone to avoid, reduce and/or mitigate, as appropriate, the risk and potential impact of flooding;

c) Appropriate management and use of any areas of high biodiversity value.

GCMA 14 Provision of Infrastructure

The Council will work collaboratively with statutory agencies including Galway City Council to secure the delivery of infrastructure such as rail improvements, Galway Transport Strategy N6 GCRR and the delivery of the Greater Galway Area Drainage Study for the entire MASP area.

GCMA 15 Public Utilities

Facilitate the provision and maintenance of essential public utility infrastructure, together with the necessary ancillary facilities and uses, as appropriate.

GCMA 16 Density/Typology

To apply a density range across the metropolitan towns including the urban framework plan areas that are commensurate with the provision of essential infrastructure including sustainable public transport provision.

GCMA 17 Taller Buildings

To assess the suitability of the metropolitan towns including the urban framework plan areas to accommodate taller buildings in accordance with the aspirations of the NPF and the RSES.

GCMA 18 Flood Zones and Appropriate Land Uses (Refer to Flood maps for Baile Chláir, Bearna and Oranmore and the Urban Framework Plans for Briarhill and Garraun)

(a). 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 DM Standard 70 Flooding. 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 and Site-Specific Flood Risk Assessment in accordance with the criteria set out under with The Planning System and Flood Risk Management Guidelines for Planning Authorities 2009 and Circular PL2/2014 (as updated/superseded).

(b). Ensure that development proposals in areas identified in Bearna, Baile Chláir and Oranmore and the Urban Framework Plans for Briarhill and Garraun plan areas within Flood Zone C that may be subject to potential flood risk from other sources (e.g. areas of indicative pluvial/groundwater flooding and identified alluvium soil areas) are required to be accompanied by a Site Specific Risk Assessment in accordance with the criteria set out under The Planning System and Flood Risk Management Guidelines for Planning Authorities (2009) and Circular PL02/2014 (as updated/superseded).

For development proposals in all other areas of Flood Zone C, the developer should satisfy him or herself that the level of flood risk is appropriate to the development being proposed. Where, in the opinion of the Planning Authority, the development proposal is of such a scale that flood risk must be considered (e.g. creation of significant areas of new hard standing which could significantly increase run-off), the Planning Authority may request that a site-specific flood risk assessment be carried out in accordance with the criteria set out under The Planning System and Flood Risk Management Guidelines for Planning Authorities (2009) and Circular PL 2/2014 (as updated/superseded).

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 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.

GCMA 20 Specific– Specific Flood Risk Locations (Refer to (Refer to Flood maps for Baile Chláir, Bearná and Oranmore and the Urban Framework Plans for Briarhill and Garraun)

Planning applications on lands in Baile Chláir, Bearná and Oranmore and the Urban Framework Plans for Briarhill and Garraun identified within pluvial PFRA areas outside of Indicative Flood Zone A on Flood Maps for , shall be accompanied by a Site Specific Flood Risk Assessment that corresponds with that outlined under Chapter 5 'Flooding and Development Management' of The Planning System and Flood Risk Management Guidelines for Planning Authorities 2009). Such assessments shall be prepared by suitably qualified experts with hydrological experience and shall quantify the risks and effects of any necessary mitigation, together with the measures needed or proposed to manage residual risks.

GCMA 21 Metropolitan Hinterland

Single house developments located on agricultural lands outside of the Settlements of Baile Chláir, Bearná and Oranmore and outside of the Urban Framework Plans will be limited to the criteria contained in the policy objectives of *Chapter 4 Rural Living and Development*.

GCMA 22 Specialist housing

Require that a minimum of 10% of all new eligible residential sites are set aside for the development of new social and specialist housing units, unless addressed through suitable alternative arrangements by agreement with the Planning Authority, in accordance with County Galway Housing Strategy and Part V of the Planning and Development Act 2000 (as amended) and any subsequent amendments to the Part V provision to reflect Government policy.

GCMA 23 Land Use Zoning Matrix

Direct different land uses into the appropriate land use zone/s in accordance with the land use zoning objectives and the land use zoning matrix overleaf. Ensure that proposed land uses within Baile Chláir, Bearná and Oranmore and the Urban Framework Plans for Briarhill and Garraun are compatible with existing land uses and in keeping with the character of the area.

1.10.1 Land Use Zones

The following table exhibits the land use zoning proposed within the County Metropolitan Area:

Zoning	Objective	Description
Existing Residential & Infill Residential	To protect and improve residential amenities of existing residential areas.	To provide for house improvements alterations, extensions and appropriate infill residential development in accordance with principles of good design and protection of existing residential amenity.
Residential Phase 1	To protect, provide and improve residential areas within the lifetime of this plan.	To facilitate for the provision of high quality new residential developments at appropriate densities with layout and design well linked to the town centre and community facilities. To provide an appropriate mix of house sizes, types and tenures in order to meet household needs and to promote balanced communities.
Residential Phase 2	To protect, provide and improve residential areas.	To facilitate the provision of high quality new residential developments at appropriate densities with layout and design well linked to the town centre and community facilities. Phase 2 residential is generally not developable during the lifetime of this plan subject to the provisions below. (*Single House developments for family members on family owned lands: *Non-residential developments that are appropriate to the site context, any existing residential amenity and the existing pattern of development in the area; *Where it is apparent that R-Residential (Phase 1) lands cannot or will not be developed within the plan period, residential development maybe considered in a phased manner on some residential (Phase 2 lands).
Town centre/Infill Residential	To protect, provide and improve residential amenity within key town centre sites within the lifetime of this plan.	To facilitate for the provision of high quality new residential developments at appropriate densities within Town Centre sites. To provide an appropriate mix of

		house sizes, types and tenures in order to meet household needs and to promote balanced communities.
Town Centre/Commercial	To provide for the development and improvement of appropriate town centre uses including retail, commercial, office and civic/community uses and to provide for “Living over the Shop” scheme Residential accommodation, or other ancillary residential accommodation.	To develop and consolidate the existing town centre to improve its vibrancy and vitality with the densification of appropriate commercial and residential developments ensuring a mix of commercial, recreation and civic uses.
Commercial/Mixed Use	To provide for the development of commercial and complementary mixed uses, on suitable lands that can provide focal points for the provision of services to surrounding neighbourhoods/areas and opportunities for commercial enterprises, retail developments and employment creation and which do not undermine the vitality and viability of the town centre.	To facilitate the further development and improvement of existing employment areas and to facilitate opportunities for the development of new high quality commercial/mixed use developments in a good quality physical environment.
Industrial	Promote the sustainable development of industrial and industrial related uses, including manufacturing, processing of materials, warehousing and distribution on suitable lands, with adequate services and facilities and a high level of access to the major road networks and public transport facilities.	To facilitate the further development and improvement of existing employment areas and to facilitate opportunities for the development of new high-quality industrial developments in a good quality physical environment.
Business and Technology	To provide for the development of business and technology.	To facilitate the further development and improvement of existing employment areas and to facilitate opportunities for the development of new high-quality business and technology developments in a good quality physical environment.
Business and Enterprise	To provide for the development of business and enterprise.	To facilitate the further development and improvement of existing employment areas and to facilitate opportunities for the development of new high-quality business and enterprise developments in a good quality physical environment.

Community Facilities	To provide for civic, community and educational facilities.	To facilitate the development of necessary community, health, religious educational social and civic infrastructure.
Coastal Edge	To protect and enhance the coastal edge	To allow for the protection and enhancement of the coastal edge, as appropriate as a strategic high amenity resource, providing opportunities for recreation, conservation and local amenity
Open Space/Recreation and Amenity	To protect and enhance existing open space and provide for recreational and amenity space.	To facilitate the further development and improvement of existing active open spaces, formal exercise areas, sports grounds, playing fields.
Tourism	To promote and encourage cultural, historic and tourism potential for each of the SGTs.	To facilitate the development and improvement of tourism facilities that exist in some of the SGTs. Encourage new tourism development and investment where appropriate.
Public Utility	To maintain lands providing service infrastructure.	To allow for lands to be designated for public utilities such as waste water treatment plants.
Transport Infrastructure	Facilitate the provision and maintenance of essential transportation infrastructure.	To allow for the reservation of lands to facilitate public roads, foot paths, harbours, canals, cycleways, bus stops and landscaping together with any necessary associated works, as appropriate.

1.10.2

Land Use Zoning Matrix for County Galway Metropolitan Area

Land Uses	TC	R	CF	OS	T	I	BE	BT	CE	PU	TI
Commercial and Industrial Uses	TC	R	CF	OS	T	I	BE	BT	CE	PU	TI
Amusement	O	N	N	N	O	N	N	N	N	N	N
ATM	P	O	O	N	O	O	O	O	N	N	N
Bank/Building Society	P	N	N	N	N	N	N	N	N	N	N
Bar/Restaurant	P	N	N	N	O	N	N	N	N	N	N
B&B (Bed & Breakfast) ¹	O	O ¹	N	N	O	N	N	N	N	N	N
Betting Office	O	N	N	N	N	N	N	N	N	N	N
Boarding Kennel	N	N	N	N	N	O	N	N	N	N	N
Café ²	P	O	O ²	N	P	O ²	O ²	N	N	N	N
Caravan park – Holiday	N	N	N	N	O	N	N	N	N	N	N
Cash & Carry	N	N	N	N	N	O	O	N	N	N	N
Casual Trading	O	N	N	N	O	N	N	N	N	N	N
Cinema	P	N	O	N	O	N	N	N	N	N	N
Conference Centre	P	N	O	N	O	N	P	O	N	N	N
Data-Centres/Web-Hosting Centres	P	N	N	N	N	O	P	P	N	N	N

Land Uses	TC	R	CF	OS	T	I	BE	BT	CE	PU	TI
Drive-through Restaurant	O	N	N	N	N	N	N	N	N	N	N
Enterprise Centre	O	N	N	N	N	O	P	O	N	N	N
Extractive Industry	N	N	N	N	N	N	N	N	N	N	N
Garden Centre	O	N	N	O*	N	N	O	N	N	N	N
GP & Medical Related Services	P	O	O	N	N	N	O	N	N	N	N
Guesthouse ¹	P	O ¹	N	N	P	N	N	N	N	N	N
Hair Dressing Salon/Personal/Grooming	P	O	N	N	N	N	N	N	N	N	N
Home-based Economic Activity ¹	O	O ¹	N	N	N	N	N	N	N	N	N
Hostel	P	O	O	N	P	N	N	N	N	N	N
Hotel	P	O	N	N	P	N	N	N	N	N	N
Household Fuel Depot	N	N	N	N	N	O	O	N	N	N	N
Industrial	N	N	N	N	N	P	O	N	N	N	N
Logistic, Storage & Distribution Units	N	N	N	N	N	P	O	O	N	N	N
Media Recording & General Media Assoc. Uses	O	O	N	N	N	O	P	O	N	N	N
Motor Sales Showroom	O	N	N	N	N	O	O	N	N	N	N
Night-club	O	N	N	N	O	N	N	N	N	N	N
Office (<100m ²)	P	O	N	N	N	N	N	N	N	N	N
Office (100m ² to 1000m ²)	O	N	N	N	N	O	O	N	N	N	N
Office Park (>1000m ²)	N	N	N	N	N	O	O	P	N	N	N
Petrol Station	O	N	N	N	N	O	O	N	N	N	N
Professional /Other Services	P	O	N	N	N	N	N	N	N	N	N
Restaurant	P	N	N	N	P	N	N	N	N	N	N
Science & Technology Based Business	O	N	N	N	N	P	P	P	N	N	N
Scrap Yard	N	N	N	N	N	O	N	N	N	N	N
Service Garage	O	N	N	N	N	O	O	N	N	N	N
Shop – Comparison	P	N	N	N	N	N	N	N	N	N	N
Shop – Convenience	P	O	N	N	O	N	N	N	N	N	N
Shops – Large Scale Convenience/ Comparison Centre	O	N	N	N	N	N	N	N	N	N	N
Small Scale Manufacturing	N	N	N	N	N	P	O	N	N	N	N
Storage Depot	N	N	N	N	N	P	O	O	N	N	N
Take-Away	O	N	N	N	O	N	N	N	N	N	N
Transport Depot	N	N	N	N	N	O	O	N	N	O	N
Veterinary Surgery	O	O	N	N	N	O	O	N	N	N	N
Warehousing (Incl. Wholesale)	N	N	N	N	N	P	O	N	N	N	N
Warehousing (Retail/Non-Food <700m ²) ³	O	N	N	N	N	N	N	N	N	N	N
Warehousing (Retail/Non-Food/Bulky Household Goods 700m ² – 5,000m ²) ³	N	N	N	N	N	N	O	N	N	N	N
Residential Uses	TC	R	CF	OS	T	I	BE	BT	CE	PU	TI
Apartments ¹	P	O ¹	N	N	N	N	N	N	N	N	N
Halting Site	N	O	O	N	N	N	N	N	N	N	N
Residential (Excluding Apartments) ¹	O	P ¹	N	N	N	N	N	N	N*	N	N
Retirement Home	O	P	O	N	N	N	N	N	N	N	N
Short term holiday accommodation	O	N	N	N	p	N	N	N	N	N	N
Public, Community and Institutional Uses	TC	R	CF	OS	T	I	BE	BT	CE	PU	TI
Buildings for the Health, Safety & Welfare of the Public	P	O	O*	N	O	N	O	O	N	N	N
Cemetery	N	O	P	O*	N	N	N	N	N	N	N
Childcare Facilities (Crèche/Nursery)	P	O	P	N	N	O	O	O	N	N	N
Club House & Associated Facilities	O	O	P	O*	O	N	N	N	N	N	N

Land Uses	TC	R	CF	OS	T	I	BE	BT	CE	PU	TI
Community Facility	P	O	P	O*	O	N	O	N	N	N	N
Crematorium	N	O	O	O	N	O	O	N	N	N	N
Cultural/Recreational Building	P	O	P	O*	P	N	O	N	N	N	N
Education – Primary/Secondary	O	O	P	O*	N	O	O	N	N	N	N
Education – Other Education/Training	P	O	P	O	N	O	O	O	N	N	N
Funeral Home	P	O	O	N	N	O	O	N	N	N	N
Leisure	P	O	P	O*	O	N	O	N	N	N	N
Library	P	O	P	N	O	N	N	N	N	N	N
Place of Public Worship	O	O	O	N	N	N	O	N	N	N	N
Open Space, Recreation and Amenity Uses	TC	R	CF	OS	T	I	BE	BT	CE	PU	TI
Golf Course	N	N	N	O*	P	N	N	N	N	N	N
Recreational/Cultural Activities	O	O	P	O*	P	O	O	N	O*	N	N
Agricultural Uses	TC	R	CF	OS	T	I	BE	BT	CE	PU	TI
Abattoir	N	N	N	N	N	O	N	N	N	N	N
Agricultural Building	N	O	N	O*	N	O	O	N	N	N	N
Mart/Co-op	O	N	N	N	N	P	N	N	N	N	N
General/Services and Infrastructure Uses	TC	R	CF	OS	T	I	BE	BT	CE	PU	TI
Advertisements – Freestanding	O	N	O	N	N	O	O	O	N	O	O
Car Park	P	O	O	N	O	P	O	O	N	N	O
Recycling/Bring Bank Facilities	O	O	O	N	N	O	O	O	N	O	N
Refuse Landfill	N	N	N	N	N	N	N	N	N	N	N
Utilities & Roads Infrastructure & Public Service Installations	O	O	O	O*	O	O	O	O	N	P	O
Small scale, domestic Wind/Renewable Energy	O	O	O	O*	O	O	O	O	N	O	N

General Notes on Land-Use Zoning Matrix:

- (1) These uses on Residential lands will be considered subject to Policy Objective GCMA 1, or as appropriate.
- Cafe** (2) – This use will be considered where it is ancillary to an overall compatible development to serve the needs of the immediate area.
- Warehousing** (3) – The development or subdivision of stores into less than 700m² shall not normally be permitted in edge-of-centre and out-of-centre locations, in accordance with the Retail Planning Guidelines 2012 (or any updated/superseding document).
- Data Centre** – May be defined as a facility, which has information technology equipment installed and operated, as well as storing and distributing electronic data.
- Zone R: Residential** – Phase 1 is phased for residential development within the lifetime of this Plan;
-Phase 2 is generally not developable during the lifetime of this Plan, subject to the provisions and exceptions set out under Policy Objective GCMA 1.
- *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 and DM Standard 71** of this plan, **associated flood maps and The Planning System & Flood Risk Guidelines including Departmental Circular PL2/2014.**

Notes on Land Use Classes in Land Use Zoning Matrix:

The land use classes referred to in the land use zoning matrix have been defined as follows:

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

The land use zones referred to in the land use zoning matrix are comprised of the following:

1. **Zone TC** –Town Centre/ Village
2. **Zone R** – Residential
3. **Zone CF** – Community Facilities
4. **Zone OS** – Open Space/Recreation & Amenity
5. **Zone T** - Tourism
- 6 **Zone I** - Industrial
- 8 **Zone BE** – Business and Enterprise
- 9 **Zone BT** – Business and Technology
10. **Zone CE**-Coastal Edge
11. **Zone PU** – Public Utilities
12. **Zone TI** – Transport Infrastructure

2.0 Metropolitan Settlements

2.1 Metropolitan Settlement Baile Chláir

2.2 Town Context

Baile Chláir is located approximately 10 kilometres northeast of Galway city, within the County Galway Gaeltacht. The village is located within the Galway metropolitan area and as such forms part of the Galway MASP. The village is situated where the N83 Galway to Sligo (Collooney) National Secondary Road crosses the River Clare. It is also on the junction with the R381, Galway to Limerick National Primary Route, which links onto the M6 Galway to Dublin, National Primary route and the N18/M18.

Baile Chláir hosts a number of local shops, commercial/business units and two hotels with associated facilities (leisure centre), educational facilities are provided for those residing within the village, immediate hinterland and a large number of people who travel on the N83 from Mayo/Sligo to Galway on a daily/weekly basis. Baile Chláir takes a linear form stretching from north of the Clare River to south of the N83 and R381 junction.

The Office of Public Works recently has carried out drainage works in Baile Chláir to alleviate flooding and a new bridge has been constructed. The northern extremity of the village comprises of an ecclesiastical cluster with the Castle and the remains of the Franciscan Friary, a graveyard and the remains of the medieval parish church providing an impressive backdrop for the village on the banks of the Clare River.

2.3 Sustainable Communities

2.3.1 Housing

The metropolitan settlement of Baile Chláir due to its proximity to Galway city has experienced significant growth over the last 20 years and continues to be a popular location for new residential developments. The house types include a range of terraced, semi detached and detached housing that are both predominately bungalow and two storeys dwellings. There are also a number of commercial/retail and community buildings located along the N83 within the town centre.

A key purpose of this metropolitan settlement plan will be to provide additional housing development into the future that conforms to the principles of quality and sustainability in terms of design and layout particularly. The principles of quality, sustainability and inclusivity must be foremost in future residential development in Baile Chláir. New multiple housing schemes within the plan area should provide for an appropriate variety of residential units to meet the current and future demands of the village and be responsive to their local context, in terms of design, layout and density. Residential developments within Baile Chláir must accord with the policy objective in relation to the allocation of housing units for Irish speaking families.

2.3.2 Town Centre/Retail

Baile Chláir enjoys a reasonably busy Town Centre with the main commercial activity located to the north western side of the N83 from Hughes's Super Valu in the southern edge of the town centre towards The Arches Hotel to the northern edge of the town centre. The plan for the next six years includes a Town Centre zoning which includes the main commercial area fronting onto the N83. This town centre zoning also includes lands to the south east of the N83 located centrally within the village and lands to the south east of junction of the N83 and the R381 which includes lands identified as

Town Centre/infill (see Baile Chláir land use zoning map). The consolidation of the village centre in Baile Chláir to accommodate future growth helps to combat urban sprawl by providing a more compact form of urban development and the basis for a sustainable urban community.

2.3.3 Employment and Economic Development

There is a Business Park located off the N18, with a number of the units occupied with commercial businesses. The zoning attributed to these lands are Business and Enterprise. The Castle in Baile Chláir has been renovated in recent years and it is a tourist attraction and holds a number of festivals held on the grounds of the castle especially during the summer months.

2.3.4 Community Facilities

Community facilities are essential to the well-being and functioning of sustainable communities, contributing to an overall better quality of life. They include facilities for education, childcare, sports and recreation, arts and culture, health and social purposes, burial grounds, places of worship etc. In Baile Chláir, the significant growth in development and population over the last twenty years has not been matched by the provision of supporting community infrastructure, resulting in increased pressures on the existing community facilities and services in place. It is therefore important that the provision of new community facilities in the County Development Plan meets the current and future requirements of the local community over the plan period and are provided at locations that are easily accessible by foot, cycling or public transport.

2.3.5 Education

In recent years Coláiste Bhaile Chláir (secondary school) was constructed adjacent to Baile Chláir Business Park. The school is a co-educational, multid denominational Community College and was founded in 2013. The Claregalway Educate Together primary school is located on the same campus to the north western end of the site.

The Claregalway National School is located circa 0.4km north west of Claregalway Educate Together and is located to the east of the R381 on the approach to the junction with the N83 and the village centre.

Educational facilities will be supported where appropriate within lands zoned in the Baile Chláir Metropolitan Settlement Plan.

2.3.6 Environment and Heritage

There are a number protected structures within the metropolitan settlement of Baile Chláir, which are listed in the RPS contained in the Galway County Development Plan which includes Claregalway Bridge (RPS No. 108) and Claregalway Castle (RPS No. 110). There are also a number of archaeological Recorded Monuments within the plan area predominately to the north of the settlement in close proximity to Claregalway Abbey and Claregalway Castle.

The Clare river runs through the northern edge of the settlement of Baile Chláir and drains to Lough Corrib. This river forms part of the Lough Corrib Special Area of Conservation which is a designated ecological site of European importance.

It is important to acknowledge the unique cultural identity that a settlement like Baile Chláir displays and ensure that new development supports and complements same.

The settlement of Baile Chláir and its wider rural hinterland has a rich cultural heritage as evident by the presence of Claregalway Castle and Claregalway Abbey within the settlement boundary and also by the Forge and Museum located to the north of the village. It is important that new developments would be respectful of this existing heritage. The Council will support in principle development proposals which would enhance the cultural heritage of these sites as appropriate.

Another important feature of the cultural heritage in Baile Chláir is its Gaeltacht status within the Conamara Gaeltacht. Therefore, it is important to ensure that new development respects the historical and cultural heritage of Baile Chláir and protects and enhances its Gaeltacht status and linguistic heritage, in accordance with the provisions of the County Development Plan. It is imperative that the Irish language in Baile Chláir is safeguarded and promoted in the village through appropriate planning conditions, including the naming of estates, signage, and the allocation of a proportion housing units in new housing developments for Irish speakers.

2.4 Services and Infrastructure

2.4.1 Wastewater Disposal

In recent years a new municipal wastewater treatment plant has been provided by Irish Water in Baile Chláir. The treatment plant has the capacity to meet the current and future residential and industrial development needs of the Baile Chláir

2.4.2 Water Services

Baile Chláir is serviced by the public mains water supply. The plan will support the provision for maintenance and enhancements to this supply to safeguard the future development of the village.

2.4.3 Transportation Infrastructure and Movement

The Plan promotes and supports efficiency of traffic circulation and management around the village and facilitates the appropriate provision of parking, convenient to the village centre-

The Plan supports the completion of the N17 Baile Chláir By-pass. The development of this bypass would significantly reduce the volume of traffic which comes through the village each day and would enhance the quality of environment in the centre of the village and improve traffic safety, circulation and management in Baile Chláir.

The Plan also recognises and supports the importance of sustainable transport, including the effective integration of land use and transportation, encouraging a modal shift from private transport to cycling, walking and public transport. To encourage such a modal shift requires improvements to the existing public footpath network in the village over the plan period to ensure the safe movement of pedestrians. Furthermore, it is essential that all new developments focus on connectivity and link with the existing footpath network, so that connectivity is realised and utilised within the village and that a 'leap-frogging' form of development is not permitted.

2.5 Climate Change and Flooding

As outlined in *Chapter 14 Climate Change, Energy and Renewable Resource*, climate change continues to have a direct effect on peoples live, society and economy. The plan seeks the creation of well-planned communities, where travel distances to education, work and services are reduced,

enhancement of walking and cycling facilities and where appropriate local renewable and low carbon energy sources are integrated. A stage 2 Flood Risk Assessment has been carried out on the Baile Chláir settlement plan which has identified areas at risk of flooding, including fluvial, coastal, pluvial and groundwater flooding. A flood risk map is contained in Section 4 of this metropolitan plan.

Policy Objectives Baile Chláir (Baile Chláir Metropolitan Settlement Plan – BCMSP)

BCMSP 1 Sustainable Residential Communities

Promote the development of appropriate and serviced lands to provide for high quality, well laid out and well landscaped sustainable residential communities with an appropriate mix of housing types and densities, together with complementary land uses such as community facilities, local services and

public transport facilities, to serve the residential population of Baile Chláir metropolitan settlement plan. Protect existing residential amenities and facilitate compatible and appropriately designed new infill development, in accordance with the proper planning and sustainable development of the plan area. Specifically encourage living over the shop which can contribute to the vitality of the core and extend activity beyond business hours.

BCMSP 2 Sustainable Town Centre

Promote the development of Baile Chláir, as an intensive, high quality, well landscaped and accessible environment, with an appropriate mix of uses, including residential, commercial, service, tourism, enterprise, public and community uses as appropriate, that provide a range of retail services, facilities and amenities to the local community and visitors. The town centre and associated main street shall remain the primary focus for retail and service activity within these plan areas.

BCMSP 3 Community Facilities and Services

(a). Promote the development of community facilities on suitable lands/sites, in Baile Chláir settlement with a high level of access to the local community, including educational, community, civic, public, institutional, recreational, cultural and other complementary uses, as appropriate.

(b). Reserve lands for the provision of community facilities for the purpose of playground.

(c). Reserve lands for the provision of community facilities for the purpose of a graveyard

BCMSP 4 Business & Enterprise

Promote the development of business and enterprise uses, light industry/warehousing and the facilitation of enterprise park/office park type uses, incubation/start-up units and Small Medium Enterprises, on suitable lands in Baile Chláir metropolitan settlement plan areas with adequate services and facilities and with a high level of access to the major road networks and to public transport facilities.

BCMSP 5 Public Infrastructure

Support and encourage infrastructural development and improvement works that benefit Baile Chláir, and the wider region

BCMSP 6 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.

BCMSP 7 Transportation and Urban Renewal Framework Strategy

Prepare a Traffic, Transportation and Urban Renewal Framework Strategy for the Town over the lifetime of the plan which would include consideration of a revised Traffic Management Plan and;

(a) Redevelopment of Opportunity Sites within the Plan area.

(b) Support and promote efficiency of traffic circulation and management around Baile Chláir and to facilitate the appropriate provision of parking convenient to the town centre.

(c) The provision of a network of designated walking and cycling routes to provide safe and convenient connectivity between the town's main residential areas and other principal areas of the town including schools.

BCMSP 8 Baile Chláir Bypass

To support the delivery of the Baile Chláir Bypass.

BCMSP 9 Irish Language

Protect and promote the Irish language as the first community language of the Baile Chláir area, including:

- Ensuring that the naming of developments are in Irish only and reflect the character of the area.
- Encouraging the development of educational, recreational, tourism and business facilities that operate through the medium of the Irish language.

Signage shall be principally through the medium of Irish with internationally recognised symbols.

BCMSP 10 Language Enurement Clause

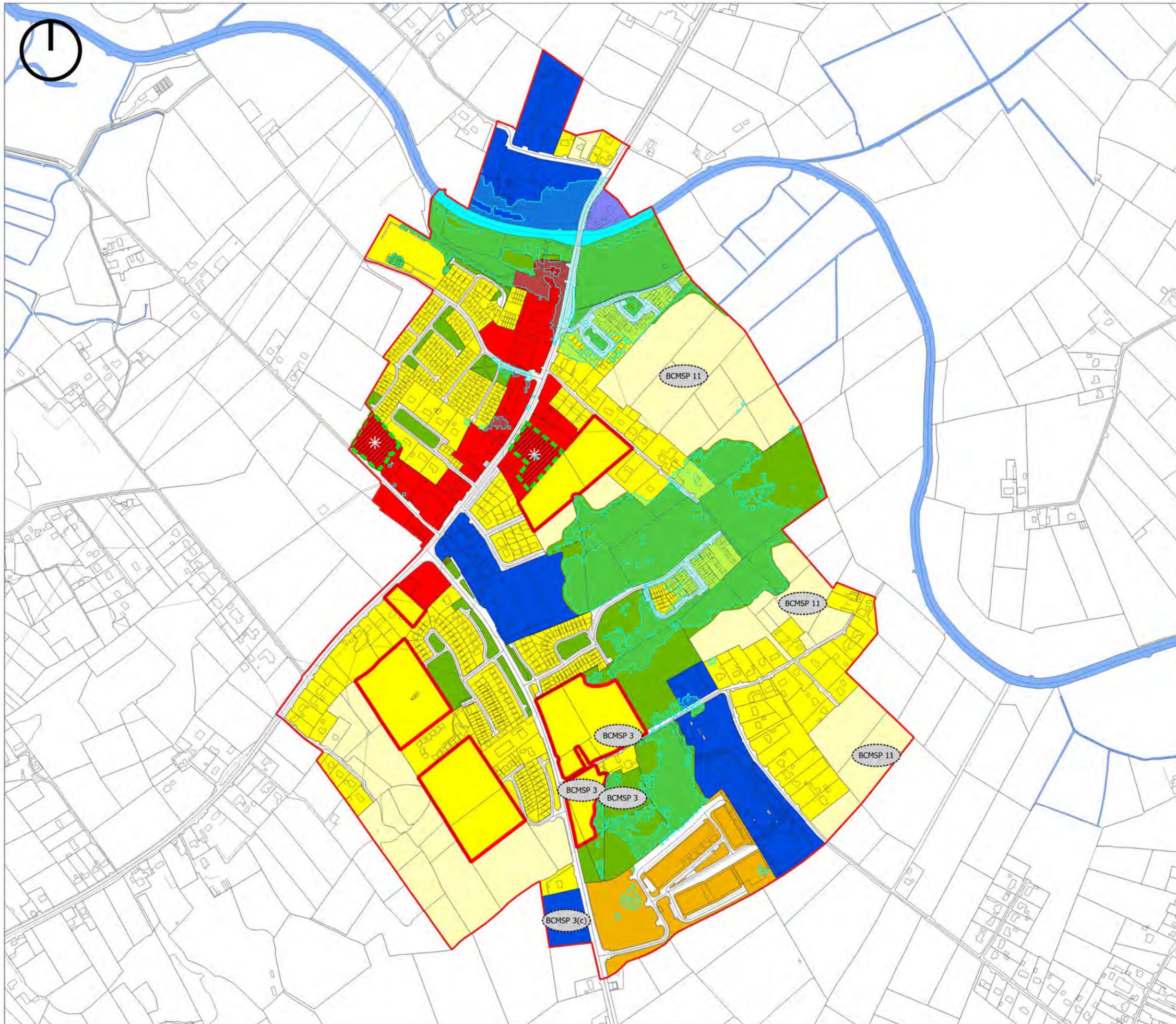
A Language Enurement Clause will be applied on a portion of residential units in development of two or more units in Baile Chalir. The proportion of homes to which a language enurement clause will be a minimum of 20% or to the proportion of persons using Irish Language on a daily basis, in accordance with the latest published Census, whichever is greater.

BCMSP 11 Indicative Access points for Development.

Reserve access points to developable lands/ backland areas as indicated on Land Use Zoning map for Baile Chláir.

BCMSP 12 Non Conforming Uses

Where existing uses do not conform with the land use zoning objectives or matrix of the plan, the Authority shall facilitate/support their relocation to more sustainable and appropriately zoned lands.



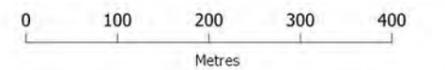
-  Settlement Boundary
-  R - Residential Existing
-  R - Residential (Phase 1)
-  R - Residential (Phase 2)
-  C1 - Town Centre
-  TCI - Town Centre Infill/Residential
-  BE - Business & Enterprise
-  T - Tourism
-  CF - Community Facilities
-  PU - Public Utility
-  OS - Open Space/Recreation & Amenity
-  TI - Transport Infrastructure
-  Water/Rivers/Streams
-  Constrained Land Use
-  Policy Objective (see details below)

Policy Objectives

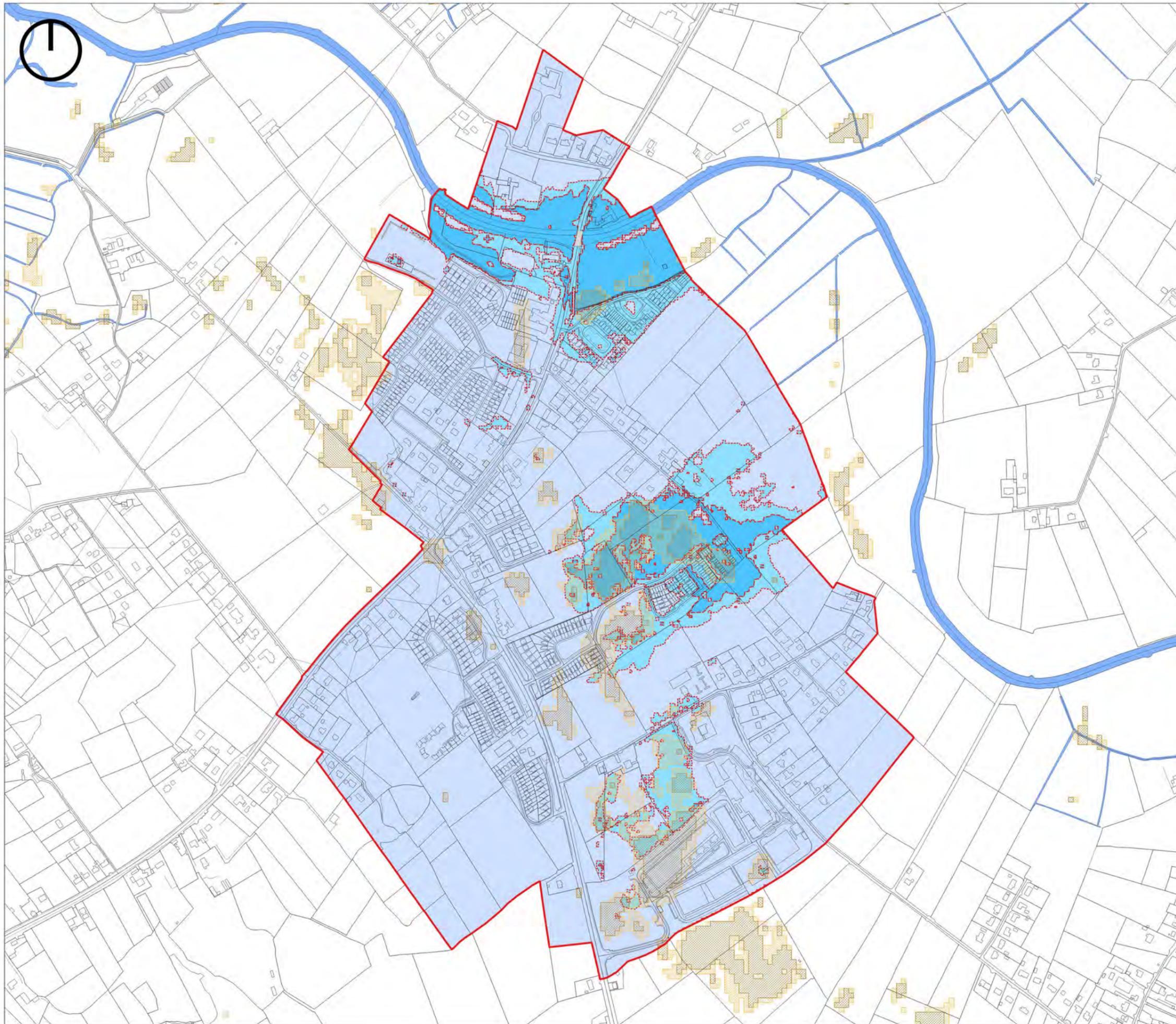
- BCMS 3** Indicative access point for development
- BCMS 3(c)** See Objective
- BCMS 11** Indicative access point for development

**Galway County Development Plan
2022-2028**

**Galway Metropolitan Area
Baile Chláir
Land Use Zoning Map**



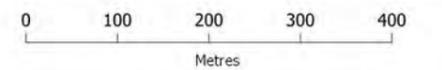
**Comhairle Chontae na Gaillimhe
Galway County Council**



- Settlement Boundary
- Indicative Flood Zone A
- Indicative Flood Zone B
- Indicative Flood Zone C
- PFRA Pluvial Indicative
- PFRA Pluvial Extreme
- Water

Galway County Development Plan
2022-2028

Galway Metropolitan Area
Baile Chláir
Flood Risk Management



Comhairle Chontae na Gaillimhe
Galway County Council

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2.6 Metropolitan Settlement Bearna

2.7 Town Context

Bearna is a coastal town situated on the western edge of Galway City, approximately 6.5km west of the City centre (Eyre Square) and 11km east of An Spidéal (Spiddal). Bearna is located within the Galway Metropolitan area. The town is located at the gateway to *Gaeltacht na Gaillimhe* (County Galway Gaeltacht), which is the single largest Gaeltacht in the country. Bearna has a unique character as a result of its fishing and Gaeltacht heritage and an attractive seaside location in close proximity to Galway City. In recent years, Bearna has experienced significant growth in and surrounding the core area of the town due to its close proximity to Galway City.

2.8 Sustainable Communities

2.8.1 Housing

The settlement of Bearna has experienced significant growth over the last 20 years and continues to be a popular location for new residential developments predominately due to its coastal setting and proximity to Galway City. The house types include a range of terraced, semi detached and detached housing that are both predominately bungalow and two storeys along the R336 and in the housing estates dotted around the town. There are also a number of apartment type developments located within the town centre.

New multiple housing schemes within the plan area should provide for an appropriate variety of residential units to meet the current and future demands of the area and be responsive to their local context, in terms of design, layout and density. Residential developments within Bearna must accord with the policy objective in relation to the allocation of housing units for Irish speaking families.

2.8.2 Town Centre/Retail

Bearna enjoys a reasonably busy town centre. The plan for the next six years includes a Town Centre zoning which identifies lands to the north and south of the Main Street (R336) running through the village. The consolidation of the village centre in Bearna to accommodate future growth helps to combat urban sprawl by providing a more compact form of urban development and the basis for a sustainable urban community. New development, in particular housing, should be delivered on under-utilised, infill and/or brownfield sites, including the redevelopment of existing sites and buildings, to build-up the existing development envelope of the urban area and to ensure that serviced lands close to the centre and public transport options are the primary focus for development in the short to medium term. The consolidation of the Village centre is supported by the policy objectives in this plan and there are lands zoned Town Centre/Infill identified to accommodate residential development as outlined in the NPF and the RSES

2.8.3 Employment and Economic Development

Retail services are one of the main sources of employment in Bearna and it is imperative that this employment base is maintained and strengthened. Appropriately scaled and complementary retail provision in the right location, including the redevelopment of brownfield and under-utilised sites, in the village centre will safeguard and enhance the vitality and viability of the settlement centre and assist in reducing retail vacancy levels.

Bearna has a limited business and enterprise base due to the close proximity to Galway city and to centres operated and supported by Udaras na Gaeltachta in na Forbhaca.

In addition, the tourism potential of the settlement remains largely undeveloped, which also presents a significant opportunity to expand and promote the tourism base of the area, particularly given Bearna's coastal location at the gateway to the Galway Gaeltacht, Galway City and South Connemara, and along the Wild Atlantic Way. The plan supports the location of tourism related development within the village centre area, including water-based tourism. The realisation of a coastal amenity park would be an important recreational and tourism asset in Bearna to be enjoyed by the residents, local community and visitors alike in the area.

2.8.4 Community Facilities

Community facilities are essential to the well-being and functioning of sustainable communities, contributing to an overall better quality of life. They include facilities for education, childcare, sports and recreation, arts and culture, health and social purposes, burial grounds, places of worship etc. In Bearna, the significant growth in development and population over the last twenty years has not been matched by the provision of supporting community infrastructure, resulting in increased pressures on the existing community facilities and services in place. Furthermore, the wide spatial distribution of some community facilities serving the locality, for example the Bearna GAA club, has resulted in a high dependence of travel by private cars, in order to avail of these facilities. It is therefore important that the provision of new community facilities in the plan that meets the current and future requirements of the local community over the plan period and are provided at locations that are easily accessible by foot, cycling or public transport.

The Plan also supports the long-term future provision of a coastal amenity park in the village centre, extending from Mag's Boreen to Lacklea Boreen, to serve the recreation and amenity needs of the Bearna community and visitors to Bearna.

2.8.5 Education

The national school, Scoil Sheamais Naofa is located to the northern side of the R336 on the eastern approach to the town. This is co-educational school, however with the growth of Bearna the school is at capacity with minimum area to further expand and facilities for outdoor play areas. There are lands identified for Community Facilities within the Bearna Metropolitan Area that could accommodate such uses as educational facilities.

2.8.6 Environment and Heritage

There are a number protected structures within the Bearna plan area, which are listed in the RPS contained in Appendix 6 of the plan, including Bearna Pier, which is also located within an Architectural Conservation Area (ACA). The Pier Road ACA comprises of the majority of buildings, land and structures adjoining Pier Road, including the graveyard and Bearna Pier, which seeks to protect the built heritage and character of this streetscape and its longstanding link to the pier and seashore. There are also a number of archaeological Recorded Monuments within the plan area.

There are no designated ecological sites of national or European importance within the plan area. However, there are a number of such ecological sites adjoining the plan area to the east, extending from Barna Woods to Silver Strand, including the European Sites of Galway Bay cSAC (000268) and Inner Galway Bay SPA (004031).

The cultural heritage in Bearna has developed from its historical origins as a small fishing village to its present-day status as a modern urban settlement. While Bearna has experienced significant development in the Village centre in recent years, it is important that future development does not negatively impact on the Pier Road ACA and further erode its historical core. The preservation and sensitive development of the ACA is supported by the objectives in this plan and the existing policies and objectives set out in the *Chapter 12 Architecture, Archaeology and Cultural Heritage*. An important feature of the cultural heritage in Bearna is its Gaeltacht status within the Connemara Gaeltacht. Therefore, it is important to ensure that new development respects the historical and cultural heritage of Bearna and protects and enhances its Gaeltacht status and linguistic heritage, in accordance with the provisions of the plan. It is imperative that the Irish language in Bearna is safeguarded and promoted in the settlement through appropriate planning conditions, including the naming of estates, signage, and the allocation of a proportion housing units in new housing developments for Irish speakers.

2.9 Services and Infrastructure

2.9.1 Wastewater Disposal

Bearna is serviced by a public wastewater treatment plant located in Mutton Island. The plan supports the provision of a new standalone tertiary wastewater treatment plant to serve existing and future developments in Bearna. The plan will support the provision for maintenance and enhancements to existing infrastructure to safeguard the future development of the village.

2.9.2 Water Services

Bearna is serviced by the public mains water supply. The plan will support the provision for maintenance and enhancements to this supply to safeguard the future development of the village.

2.9.3 Transportation and Movement

The Plan promotes and supports efficiency of traffic circulation and management around the village and facilitates the appropriate provision of parking, convenient to the village centre. The preparation of a traffic management plan for Bearna would be beneficial to improve traffic congestion and reduction in speeding that is being experienced at present, particularly in the vicinity of the national school and along Pier Road, and to improve carparking management within the village.

The Plan supports the completion of the Inner Relief Road to form a new village street with high quality mixed-use development, which would further enhance the vitality and success of Bearna village. The new street would further enhance the quality of environment in the centre of the village and improve traffic safety, circulation and management in Bearna.

The Plan also recognises and supports the importance of sustainable transport, including the effective integration of land use and transportation, encouraging a modal shift from private transport to cycling, cycling and public transport. To encourage such a modal shift requires improvements to the existing public footpath network in the village over the plan period to ensure the safe movement of pedestrians. Furthermore, it is essential that all new developments focus on connectivity and link with the existing footpath network, so that connectivity is realised and utilised within the village and that a 'leap-frogging' form of development is not permitted.

2.10 Climate Change and Flooding

As outlined in *Chapter 14 Climate Change, Energy and Renewable Resource* climate change continues to have a direct effect on peoples live, society and economy. The plan seeks the creation of well-planned communities, where travel distances to education, work and services are reduced, enhancement of walking and cycling facilities and where appropriate local renewable and low carbon energy sources are integrated. A stage 2 Flood Risk Assessment has been carried out on the Bearna settlement plan which has identified areas at risk of flooding, including fluvial, coastal, pluvial and groundwater flooding. A flood risk map is contained in Section 4 of this metropolitan plan.

Policy Objectives Bearna (Bearna Metropolitan Settlement Plan- BMSP)

BMSP 1 Sustainable Residential Communities

Promote the development of appropriate and serviced lands to provide for high quality, well laid out and well landscaped sustainable residential communities with an appropriate mix of housing types and densities, together with complementary land uses such as community facilities, local services and public transport facilities, to serve the residential population of Bearna Metropolitan settlement plan

BMSP 2 Sustainable Town Centre

Promote the development of Bearna, as an intensive, high quality, well landscaped and accessible environment, with an appropriate mix of uses, including residential, commercial, service, tourism, enterprise, public and community uses as appropriate, that provide a range of retail services, facilities and amenities to the local community and visitors. The town centre and associated main street shall remain the primary focus for retail and service activity within these plan areas.

BMSP 3 Community Facilities and Services

To encourage and support the expansion and development of existing facilities and services to meet the needs of the local community.

BMSP 4 Business and Enterprise

(a) To facilitate the expansion of business and enterprise uses in the plan area of Bearna where appropriate and in accordance with the proper planning and development of the area.
(b) Protect and enhance the vitality and viability of the village centre by ensuring that it remains the primary retail, commercial and mixed use centre in Bearna and prohibiting a proliferation of any individual use or other uses, which in the opinion of the Planning Authority does not contribute to the vitality and viability of village.

BMSP 5 Coastal Edge (CE)

a). The Coastal Edge will be conserved and enhanced, as appropriate as a strategic high amenity resource, providing opportunities for recreation, conservation and local amenity, whilst avoiding development which would have a detrimental impact on this area.
b). Genuine rural housing need shall be considered within the Coastal Edge Zone in accordance with the provisions as set out under policy objectives in Chapter 4 Rural Living and Development.

BMSP 6 National School

Support the upgrading of *Scoil Sheamus Naofa* or its relocation to a more appropriate site within the plan boundary to facilitate increased pupil capacity, more expansive recreational facilities with improved and safer access.

BMSP 7 Coastal Amenity Park

Support the creation of a Coastal Amenity Park, extending from Mag's Boreen to Lacklea Boreen, to serve the recreation and amenity needs of the Bearna community, to provide an appropriate public interface between the village and the coastline and to create a focal point and attractive setting for high quality tourism and mixed use development on adjoining lands. The design of any works being undertaken to achieve this objective shall be informed from the outset by ecological considerations.

BMSP 8 Jetty/Marina Development

Support the preparation of a feasibility study for a jetty/marina development in the vicinity of Bearna Pier and any necessary marine/foreshore works to facilitate public access to and use of the area around the pier, such as breakwaters. This feasibility study shall take account of the requirements to comply with the European Habitats Directive

BMSP 9 Coastal Setback

Ensure a general building setback of 30m from the foreshore field boundary line to allow for the development of the coastal amenity park and a seaside promenade, cycleway, children's playground(s), landscaped amenity space and improved access routes to the local beaches, Bearna Pier and water-based activities.

BMSP 10 ACA Appraisal and Management Plan

Prepare and publish an Architectural Conservation Area Appraisal and Management Plan for the existing ACA along Pier Road, including Pier Road, the adjoining lands and structures identified and Bearna Pier, subject to the availability of **resources**.

BMSP 11 Town Centre Management

Subject to appropriate resources, the Council in collaboration with local stakeholders shall prepare a town centre management plan for Bearna. The Management Plan will consider some or all of the following:

- (a) Upgrade of public lighting.
- (b) Connectivity of the Town centre including upgrade of paving.
- (c) Consider upgrade/redesign of Town Centre
- (d) Scheme for façade improvement on identified priority streetscapes.
- (e) Upgrade and improvement of street furniture.
- (f) Consistent sustained signage design policy within the Town Centre.
- (g) Provision of appropriate quality soft landscaping and planting as well as functional public spaces.
- (h) Car parking management.
- (i) Consideration of reuse of backlands within the town centre for civic space/ other uses.
- (j) To facilitate the carrying out of streetscape enhancement works subject to resources being available.

BMSP 12 Tourism Development

(a) Promote and facilitate the further development of Bearna as a key tourist destination for the benefit of the town and its surrounding areas.

(b) To support and facilitate in co-operation with relevant bodies and landowners, the provision of tourism amenity routes around the town.

(c) Encourage and assist the development of the sustainable tourism potential within Bearna in a manner that respects, builds on, protects and enhances the cultural, linguistic, built, architectural, archaeological and heritage significance of the town including natural heritage and biodiversity, and its local amenities.

BMSP 13 Public Infrastructure

Support and encourage infrastructural development and improvement works that benefit Bearna and the wider Region.

BMSP 14 New Village Street

Support the completion of the proposed new Village Street (Inner Relief Road) north of the existing R336 and prohibit any development that would affect the future construction of the approved route.

BMSP 15 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.

BMSP 16 Irish Language

Protect and promote the Irish language as the first community language of the Bearna area, including:

- Ensuring that the naming of developments are in Irish only and reflect the character of the area.
- Encouraging the development of educational, recreational, tourism and business facilities that operate through the medium of the Irish language.
- Signage shall be principally through the medium of Irish with internationally recognised symbols.

BMSP 17 Language Enurement Clause

A Language Enurement Clause will be applied on a portion of residential units in development of two or more units in Bearna. The proportion of homes to which a language enurement clause will be a minimum of 20% or to the proportion of persons using Irish Language on a daily basis, in accordance with the latest published Census, whichever is greater.

BMSP 18 Bus Services, Stops and Shelters

Promote an improved bus service in Bearna and investigate the potential to provide more frequent stops and bus shelters along the R336 and new Village Street.

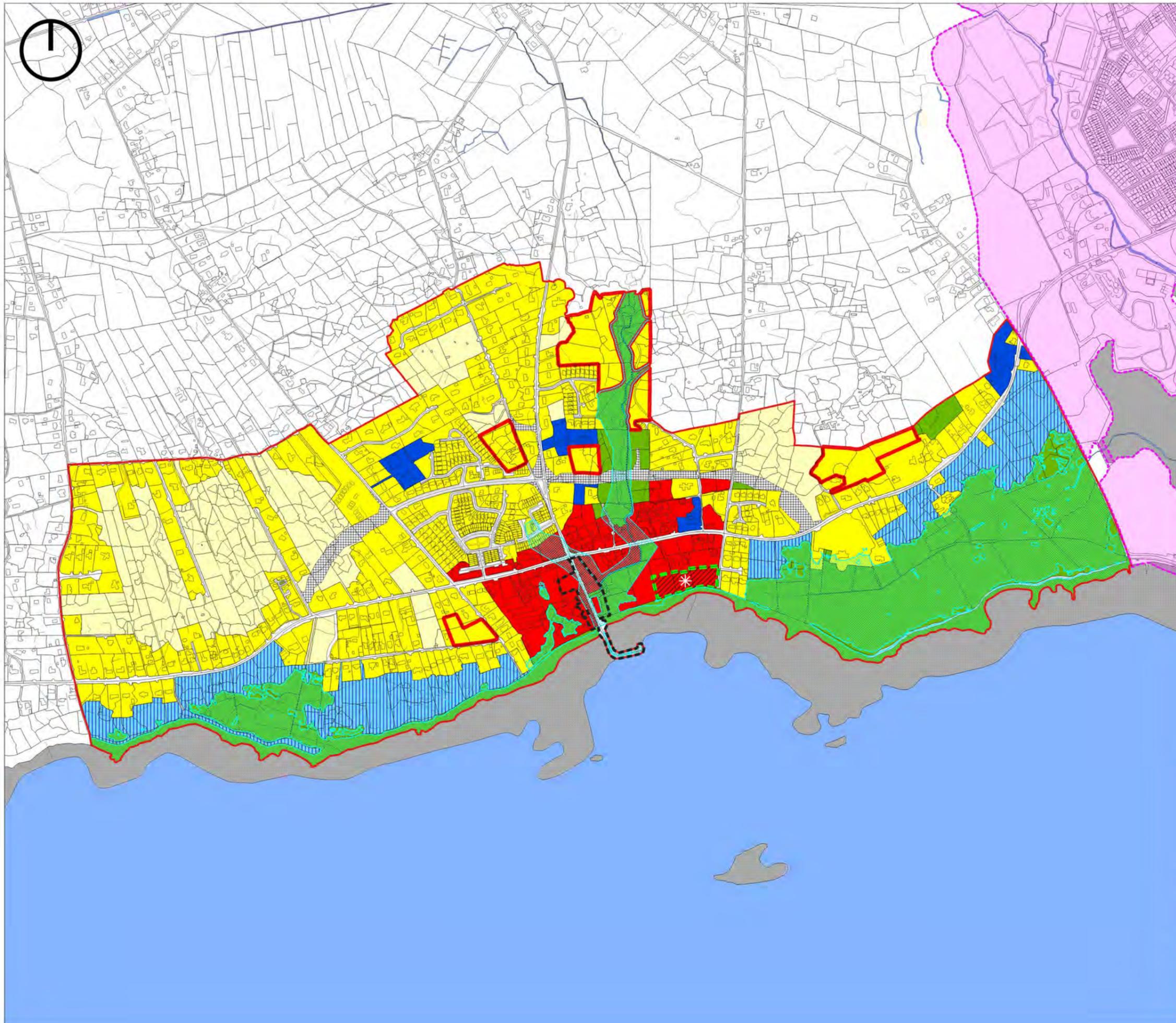
BMSP 19 Public Footpath & Lighting Network

- a) Support improvements to the existing public footpaths network within the plan area.
- b) New development shall be required to connect to the footpath and public lighting network that currently serves the village centre.
- c) 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.

- d) Facilitate the provision of pedestrian crossings adjacent to the national school, residential areas and at other appropriate locations within the plan area, as required.

BMSP 20 Non Conforming Uses

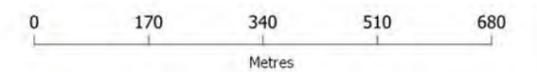
Where existing uses do not conform with the land use zoning objectives or matrix of the plan, the Planning Authority shall facilitate/support their relocation to more sustainable and appropriately zoned lands.



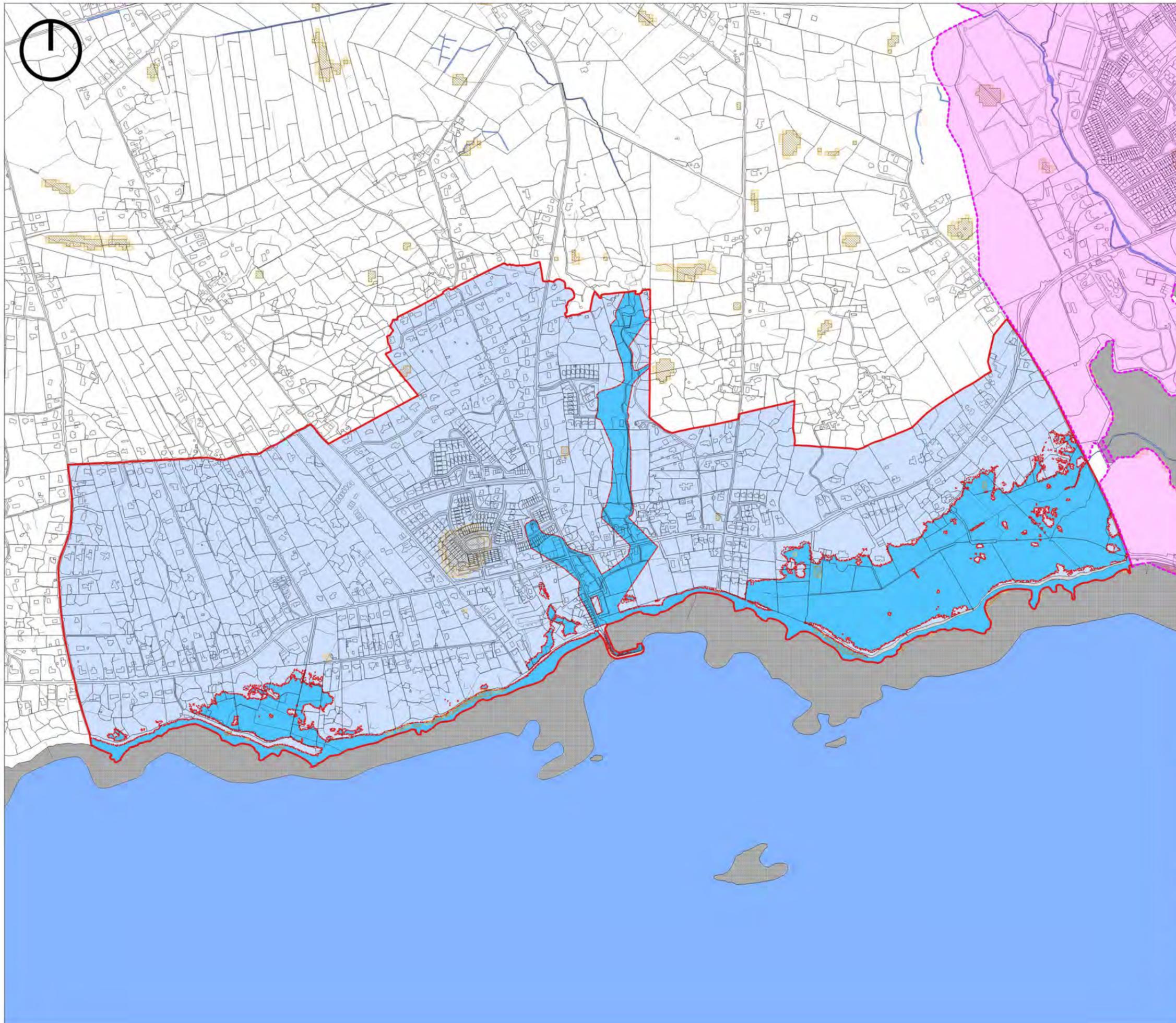
-  Settlement Boundary
-  R - Residential Existing
-  R - Residential (Phase 1)
-  R - Residential (Phase 2)
-  C1 - Town Centre
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-  TI - Transport Infrastructure
-  Water/Rivers/Streams
-  Proposed Road
-  Constrained Land Use
-  Architectural Conservation Area
-  Galway City Administrative Area

**Galway County Development Plan
2022-2028**

**Galway Metropolitan Area
Berna
Land Use Zoning Map**



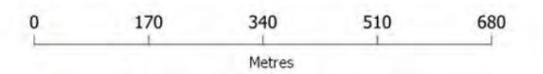
**Comhairle Chontae na Gaillimhe
Galway County Council**



-  Settlement Boundary
-  Indicative Flood Zone A
-  Indicative Flood Zone B
-  Indicative Flood Zone C
-  PFRA Pluvial Indicative
-  PFRA Pluvial Extreme
-  Galway City Administrative Area
-  Water

**Galway County Development Plan
2022-2028**

**Galway Metropolitan Area
Berna
Flood Risk Management**



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Galway County Council**

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2.11 Metropolitan Settlement Oranmore

2.12 Town Context

Oranmore town is now located within the Metropolitan area of County Galway. It is located 7km to the east of the city centre at the inner shoreline of Galway Bay. It has grown considerably in recent years, the original village form is still evident. The town centres on the junction of two roads, namely Main Street and the Old Dublin Road. There are a range of active commercial uses in and around the town centre area. There are also areas of employment including industrial processing in designated sites on the northern periphery of the town. Its coastal location brings many benefits and challenges, for example the challenge of climate change but is also a welcome visual amenity to the area.

Oranmore is a desirable place to live given its proximity to the City and attractive living environment. Convenient access to the motorway and rail networks is also attractive attributes that have contributed to the significant growth of Oranmore into a Metropolitan Town in recent years. Over the coming years it will be imperative to ensure that growth in this town is sustainable, sequential and plan led. This will facilitate the development of an enhanced and vibrant town in Metropolitan County Galway.

2.13 Sustainable Communities

2.13.1 Housing

There are a small number of residential properties within the main street of Oranmore with additional larger detached properties with large plot sizes along the Old Dublin Road. It can be easily seen how the town has grown outwards sequentially from the town centre in a radial pattern. This development is characterised by recent low and medium density suburban type housing. A significant amount of this housing has been constructed in the last 20 years and development in the town's environs continues to the present day. Apartment and duplex type accommodation also characterise the residential areas in Oranmore. This residential development has taken place to the north, east and south of the existing town centre and it will progress even further within the plan period.

For the most part, these residential areas are within walking distance of the town centre and are accessible by footpath which is welcomed and encouraged. There is a requirement to improve the cycle network on the approach to the town from the outlying residential areas. This settlement plan will insist on safe and high-quality pedestrian and cycle connectivity to local services such as schools, shops and community facilities.

The provision of housing will be based on the delivery of high quality sustainable residential development where the principles of good design and layout will be employed. Lands will be zoned in a sequential manner for residential development around the town of Oranmore as appropriate to accommodate the projected growth and demand. Residential development will also be identified through brownfield and infill sites in an around this metropolitan settlement in accordance with the aspirations of the NPF and RSES. Analysis of the town centre in Oranmore depicts a well develop core with limited residential development potential. The land use zoning map in section 3 of this plan depicts these zonings. Mixed use developments in appropriate locations, particularly in town centre locations will be promoted subject to proper planning and sustainable development.

2.13.2 Town Centre/Retail

The main original retail core (Main Street & Old Dublin Road) has evolved over the years from the central spine of Main Street R338 in an easterly northerly and southerly direction. Also, to the west, however this is limited by the coast. The topography of the town centre is flat and pleasant with footpaths and lighting throughout. Views of Oranmore Bay can be viewed from certain points in the town.

Main Street is characterised by a linear pattern of development running in a north – south direction. The river running east west emptying into the sea forms the northern boundary of the main town centre zoning. This northern section of the street consists of a range of buildings of various types and sizes. This part of Main Street is characterised by two storey residential properties which become commercial on the approach to the town centre.

A large portion of town centre land has developed to the west of Main Street which would have previously been agricultural fields. It now contains two supermarkets and other commercial units. There is good pedestrian connectivity to this development including a pedestrian walkway from the junction between Main Street and Old Dublin Road. A smaller scale development has taken place to the east of Main Street which is a comprehensive and large scale mixed use scheme comprising commercial units and apartments.

A third addition to the town is located east of Main Street and north of the Old Dublin Road at the T junction. It is also a mixed use development comprising a variety of uses and services including financial services and retail shops.

Overall, the town has a good range of shops, cafes, restaurants and pubs. There is an existing hotel in the town centre with other hotels towards the edge of the town. The level of vacancy in this Metropolitan Town appears to be toward the lower end of the scale compared to other locations in the county. The retail offering in Oranmore has expanded considerably over the last number of years and it now is the dominant use on additional streets that did not previously have any commercial activity such as the north side of Castle Road and at Oran Town Centre for example. In the case of Oran Town Centre this is a Mixed Use/Commercial development on the northern end of the town.

Over the lifetime of the Plan the Council will encourage the additional appropriate town centre uses in Oranmore that is commensurate to its level on the county retail hierarchy and accords with proper planning and sustainable development. The reuse of vacant and derelict buildings in the town centre will be encouraged where appropriate.

2.13.3 Employment and Economic Development

The presence of four supermarket chains in the town of Oranmore make a significant contribution to towns employment base. Other employment opportunities in the town centre area include leisure, hospitality and the professional services sectors. There is a strong emphasis in the Plan to encourage and facilitate the expansion of employment related activity and this is further supported in *Chapter 5 Enterprise, Economic and Retail*.

The provision of employment will be concentrated across the Town Centre, Mixed Use/Commercial, Business and Technology, Business and Enterprise and Industrial zonings. The locational advantages of Oranmore and the range of facilities it offers including its

- Evidence of an existing strong employment base in industrial activities such as processing;
- Close proximity to the motorway network;
- Good connectivity to the regional airports of Shannon and Knock;

- Pool of young skilled labour force in the towns residential areas and the third level institutions;
- Good connectivity to Galway City.
- High Amenity Value

These attributes equip Oranmore with the necessary ingredients to grow a strong and dynamic employment base. The town has the potential to attract other such industries and potential employers as it has a range of strategic advantages in this regard including:

2.13.4 Business and Technology

A large parcel of land towards the north-eastern side of Oranmore Town has been zoned for Business and Technology uses. These uses relate to the science and technology-based industry in life sciences, biopharma, IT, internationally traded services and Research and Development. Other uses may also be appropriate.

Oranmore's Business and Technology site is located within the Strategic Economic Corridor (SEC) as discussed in Chapter 5 and it has an area of 21 hectares. It is within the ownership of the IDA. Planning permission was previously granted on the northern portion of land for the development of a Science and Technology Park with an advance manufacturing facility to accommodate a biopharmaceutical manufacturing and research. This permission has since expired, however, the proposed uses outlined in the planning application would be the type of uses that would be permitted here on this Business and Technology zoned site. The development of this site would see it becoming a large employment generator in this metropolitan town.

2.13.5 Business and Enterprise

To the south of the Business and Technology site a more modest portion of land has been zoned for Business and Enterprise use. This zoning facilitates the development of offices, light industrial uses including some warehousing and the development of enterprise park type uses. The locational advantages are also of benefit to this zoning along with the established Business and Enterprise employers that are already based in Oranmore.

2.13.6 Industrial

Oranmore has a significant number of employers located in its industrial zoned lands to the north of the town centre adjacent to the business and technology zoned lands. Oranmore has therefore become a key location in the metropolitan area to drive and contribute to Galway's economic success. The industrial zoned lands are more suitable for manufacturing and processing of goods which includes the handling of raw materials. Each employment area within the town - Business and Technology; Business and Enterprise; Industrial, Town Centre/Retail and Commercial/Mixed Use have their own range of suitable uses that contribute to the towns overall employment profile.

2.13.7 Seveso

CHEMORAN in Oranmore manufactures emulsifiers, adhesive agents and micro surfacing agents in three reactors in their facility in Oranmore. The Chemoran site has been identified as a Lower Tier Seveso II site to which the European Communities (Control of Major Accident Hazards Involving Dangerous Substances) Regulations 2006 applies. In this regard, a zone of 800 metres has been delineated around this site, as indicated on the **Map 1A/1B - Land Use Zoning** and **Map 2A/2B - Specific Objectives**. Development proposals in this area shall be referred to the Health and Safety Authority for consultation.

2.13.8 Community Facilities

There are a range of community facilities located in and around the town of Oranmore. As well as the education facilities outlined below, a range of active sports facilities are also available. Other community facilities in the town include a range of childcare facilities of varying sizes and scales along with church and graveyard, library, medical facilities, Garda Station, Credit Union, bank, butcher and hairdressers. The library building in Oranmore is an old Catholic church building which represents a good re-use of an existing building.

Renville Park is located to the south of Oranmore and provides a valued passive open space where visitors can utilise the network of walking trails available.

The plan will endeavour to ensure continued delivery of community services and infrastructure as the town develops and new communities emerge during the plan period. The plan will support the delivery of community facilities through various means which includes funding sources such as community grant supports.

2.13.9 Education

The town has a strong education base with three primary schools Scoil Mhuire, Scoil Íosaif Naofa and Gaelscoil d hÍde and one secondary school Calasanz College.

The plan will support the continued development of education facilities in the town of Oranmore in accordance with proper planning and sustainable development.

2.13.10 Environment and Heritage

Oranmore has a number of designated sites within the plan area which include SPAs and SACs. Oranmore also has a number of proposed natural heritage areas forming part of the Galway Bay Complex and Creganna Marsh.

It is recognised that the built heritage contributes to the character and vitality of Oranmore. The Architectural Conservation in place in Oranmore remains in effect along with the Protected Structures within the town. Landmark buildings, such as the former Catholic Church in the core of the town continue to contribute to the streetscape of the town. The street pattern, plot sizes and architectural coherence span the late 18th century to late 19th centuries and share many characteristics. The form and character which Oranmore has developed reflects its history. The core of the town demonstrates a strong sense of enclosure, created by a loosely knit arrangement of plots and buildings. This is created by terraces, pairs and detached houses, with occasional gaps, providing glimpses to outbuildings to the rear. The typical plot widths are narrow, with buildings fronting directly onto the footpath in the core of the town, and large rear gardens. The majority of the older buildings are of two storeys, with some examples of thatched or formerly thatched single storey cottages. The Architectural Conservation Area is derived from the perceived age, quality and continuity of buildings and sites within the historic core area and is set out in the settlement plan.

Oranmore also has a rich archaeological heritage, with a number of recorded monuments, providing evidence of early settlement in the area.

2.14 Services and Infrastructure

2.14.1 Wastewater Disposal

Oranmore and this part of Metropolitan County Galway would benefit greatly from the development of the East Galway Main Drainage wastewater treatment facility. It would potentially serve Oranmore town and surrounding areas and therefore is supported in this plan. Currently Oranmore is served by the existing Mutton Island Wastewater treatment plant. Several residential premises and other developments on the periphery of Oranmore town are served by individual septic tanks or proprietary wastewater treatment systems.

2.14.2 Water Services

Oranmore receives its water supply from the Tuam Regional Water Supply Scheme, and in this regard water supply is not a limiting factor for development.

2.14.3 Transportation Infrastructure and Movement

The town has immediate access to all major road networks providing access to Galway City. The M6/M17/M18 motorways are also easily accessible from Oranmore providing good road connections to Shannon, Limerick and Dublin. Oranmore train station also provides those living in the town of with the option of rail travel with a daily commuter service into Galway city, connections from this station are provided for Dublin and Limerick. It is anticipated that improved rail capacity would deliver increased frequency of train services at peak times. It is considered that this sustainable transport service will provide those living in Oranmore and surrounding areas with the option of a reliable public transport connection to Galway City which reduces their reliance on the private car. Furthermore, the development envisaged in the Urban Framework Plan for Garraun will enhance the connectivity of the train station to the town of Oranmore.

2.15 Climate Change and Flooding

As outlined in *Chapter 14 Climate Change, Energy and Renewable Resource*, climate change continues to have a direct effect on people's lives, society and economy. The plan seeks the creation of well-planned communities, where travel distances to education, work and services are reduced, enhancement of walking and cycling facilities and where appropriate local renewable and low carbon energy sources are integrated. A stage 2 Flood Risk Assessment has been carried out on the Oranmore settlement plan which has identified areas at risk of flooding, including fluvial, coastal, pluvial and groundwater flooding. A flood risk map is contained in Section 4 of this metropolitan plan.

Policy Objectives Oranmore (Oranmore Metropolitan Settlement Plan – OMSP)

OMSP 1 Sustainable Residential Development

Promote the development of appropriate and serviced lands to provide for high quality, well laid out and well landscaped sustainable residential communities with an appropriate mix of housing types and densities, together with complementary land uses such as community facilities, local services and public transport facilities, to serve the residential population of Oranmore Metropolitan settlement plan

OMSP 2 Sustainable Town Centre

Promote the development of Oranmore, as an intensive, high quality, well landscaped and accessible environment, with an appropriate mix of uses, including residential, commercial, service, tourism, enterprise, public and community uses as appropriate, that provide a range of retail services, facilities and amenities to the local community and visitors. The town centre and associated main street shall remain the primary focus for retail and service activity within these plan areas.

OMSP 3 Business and Enterprise

(a) To facilitate the expansion of business and enterprise uses in the plan area of Oranmore where appropriate and in accordance with the proper planning and sustainable development of the area.

(b) Protect and enhance the vitality and viability of the village centre by ensuring that it remains the primary retail, commercial and mixed use centre in Oranmore and prohibiting a proliferation of any individual use or other uses, which in the opinion of the Planning Authority does not contribute to the vitality and viability of the town.

OMSP 4 Business and Technology

Promote the development of high value business and technology uses to reinforce Oranmore's role as a growth centre for large, innovative, companies in sectors including, science and technology based industry in life sciences, bio-pharma, IT, internationally traded services and Research and Development. This zoning shall also provide for office park developments, storage facilities and logistics that are ancillary to the primary uses outlined above. Appropriate training facilities, such as Third Level Outreach facilities, may also be considered.

OMSP 5 Industrial

Promote the expansion where appropriate of industrial and industrial related uses, including manufacturing, processing of materials, warehousing and distribution on suitable lands, with adequate services and facilities and a high level of access to the major road networks and public transport facilities. Adequate edge treatment and/or screening will be required to ensure high quality interfaces with public spaces and any adjoining residential areas or other sensitive land uses, as appropriate.

OMSP 6 Tourism Development

Encourage and assist the development of the sustainable tourism potential within Oranmore in a manner that respects the architectural, archaeological and cultural significance of the town and its environs.

OMSP 7 Seveso

Galway County Council shall consult with the Health and Safety Authority when assessing any proposed relevant developments in or in the vicinity of sites identified under the Control of Major Accident Hazards Directive (Seveso II Directive), in order to prevent major accidents involving dangerous substances and to limit their consequences to the environment and community.

OMSP 8 Community Facilities

To seek the provision of additional community facilities including childcare, healthcare, place of worship and community centre, as an integral part of proposals for new residential development and having regard to existing facilities in the area.

OMSP 9 Community Facilities at Oranhill

Ensure the provision of recreational and amenity facilities as an integral part of any development proposals for Oranhill.

OMSP 10 Recreational Facilities

Encourage and support the development of riverside walkways and cycleways throughout the plan area where feasible and ensure that such proposals are considered or incorporated into the development of adjacent lands, as appropriate. Impacts on natural heritage and designated conservation areas arising from recreational activities will be considered as part of any proposal.

OMSP 11 Open Space

Protect existing open spaces from inappropriate development, so as to maintain their attractiveness and role in enhancing the residential amenity and overall character of Oranmore and facilitate the development of open spaces and civic spaces at suitable locations within the Plan Area.

OMSP T 12 Educational Facilities

Support the provision of adequate educational facilities for the local community including primary, post primary, third level outreach programmes, R&D facilities, and including other training facilities, in order to meet the needs of the widest range of residents within Oranmore and its environs.

OMSP 13 Environment and Heritage

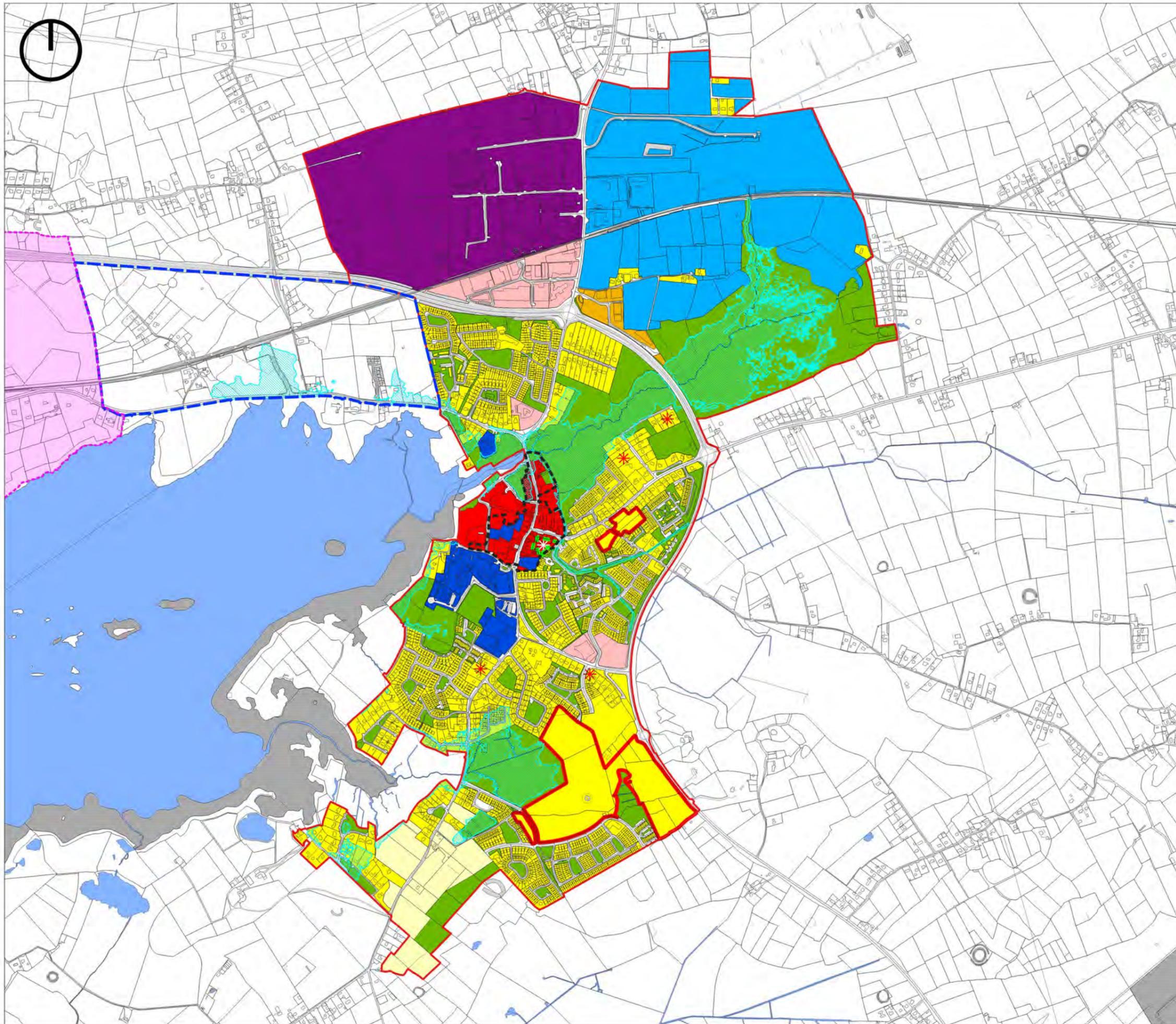
To protect and conserve the special character of all built heritage features both within the plan area as well as those within the immediate surrounding areas.

OMSP 14 Public Utilities

Support opportunities to upgrade the existing surface water and foul drainage systems to relieve potential constraints in the existing treatment network and to future proof the infrastructure required to support the full development of Oranmore.

OMSP 15 Non-Conforming Uses

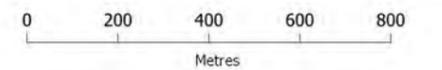
Where existing uses do not conform with the land use zoning objectives or matrix of the plan, the Planning Authority shall facilitate/support their relocation to more sustainable and appropriately zoned lands.



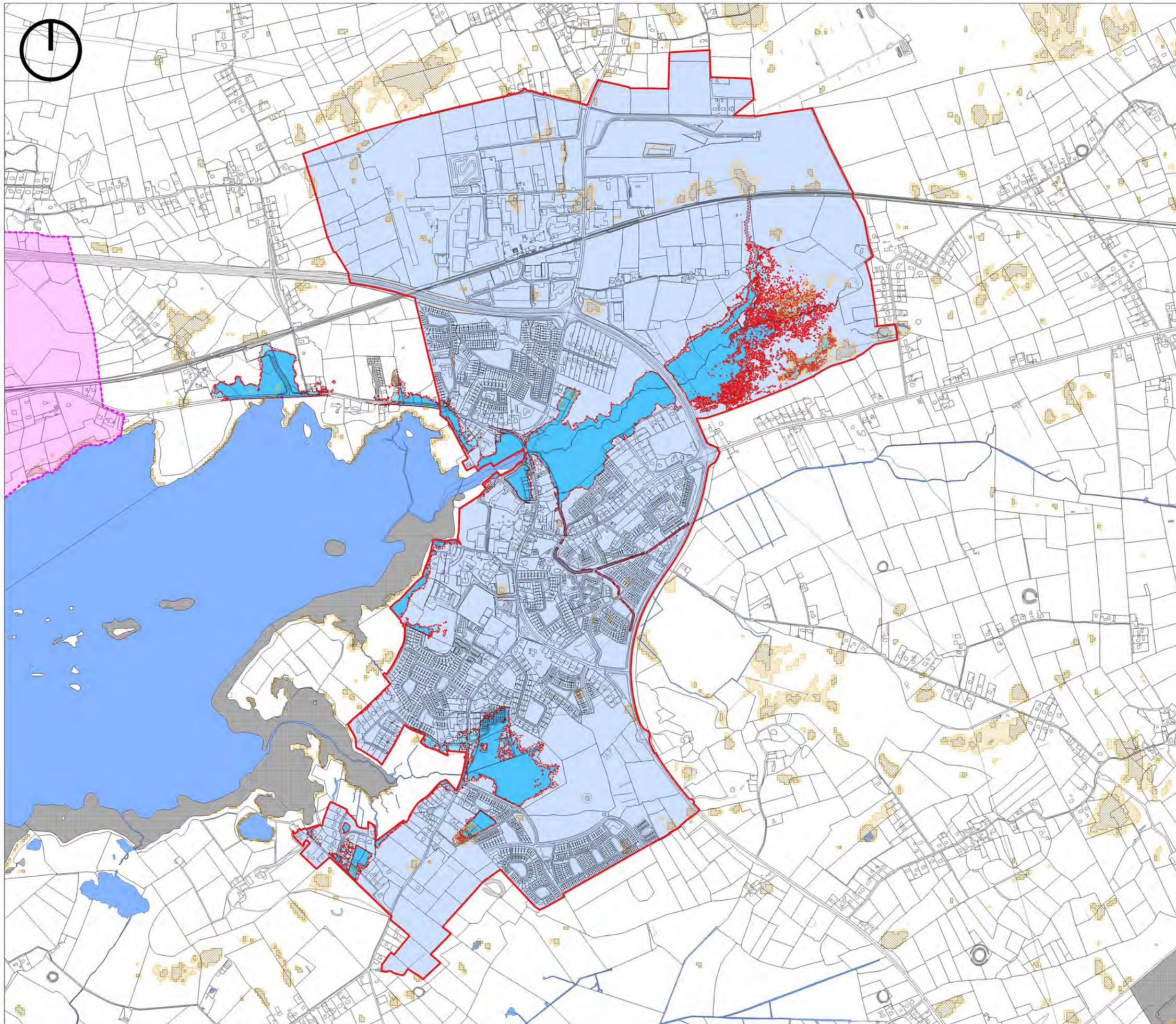
-  Settlement Boundary
-  R - Residential Existing
-  R - Residential (Phase 1)
-  R - Residential (Phase 2)
-  R - Residential Infill
-  C1 - Town Centre
-  TCI - Town Centre Infill/Residential
-  C2 - Commercial/Mixed Use
-  BE - Business & Enterprise
-  BT - Business & Technology
-  I - Industrial
-  CF - Community Facilities
-  OS - Open Space/Recreation & Amenity
-  TI - Transport Infrastructure
-  Water/Rivers/Streams
-  Constrained Land Use
-  Architectural Conservation Area
-  Urban Framework Plan for Garraun
-  Galway City Administrative Area

**Galway County Development Plan
2022-2028**

**Galway Metropolitan Area
Oranmore
Land Use Zoning Map**



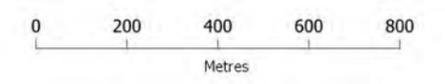
**Comhairle Chontae na Gaillimhe
Galway County Council**



-  Settlement Boundary
-  Indicative Flood Zone A
-  Indicative Flood Zone B
-  Indicative Flood Zone C
-  PFRA Pluvial Indicative
-  PFRA Pluvial Extreme
-  Galway City Administrative Area
-  Water

**Galway County Development Plan
2022-2028**

**Galway Metropolitan Area
Oranmore
Flood Risk Management**



3.0 Urban Framework Plans

3.1 Briarhill Urban Framework Plan

BRIARHILL

Draft

URBAN FRAMEWORK PLAN

A planned new settlement expansion that will be an intrinsic part of the Metropolitan Area of Galway, in County Galway, providing excellent quality of living and with ample capacity to expand and become a major residential neighbourhood in the Galway Metropolitan Area.

May 2021



Reference/Office
6770/Dublin
DRAFT: 2021-05-13

CONTENTS

Introduction	1
Strategic Vision	3
Strategic Planning Context	5
Lands at Briarhill	7
Principles and Strategy	13
Framework	17
Briarhill Framework Plan	31
Policy Objectives and Land Use Zoning	34

1.0 INTRODUCTION

Briarhill is strategically located in the heart of the eastern Galway Metropolitan Area within 5km of Galway City and immediately adjoining the county boundary with Galway City. Briarhill is most strongly associated with its extensive employment base at Briarhill Business Park, Galway Technology Park and at Parkmore East and West. These currently mark the eastern extent of the employment corridor leading from the city to Briarhill

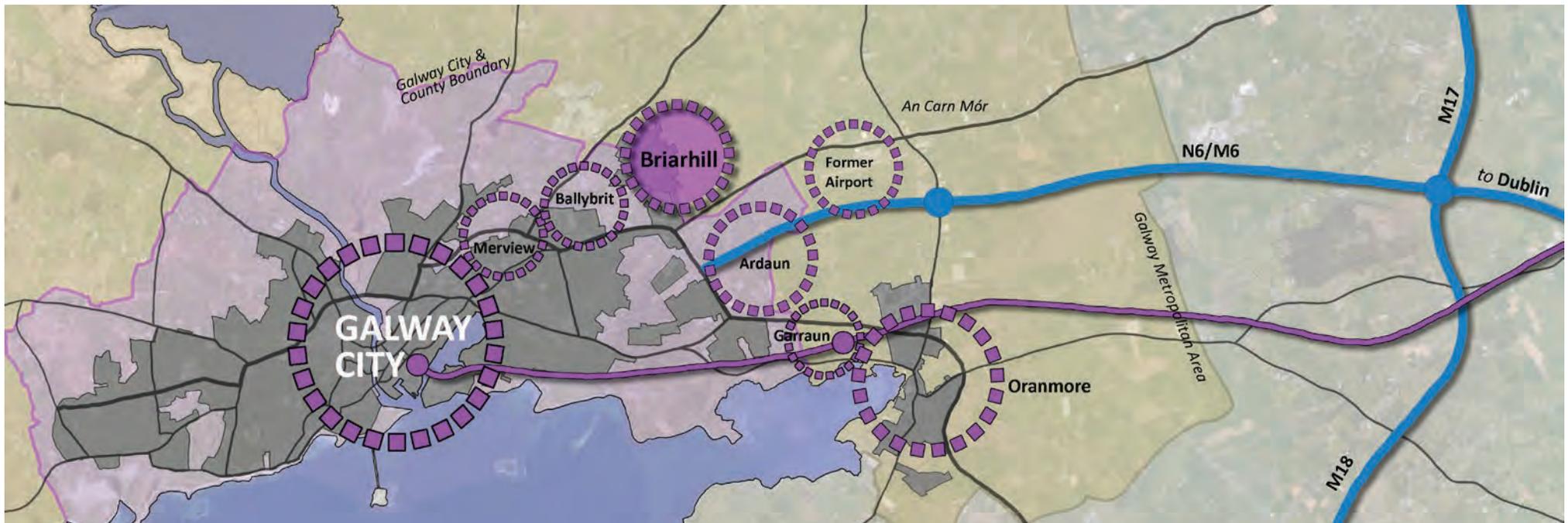
While the Industrial Development Authority (IDA) retains ownership of substantial expansion lands for its Parkmore East facility, Briarhill also includes significant lands that are suitable for urban growth and the provision of new residential development.

At present, the N6 road effectively marks the boundary between residential and employment uses at the north eastern Galway suburbs. The residential areas of Doughiska, Ballybrit, Mervue and Ballybane all lie within the enclosure of the N6 corridor whereas the employment bases at Briarhill and Ballybrit Business Park are on the outside.

The planned Galway City Ring Road (GCRR) will alter the manner in which vehicular traffic traverses and accesses the eastern Galway Metropolitan Area. The existing N6 leading to the R339 Monivea Road will be free from through traffic crossing the city and will present a substantial opportunity for urban expansion across the current divide.

Briarhill has ample green field lands available to cater for urban growth and can be plan-led from the outset ensuring a sustainable development model is delivered in a phased manner in the short, medium and longer term. Briarhill can continue to grow its employment base while also providing the balancing residential growth necessary to ensure a sustainable development model underpins the growth and vision for the Metropolitan Area.

This Framework Plan sets out the vision, principles and framework that will guide the orderly and sustainable development of high quality compact growth at Briarhill in the Metropolitan Area.



Connected Neighbourhoods forming the Eastern Metropolitan Area of Galway

1.0 INTRODUCTION

Framework Boundary

At the outset of reviewing the potential for urban growth at Briarhill, the area under consideration was defined by the N83 and R339 on the north and south and by the Parkmore Road on the west. The eastern boundary was set back from the residential dwellings along the Ballintemple Road and extended through the agricultural lands.

Following preliminary consultation with Galway County Council, it was considered that the longer term vision for Briarhill may be better served by extending the eastern boundary up to the Ballintemple Road. This would facilitate longer term future growth capacity with the Ballintemple Road as the natural settlement boundary.

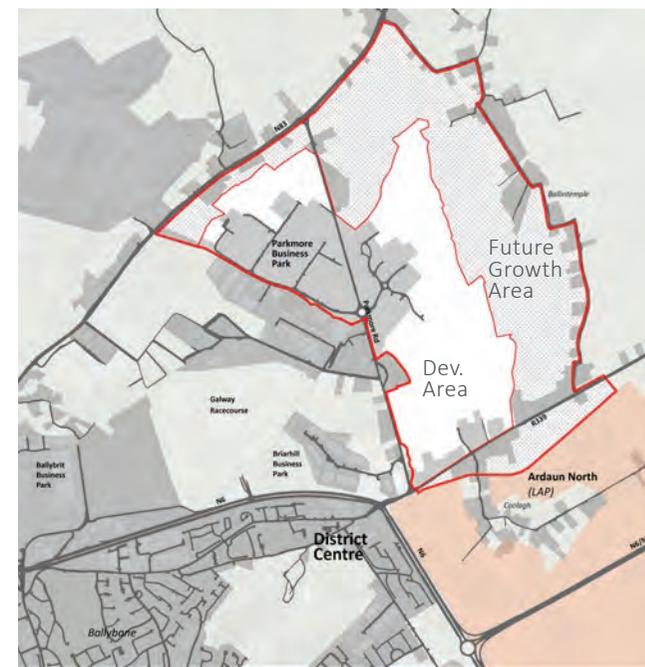
In order to ensure a plan-led approach to the establishment of Briarhill in an orderly manner, the overall was then subdivided to include short and medium term development areas for both residential and employment uses, together with a Future Growth Area that would allow future eastward growth and build on earlier stages of community and infrastructural development .



Original Framework Plan Boundary



Revised Framework Plan Boundary



Framework Plan (Development Area + Future Growth Area)

2.0 STRATEGIC VISION

Briarhill is an intrinsic part of the Galway Metropolitan Area, and an important and significant growth area for the County. It incorporates substantial employment uses and has ample capacity for the delivery of high quality compact and sustainable growth in the eastern Metropolitan Area.

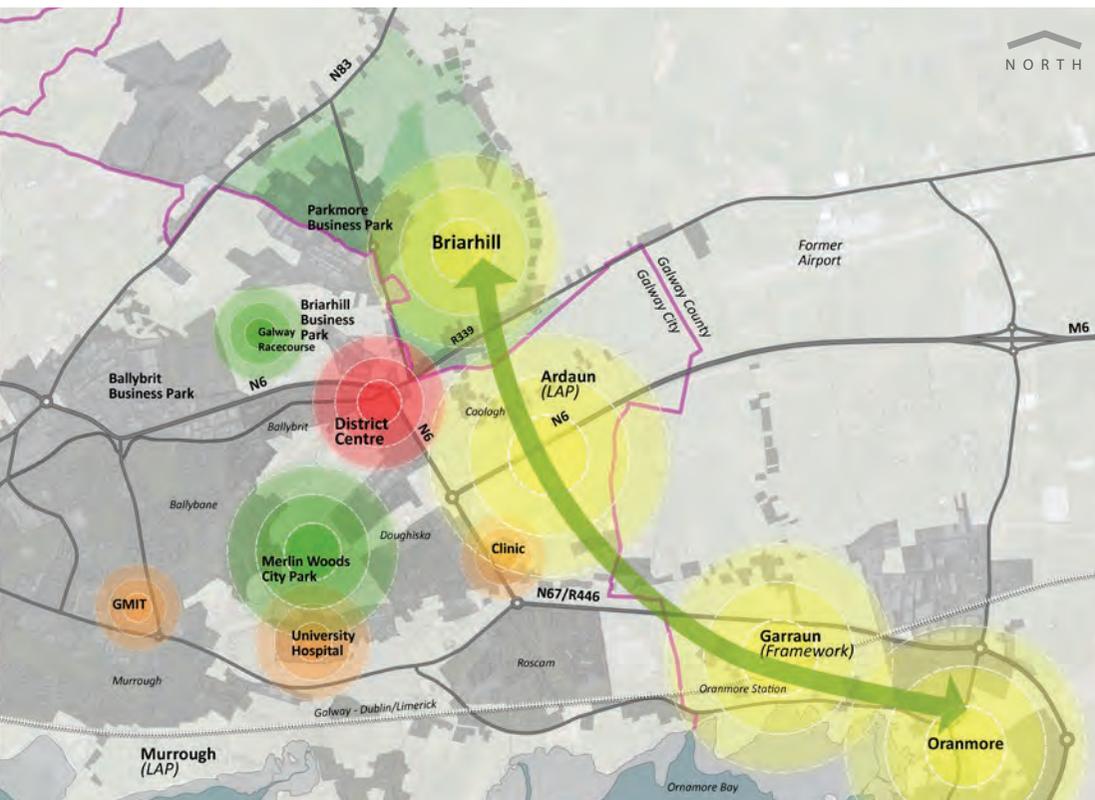
High quality, attractive and walkable new neighbourhood settlement, centred on a new and vibrant local centre and providing for community development and expansion.

Highly quality of life with ready access to Galway City but also enjoying the benefits of extensive new community and open space facilities within Briarhill.

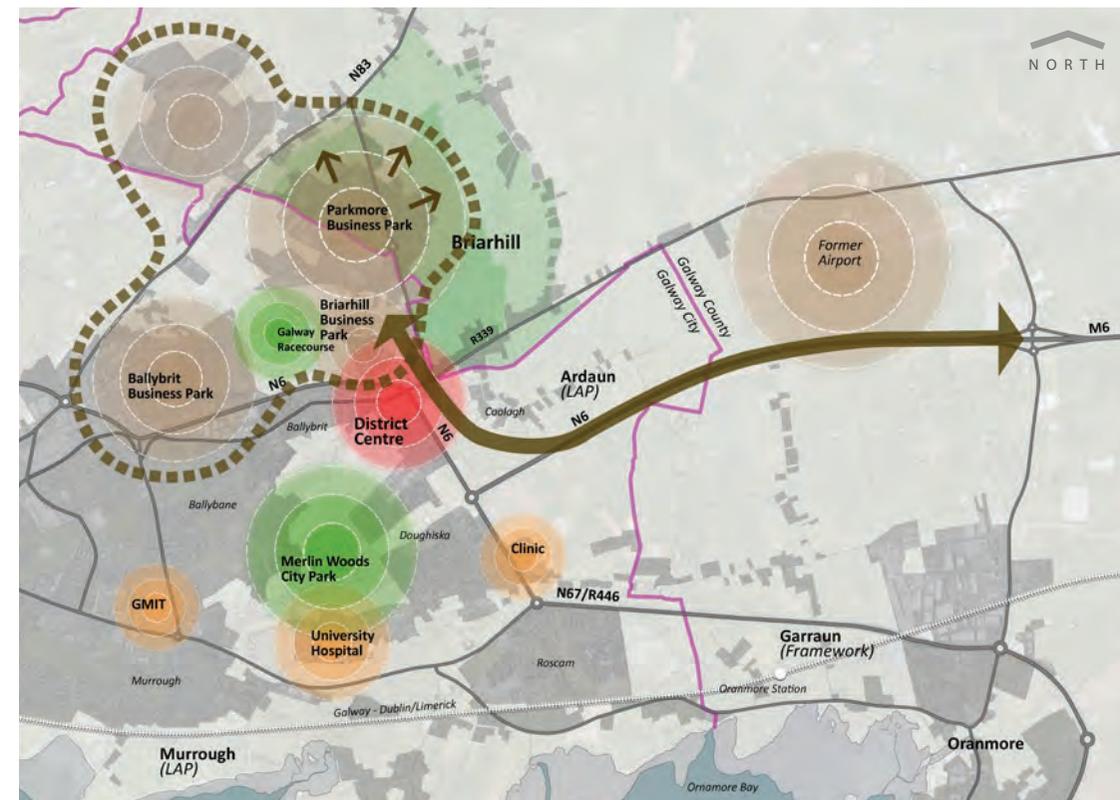
Highly accessible within the Galway Metropolitan Area including Galway City with capacity to adopt sustainable transport models and services for day to day travel.

Excellent access to employment centres in Galway City, Ballybrit and Parkmore, and with significant new planned employment uses at the former Galway Airport lands.

Potential for direct access provision from the M6 into Parkmore and Briarhill employment hubs.

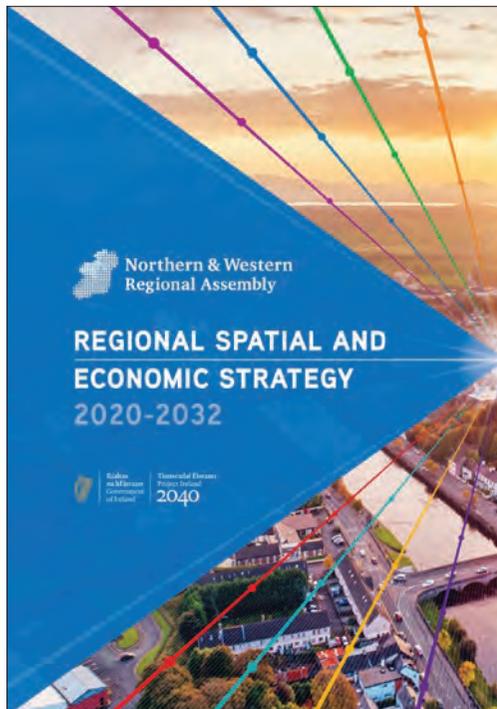


Connected Metropolitan Settlements



Employment and Access

3.0 STRATEGIC PLANNING CONTEXT



This Framework Plan aligns with a hierarchy of National, Regional and Local planning strategies and development plans. Compact Growth, Sustainable Mobility, and responding to Climate Change are common policies and objectives of all of these strategies and plans.

The National Planning Framework (NPF) is the Government's strategic plan for shaping the future growth and development of our country out to the year 2040. The NPF subdivides the country into three regions, including the Northern and Western, Southern, and Eastern and Midland regions.

The NPF establishes the Galway Metropolitan Area as the primary centre for growth in the Northern and Western region. Galway needs to accommodate a greater proportion of the growth it generates within its metropolitan boundary. Challenges to be addressed include transport/mobility and urban quality, housing choice and affordability, especially outside the core-city centre area.

The Regional Spatial and Economic Strategy (RSES) for the Northern and Western region supports the implementation of the NPF. In the RSES, the Growth Framework is underpinned by 'Placemaking' as a priority, ensuring synergy between investments and planning for strategic interventions that maximise returns for 'People and Place'.

'Compact growth will be pursued to ensure sustainable growth of more compact urban and rural settlements, supported by jobs, houses, services and amenities, rather than continued sprawl and unplanned, uneconomic growth.'

The Metropolitan Area Strategic Plan (MASP), within the RSES, provides a framework for development plans and investment prioritisation. The Metropolitan Area has considerable land capacity to meet population growth, and seeks to provide an integration of housing with transport infrastructure fostering sustainable growth patterns. A number of strategic growth areas are identified, including Briarhill, Garraun and Oranmore in the eastern Metropolitan Area together with Ardaun which is in the Galway City area.

The Galway County Development Plan 2022-2028 (GCDP) identifies the Strategic Economic Corridor to the east of the city, with easy access and a high concentration of established and valuable infrastructure. The GCDP also proposes to pursue the main elements of the Galway Transportation and Planning Study (GTPS), including consolidating development within Galway City and County within a planned corridor for expansion to the east, generally known as the Ardaun and Garraun area.

The Greater Galway Area Drainage Plan is noted as a key enabler for the larger area of Oranmore and metropolitan areas to the north, and as enabler of the strategic potential offered by the lands around Oranmore railway station.

Oranmore train station is located at Garraun at the southern end of the Briarhill, Ardaun and Garraun growth areas. The station is to be upgraded to a dual platform with a passing loop that will facilitate doubling the frequency of train services in the Metropolitan Area. A plan-led approach to developing these areas must ensure a high quality walking and cycling green link between the train station and future growth areas.

4.0 LANDS AT BRIARHILL



Parkmore Rd looking north (source: Google Street View)



Parkmore Business Park



R339 looking east (source: Google Street View)



Parkmore Rd/ N83 Junction (source: Google Street View)



Local Context

The Briarhill area is currently the missing piece of the metropolitan landscape centred on the nodal point at the Lynch's Junction on the current N6 and R339.

The availability of green field lands at Briarhill provides excellent opportunity to plan for population growth and the establishment of a distinct new settlement that is a catalyst for establishing the Galway Metropolitan Area.

Briarhill will be naturally connected to other planned settlements at Ardaun and Garraun, with clear potential for the provision of a sustainable transport solution between Briarhill and other destinations in the Galway Metropolitan Area including Galway City.



4.0 LANDS AT BRIARHILL

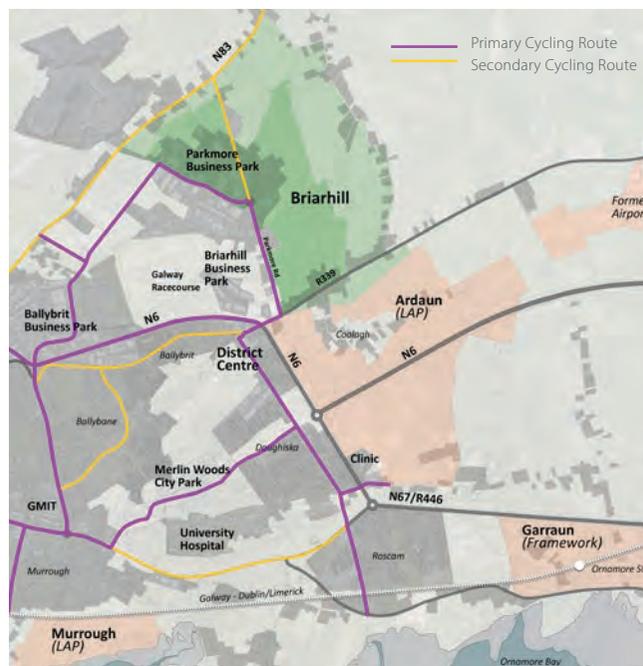
Public Transport Strategy



The Public Transport Strategy builds on the existing services between the western edges of Briarhill and towards Galway City.

The R339 provides excellent opportunity to expand these public transport routes in line with growth, so as to loop through Briarhill and provide bus services directly within the Briarhill settlement and through the Metropolitan Area.

Cycling Strategy



The primary and secondary cycling networks within Galway City already run along the western edge of Briarhill. As Briarhill develops, the provision of cycle links from within Briarhill and connecting to the established cycle network will be readily achievable, and will provide an attractive alternative to residents of Briarhill to Metropolitan commuting.

Additionally, there is similar potential to provide green routes for pedestrians and cyclist connecting Briarhill, Ardaun and Garraun to Oranmore train station and railway services, as well as to the coast amenity at Oranmore Bay.

Planned Galway City Ring Road



The planned Galway City Ring Road will remove through traffic crossing the city from the Metropolitan Area. Removal of through traffic from the N6 will reduce the current demand for carriageway capacity on the N6 and afford opportunities to re-think these roads for the provision of dedicated public transport, cycling and pedestrian facilities that will provide excellent connectivity within the eastern Metropolitan Area and between Briarhill and Galway City.

Adapting the N6 in this manner will break down the existing barrier separating the residential and employment areas in the eastern Galway Metropolitan Area.



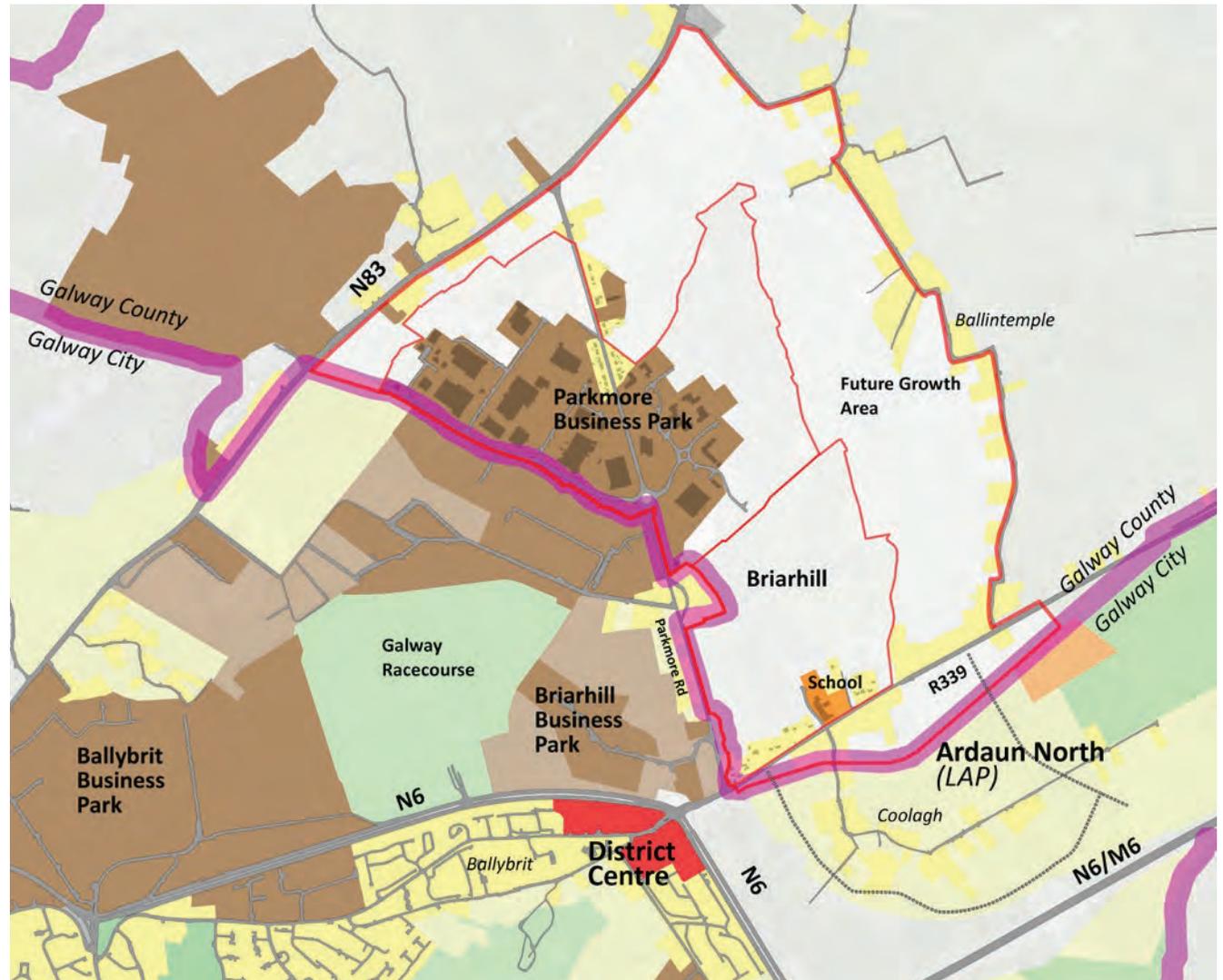
Land Use

Briarhill already incorporates extensive employment uses and includes further undeveloped lands for employment growth.

The wider Briarhill area includes ample greenfield lands for that are suitable for plan-led urban growth. These lands extend from the R339 and Parkmore Road and continue eastwards and northwards to the Ballintemple Road and the N83 wrapping around the zoned employment lands.

The established edges along the R339 and Ballintemple Road are characterised by conventional low density roadside ribbon residential development and present an obvious potential for infill residential development to avail of existing and planned infrastructure, employment, amenity and city centre uses for the benefit of the expanding population.

- Employment
- Zoned Employment
- Residential
- Zoned Residential
- Recreation and Amenity
- District Centre
- Education/Community
- Zoned Education/Community



Existing Land Uses. (Note that proposed Land Use Zoning is shown in Section 8.0)

4.0 LANDS AT BRIARHILL

Topography

The topography at Briarhill is gently rising and locally undulating, with the established Parkmore Business Park at the highest elevations to the north west.

The main body of the available lands to the east and south of the employment area are east and south facing, providing excellent opportunity for development of a high quality residential settlement with good orientation for solar gain and enhanced amenity.





Landscape

The lands at Briarhill, other than the established Business Park areas, comprise open fields with boundaries comprising a mix of small hedgerows, individual trees and groups of trees, and also some areas of more dense mixed woodlands.

The existing green infrastructure can guide the site development strategy, so as to retain the more valuable established tree and hedgerow assets, and connect them through new planting associated with future development.

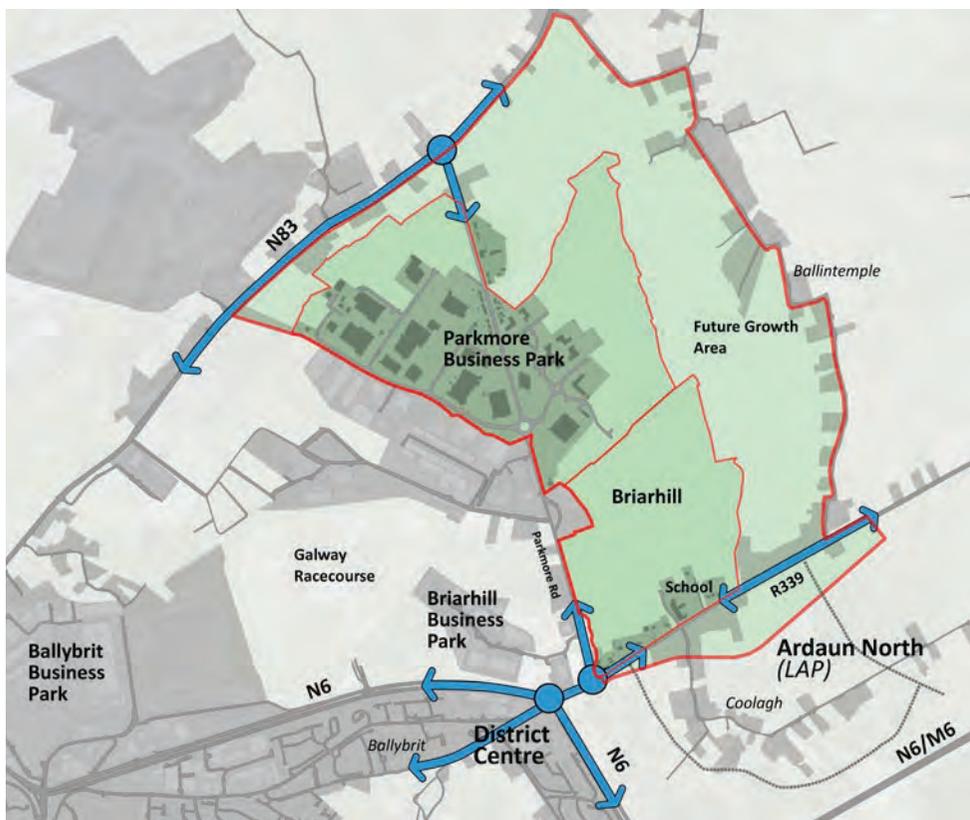
The green infrastructure can also provide a starting point for the location of public open space and the establishment of new and attractive green routes throughout Briarhill.



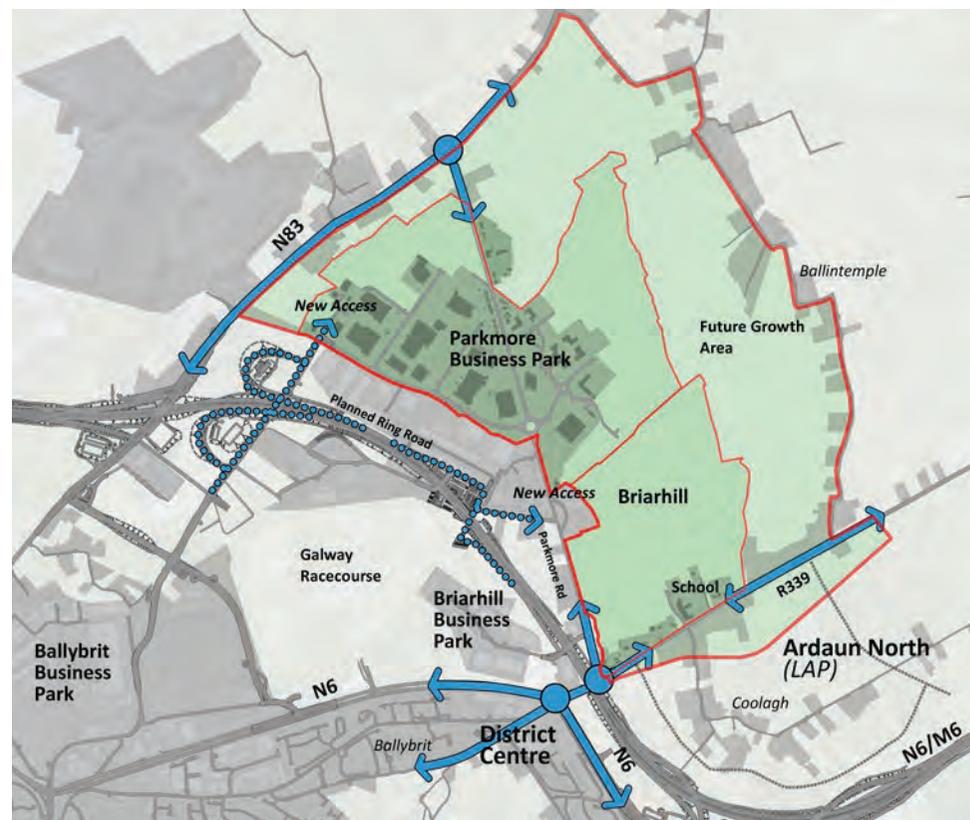
4.0 LANDS AT BRIARHILL

Roads and Access

Briarhill is readily accessible from the south via the R339, and can also be accessed from the N83 via Parkmore Road. Implementation of the Galway Transport Strategy and delivery of the Galway City Ring Road will provide additional access points to the Parkmore Business Park, and potentially to the southern lands at Briarhill.



Existing Roads & Access



Roads & Access in Context of Planned GCRR

5.0 PRINCIPLES AND STRATEGY



Key Strategy Objectives

Continued expansion of Parkmore Business Park to the north and east.

Compact growth establishing high quality new residential settlement with associated community facilities on the southern lands with potential for strong green link southwards to Ardaun and Garraun to Oranmore train station.

Excellent access to employment and District Centre and Galway City, with direct access to public transport and urban cycle network for sustainable mobility.

Further future growth area to the east.

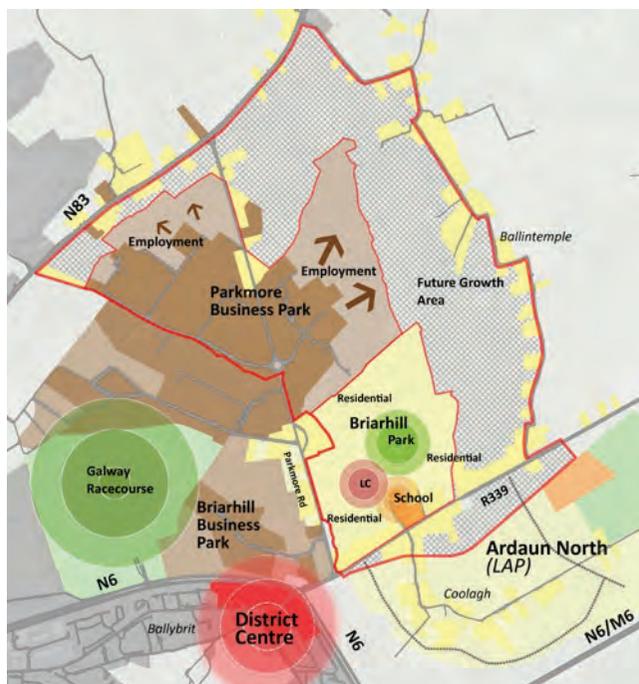
5.0 PRINCIPLES AND STRATEGY

Access Principles



Access points can readily be achieved from the R339 and from the Parkmore Road, with additional direct access from the N83 to the north.

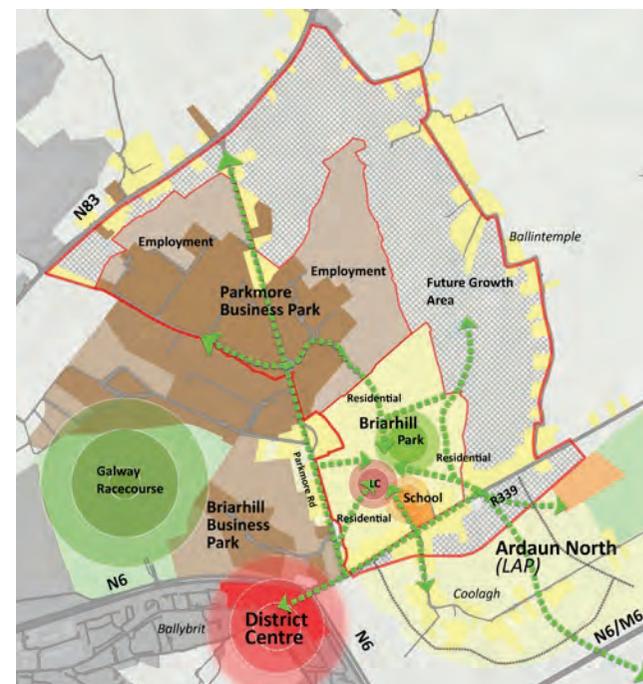
Land Use Principles



Consolidation and expansion of the existing employment area at Parkmore Business Park and a new urban growth area, initially towards the southwest of the lands and incorporating a local centre, secondary school and public park and sustainable movement network.

Future further growth can then be accommodated to the east and northwards towards the N83.

Connectivity Principles



Fundamental to the establishment of a new Metropolitan settlement is the provision of excellent access and connectivity to established and planned urban and metropolitan destinations and land uses.

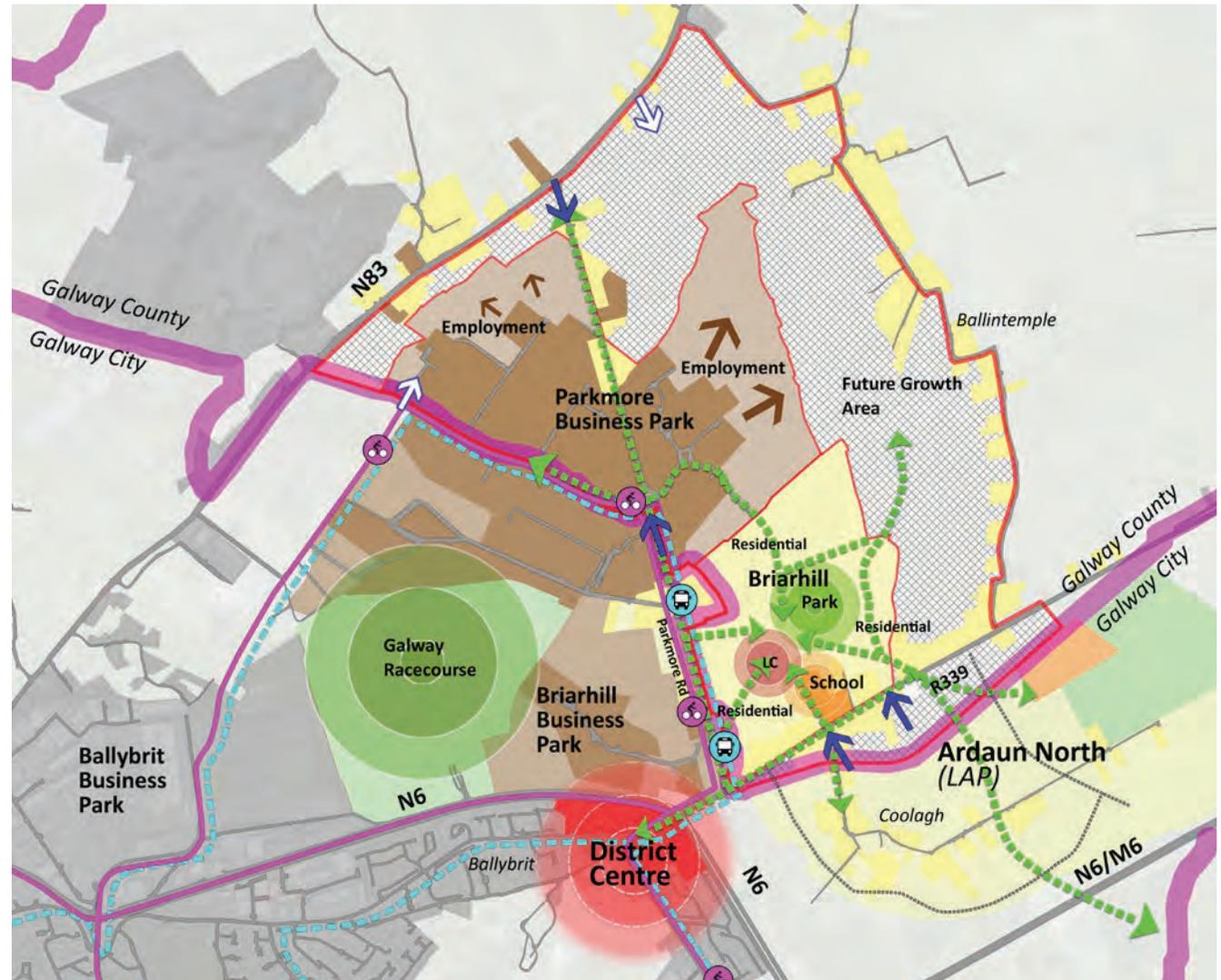
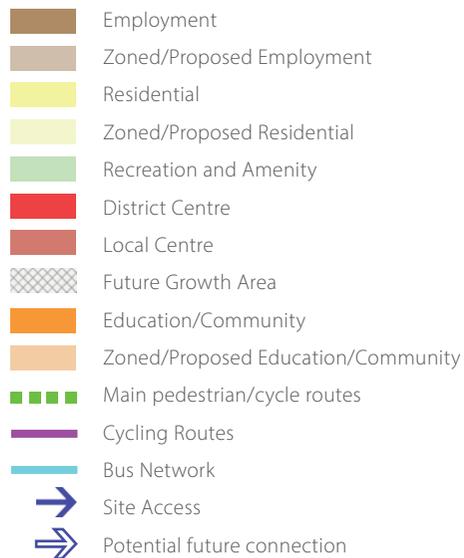
A sustainable movement network, comprising attractive and safe green links to promote and encourage walking and cycling, and connections to public transport services including Oranmore train station at Garraun, lies at the heart of the Briarhill Framework.

5.0 PRINCIPLES AND STRATEGY



Strategy

- Expansion of employment uses
- Establishing a new urban growth area towards the R339 incorporating education and community facilities.
- Building on existing access points in response to growth
- Establishing green links for pedestrian and cycle use and connecting to public transport services locally and within the wider Metropolitan Area
- Future-proofing longer-term growth with future growth area to the east and north.



Growth Strategy illustrating Land Uses. For Land Use Zoning, refer to Section 8.0

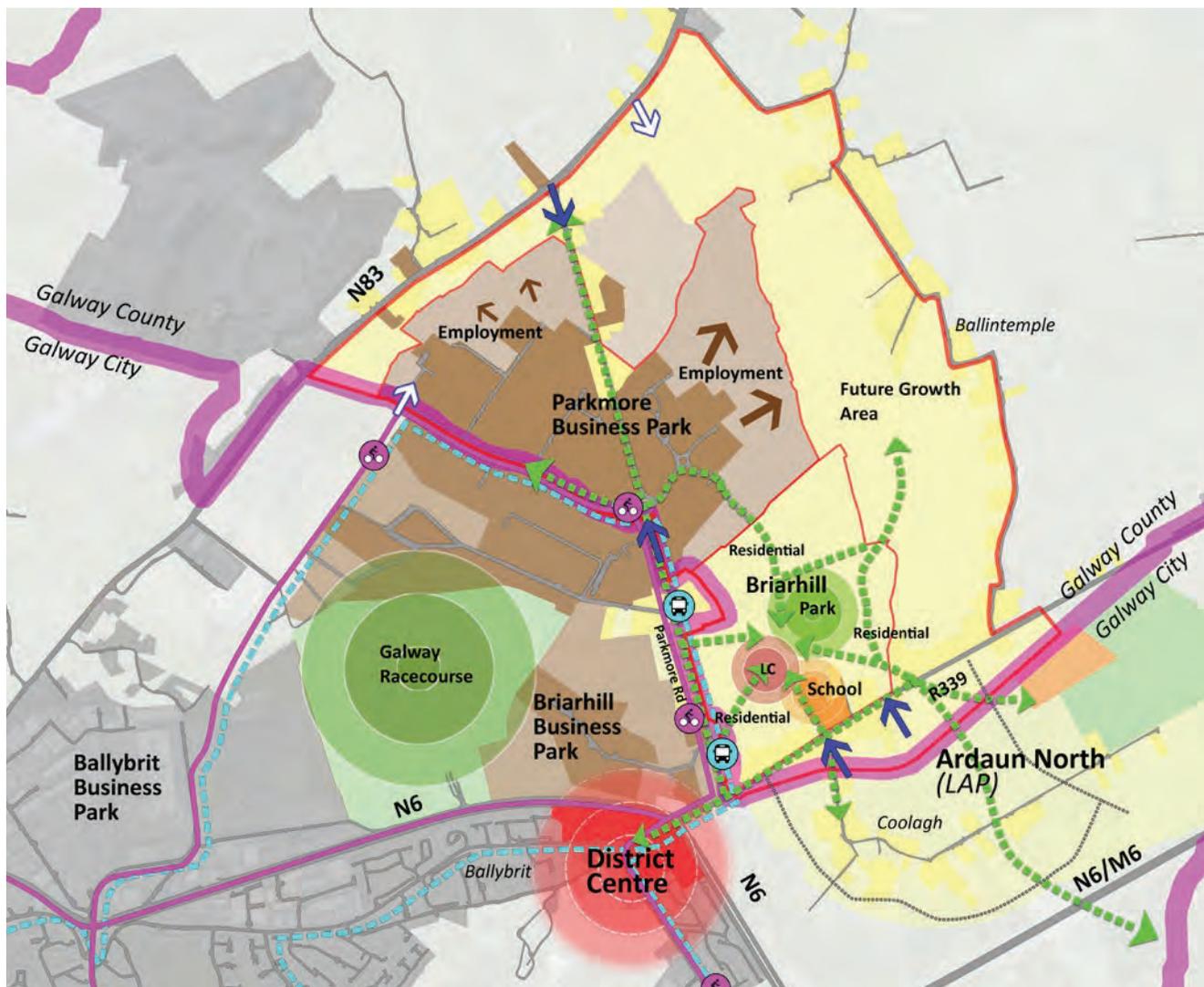
5.0 PRINCIPLES AND STRATEGY

Future Proofing

Growth of existing land uses and the establishment of the new residential settlement at Briarhill are informed by the existing and planned surrounding land use and services, but also by the objective to future-proof the new settlement so that it can continue to grow in the future.

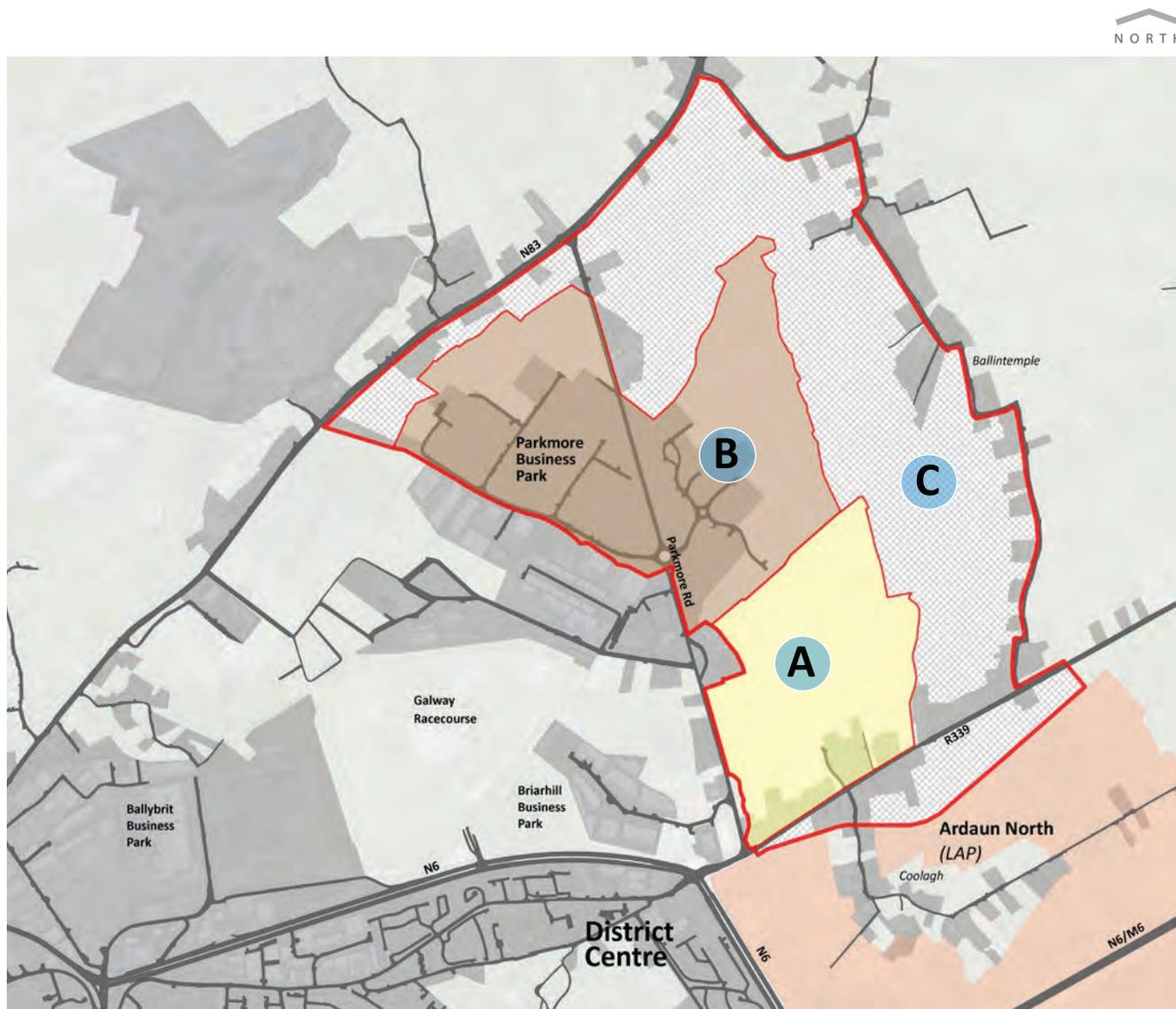
The initial phase of urban growth at Briarhill will be towards the south western part of the lands, however the establishment of green links, open space and amenities will anticipate longer term continued growth to the east and north and ensure that such future growth will also be characterised by the high quality and connected nature of the earlier stages that will make Briarhill an attractive place to live.

- Employment
- Zoned/Proposed Employment
- Residential
- Zoned/Proposed Residential
- Recreation and Amenity
- District Centre
- Local Centre
- Education/Community
- Zoned/Proposed Education/Community
- Main pedestrian/cycle routes
- Cycling Routes
- Bus Network
- Site Access
- Potential future connection



Future Growth Area showing indicative future employment and residential areas.

6.0 FRAMEWORK



Framework Areas Breakdown

- A**
Briarhill Residential Neighbourhood with Supporting Community Uses.
Overall Area: 41 ha
Development Area: 36 ha
(existing residential and education lands excluded)
- B**
Parkmore Business Park Employment Uses Expansion.
Overall Area: 75 ha
Development Area: 34 ha
(existing employment and residential lands excluded)
- C**
Future Growth Area
Approx. Development Area: 100 ha

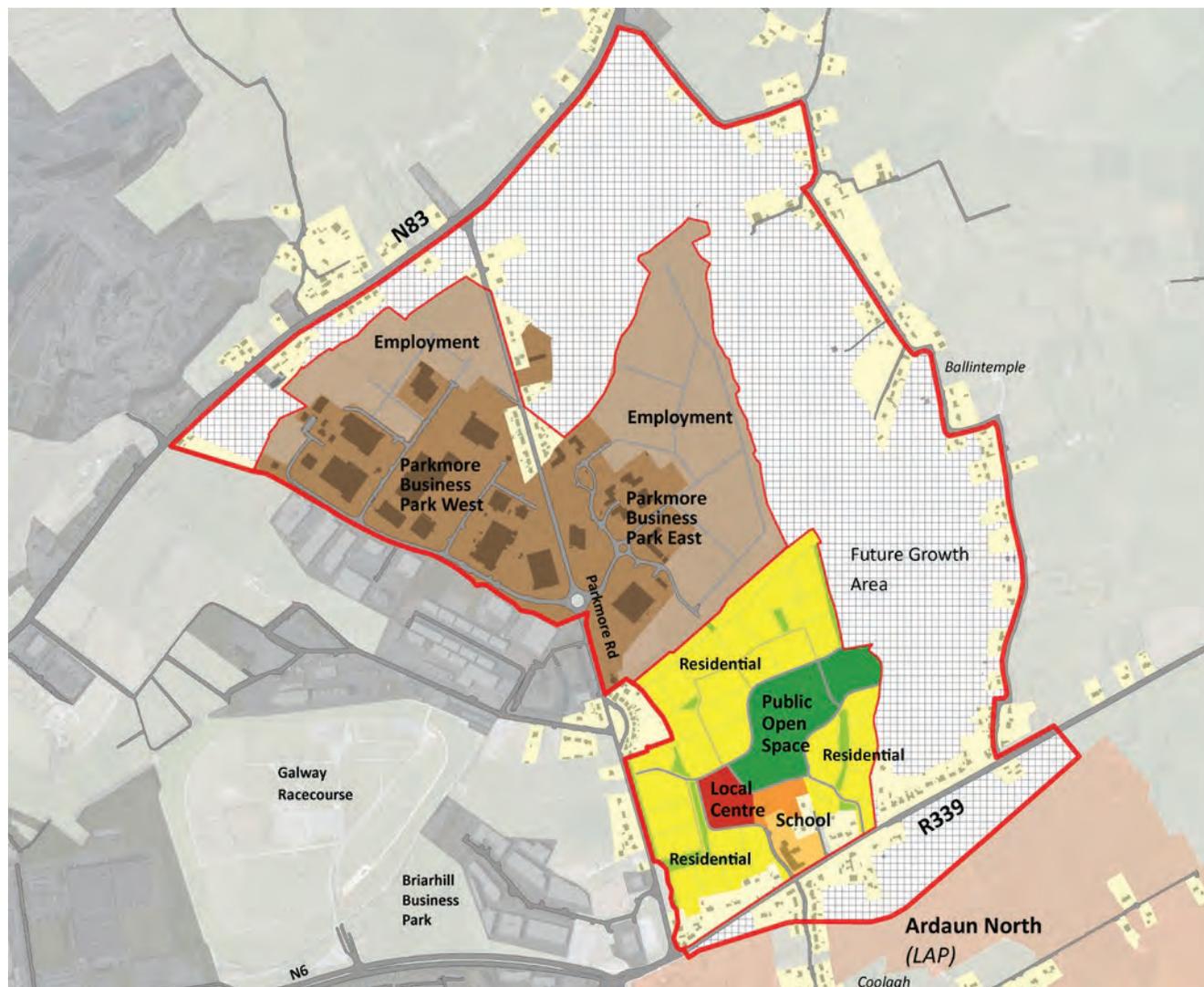
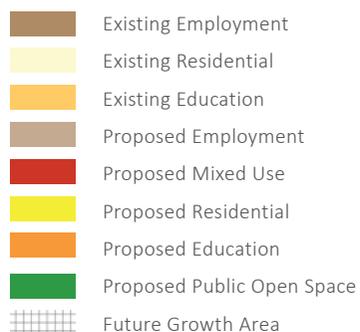
6.0 FRAMEWORK

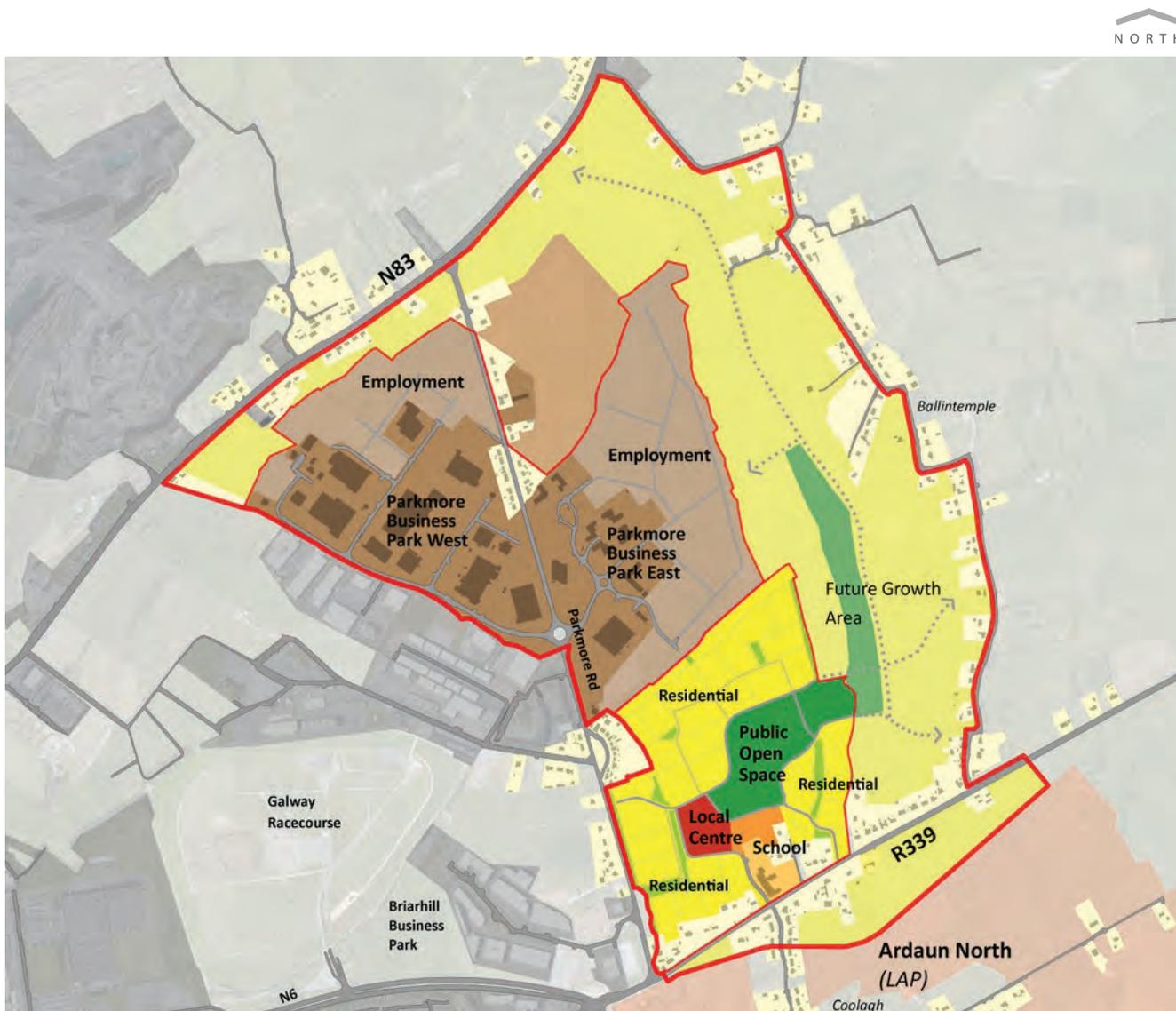
Land Use

Land use in the short to medium term will include two distinct elements. The existing employment base at Parkmore East will continue to grow and a new urban growth area will be established to the southwest of the Briarhill lands.

The new settlement will incorporate a vibrant local centre that is central to the new residential community. The existing primary school will have capacity to expand adjacent to the local centre and both the local centre and school will have direct access to a new park.

Residential development will be established around the local centre, school and park.





Future Growth Area showing indicative future employment and residential areas.

Long-term Land Use

In the longer term, Briarhill will extend into the Future Growth Area including extension of the public park eastwards and ultimately connecting to a north-south linear park leading northwards between Ballintemple Road and Parkmore East and driving further residential growth.

The linear park, pocket parks and other green links are planned to be part of the long term pedestrian and cycling network that will facilitate adoption of sustainable mobility patterns at Briarhill.

It is further anticipated that the green link which incorporates cycleways and walkways will extend through Ardaun and onwards to Garraun and Oranmore train station so as to ensure the future increase population of the eastern Metropolitan Area have access to high quality public transport.

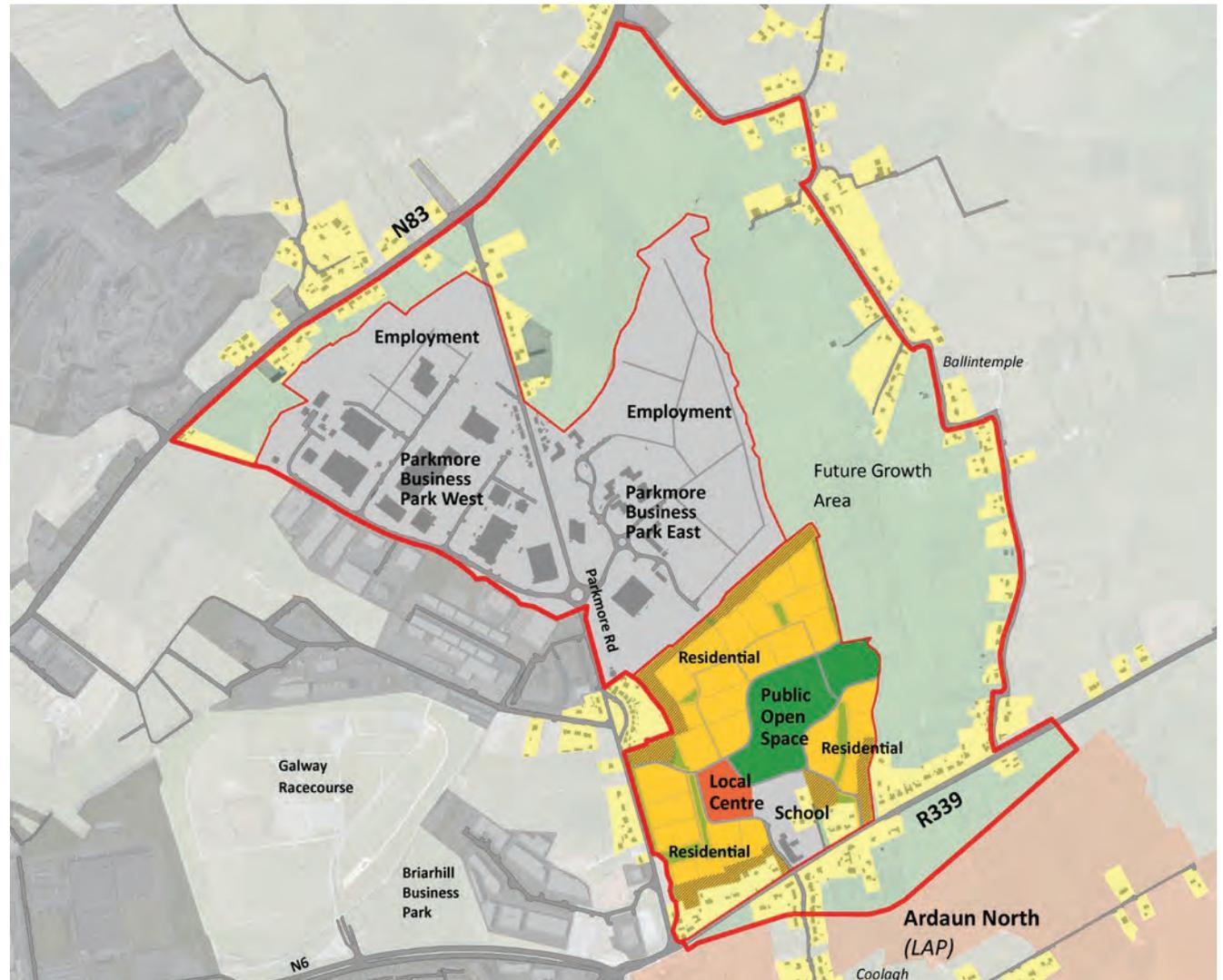
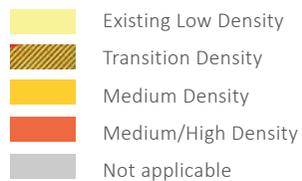
6.0 FRAMEWORK

Density

Key to the ultimate success of Briarhill will be the early establishment of a distinctive and appealing neighbourhood comprising a local centre, expanded primary school and a public park, and with sufficient residential development to ensure a vibrant locality.

In this regard, it is anticipated the initial development area will consolidate the built form towards the south western part of Briarhill and establishes a higher density local centre and continues with a medium density profile. Transition areas will facilitate appropriate interface with existing dwellings.

Medium density	30-35 /ha
Medium/High density	+35 per hectare
Number of dwelling:	c. 750





Wider Movement/Public Transport

Addition of summary page from Systra analysis - TBC

6.0 FRAMEWORK

Movement & Access

Briarhill will be a highly walkable neighbourhood with dwellings located in close proximity to the local centre, community facilities, public the park and public transport.

Vehicular access for the initial south western residential lands will be from the R339 adjacent to the primary school and with a potential second access further east. There will be no through traffic at Briarhill.

Primary vehicular link routes will incorporate passive traffic calming and will quickly transition to homezone style streets. Pedestrian and cycle facilities will be prominent and afford a high degree of pedestrian priority.

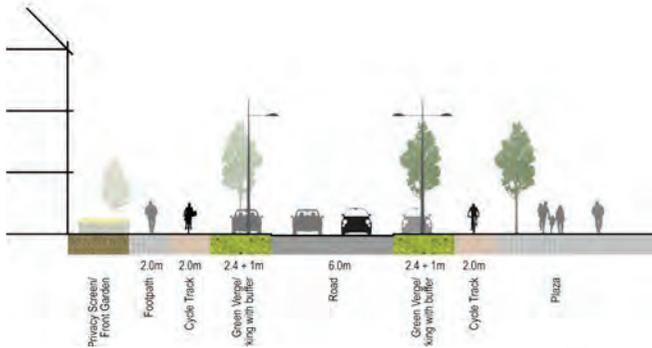
There is potential to incorporate access from the Parkmore Road that leads through Briarhill to the R339 with an emphasis on public transport provision. This would bring public transport services into the local centre and school and also allow public transport services to bypass the Parkmore Road / R339 junction.

-  Existing Roads
-  Primary Link
-  Local
-  Home Zone
-  Business Park Road Network
-  Site Access
-  Potential future connection

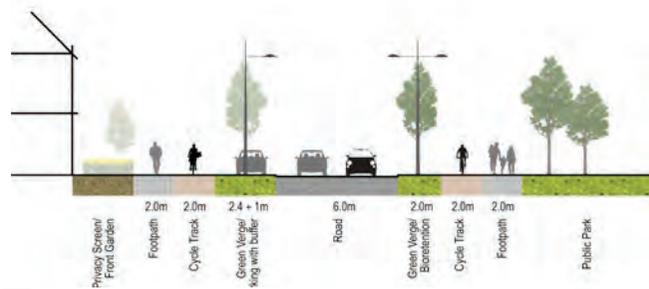




Street Types Sections



Primary Link 1-1



Primary Link 2-2



Local Road 3-3 (with cycling facilities)



Local Road 4-4 (cyclists share the street)



Local Road 4-4 (cyclists share the street)



Homezone 5-5

6.0 FRAMEWORK

Pedestrian & Cycle Movement

The hierarchy of street types anticipated will provide extensive segregated pedestrian and cycle routes throughout Briarhill.

These facilities combined with low speed vehicular movements will underpin the establishment of an attractive and walkable neighbourhood.

Residents of all ages will be able to make local trips to school, local centre, public park and public transport services in a safe manner.

The network will extend along the public park towards the future growth area so that Briarhill can readily extend in the future in a manner that incorporates high quality pedestrian and cycle facilities.

- Public Transport
- Cycle Network
- Key Pedestrian Network





Landscape

Development at Briarhill will respond to existing green infrastructure and landscape features of the overall lands and will also establish appropriate boundaries with adjoining land uses.

The initial development phase will establish a new landscape comprising a hierarchy of streets featuring landscaped verges and street trees that contribute to the establishment of an attractive neighbourhood setting.

A substantial public park will be directly accessible from the local centre and primary school and will incorporate passive and active amenity spaces and high quality landscaping. Residential development will overlook the park ensuring safety and enhancing residential amenity.

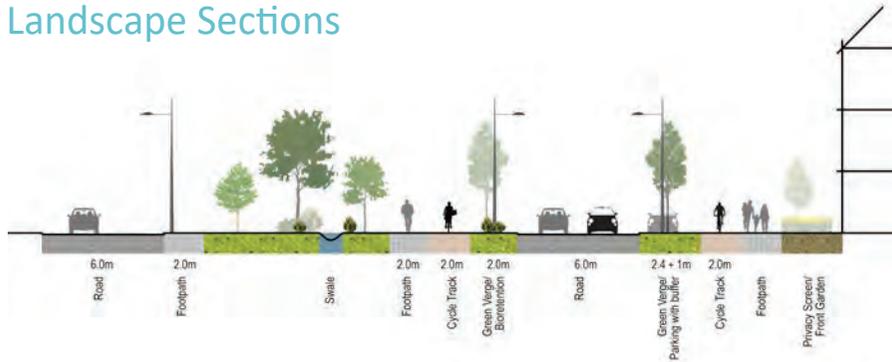
The public park extend towards the future growth area so that future residential and amenity development will be connected to the initial stages of Briarhill.

Landscaping will incorporate SuDS drainage systems that will further characterise the sustainable credentials of Briarhill.

-  Existing Vegetation
-  Business Park Landscape
-  Enhanced Boundaries
-  Proposed Trees
-  Playgrounds
-  Sport Grounds
-  Pocket Parks/ Linear Parks
-  Main Park

6.0 FRAMEWORK

Landscape Sections



Linear Park 1-1 (at Local Centre)



Linear Park 2-2 (within Homezone)



Sustainability

The Briarhill Framework Plan embodies the three dimensions and objectives of sustainable development, including social, environmental and economic sustainability.

Social Sustainability

As a highly walkable neighbourhood where all dwellings are in close proximity to the local centre, primary school, public park and public transport service, Briarhill will be characterised as a vibrant local neighbourhood that supports the establishment of a strong local community.

Streetscapes, walking, cycling and access to local facilities and amenities will encourage social interaction. High quality design and buildings, streetscapes and landscaping will ensure an attractive environment. Together, these characteristics will underpin 'place-making'.

Environmental Sustainability

The core principle of the Framework Plan is to facilitate and promote walking, cycling and public transport in favour of private car use including local trips and access to Galway City and environs.

Retention of key landscape and ecological features and reinforcement of these through new street tree planting, open space landscaping and SuDS technologies in streets, the public park and smaller pocket parks will ensure a strong and appealing landscape character at Briarhill.

This network of amenity spaces and connected streets and green spaces will create an attractive walking environment as well as supporting the establishment of a strong ecological and biodiversity profile for the area.

Anticipating and planning for the future growth area the longer term environmental sustainability.

Economic Sustainability

Briarhill will be immediately adjacent to substantial existing and expanding employment bases providing residents an excellent opportunity to live and work at Briarhill without having to commute.

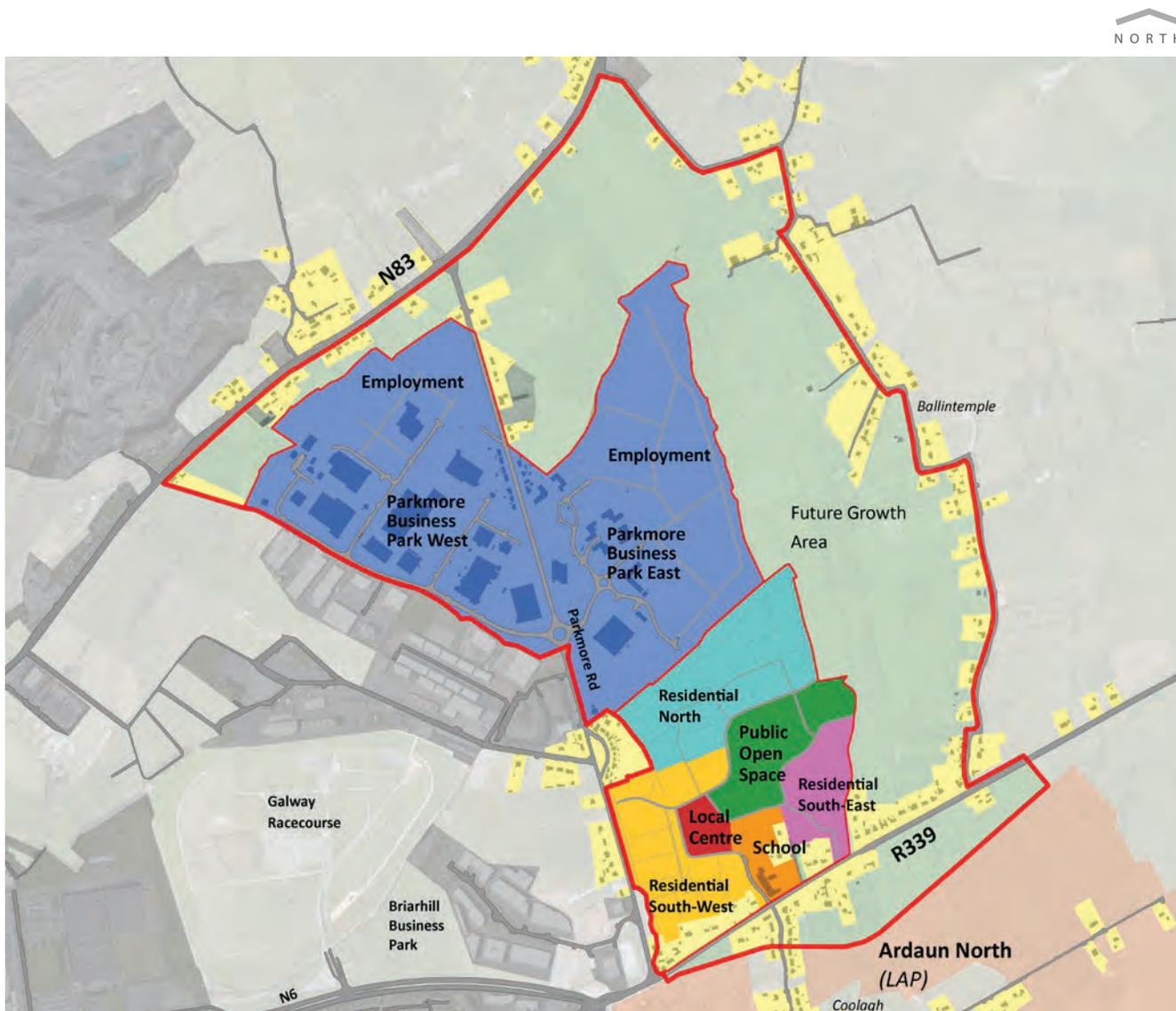
Additionally, the former Galway Airport is planned as an Innovation, Business and Technology Campus with regional, national and international appeal and will require a substantially increased population base to work and support this new enterprise.

Briarhill, including the future growth area, will be perfectly positioned to benefit from the existing employment bases in the Galway Metropolitan Area as well as the planned Innovation, Business and Technology Campus.



6.0 FRAMEWORK





Character Areas

The over-arching character of Briarhill will be of a high quality, attractive and vibrant residential neighbourhood.

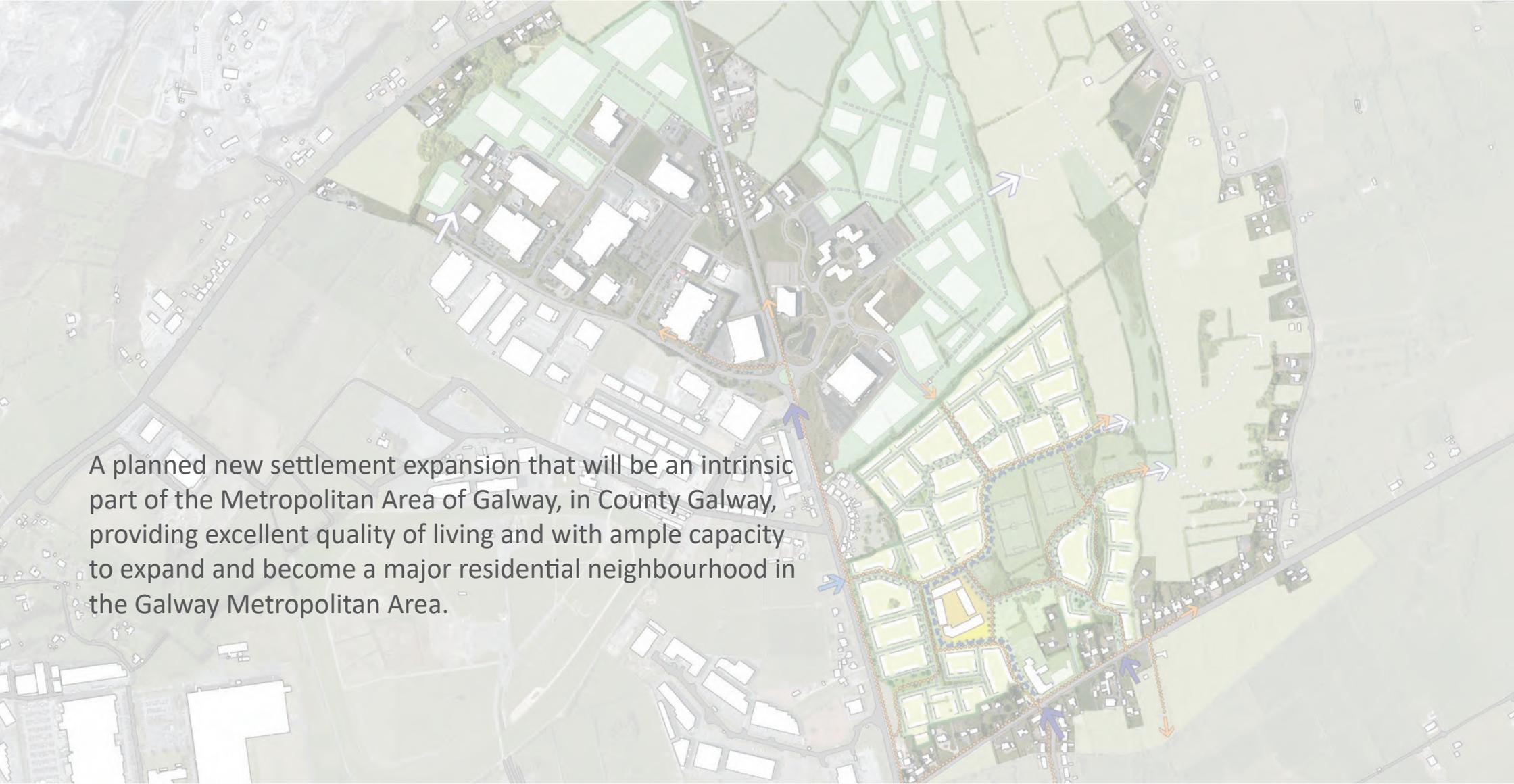
A range of building designs and typologies will be adopted within the local centre and the surrounding residential development areas so as to ensure both quality and diversity.

The local centre will present as an urban village with terraced building forms that may be three or four storeys high and presenting distinctly as the core of Briarhill.

Residential areas to the north, southwest and southeast will incorporate different building forms that extend from the local centre, are appropriate to their adjoining residential, employment and open space uses, and provide distinctive identities to each area.

Individual development proposals will be subject to demonstrating how they have been designed to contribute to and integrate with the wider Briarhill development.

- Existing Low Density Residential
- Residential North
- Residential South-West
- Residential South-East
- Local Centre
- Central Open Space
- Education
- Employment



A planned new settlement expansion that will be an intrinsic part of the Metropolitan Area of Galway, in County Galway, providing excellent quality of living and with ample capacity to expand and become a major residential neighbourhood in the Galway Metropolitan Area.

7.0 BRIARHILL FRAMEWORK PLAN

The Briarhill Framework Plan has been developed through a process informed by engagement, understanding of the lands, its strength, opportunities and challenges.

The Framework Plan demonstrates how plan-led urban growth can be delivered at Briarhill based on forward planning, sustainable land use and integration with public transport. Briarhill will be a high quality, vibrant and appealing metropolitan neighbourhood with excellent access to employment and community facilities as well as Galway City and environs.

Land Use

- Consolidation and expansion of the established employment area at Parkmore Business Park.
- Establishment of the new Briarhill residential settlement to the southwest of the lands, to include a local centre, primary school and public park.
- Future growth area to facilitate long-term expansion in the Metropolitan Area.

Landscape

- Responding to existing key landscape features and establishing an enhanced landscape and biodiversity profile throughout the lands.
- High quality streetscapes, public park and pocket parks providing excellent residential amenity and contributing to 'place-making'

Buildings

- High quality building design and typologies that provide a high standard of living and ensure that Briarhill is an attractive location.
- Incorporation of character areas including the local centre and a number of distinct residential areas to ensure diversity throughout.

Movement & Access

- Highly pedestrian and cycle oriented neighbourhood and linking to public transport.
- Vehicular access from the R339 and from the Parkmore Road.
- Potential future access from the N83 and from south west corner of Parkmore West Business Park

Key

- 1 Proposed Residential
- 2 Local Centre
- 3 School Expansion Lands
- 4 Employment
- 5 Future Growth Area
- 6 Multi Use Public Open Space
- 7 Pocket Parks/Playgrounds
- 8 Linear Parks/Green Corridors
- 9 Enhanced Boundaries
- 10 Local Centre Plaza
- 11 Vehicular Access
- 12 Potential Future Access
- 13 Potential Future Access
- 14 Potential Future Links
- 15 Pedestrian/Cyclist Access
- 16 Indicative Future Road Network

7.0 BRIARHILL FRAMEWORK PLAN



ARDAUN

8.0 POLICY OBJECTIVES AND LAND USE ZONING

BUFP 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 and servicing requirements, and reserve the lands designated as Residential (Phase 2) for the longer term growth needs of the Briarhill Urban Framework Plan. 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 the Urban Framework 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 town.

BUFP 2 Nodal Centre Development

Promote the development of a distinct mixed use nodal centre incorporating local retail and services as well as residential uses. Building forms will ensure a clearly defined nodal centre that is urban in character.

The nodal centre will also be characterised by being a highly pedestrian environment with high quality public realm and landscaping and with direct pedestrian and cycle access between the nodal centre, public park and primary school.

The primary vehicular link will be routed around the nodal centre so as to eliminate any potential through traffic.

BUFP 3 Business and Technology

Promote the development of high value business and technology uses to reinforce Parkmore/Briarhill's role as an employment site for large, innovative, companies in sectors including, science and technology based industry in life sciences, bio-pharma, IT, internationally traded services and Research and Development. This zoning shall also provide for office park developments, storage facilities and logistics that are ancillary to the primary uses outlined above. Appropriate training facilities, such as Third Level Outreach facilities, may also be considered.

The development of inappropriate or non-complementary uses, and which would be more appropriately located on lands zoned as Industry, Business & Enterprise and Town Centre/Commercial, Commercial/Mixed Use will not normally be permitted within this zoning.

BUFP 4 Community Facilities

Promote the provision of and improvement of a diverse range of community facilities within existing and new communities within the Briarhill Urban Framework Plan. For Large scale development community facilities shall be in situ prior to the completion or occupation of the development.

BUFP 5 Open Space, Recreation and Amenity

Promote the sustainable management, use and/or development, as appropriate, of the Open Space lands within the Urban Framework Plan area.

This will include:

- a) Development of open spaces and recreational activities, in accordance with best practice and on suitable lands with adequate access to the local community and retain existing open space and recreational facilities, unless it can be clearly demonstrated to the satisfaction of Galway County Council that these uses are no longer required by the community;
- b) Appropriate management and use of any flood risk areas within the OS zone to avoid, reduce and/or mitigate, as appropriate, the risk and potential impact of flooding;
- c) appropriate management and use of any areas of high biodiversity value.

8.0 POLICY OBJECTIVES AND LAND USE ZONING

BUFP 6 Transport Infrastructure

Facilitate the provision and maintenance of essential transportation infrastructure. This shall include the reservation of lands to facilitate public roads, footpaths, cycle ways, bus stops and landscaping, together with any necessary associated works, as appropriate.

BUFP 7 Constrained Land Use

To facilitate the appropriate management and sustainable use of flood risk areas within the Briarhill Urban Framework Plan.

This zoning limits new development, while recognising that existing development uses within this area may require small scale development, as outlined below, over the life of the Local Area Plan, which would contribute towards the compact and sustainable urban development of the town.

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.

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, so as 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 to DM Standard 70.)

BUFP 9 Specialist housing

Require that a minimum of 10% of all new eligible residential sites are set aside for the development of new social and specialist housing units, unless addressed through suitable alternative arrangements by agreement with the Planning Authority, in accordance with County Galway Housing Strategy and Part V of the Planning and Development Act 2000 (as amended) and any subsequent amendments to the Part V provision to reflect Government policy.

BUFP 10 Urban Framework Plan Integration

All planning applications for development will be required to include a clear and concise design rationale report demonstrating how the proposed development will:

- a) Contribute to the overall establishment of Briarhill as anticipated in this Urban Framework Plan.
- b) Contribute to the establishment of the primary public park as set out in the Urban Framework Plan.
- c) Integrate with any other developments at Briarhill that are completed, permitted or planned and in a manner that is fully informed by the vision and strategy set out in the Briarhill Urban Framework Plan.
- d) Integrate appropriately with adjoining properties.
- e) Clearly demonstrate the architectural and landscape design and quality of proposed development and how such development will support the establishment of appropriate character areas.

BUFP 11 Phasing the Development

Galway County Council will phase the development of this area in a manner which will align development with the provision of infrastructure and public elements so as to ensure the delivery of the overall vision.

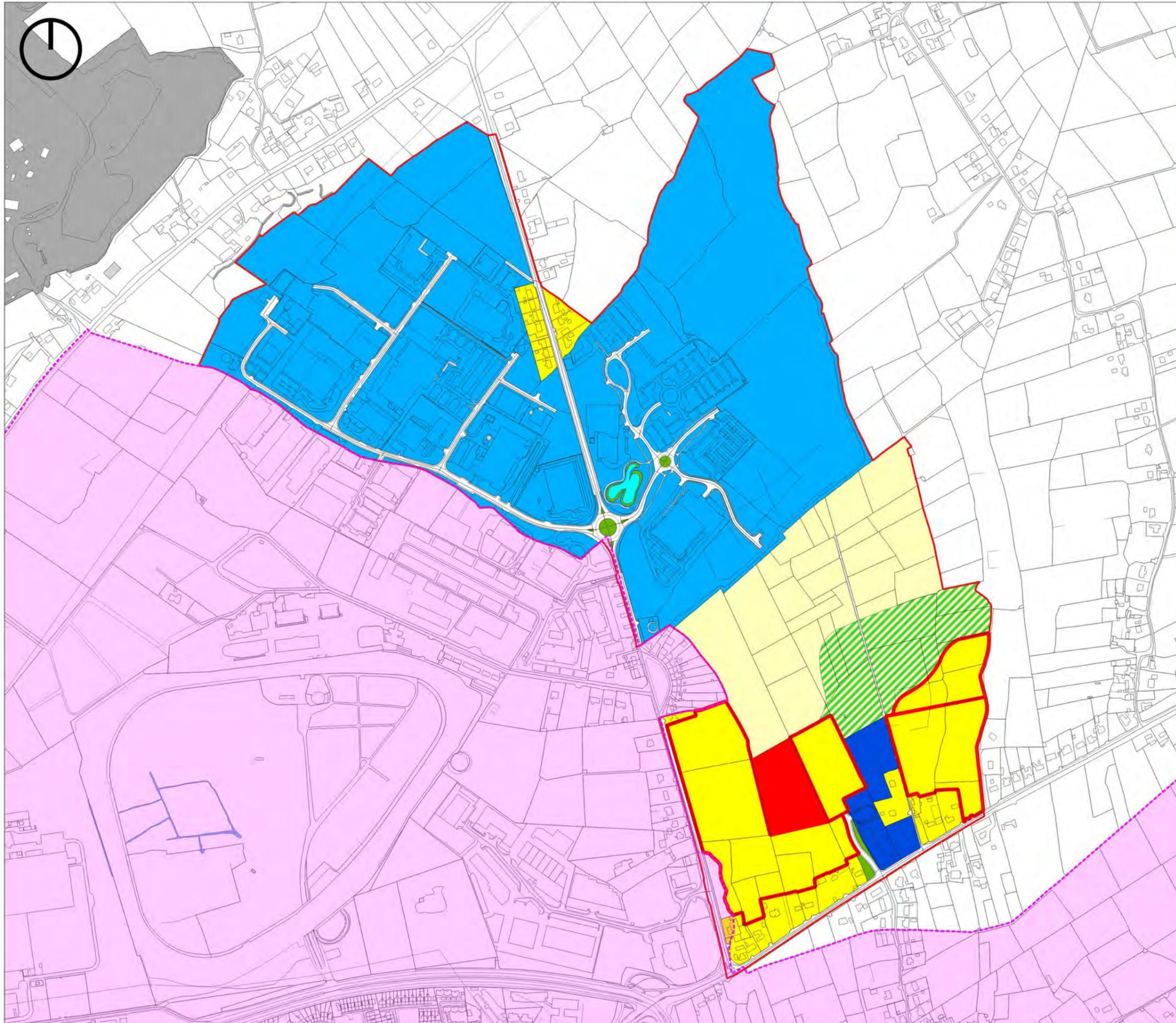
BUFP 12 Special Development Contribution

It is the intention of Galway County Council to prepare a Special Development Contribution Scheme to enable the provision of infrastructure at this location and to assist in the development of public areas and support development.

8.0 POLICY OBJECTIVES AND LAND USE ZONING



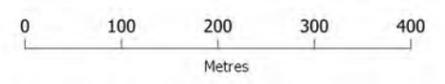
Land Use Zoning

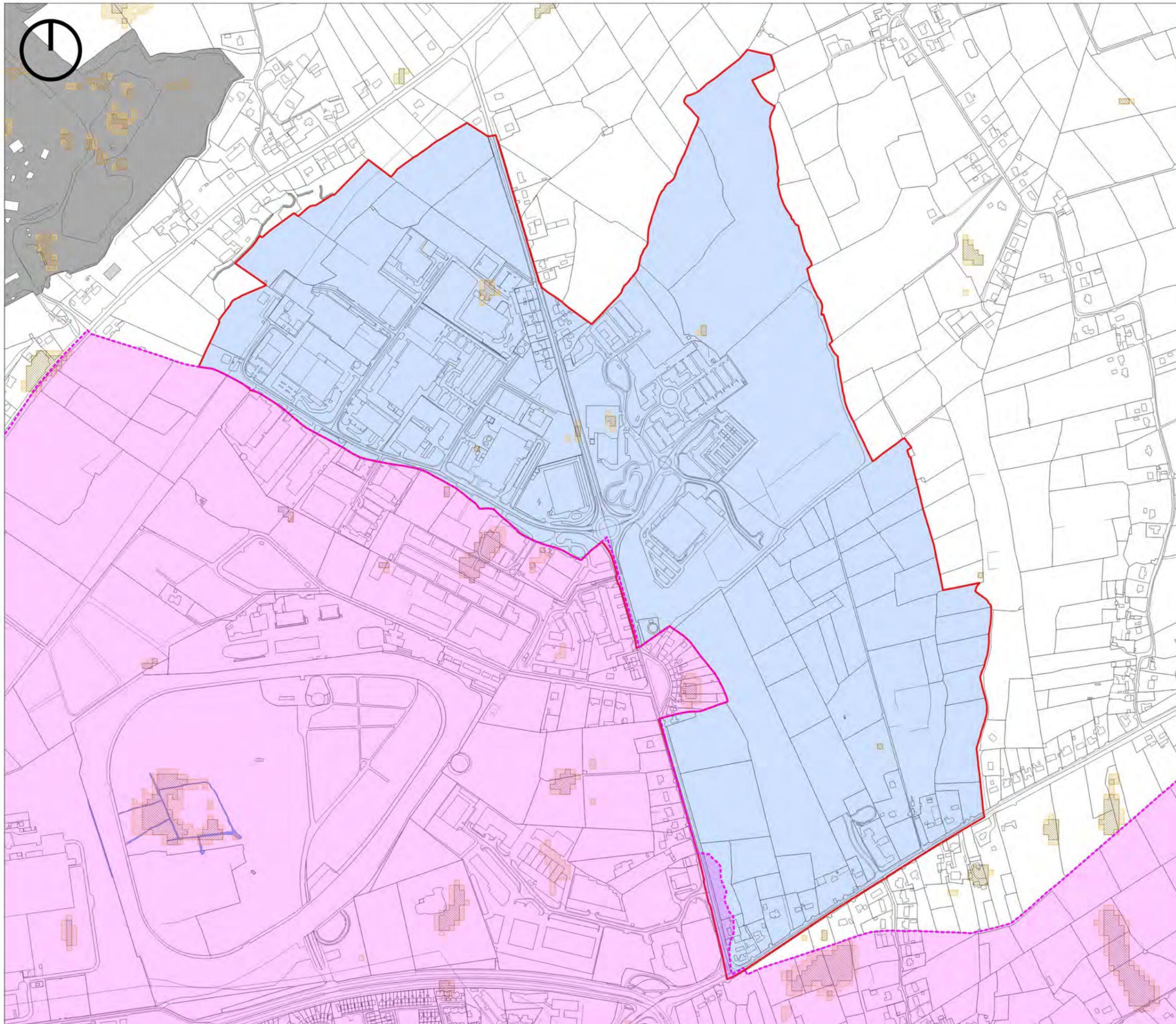


- Settlement Boundary
- R - Residential Existing
- R - Residential (Phase 1)
- R - Residential (Phase 2)
- Nodal Centre
- BT - Business & Technology
- CF - Community Facilities
- OS - Open Space/Recreation & Amenity
- Indicative Green Corridor
- TI - Transport Infrastructure
- Water/Rivers/Streams
- Galway City Administrative Area

**Galway County Development Plan
2022-2028**

**Galway Metropolitan Area
Briarhill
Land Use Zoning Map**

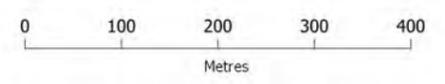




-  Settlement Boundary
-  Indicative Flood Zone C
-  PFRA Pluvial Indicative
-  PFRA Pluvial Extreme
-  Galway City Administrative Area
-  Water

**Galway County Development Plan
2022-2028**

**Galway Metropolitan Area
Briarhill
Flood Risk Management**



3.2 Garraun Urban Framework Plan

GARRAUN

URBAN FRAMEWORK PLAN

A flagship neighbourhood for County Galway, setting new standards in sustainable contemporary living, and with excellent access to public transport.

DRAFT: March 2021





**Brady Shipman
Martin**
**Built.
Environment.**

Reference/Office
6656/Dublin
Draft: 2021-03-29

Contents

1.0	Introduction	1
2.0	Vision	3
3.0	Strategic Planning Context	5
4.0	Lands at Garraun	7
4.1	Local Context	7
4.2	Framework Lands	9
5.0	Principles and Strategy	19
5.1	Principles	19
5.2	Strategy	21
6.0	Framework	23
6.1	Land Use	23
6.2	Density	24
6.3	Public Transport	25
6.4	Movement and Access	26
6.5	Landscape	27
6.6	Character Areas	29
6.7	Sustainability	33
7.0	Garraun Urban Framework Plan	35
8.0	Policy Objectives and Land Use Zoning	38



Oranmore Station at Garraun

1.0 INTRODUCTION

Garraun is located within the Galway Metropolitan Area, 8km east of the city, adjacent to Oranmore town and overlooking Oranmore Bay. The lands at Garraun, together with Ardaun and Briarhill immediately to the northwest, are to provide substantial capacity for plan-led growth within the eastern Metropolitan Area of Galway.

Uniquely, an established railway station, Oranmore Station, together with a surface carpark, are located at the centre of the lands. Train services are available to both Galway City to the west, and to Athenry to the east, and onwards to Dublin and Limerick. Oranmore Station is the first station outside Galway City on the Galway-Dublin/Limerick line, and at the eastern fringe of the city. The second station is a further 15km east at Athenry.

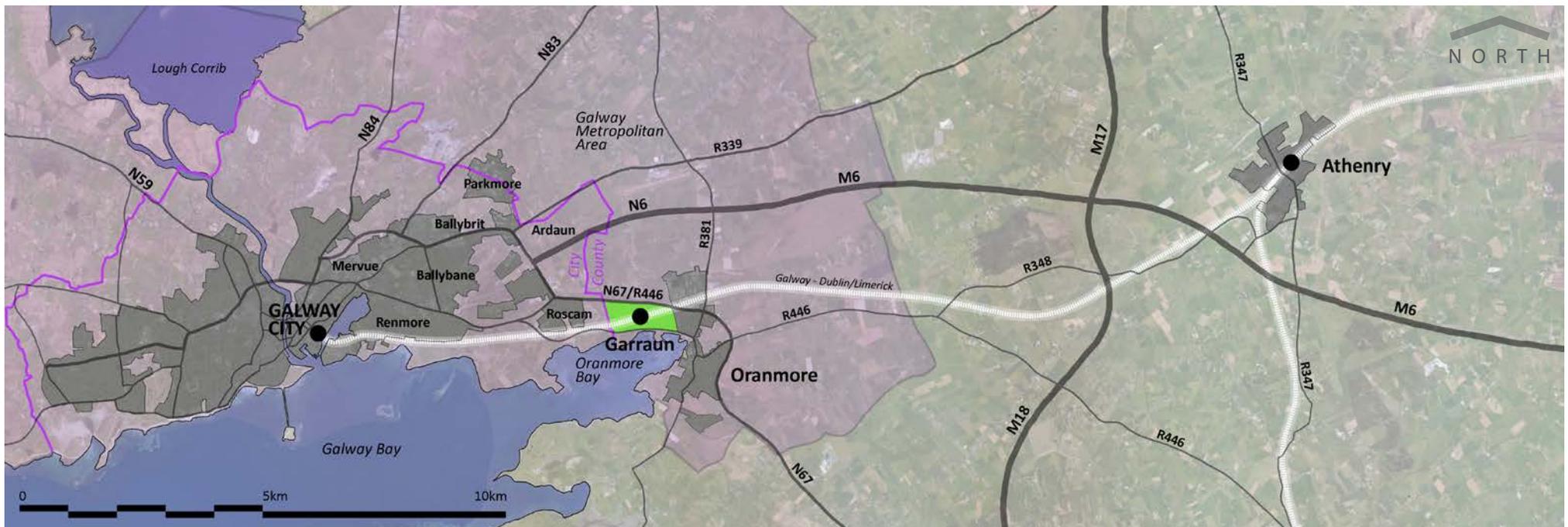
Garraun enjoys direct access to rail and road networks, with connectivity to local, regional and national destinations. Galway City centre is less than 10 minutes away by train and the planned development at Ardaun is just over 1km to the northwest of the railway station.

Major employment areas at Parkmore, Ballybrit and Mervue are within 3 to 6km by road.

Oranmore centre is within 1.5km via the Coast Road, incorporating town centre, community and amenity uses around the original village core, and substantial employment uses to the north of the town at Oranmore Business Park and Deerpark Industrial Estate.

Garraun is strategically positioned to become the public transport hub that serves the future population of the eastern Metropolitan Area of Galway. This document establishes a Framework Plan for the long term delivery of a sustainable new settlement at Garraun, and as a catalyst for further sustainable growth along the eastern edge of Galway City.

This Framework Plan sets out the vision, principles and framework that will guide the orderly and sustainable development of a high quality, contemporary and compact new public transport focused settlement at Garraun.



Metropolitan and Regional context of Garraun



Garraun will be a flagship development for County Galway, setting new standards in sustainable contemporary living, and with excellent access to public transport.

Distinctive, compact and walkable neighbourhood, with a vibrant local centre at its core, fostering community and quality of life.

Highly visible and directly accessible rail and bus services at the local centre, providing sustainable transport for residents of Garraun and the eastern metropolitan area.

Living within a spectacular coastal landscape setting, with excellent recreation and amenity facilities supporting health and well-being.

Fostering climate change, through sustainable transport, energy efficient building technologies, and a strong green infrastructure network.

Sustainable development that integrates fully with Oranmore Village and Galway city.





3.0 STRATEGIC PLANNING CONTEXT

This Framework Plan aligns with a hierarchy of National, Regional and Local planning strategies and development plans. Compact Growth, Sustainable Mobility, and responding to Climate Change are common policies and objectives of all of these strategies and plans.

The National Planning Framework (NPF) is the Government's strategic plan for shaping the future growth and development of our country out to the year 2040. The NPF subdivides the country into three regions, including the Northern and Western, Southern, and Eastern and Midland regions.

The NPF designates Galway as a Metropolitan Area, and as the primary centre for growth in the Northern and Western region. Galway needs to accommodate a greater proportion of the growth it generates within its metropolitan boundary. Challenges to be addressed include transport/mobility and urban quality, housing choice and affordability, especially outside the core-city centre area.

The Regional Spatial and Economic Strategy (RSES) for the Northern and Western region supports the implementation of the NPF. In the RSES, the Growth Framework is underpinned by 'Placemaking' as a priority, ensuring synergy between investments and planning for strategic interventions that maximise returns for 'People and Place'.

'Compact growth will be pursued to ensure sustainable growth of more compact urban and rural settlements, supported by jobs, houses, services and amenities, rather than continued sprawl and unplanned, uneconomic growth.'

The Metropolitan Area Strategic Plan (MASP), within the RSES, provides a framework for development plans and investment prioritisation. The Metropolitan Area has considerable land capacity to meet population growth, and seeks to provide an integration of housing with transport infrastructure fostering sustainable growth patterns. A number of strategic growth areas are identified, including Oranmore and Garraun, Ardaun, and Briarhill to the east of the city.

The Galway County Development Plan 2015-2021 (GCDP) identifies the Strategic Economic Corridor to the east of the city, with easy access and a high concentration of established and valuable infrastructure. The GCDP also proposes to pursue the main elements of the Galway Transportation and Planning Study (GTPS), including consolidating development within Galway City and County within a planned corridor for expansion to the east, generally known as the Ardaun and Garraun area.

The Greater Galway Area Drainage Plan is noted as a key enabler for the larger area of Oranmore and metropolitan areas to the north, and as enabler of the strategic potential offered by the Oranmore railway station .

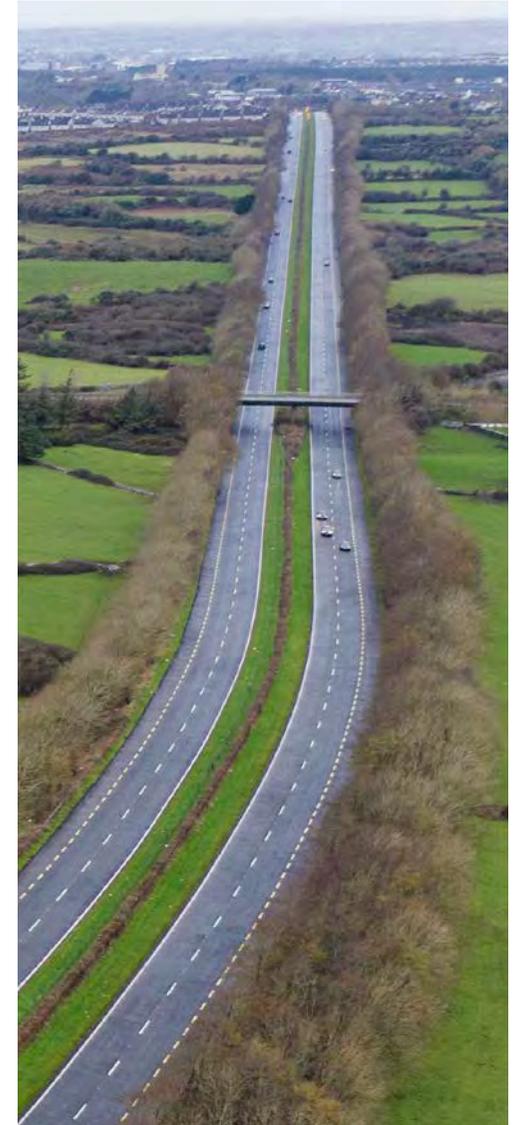
Oranmore train station is located at Garraun at the southern end of the Briarhill, Ardaun and Garraun growth areas. The station is to be upgraded to a dual platform with a passing loop that will facilitate doubling the frequency of train services in the Metropolitan Area. A plan-led approach to developing these areas must ensure a high quality walking and cycling green link between the train station and future growth areas.



View of Oranmore Bay from L7105



Single track rail line looking west towards Galway



N67/R446

4.1 Local Context

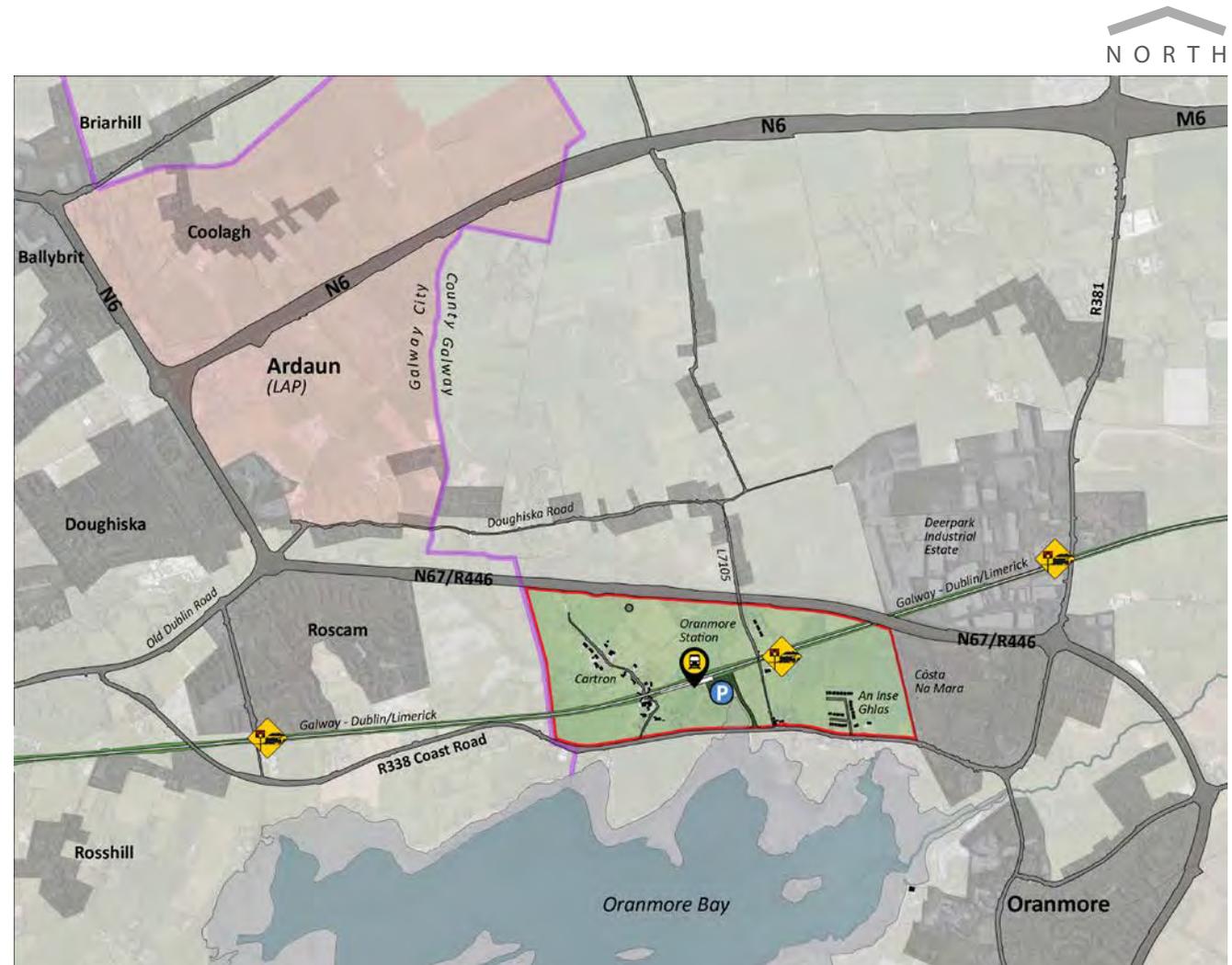
The lands at Garraun, the subject of this Framework Plan, comprise c. 70 hectares of substantially undeveloped agricultural land that connect the developed extent of Galway City at Roscam with that of Galway County at Oranmore.

The N67/R446 and the R338 Coast Road define the northern and southern extent of the lands respectively, and the Galway to Dublin/Limerick railway line traverses the lands between these two roads. Currently, the coast road provides the primary road access to the lands on the southern side of the railway line, as well as conveniently linking to Oranmore and Roscam in the east and west respectively. Road connections northwards from the coast road, including the L7105 local road that runs through Garraun, incorporate level crossings at the railway line.

Ardaun, a significant planned new settlement area to the northwest, is connected to Garraun via the Doughiska Road and the L7105. There is an opportunity to establish a more direct pedestrian and cycle link from Ardaun over the N67/R446 to the railway station at Garraun.

While the railway station will be a major catalyst for sustainable development and growth, the establishment of direct vehicular access to and from the N67/R446 will also be important in reducing private vehicular demand along the coast road and increasing the potential for this to be a sustainable transport corridor.

Garraun, with the railway station, is positioned to become the key sustainable transport and growth hub, serving not just Garraun, but also the existing and planned populations of the eastern side of Galway City, and Oranmore.



Local context of Garraun lands



Oranmore Bay as seen from the level crossing at Garraun



4.2 Framework Lands

4.2.1 Characteristics

Garraun is both rural and coastal in character. The landscape is typical of this part of County Galway, and characterised by relatively small field parcels extending across sloping and undulating terrain. Field boundaries are typically defined by hawthorn hedges, dry stone walls and post and rail fencing.

Landscape

Vegetation includes agricultural grassland and areas of both scrub cover and of more developed woodlands. The more distinctive trees and woodlands are clustered around stone farm buildings within the southern part of the lands. North of the railway, vegetation includes a number of larger woodland areas, continuous tree screening along the north boundary where the lands adjoin the N67, and a mix of continuous hedging and individual trees along field boundaries and the railway embankment.

There are no watercourses within the lands, however, the lower levels of the coastal mudflats extend across the coast road into the lands resulting in a wetland area that is also susceptible to coastal flooding.

A Ringfort, (Recorded Monument Ref: GA095-012) is located on a rocky hillock within a woodland area along the north of the lands, and comprises a poorly preserved circular cashel of collapsed drystone wall.

Oranmore Bay affords a distinctive coastal setting and visual amenity, with expansive views across the bay to Oranmore including Oranmore Castle, and beyond to Renville in the distance.



Ecology

Preliminary ecological investigation of the lands identified three main habitats, including rich agricultural grassland, hazel scrub and more developed ash dominated woodlands. There is no exposed limestone pavement present on the lands. There are limited mature trees and hedgerows that would be suitable for any significant numbers of roosting bats, however, the habitats present are suitable for a range of foraging and commuting bats. There was no direct evidence of badgers, otters, or other protected mammals recorded, however, such species are known in the wider area. It is likely that smaller mammals such as hare and hedgehog, although not recorded, are present at least occasionally.

Buildings

While the lands are substantially undeveloped, they do include a number of distinct groups of buildings. A cluster of detached bungalows and old farm buildings is located towards the west at Cartron. There are small number of bungalows and traditional stone buildings along the L7105 running northwards through the lands. A new residential development, An Inse Ghlas, is located in the eastern part of the lands and comprises c. 40 No. two story dwellings.



Traditional dry stone walls

4.0 LANDS AT GARRAUN



Rural and coastal landscape character

KEY

-  Garraun Boundary
-  Train Station
-  Level Crossing
-  Parking
-  Views
-  Vegetation
-  Wetlands



Landscape characteristics



Low lying wetland area adjacent to coast road

4.2.2 Topography

The lands generally fall from north to south, and feature impressive views over Oranmore Bay to the south. Levels along the northern edge of the lands are typically at 14-16m OD, rising westwards to over 25m OD at the high point. Within the lands, there are localised and steeper undulations, with the more heavily modeled and sloping terrain in the western part of the lands.

Along the Coast Road, levels are typically 4-4.5m OD, reducing locally along the midpoint of the lands to as low as 3.0m OD. This low section of the coast road continues for c. 200m. The bay comes right up to the road, and the low level coastal contours extend across the road into the lands. Levels within this southern part of the lands are as low as 2.0m OD, and this area is characterised as a coastal wetland, and is susceptible to flooding.

The railway line traverses the lands and is either in cutting or on an embankment depending on the underlying terrain profile. The highest portion of the railway embankment is facing the carpark, and is over 6.0m high.

KEY

-  Garraun Boundary
-  Train Station
-  Level Crossing
-  Parking
-  Views
-  Spot Levels
-  Contours



Topography



Elevated railway line on embankment at Garraun

4.2.3 Railway Infrastructure

The Galway to Dublin/Limerick railway runs through the lands from east to west, and with a level crossing where joins the L7105. The western 20km of the line, from Galway to Athenry, is a single track only, limiting the frequency of train services.

Oranmore Station is located towards the centre of the lands, west of the level crossing, and with the platform on the southern side of the track extending for 175m.

Steps and ramps lead from the platform down to a surface carpark with 140 car spaces on the southern side of the track. A recently constructed road and cycleway connect to the Coast Road.

The railway enters the north eastern part of the lands from Oranmore under the N67. Track level at this location is c. 15m OD, reducing gradually westwards to c. 11m OD towards the railway station before crossing a stone over the local road at Cartron, and rising again to the west.

Dual tracking of the railway line between Athenry and Galway is a long standing objective for the western region.

Railway infrastructure upgrades at Garraun will include a 1km passing railway loop, together with addition of a second platform and associate infrastructure.

Increased frequency of rail services, together with an enhanced railway station, will be a major catalyst for establishing a modern and compact new public transport focused settlement at Garraun.

Just as the railway station will be a defining characteristic of living at Garraun, the establishment of convenient pedestrian and cycle links across the line will be essential to ensuring a walkable and connected settlement.



Stone bridge at L71051



Existing carpark, railway station and single track railway

4.0 LANDS AT GARRAUN

4.2.2 Roads and Access

The R338 Coast Road defines the southern extent of the lands, and is effectively the only current means of accessing the lands. The Coast Road is a generous two-lane roadway defined for the most part by traditional low dry stone walls. The setting of the road is of a flat coastal landscape, with open views southwards over agricultural fields and mud flats to Oranmore Bay and beyond. Where the road is low lying, the dry stone wall on the coastal side becomes a higher solid stone wall with a stone capping so as to mitigate tidal flooding. This low section of the coast road presents as a causeway. The northern side of the coast road is characterised by a mix of agricultural grasslands, woodlands, scrub cover, stands of mature trees, and the coastal wetlands referenced previously.

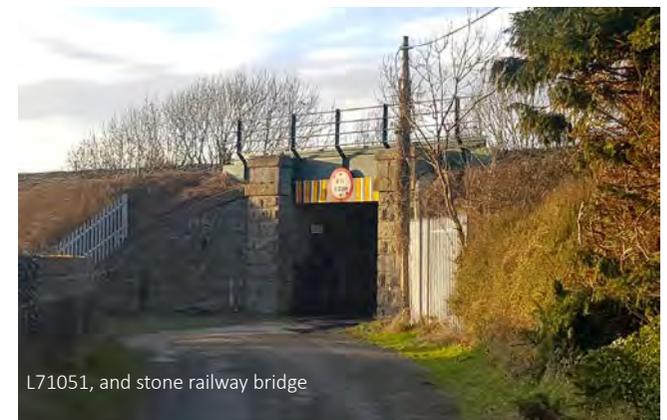
A narrow local road, or lane, the L7105, leads northwards from the coast road through the middle of the Garraun lands. A bungalow and a cluster of traditional stone sheds set in a copse of mature trees marks the junction with the coast road. The narrow lane is of traditional and rural character, defined by dry stone walls, and with mature trees in the adjacent fields. The lane climbs with the terrain, becoming more open in character beyond the mature trees and affording views southwards over Oranmore Bay. It then rises more sharply to meet the level crossing at the Galway to Dublin/Limerick railway, and continues as a rural local road to cross over the N67/R446 leading to Garraun North and Doughiska to the north. Four detached bungalows are located along the eastern side of the road, one south of the level crossing, and the others to the north.

A second local road, the L71051, is a cul-de-sac leading from the coast road to Cartron towards the west of Garraun. It provides access to a farmhouse and farmyard, and then continues under the railway via a stone buttressed railway bridge to small settlement of 10 detached bungalows.

The railway station is accessed from the coast road via a recently constructed roadway with cycle lanes and footpaths, and new development of c. 40 No. detached and semi-detached two storey dwellings at An Inse Ghlas is accessed directly from the coast road.

The N67/R446 runs along the northern side of Garraun, but does not currently provide access to the lands. It is a 30m wide four lane dual carriageway with hard shoulders and a wide central median. The road is elevated on an embankment at the northeast of the lands where it crosses the Galway to Dublin/Limerick railway, and reduces in level to follow the natural terrain as it leads westwards. A strong landscape edge of mixed deciduous woodland planting encloses the road corridor along both sides.

Until recently, the road had a National Road designation, but has been reclassified to a Regional Road, R446. It is anticipated that the road function will be adapted in due course to include QBCs and cycle lanes between Oranmore and Galway City. As a regional road, it will also be possible to establish a new junction directly serving Garraun.

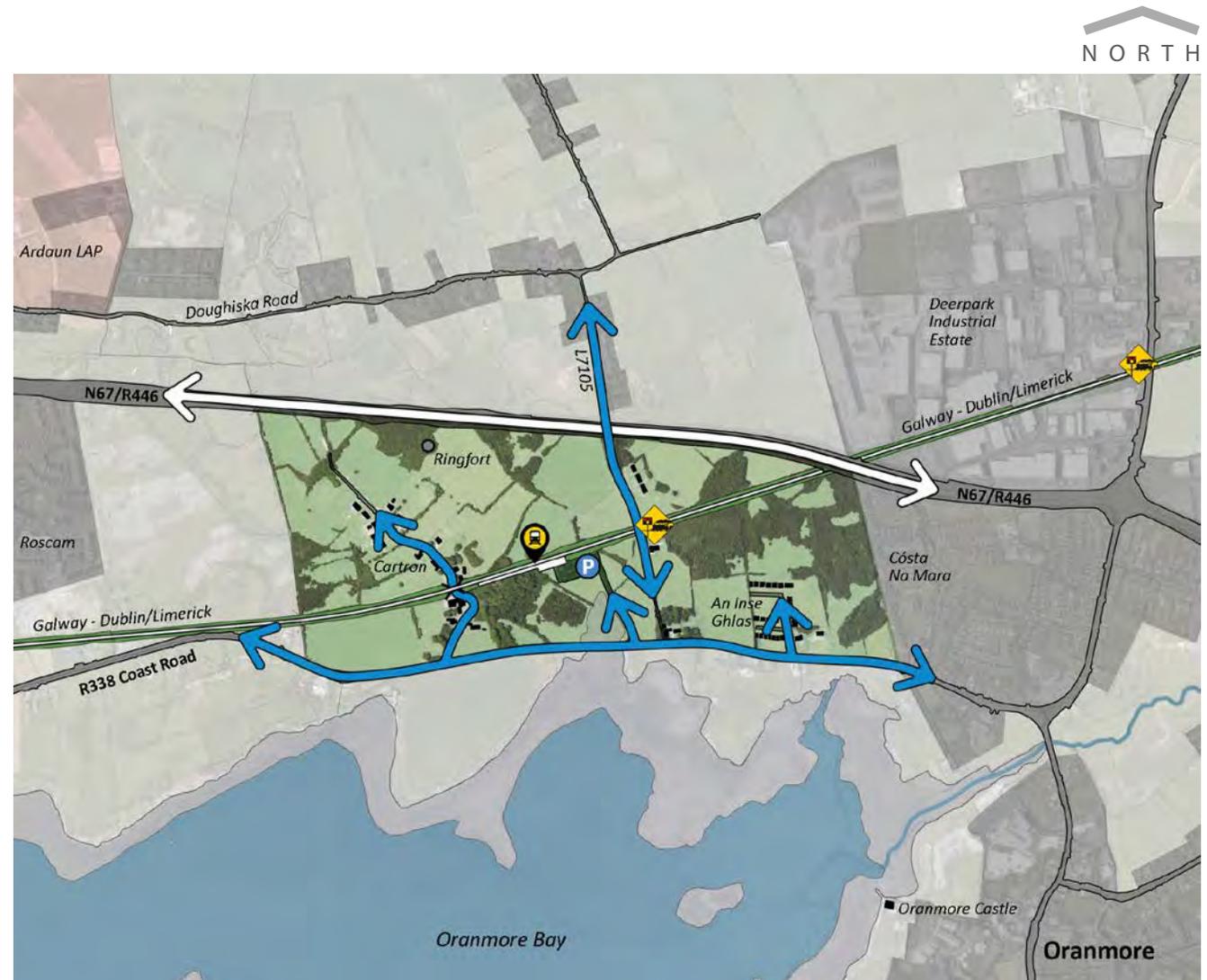


4.0 LANDS AT GARRAUN



KEY

-  Current Road Access Options
-  No Access





5.1 Principles

In order to deliver a truly public transport focused settlement at Garraun, maximising the return on investment in transport infrastructure and offering a real alternative to traditional private car-based development, the Garraun Framework Plan must be plan-led from the outset, and based on key principles that will underpin the Vision for such a sustainable development.

The key principles are informed directly by the Vision for Garraun, and are rooted in both National and Local planning policy. They include:

Metropolitan Settlement

Compact, Walkable and Connected

Landscape and Seascape

Vehicular Access

Metropolitan Settlement



- Connecting existing and planned settlements.
- Optimise the value of established railway station for sustainable transport oriented development
- Maximise planning gain and return on investment in public transport
- Delivering appropriate higher density in proximity to public transport services
- Provide for local bus connections from the eastern metropolitan area to the railway station
- Catalyst for sustainable living both residential and employment potential

Compact, Walkable and Connected



- Distinctive local centre, incorporating railway station, shops for local needs, pedestrian streets and public space, and serving the wider and legible development
- Local centre incorporating higher density buildings, high quality architecture and public realm, creating vibrant and attractive local and community centre
- Density profile reduces appropriately to respond to boundary conditions
- Dwellings within walking distance of local centre, transport, employment, and mixed-use education and community centre
- Green routes to extend from local centre to all parts of Garraun, any beyond, creating safe and attractive walking and cycling environment throughout

5.0 PRINCIPLES AND STRATEGY

Landscape and Seascape



Bringing the bay in, to create a distinctive rural and coastal development, where residents enjoy the amenity of both

Open space and landscape structured by established woodland areas, coastal wetlands Ecopark, and a network of high quality and attractive green spaces, routes and links

SuDS incorporated in swales and attenuation ponds as part of Garraun landscape character

Reinforce existing habitats and establish new connections ensuring rich biodiversity profile

Incorporating stone walls, rolling landscape, woodlands and coast, and combined with high quality building design, creating a place with its own distinct identity

Vehicular Access



New junction on N67/R446 to provide direct vehicular access to Garraun

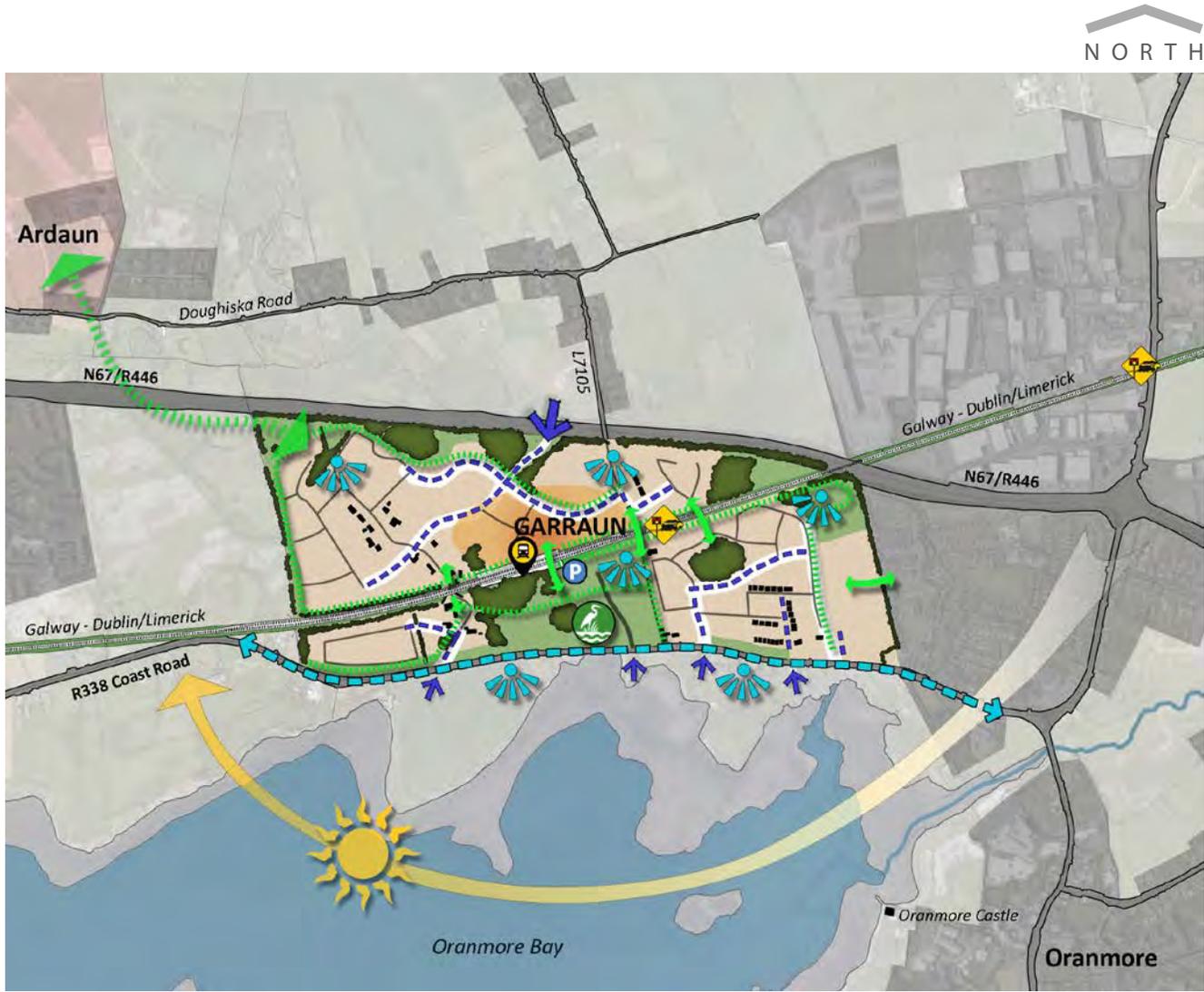
Northern road network connected via L7105 and primary streets of Garraun to N67/R446, and to Oranmore and beyond

Direct access to southern lands from coast road

Pedestrian access to local centre, ensuring high quality pedestrian environment within local centre

Progressive traffic management, commensurate with development phases, of north-south through traffic at the level crossing and at Cartron underpass, and of through traffic along coast road

5.0 PRINCIPLES AND STRATEGY



Framework strategy

5.2 Strategy

- A 1km passing railway loop and a second platform at Garraun to facilitate increased frequency of train services and longer term dual tracking of the full railway line.
- Strong mixed use local centre with railway station and public square, ensuring a vibrant and attractive community core with pedestrian priority.
- Establish new junction at N67/R448 to provide primary vehicular access to and from Garraun, and pedestrian access to bus services.
- Encourage the provision of local buses with frequent services for people in Oranmore, Roscam and Ardaun to access the railway station, Oranmore and Galway city.
- Develop the low lying lands alongside the coast as a unique EcoPark attraction, incorporating wetlands, trails and amenity areas, and a rich flora and fauna profile.
- A walkable neighbourhood, with a network of pedestrian and cycle links throughout and across the railway at key locations, and to the coast road and beyond. Potential future pedestrian and cycle bridge over the N67/R446 connecting Ardaun to Garraun and train services.
- Landscape structure of green corridors connecting open spaces, woodland areas and the Ecopark, incorporating swales and attenuation ponds for surface water harvesting, as well as pollinator friendly planting and trees.
- Optimise building forms and orientation to take advantage of solar gain as well as views of Oranmore Bay.
- Traffic management at the level crossing, the underpass at Cartron, and along the coast road, commensurate with phased, so as to limit through traffic at these locations and establish stronger and safer pedestrian and cycle links.



6.1 Land Use

The land use strategy for Garraun is strongly informed by the presence of the railway station at the centre of the lands, and by the vision for a vibrant and walkable neighbourhood fostering community and quality of life.

A mixed use local centre will be located adjacent to the railway station, and comprising retail, restaurant/café, community and residential uses arranged around a central public space, and with direct access to the railway station. Either side of the core local centre, there will be residential areas that expand the local centre and ensure a critical mass for a vibrant centre.

Employment use will be located between the local centre and the N67/R446, which will be readily accessible by foot for residents of Garraun, and also accessible from the N67/R446. This area extends to 2ha and could support various employment types that could deliver between 300-1200 jobs depending on the proposed and permitted uses.

The majority of the lands will provide for Residential use, with a dual use Education and Community to the east, and with a significant proportion of Open Space providing both structured and natural parklands and facilitating pedestrian and cycle links throughout.

KEY

- Local Centre - Mixed Use
- Local Centre - Residential
- Employment
- Residential
- Education and Community
- Open Space and Amenity



Land Use

6.0 FRAMEWORK

6.2 Density

To realise the Vision for Garraun, the density profile adopted must deliver sufficient population in a compact form of development.

Garraun has capacity to deliver c. 1,000 units, in a mix of densities and typologies. The density strategy has regard to existing dwellings within the lands, particularly at Cartron, so as to allow integration with established dwellings. Equally, it is noted that should some or all of these properties become available for redevelopment, a higher density could be applied.

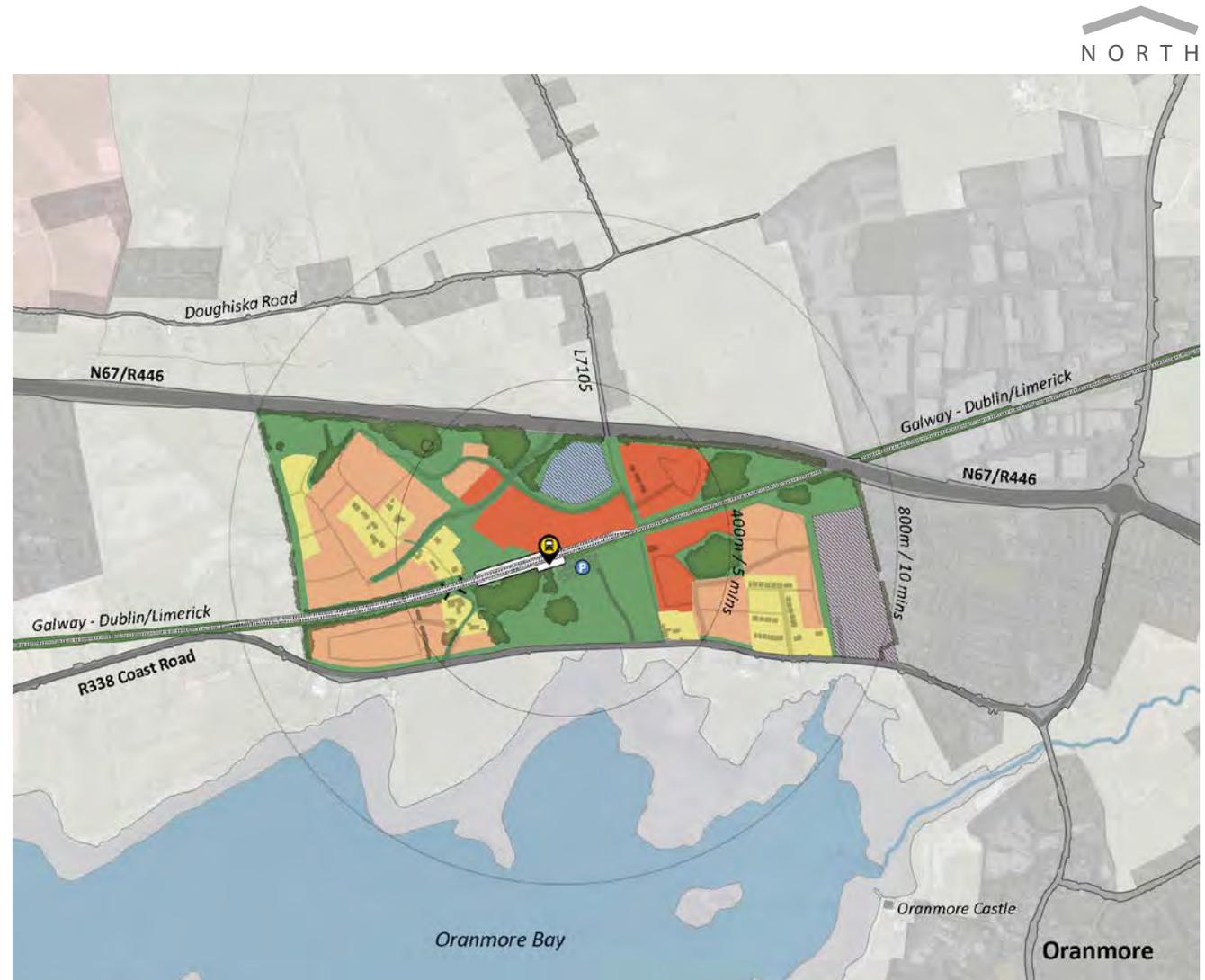
The core of Garraun, close to the railway station, and together with the lands to the east of the Ecopark and overlooking the Ecopark, will be developed using a high density range so as to maximise population living within 400m of the station and local centre.

The balance of residential areas will adopt a medium density range, ensuring a vibrant neighbourhood, and appropriate integration with established dwellings.

Lower density will be limited to the elevated land along the County boundary so as to provide an appropriate transition to the adjoining landscape.

KEY

-  High Density
-  Medium Density
-  Low Density
-  Not Applicable



Land Use

6.3 Public Transport

An essential component of the Garraun Framework is maximising the benefit of the established railway station as a catalyst for compact and sustainable development.

A passing railway loop at Garraun, and a second platform at Oranmore Station will facilitate an important upgrade in the frequency of services to an almost “turn-up and go” railway service. Trains every 15 minutes (12 minutes with fleet availability), and journey times between Oranmore and Galway of just 8 minutes, will underpin the vision for the Framework Plan.

The public transport strategy goes beyond Garraun to include the established populations of Oranmore and East Galway, and also the planned population at Ardaun.

With the re-designation of the N67 as a regional road, the public road network has potential to support a local bus service that can provide a frequent service facilitating movement of people living in the wider population centres to and from the railway station.

A local bus loop is illustrated, utilising the R446 and the Coast Road to offer frequent services and short journey times to the railway station. The route of the bus loop can be modified as new areas are developed, especially Ardaun.



Local bus network linking residential and employment areas with train station at Garraun

6.0 FRAMEWORK

6.4 Movement and Access

Garraun will have an extensive network of pedestrian and cycle links throughout, encouraging walking and cycling in an environment that is both safe and attractive to use.

Garraun will be served by train, with local feeder buses serving the populations of the wider settlement areas. Buses will have direct access from the N67/R446 and the Coast Road to the train station.

A new junction on the N67/R446 will provide vehicular access to Garraun, and will serve the local centre and the residential areas north of the railway, including the Cartron area. The main streets north of the local centre will connect the L7105 to the N67/R446, providing a link from the Doughiska Road area to the main road network.

The Coast Road will serve the existing and new residential areas south of the railway, as well as the station carpark. As Garraun is developed, through traffic between Galway and Oranmore will be diverted via the N67/R446, making the Coast Road an attractive and safe coastal amenity and connection for pedestrians and cyclists.

Through traffic on the L7105 will also be phased out, with pedestrians, cyclists and public transport only using the level crossing. Similarly, the underpass bridge to Cartron will become a pedestrian and cyclist access, creating an attractive connection to the Coast Road.

Within Garraun, a hierarchy of streets will provide a highly legible movement structure providing access to all parts of the neighbourhood, and in a manner that ensures a safe environment for walking and cycling.



Pedestrian and cycle links throughout, with new vehicular access on the N67/R446

6.5 Landscape

The landscape strategy is informed by the characteristics of the lands, including topography, views of Oranmore Bay, the established woodlands and vegetation, field boundary stone walls and hedgerows, and the wetland nature of the area between the coast road and the railway line.

Key to the landscape strategy is the establishment of a coastal EcoPark that connects Garraun to its coastal landscape setting, and also creates a unique amenity facility and destination.

Higher quality woodland areas and field boundaries will be part of the landscape and green infrastructure, informing the placement of open space and green corridors that will provide recreation areas as well as creating a pleasant and safe walking a cycling environment.

The railway corridor embankments will be landscape as part of green infrastructure network, and also adapted to provide gently ramped pedestrian and cycle links that connect varied ground levels along the railway and a new pedestrian bridge to the east of the level crossing. A biodiversity parkland will be located on the southern side of the embankment, adjacent to the school site, and can serve as a combined education and amenity area.

KEY

- | | | | |
|---|-----------------------------------|---|-----------------------|
|  | Existing Woodland |  | New Trees |
|  | New Woodland |  | EcoPark |
|  | Grassland & Swales |  | Biodiversity Parkland |
|  | Sports Pitches | | |
|  | Pedestrian & Cycle rail crossings | | |



Landscape and Green Infrastructure strategy

6.0 FRAMEWORK





6.6 Character Areas

Garraun will be a flagship development for County Galway, setting new standards in sustainable contemporary living, and featuring excellent access to public transport. The character of Garraun will be strongly influenced by its coastal landscape setting, however, it will have an identity informed by its local centre, with a public square and railway station, as well as a unique coastal EcoPark.

Local Centre

A high quality, pedestrian, and vibrant urban core, with the railway station, retail, restaurant/café, community and residential uses arranged around a distinctive public square. A compact urban structure and street pattern will accommodate higher density buildings that typically range from two to four storeys, and are expressed in a contemporary architectural style. The centre will be within walking distance for all residents of Garraun.

EcoPark

A defining landscape and amenity facility that connects Garraun to its coastal landscape, bringing the coast into Garraun, and bringing residents and visitors to the coast. The character of the park will be of a natural coastal wetland, with areas of wetlands, woodlands and biodiversity, together with informal recreation and amenity areas connected by network of pathways and boardwalks. The park will function as an amenity, and as part of the overall pedestrian and cycle network, but will also be part of the storm water harvesting and management infrastructure for Garraun. The park will be overlooked by the local centre to the north, and by residential developments to the east.

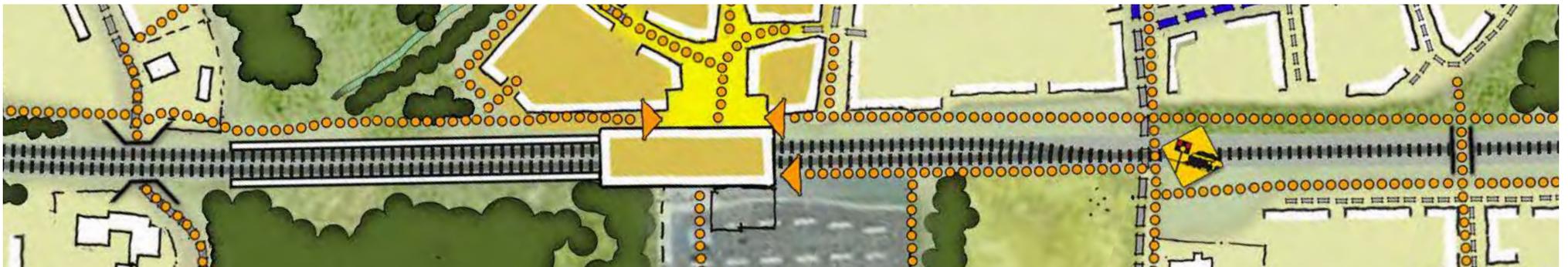
Residential Areas

Residential character areas at Garraun, designed to respond to the varying topographic and landscape characteristics throughout the lands, and also to optimise orientation and sense of place, will ensure both diversity and legibility of the overall development. As a walkable neighbourhood, pedestrian, cycle and landscape corridors will be a common characteristic across all areas. Buildings will be characterised by high quality contemporary architecture, with varying typologies and heights at different locations in order to achieve target densities. The four quadrants of Garraun, north and south of the railway, and to the east and west, will present as distinct character areas.

Employment and Education

Two distinct areas within Garraun will provide workspace and school facilities, and will have their own identities and characters that reflect their uses. The employment area is adaptable and can facilitate a number of typologies, however, compact building forms with multiple occupancies will complement the local centre. With the benefits of public transport, the local centre, and the coastal landscape, the employment area will be a superb working location for residents of Garraun and of the wider metropolitan area. The Education area will be a transitional area between Garraun and Oranmore, and will be within convenient walking distance of both. This area will also incorporate sports facilities and a biodiversity park that will cater for student and community needs.

6.0 FRAMEWORK



Rail Line

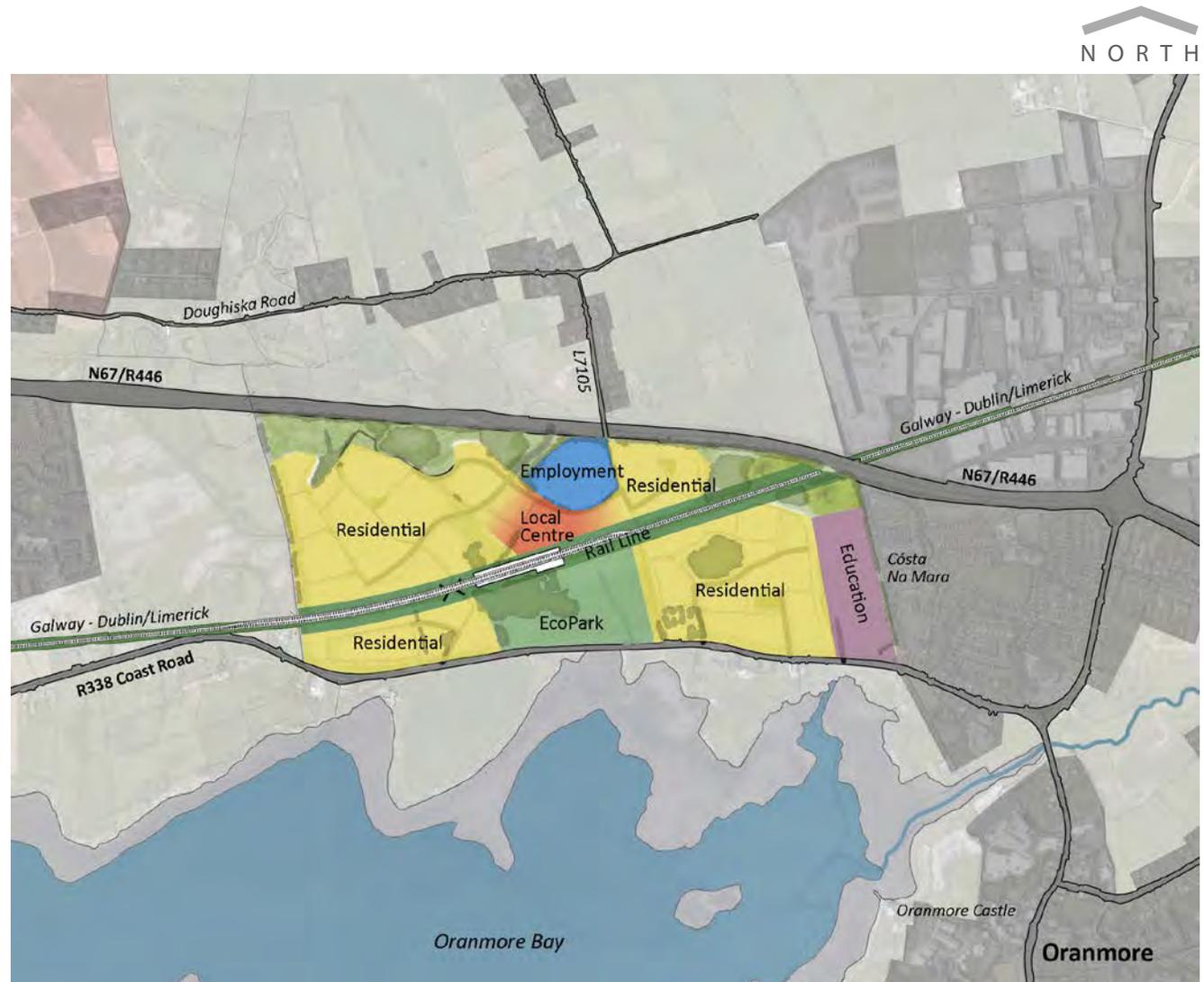
The rail line is a substantial feature of Garraun, and will be an integral part of the overall design strategy in providing landscape corridors and pedestrian and cycle links that reinforce the overall vision of a walkable neighborhood.

There are currently two crossing points, at the level crossing, and at the Cartron underpass, and these both provide at-grade connections.

These will be supplemented by two additional crossings. The first will be at the local centre and railway station, and in the form of a pedestrian and cycle overbridge that can be accessed from platform level by a choice of stairs and lifts. On the southern side, leading to the carpark and EcoPark, there are already steps and ramps from platform level, however, additional gently sloping routes leading east and west will be integrated within the embankment and connecting to the residential areas.

The second will be east of the level crossing, and where the railway is partially in cutting. This will comprise gently sloping pathways from the adjoining lands, leading to ramped and stepped access to a new overbridge.

The bridge structures will be designed as distinctive elements within the landscape and contributing to the sense of place. They will also strengthen the pedestrian and cycle network, providing connections between different parts of development, and also affording spectacular views to Oranmore Bay.



Garraun Character Areas

6.0 FRAMEWORK

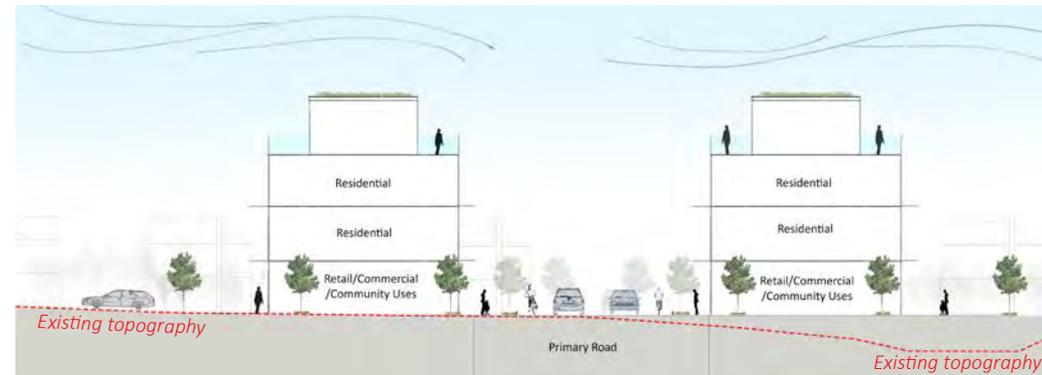
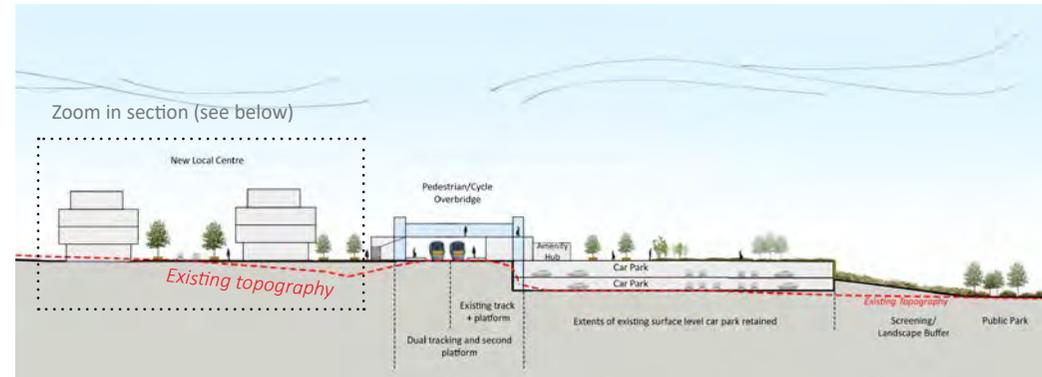
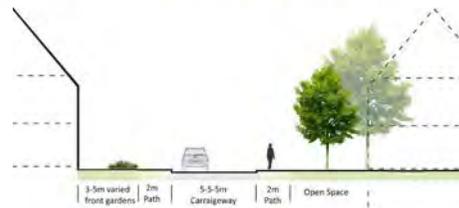
Indicative Primary Street Type



Indicative Secondary Street Type



Indicative Tertiary Street Types



KEY

- Site Boundary
- Train Station
- Dual tracked rail line
- Station Car Park
- Pedestrian/Cycle Crossings
- Proposed primary route
- Proposed secondary routes
- Mixed use local centre
- Residential
- Employment
- Dual use school/community
- Public open space
- Retained vegetation

6.7 Sustainability

Garraun will have inherently high levels of sustainability by virtue of being a compact development with a low dependency on private vehicular transport. In addition, the Framework Plan has been developed to embody the three dimensions and objectives of sustainable development, including social, environmental and economic sustainability.

Social Sustainability

As a compact and walkable development, incorporating a wide network of pedestrian and cycle links, together with the EcoPark, smaller open space network, and a vibrant local centre, social interaction will be an essential characteristic of living at Garraun.

Social interaction is significant in determining wellbeing, quality of life, and pride/ownership in places. Formal and informal amenity spaces close to homes will provide activated social and amenity spaces for residents to meet and interact, and the dual use education and community facility will further promote social engagement and interaction.

Environmental sustainability

The core principle of the Framework Plan is to facilitate and promote walking, cycling and public transport in favour of private car use. The establishment of a public transport oriented settlement, combined with sensitive integration of the landscape, ecological and coastal characteristics of the locality, creates a strong basis for an environmentally sensitive new settlement.

The Framework Plan embraces and protects the key natural features. Green spines, linking existing vegetation corridors, and the enhancement of the existing wetland area to create a rich habitat area will enhance the environmental credentials of the lands. A network of amenity spaces, connected by green corridors, create an attractive walking environment, but also establishes a strong ecological and biodiversity profile for the area.

The large proportion of open space afforded by the Framework Plan and the lands is such that there is potential to develop district heating infrastructure for Garraun that would further enhance its long term environmental credentials.

Economic Sustainability

Employment, local centre uses, and community, social and education facilities are incorporated at Garraun, and will be accessible by immediate residents, but also by public transport from the wider metropolitan area.

Development of Garraun will bring significant investment in railway infrastructure and construction, and will also create long term business and employment opportunities. The new population at Garraun, together with public transport connections from the wider metropolitan area, will also benefit Oranmore town centre with new patronage from an expanding population base. .



7.0 GARRAUN FRAMEWORK PLAN

A flagship development for County Galway, setting new standards in sustainable contemporary living, and with excellent access to public transport.

7.0 GARRAUN FRAMEWORK PLAN

The Garraun Framework Plan has been developed through a process informed by engagement, understanding of the site, its strength, opportunities and challenges. The Framework Plan demonstrates how a high quality, compact transport oriented new settlement can be created and delivered.

Land Uses

- A compact public transport oriented urban settlement where a mix of residential tenure for multi-generational living is provided throughout the site;
- A new mixed use local centre, approximately 1 hectare in area, located at the northern heart and incorporating the existing train station;
- A new employment area, approximately 2 hectares in area, providing excellent on site live/work opportunities and is easily accessible and very well served by and connected to public transport;
- A dual use school and community site, approximately 6ha in area providing for potential education needs in Galway County.

Access and Movement

- A dual track passing loop and a second platform - in line with planned potential train services frequency increase, and to provide for the aspiration of a compact, transit oriented new settlement at Garraun;
- New vehicular access from the N67/R446; and,
- A network of dedicated pedestrian and cycle routes, links and access points, ensuring permeability and direct connectivity between north and south development areas, adjoining settlement areas and the wider landscape.

Landscape

- A new Eco Park, approximately 7 hectares in area, incorporating a potential amenity hub, located at the station car park, with a network of pedestrian and cycle routes which connect the train station, new homes and the Coastal Greenway;
- An enhanced and integrated landscape network that incorporates retained and enhanced landscape features, and provides for enhanced amenity, ecological habitats and informal amenity.

KEY FEATURES OF THE FRAMEWORK MASTERPLAN

Land Uses

- 1 Residential (existing and proposed)
- 2 Garraun Local Centre
- 3 Employment area
- 4 Dual use education site

Landscape

- 5 Garraun EcoPark
- 6 Amenity/community hub
- 7 Green spines
- 8 Retained trees and hedgerows
- 9 Public open space
- 10 Potential Coastal Greenway

Access and Movement

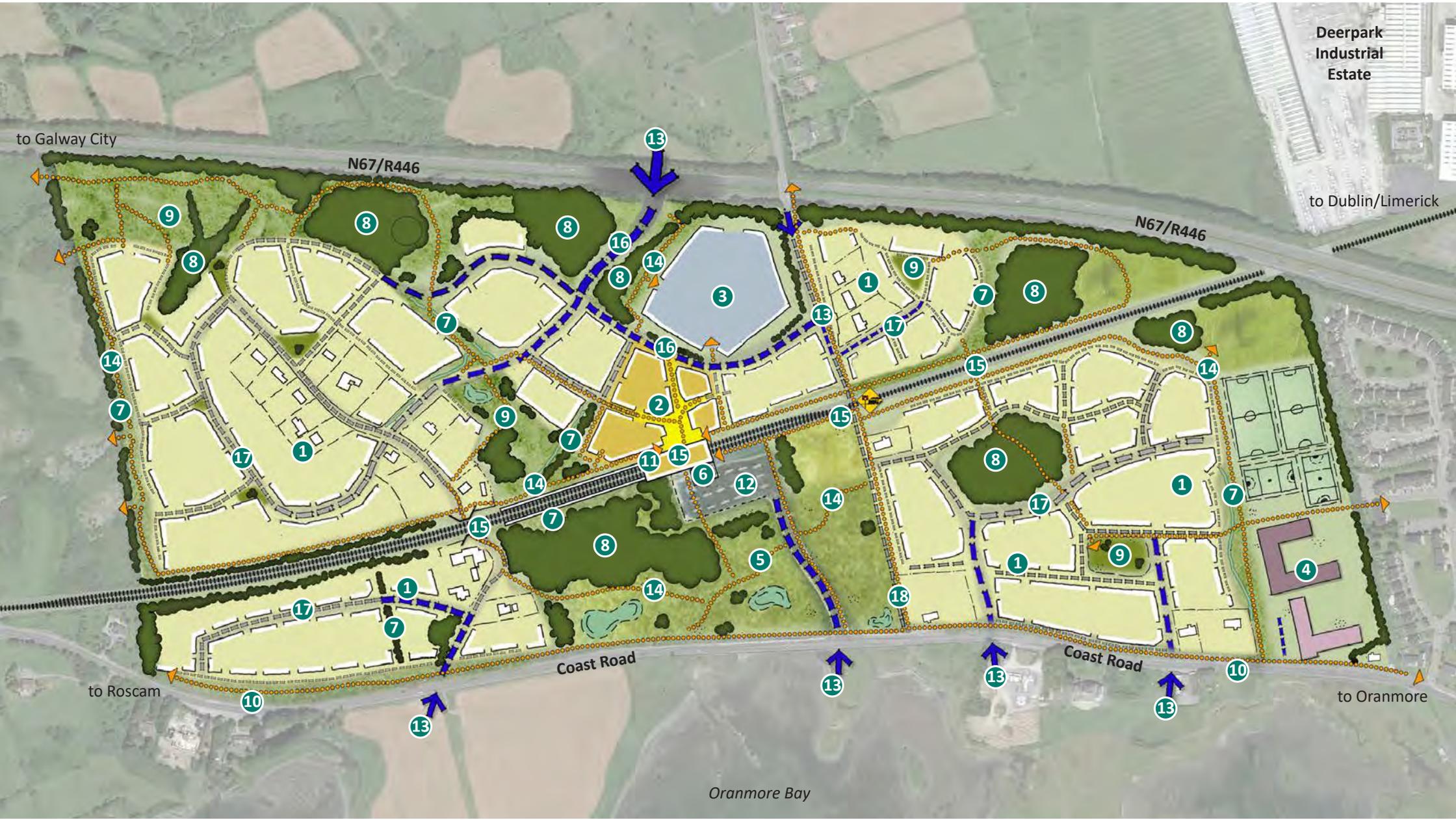
- 11 Train station
- 12 Station car park
- 13 Vehicular access points
- 14 Dedicated pedestrian/cycle links and routes
- 15 Pedestrian/cycle rail crossings
- 16 Primary street
- 17 Secondary streets
- 18 Local Access Only

7.0 GARRAUN FRAMEWORK PLAN



Deerpark Industrial Estate

to Dublin/Limerick



to Galway City

N67/R446

N67/R446

to Roscam

Coast Road

Coast Road

to Oranmore

Oranmore Bay

8.0 POLICY OBJECTIVES AND LAND USE ZONING

GUPP 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 and servicing requirements, and reserve the lands designated as Residential (Phase 2) for the longer term growth needs of the Garraun Urban Framework Plan. 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 the Urban Framework 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 town.

GUPP 2 Nodal Centre Development

Promote the development of a distinct mixed use nodal centre incorporating local retail and services as well as residential uses. Building forms will ensure a clearly defined nodal centre that is urban in character.

The nodal centre will also be characterised by being a highly pedestrian environment with high quality public realm and landscaping and a central urban square defined by built frontage incorporating the railway station. Pedestrian and cycle links will connect the nodal centre to all parts of Garraun and will include choices for crossing the railway.

The primary vehicular link will be routed between the nodal centre and employment area and so as to minimise any potential through traffic. Consideration will be given to elevating the ground plane of the nodal centre to make it level with the station platforms and also to facilitate the provision of parking in a basement semi-basement manner.

GUPP 3 Business and Enterprise

Promote the development of business and enterprise uses, light industry/warehousing and the facilitation of enterprise park/office park type uses to include incubation/start-up units and small medium enterprises, the lands identified within the Urban Framework Plan with adequate services and facilities.

GUPP 3 Community Facilities

Promote the provision of and improvement of a diverse range of community facilities within the Garraun Urban Framework Plan. For Large scale development community facilities shall be in situ prior to the completion or occupation of the development unless otherwise agreed by the Planning Authority.

GUPP 4 Open Space, Recreation and Amenity

Promote the sustainable management, use and/or development, as appropriate, of the Open Space lands within the Urban Framework Plan area, including:

- a) Development of open spaces and recreational activities, in accordance with best practice and on suitable lands with adequate access to the local community and retain existing open space and recreational facilities, unless it can be clearly demonstrated to the satisfaction of Galway County Council that these uses are no longer required by the community;
- b) Establishment of the EcoPark on the southern lands as a major public amenity and to enhance the biodiversity of the Urban Framework Plan area
- c) Appropriate management and use of flood risk areas within the OS zone to avoid, reduce and/or mitigate, as appropriate, the risk and potential impact of flooding;
- d) Appropriate management and use of any areas of high biodiversity value.

GUPP 5 Transport Infrastructure

Facilitate the provision and maintenance of essential transportation infrastructure. This shall include the reservation of lands to facilitate public roads, footpaths, cycle ways, bus stops and landscaping, together with any necessary associated works, as appropriate.

GUPP 6 R446 Proposed Access

Examine the potential for the creation of transport infrastructure arrangements in relation to access from the R446 to the northern section of the Garraun Urban Framework area

8.0 POLICY OBJECTIVES AND LAND USE ZONING

GUPF 7 URDF Funding

It is a Policy Objective of the Council to deliver fully infrastructure enabling works and associated development in accordance with the URDF funding awarded in March 2021.

GUPF 7 Constrained Land Use

To facilitate the appropriate management and sustainable use of flood risk areas within the Garraun Urban Framework Plan. This zoning limits new development, while recognising that existing development uses within this area may require small scale development, as outlined below, over the life of the Urban Framework Plan which would contribute towards the compact and sustainable urban development of the town.

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 don't obstruct important flow paths, introduce significant additional people into flood risk areas or entail the storage of hazardous substances.

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, so as 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 Policy Objective DO6 and DM Guideline CSB 3)

GUPF 8 Coastal Flooding (CAAS to formulate)

Galway County Council will phase the development of this area in a manner which will align development with the provision of infrastructure and public elements so as to ensure the delivery of the overall vision

GUPF 9 Specialist Housing

Require that a minimum of 10% of all new eligible residential sites are set aside for the development of new social and specialist housing units, unless addressed through suitable alternative arrangements by agreement with the Planning Authority, in accordance with County Galway Housing Strategy and Part V of the Planning and Development Act 2000 (as amended) and any subsequent amendments to the Part V provision to reflect Government policy.

GUPF 10 Urban Framework Plan Integration

All planning applications for development will be required to include a clear and concise design rationale report demonstrating how the proposed development will:

- a) Contribute to the overall establishment of Garraun as anticipated in this Urban Framework Plan.
- b) Contribute to the establishment of the EcoPark as set out in the Urban Framework Plan.
- c) Integrate with any other developments at Garraun that are completed, permitted or planned and in a manner that is fully informed by the vision and strategy set out in the Garraun Urban Framework Plan.
- d) Integrate appropriately with adjoining properties.
- e) Clearly demonstrate the architectural and landscape design and quality of proposed development and how such development will support the establishment of appropriate character areas.

GUPF 11 Density Typology Study

Galway County Council will undertake a detail Density Typology Study specific to Garraun that will identify the optimum and appropriate building typologies and densities that will ensure the ultimate delivery of the vision and strategy for Garraun.

GUPF 12 Special Development Contribution

It is the intention of Galway County Council to prepare a Special Development Contribution Scheme to enable the provision of infrastructure at this location and to assist in the development of public areas and support development.

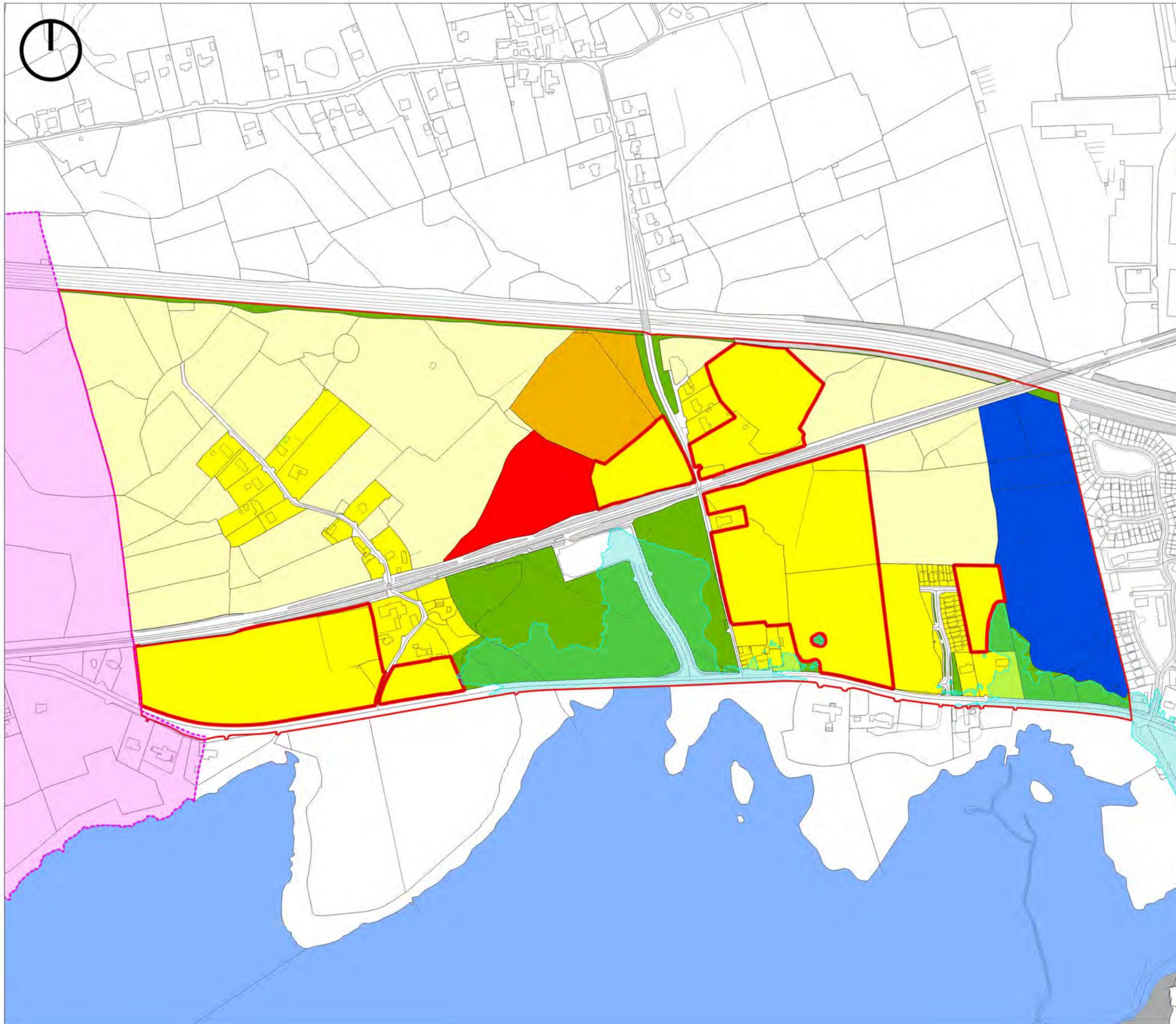
8.0 POLICY OBJECTIVES AND LAND USE ZONING



Land Use Zoning

LANDS AT GARRAUN

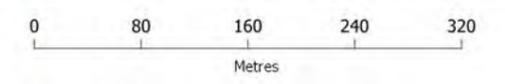


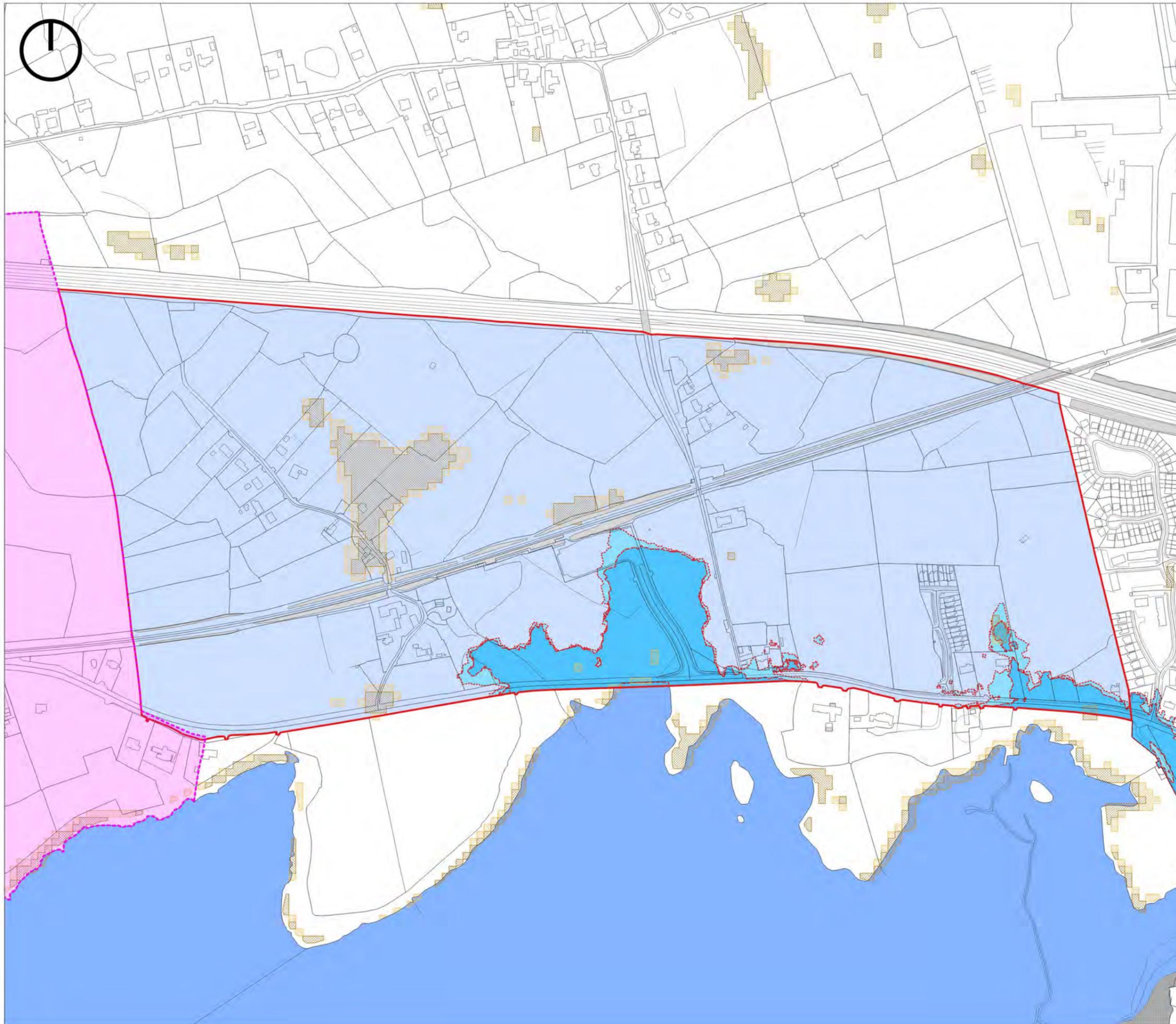


- Settlement Boundary
- R - Residential Existing
- R - Residential (Phase 1)
- R - Residential (Phase 2)
- Nodal Centre
- BE - Business & Enterprise
- CF - Community Facilities
- OS - Open Space/Recreation & Amenity
- TI - Transport Infrastructure
- Constrained Land Use
- Galway City Administrative Area

**Galway County Development Plan
2022-2028**

**Galway Metropolitan Area
Garraun
Land Use Zoning Map**

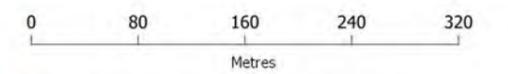




-  Settlement Boundary
-  Indicative Flood Zone A
-  Indicative Flood Zone B
-  Indicative Flood Zone C
-  PFRA Pluvial Indicative
-  PFRA Pluvial Extreme
-  Galway City Administrative Area
-  Water

**Galway County Development Plan
2022-2028**

**Galway Metropolitan Area
Garraun
Flood Risk Management**



**Comhairle Chontae na Gaillimhe
Galway County Council**

Galway County Council 2021/OSI_NMA_090
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