

Volume 2

# **Metropolitan Area Strategic Plan**

*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 Bearna 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, Bearnna & 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
<b>Galway MASP</b>	94075	27500	14500
<b>City and Suburbs</b>	78,668	23000	12000
<b>County Galway Metropolitan Area</b>	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
<b>County Galway Metropolitan Area</b>	5500	1500

**Table 1.2 Population for County Metropolitan Area**

Table 2.11 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 Allocation 2022-2028
<b>Baile Chláir</b>	1217	1248	975
<b>Bearna</b>	1878	1998	750
<b>Oranmore</b>	4799	4990	1540
<b>Briarhill</b>	*	*	977
<b>Garraun</b>	*	*	1258

**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 GCRR. 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 Chláir	1248	975	390	117	15.3
Bearna	1998	750	300	90	10.1
Oranmore	4990	1700	680	204	<u>20.0</u>
Briarhill	*	977	562	*	<u>16.1</u>
Garraun	*	1258	724	*	20.7

**Table 1.4 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 Bearnna 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 centres 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 brownfield 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 area of 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 below 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 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. 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 overarching 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, Bearnna 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 68 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 Bearnna, 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 extent of the 'Constrained Land Use' zone is shown with a hatching corresponding to the extent of flood zones A and B which are overlain on the Land Use Zoning Objective underneath. Where such flood risk extents correspond with undeveloped lands, an appropriate land use zoning objective which would not facilitate the development of classes of development vulnerable to the effects of flooding has been identified such as 'Open Space' or 'Agriculture'.

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

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

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

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

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

risks of flooding associated with the proposed development.

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

Specifications for developments in flood vulnerable areas set out in this plan shall be complied with as appropriate. (Please refer also to Development Management Standard 68).

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

Planning applications on lands in Baile Chláir, Bearnna 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 the above settlements, shall be accompanied by a Site Specific Flood Risk Assessment that corresponds with that outlined under '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, Bearnna 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 20% 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, Bearnna 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.

### **GCMA 24 Area Based Transport Assessment**

- a) It is a policy objective of Galway County Council to prepare an Area Based Transport Assessment for the Briarhill Urban Framework and surrounding growth areas with close collaboration and engagements with key stakeholders such as Galway City Council, National Transport Authority (NTA) and Transport Infrastructure Ireland (TII).
- b) In the absence of Area Based Transport Assessment (ABTA) that the Bus and Cycle only restriction on the Parkmore Road be removed to allow vehicular access to the Briarhill Framework lands.

## **1.10.1 Land Use Zones**

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

<b>Zoning</b>	<b>Objective</b>	<b>Description</b>
<b>Existing Residential &amp; Infill Residential</b>	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.
<b>Residential Phase 1</b>	To protect, provide and improve residential	To facilitate for the provision of high quality new residential

	<p>areas within the lifetime of this plan.</p>	<p>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.</p>
<p><b>Residential Phase 2</b></p>	<p>To protect, provide and improve residential areas.</p>	<p>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.</p> <p>(*Single House developments for family members on family owned lands:</p> <p>*Non-residential developments that are appropriate to the site context, any existing residential amenity and the existing pattern of development in the area;</p> <p>*Where it is apparent that R-Residential (Phase 1) lands cannot or will not be developed within the plan period, residential development maybe considered in a phased manner on some residential (Phase 2 lands).</p>

<p><b>Town centre/Infill Residential</b></p>	<p>To protect, provide and improve residential amenity and appropriate commercial developments within key town centre sites within the lifetime of this plan.</p>	<p>To support the provision of high quality new residential developments and commercial developments at appropriate densities within Town Centre sites. To provide an appropriate mix of house sizes, types and tenures in order to meet household needs and to promote balanced communities.</p>
<p><b>Town Centre/Commercial</b></p>	<p>To provide for the development and improvement of appropriate town centre uses including retail, commercial, office and civic/community uses and to provide for “Living over the Shop” scheme Residential accommodation, or other ancillary residential accommodation.</p>	<p>To develop and consolidate the existing town centre to improve its vibrancy and vitality with the densification of appropriate commercial and residential developments ensuring a mix of commercial, recreation and civic uses.</p>
<p><b>Commercial/Mixed Use</b></p>	<p>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</p>	<p>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.</p>

	undermine the vitality and viability of the town centre.	
<b>Industrial</b>	Promote the sustainable development of industrial and industrial related uses, including manufacturing, processing of materials, warehousing and distribution on suitable lands, with adequate services and facilities and a high level of access to the major road networks and public transport facilities.	To facilitate the further development and improvement of existing employment areas and to facilitate opportunities for the development of new high-quality industrial developments in a good quality physical environment.
<b>Business and Technology</b>	To provide for the development of business and technology.	To facilitate the further development and improvement of existing employment areas and to facilitate opportunities for the development of new high-quality business and technology developments in a good quality physical environment.
<b>Business and Enterprise</b>	To provide for the development of business and enterprise.	To facilitate the further development and improvement of existing employment areas and to facilitate opportunities for the development of new high-quality business and enterprise developments in a

		good quality physical environment.
<b>Community Facilities</b>	To provide for civic, community and educational facilities.	To facilitate the development of necessary community, health, religious educational social and civic infrastructure.
<b>Coastal Edge</b>	To protect and enhance the coastal edge	To allow for the protection and enhancement of the coastal edge, as appropriate as a strategic high amenity resource, providing opportunities for recreation, conservation and local amenity
<b>Open Space/Recreation and Amenity</b>	To protect and enhance existing open space and provide for recreational and amenity space.	To facilitate the further development and improvement of existing active open spaces, formal exercise areas, sports grounds, playing fields.
<b>Tourism</b>	To promote and encourage cultural, historic and tourism potential for each of the settlements in the MASP.	To facilitate the development and improvement of tourism facilities that exist in some of the settlements in the MASP. Encourage new tourism development and investment where appropriate.
<b>Public Utility</b>	To maintain lands providing service infrastructure.	To allow for lands to be designated for public utilities such as waste water treatment plants.

**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	C1	C2	*NC	R	TC/IR	CF	*OS	T	I	BE	BT	CE	PU	TI
<b>Commercial and Industrial Uses</b>	<b>C1</b>		<b>*NC</b>	<b>R</b>	<b>TC/IR</b>	<b>CF</b>	<b>*OS</b>	<b>T</b>	<b>I</b>	<b>BE</b>	<b>BT</b>	<b>CE</b>	<b>PU</b>	<b>TI</b>
Amusement	O	N	O	N	N	N	N	O	N	N	N	N	N	N
ATM	P	O	P	O	O	O	N	O	O	O	O	N	N	N
Bank/Building Society	P	N	P	N	N	N	N	N	N	N	N	N	N	N
Bar/Restaurant	P	O	P	N	N	N	N	O	N	N	N	N	N	N
B&B (Bed & Breakfast) <sup>1</sup>	O	O	O	O <sup>1</sup>	O <sup>1</sup>	N	N	O	N	N	N	N	N	N
Betting Office	O	N	O	N	N	N	N	N	N	N	N	N	N	N
Boarding Kennel	N	N	N	N	N	N	N	N	O	N	N	N	N	N



Land Uses	C1	C2	*NC	R	TC/IR	CF	*OS	T	I	BE	BT	CE	PU	TI
Enterprise Centre	O	O	O	N	N	N	N	N	O	P	O	N	N	N
Extractive Industry	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Garden Centre	O	P	O	N	N	N	O*	N	N	O	N	N	N	N
GP & Medical Related Services	P	P	P	O	O	O	N	N	N	O	N	N	N	N
Guesthouse <sup>1</sup>	P	O	P	O <sup>1</sup>	O <sup>1</sup>	N	N	P	N	N	N	N	N	N
Hair Dressing Salon/Personal/Grooming	P	O	P	O	O	N	N	N	N	N	N	N	N	N
Home-based Economic Activity <sup>1</sup>	O	O	O	O <sup>1</sup>	O <sup>1</sup>	N	N	N	N	N	N	N	N	N
Hostel	P	O	P	O	O	O	N	P	N	N	N	N	N	N



Land Uses	C1	C2	*NC	R	TC/IR	CF	*OS	T	I	BE	BT	CE	PU	TI
Office (100m2 to 1000m <sup>2</sup> )	O	P	O	N	N	N	N	N	O	O	N	N	N	N
Office Park (>1000m <sup>2</sup> )	N	O	N	N	N	N	N	N	O	O	P	N	N	N
Petrol Station	O	O	O	N	N	N	N	N	O	O	N	N	N	N
Professional /Other Services	P	P	P	O	O	N	N	N	N	N	N	N	N	N
Restaurant	P	O	P	N	O	N	N	P	N	N	N	N	N	N
Science & Technology Based Business	O	O	O	N	N	N	N	N	P	P	P	N	N	N
Scrap Yard	N	N	N	N	N	N	N	N	O	N	N	N	N	N
Service Garage	O	O	O	N	N	N	N	N	O	O	N	N	N	N

Land Uses	C1	C2	*NC	R	TC/IR	CF	*OS	T	I	BE	BT	CE	PU	TI
Shop – Comparison	P	O	P	N	N	N	N	N	N	N	N	N	N	N
Shop – Convenience	P	P	P	O	O	N	N	O	N	N	N	N	N	N
Shops – Large Scale Convenience/ Comparison Centre	P	N	O	N	O	N	N	N	N	N	N	N	N	N
Small Scale Manufacturing	N	N	N	N	N	N	N	N	P	O	N	N	N	N
Storage Depot	N	N	N	N	N	N	N	N	P	O	O	N	N	N
Take-Away	O	O	O	N	O	N	N	O	N	N	N	N	N	N
Transport Depot	N	N	N	N	N	N	N	N	O	O	N	N	O	N
Veterinary Surgery	O	O	O	O	N	N	N	N	O	O	N	N	N	N



Land Uses	C1	C2	*NC	R	TC/IR	CF	*OS	T	I	BE	BT	CE	PU	TI
Retirement Home/Nursing Home/Sheltered Housing	O	O	O	P	P	O	N	N	N	N	N	N	N	N
Short term holiday accommodation	O	O	O	N	N	N	N	p	N	N	N	N	N	N
<b>Public, Community and Institutional Uses</b>	<b>C1</b>	<b>C2</b>	<b>NC</b>	<b>R</b>	<b>TC/IR</b>	<b>CF</b>	<b>*OS</b>	<b>T</b>	<b>I</b>	<b>BE</b>	<b>BT</b>	<b>CE</b>	<b>PU</b>	<b>TI</b>
Buildings for the Health, Safety & Welfare of the Public	P	P	P	O	O	O*	N	O	N	O	O	N	N	N
Cemetery	N	N	N	O	N	P	O*	N	N	N	N	N	N	N
Childcare Facilities (Crèche/Nursery)	P	P	P	O	O	P	N	N	O	O	O	N	N	N
Club House & Associated Facilities	O	N	O	O	O	P	O*	O	N	N	N	N	N	N



Land Uses	C1	C2	*NC	R	TC/IR	CF	*OS	T	I	BE	BT	CE	PU	TI
Community Facility	P	O	P	O	O	P	O*	O	N	O	N	N	N	N
Crematorium	N	N	N	O	N	O	O	N	O	O	N	N	N	N
Cultural/Recreational Building	P	O	P	O	O	P	O*	P	N	O	N	N	N	N
Education – Primary/Secondary	O	O	O	O	O	P	O*	N	O	O	N	N	N	N
Education – Other Education/Training	P	O	P	O	O	P	O	N	O	O	O	N	N	N
Funeral Home	P	P	P	O	O	O	N	N	O	O	N	N	N	N
Leisure	P	O	P	O	O	P	O*	O	N	O	N	N	N	N
Library	P	P	P	O	O	P	N	O	N	N	N	N	N	N

Land Uses	C1	C2	*NC	R	TC/IR	CF	*OS	T	I	BE	BT	CE	PU	TI
Place of Public Worship	O	O	O	O	O	O	N	N	N	O	N	N	N	N
<b>Open Space, Recreation and Amenity Uses</b>	<b>C1</b>	<b>C2</b>	<b>*NC</b>	<b>R</b>	<b>TC/IR</b>	<b>CF</b>	<b>*OS</b>	<b>T</b>	<b>I</b>	<b>BE</b>	<b>BT</b>	<b>CE</b>	<b>PU</b>	<b>TI</b>
Golf Course	N	N	N	N	N	N	O*	P	N	N	N	N	N	N
Recreational/Cultural Activities	O	O	O	O	O	P	O*	P	O	O	N	O*	N	N
<b>Agricultural Uses</b>	<b>C1</b>	<b>C2</b>	<b>*NC</b>	<b>R</b>	<b>TC/IR</b>	<b>CF</b>	<b>*OS</b>	<b>T</b>	<b>I</b>	<b>BE</b>	<b>BT</b>	<b>CE</b>	<b>PU</b>	<b>TI</b>
Abattoir	N	N	N	N	N	N	N	N	O	N	N	N	N	N
Agricultural Building	N	N	N	O	N	N	O*	N	O	O	N	N	N	N
Mart/Co-op	O	N	W	N	N	N	N	N	P	N	N	N	N	N

Land Uses	C1	C2	*NC	R	TC/IR	CF	*OS	T	I	BE	BT	CE	PU	TI
<b>General/Services and Infrastructure Uses</b>	<b>C1</b>	<b>C2</b>	<b>*NC</b>	<b>R</b>	<b>TC/IR</b>	<b>CF</b>	<b>*OS</b>	<b>T</b>	<b>I</b>	<b>BE</b>	<b>BT</b>	<b>CE</b>	<b>PU</b>	<b>TI</b>
Advertisements – Freestanding	O	O	O	N	N	O	N	N	O	O	O	N	O	O
Car Park	P	N	P	O	O	O	N	O	P	O	O	N	N	O
Recycling/Bring Bank Facilities	O	O	O	O	O	O	N	N	O	O	O	N	O	N
Refuse Landfill	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Utilities Infrastructure & Public Service Installations	O	O	O	O	O	O	O*	O	O	O	O	N	P	O
Small scale, domestic Wind/Renewable Energy	O	O	O	O	O	O	O*	O	O	O	O	N	O	N

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

1. (1) These uses on Residential lands will be considered subject to Policy Objective GCMA 1, or as appropriate.
2. **Cafe** (2) – This use will be considered where it is ancillary to an overall compatible development to serve the needs of the immediate area.
3. **Warehousing** (3) – The development or subdivision of stores into less than 700m<sup>2</sup> shall not normally be permitted in edge-of-centre and out-of-centre locations, in accordance with the Retail Planning Guidelines 2012 (or any updated/superseding document).
4. **Data Centre** – May be defined as a facility, which has information technology equipment installed and operated, as well as storing and distributing electronic data.
5. **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.
6. \*OS - With regard to Land Use Zoning Objectives, such as Open Space, Tourism and Community Infrastructure, provided for on lands that are within the Constrained Land Use Objective zone (GCMA 19), Permissible Uses shall be constrained to those water compatible and less vulnerable uses as relevant to the particular Flood Zone (please refer to the accompanying SFRA and DM Standard 68).
7. No specific land uses are attributed to the Constrained Land Use zone as this zone reflects existing development located within Flood Zone A/B. For guidance on uses/development appropriate in this zone, please refer to Policy Objective GCMA 19 and DM Standard 68 of this plan, associated flood maps and The Planning System & Flood Risk Guidelines including Departmental Circular PL2/2014.
8. \*NC – Nodal Centre applicable in Urban Framework Plans in Garraun and Briarhill only. To promote the development of a distinct mixed use nodal centre incorporating local retail and services as well as residential uses. The nodal centre will be a highly pedestrianised environment and building forms will ensure a clearly defined nodal centre that is urban in character.

### 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 C1** –Town Centre/ Village
2. **Zone C2** – Commercial/ Mixed Use
3. **Zone R** – Residential
4. **Zone TC/IR** – Town Centre/ Infill Residential
5. **Zone NC** – Nodal Centre
6. **Zone CF** – Community Facilities
7. **Zone OS** – Open Space/Recreation & Amenity
8. **Zone T** - Tourism

9. **Zone I** - Industrial
10. **Zone BE** – Business and Enterprise
11. **Zone BT** – Business and Technology
12. **Zone CE**-Coastal Edge
13. **Zone PU** – Public Utilities
14. **Zone TI** – Transport Infrastructure

## **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 is a number of 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 of 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.

<b>Policy Objectives Baile Chláir (Baile Chláir Metropolitan Settlement Plan -BCMSP)</b>	
<b>BCMSP 1</b>	<b>Sustainable Residential Communities</b>
<p>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.</p>	
<b>BCMSP 2</b>	<b>Sustainable Town Centre</b>
<p>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.</p>	
<b>BCMSP 3</b>	<b>Community Facilities and Services</b>
<ul style="list-style-type: none"> <li>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.</li> <li>b) Reserve lands for the provision of community facilities for the purpose of playground.</li> </ul>	
<b>BCMSP 4</b>	<b>Business and Enterprise</b>
<p>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.</p>	

**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 Chláir. 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.

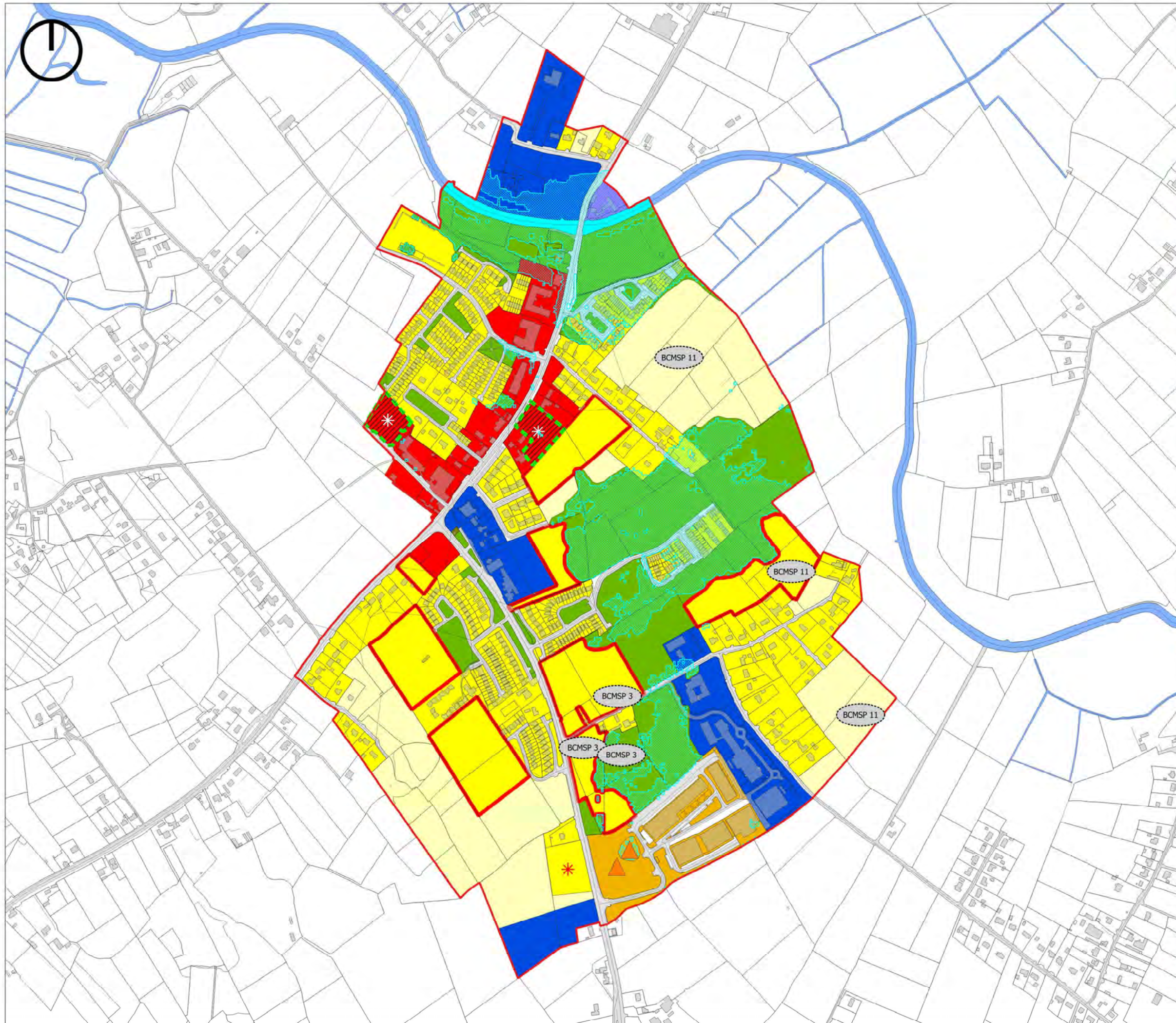
**BCMSP 11                    Indicative Access points for Development.**

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.





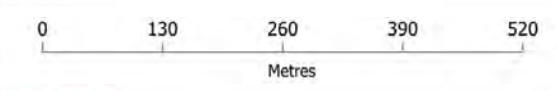
- Settlement Boundary
- R - Residential Existing
- R - Residential (Phase 1)
- R - Residential (Phase 2)
- R - Residential Infill
- C1 - Town Centre
- TCI - Town Centre Infill/Residential
- BE - Business & Enterprise
- T - Tourism
- CF - Community Facilities
- PU - Public Utility
- OS - Open Space/Recreation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

- Policy Objective (see below)
- It is considered that future permissible uses shall be restricted to less vulnerable uses on these lands

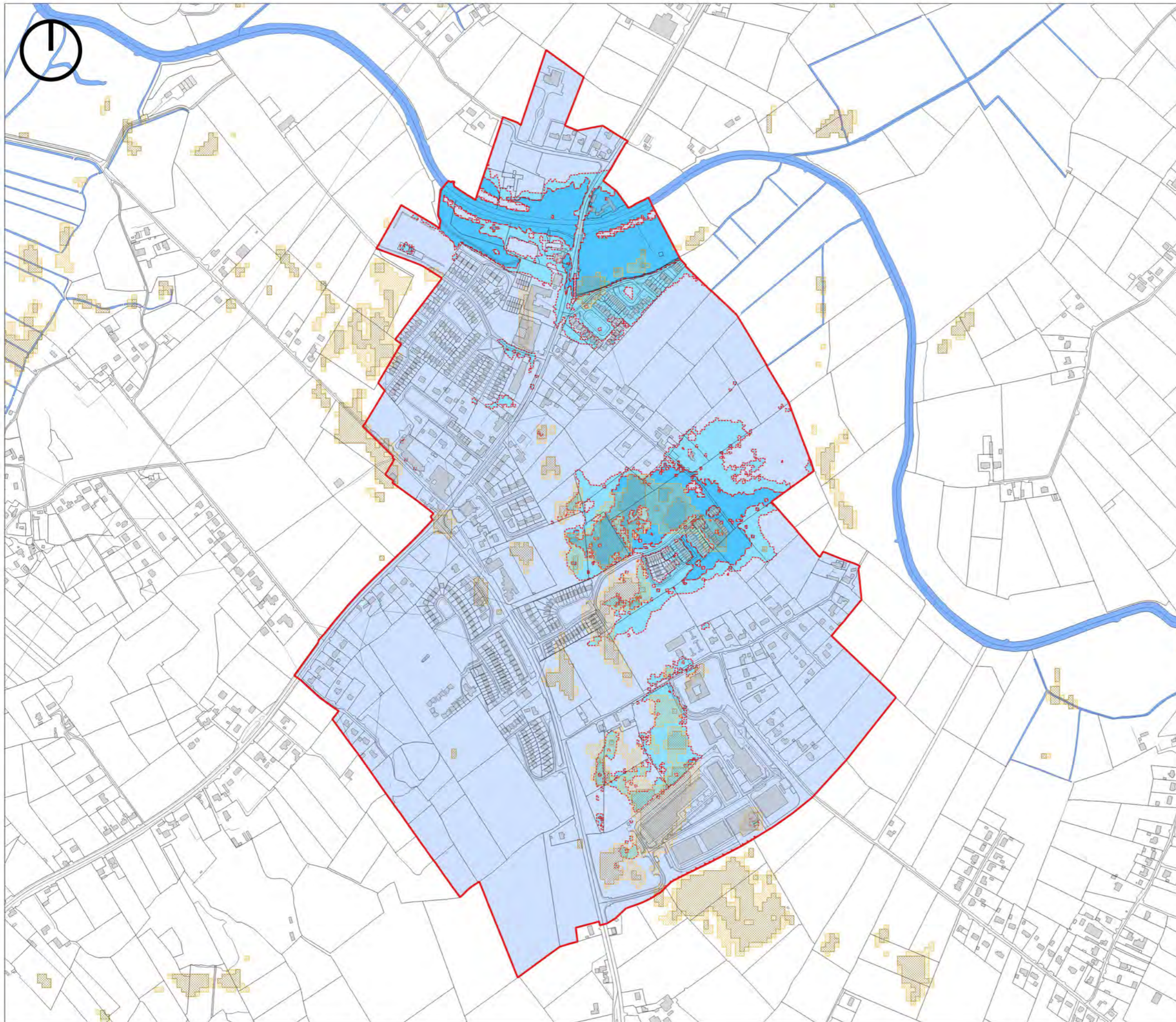
Policy Objective	Description
BCMSP 3	Indicative location for playground facilities
BCMSP 11	Indicative access point for development

**Galway County Development Plan  
2022-2028**

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



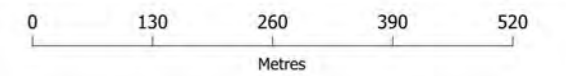




- Settlement Boundary
- Indicative Flood Zone A
- Indicative Flood Zone B
- Indicative Flood Zone C
- PFRA Pluvial Indicative
- PFRA Pluvial Extreme
- Water

Galway County Development Plan  
2022-2028

Galway Metropolitan Area  
Baile Chláir  
Flood Risk Management



Comhairle Chontae na Gaillimhe  
Galway County Council



## **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 Galetachta 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 Bearnna 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 Bearnna, 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 Bearnna 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 Bearnna community and visitors to Bearnna.

#### **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 Bearnna 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 policy 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 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 Bearnna 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 Bearnna 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 Bearnna. 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 Bearnna and investigate the potential to provide more frequent stops and bus shelters along the R336 and new Village Street.

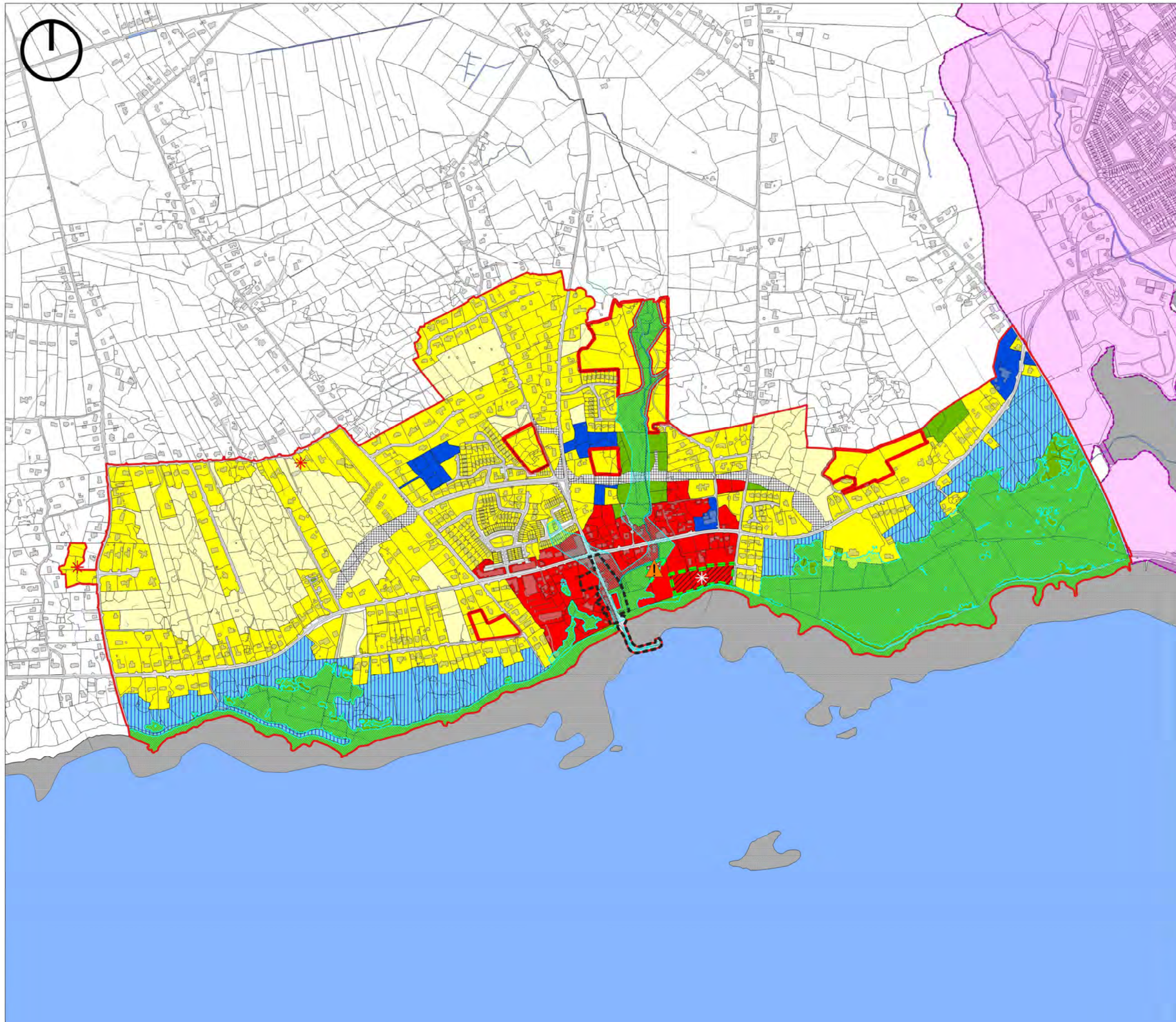
**BMSP 19****Public Footpath & Lighting Network**
















1. Support improvements to the existing public footpaths network within the plan area.
2. New development shall be required to connect to the footpath and public lighting network that currently serves the village centre.
3. 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.
4. 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.

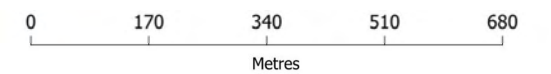




-  Settlement Boundary
-  R - Residential Existing
-  R - Residential (Phase 1)
-  R - Residential (Phase 2)
-  R - Residential Infill
-  C1 - Town Centre
-  TCI - Town Centre Infill/Residential
-  CF - Community Facilities
-  OS - Open Space/Recreation & Amenity
-  CE - Coastal Edge
-  TI - Transport Infrastructure
-  Water/Rivers/Streams
-  Proposed Road
-  Constrained Land Use
-  Architectural Conservation Area
-  Galway City Administrative Area
-  See Policy Objective FL 18 Inappropriate Development on Flood Zones in Volume 1 Written Statement Chapter 14

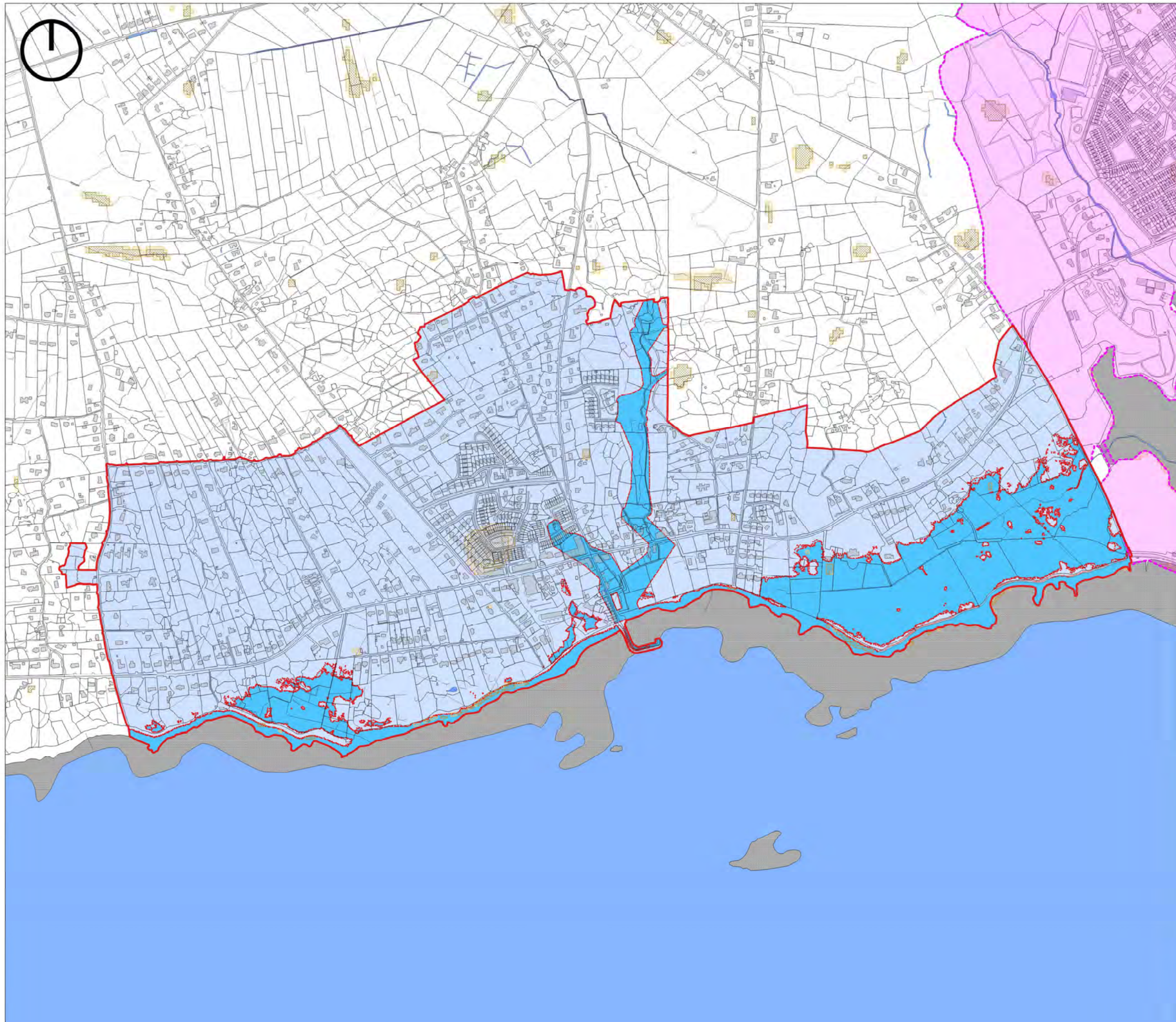
**Galway County Development Plan  
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
**Galway Metropolitan Area  
Berna  
Land Use Zoning Map**



**Comhairle Chontae na Gaillimhe  
Galway County Council**

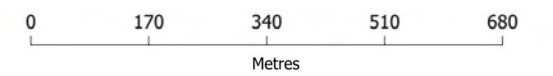




-  Settlement Boundary
-  Indicative Flood Zone A
-  Indicative Flood Zone B
-  Indicative Flood Zone C
-  PFRA Pluvial Indicative
-  PFRA Pluvial Extreme
-  Galway City Administrative Area
-  Water

**Galway County Development Plan  
2022-2028**

**Galway Metropolitan Area  
Berna  
Flood Risk Management**



**Comhairle Chontae na Gaillimhe  
Galway County Council**



## **2.12 Metropolitan Settlement Oranmore**

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-developed 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 advanced 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 town's 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 Iósaif Naofa and Gaelscoil d hÍde and one secondary school Calasanctius 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            Retirement Home/ Nursing Home/ Sheltered Housing**

Reserve lands for the provision of retirement homes/ nursing homes / sheltered housing in line with sustainability, accessibility and social inclusion within Oranmore and its environs.

**OMSP 10          Community Facilities at Oranhill**

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

**OMSP 11          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 12          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 13          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 14          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 15      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 16      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.

**OMSP 17      Pedestrian and Cycle Network**

Encourage and support the development of a series of pedestrian and cycle routes linking the residential area to the town centre and local community service, where feasible.

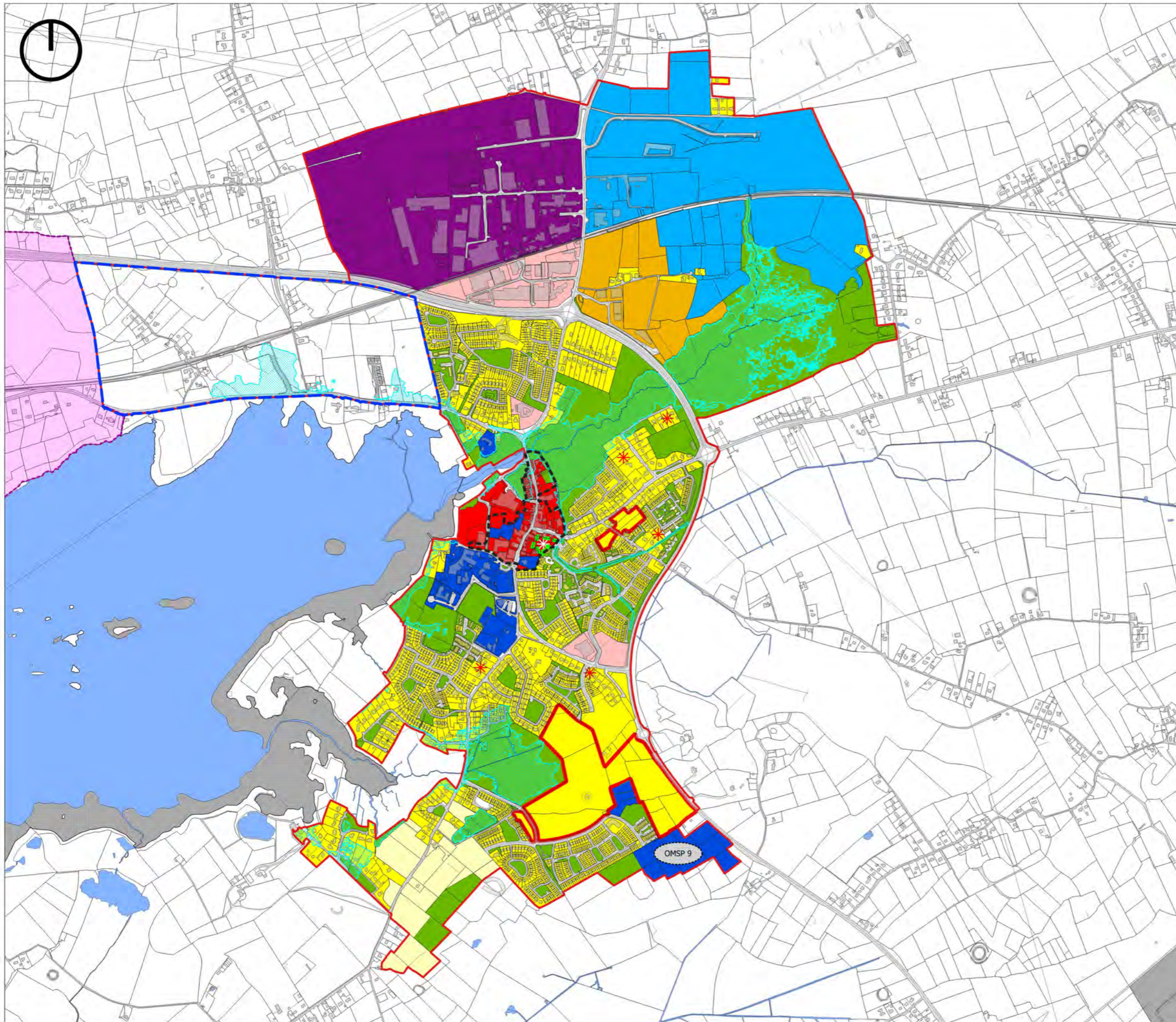
**OMSP 18      Bus Services, Stops and Shelters**

Promote and improve bus services in Oranmore and investigate the potential to provide more frequent stops and bus shelters and improve access to existing bus stops through the provision of/enhancement of crossing points and improved footpaths and through enhanced permeability in existing areas as well as ensuring that new developments are fully permeable for walking and cycling.

**OMSP 19      Public Footpath & Lighting Network**

1. Support improvements to the existing public footpaths network within the plan area.
2. New development shall be required to connect to the footpath and public lighting network that currently serves the village centre.
3. Support the provision of footpath 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.
4. Facilitate the provision of pedestrians crossing adjacent to the schools, residential areas and at other appropriate locations within the plan area, as required.



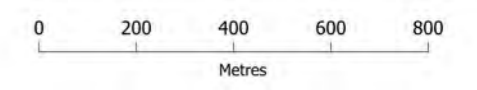


-  Settlement Boundary
-  R - Residential Existing
-  R - Residential (Phase 1)
-  R - Residential (Phase 2)
-  R - Residential Infill
-  C1 - Town Centre
-  TCI - Town Centre Infill/Residential
-  C2 - Commercial/Mixed Use
-  BE - Business & Enterprise
-  BT - Business & Technology
-  I - Industrial
-  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
-  Policy Objective (see below)

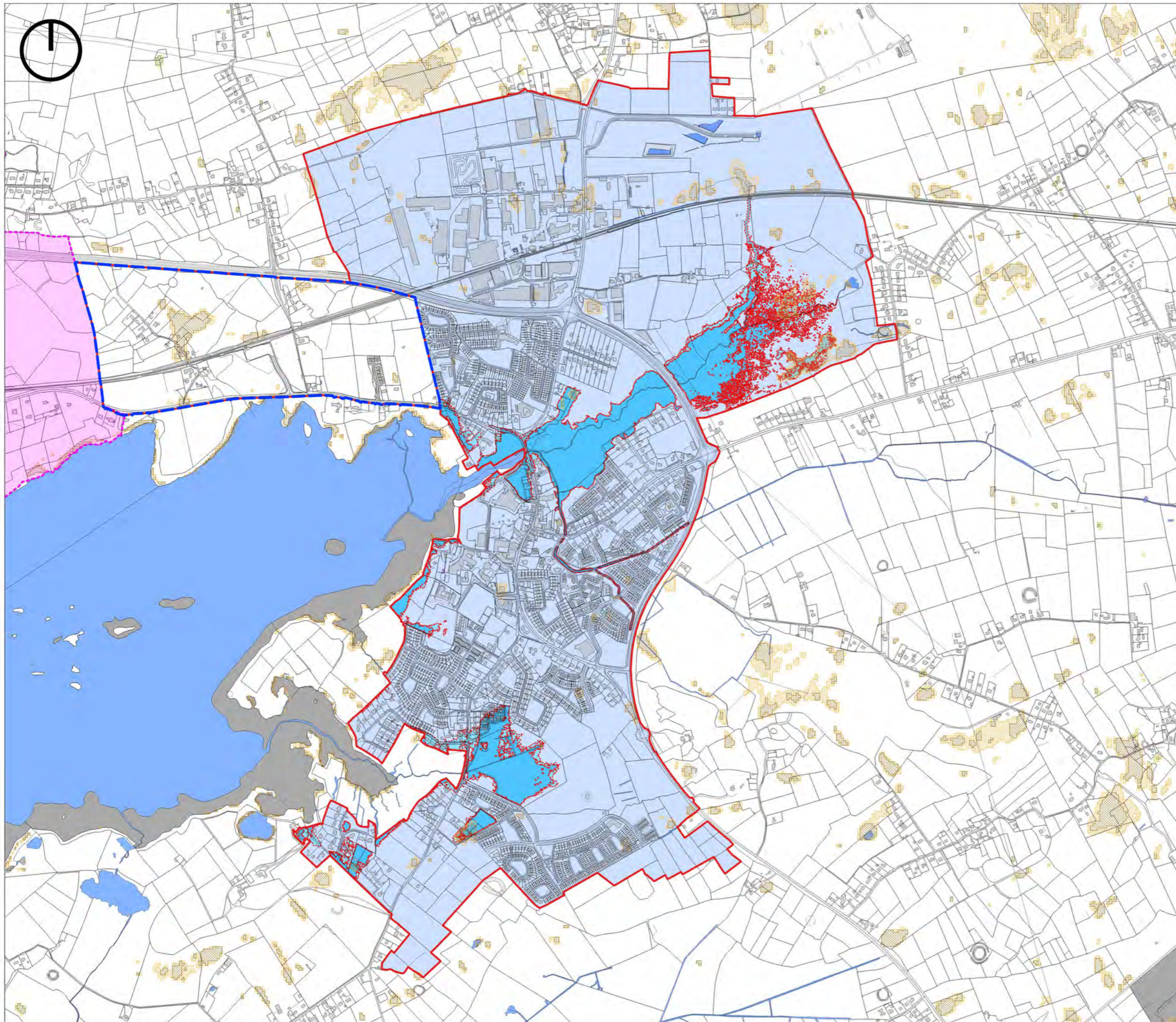
Policy Objective	Description
OMSP 9	Retirement Home/Nursing Home/Sheltered Housing






**Galway County Development Plan  
2022-2028**

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



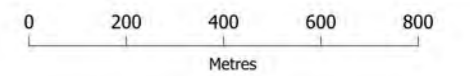




-  Settlement Boundary
-  Indicative Flood Zone A
-  Indicative Flood Zone B
-  Indicative Flood Zone C
-  PFRA Pluvial Indicative
-  PFRA Pluvial Extreme
-  Galway City Administrative Area
-  Urban Framework Plan for Garraun
-  Water

**Galway County Development Plan  
2022-2028**

**Galway Metropolitan Area  
Oranmore  
Flood Risk Management**



**Comhairle Chontae na Gaillimhe  
Galway County Council**



# BRIARHILL

## 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.

June 2022



Reference/Office  
6770/Dublin  
2022-06-09



Development  
Area

Aerial View from west





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Parkmore  
Business Park

Development Area

School

Parkmore Rd

R339

Aerial View from south west



# 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

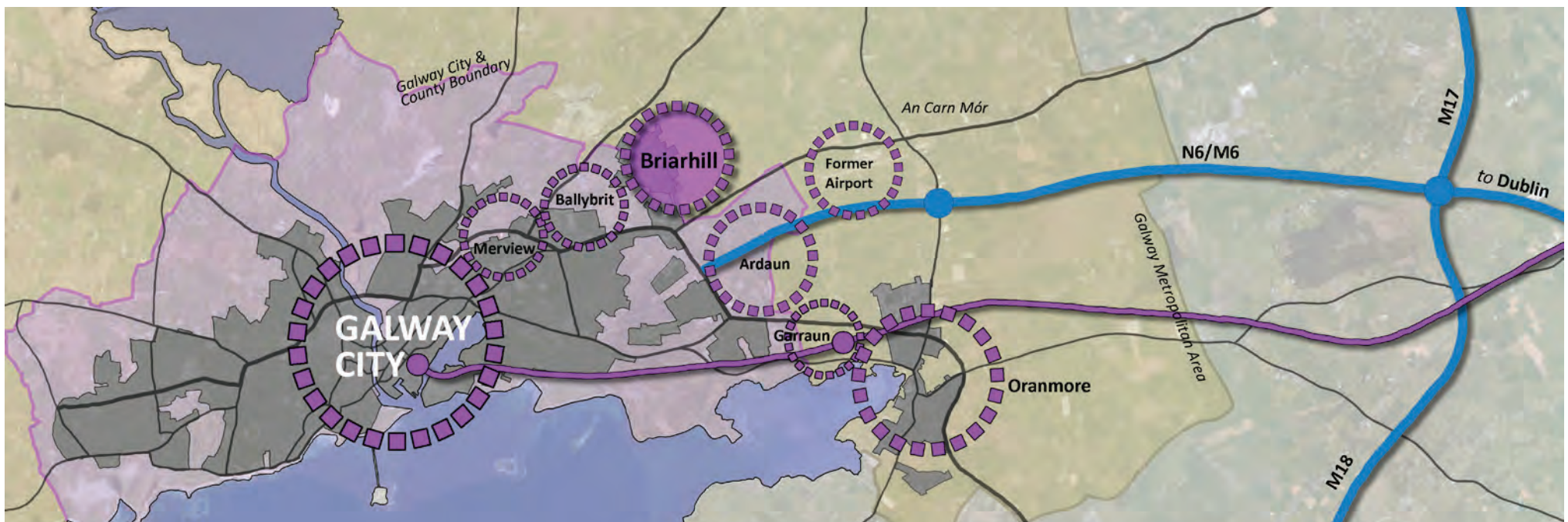
While the Industrial Development Authority (IDA) retains ownership of substantial expansion lands for its Parkmore East facility, Briarhill also includes significant lands that are suitable for urban growth and the provision of new residential development.

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 area 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.

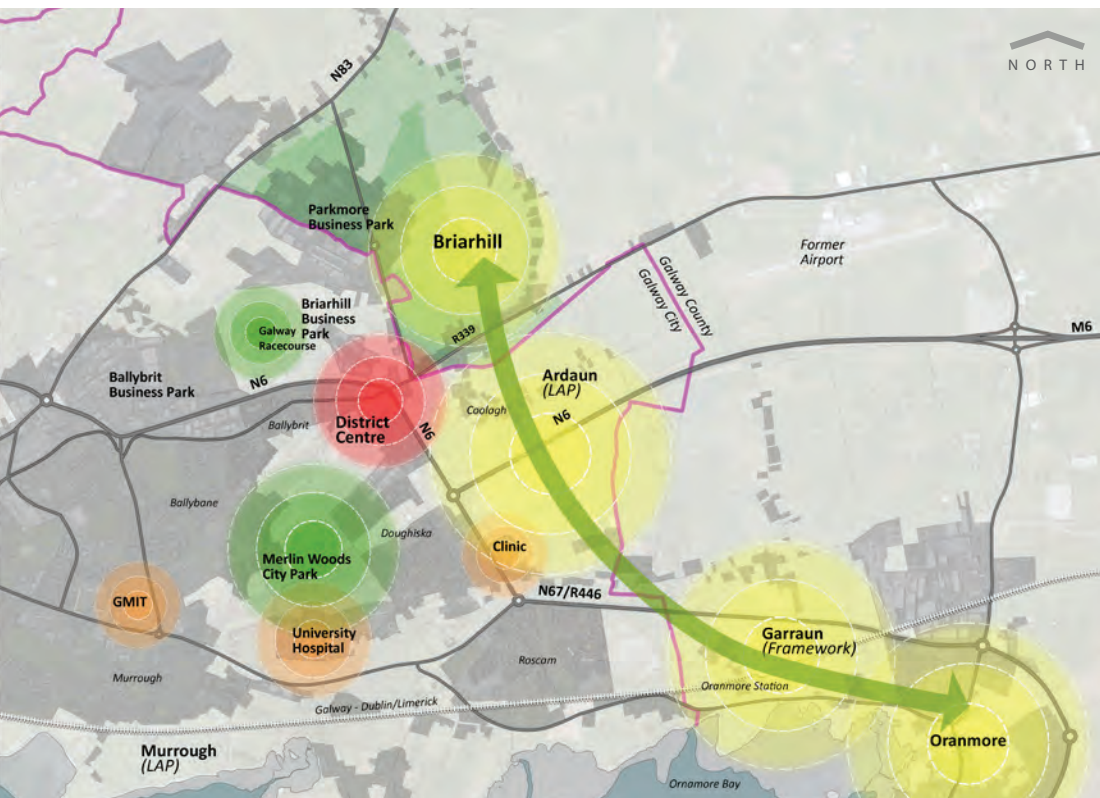
High quality, attractive and walkable new neighbourhood settlement, centred on a new and vibrant local centre and providing for community development and expansion.

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.

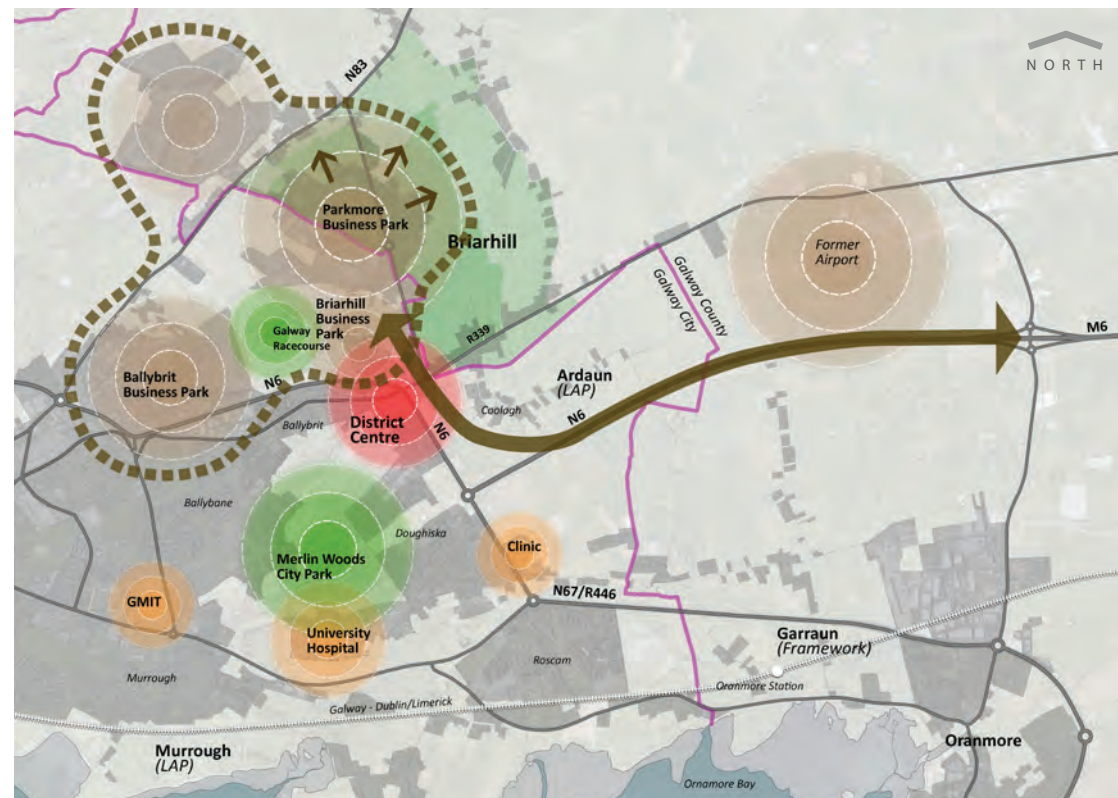
Highly accessible within the Galway Metropolitan Area including Galway City with capacity to adopt sustainable transport models and services for day to day travel.

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





School

R339

Parkmore Rd

Development Area

Aerial View from north east



## 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 south



Parkmore Business Park



R339 looking east  
6



Parkmore Rd/ N83 Junction



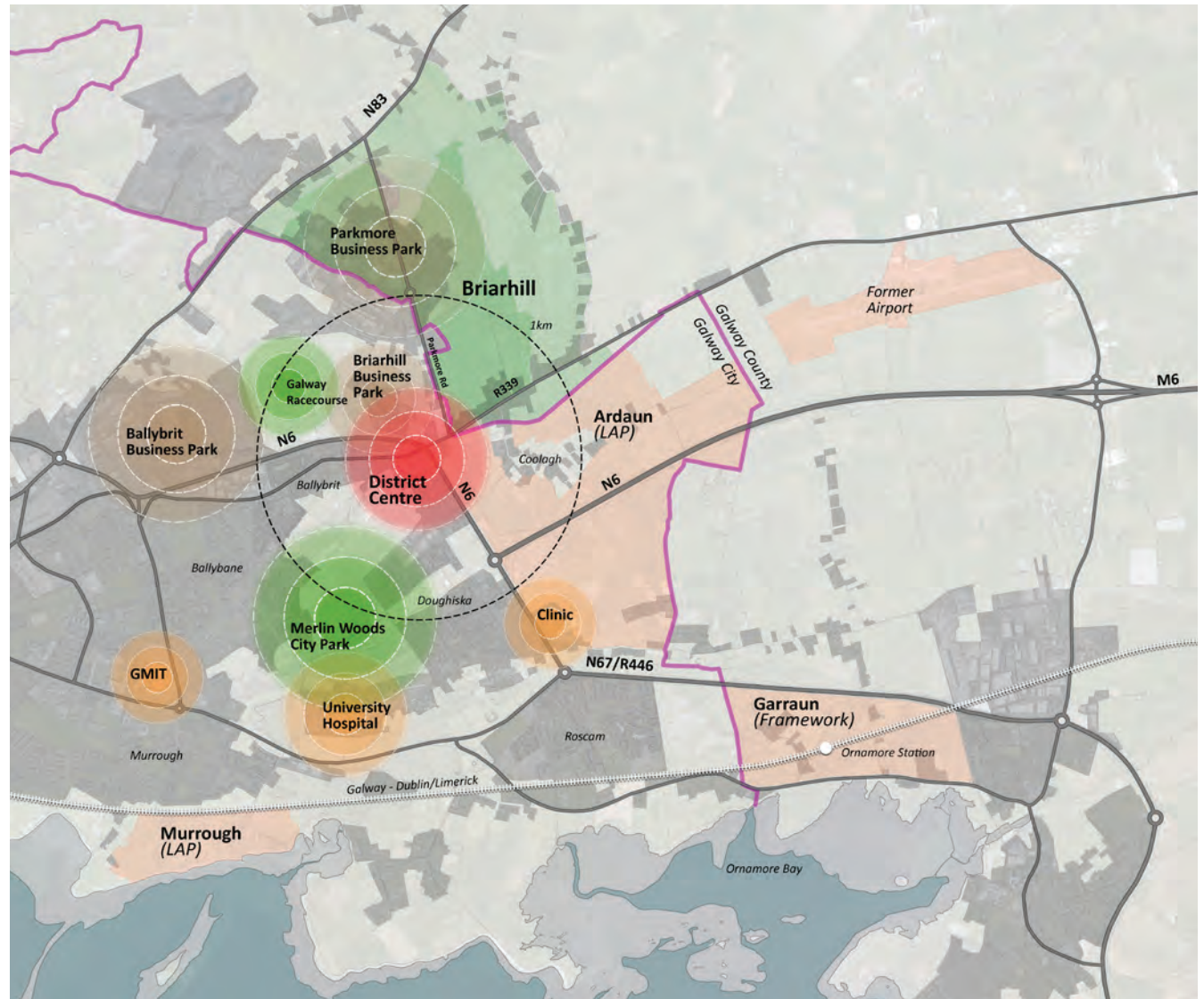


## Local Context

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.

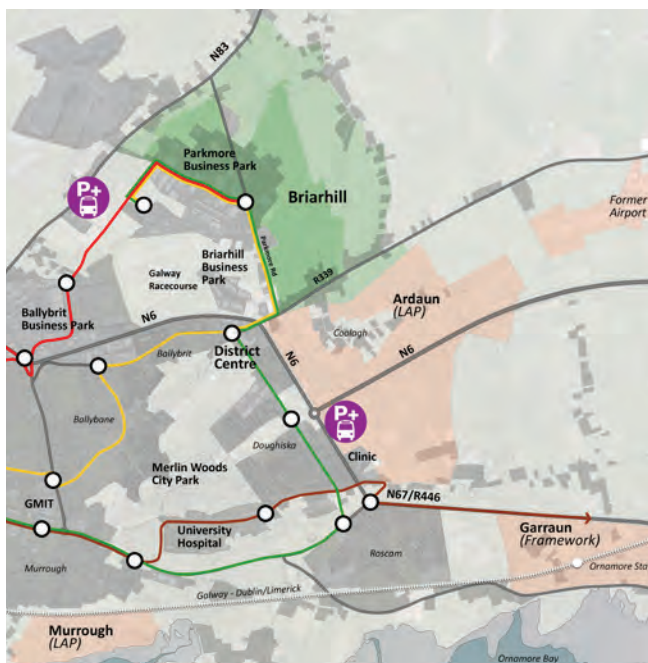
The availability of green field lands at Briarhill provides excellent opportunity to plan for population growth and the establishment of a distinct new settlement that is a catalyst for establishing the Galway Metropolitan Area.

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 cyclists 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.





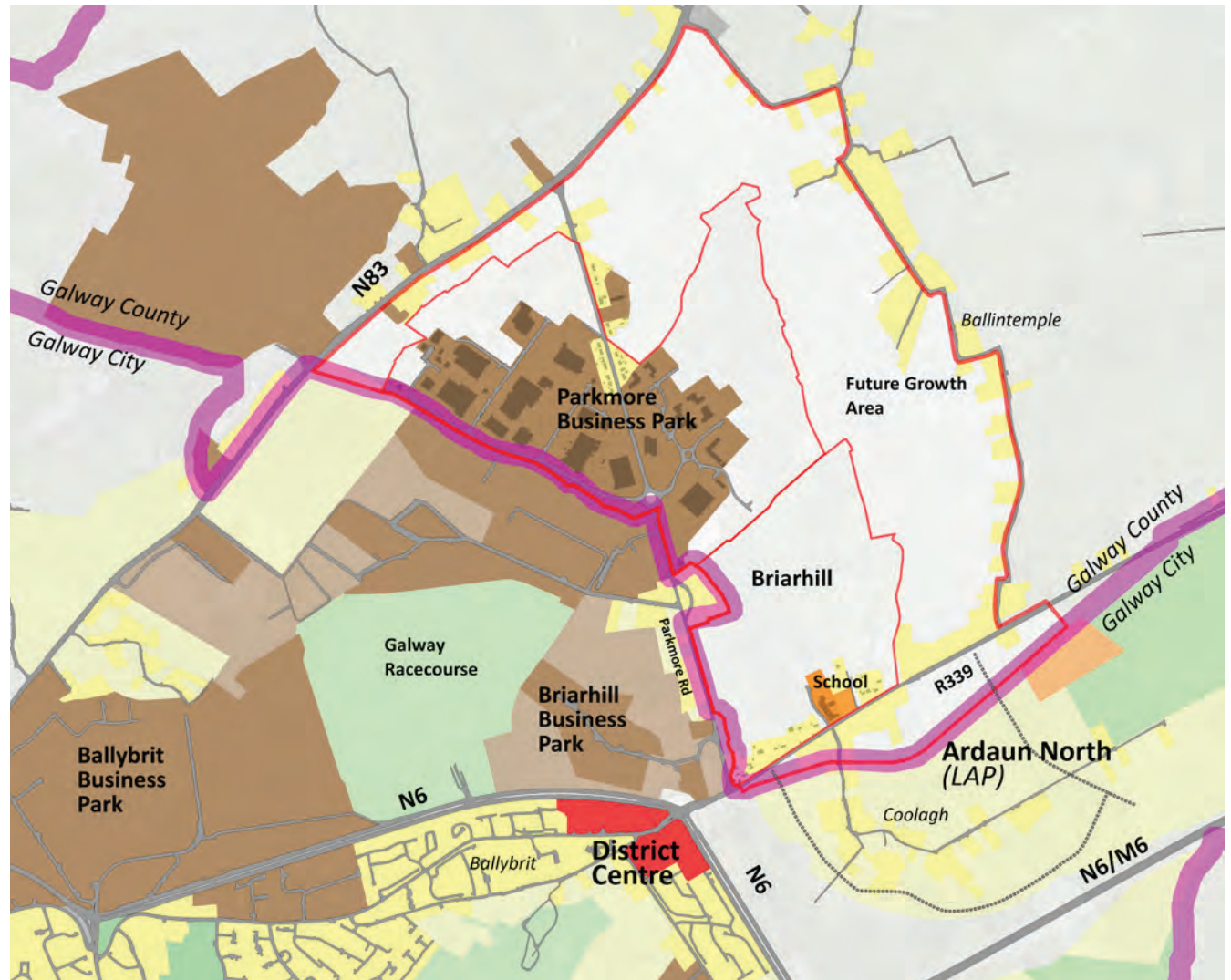
## Land Use

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

The wider Briarhill area includes ample greenfield lands 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.





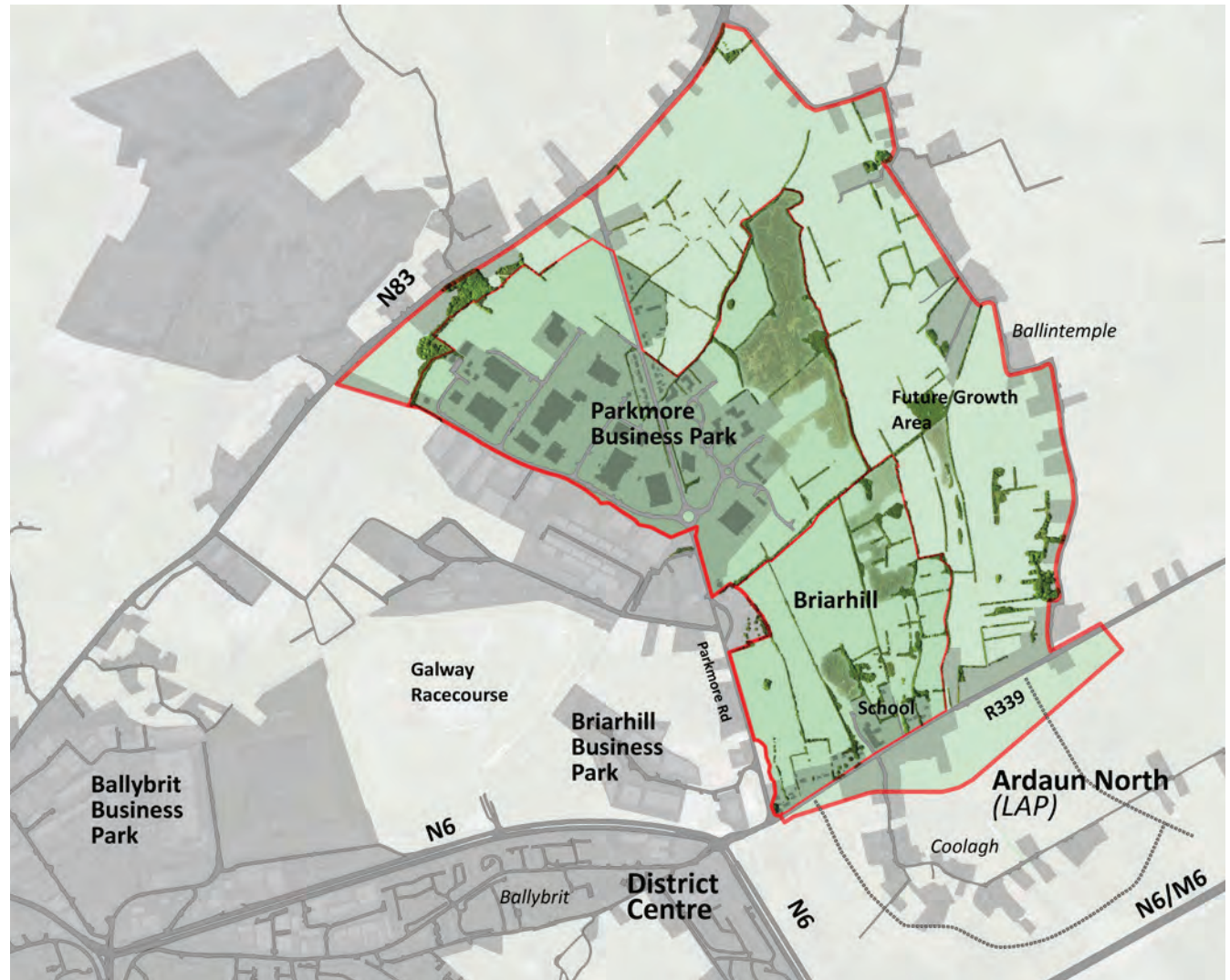


### Landscape

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.

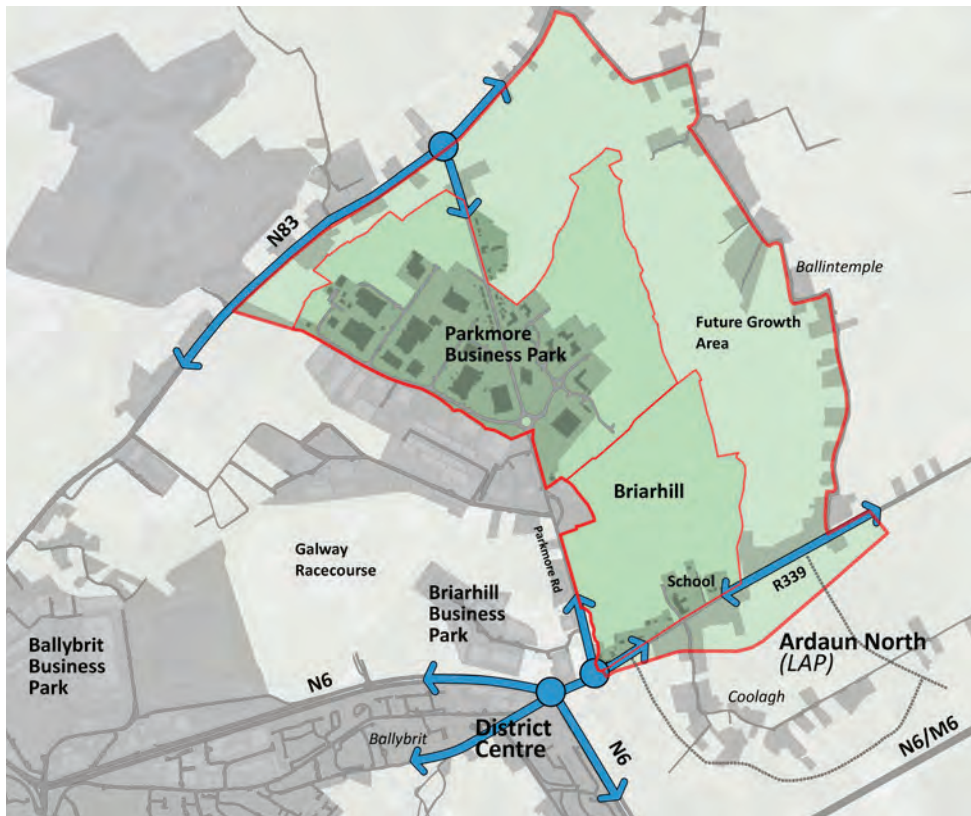
The green infrastructure can also provide a starting point for the location of public open space and the establishment of new and attractive green routes throughout Briarhill.



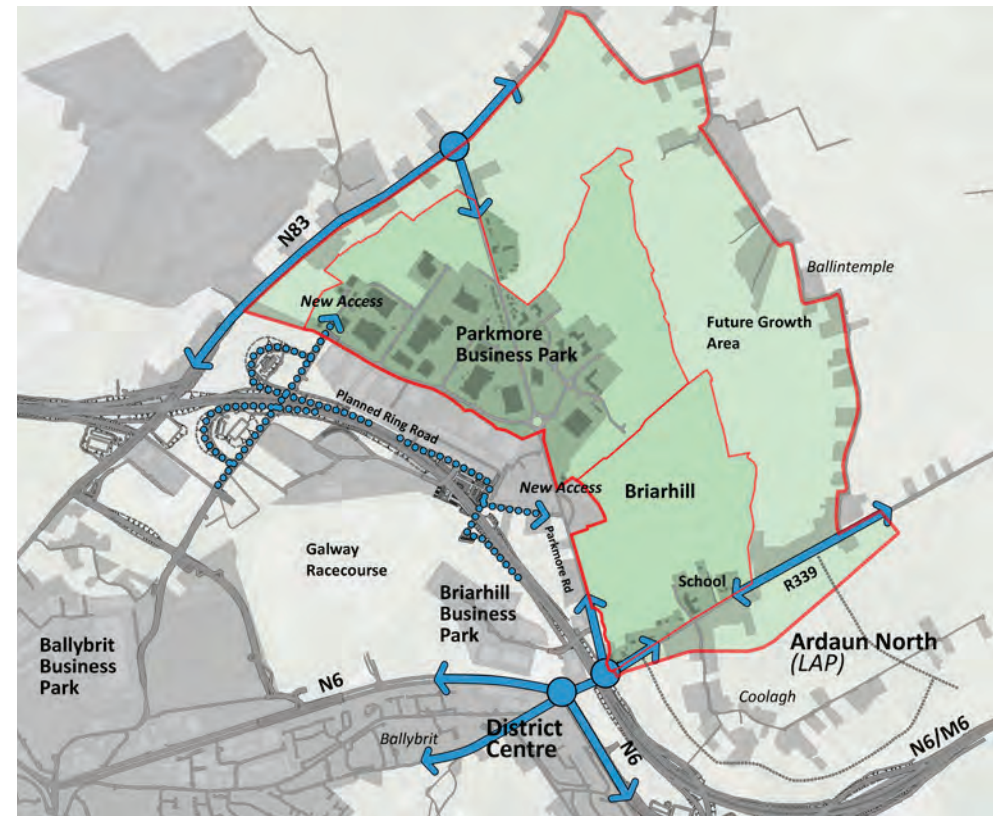
## 4.0 LANDS AT BRIARHILL

### 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.



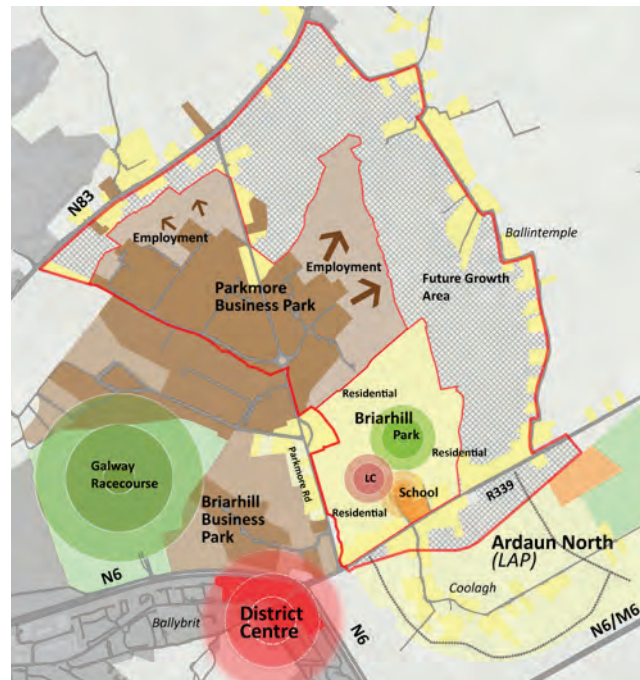
# 5.0 PRINCIPLES AND STRATEGY

## 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.

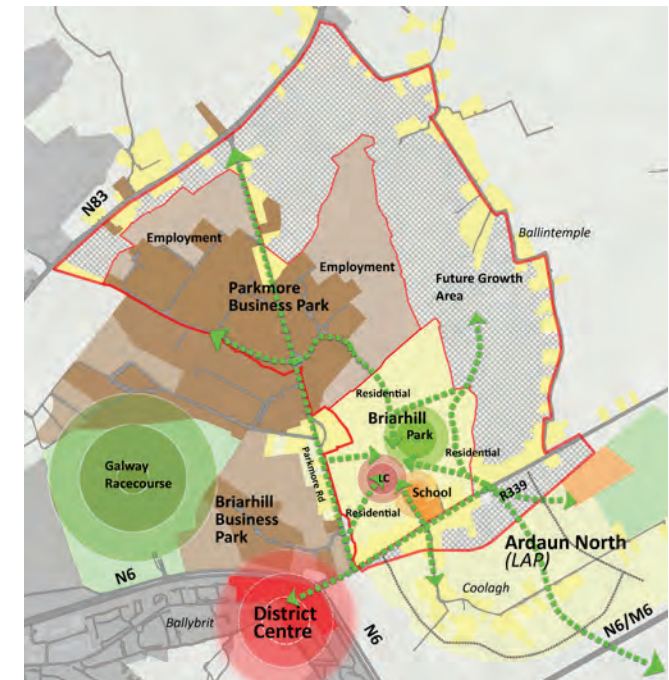
## Land Use Principles



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, school and green corridor 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.

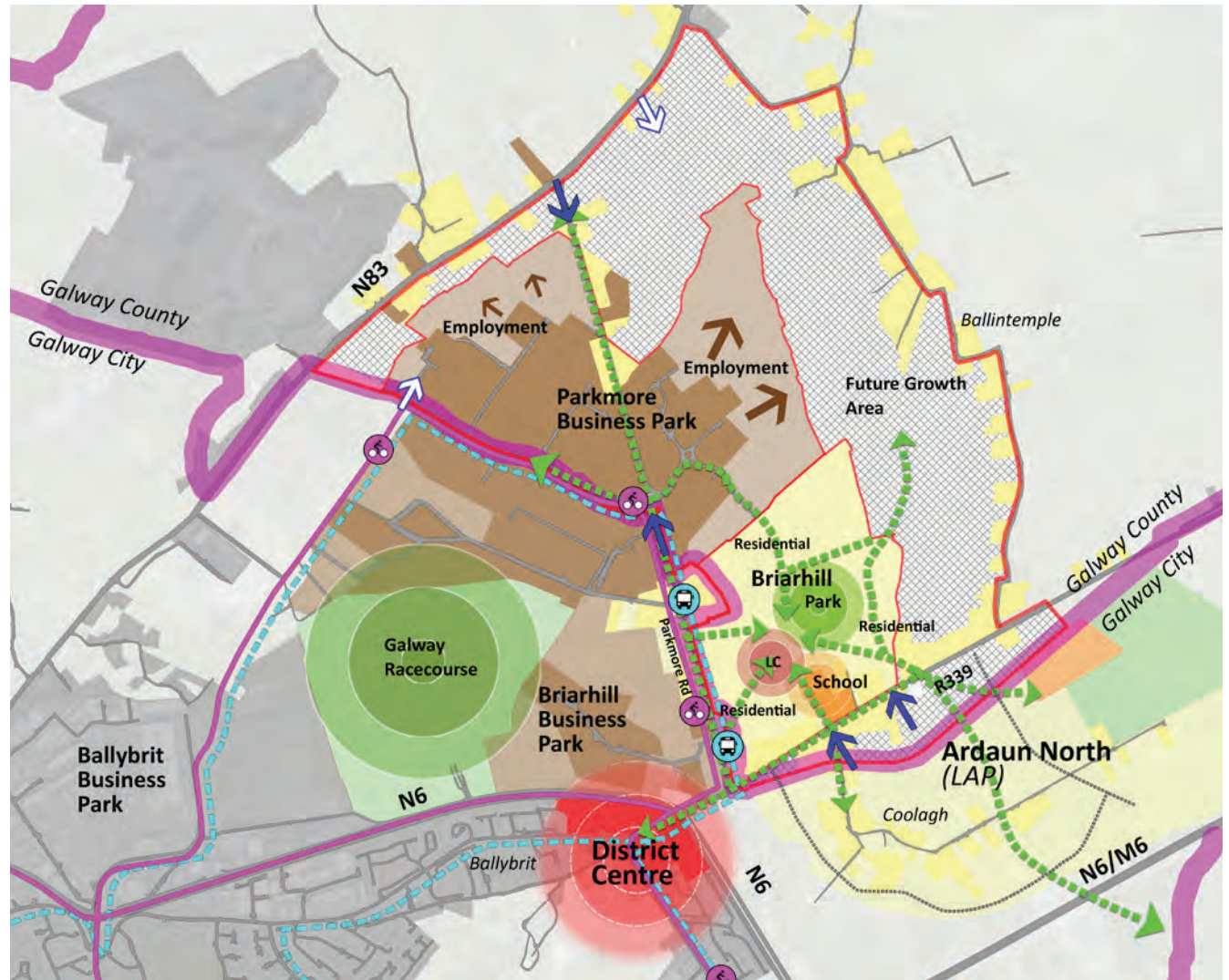
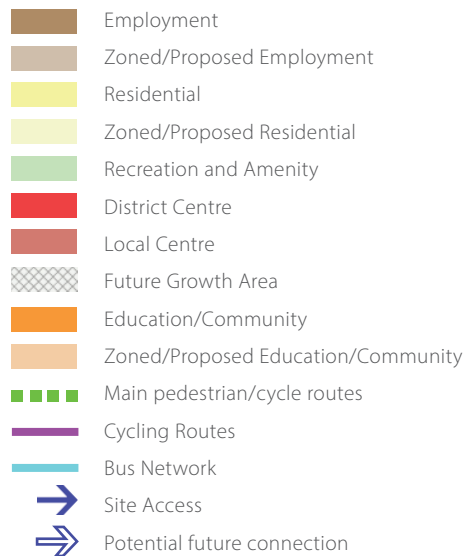
A sustainable movement network, comprising attractive and safe green links to promote and encourage walking and cycling, and connections to public transport services including Oranmore train station at Garraun, lies at the heart of the Briarhill Framework.





## 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

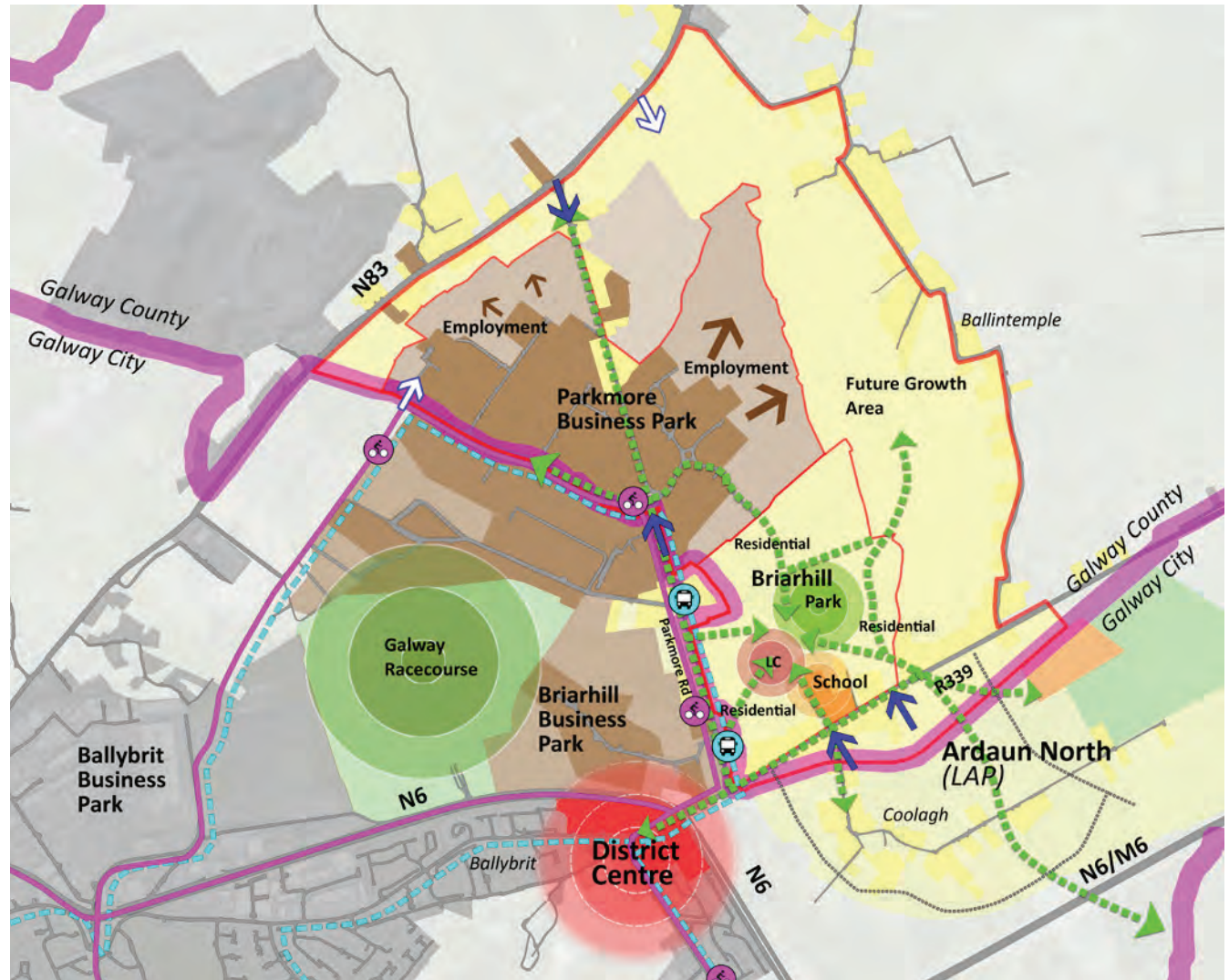
# 5.0 PRINCIPLES AND STRATEGY

## 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 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.

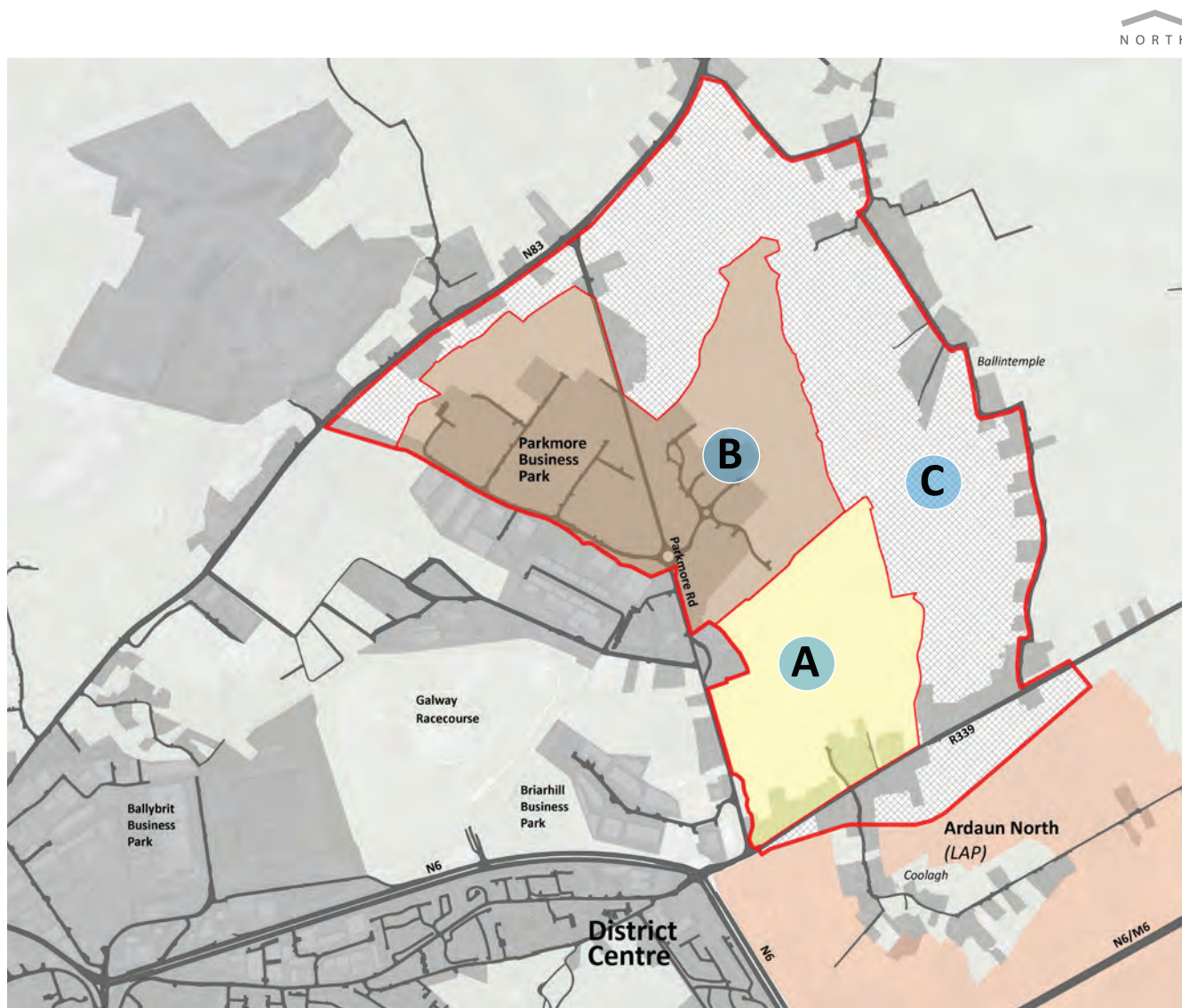
-  Employment
-  Zoned/Proposed Employment
-  Residential
-  Zoned/Proposed Residential
-  Recreation and Amenity
-  District Centre
-  Local Centre
-  Education/Community
-  Zoned/Proposed Education/Community
-  Main pedestrian/cycle routes
-  Cycling Routes
-  Bus Network
-  Site Access
-  Potential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

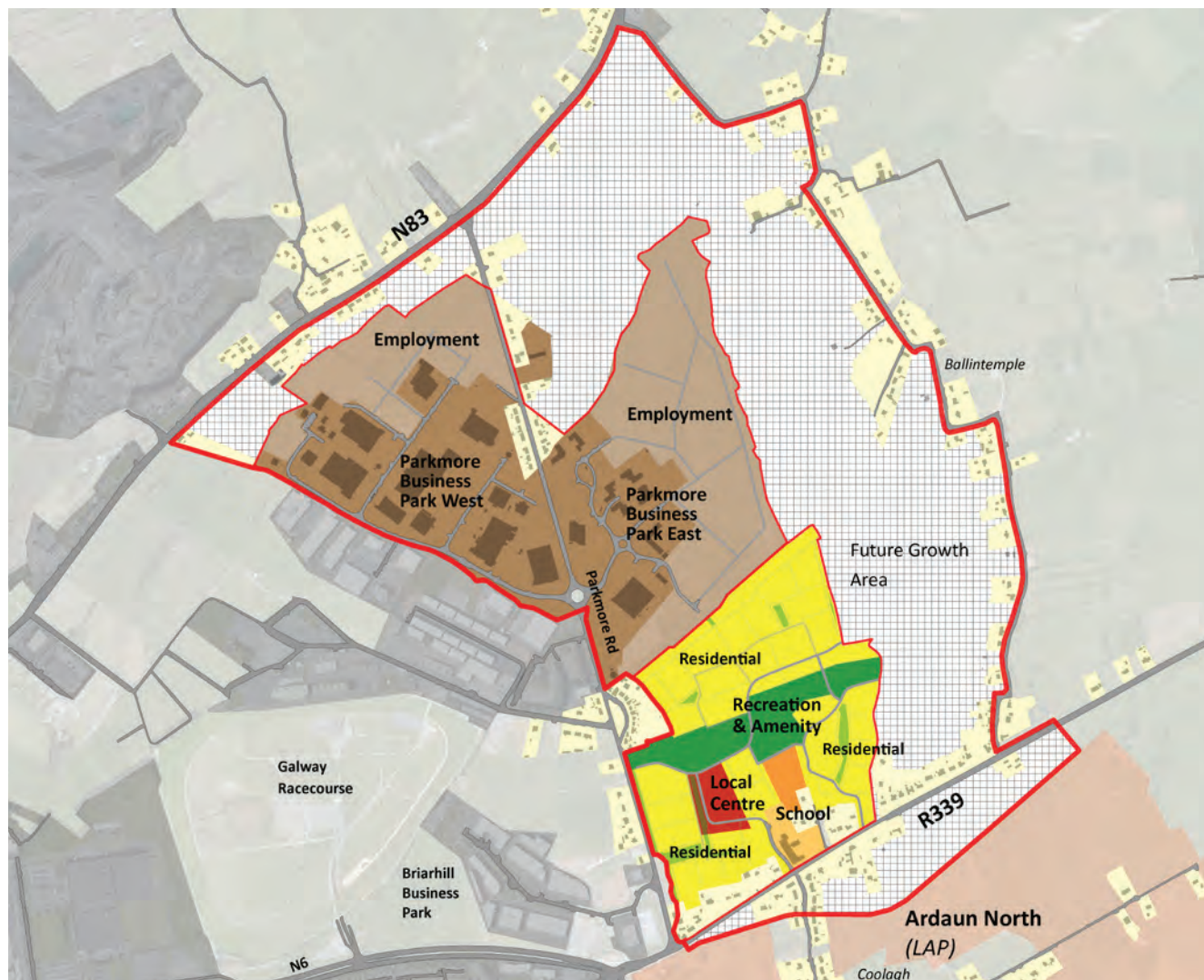
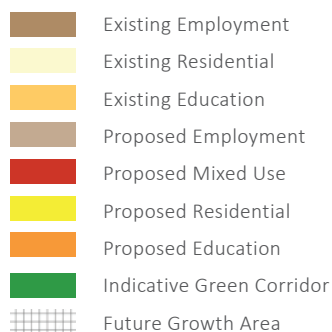
## 6.0 FRAMEWORK

### 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 green corridor 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 green corridor 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 increased population of the eastern Metropolitan Area have access to high quality public transport.

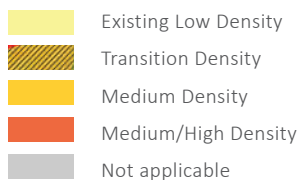
# 6.0 FRAMEWORK

## 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 green corridor 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







## Movement & Access

Briarhill will be a highly walkable neighbourhood with dwellings located in close proximity to the local centre, community facilities, green corridor 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

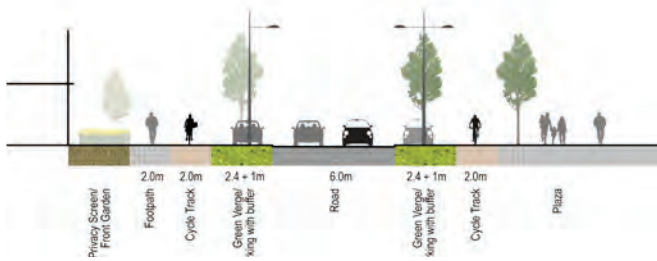
-  Existing Roads
-  Primary Link
-  Local
-  Home Zone
-  Business Park Road Network
-  Site Access
-  Potential future connection



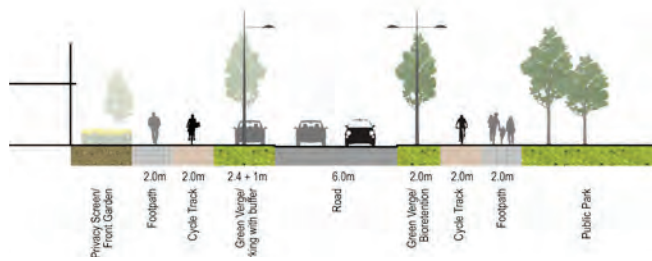
# 6.0 FRAMEWORK



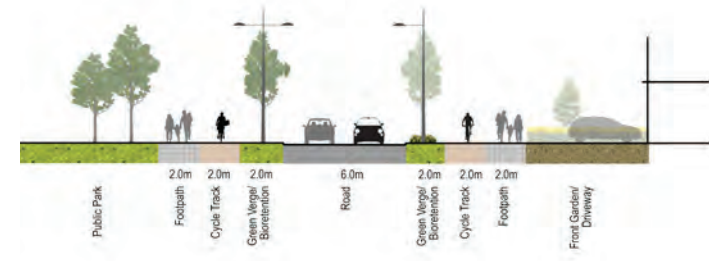
Street Types Sections



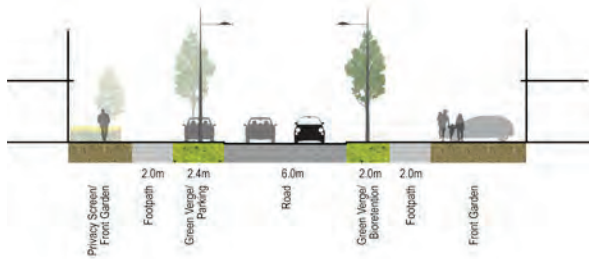
Primary Link 1-1



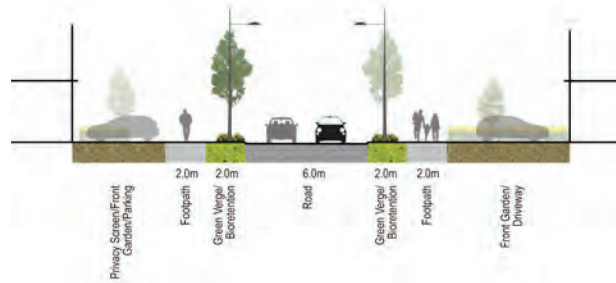
Primary Link 2-2



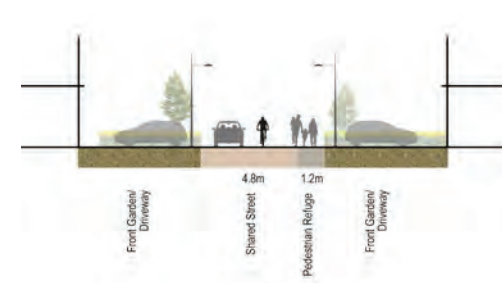
Local Road 3-3 (with cycling facilities)



22 Local Road 4-4 (cyclists share the street)



Local Road 4-4 (cyclists share the street)



Homezone 5-5








## 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, green corridor park and public transport services in a safe manner.

The network will extend along the green corridor 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





## 6.0 FRAMEWORK



### 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.

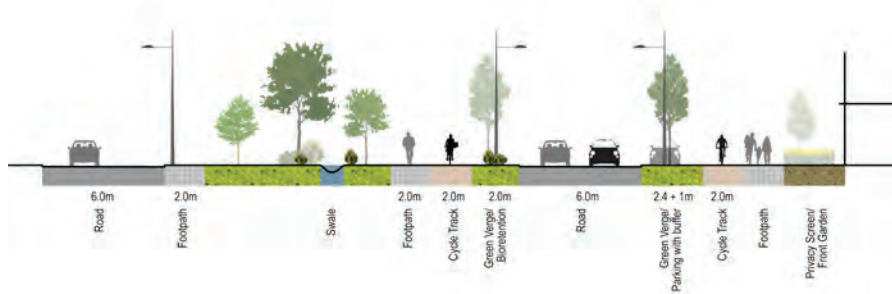
A substantial green corridor park will be directly accessible from the local centre and primary school and will incorporate passive and active amenity spaces and high quality landscaping. Residential development will overlook the park ensuring safety and enhancing residential amenity.

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

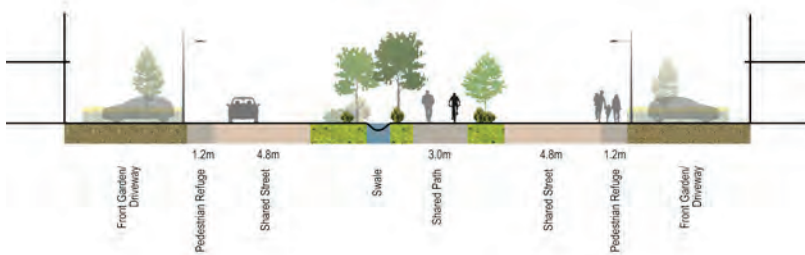
Landscaping will incorporate SuDS drainage systems that will further characterise the sustainable credentials of Briarhill.

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

## Landscape Sections



Linear Park 1-1 (at Local Centre)



Linear Park 2-2 (within Homezone)





## 6.0 FRAMEWORK

### 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.



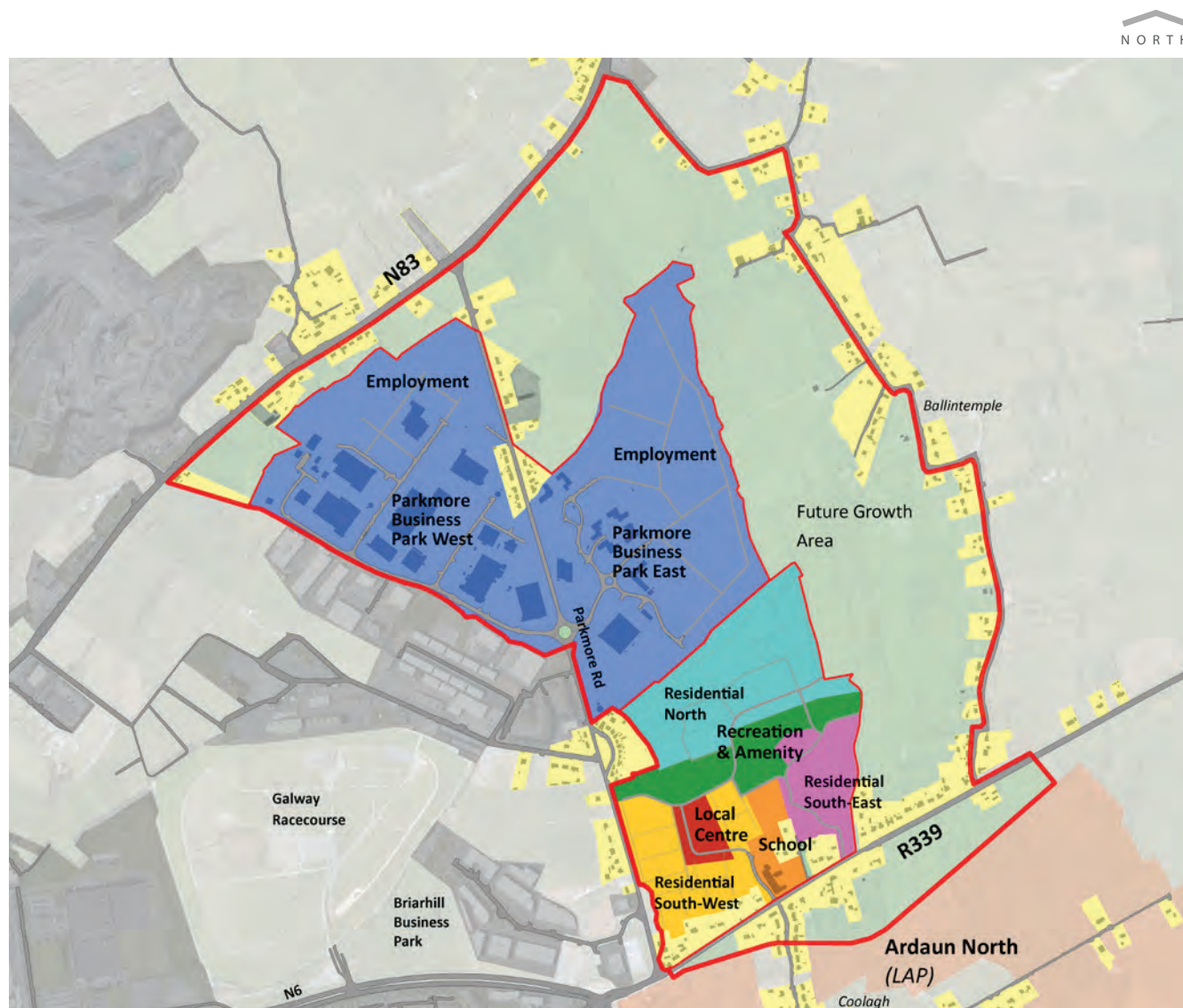


# 6.0 FRAMEWORK





## 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
- Green Corridor
- 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 green corridor 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, green corridor 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

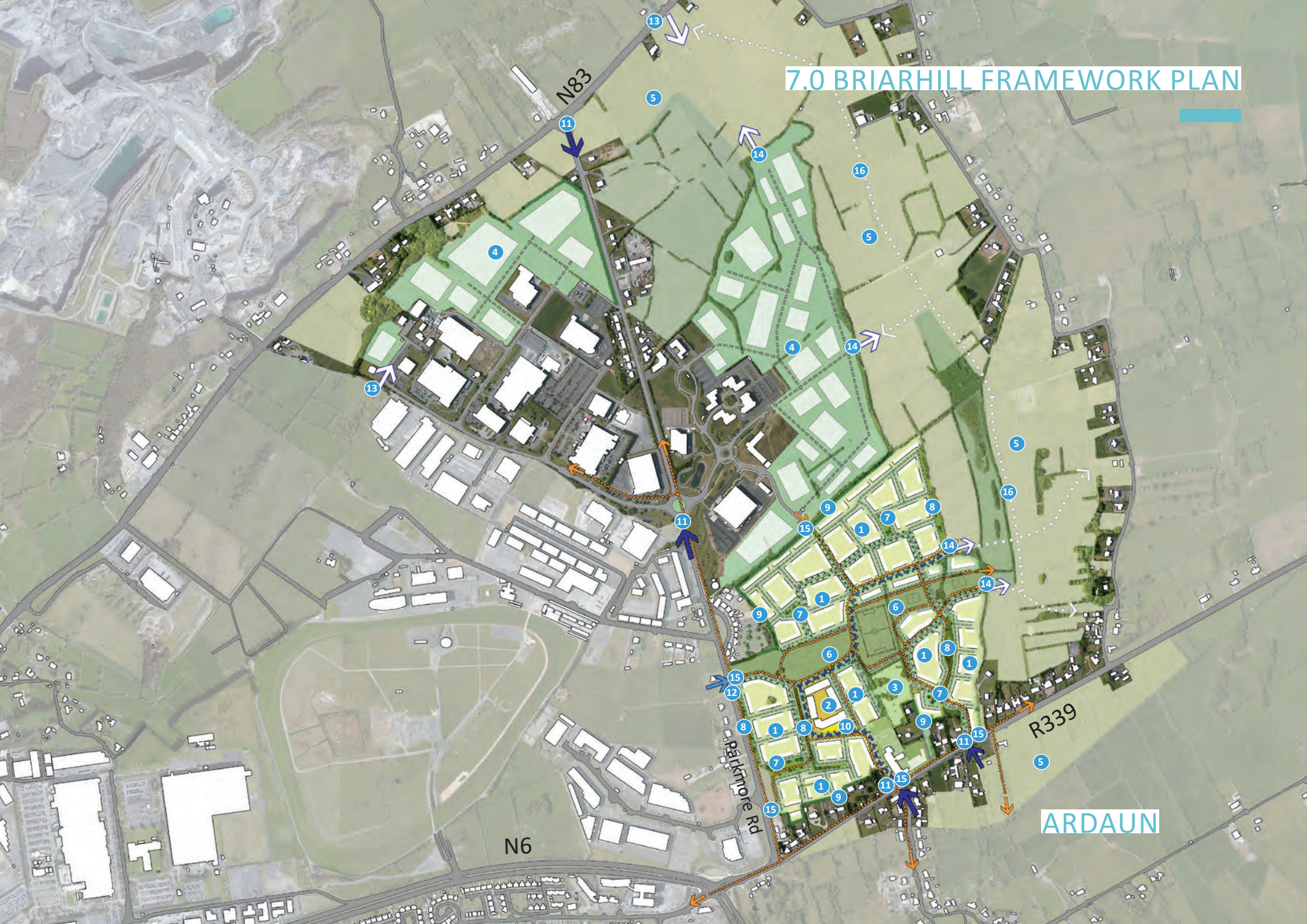
- Highly pedestrian and cycle oriented neighbourhood and linking to public transport.
- Vehicular access from the R339 and from the Parkmore Road.
- Potential future access from the N83 and from south west corner of Parkmore West Business Park

### Key

- 1 Proposed Residential
- 2 Local Centre
- 3 School Expansion Lands
- 4 Employment
- 5 Future Growth Area
- 6 Multi Use Green Corridor
- 7 Pocket Parks/Playgrounds
- 8 Linear Parks
- 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 20% 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.

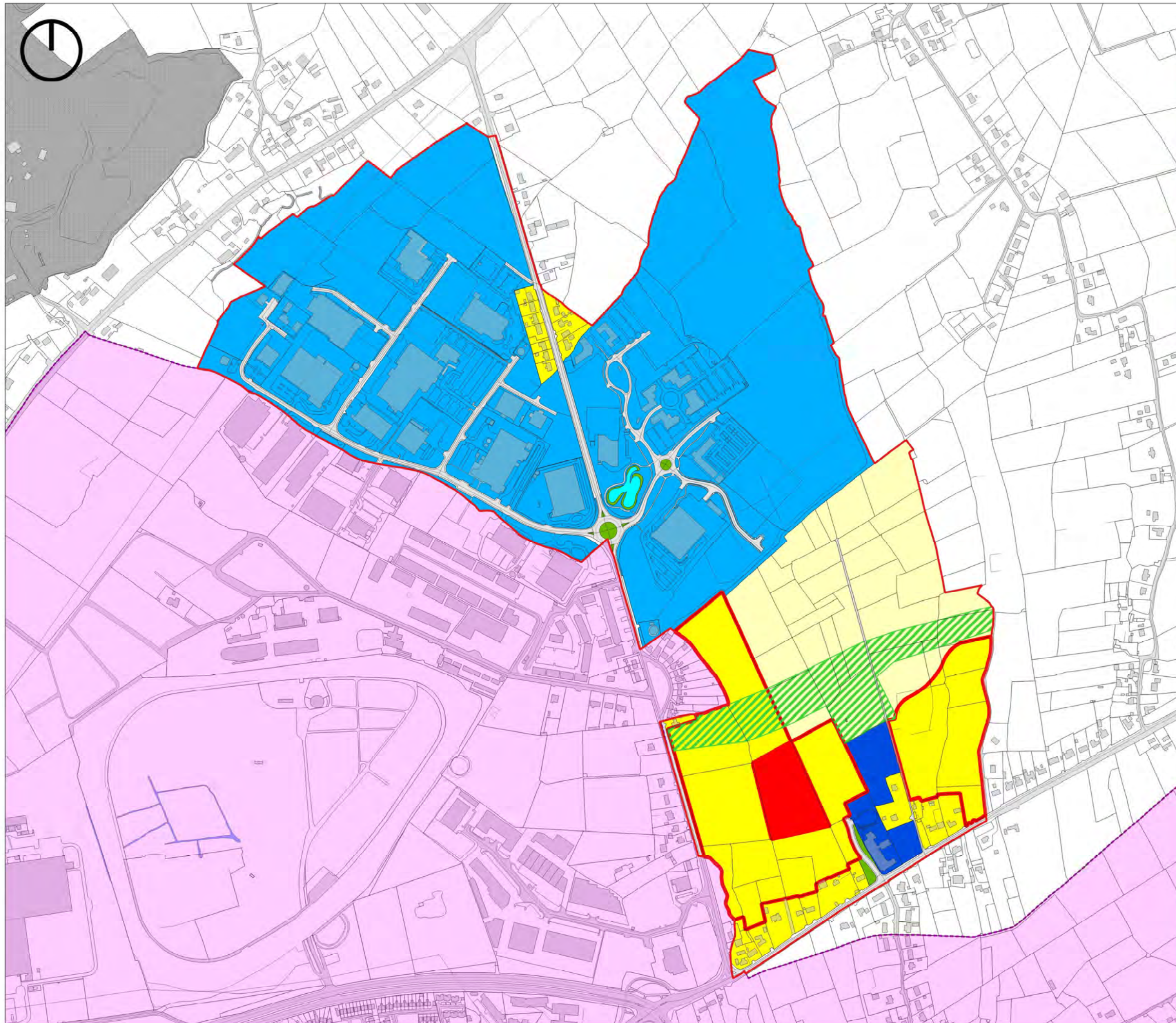
### BUFP 11 Phasing the Development

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.

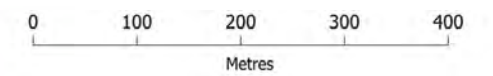




-  Settlement Boundary
-  R - Residential Existing
-  R - Residential (Phase 1)
-  R - Residential (Phase 2)
-  Nodal Centre
-  BT - Business & Technology
-  CF - Community Facilities
-  OS - Open Space/Recreation & Amenity
-  TI - Transport Infrastructure
-  Water/Rivers/Streams
-  Indicative Green Corridor - The Indicative Green Corridor is not a Land Use zoning
-  Galway City Administrative Area

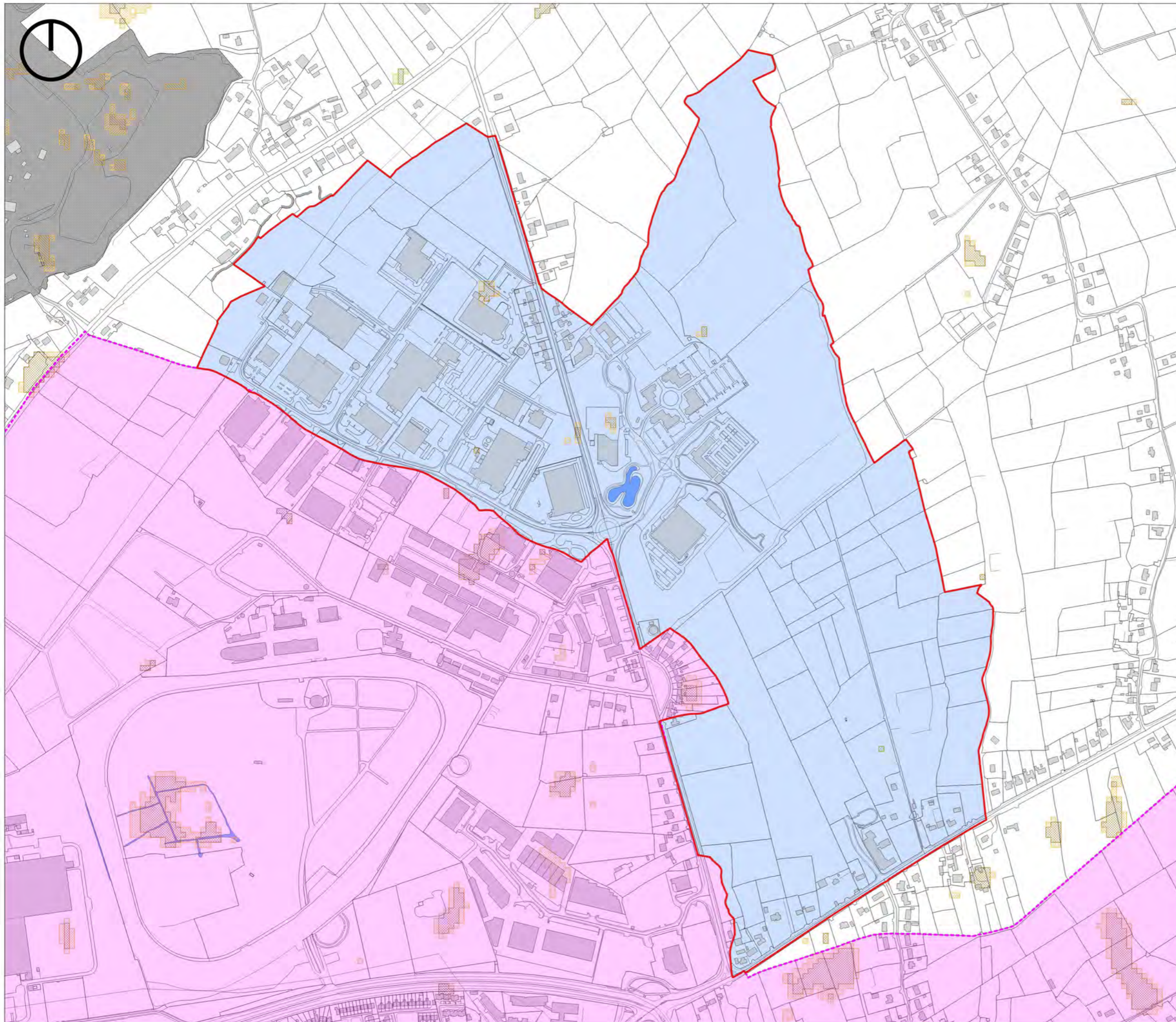
**Galway County Development Plan  
2022-2028**

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



**Comhairle Chontae na Gaillimhe  
Galway County Council**

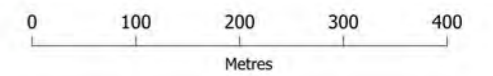




-  Settlement Boundary
-  Indicative Flood Zone C
-  PFRA Pluvial Indicative
-  PFRA Pluvial Extreme
-  Galway City Administrative Area
-  Water

**Galway County Development Plan  
2022-2028**

**Galway Metropolitan Area  
Briarhill  
Flood Risk Management**



**Comhairle Chontae na Gaillimhe  
Galway County Council**



# GARRAUN

## URBAN FRAMEWORK PLAN

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



June 2022





Reference/Office  
6656/Dublin

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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.

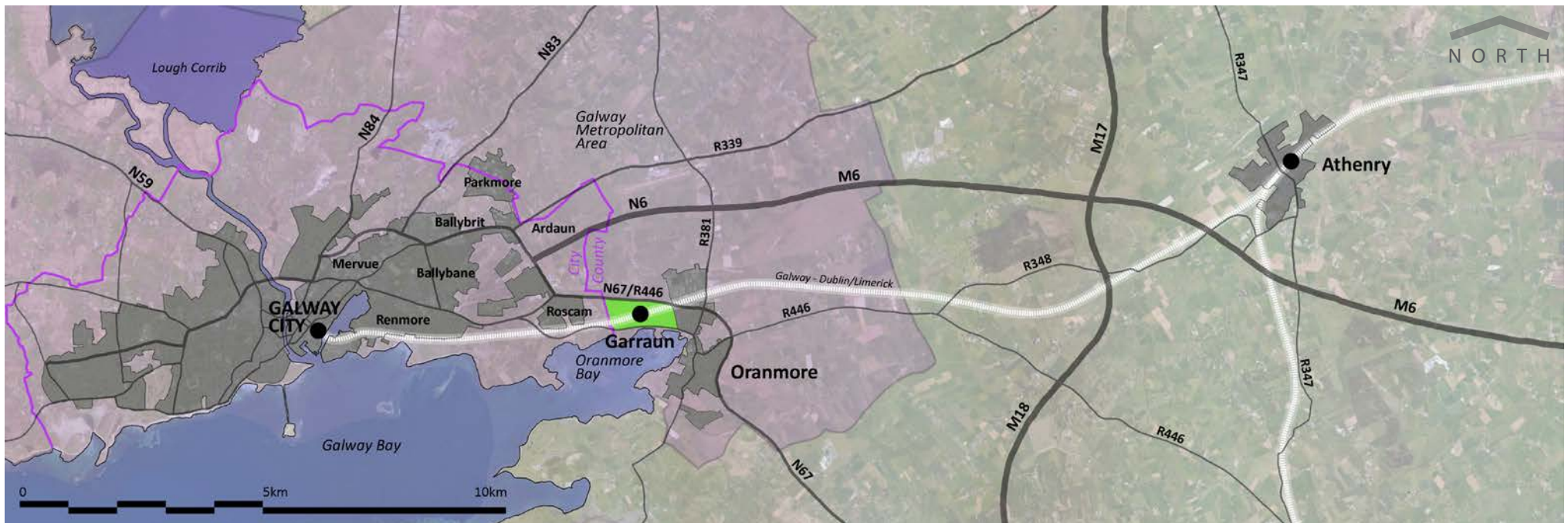
Garraun enjoys direct access to rail and road networks, with connectivity to local, regional and national destinations. Galway City centre is less than 10 minutes away by train and the planned development at Ardaun is just over 1km to the northwest of the railway station.

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 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 County 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.

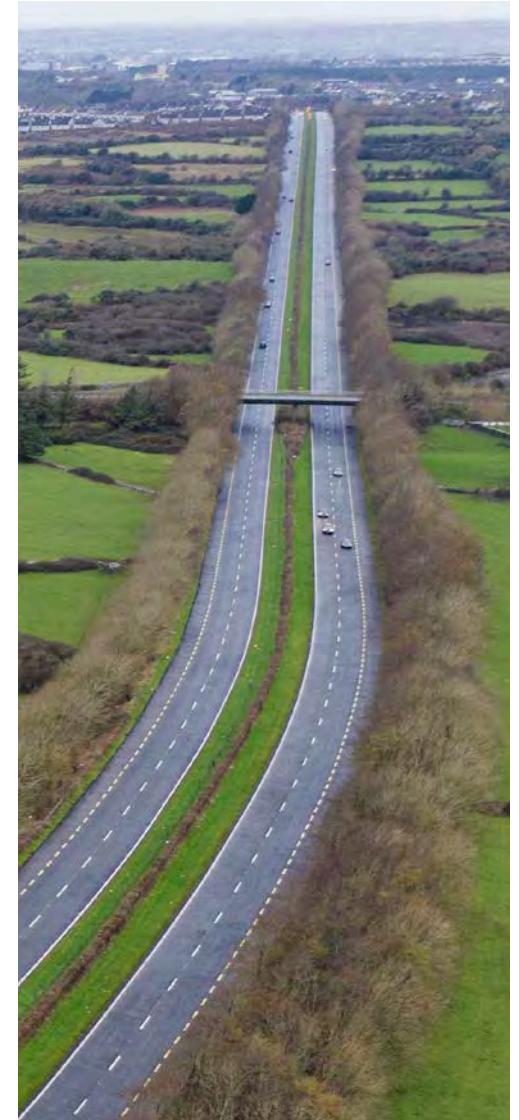




View of Oranmore Bay from L7105



Single track rail line looking west towards Galway



N67/R446

### 4.1 Local Context

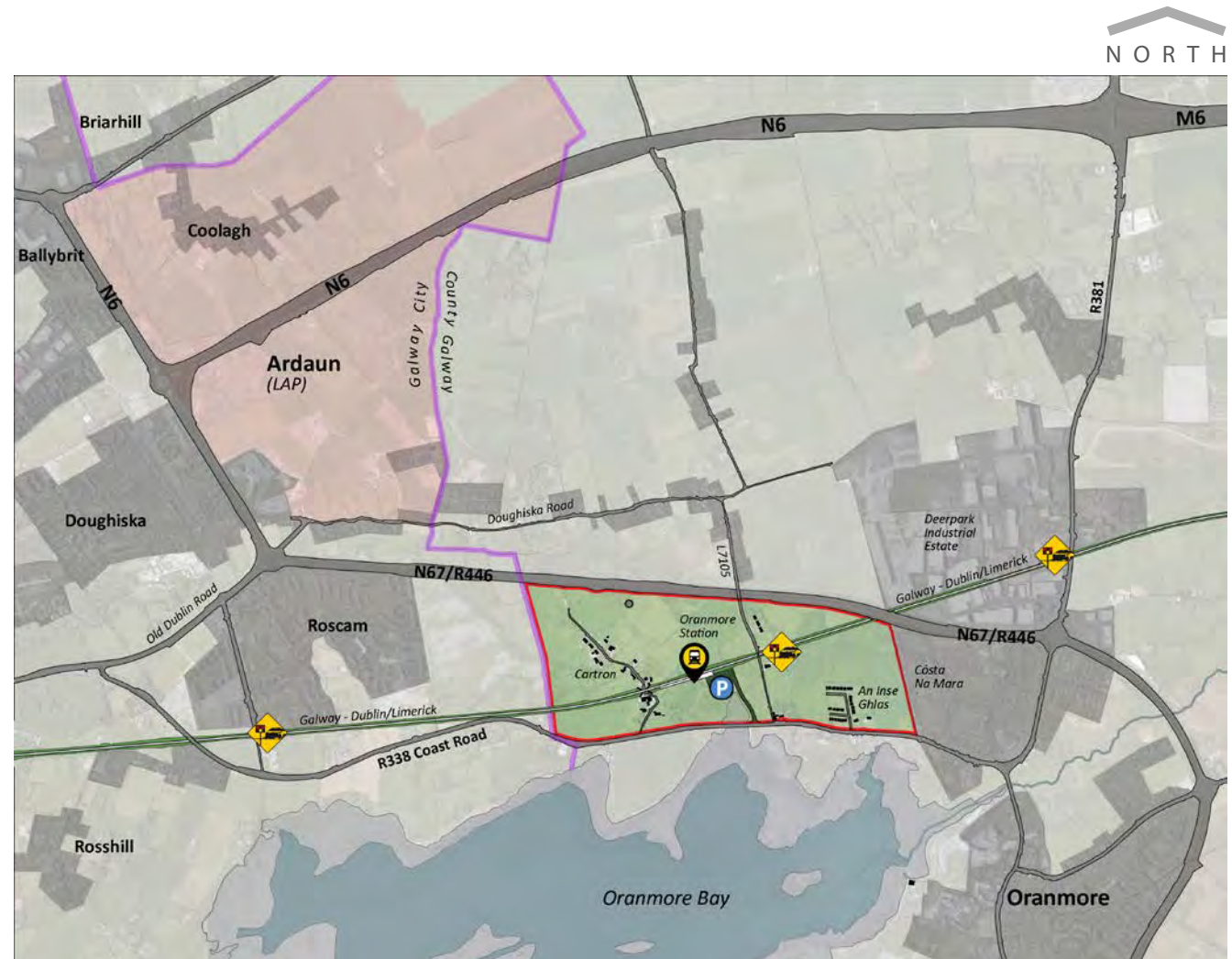
The lands at Garraun, the subject of this Framework Plan, comprise c. 70 hectares of substantially undeveloped agricultural land that connect the developed extent of Galway City at Roscam with that of Galway County at Oranmore.

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.

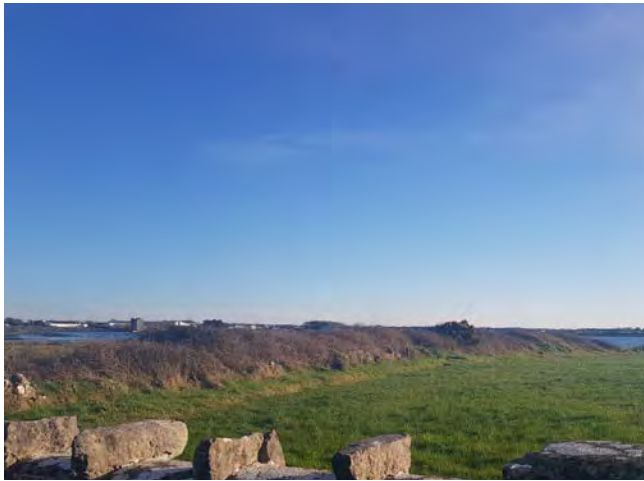




Traditional dry stone walls










# 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



Existing road network and 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:

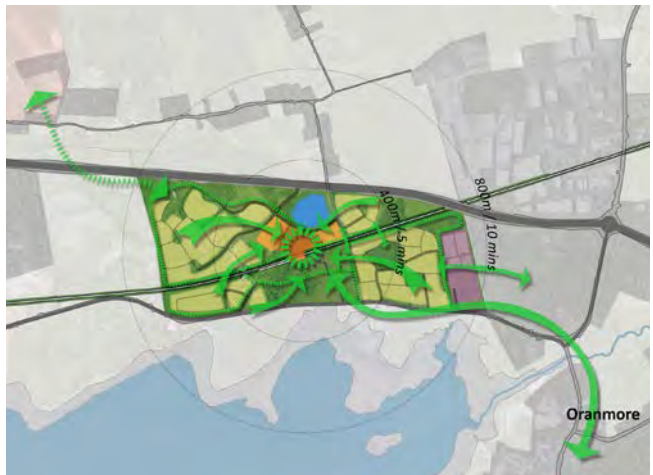
- Metropolitan Settlement
- Compact, Walkable and Connected
- Landscape and Seascape
- Vehicular Access

### 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, and 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.

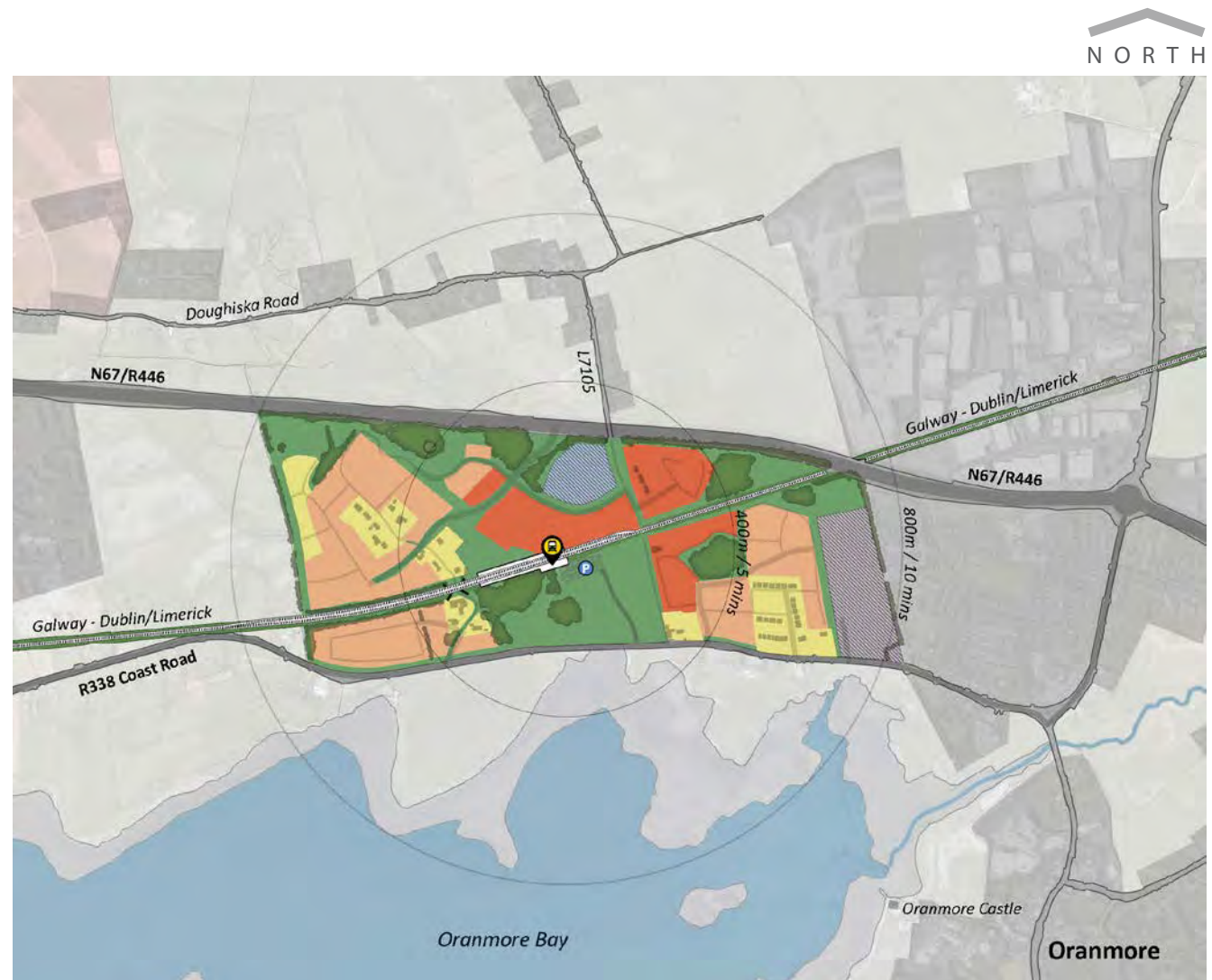
The core of Garraun, close to the railway station, and together with the lands to the east of the Ecopark and overlooking the Ecopark, will be developed using a high density range so as to maximise population living within 400m of the station and local centre.

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 landscaped 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

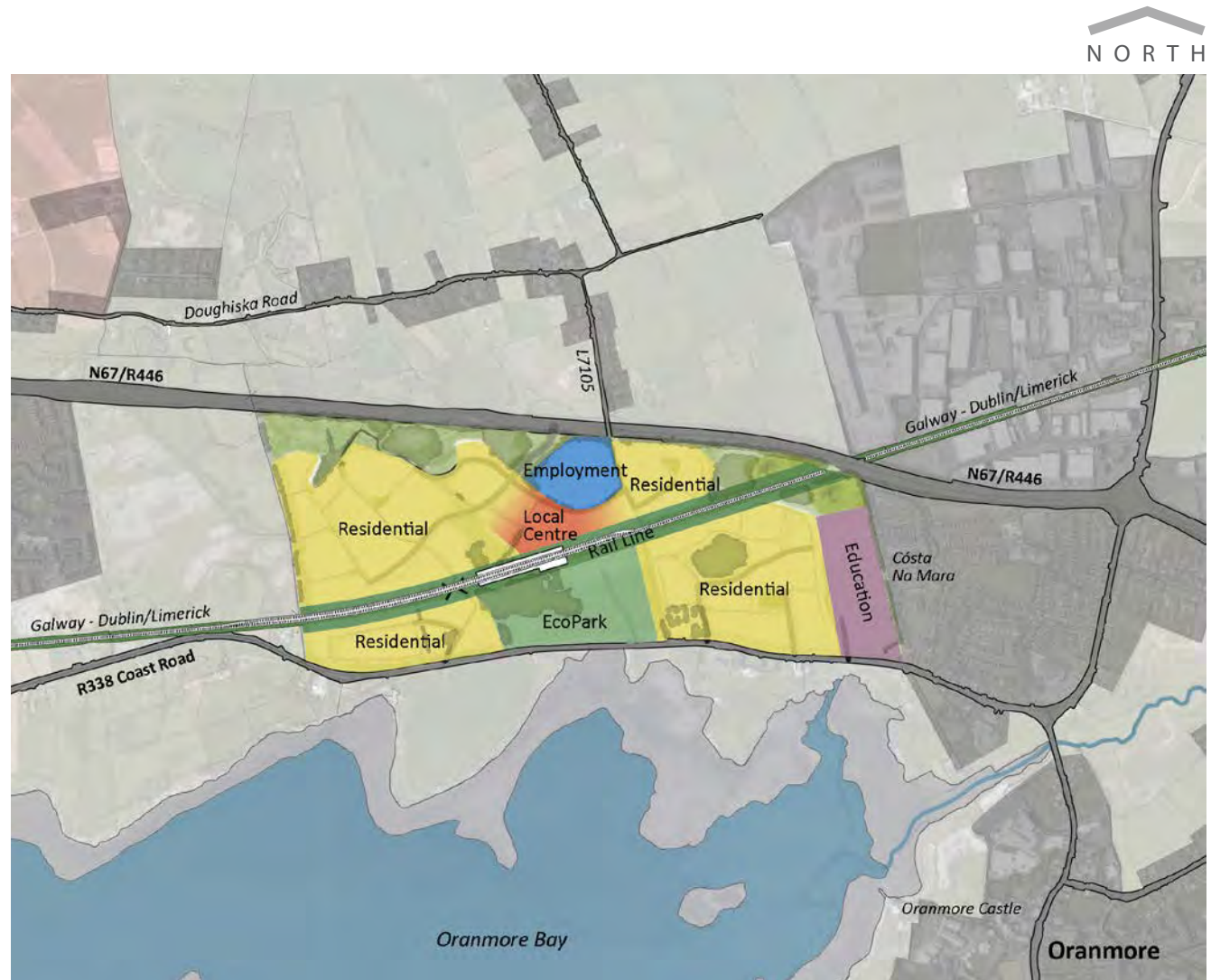
The rail line is a substantial feature of Garraun, and will be an integral part of the overall design strategy in providing landscape corridors and pedestrian and cycle links that reinforce the overall vision of a walkable neighborhood.

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

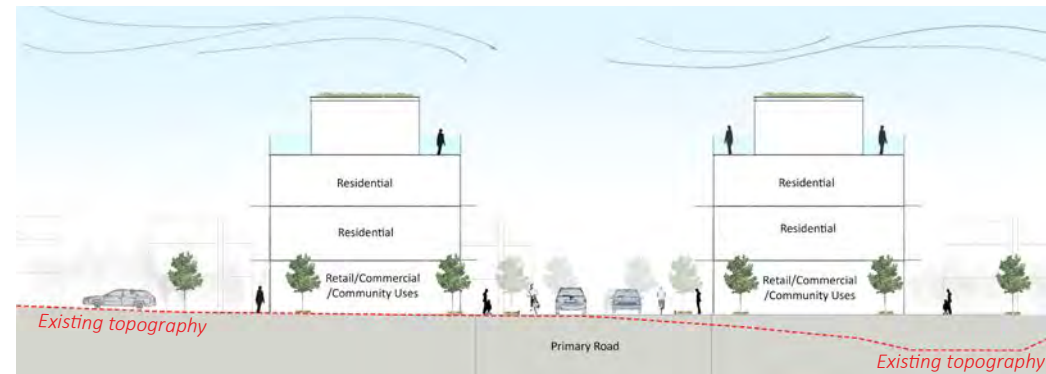
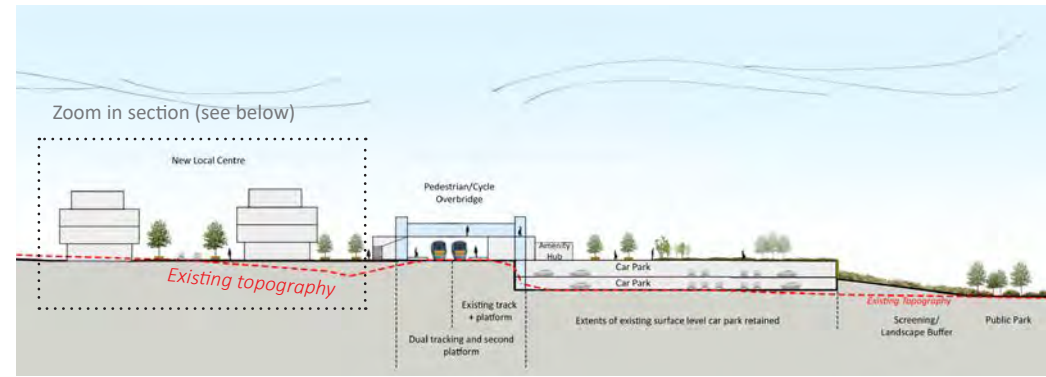
## Indicative Primary Street Type



## 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

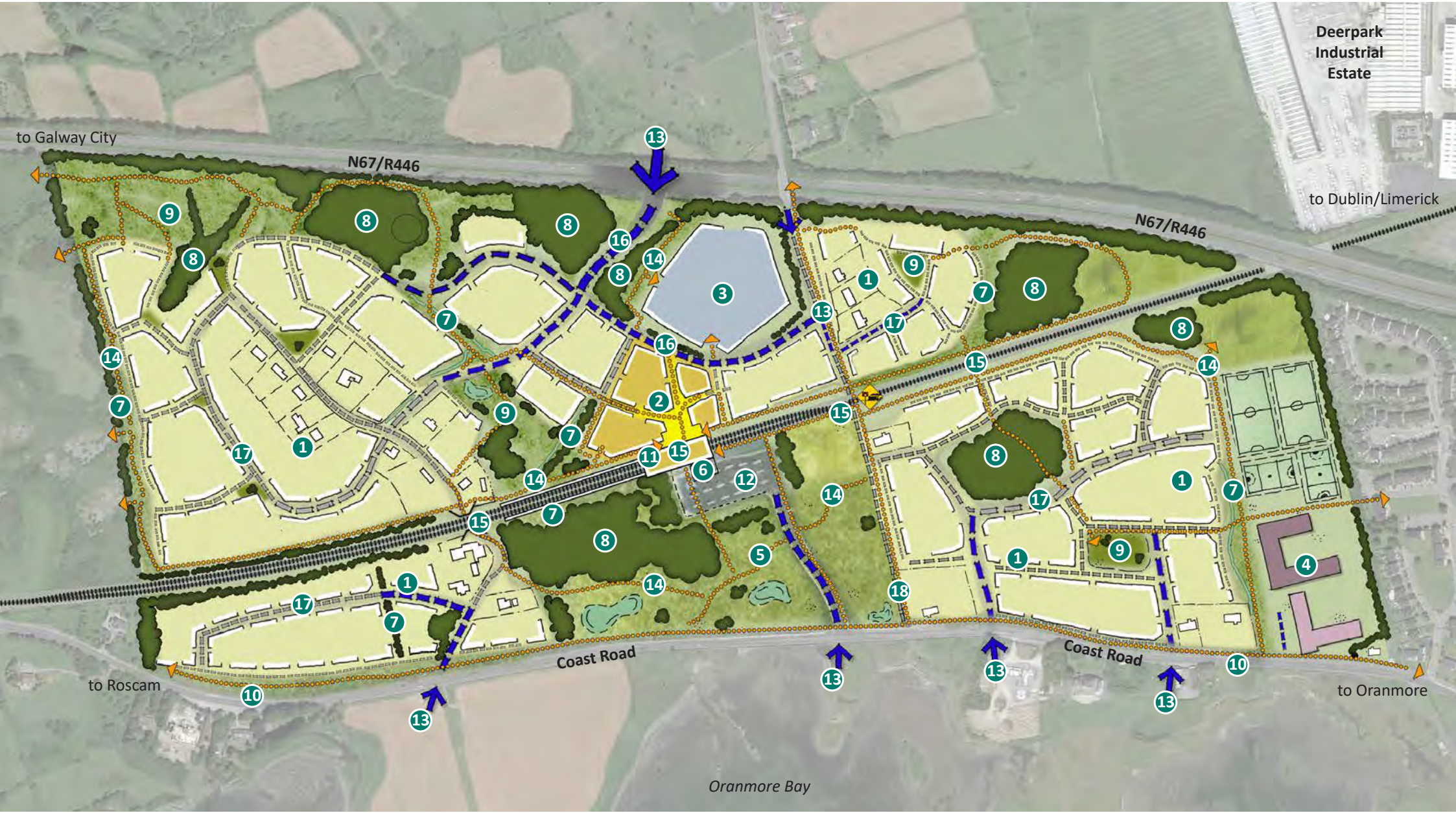


# 7.0 GARRAUN FRAMEWORK PLAN



Deerpark Industrial Estate

to Dublin/Limerick





## 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 20% 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**

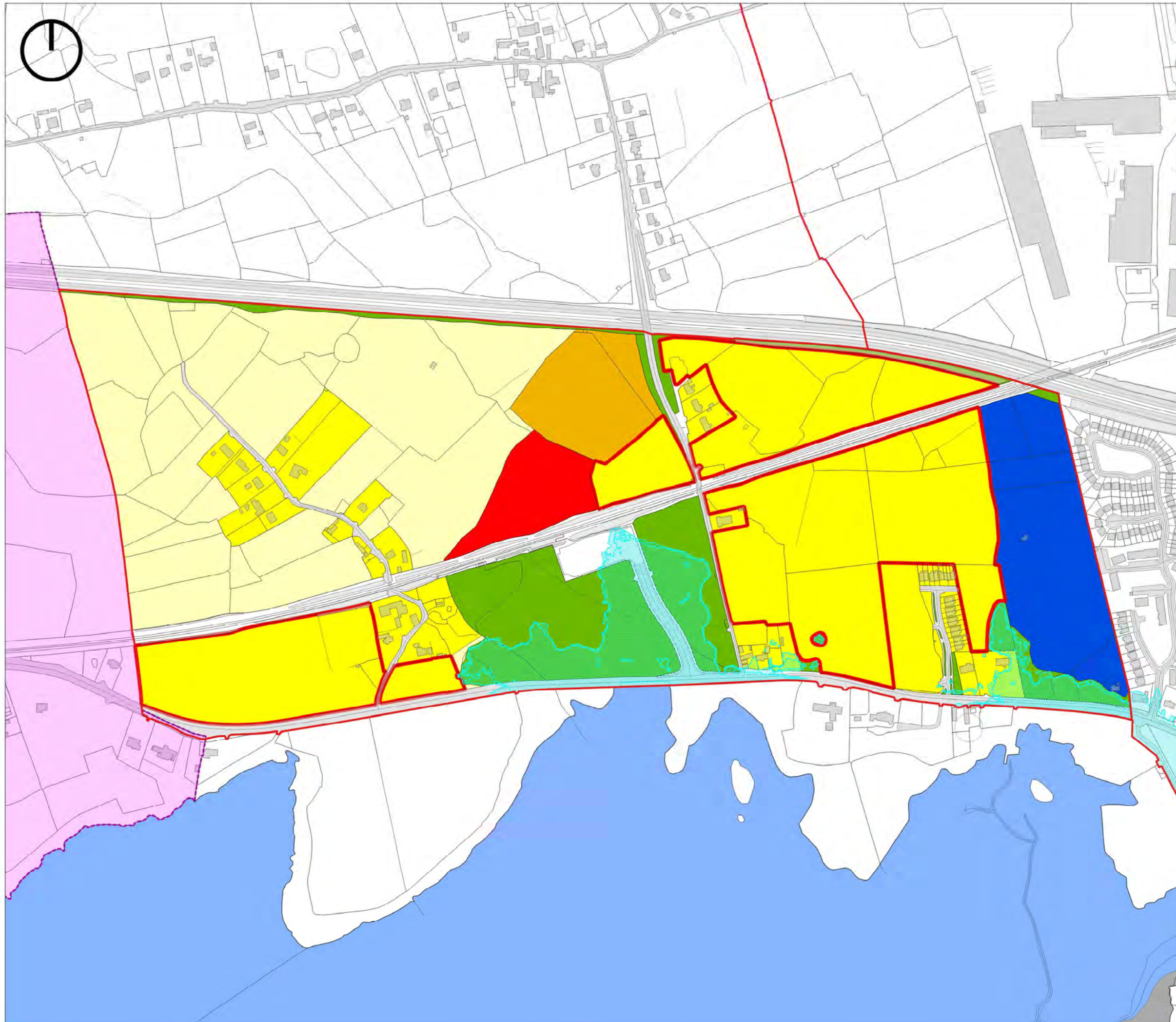
It is the intention of Galway County Council to prepare a Special Development Contribution Scheme to enable the provision of infrastructure at this location and to assist in the development of public areas and support development.

## 8.0 POLICY OBJECTIVES AND LAND USE ZONING



### Land Use Zoning

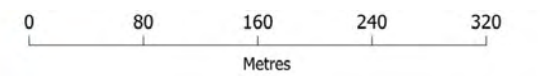




- Settlement Boundary
- R - Residential Existing
- R - Residential (Phase 1)
- R - Residential (Phase 2)
- Nodal Centre
- BE - Business & Enterprise
- CF - Community Facilities
- OS - Open Space/Recreation & Amenity
- TI - Transport Infrastructure
- Constrained Land Use
- Galway City Administrative Area

**Galway County Development Plan  
2022-2028**

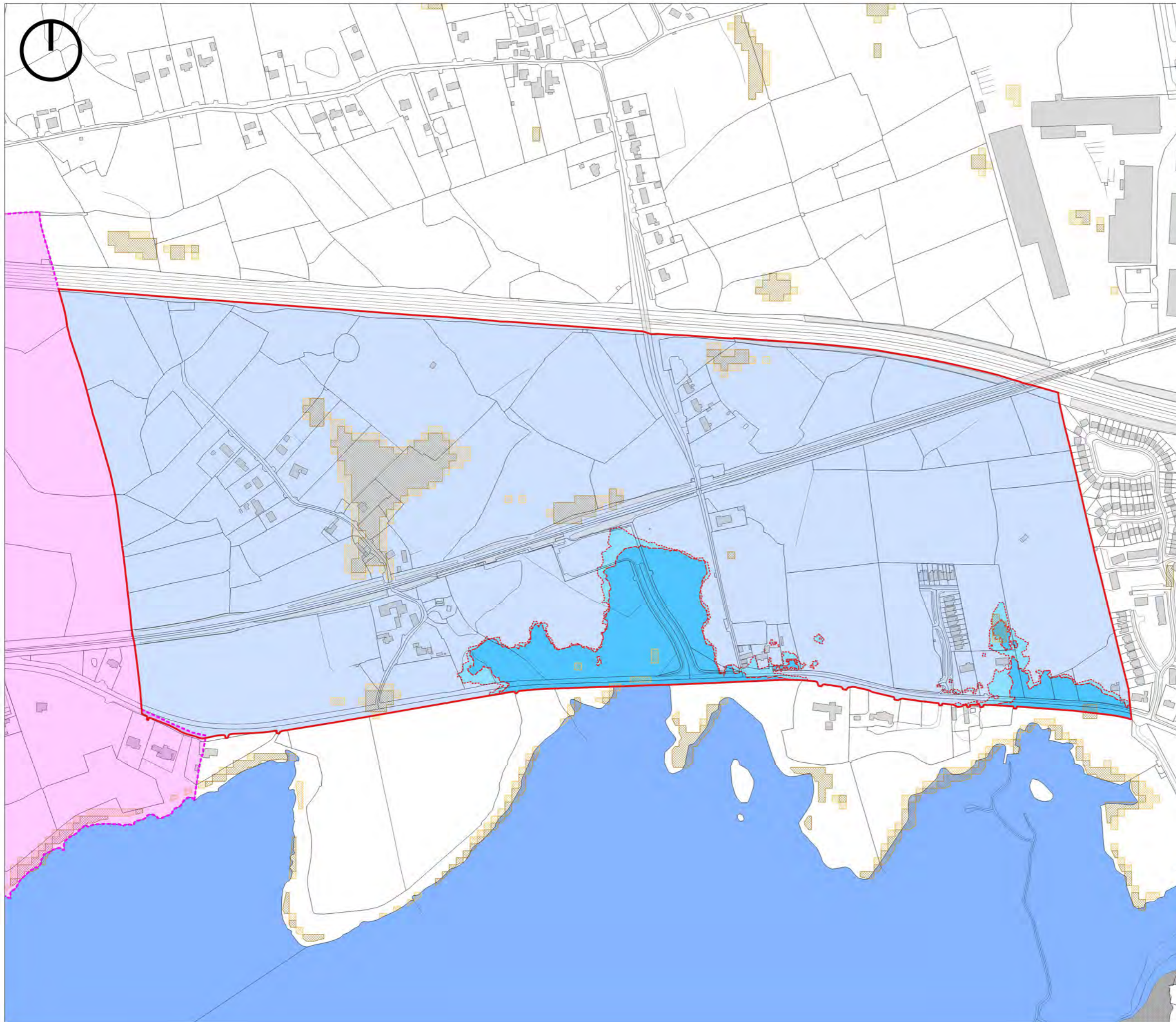
**Galway Metropolitan Area  
Garraun  
Land Use Zoning Map**



**Comhairle Chontae na Gaillimhe  
Galway County Council**

Galway County Council 2022/OSI\_NMA\_090  
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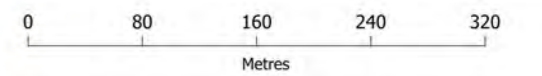




-  Settlement Boundary
-  Indicative Flood Zone A
-  Indicative Flood Zone B
-  Indicative Flood Zone C
-  PFRA Pluvial Indicative
-  PFRA Pluvial Extreme
-  Galway City Administrative Area
-  Water

**Galway County Development Plan  
2022-2028**

**Galway Metropolitan Area  
Garraun  
Flood Risk Management**



**Comhairle Chontae na Gaillimhe  
Galway County Council**

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# LANDS AT GARRAUN





Volume 2

# **Small Growth Towns**

*To promote each Small Growth Town as a place to live, work and visit that offers a range of services and community facilities that offer a walkable town that accords with proper planning and sustainable development.*

## **4.1 Introduction**

This section (Volume 2) will provide details regarding the vision and zoning policy objectives for the following towns:

Clifden; Headford; Maigh Cuilinn; Oughterard and Portumna.

Zoning and Flood Plans have been prepared alongside specific policy objectives for each Small Growth Town (SGT) listed above.

This volume of the Galway County Development Plan 2022 – 2028 contains the designated SGTs of County Galway. They are the fourth tier of settlements as set out in Chapter 2 Core Strategy, Settlement Hierarchy and Housing Strategy of the County Development Plan 2022 - 2028. Four of these towns have current Local Area Plans in situ and Oughterard had previously a Local Area Plan (2005-2011). The Planning and Development Act 2020(as amended) facilitates the provision of specific policy objectives for smaller towns that do not meet the 5,000 population to be included in the County Development Plan.

The SGTs are grouped together to form Volume 2 of the County Development Plan as they are similar in terms of size and in particular population. In this tier of settlements, the populations as per the 2016 census ranges from approximately 900 in Headford to 1,700 in Maigh Cuilinn.

Each of the SGTs are located outside of the Metropolitan Area Strategic Plan (MASP). The SGTs are small to medium sized towns that offer a good range of local services including residential, employment, community and tourism uses. They are equipped with infrastructure such as water and wastewater capacity and as such can accommodate a moderate amount of growth over the lifetime of the County



Development Plan up to 2028. The allocation of populations to each town is necessary to meet our allocated population growth as set out in the NPF and RSES. This growth in population must be accommodated in each SGT in a sustainable, proportionate and sequential manner.

The following table 4.1 illustrates the population allocation per SGT listed above.

Settlement	Census 2016	Population Projection 2022 - 2028	Residential Units	Quantum of Residential Lands required (ha)
Clifden	1,597	470	195	11.8
Headford	973	290	116	7.3
Maigh Cuilinn	1,704	350	140	8.8
Oughterard	1,318	350	140	8.8
Portumna	1,450	300	120	7.6

**Table 4.1: Population Allocation 2022-2028**

## 4.2 Strategic Outline

The strategic outline for the SGTs of County Galway within the new Galway County Development Plan 2022 – 2028 seeks to develop and make the best use of the existing assets that each SGT has to offer. There is a particular emphasis on infrastructural assets such as wastewater treatment systems and the ability of each SGT to accommodate a degree of incremental sustainable expansion. The

development of the SGTs will be carried out in a plan led, co-ordinated and sustainable manner.

Each of the SGTs have been examined and the preferred development option for the plan areas supports the aspirations of Project Ireland to consolidate existing built-up urban areas. Brownfield and infill sites are key development assets within these plans. These sites, within town centres will be prioritised for appropriately scaled development, some of which have been identified as Opportunity Sites on the accompanying zoning maps. These are discussed in further detail in each town which are presented in this Volume.

The strategic vision as outlined above will follow national guidance and the standards and parameters set out in the main chapters of the Galway County Development Plan 2022-2028. The vision will also adhere to the principles outlined below. These principles identify a pathway for the vision to be achieved. They include:

- Explore the potential of each location as identified as SGT's in the settlement structure of the County Development Plan and achieving the allocated population quantum by 2028 as per PI 2040 and the Core Strategy/HNDA.
- Each town plan promotes a sustainable level of development of densities depending on the character of the receiving environment and the location of the SGT.
- Within each settlement a logical and sequential approach has been employed in zoning land. It is hoped that an incremental approach to development can be taken in each SGT and to reserve more peripheral locations for zoning in the future, only when it is appropriate and necessary to do so.
- Recognise the needs of businesses and people in each of the SGTs along with other interests in order to make each of the SGTs an attractive place to live, work and visit.



- Closely aligning development sites with easy access to wastewater infrastructure and other public infrastructure such as public transportation has been prioritised in accordance with Government Guidance.
- Promote the development and maintenance of tourism facilities within each of the settlements.
- Support use of local services such as existing retail and existing community facilities and promote further development or enhancement of these through a variety of funding sources as available.
- New development within each of the SGTs will avoid areas in Flood Zones A and B where possible. Each of these Flood Zones has been identified in the Strategic Flood Risk Assessment maps for each of the SGTs. These are contained in Section 3 of this Volume.
- Within each of the SGTs support will be given whereby reliance on the private car is reduced. Sequential development has been proposed where it is possible to service sites with footpaths and cycleways and each SGT has an array of existing services such as schools, shops and community facilities within walking distance of residentially zoned land.
- Maintain the quality of our environmental assets such as rivers and lakes along with the historic remnants such as Protected Structures and Architectural Conservation Areas within each SGT in line with national guidance.

### **4.3 Document Structure**

Volume 2 contains all the SGTs that have been identified in County Galway. There are two components of this volume which have been outlined below:

Contains the general principles and policy objectives that apply to each of the SGTs.

Supporting text and zoning maps. Bespoke zoning maps have been drafted for each town which makes best use of the assets that exist in each SGT. The SGTs include: Clifden; Headford; Maigh Cuilinn, Oughterard and Portumna.



## 4.4 Land Use Zones

Zoning	Policy Objective	Description
<b>Existing Residential &amp; Infill Residential</b>	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.
<b>Residential Phase 1</b>	To protect, provide and improve residential amenity 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.
<b>Residential Phase 2</b>	To protect, provide and improve residential amenity 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

Zoning	Policy Objective	Description
		<p>members on family owned lands:</p> <p>*Non-residential developments that are appropriate to the site context, any existing residential amenity and the existing pattern of development in the area;</p> <p>*Where it is apparent that R-Residential (Phase 1) lands cannot or will not be developed within the plan period, residential development maybe considered in a phased manner on some residential (Phase 2 lands).</p>
<b>Town Centre/Commercial</b>	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.
<b>Commercial/Mixed Use</b>	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	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



Zoning	Policy Objective	Description
	<p>opportunities for commercial enterprises, retail developments and employment creation and which do not undermine the vitality and viability of the town centre.</p>	<p>developments in a good quality physical environment.</p>
<p><b>Industrial</b></p>	<p>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.</p>	<p>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.</p>
<p><b>Agriculture</b></p>	<p>To promote the development of agriculture and agriculture related uses in accordance with proper planning and sustainable development.</p>	<p>To facilitate the further development of agriculture and facilitate opportunities for farm diversification with agriculture related uses.</p>
<p><b>Business and Enterprise</b></p>	<p>To provide for the development of business and enterprise.</p>	<p>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.</p>

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



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

Commercial and Industrial Uses	C1	C2	R	I	BE	T	CF	OS*	PU	TI	A
Amusement	O	N	N	N	N	O	N	N	N	N	N
ATM	P	O	O	O	O	O	O	N	N	N	N
Bank/Building Society	P	N	N	N	N	N	N	N	N	N	N
Bar/Restaurant	P	O	N	N	N	O	N	N	N	N	N
B&B (Bed & Breakfast) <sup>1</sup>	O	O	O1	N	N	P	N	N	N	N	O <sup>1</sup>
Betting Office	O	N	N	N	N	N	N	N	N	N	N
Boarding Kennel	N	N	N	O	N	N	N	N	N	N	O
Café <sup>2</sup>	P	P	O	O <sup>2</sup>	O <sup>2</sup>	P	O <sup>2</sup>	N	N	N	N
Caravan park - Holiday	N	N	N	N	N	O	N	N	N	N	N
Cash & Carry	O	O	N	O	O	N	N	N	N	N	N

Commercial and Industrial Uses	C1	C2	R	I	BE	T	CF	OS*	PU	TI	A
Casual Trading	O	O	N	N	N	O	O	N	N	N	N
Cinema	P	O	N	N	N	O	N	N	N	N	N
Conference Centre	P	P	N	N	P	O	N	N	N	N	N
Data-Centres/Web-Hosting Centres	P	P	N	O	P	N	N	N	N	N	N
Drive-through Restaurant	O	O	N	N	N	N	N	N	N	N	N
Enterprise Centre	O	O	N	O	P	N	N	N	N	N	N
Extractive Industry	N	N	N	N	N	N	N	N	N	N	O
Garden Centre	O	P	N	N	O	N	N	O*	N	N	N
GP & Medical Related Services	P	P	O	N	O	N	O	N	N	N	N
Guesthouse <sup>1</sup>	P	O	O <sup>1</sup>	N	N	P	O	N	N	N	O <sup>1</sup>



Commercial and Industrial Uses	C1	C2	R	I	BE	T	CF	OS*	PU	TI	A
Hair Dressing Salon/Personal/Grooming	P	O	O	N	N	N	N	N	N	N	N
Home-based Economic Activity <sup>1</sup>	O	O	O <sup>1</sup>	N	N	N	N	N	N	N	O <sup>1</sup>
Hostel	P	O	O	N	N	P	N	N	N	N	N
Hotel	P	O	O	N	N	P	N	N	N	N	N
Household Fuel Depot	N	O	N	O	O	N	N	N	N	N	N
Industrial	N	N	N	P	O	N	N	N	N	N	N
Logistic, Storage & Distribution Units	N	O	N	P	O	N	N	N	N	N	N
Media Recording & General Media Assoc. Uses	O	O	O	O	P	N	N	N	N	N	N
Motor Sales Showroom	O	O	N	O	O	N	N	N	N	N	N

Commercial and Industrial Uses	C1	C2	R	I	BE	T	CF	OS*	PU	TI	A
Night-club	O	N	N	N	N	O	N	N	N	N	N
Office (<100m <sup>2</sup> )	P	O	O	N	N	N	O	N	N	N	O
Office (100m <sup>2</sup> to 1000m <sup>2</sup> )	O	P	N	O	O	N	N	N	N	N	N
Office Park (>1000m <sup>2</sup> )	N	O	N	O	O	N	N	N	N	N	N
Petrol Station	O	O	N	O	O	N	N	N	N	N	N
Professional /Other Services	P	P	O	N	N	N	N	N	N	N	N
Restaurant	P	O	N	N	N	P	N	N	N	N	N
Science & Technology Based Business	O	O	N	P	P	N	N	N	N	N	N
Scrap Yard	N	N	N	O	N	N	N	N	N	N	N
Service Garage	N	O	N	O	O	N	N	N	N	N	N



Commercial and Industrial Uses	C1	C2	R	I	BE	T	CF	OS*	PU	TI	A
Shop – Comparison	P	O	N	N	N	N	N	N	N	N	N
Shop – Convenience	P	P	O	N	N	O	N	N	N	N	N
Shops – Large Scale Convenience/ Comparison Centre	P	N	N	N	N	N	N	N	N	N	N
Small Scale Manufacturing	N	N	N	P	O	N	N	N	N	N	N
Storage Depot	N	N	N	P	O	N	N	N	N	N	N
Take-Away	O	O	N	N	N	O	N	N	N	N	N
Transport Depot	N	N	N	O	O	N	N	N	O	N	N
Veterinary Surgery	O	O	O	O	O	N	N	N	N	N	O
Warehousing (Incl. Wholesale)	N	N	N	P	O	N	N	N	N	N	N

<b>Commercial and Industrial Uses</b>	<b>C1</b>	<b>C2</b>	<b>R</b>	<b>I</b>	<b>BE</b>	<b>T</b>	<b>CF</b>	<b>OS*</b>	<b>PU</b>	<b>TI</b>	<b>A</b>
Warehousing (Retail/Non-Food <700m2) <sup>3</sup>	O	O	N	N	N	N	N	N	N	N	N
Warehousing (Retail/Non-Food/Bulky Household Goods 700m <sup>2</sup> – 5,000m2) <sup>3</sup>	N	N	N	N	O	N	N	N	N	N	N
<b>Residential Uses</b>	<b>C1</b>	<b>C2</b>	<b>R</b>	<b>I</b>	<b>BE</b>	<b>T</b>	<b>CF</b>	<b>OS*</b>	<b>PU</b>	<b>TI</b>	<b>A</b>
Apartments <sup>1</sup>	P	O	O <sup>1</sup>	N	N	N	N	N	N	N	N
Halting Site	N	N	O	N	N	N	O	N	N	N	O
Residential (Excluding Apartments) <sup>1</sup>	O	O	P <sup>1</sup>	N	N	N	N	N	N	N	O <sup>1</sup>
Short term holiday accommodation	O	O	N	N	N	P	N	N	N	N	N
Retirement Home	O	O	P	N	N	N	O	N	N	N	N

Public, Community and Institutional Uses	C1	C2	R	I	BE	T	CF	OS*	PU	TI	A
Buildings for the Health, Safety & Welfare of the Public	P	P	O	N	O	O	P	O*	O	N	N
Cemetery	N	N	O	N	N	N	P	O*	N	N	P
Childcare Facilities (Crèche/Nursery)	P	P	O	O	O	N	P	N	N	N	N
Club House & Associated Facilities	O	N	O	N	N	O	P	O*	N	N	O
Community Facility	P	O	O	N	O	O	P	O*	N	N	O
Crematorium	N	N	O	O	O	N	O	N	N	N	O
Cultural/Recreational Building	P	O	O	N	O	P	P	O*	N	N	N
Education – Primary/Secondary	O	O	O	O	N	N	P	O*	N	N	O



<b>Public, Community and Institutional Uses</b>	<b>C1</b>	<b>C2</b>	<b>R</b>	<b>I</b>	<b>BE</b>	<b>T</b>	<b>CF</b>	<b>OS*</b>	<b>PU</b>	<b>TI</b>	<b>A</b>
Education – Other Education/Training	P	O	O	O	O	N	P	N	N	N	O
Funeral Home	P	P	O	O	O	N	O	N	N	N	N
Leisure	P	O	O	N	O	O	P	O*	N	N	O
Library	P	P	O	N	N	O	P	N	N	N	N
Place of Public Worship	O	O	O	N	O	N	O	N	N	N	N
<b>Open Space, Recreation and Amenity Uses</b>	<b>C1</b>	<b>C2</b>	<b>R</b>	<b>I</b>	<b>BE</b>	<b>T</b>	<b>CF</b>	<b>OS*</b>	<b>PU</b>	<b>TI</b>	<b>A</b>
Golf Course	N	N	N	N	N	P	N	O*	N	N	O
Recreational/Cultural Activities	O	O	O	O	O	P	P	O*	N	N	O

<b>Agricultural Uses</b>	<b>C1</b>	<b>C2</b>	<b>R</b>	<b>I</b>	<b>BE</b>	<b>T</b>	<b>CF</b>	<b>OS*</b>	<b>PU</b>	<b>TI</b>	<b>A</b>
Abattoir	N	N	N	O	N	N	N	N	N	N	O
Agricultural Building	O	N	O	O	O	N	O	O*	N	N	P
Mart/Co-op	O	N	N	P	N	N	N	N	N	N	P
<b>General/Services and Infrastructure Uses</b>	<b>C1</b>	<b>C2</b>	<b>R</b>	<b>I</b>	<b>BE</b>	<b>T</b>	<b>CF</b>	<b>OS*</b>	<b>PU</b>	<b>TI</b>	<b>A</b>
Advertisements – Freestanding	O	O	N	O	O	N	O	N	O	O	N
Car Park	P	N	O	P	O	O	O	N	N	O	N
Recycling/Bring Bank Facilities	N	O	N	O	O	N	O	N	O	N	O
Refuse Landfill	N	N	N	N	N	N	N	N	N	N	O
Utilities Infrastructure & Public Service Installations	O	O	O	O	O	O	O	O*	P	O	O

General/Services and Infrastructure Uses	C1	C2	R	I	BE	T	CF	OS*	PU	TI	A
Small scale, domestic Wind/Renewable Energy	O	O	O	O	O	O	O	O*	O	N	O

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

- (<sup>1</sup>) These uses on Residential lands will be considered subject to Policy Objective SGT 2, or as appropriate.
- Cafe** (<sup>2</sup>) – This use will be considered where it is ancillary to an overall compatible development to serve the needs of the immediate area.
- Warehousing** (<sup>3</sup>) – The development or subdivision of stores into less than 700m<sup>2</sup> shall not normally be permitted in edge-of-centre and out-of-centre locations, in accordance with the Retail Planning Guidelines 2012 (or any updated/superseding document).
- Data Centre** – May be defined as a facility, which has information technology equipment installed and operated, as well as storing and distributing electronic data.
- Zone R: Residential** – Phase 1 is phased for residential development within the lifetime of this Plan; -Phase 2 is generally not developable during the lifetime of this Plan, subject to the provisions and exceptions set out under Policy Objective SGT 1.
- \*OS - With regard to Land-Use Zoning Objectives such as Open Space, Tourism and Community Infrastructure, provided for on lands that area within the Constrained Land Use Objectives zone (SGT 17), Permissible Uses shall be constrained to those water compatible and less vulnerable uses as relevant to the particular Flood Zone (please refer to the accompanying SFRA and DM 68).
- No specific land uses are attributed to the Constrained Land Use zone as this zone reflects existing development located within Flood Zone A/B. For guidance on uses/development appropriate in this zone, please refer to Policy Objective SGT 16 and DM Standard 68 of this plan, associated flood maps and The Planning System & Flood Risk Guidelines including Departmental Circular PL2/2014.
- \*\* Uses identified are subject to specific Land Use Zoning Policy Objectives for the various settlements.



## 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 policy 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 policy objectives for the zone, will not conflict with permitted uses and conforms to the proper planning and sustainable development of the area, including the policy 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 policy 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.

<b>Zone C1</b>	Town Centre/Commercial
<b>Zone C2</b>	Commercial/Mixed Use
<b>Zone R</b>	Residential
<b>Zone I</b>	Industrial
<b>Zone BE</b>	Business & Enterprise
<b>Zone T</b>	Tourism
<b>Zone CF</b>	Community Facilities
<b>Zone OS</b>	Open Space/Recreation & Amenity
<b>Zone PU</b>	Public Utilities
<b>Zone TI</b>	Transport Infrastructure
<b>Zone A</b>	Agriculture

## 4.6 Land Use Zoning Policy Objectives

### Land Use Zoning Objectives for the Small Growth Towns

#### **SGT 1 Residential Development Phasing**

Support the development of lands designated as Residential (Phase 1) within the lifetime of the Plan, subject to normal planning, access and servicing requirements, and reserve the lands designated as Residential (Phase 2) for the longer-term growth needs of each SGT. Residential (Phase 2) lands are generally not developable for housing within the lifetime of this Plan, with the exception of the following developments, which may be considered by the Planning Authority, subject to a suitable evidence based case being made for the proposal:

- a) Single house developments for local family members on family-owned land, subject to a 7-year occupancy clause.
- b) Non-residential developments that are appropriate to the site context, residential amenities, the existing pattern of development in the area and the policy objectives in the Plan.
- c) Where it is apparent that Residential (Phase 1) lands cannot or will not be developed for residential purposes within the plan period, residential development may be considered in limited cases in a phased manner on suitable Residential (Phase 2) lands, in exceptional circumstances:
  - Development on Residential (Phase 2) lands will normally only be considered where 50% of the lands in Residential (Phase 1) are committed to development.
  - Residential developments on Residential (Phase 2) lands will be subject to compliance with the Core Strategy, the principles of proper planning and sustainable development, connectivity, including infrastructure and public footpath and lighting to the town centre, the sequential approach, avoidance of leap-frog developments, and subject to meeting normal planning, environmental, access and servicing requirements. Developments will only be permitted where a substantiated evidence-based case has been made to the satisfaction of the Planning Authority and the development will not prejudice the future use of the lands for the longer-term growth needs of each settlement.

#### **SGT 2 Residential Infill Development**

Within existing towns small scale limited infill housing development will be considered on appropriate sites. These infill sites shall have regard to the existing character of the street respecting the existing building line, scale, proportions, layout, heights and materials materials of surrounding developments. The site must have a safe means of access and egress and comply with development management standards for new dwellings.

**SGT 3****Town Centre**

The Town Centres (TC) will remain the primary focus for the location of new retail and commercial development. 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.

To provide for the development 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.

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.

**SGT 4****Town Centre Management**

Subject to appropriate resources, the Council in collaboration with local stakeholders shall prepare town centre management plans for the various Small Growth Towns as appropriate.

The Management Plans will consider some or all of the following:

- a) Public Realm Improvement works;
- b) Upgrade of public lighting;
- c) Connectivity between the town centre and the wider fringes of the towns;
- d) Shop front design/improvement on main streets;
- e) Upgrade and improvement of street furniture;
- f) Provision of appropriate quality soft landscaping and planting as well as functional public spaces;
- g) Car parking management;
- h) Consideration of reuse of backlands within the town centres for civic space / other uses;



#### **SGT 5                      Community Facilities**

Promote the development of community facilities on suitable lands, with a high level of access to the local community, including educational, community, civic, public, institutional, recreational, cultural and other complementary uses, as appropriate.

#### **SGT 6                      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, on suitable lands with adequate services and facilities and with a high level of access to the major road networks and to public transport facilities.

#### **SGT 7                      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.

Adequate perimeter 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.

#### **SGT 8                      Open Space, Recreation and Amenity**

Promote the sustainable management, use and/or development, as appropriate, of the OS lands.

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.

**SGT 9****Tourism**

It is a policy objective of the Council to encourage and facilitate the development of the tourism potential of the towns in a manner that respects, builds on, protects and enhances the cultural, built and natural heritage and local amenities of each settlement area;

Provide where feasible and support the provision of tourism infrastructure and services including, walking, cycling and water-based infrastructure and short-term guest accommodation facilities in each town in appropriate locations.

**SGT 10****Agriculture**

There will be a general presumption against residential development on Agricultural (A) zoned lands, located within the plan boundary with the exception of single house developments for family members on family owned lands, which may be considered subject to compliance with policy objectives contained in Chapter 4 Rural Living and Development with, as appropriate, normal planning, access and servicing requirements and the principles of proper planning and sustainable development. 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 the town. An enurement condition shall apply for a period of 7 years, after the date that the house is first occupied by the person or persons to whom the enurement clause applies.

**SGT 11****Public Utilities**

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

Development proposals in the vicinity of public utilities infrastructure will be assessed on a case by case basis in accordance with proper planning and sustainable development.

**SGT 12****High Quality, Contextually Sensitive Design**

Ensure that new developments are responsive to their site context and in keeping with the character, amenity, heritage, environment and landscape of the area. New development proposals will be required to complement the existing character of the area in terms of scale, height, massing, building line, urban grain and definition and through high quality design proposals for buildings/structures/shop fronts, the use of high quality, appropriate materials and the provision of appropriate signage, lighting, landscaping proposals and other such details.

**SGT 13                      Social and Specialist Housing**

Require that a minimum of 20% 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.

**SGT 14                      Other Residential Development**

There shall be a general presumption in favour of the development of nursing/care homes and retirement accommodation/facilities and community/day care centres on residential zoned lands, community facility zoned lands or adjacent to the established town centre or as suitable re-use for protected structures or other buildings (e.g. institutional or educational buildings) that would have limited re-development potential given their size and architectural character, subject to normal planning, environmental, access and servicing requirements.

**SGT 15                      Transportation 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.

**SGT 16                      Constrained Land Use**

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

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

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

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



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

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

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

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

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

Specifications for developments in flood vulnerable areas set out in this plan shall be complied with as appropriate. (Please refer also to Policy Objective SGT 17 and DM Standard 68).

## **SGT 17                      Flood Risk Areas and Land Use Zones**

Ensure that any proposed development that may be compatible with the land use zoning policy objectives/matrix but which includes a use that is not appropriate to the Flood Zone (as indicated on Flood Risk Management Maps) and/or that may be vulnerable to flooding is subject to flood risk assessment, in accordance with The Planning System and Flood Risk Management Guidelines for Planning Authorities 2009 and the Departmental Circular PI 2/2014 (or as updated within the lifetime of this plan) and the policy objectives of this plan.

**SGT 18****Opportunity Sites**

To encourage and support the appropriate and sustainable development or redevelopment where appropriate of lands identified as development opportunity sites within the land use zonings maps for each of the SGT's.

## **5.1 Clifden Small Growth Town**

## **5.2 Town Context**

Clifden is located in the western coastal area of Conamara in County Galway, approximately 80 kilometres northwest of Galway City. The town of Clifden is the main urban settlement serving the Conamara area as well a considerable rural hinterland in the west of the county. Apart from Galway City, the nearest large urban settlement is Westport in County Mayo, which is located 80km to the north-east. The coastal village of Cleggan is located approximately 10km north of Clifden town, while Ballyconneely is 10km to the south, along the coast.

Clifden is served by the National Secondary Road, the N59 which is the main Galway-Clifden-Westport route, serving Conamara. The topography and natural features (Alpine) of the area have influenced the pattern and form of development in the town. Clifden is intersected by the Owenglin River which flows through the town and into the sea at Ardbear bay an inlet of Clifden Bay. Clifden is one of a series of harbours facing the Atlantic, sheltered to the North and South. On the land side, Clifden lies in the sheltered valley between the Falkeeragh and Shanakeever hill ridge areas to the North and the Ardbear and Killymongan hill areas to the South.

## **5.3 Sustainable Communities**

### **5.3.1 Housing**

Historically, the Town Centre of Clifden including the Main Street, Market Square and Bridge Street which have been the focal point of the Town, playing a pivotal role in the administrative, commercial, cultural, recreational, residential and community functions of the Town. The town core of Clifden has developed in a sustainable manner overtime to the north and south of the main street. On the steeper lands around the town, development has generally been limited to lower density housing, while the denser



housing areas are now found to the east of the town centre and within the town envelope.

The established housing stock in the town core comprises a mix of traditional housing stock with a good mix of new infill developments. There are a number of well-established housing estates within Clifden. A number of residential developments on the eastern approach road have been built in the last decade. The most significant of these are Clifden Glen, Cuirt Cregg, Spires Estate and Tullyvogheen Estate and a number of smaller estates located off the Low Road with approximately 300 units

### **5.3.2 Education**

In terms of education, Clifden Community School is a co-education secondary school. A new school was constructed and officially opened in 2018. Scoil Mhuire Primary School in Clifden is also co-educational.

### **5.3.3 Community Facilities**

The Town of Clifden is served with a number of key community facilities that reflects the structure of the town and the wider hinterland that it serves. The Headquarters for the Conamara Garda service is in Clifden and the main fire station is also located in the town.

The Clifden District Hospital provides a range of services for older people in the Clifden community, including patient acute services, step down and convalescent day care services, rehabilitation and community services. The local health centre is located on Hospital Road, which provides a range of services for the local population. St. Anne's Private Nursing Home is located within the town provides full time care for the elderly in the town and surrounding area.

Naomh Feichin An Clochan GAA Club has been playing in Clifden for more than a century, first opening their doors in 1912. The local rugby team Connemara RFC-Connemara Blacks is located off a local road on the Clifden to Ballyconneely road. In

the centre of the town there are two churches: St. Joseph's (Roman Catholic) and Christ Church (Church of Ireland). scale and outstanding architectural and artistic merit.

Clifden is well served by open space and sports facilities however the steep topography of the lands surrounding the town limits the active open space uses. There is a green corridor running either side of the River Owenglin .

The existing walkways in the Clifden area vary from low level rustic walks along grassy tracks and riverside pathways to longer roadway walks such as the Sky Road. These will allow for linkages between areas of open space and will take advantage of the scenic quality of the outer lying rural areas in Clifden. These green links will connect with the existing walking trails. This will serve to enhance the permeability of the entire town, making it more pedestrian friendly.

#### **5.3.4 Environment and Heritage**

Clifden possesses a rich and varied architectural heritage and is designated an Architectural Conservation Area. It was planned in a coherent manner throughout the 18th and 19th centuries, it remains today a town of strong historical character, retaining many of its original buildings and functions. The town of Clifden follows the classic nineteenth century layout with an oval plan and three principal streets– Market Street, Main Street and Bridge Street with a Market Square. This attractive streetscape contains several buildings and sites in Clifden town that are included on the Record of Protected Structures, examples include the Court House, Christ Church and St. Joseph's Church.

In addition, the view of both St. Joseph's Church and Christ Church are also of local importance and give the town its recognisable long-distance views set against the background of the Conamara Mountains and are required to be protected. The townscape and streetscape of Clifden are an important part of the built heritage and visual amenity of the town.

The protection and enhancement of the Townscape, streetscapes and historic street pattern when considering future development are a priority for the enhancement of the town centre.

In terms of natural heritage, the key feature in Clifden is the Owenglin River which is the only European Site traversing the Plan area. The Owenglin River forms part of The Twelve Bens/Garraun Complex SAC. The plan boundary is also adjacent to the Conamara Bog Complex SAC & SPA.

### **5.3.5 Employment and Economic Development**

Clifden has been designated a Small Growth Town (SGT) in the settlement Hierarchy for the County. The position of these SGT holds important positions within the County as key service centres and drivers for growth for their immediate and surrounding areas.

The strategy of this plan is to take advantage of the existing economic assets in order to stimulate employment within the area. The key assets the town has to offer with the N59 which is the main Galway-Clifden-Westport route, serving Conamara. Clifden is also the main urban settlement serving the Conamara area as well a large rural hinterland in the west of the county offering a wide variety of skills. There is an established tourism industry in Clifden, Cleggan and Ballyconnelly and the potential spin off tourism benefits. There is also strong agricultural sector in the area.

Given the town's location, it is considered likely that most new employment creation will be generated by smaller and medium sized local enterprises / service providers. Opportunities particularly exist to develop 'product based' intensive industries given the town's proximity to the national primary route.

### **5.3.6 Town Centre**

Clifden Town serves a local urban population and extensive rural catchment. The policy objective for retail in Clifden Town Centre is to support the vitality and viability of the



town and to ensure it provides an appropriate range of retail and non-retail functions to serve the needs of the community and respective catchment areas.

Historically, the Town Centre including the Main Street, Market Square, Bridge Street and Hulk Street have been the focal point of the Town, playing a pivotal role in the administrative, commercial, cultural and recreational functioning of the Town. The area has a distinctive character and accommodates a number of buildings of architectural merit. The Town Centre has a distinct street frontage and core for urban activity where residential, commercial and community functions can take place side by side.

Clifden has a mix of both convenience and comparison shopping with the retail focal point more recently split between the Main Street/ Square and the newly developed area to the east of the town centre and fronting onto the Galway Road with the opening of Aldi Lidi and Spar. Supervalu fronts on the Square and is part of a larger mixed use development.

Appropriately scaled retail in the right location, including the redevelopment of brownfield and underutilised sites in the town centre will ensure resilience and assist in reducing retail vacancy levels. It is important to encourage the refurbishment and reuse of the historical residential and the retail element of the character of Clifden along Main Street, Market Street and Bridge Street especially vacant buildings/properties. These streets may have the capacity to accommodate mixed use developments consisting of appropriately scaled retail, commercial and residential with the amalgamation of a number of properties. The old Supervalu site in Main Street offers an opportunity for redevelopment.

In addition, the Town centre map provides demarcation of opportunity sites (these opportunity sites are identified in CSGT 11 Opportunity Sites) within the Town Centre whose development would greatly enhance the streetscape and help promote the town and improve the overall retail offer & town experience.

### 5.3.7 Tourism

Clifden, “An Clochan” in Irish, is a planned town, founded in the 19th century by John D’Arcy of Kiltullagh, Athenry. His castle is located west of the town centre on the Sky Road. Clifden has a rich history which has moulded the town both physically and culturally. In particular, its associations with Marconi and Alcock & Brown during the 19th Century; the Galway-Clifden railway; and its function as a Maritime Port. Its historical importance as a settlement is demonstrated in monuments such as the Famine Graveyard, Clifden Castle and Clifden Gaol, and Clifden Courthouse. Today, Clifden is a thriving local market town and tourist centre. It hosts a very successful annual Arts Festival along with many other vibrant events throughout the year.

Clifden is known as the “capital of Conamara”, delivering a high-profile position, with the “brand name” known internationally. The term “Conamara” carries with it a readily identifiable history of excellence from the early days of modern tourism in the nineteenth century. Clifden has been designated as a Destination by Fáilte Ireland and it is synonymous with Irish tourism and hospitality. It is an attractive town that benefits from a rich heritage and a wide choice of natural and outdoor amenities. The town has grown into its role as a service provider, as well as an end destination. Its natural local attractions are coastal, countryside, hill, lake and river. It has grown from a small accommodation provider to being a town with a large choice of accommodation type and restaurant provision. It also boasts a selection of shops with many a specialist tourist/craft/luxury nature.

Its outdoor pursuit provision encompasses sea based and land-based activities, including, walking, cycling, swimming, sailing/boating, angling, canoeing, diving, and golf. Tourism provides the most employment of a seasonal and permanent nature in Clifden.

Clifden is a tourist destination for people exploring Conamara. Places of interest in and around Clifden include the [Twelve Bens](#), [Connemara National Park](#) for outdoor

pursuits, [Inishbofin](#) and [Slyne Head Lighthouse](#) is located at westernmost point of County Galway.

Other attractions in the surrounding area include the [Conamara Pony Show](#), the Community Arts Week which offers poetry reading, lectures, recitals and traditional music. The [Omey Island Races](#) is another attraction, where horse racing occurs on the beach. Attractive walks in the locality include the Sky Road and Beach Road via the harbour area. The Sky Road is an attractive 11 km drive along Clifden Bay and Streamstown Bay rising more than 150 m above sea level at Slyne Head, with views of the [Atlantic](#), [Clifden Castle](#), coast-guard station, the islands of [Inishturk](#) and [Turbot](#) and the town which is popular with walkers year round.

The continued development of the Conamara Greenway running from Clifden to Galway City will further assist the tourism draw to the area. Clifden currently has 4 looped cycling hubs. The walking network in Clifden comprises of the existing footpaths adjoining public. The Owenglin River which flows into the sea through the town of Clifden contains brown and sea trout as well as salmon, attracting anglers and tourists.

## **5.4 Services and Infrastructure**

### **5.4.1 Water Supply**

Clifden receives its water supply from the Clifden Regional Water Supply Scheme serving the town, its environs and extending southwards towards Ballyconneely and northwards towards Claddaghduff.

### **5.4.2 Wastewater Disposal**

The town is served by a municipal waste water treatment system and upgrade works have been carried out and there is capacity within the network to accommodate development that is envisaged to take place.



### **5.4.3 Transportation Infrastructure and Movement**

The N59 brings a considerable volume of traffic through the town's edge, particularly during the peak tourist season. Traffic congestion from users of the N59, together with through traffic to other routes, and in-town created traffic, is probably the single biggest transport issue for Clifden at present.

Public transport in Clifden is limited to bus services, consisting predominantly of regional services which play a vital role in connecting Clifden to Galway City and Clifden to Westport and beyond. Citylink provides a daily service from the town to Galway. Whilst Clifden is no longer served by an operational rail service, the existing rail infrastructure in the town forms part of the historic Conamara Line, closed in 1935.

Clifden currently has 4 looped cycling hubs. The walking network in Clifden comprises of the existing footpaths adjoining public roads. There is currently no dedicated walkway/cycling network within the town centre, however, given the relatively compact urban form of Clifden there is significant potential for modal shift from the private car to walking and cycling.

## **5.5 Flooding**

With respect to lands within the village that are liable to flood risk, the Council will require any proposed developments to comply with 'The Planning System and Flood Risk Management Guidelines for Planning Authorities (DEHLG, 2009) and Circular PL2/2014 and any amendment thereof. The Council, having regard to the nature and scope of development, may require the submission of Flood Risk Assessments, as appropriate, to assess the suitability of development proposals. There is a flood map identified for Clifden and it is in accordance with the guidelines and circular referenced above.

## Land use Zoning Policy Objectives for Clifden (Clifden Small Growth Town – CSGT)

### **CSGT 1                      Sustainable Town Centre**

Promote the development of Clifden, as an intensive, high quality, well landscaped, human-scaled 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.

### **CSGT 2                      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 Clifden 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 settlement plan. Specifically encourage living over the shop which can contribute to the vitality of the core and extend activity beyond business hours.

### **CSGT 3                      Community Facilities and Services**

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

### **CSGT 4                      Business & Enterprise**

To facilitate the expansion of businesses and enterprises uses in the plan area of Clifden where appropriate and to facilitate the provision of further local employment opportunities in accordance with the proper planning and sustainable development of the area.

### **CSGT 5                      Tourism Development**

- a) Promote and facilitate the further development of Clifden 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 Clifden in a manner that respects, builds on, protects and enhances the cultural, built, architectural, archaeological and heritage significance of the town including natural heritage and biodiversity, and its local amenities.

**CSGT 6                      Agriculture**

To support the development of these lands for agricultural purposes and limit residential development on the subject lands in accordance with policy objective SGT 10.

**CSGT 7                      Public Infrastructure**

(Support and encourage infrastructural development and improvement works that benefit Clifden as SGT and the wider Conamara region

**CSGT 8                      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.

**CSGT 9                      Amenity Network**

Support the delivery of the Connemara Greenway Project as well as the establishment of an accessible network of greenway linkages and amenities that provide safe and attractive circulation routes for pedestrians and cyclists for the enjoyment and recreational use of the entire community and visitors to the town.

**CSGT 10                    Show Grounds**

To ensure the long-term protection and management of this important facility, to support and encourage the maintenance and/or improvement of the grounds.

**CSGT 11                    Opportunity Sites**

To promote and encourage the appropriate re-development of the opportunity sites identified below, which will contribute to the vitality and character of Clifden.



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

### OPT - CL1 Grain Store, Beach Road, Clifden

**Brief Description:** An attached five-bay four-storey former warehouse, built 1829, now derelict, with exposed rubble limestone walls, rendered to south-west gable, and having roughly dressed quoins. Located on quayside.

**Area:** The site area measures circa. 0.043 hectares

**Zoning:** The site is zoned Tourism.

**Current Land-Use:** Derelict – previous use as a warehouse.

**Opportunity:** To provide for a mix of uses capable of accommodating tourism, residential, commercial or a mixed-use development.



## OPT - CL2 Vacant Chapel, Clifden

**Brief Description:** Combined former Methodist chapel and manse, built c.1860. Three-bay double height chapel to west end over basement and two-bay two-storey residence and schoolroom.

**Area:** The site area measures circa. 0.13 hectares

**Zoning:** The site is zoned Town Centre.

**Current Land-Use:** Vacant– previous use as residence and chapel .

**Opportunity:** To provide for a mix of uses capable of accommodating tourism, residential, commercial or a mixed-use development.



### **OPT - CL3 Vacant retail premises, Market Street, Clifden**

**Brief Description:** Two storey building on the main shopping promenade, weak façade, incongruous on street scene, currently vacant.

**Area:** The site area measures circa. 0.06 hectares

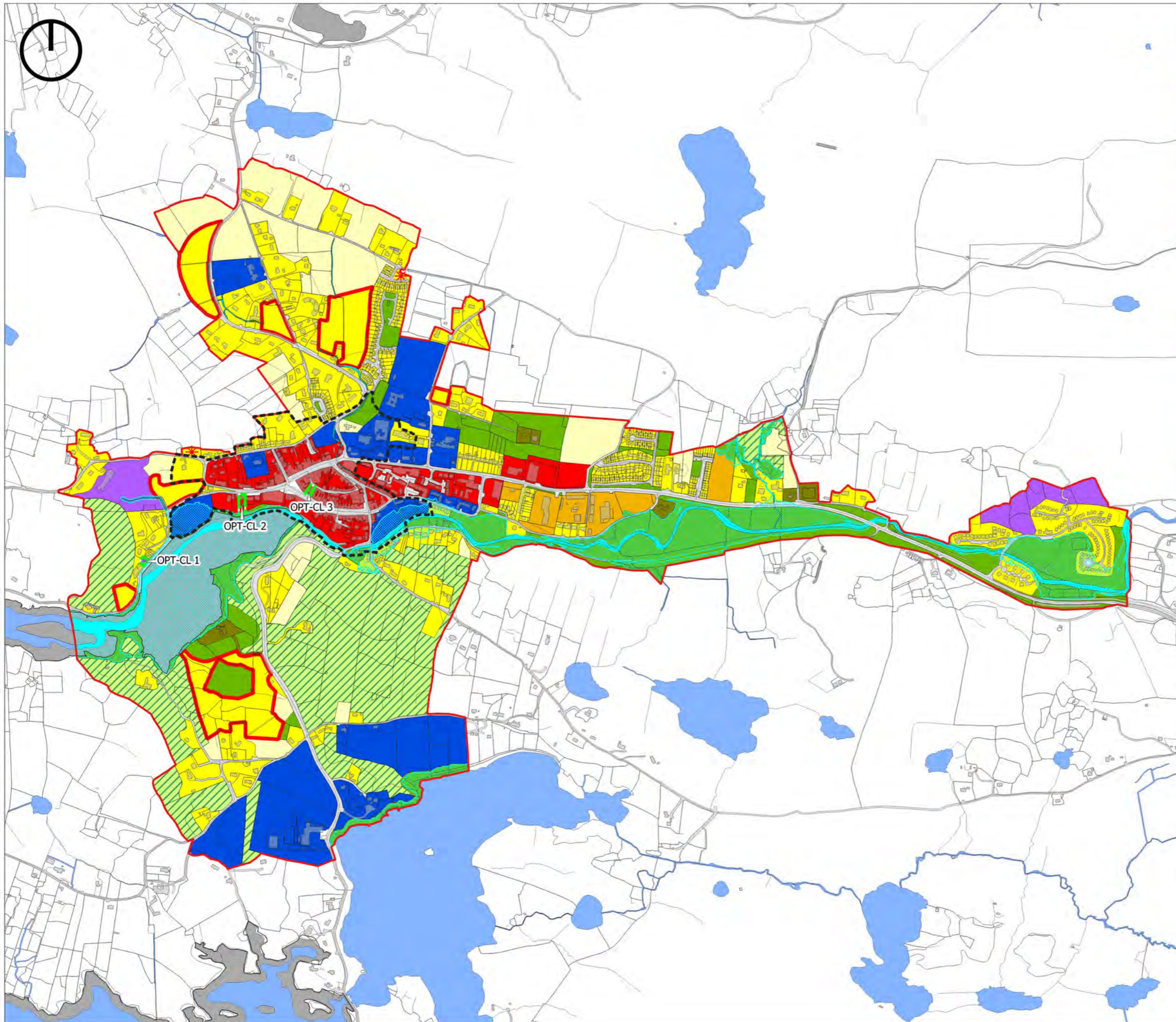
**Zoning:** The site is zoned Town Centre.

**Current Land-Use:** Vacant– previous use as retail outlet.

**Opportunity:** To provide for a mix of uses capable of accommodating residential/ retail, commercial or a mixed-use development. The overall development proposal for the site shall include a detailed design justification and the potential for façade improvements. The existing building façade is incongruous in the street scene and represents a negative visual impact within the ACA.



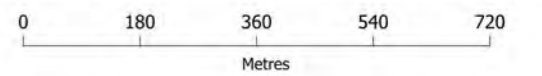




-  Settlement Boundary
-  R - Residential Existing
-  R - Residential (Phase 1)
-  R - Residential (Phase 2)
-  R - Residential Infill
-  C1 - Town Centre
-  BE - Business & Enterprise
-  T - Tourism
-  CF - Community Facilities
-  PU - Public Utility
-  OS - Open Space/Recreation & Amenity
-  A - Agriculture
-  TI - Transport Infrastructure
-  Water/Rivers/Streams
-  Constrained Land Use
-  Architectural Conservation Area
-  Opportunity Site

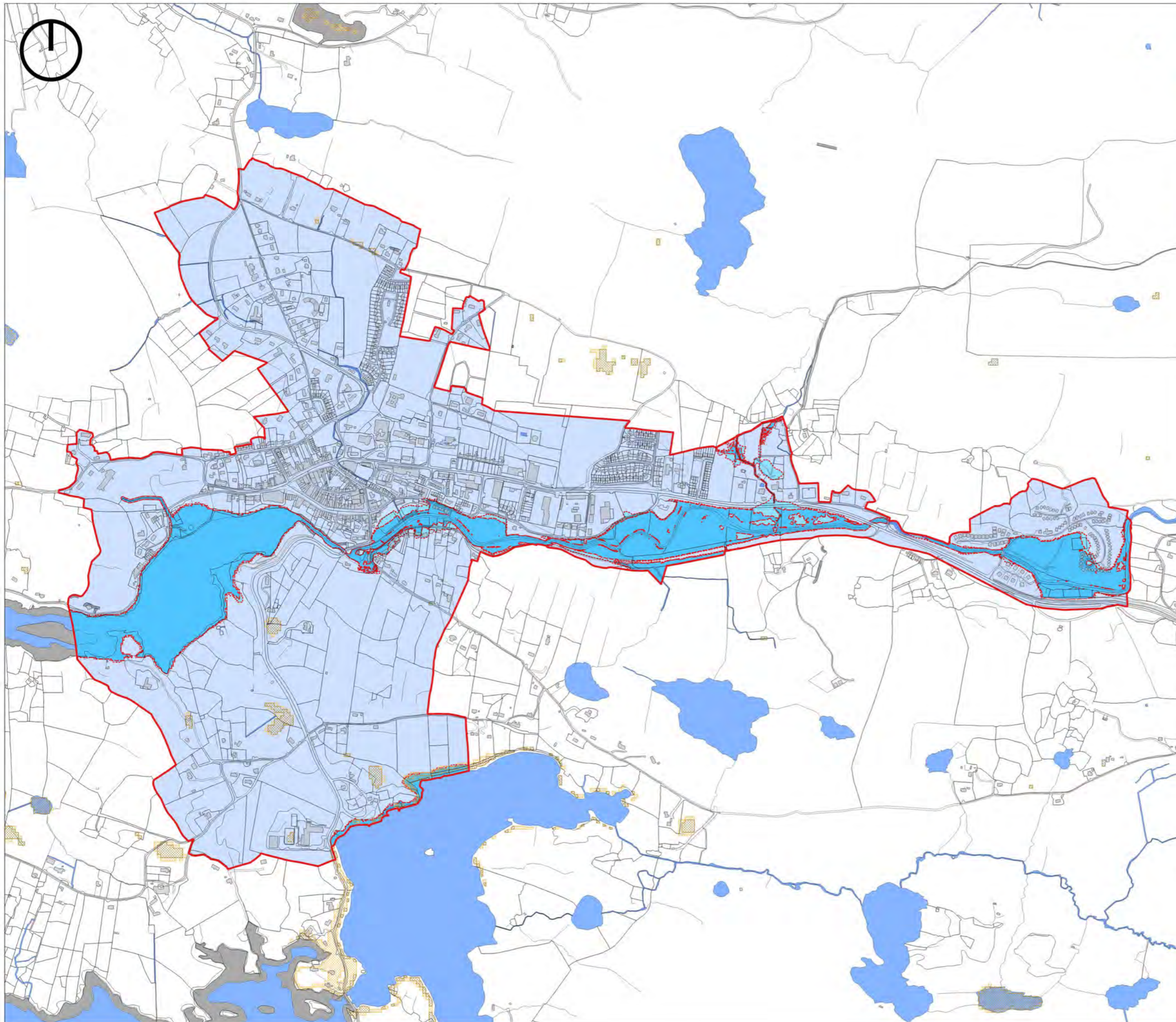
**Galway County Development Plan  
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**Small Growth Town  
Clifden  
Land Use Zoning Map**



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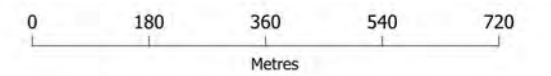




- Settlement Boundary
- Indicative Flood Zone A
- Indicative Flood Zone B
- Indicative Flood Zone C
- PFRA Pluvial Indicative
- PFRA Pluvial Extreme
- Water

**Galway County Development Plan  
2022-2028**

**Small Growth Town  
Clifden  
Flood Risk Management**



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## **6.1 Headford Small Growth Town**

## **6.2 Town Context**

Headford is located approximately 26km north of Galway City and 20km west of Tuam ensuring ease of access to the wider range of service provision in both of these areas. The town straddles the county boundary with County Mayo and it is strategically located along the National Secondary Road, the N84 which provides good transport links between Galway and Mayo while also acting as the main vehicular gateway to the town.

The landscape, topography and natural features of the area have influenced the pattern and form of development of the Town over the years. The rural character of the surrounding landscape, rich heritage and its proximity to Lough Corrib, provide many amenity opportunities for the Town. The town is situated south of the Black River which is the county boundary with Mayo. It is an angling centre for the eastern shore of Lough Corrib, and Greenfields, some 6.5 km west of the town, is its boating harbour.

## **6.3 Sustainable Communities**

### **6.3.1 Housing**

The centre of Headford is characterised by its cohesive development as a predominantly 19th century commercial market Town, laid out as a planned settlement in relation to the landlord's mansion, Headford Castle and its demesne.

The town core of Headford is high density in layout and has developed in a sustainable manner overtime radiating out to the south and east from the main street. A number of housing estates have development to the south, south-east and north-east of the town core with some infill housing in the town centre and within the development boundary. The existing housing building stock in the town core comprises a mix of traditional



housing stock with some infill developments. There are a number of well-established housing estates within the development boundary including Meadow Hill, Castleview, St. George's, the bungalows along New Street and the infill housing developments off New Street, The Square development and Ashthorn Avenue.

Residential land supply in Headford is located to the north and east of the town centre with smaller plots to the south. There is also significant supply of infill sites zoned for residential use /opportunity sites in the town centre.

### **6.3.2 Education**

In terms of education, Headford has two primary schools, Scoil Breandain Naofa (Boys School), is a Senior boys school comprising of four classes of boys from third to sixth class. Scoil Mhuire na Dea Chomhairle (Girls School) adjoins the boy's school. The Girls school accommodates boys up to second class. Headford has one of the largest secondary schools in the county, with pupils travelling from a wide catchment area for secondary education in the co-educational Presentation Secondary School.

### **6.3.3. Community Facilities**

Headford has some well-developed community and recreation facilities throughout the town including the schools, a library, credit union, a children's playground, churches and graveyards, medical facilities, Garda station, bank, post office and a number of sport pitch. These facilities are predominantly located to the west of the town.

Social clubs/groups that cater for both young and older persons include the bridge club, Headford Musical Society, Headford Development Association, Moyne Villa FC, Headford GAA, Corrib Rugby Football Club, Sean Chairde Atha Chinn, Solstice Arts Group, Headford Tidy Towns, Headford / Solas Mens Shed and Headford Environment Group.

### **6.3.4 Environment and Heritage**

Headford's centre runs from St. George's Square at the eastern end of the Town to St.

Mary's Roman Catholic Church to the west and this area has been the focal point for the Town, playing a pivotal role in the administrative, commercial, cultural, recreational, residential and community functions of the Town. The town is laid out as a planned settlement in relation to the landlord's mansion, Headford Castle and its demesne. The domestic and commercial buildings themselves are, in most part, of a simple vernacular style, counter pointed by the neoclassical architecture of the public buildings.

The designation of the historic town centre as an Architectural Conservation Area and the associated management of both individual buildings and the public realm in that area will significantly enhance the quality of the local environment within Headford. The principal significance of the designated ACA lies in its development as a predominantly 19th century settlement. There are a number of protected structures located within the Headford Plan area, examples includes St. Mary's Church and St. John the Baptist Church. Landmark buildings, such as the former Catholic Church in the core of the Town continue to contribute to the urban streetscape.

Headford Demesne is an example of a designed landscape within the plan area. It was part of the estate owned by the St. George family until its dissolution in 1892 by the Land Commission. It contained a manor house, outbuildings, ornamental gardens, parkland and woodland, much of which is lost. The most remarkable features to survive are the high stone walls that surrounded the many gardens and the demesne itself. These are a significant feature in the landscape and contribute to the character of Headford.

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

The various streams and rivers such as the Headford River and the Annacurta Stream in the plan area function as ecological corridors before they drain into a designated site – Lough Corrib SAC, pNHA & SPA. Trees and hedgerows are also of high local biodiversity value and contribute to ecological connectivity.

### **6.3.5 Employment and Economic Development**

Headford has been designated as a Small Growth Town (SGT) in the Settlement Hierarchy for the County. Headford provides a limited amount of local employment and services to the people of the Town and those within its hinterland and the plan will seek to support the development, vitality and vibrancy of the town.

Due to its proximity to Galway City, Headford serves as an important commuter town but it also has the potential to become increasingly more self-sufficient by the creation of employment opportunities, while still accommodating small scale and start-up businesses.

There is a small local employment base through its retail provision, services and modest industrial/enterprise sectors. Headford has a limited industrial and enterprise base.

The promotion of economic development and employment creation will be appropriately guided to ensure the protection of residential amenities, built and natural heritage, landscape and streetscape, character of the town and the vitality and viability of the Town centre.

### **6.3.6 Town Centre/Retail**

The town centre area remains the primary focus for the location of new retail development, with opportunities to develop this sector in a consolidated and sequential manner. The development of any future retail and non-retail services in the town needs to be carefully planned, designed and managed in order to protect and enhance the town's unique character while promoting the economic vitality of the town centre and providing a strong base for employment opportunities.

Headford has a mix of both convenience and comparison shopping with a good number of restaurants and bars with ample provision of business and financial services dispersed throughout the identified retail core. The residents of the town are served by



one supermarket. The retail core has a significant surplus of vacant retail space within the identified retail core.

A number of opportunity sites have been identified within the Town Centre and outlined in policy objective HSGT 13. Each of the three sites have a distinct quality and character and plays a key role in the sustainable functioning of the overall town and the town centre.

### **6.3.7 Tourism**

Tourism is an important sector in the local area, as a driver of the local economy as well as a mechanism for the preservation and enhancement of local heritage. Headford and its surrounding area have a significant number of tourist attractions focussing on water-based recreation, its natural heritage, its archaeological and architectural heritage, while nearby Ross Errilly forms part of the driving trail of the Ecclesiastical Heritage Sites in East Galway.

The Headford Lace Project won the 2017 Tidy Towns Heritage Award as the judges from the Heritage Council were particularly impressed by the innovative and creative approach taken by the project which began following Headford's involvement in the Galway 2020 'Small Towns Big Ideas' pilot project.

The tourism aspects of Headford remains largely undeveloped, which also presents a significant opportunity to expand and promote the tourism base of the area, particularly given Headford's close proximity to Lough Corrib and heritage sites such as nearby Ross Errilly.

## **6.4 Services and Infrastructure**

### **6.4.1 Water Services**

Headford receives its water supply from the Tuam Regional Water Supply Scheme

which is abstracted from Lough Corrib at Luimnagh. In this regard, public water supply is not a limiting factor for development.

#### **6.4.2 Wastewater Disposal**

The town is served by a municipal wastewater treatment system and there is capacity within the network to accommodate development that is envisaged to take place.

#### **6.4.3 Transportation Infrastructure and Movement**

Headford is strategically located along the National Secondary Road, the N84 which provides good transport links between Galway and Mayo while also acting as the main vehicular gateway to the Town. The regional roads are also important links to and from the Town. The R334 enters the Town from the north-west and provides good links with Cross and West Galway while the R333 is the western approach road and connects up with the N83 National Road the M17 Motorway west Tuam Town.

Public transport in Headford is limited to bus services, consisting predominantly of local services which play a vital role in connecting Headford to Galway and Headford to Ballinrobe and Ballina.

### **6.5 Flooding**

With respect to lands within the village that are liable to flood risk, the Council will require any proposed developments to comply with 'The Planning System and Flood Risk Management Guidelines for Planning Authorities (DEHLG, 2009) and Circular PL2/2014 and any amendment thereof. The Council, having regard to the nature and scope of development, may require the submission of Flood Risk Assessments, as appropriate, to assess the suitability of development proposals. There is a flood map identified for Headford and it is in accordance with the guidelines and circular referenced above.

## Land use Zoning Policy Objectives for Headford (Headford Small Growth Town–HSGT)

### **HSGT 1                      Sustainable Town Centre**

Promote the development of Headford, as an intensive, high quality, well landscaped, human-scaled 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.

### **HSGT 2                      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 Headford 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.

### **HSGT 3                      Community Facilities and Services**

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

### **HSGT 4                      Business and Enterprise**

To facilitate the expansion of business and enterprises uses in the plan area of Headford where appropriate and to facilitate the provision of further local employment opportunities in accordance with the proper planning and development of the area.

### **HSGT 5                      Town Centre/Commercial**

Promote the development of the Town centre as an intensive, well connected, high quality, and accessible environment, with an appropriate mix of uses, that provide a range of retail, services, facilities and amenities to the local community and visitors. The Town centre and associated main streets shall remain the primary focus for retail and service activity within



Headford. It is important to ensure a balance of development in the retail core so as to ensure that the main street, High Street is revitalised, vacancies are reduced and an unbalanced retail pull from this area is avoided.

**HSGT 6                      Tourism Development**

Promote and facilitate the further development of Headford as a sustainable tourist destination for the benefit of the Town and its surrounding areas.

**HSGT 7                      Headford Demesne**

Protect, conserve and enhance the character of the area of the historic demesne of Headford that lies within the plan boundary through the appropriate management and control of the design, layout and location of new development within or in proximity to same.

**HSGT 8                      Mart Road Action Area Plan**

Support the co-ordinated expansion of the Town centre southwards from the main street, High Street, towards the Mart Road and require the preparation of an Action Area Plan for the sensitive and appropriate development of this area. The Action Area Plan and any development within this quarter shall demonstrate the following:

- a) Provision of adequate public carparking facilities in the vicinity of the Town centre.
- b) A co-ordinated vehicular access arrangement, which shall be in consultation and agreement with the Road Design Section of Galway County Council.
- c) Maintain vehicular access to this area at the junction of the Mart Road and the Demesne Road and also between the southern side of Main Street and this area.
- d) Provide footpath and cycling links to the Town centre.
- e) Buildings shall be of a high-quality design and materials, particularly along the road edge providing enclosure and strong frontage.
- f) Provision of appropriate landscaping and usable public spaces.
- g) Screened car parking.

**HSGT 9                      New Business and Enterprise Quarter**

Require the preparation of an Action Area Plan for the sensitive and appropriate development of the business and enterprise zoned lands to the south east of the plan area (east of N84).

The Action Area Plan and any development within this quarter shall demonstrate the following:

- a) Co-ordinated access arrangements, in consultation and agreement with the Road Design Section of Galway County Council, preferably from the Mart Road or existing access serving the pitch and putt/Headford Community Gardens.
- b) Provision of footpath and cycling links to the Town centre.
- c) Buildings shall be of a high-quality design and materials, particularly along the road edge providing enclosure and strong frontage.
- d) Provide appropriate landscaping and usable public spaces.
- e) Screened car parking.

#### **HSGT 10**

#### **Preparation of a Revised Traffic Management Plan**

It is a policy objective to revise/implement a Traffic Management Plan for Headford within the life of this plan, which shall include the following;

- a) Provisions to address the issues with parking on the main street and the traffic congestion resulting from parking on both sides of the street.
- b) Seek to redesign the intersection of the Mart Road and the Demesne Road junction.
- c) Facilitate the upgrade of the Mart Road and the local roads L-61281 and L-6128 (Demesne Road) within the plan boundary. Any upgrade shall facilitate public lighting, pedestrian and cycling facilities.
- d) Upgrade the junction of the Mart Road and the N84 within the 50kmh speed zone to provide for coordinated access to the Business & Enterprise lands east of the N84. Such access arrangements shall be carried out in consultation and agreement with the Road Design Section of Galway County Council.
- e) In order to safeguard the capacity, efficiency and safety of the N84 national route, new accesses on this national route between the 50 and 60kmh zone shall be limited, and in this regard the future development of lands to the east of the N84 shall be required to provide for a coordinated access and traffic management approach, which shall be carried out in consultation and agreement with the Road Design Section of Galway County Council.
- f) Facilitate the development of public car parking facilities in town.

- g) Reserve access points for future development and for the development and access to backlands so as to ensure adequate vehicular, pedestrian and cycle access to backlands, in order to facilitate efficient development of these lands and to ensure connectivity and accessibility to lands with limited road frontage.
- h) Ensure the provision of a northern link road (including pedestrian and cycling facilities) between the R334 and St. George's Square to facilitate access to residential lands located between these two roads.
- i) Seek to provide a southern link to New Street from the proposed northern link road and reserve an access for same.
- j) Seek to upgrade the junction of the L-61301 and the N84.
- k) Ensure the provision of footpaths & public lighting from the existing residential development along the L-6128-1 (Demesne Road) to the Town centre and the R334 (Regional Road) to the Town centre. Cycling facilities shall also be provided in these locations where feasible.
- l) Facilitate traffic calming measures along the Demesne Road (L-6128-1).
- m) New development shall be required to ensure that they are satisfactorily connected to the footpath & public lighting network that currently services the town centre.

#### **HSGT 11**

#### **Public Infrastructure**

Support and encourage infrastructural development and improvement works that benefit Headford as an SGT and the wider Region.

#### **HSGT 12**

#### **Water Compatible Use**

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

#### **HSGT 13**

#### **Opportunity Sites**

To promote and encourage the appropriate re-development of the opportunity sites identified below, which will contribute to the vitality and character of Headford.



### **OPT-HE1 Site South of Town Centre and Main Street Headford.**

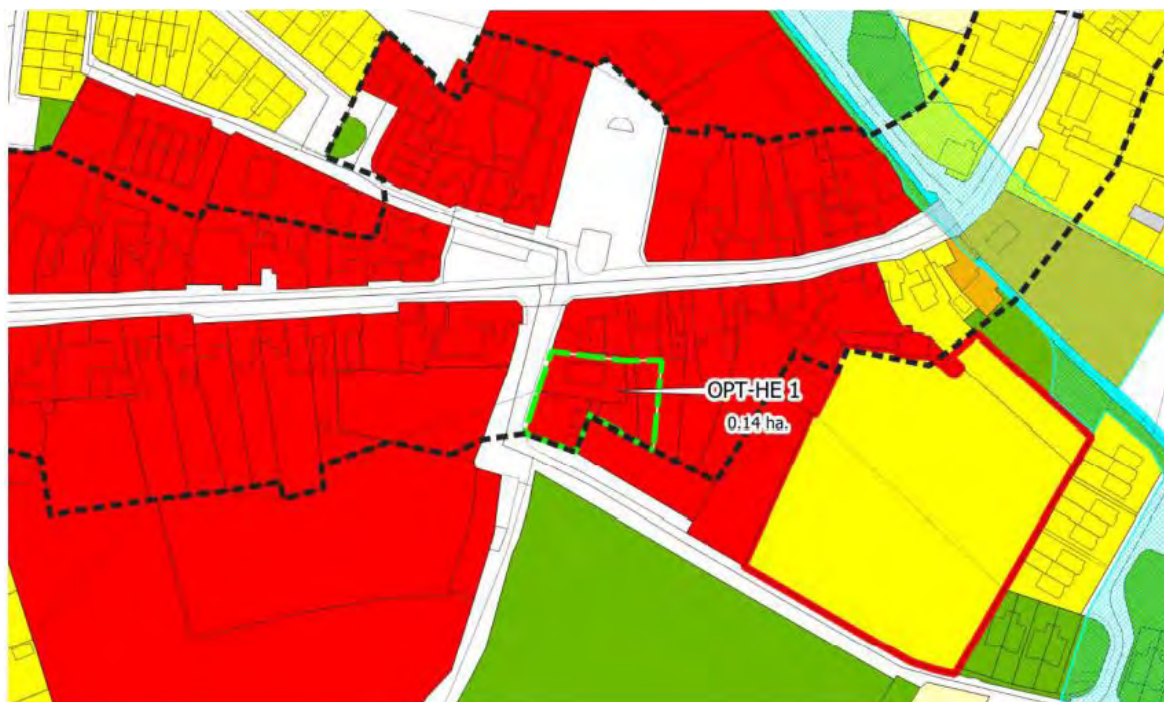
**Description:** This site to the south of Main Street includes some sizeable rear gardens serving the properties, a vacant yard area to the north-eastern part of the site with the fields extending down as far as the Mart Lands. The predominant land use is agriculture.

**Area:** The site area measures circa. 0.14ha hectares.

**Zoning:** The site is zoned Town Centre.

**Current Land-Use:** The predominant land use is agriculture with the fields to the south of the dwellings and gardens currently used for grazing cattle and sloping down towards the Mart Lands and Access Road.

**Opportunity:** To provide for a mix of uses capable of accommodating tourism, residential, commercial or a mixed-use development.



### **OPT-HE2 Site South - East of Town Centre area off Square.**

**Description:** There is a derelict bungalow on the northern part of this site and two modest disused stone buildings/ storage sheds with natural slate on roofs on the southern overgrown part of this site all of which are located within the ACA. The natural stone wall boundary remains intact along the southern site boundary.

**Area:** The site area measures circa 0.07 hectares

**Zoning:** The site is zoned Town Centre.

**Current Land-Use:** Previous use residential with the two modest disused stone buildings used for storage in the past.

**Opportunity:** To provide for a mix of uses capable of accommodating tourism, residential, commercial or a mixed-use development.



### **OPT-HE3 Site Corner site - High Street & The Square.**

**Description:** This plot fronts onto both the Main Street and the Square. It wraps around the large 2-Storey dwelling located on the corner of the site. To the rear and south of the dwelling the plot is vacant with a tall boundary (painted with murals) and there is a derelict single-storey building (shop front with door and two windows) to the east of the plot and fronting onto the Main Street. There is a vacant 2-Storey dwelling further west fronting onto the Main Street.

**Area:** The site area measures circa 0.21 hectares.

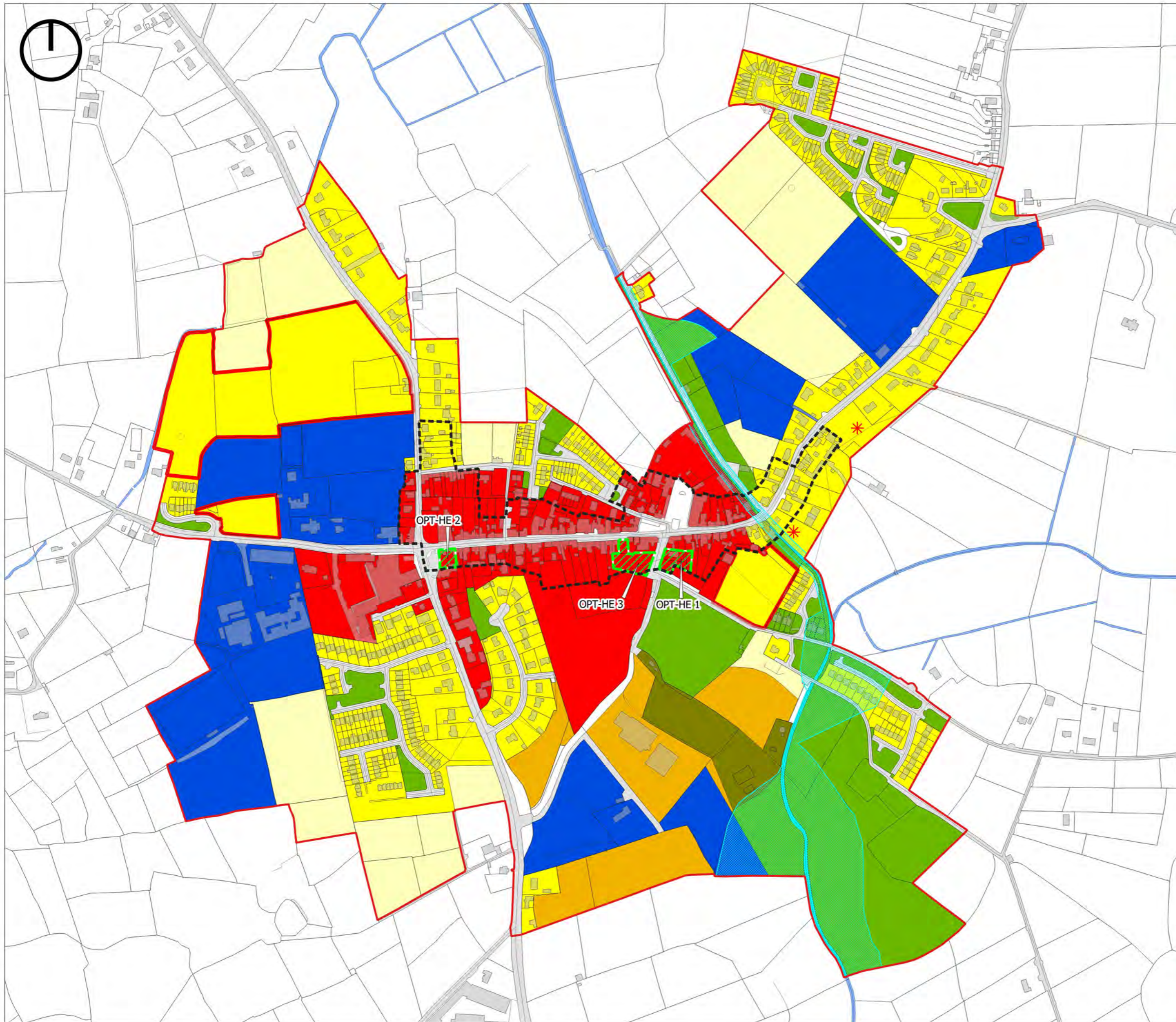
**Zoning:** The site is zoned Town Centre.

**Current Land-Use:** Vacant – Previous use residential and possibly retail.

**Opportunity:** To provide for a mix of uses capable of accommodating tourism, residential, commercial or a mixed-use development.



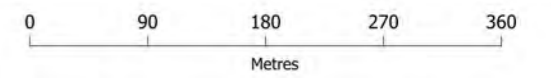




- Settlement Boundary
- R - Residential Existing
- R - Residential (Phase 1)
- R - Residential (Phase 2)
- R - Residential Infill
- C1 - Town Centre
- BE - Business & Enterprise
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- OS - Open Space/Recreation & Amenity
- TI - Transport Infrastructure
- Water/Rivers/Streams
- Constrained Land Use
- Architectural Conservation Area
- Opportunity Site

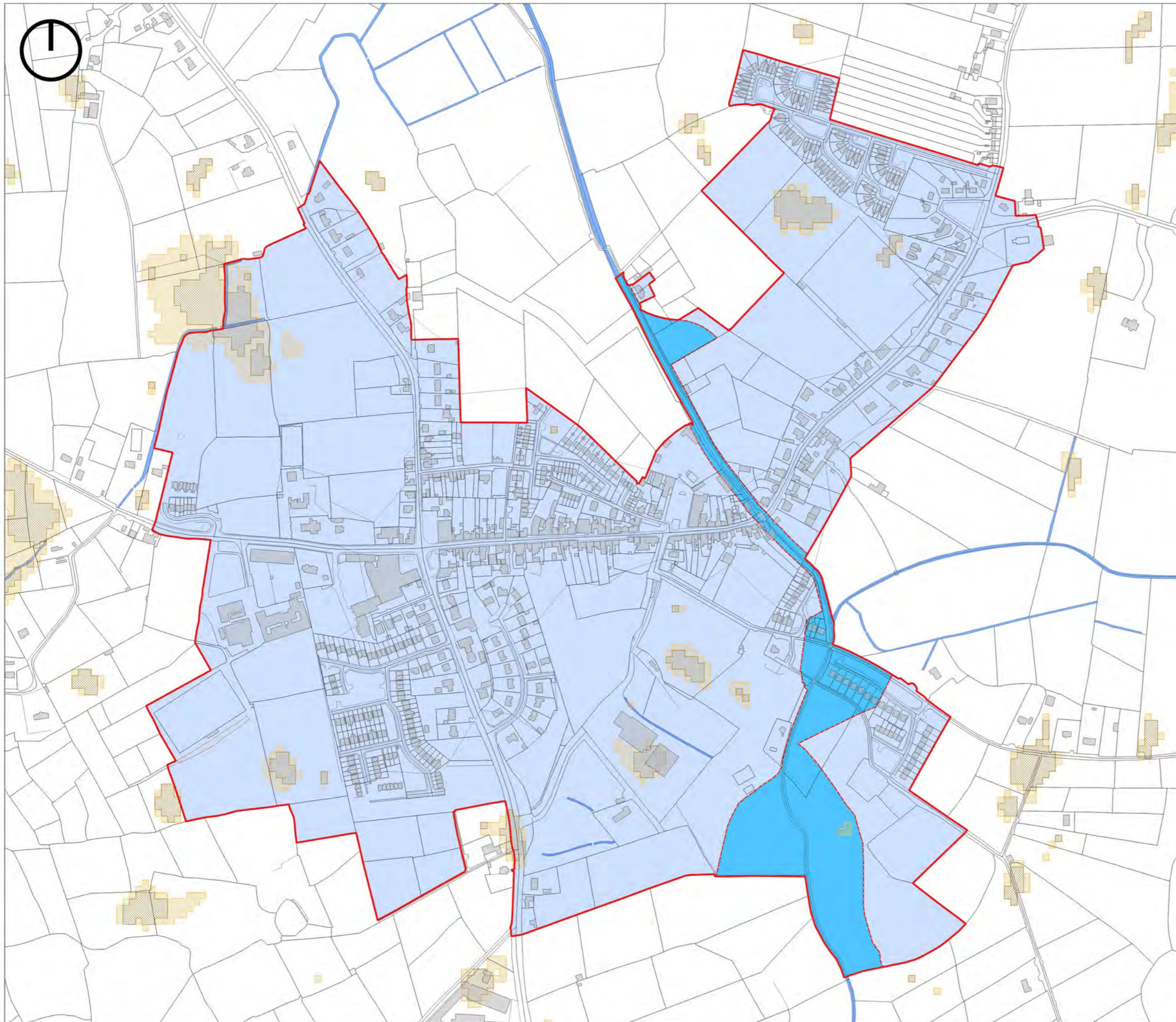
Galway County Development Plan  
2022-2028

Small Growth Town  
Headford  
Land Use Zoning Map



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Galway County Council

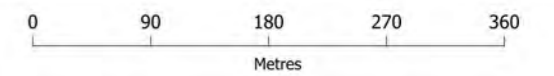




- Settlement Boundary
- Indicative Flood Zone A
- Indicative Flood Zone B
- Indicative Flood Zone C
- PFRA Pluvial Indicative
- PFRA Pluvial Extreme
- Water

**Galway County Development Plan  
2022-2028**

**Small Growth Town  
Headford  
Flood Risk Management**



**Comhairle Chontae na Gaillimhe  
Galway County Council**

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## **7.1 Maigh Cuilinn Small Growth Town**

### **7.2 Town Context**

Maigh Cuilinn is located approximately 10km north-west of Galway City. The origins of the town were focused around a crossroads where the N59 Galway Clifden Road bisects the An Spidéal to Knockferry local road (L1320 and L1313). The town provides residents and visitors with a good variety of local services and facilities. In recent years a limited amount of employment has been generated in the area. These jobs are based in the service sector, such as retail and restaurants along with a modest amount of industrial and enterprise type jobs. Maigh Cuilinn is also situated in the Galway Gaeltacht, which contributes to the cultural fabric of the area. Maigh Cuilinn has a large hinterland, which illustrates its strategic role in providing services and facilities for the local residents of these areas. The expansive rural DED's stretch from Bearna rural DEDs to Killannin west of Maigh Cuilinn and southwards to Tulaigh Mhic Aodháin.

### **7.3 Sustainable Communities**

#### **7.3.1 Housing**

Maigh Cuilinn has developed around the intersection of the N59 (Galway – Clifden) and L1313 (An Spidéal - Knockferry) Roads. At this location the town is characterised by a linear pattern of development, principally along the N59 north south axis which exhibits a number of two storey terraced buildings with ground floor commercial uses and residential uses at first floor level. This area is characterised by a variety of building styles which range from traditional stone-built buildings and more modern developments which include apartments. There are also a number of detached properties on the approach roads into Maigh Cuilinn town. This linear pattern of development is also present on the L1313 road albeit to a lesser extent, with a more modern variety of housing design. A significant number of suburban type housing has been constructed in Maigh Cuilinn in recent years.



### **7.3.2 Education**

Scoil Mhuire is a co-educational primary school in the town and there are a number of primary schools in the catchment. There is no secondary school in the town, pupils attend secondary school in nearby Galway city in addition some pupils attend secondary school in An Spidéal.

### **7.3.3 Community Facilities**

The town of Maigh Cuilinn has a number of key community facilities which are important amenities to the town and wider hinterland. These facilities include the children's playground, creche, primary school, church and graveyard, medical facilities, Garda Station, post office and a number of sporting facilities. There will be a new primary care centre which is nearing completion on the approach into Maigh Cuilinn village. The town is also served by a nursing home facility that is located in on the L1313/Knockferry Road. There is also another nursing home located outside of the plan area in close proximity to the local GAA facilities in the townland of Ballyquirke. Whilst the GAA facilities are not located within the town envelope there is a strong sporting tradition within Maigh Cuilinn. The sporting facilities have improved in recent years, with the addition of a handball alley which is situated on the grounds of the GAA lands at Ballydoita.

### **7.3.4 Environment and Heritage**

Built heritage including architectural and archaeological heritage informs the character and appearance of Maigh Cuilinn. The crossroads in Maigh Cuilinn are a historic and prominent feature in the town. The vernacular buildings develop from this point along the Main Street. The Council is committed to the protection and enhancement of this heritage as set out in planning legislation, through the implementation of appropriate conservation led, sensitive land use policy objectives, urban design principles and development standards that significantly enhance the architectural setting of Maigh Cuilinn. The Record of Protected Structures lists the buildings within the town that are Protected Structures, including the Co-Op building.

Part of the cultural heritage of Maigh Cuilinn relates to the Gaeltacht status of Maigh Cuilinn which merits protection, particularly given that an Ghaeilge is no longer the community language. The County Development Plan contains relevant policy objectives in Chapter 13 Gaeltacht and Islands

Lough Corrib is visible from certain vantage points within the town as the land sweeps downwards from the town towards the lough in an easterly direction. Lough Corrib is a Special Area of Conservation (SAC) which has implications for development that takes place in Maigh Cuilinn and surrounding areas. There are a number of other SAC's and Special Areas of Conservation (SPA) in close proximity to the town that must be safeguarded as the town grows and develops.

Drimcong Wood is a Natural Heritage area and Moycullen Bog Natural Heritage Area adjoins the plan to the south.

### **7.3.5 Employment and Economic Development**

Maigh Cuilinn has been designated as a Small Growth Town (SGT) in the Settlement Hierarchy for the County. The SGT are key service centres and drivers for growth for each town area and wider hinterland. Maigh Cuilinn has a strategic location on the N59 Galway Clifden- Westport Road. It is on the edge of Galway City and it also forms part of the Gaeltacht and is a gateway to the wider Conamara area. It is linked to An Spidéal via the Knockferry Road. As such, the town is quite accessible from all main directions. Furthermore, it offers a high-quality living environment with views of the Lough Corrib and as such is an attractive place to live, work and visit, which would have the positive effect of generating significant economic interest. It is the largest and only town on the western approaches to Galway City.

Maigh Cuilinn does have an established active employment base in the town centre which is primarily focused on retail and local services. There is also an employment base on the Knockferry road which will be discussed in section 2.3.7 below. The town has the potential to become more self-sufficient which could be achieved with the

creation of new employment opportunities, while still accommodating small scale and start-up businesses, including the retail sector.

### **7.3.6 Town Centre/Retail**

Maigh Cuilinn centre serves the local town population as well as the wider hinterland. While the strategic location of Maigh Cuilinn town in close proximity to Galway City is an advantage, this can also pose a challenge for the retailing and service sectors in the town as residents may easily opt to shop in some of the larger out of town shopping centres that are located on the western fringes of the City, which is en route to the town. It is noted that there are a number of vacant commercial units within the McCann's Supervalu supermarket building.

### **7.3.7 Business, Enterprise and Industrial**

The plan has identified lands in Maigh Cuilinn where Business and Enterprise and Industrial uses would be allowed. Currently, there is a large portion of industrial zoned land to the north-east side of the town. There is a limited amount of business and enterprise zoning at this location also. Further south towards the south eastern end of the town there is a quantum of land that has been zoned for additional Business and Enterprises uses. There is a modest amount of employment in industrial/enterprise sectors. There is potential for these sectors to develop further within the town, due to the close proximity of the town with Galway city and the projected population growth that has been identified for the plan area and the wider hinterland that the town of Maigh Cuilinn serves.



## **7.4 Services and Infrastructure**

Whilst the opportunities for public transport are limited in Maigh Cuilinn, the provision of a bypass which is currently forecasted to commence construction in Quarter 2/3 of 2021, will alleviate significant traffic constraints within the town. The construction of the bypass will provide a significant opportunity to focus on promoting and facilitating the use of sustainable modes of transport, such as walking and cycling, within the town areas including in or near the old Clifden to Galway railway track. Facilitating bus service provision and associated facilities and reducing car dependency through integrated land use and transportation and wider sustainable travel initiatives are also key considerations in the plan making process.

### **7.4.1 Water Services**

Maigh Cuilinn receives its water supply from the Oughterard Town Supply Scheme and the Galway City Western Environs Water Supply. All of the lands identified for development potential are served by public water supply.

### **7.4.2 Wastewater Disposal**

The town is serviced by a public wastewater treatment plant and constructed wetlands that are located in Ballyquirke West.

### **7.4.3 Transportation, Infrastructure and Movement**

Public transport provision in Maigh Cuilinn is limited to bus services, consisting predominantly of local services which play a vital role in connecting Maigh Cuilinn and its environs to both Galway City and the wider Conamara area. Public bus services are provided by Bus Éireann with a private busing operator also serving the town.

Provision for cycling is limited in and around the town of Maigh Cuilinn given the limited capacity of the road network (at certain pinch points) to accommodate cars. However, the town is located on a popular long distance on road cycling loop from Galway City via

Maigh Cuilinn, An Spidéal and Bearná. The redevelopment of/ or near the old railway line as a cycle/walk remains a policy objective of the plan that may be realised in the future, which would form part of the proposed Galway – Clifden Greenway.

Walking and Cycling is promoted as a sustainable mode of transport within the zoning plan area. It is important to provide and encourage attractive pedestrian linkages between the town centre with the residential areas.

The Plan supports the improvement of movement and flow within the town centre. The town is located at a small crossroads junction with the N59 national route and the An Spidéal – Knockferry Road. These routes generate significant traffic and accessibility problems in the town. The proposed N59 Maigh Cuilinn Bypass Scheme is supported however, this will not entirely satisfy the town's road infrastructure requirements. Improvements to the road network in and around the town will be required over the plan period to avoid excessive congestion and lack of connectivity in the compact town centre and surrounding area. Efforts will be made to ensure that the town grows in a sustainable manner and that accessibility and connectivity is maintained. This would provide an improved living environment for both residents and visitors to the area.

## **7.5 Flooding**

With respect to lands within the village that are liable to flood risk, the Council will require any proposed developments to comply with 'The Planning System and Flood Risk Management Guidelines for Planning Authorities (DEHLG, 2009) and Circular PL2/2014 and any amendment thereof. The Council, having regard to the nature and scope of development, may require the submission of Flood Risk Assessments, as appropriate, to assess the suitability of development proposals. There is a flood map identified for Maigh Cuilinn and it is in accordance with the guidelines and circular referenced above.

## Land Use Zoning Policy Objectives for Maigh Cuilinn (Maigh Cuilinn Small Growth Town-MSGT)

### **MSGT 1                      Sustainable Town Centre**

Promote and support the development of the Town Centre as an intensive, high quality, well-landscaped, human-scaled 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 to the town. The town centre and associated main streets shall remain the primary focus for retail and service activity within Maigh Cuilinn.

### **MSGT 2                      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 Maigh Cuilinn.

### **MSGT 3                      Community Facilities and Services**

To encourage and support the development of local facilities and services to meet the needs of the local community. In particular in the case of Maigh Cuilinn encourage the provision of additional community services such as a new school, local library or other civic use to the benefit of the local community.

### **MSGT 4                      Business and Enterprise**

To facilitate the expansion of business and enterprise uses in the plan area of Maigh Cuilinn. Promote and focus the town's strategic location in close proximity to Galway City as a place to locate and do business.

### **MSGT 5                      Economic Development**

Encourage the addition of a hotel and conference centre type development on suitably zoned lands in Maigh Cuilinn to encourage additional business and visitors to this part of Galway.

### **MSGT 6                      Industrial**

Promote the 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. 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.

**MSGT 7                      Infrastructure**

Support the improvement and upgrade of the road and street network in and around the Plan Area, subject to normal planning requirements and environmental considerations. A detailed analysis of movement in and around the town shall be carried out to ascertain the infrastructural improvements required in and around the town to secure its sustainable development into the future.

**MSGT 8                      Public Infrastructure**

(a) Support and encourage infrastructural development and improvement works that benefit Maigh Cuilinn as an SGT and the wider Region.

**MSGT 9                      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.

**MSGT 10                    Signage**

Protect the linguistic and cultural heritage of the Gaeltacht areas of Galway by, amongst other things, promoting the Irish language in accordance with the Local authority's Scéim Teanga and ensuring that all new external signage is in the Irish Language.

Promote the Irish language in accordance with the Local Authority's Scéim Teanga. Any external signage that will be erected on buildings and on lands in Maigh Cuillinn shall be in Irish only with internationally recognised symbols.

**MSGT 11                    Enurement Clause**

A Language Enurement Clause will be applied on a portion of residential units in development of two or more units in Maigh Cuilinn. 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.

**MSGT 12                    Language Impact Statements**

Require a language impact statement (LIS) with applications for two or more houses or where an applicant applies for more than one house in an area, in accordance with Section 8.3.4 of the Galway County Development Plan (or as updated). A LIS will also be required for all large commercial and mixed-use applications for development in the area or those that may have a potential impact on the Irish language in Maigh Cuilinn.

**MSGT 13****Agricultural Lands**

To support the development of these lands for agricultural purposes and limit residential development on the subject lands in accordance with policy objective SGT7.

**MSGT 14****Opportunity Sites**

To promote and encourage the appropriate development of the opportunity sites identified in this plan to positively contribute to the vitality and character of Maigh Cuilinn.

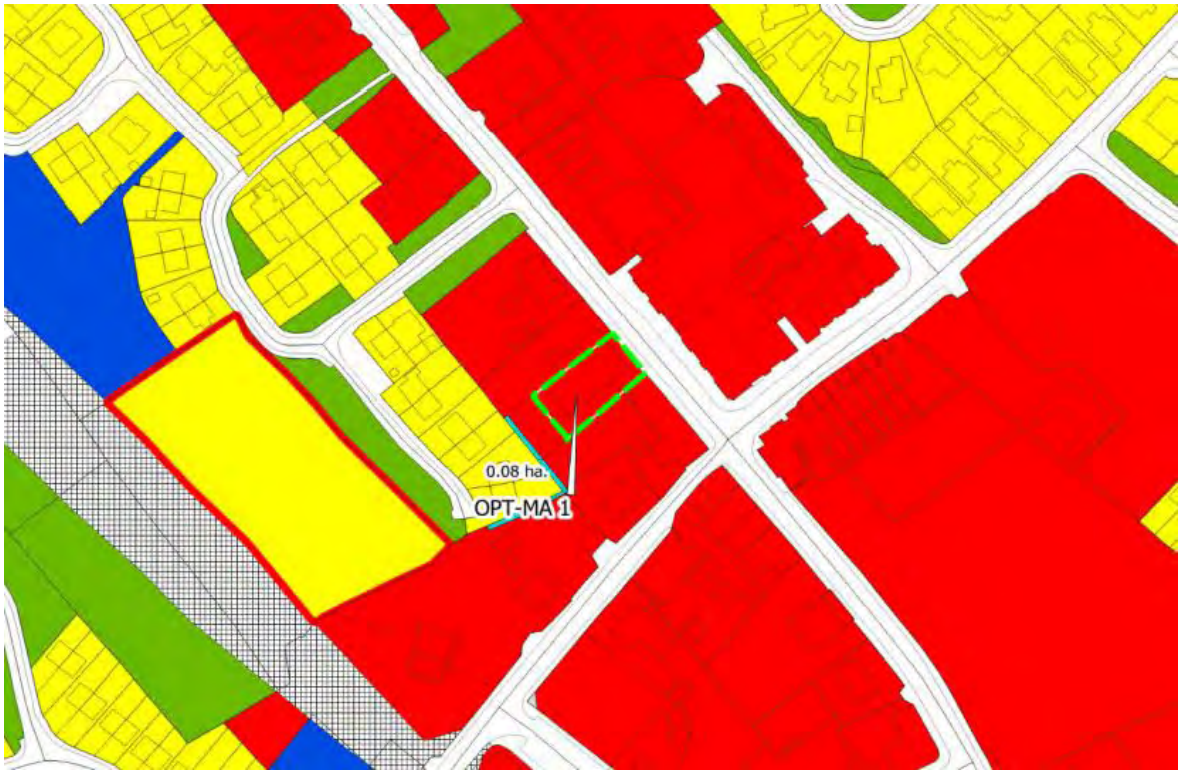
**OPT – MC1 Former restaurant/public house****Description**

**Area:** Approx 0.3HA

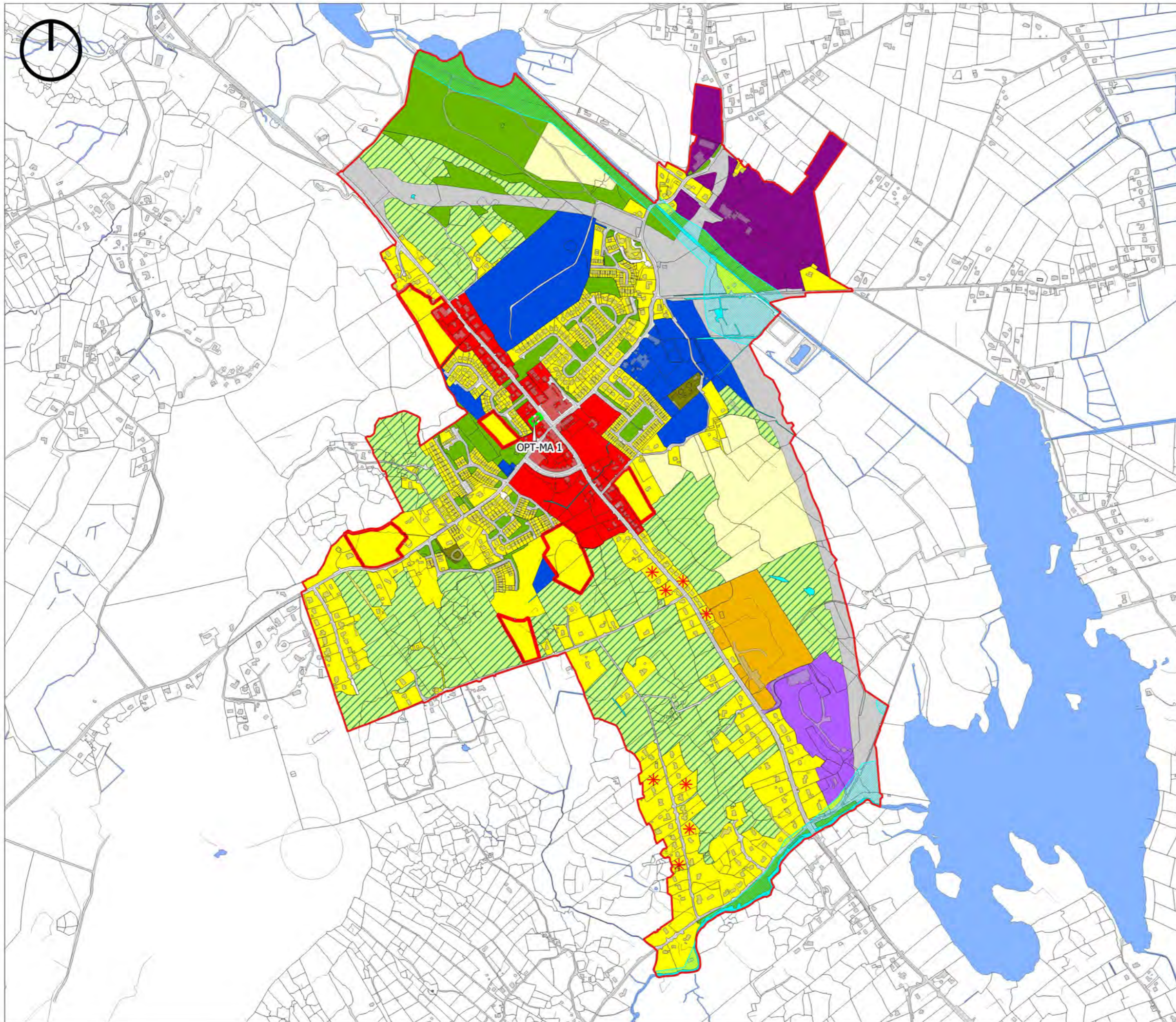
**Zoning:** Town Centre

**Current Land Use:** The building is currently part occupied by an art gallery.

**Opportunity:** This is a brownfield site in the centre of Maigh Cuilinn on the south-western site of the Main Street (N59). The site is occupied by a large stone fronted protected structure building that is two storeys in height. The site is close to the crossroads in the town centre and as such its listing as an Opportunity Site is merited in this case as its redevelopment could make a valuable contribution to this part of the town. A flexible approach would be employed in determining the type of use that would be permitted here. Community and cultural uses would be encouraged here. Therefore, the Town Centre zoning of the site does not limit its development to a commercial use.





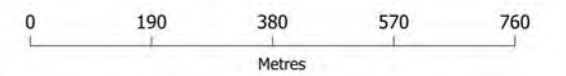


- Settlement Boundary
- R - Residential Existing
- R - Residential (Phase 1)
- R - Residential (Phase 2)
- \* R - Residential Infill
- C1 - Town Centre
- BE - Business & Enterprise
- T - Tourism
- I - Industrial
- CF - Community Facilities
- PU - Public Utility
- OS - Open Space/Recreation & Amenity
- A - Agriculture
- TI - Transport Infrastructure
- Water/Rivers/Streams
- N59 Maigh Cuilinn Bypass\*
- Constrained Land Use
- Opportunity Site

\* The "N59 Maigh Cuilinn Bypass" area shown on the Land Use Zoning map represents the boundary of a permitted development and does not represent a Land Use Zoning Objective

**Galway County Development Plan  
2022-2028**

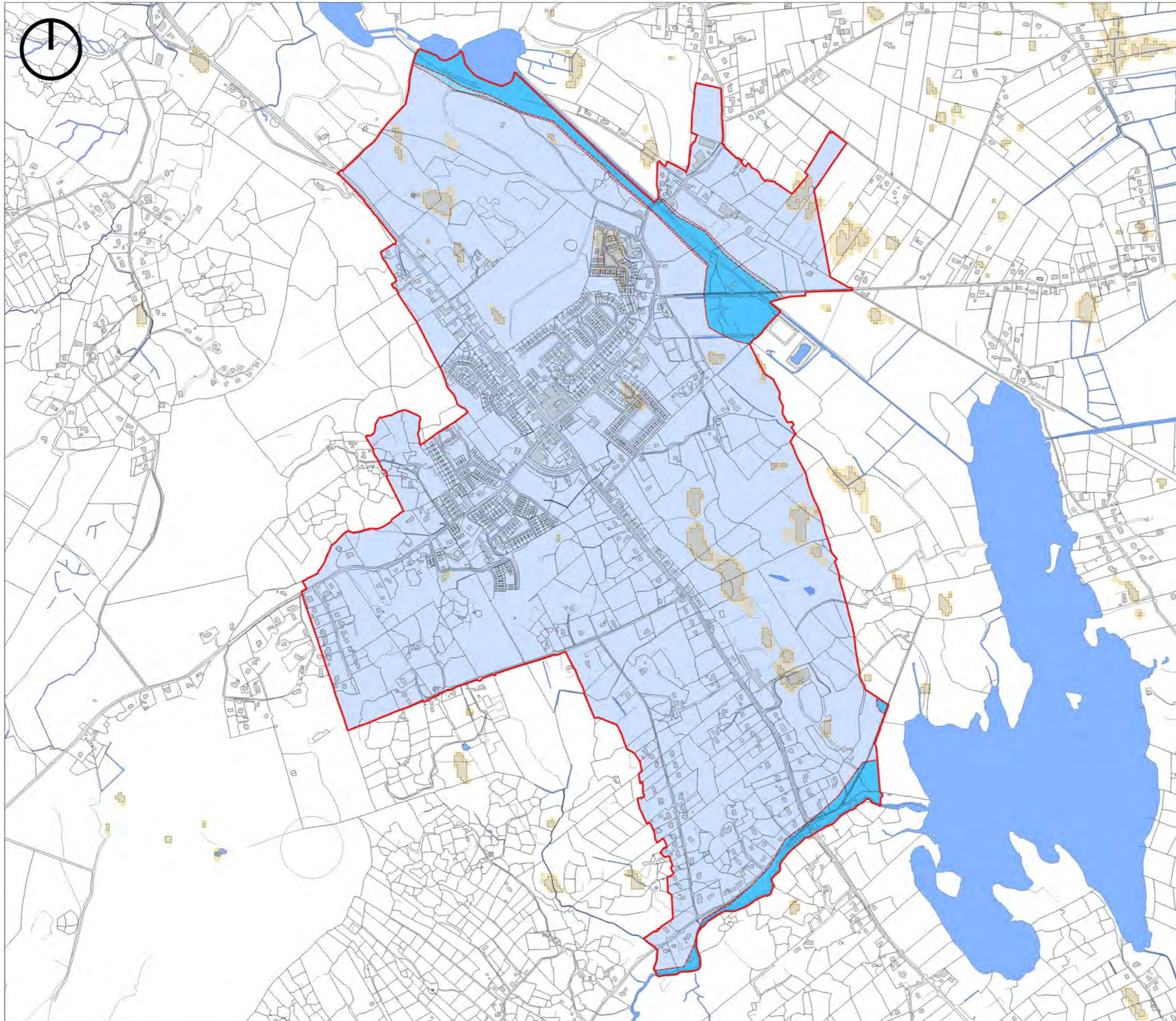
**Small Growth Town  
Maigh Cuilinn  
Land Use Zoning Map**



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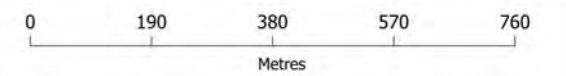




- Settlement Boundary
- Indicative Flood Zone A
- Indicative Flood Zone B
- Indicative Flood Zone C
- PFRA Pluvial Indicative
- PFRA Pluvial Extreme
- Water

**Galway County Development Plan  
2022-2028**

**Small Growth Town  
Maigh Cuilinn  
Flood Risk Management**



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## **8.1 Oughterard Small Growth Town**

### **8.2 Town Context**

The town of Oughterard is located approximately 27km north-west of Galway City via the N59 Galway – Clifden Road, which is a National Primary Route. Oughterard is designated as a Small Growth Town in the Galway County Development Plan 2022 – 2028 by virtue of the population of the town and the extensive level of local services, employment and residential stock that it offers to residents. It also serves a large rural catchment area stretching further westwards towards the town of Clifden and eastwards in the direction of the town of Maigh Cuilinn.

The town is built on the banks of the Owenriff River with the Main Street, a linear settlement pattern developing in an easterly direction. Building heights vary along the N59 within the town from bungalow up to two storeys generally. The main street of the town offers inhabitants a wide variety of local services such as convenience type shopping, bank, post office, restaurants and pubs. Other local services such as schools, playing pitches, health centre and playground are all located within short walking distance of the Main Street. These local services also provide employment opportunities in the town. There are also office and industrial uses which provide further and more varied employment prospects.

### **8.3 Sustainable Communities**

#### **8.3.1 Housing**

There is a wide variety of housing developments in and around the town of Oughterard. These house types include a range of terraced and detached housing that are both bungalow and two storeys, located along the N59 arterial route through the town centre. For the most part, these properties do not have front gardens as they typically tend to abut the public footpath that serves the town, however, there are exceptions to



this with some properties along this route having small front garden areas. This part of the town also includes instances of first floor residential accommodation – a ‘living over the shop’ accommodation type.

Suburban type housing developments are located principally to the north and south of the N59. They also vary in design, layout and dwelling type. They include a range of terraced, mid terraced and semi-detached properties. Typically, these dwelling houses have been constructed on rectangular shaped plots with modest front and rear garden areas. The larger housing developments include areas of communal green space within each.

A key purpose of this 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 settlement plan and accompanying County Development Plan provides information and guidance pertaining to development for the next six years up to 2028. This information includes details of the optimum future location, type and design of future residential development in and around the town of Oughterard.

### **8.3.2 Education**

In terms of education, Scoil Naomh Pól is a co-educational secondary school. The school is located on the western side of the Carrowmanagh Road – a short distance from the primary school, as such it acts as a feeder school.

The national school Scoil Chuimín & Caitriona is located on the eastern side of Carrowmanagh Road, which is north of the N59 Galway Clifden Road

### **8.3.3 Community Facilities**

Oughterard is well served by community facilities. These facilities range from full size sports pitches of varying types to a children’s playground and include other facilities such as creche, primary school, secondary school, church and graveyard, medical

facilities including dentist and optician, Garda Station, Credit Union, Post Office, bank shops, butcher, hair dresser, builders yard and nursing home.

The town has a wide and varied selection of community uses. It also exhibits good examples of building reuse, for example a former school building is now used as a community hall and the former courthouse building in the town is now used as a library serving the local community. The town is fortunate to have a locally based resource centre which offers a variety of supports and services to the local community.

Walks and trails are also a valued community facility within and around Oughterard Town. Oughterard GAA Club is located towards the eastern end of the town to the north of the N59. These grounds comprise of playing pitches and a club house with a walking track around the perimeter of the site. Corribdale Park, a fitness and recreation park for the local community is located adjacent to the GAA grounds. It includes a secure playground area for smaller children. Oughterard Rugby Club is located towards the western end of the town, which is also a much-valued community facility to local residents.

#### **8.3.4 Environment and Heritage**

The origins of the town of Oughterard are based on the intersection of the fertile, limestone based farmland to the south and east of the town. The more rugged and bare Conamara landscape begins to the north and west of Oughterard. The development of the town at this intersection was also influenced with the presence low level river crossing point which is a typical geographical feature that tends to influence settlement location. The road network serving the town was significantly improved in the early 19th century. Today the town still exhibits a range of buildings that were developed for administrative purposes. Examples of these include the courthouse and the two church buildings in the town. The street pattern and architectural variety of buildings, both designed and vernacular creates a streetscape which reflects its history. Future development should reflect and respect its established character in terms of plot size, height, material and density. The existing Architectural Conservation Area in

Oughterard will be retained and proposed development within the lifetime of this plan will be required to respect the architectural qualities of this ACA. There are a number of protected structures in the town, namely O’Fatharta Restauran/Halloran’s, Kilcummin Parish Church

The Former Courthouse building, the road Bridge over the Owenriff river and the Church of the Immaculate Conception.

Oughterard also has a number of Recorded Monuments and there are two Natura 2000 sites-Lough Corrib SAC and Lough Corrib SPA and National Heritage Areas.

### **8.3.5 Employment, Economic and Tourism Development**

Oughterard is an attractive place to visit and holiday. As such the tourism industry makes a significant contribution to the town’s economy. The town has evolved as a place for tourists to visit given its accessibility from Galway City via the N59 and the location of the town at the gateway to the Conamara Region. The town also benefits from an attractive landscape in close proximity to Lough Corrib. Both of these features make Oughterard an attractive place to visit and spend time. It offers a wide variety of attractions and therefore appeals to a wider range of visitors. The proximity of Lough Corrib to Oughterard provides a welcome economic boost to the area as this water body offers both locals and visitors to the area a range of water-based activities, which include boat trips and angling.

Pubs, shops, restaurants and venues providing overnight accommodation are just some of the beneficiaries of the tourist industry in Oughterard. A range of much needed employment options are therefore provided for people to avail of locally. However, much of the tourism based economic development and employment generated is seasonal and the summer season in this part of County Galway can be short lived.

Other employment sources in the town of Oughterard include office/service type employment along with some industrial employment. However, the town could support



a larger employment base locally in favour of residents commuting to Galway City each day. There is employment potential within the settlement plan area, in particular the Town Centre, Business and Enterprise and Industrial zonings. Further employment opportunities and diversification will be encouraged where appropriate.

The site of the former Oughterard Train Station, located towards the southern periphery of the settlement plan area has a zoning designation of business and enterprise. The existing train station building remains on site and it currently is actively in use as a carpet factory. The original train station is a nineteenth century building. It forms part of the Register of Protected Structures of the County Development Plan.

### **8.3.6 Town Centre/Retail**

Oughterard enjoys a reasonably busy Town Centre. Some of the commercial buildings within the town centre zoning area are set within large developable plots which offer the potential to transform the provision of town centre and retail services in Oughterard over the lifetime of this plan. The town centre offers a variety of commercial services to local residents and visitors to the area. There is also a good range of pubs, cafés and restaurants to cater for people's needs.

The Owenriff River runs parallel to the Main Street in the town. Positioned north of the Main Street the areas of land that are prone to flooding have been zoned as Open Space/Recreation and Amenity. However, where flooding is not an issue, some town centre zoned plots stretch northwards to the banks of this watercourse. This offers the potential for the re-development of these town centre plots and tailoring the orientation of new development towards the local attractiveness of the Owenriff River.

The Town Centre zoning abuts and includes areas that are used for existing residential purposes and community facilities. As such the town centre not only provides those in the area with commercial shopping services but also professional services and local facilities. All of these uses in such close proximity to each other ensure a busy and thriving town centre atmosphere.

## **8.4 Services and Infrastructure**

### **8.4.1 Water Services**

Oughterard receives its water supply from the Oughterard Town Supply Scheme. All of the lands identified for development potential are served by public water supply.

### **8.4.2 Wastewater Disposal**

Oughterard is partly serviced by a public wastewater treatment plant. All of the lands identified for development potential are served by public wastewater services.

### **8.4.3 Transportation and Movement**

The National Primary Route the N59 is the main route that traverses the town in an east-west direction. There have been various realignment works carried out on the N59 which make Oughterard more accessible from Galway City. The town is also served by a number of bus services from Galway and westbound towards and beyond Clifden SGT. The town is served with public lighting and footpaths to accommodate ease of pedestrian movement. There are also walking trails which attract visitors to the town and surrounding area. Residential development in this settlement plan encourages sustainable transport links to the main shopping streets and community facilities such as the schools and sports playing pitches in the area. This approach to land use zoning and a sequential approach to development thereof should encourage and promote a reduction in reliance on the private car.

Oughterard is served with public transport bus services that provide connections to Galway City and Clifden. The bus stop is located within the town centre which is accessible to the surrounding residential areas within the plan area.

## 8.5 Flooding

With respect to lands within the village that are liable to flood risk, the Council will require any proposed developments to comply with 'The Planning System and Flood Risk Management Guidelines for Planning Authorities (DEHLG, 2009) and Circular PL2/2014 and any amendment thereof. The Council, having regard to the nature and scope of development, may require the submission of Flood Risk Assessments, as appropriate, to assess the suitability of development proposals. There is a flood map identified for Oughterard and it is in accordance with the guidelines and circular referenced above.

### Land Use Zoning Policy Objectives for Oughterard (Oughterard Small Growth Town-OSGT)

#### **OSGT 1                      Sustainable Town Centre**

Promote the development of Oughterard, as an intensive, high quality, well landscaped, human-scaled 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.

#### **OSGT 2                      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 Oughterard 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.



### **OSGT 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.

### **OSGT 4                      Business and Enterprise**

To facilitate the expansion of business and enterprise uses in the plan area of Oughterard where appropriate and in accordance with the proper planning and development of the area.

Promote additional business and enterprises uses on the former train station site in Oughterard in accordance with the proper planning and development of the area.

### **OSGT 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.

### **OSGT 6                      Tourism Development**

- a) Promote and facilitate the further development of Oughterard 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 Oughterard in a manner that respects, builds on, protects and enhances the cultural, built, architectural, archaeological and heritage significance of the town including natural heritage and biodiversity, and its local amenities in particular with the local fishing tourism market which is unique for Oughterard.

**OSGT 7                      Public Infrastructure**

Support and encourage infrastructural development and improvement works that benefit Oughterard as an SGT and the wider Region.

**OSGT 8                      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.

**OSGT 9                      Opportunity Site**

To promote and encourage the appropriate development of the opportunity site identified in this plan to positively contribute to the vitality and character of Oughterard.

**OSGT 10                    Inappropriate Development on Flood Zones**

Where a development/land use is proposed within any area subject to this objective the development proposal will need to be accompanied by a detailed hydrological assessment and robust SUDS design which demonstrates the capacity to withstand potential flood events to maintain water quality and avoid potential effects to ecological features.

- Any development proposals should be considered with caution and will be required to comply with The Planning System and Flood Risk Management Guidelines for Planning Authorities/Circular PL2/2014 & the associated Development Management Justification Test.
- Climate Change should be duly considered in any development proposal.
- Protect the riparian zones of watercourse systems throughout the plan area through a general 10 metre protection buffer from rivers within the plan area as measured from the near river bank, (this distance may be increased and decreased on a site by site basis, as appropriate).
- Any development proposals submitted for this site will require a detailed ecological report(s), carried out by suitably qualified personnel for the purposes of informing Appropriate Assessment Screening by Galway County Council, the competent authority.

- The relevant lands will be outlined and flagged with a symbol on the land use zoning map and on the GIS system of Galway County Council so that staff and the public are aware of the special conditions/constraints attached.

## OPT-OU1 – Former Corrib House Hotel, Oughterard

### Description

**Area:** Approx 0.29HA

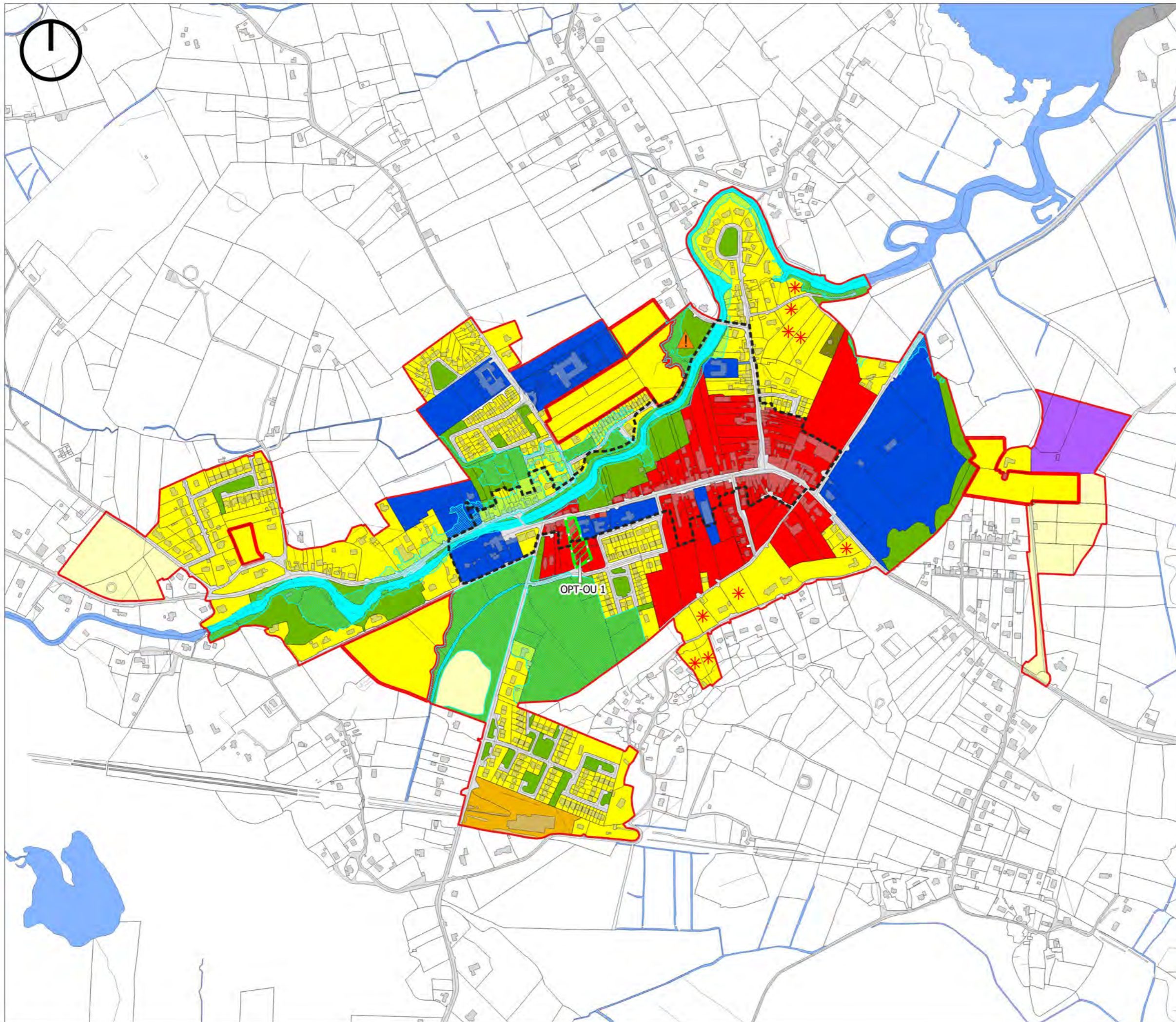
**Zoning:** Town Centre

**Current Land Use:** Vacant Hotel Site

**Opportunity:** This is a brownfield site in the centre of Oughterard. The site is located on the south side of the main street towards the western end of the town. The site is large and rectangular shape. It contains the former Corrib House Hotel which is now derelict. An opportunity presents itself here for a mixed-use development that could contribute to this part of the town centre, which currently has a number of vacant buildings clustered together.



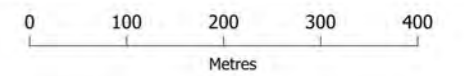




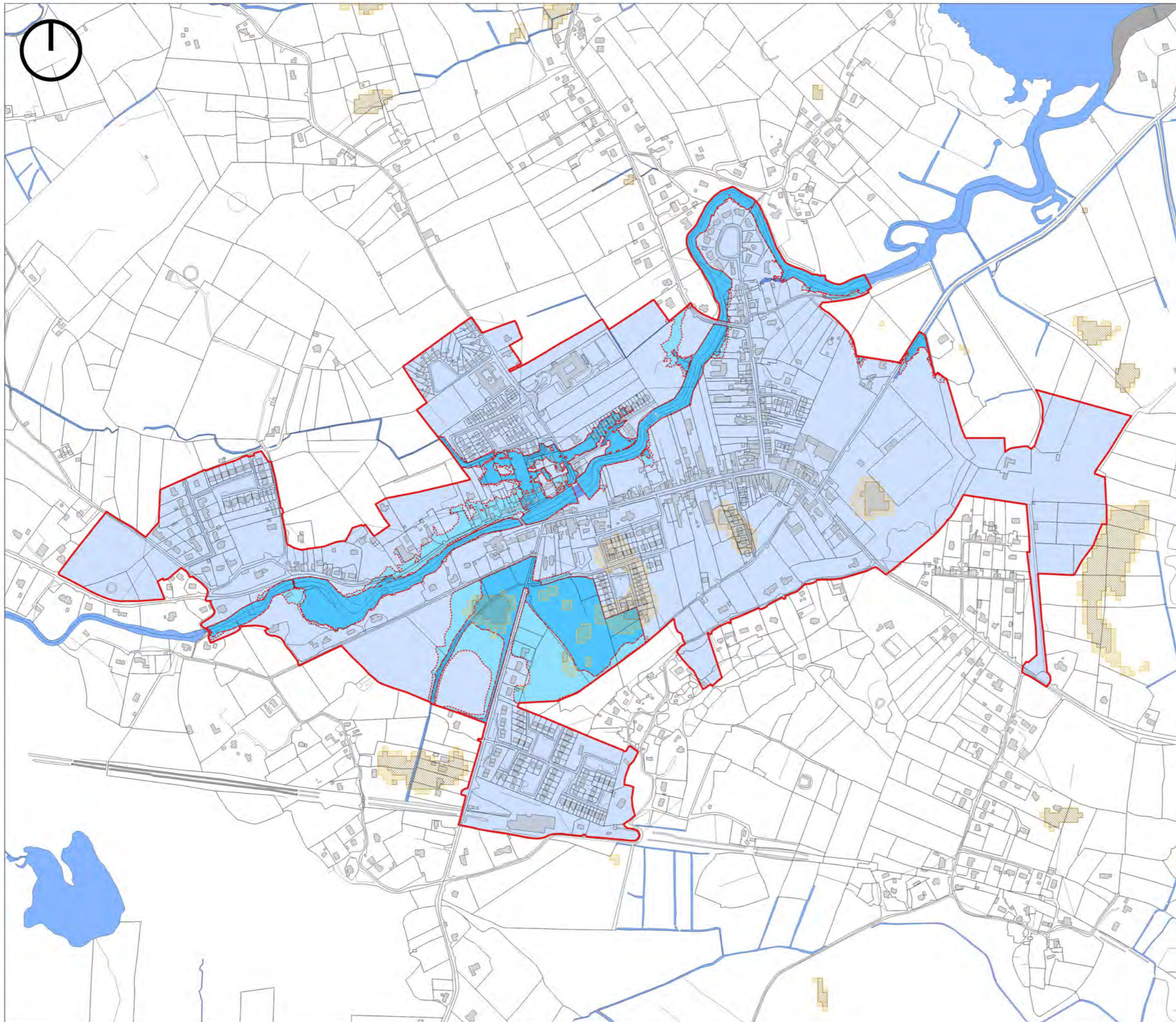
-  Settlement Boundary
-  R - Residential Existing
-  R - Residential (Phase 1)
-  R - Residential (Phase 2)
-  R - Residential Infill
-  C1 - Town Centre
-  BE - Business & Enterprise
-  T - Tourism
-  CF - Community Facilities
-  PU - Public Utility
-  OS - Open Space/Recreation & Amenity
-  TI - Transport Infrastructure
-  Water/Rivers/Streams
-  Constrained Land Use
-  Architectural Conservation Area
-  Opportunity Site
-  See Policy Objective FL 18 Inappropriate Development on Flood Zones in Volume 1 Written Statement Chapter 14

**Galway County Development Plan  
2022-2028**

**Small Growth Town  
Oughterard  
Land Use Zoning Map**



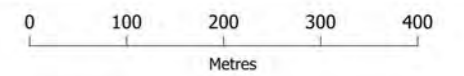




-  Settlement Boundary
-  Indicative Flood Zone A
-  Indicative Flood Zone B
-  Indicative Flood Zone C
-  PFRA Pluvial Indicative
-  PFRA Pluvial Extreme
-  Water

**Galway County Development Plan  
2022-2028**

**Small Growth Town  
Oughterard  
Flood Risk Management**



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Galway County Council**

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## **9.1 Portumna Small Growth Town**

## **9.2 Town Context**

Portumna is located approximately 68 kilometres south east of Galway City, 31 kilometres south of Ballinasloe and 24 kilometres west of Birr. The town straddles the county boundary with County Tipperary and it is recognised as the principle urban setting in south-east County Galway serving an extensive rural hinterland on either side of the county divide. Portumna is served by the National Secondary Road, the N65 which acts as the main vehicular gateway to the town.

Portumna is bounded by the River Shannon to the east, Lough Derg to the south and the attractive Portumna Forest Park to the south-west which encompasses an area of approximately 600 hectares. The topography and natural features of the area have influenced the pattern and form of development in the town over the years. The town as a whole is attractive and inviting as a place to live and for visitors to the Lough Derg area.

## **9.3 Sustainable Communities**

### **9.3.1 Housing**

Portumna is delineated by two parallel, intersecting roads; St. Brendan's Street/ Clonfert Avenue and Abbey Street intersected by St. Brigid's Avenue/ St. Patrick's Street and this area has been the focal point for the Town, playing a pivotal role in the administrative, commercial, cultural, recreational, residential and community functions of the Town. These streets are wide in proportion to the building elevation heights giving the town a spacious feel. The domestic and commercial buildings themselves are, in most part, of a simple vernacular style, counter pointed by the neoclassical architecture of the public buildings.



The town core of Portumna is high density in layout and has developed in a sustainable manner overtime radiating out in all directions from the main streets. A number of housing estates have development to the north, east and west of the town core with some infill housing in the town centre and within the development boundary. The existing housing building stock in the town core comprises a mix of traditional housing stock with a good mix of new infill developments.

### **9.3.2 Education**

In terms of education, Portumna Community School is a co-education secondary school and St Brendan's National School in Portumna is also co-educational.

### **9.3.3 Community Facilities**

The town of Portumna has some well-developed community and recreation facilities, including schools, a library, a children's playground, church and graveyard, medical facilities, Garda station, bank, post office and a number of sporting facilities which are dispersed around the town.

Social clubs/groups that cater for both young and older persons include the Bridge club, Portumna Players Drama Group, Na Calai Community Development Project, An Gairdin Environmental Group, Portumna Town FC, Portumna GAA, Portumna Rugby Football Club and Portumna Golf Club. The town hall has recently been renovated and is centrally located in Clonfert Avenue, behind the Court House.

The River Shannon and Lough Derg are the base for leisure related activities and the woodlands associated with Portumna Forest Park are utilised for a variety of outdoor pursuits.

St Brigid' Catholic Church (old), situated on Saint Bridget's Avenue is a former church that retains its Gothic Revival architectural character and many of its original features. The adjoining buildings consists of a former convent, a graveyard with a mausoleum

that forms part of an important group of religious structures in this area. This Church was converted to a parish hall and is currently vacant and disused.

There are two supermarkets in Portumna in addition to a number of smaller shops with petrol stations, a good choice of restaurants and cafes as well as a large section of pubs serving food. There is a good mix of tourist accommodation in Portumna with a selection of apartment blocks, cottages, BnB's and a Glamping Village in the Town Centre. The Shannon Oaks Hotel to the west of the town centre was damaged in a fire in 2011 and has been derelict/ vacant since.

### **9.3.4 Environment and Heritage**

The natural, built and cultural heritage in Portumna contribute to its character and local distinctiveness. The townscape of Portumna is an important part of the areas visual amenity and the protection and enhancement of the townscape, streetscapes and historic street patterns need to be considered with respect to the future conservation and development of the town.

The designation of the historic town centre as an Architectural Conservation Area and the associated management of both individual buildings and the public realm in that area will significantly enhance the quality of the local environment within Portumna. The principal significance of the designated Architectural Conservation Area lies in the combination of its street pattern, plot sizes and architectural coherence. The vast majority of buildings span the late 18th to late 19th centuries and share many characteristics. Surviving traditional shopfronts are important features. Having regard to its size Portumna contains a generous number of buildings of national or regional significance. There are a number of protected structures located within Portumna plan area, examples include Williams Foodstore and Bakery on Abbey Street and the former Courthouse building on Clonfert Avenue. Portumna also has a rich archaeological heritage, with a number of recorded monuments, providing evidence of early settlement in the area.

In terms of natural heritage, Portumna has a considerable number of designated sites that traverse the Plan area and the key feature in Portumna is the River Shannon and Lough Derg which are two Special Areas of Conservation, namely the River Shannon Callows SAC and Lough Derg, North – East Shore SAC. Furthermore, there are also two Special Protection Areas that traverse the plan area, namely the Middle Shannon Callows SPA and Lough Derg (Shannon) SPA. The proposed Shannon Callows Natural Heritage Area and the proposed Lough Derg Natural Heritage Area both traverse the plan area to the south.

### **9.3.5 Employment and Economic Development**

Large scale employment uses are focussed in the west and north area of the plan on Industrial, and Enterprise zonings. The Plan identifies undeveloped industrial zoned lands (I) to cater for industrial development along with the availability of Business/Enterprise (BE) lands which can facilitate a variety of enterprise and business type uses.

The town centre area remains the primary target for the location of new retail development, with opportunities to develop this sector in a consolidated and sequential manner. The development of any future retail and non-retail services in the town needs to be carefully planned, designed and managed in order to protect and enhance the town's unique character while promoting the economic vitality of the town centre and providing a strong base for employment opportunities.

The Hub in Portumna is an information space that directs visitors to the various places of tourist interest in Portumna such as The Workhouse, local eateries and businesses. It also provides people with vital information on upcoming education courses and job opportunities. The office also serves the wider towns and villages surrounding Portumna. There are office spaces in the Hub with opportunities for business and start up entrepreneurs to avail of desk space within the Hub and presents an opportunity for businesses to showcase their products and services.



A significant industry and large employer, Green Isle Foods is located in the town along with a number of other employers. New employment creation could also be generated by smaller and medium sized local enterprises / service providers. The promotion of economic development and employment creation will be appropriately guided to ensure the protection of residential amenities, built and natural heritage, landscape and streetscape, character of the town and the vitality and viability of the town centre.

### **9.3.6 Town Centre /Retail**

Portumna Town serves a local urban population and extensive rural catchment. The policy objective for retail in Portumna Town Centre is to support the vitality and viability of the town and to ensure it provides an appropriate range of retail and non-retail functions to serve the needs of the community and respective catchment areas.

Historically, the Town Centre have been the focal point of the Town, playing a pivotal role in the administrative, commercial, cultural and recreational functioning of the Town. The area has a distinctive character and accommodates a number of buildings of architectural merit. The Town Centre has a distinct street frontage and core for urban activity where residential, commercial and community functions can take place side by side.

Portumna has a mix of both convenience and comparison shopping with a large Supervalu Supermarket towards to the east of the town centre with ample off street parking as well as a good number of restaurants and ample provision of medical services, bars and business services dispersed throughout the identified retail core. However, the retail core of Portumna town has a significant surplus of vacant retail space within the identified retail core. The retail focal point is split between the town core and the Aldi retail complex westwards of the centre which has the benefit of good connectivity via a new footpath to the town centre.

### 9.3.7 Tourism

Tourism is an important industry in the local economy and it is acknowledged as a catalyst for a considerable amount of commercial activity in the town. Portumna has a significant number of tourist attractions focused around its picturesque location beside the River Shannon and adjacent to Portumna Forest Park. The town subsequently has a rich natural and built heritage by virtue of its advantageous geographical setting. These characteristics and amenities simultaneously act as valuable recreational assets for the town and greatly enhance its overall appeal.

Portumna has grown from a small accommodation provider to being a town with a large choice of accommodation types. The town also has a good selection of café, restaurants and shops. Its outdoor pursuit provision encompasses sea based and land based activities, including, walking, angling, cycling, swimming, sailing/boating, canoeing and golf. Tourism provides employment of both a seasonal and permanent nature in Portumna and a lot of work has been done through local and national investment to promote this industry in the area.

Lough Derg and the River Shannon are key assets to Portumna town and surrounding area. The Lakelands and Inland Waterways area occupies much of central Ireland including the principal waterways or the Shannon and Erne catchments, together with a 30 mile corridor on either side. Key lakes include Upper and Lower Lough Erne, the Cavan and Monaghan Lakelands, Westmeath Lakes, Lough Allen, Lough Key, Lough Ree and Lough Derg.

Nationally, the 'Hidden Heartlands' marketing campaign by Failte Ireland and Discover Ireland encompasses a number of counties including Galway. Ireland's Hidden Heartlands including the River Shannon and Portumna places greater emphasis on the inherent beauty of the inland countryside, where activity and relaxation co-exist with the rural communities and their lifestyles. It provides linkages between key destinations and attractions, showcasing scenery and unique culture, providing easy access to walking and cycling routes.

Places of interest in and around Portumna include its Castle, Abbey, the historic Workhouse and Forest Park, the River Shannon and Lough Derg Lakelands. Portumna Castle is an important seventeenth century house and the ground floor heritage museum and gardens are now open to the public. The priory is also a notable building of interest. The Irish Workhouse Centre in Portumna affords the public a real insight into life in Ireland in the latter part of the 19th Century and early stages of the 20th Century as all seven workhouse buildings are intact and also open to the public.

Portumna Forest Park contains four looped trails which are dual use for both cycling and walking including the Forest Friendly Trail (1.4km), The Woodland Trail (2km), the Rinmaher and Bonaveen trails are longer loops (10 km each approximately), extending to the outer areas of the Park. Bike rental is also available in the town. Hymany way, a charming walking trail from Portumna arches onwards to Ballinasloe before terminating at Ballygar. The trail traverses beautiful terrain and watercourses, including the biodiversity, habitats and birdlife of the Shannon River.

Portumna Golf Club is idyllically situated within the tranquil environs of Portumna Forest Park. Portumna Quay which is accessed by Church Road is a popular bathing and picnic area especially during the summer months. Furthermore, Waterways Ireland identified tourism opportunities in respect to harbour developments in the town. The plan aims to work with key stakeholders to promote and develop the 'tourist attractiveness' of the town, through the development of a marketing and tourist strategy for the Town.

## **9.4 Services and Infrastructure**

### **9.4.1 Water Services**

Portumna town and surrounding rural area receives its water supply from Lough Derg. The abstracted water is treated prior to consumption at the local treatment plant.



## **9.4.2 Wastewater Disposal**

The town is served by a municipal wastewater treatment system. There is capacity within the network to accommodate development that is envisaged to take place.

## **9.4.3 Transportation Infrastructure and Movement**

Portumna is served by a good network of public road that converge in the town including the N65 national secondary road, the R352 Scarriff road, the R355 Ballinasloe road and the heavily trafficked local road the L-4313-0.

Public transport in Portumna is limited to bus services, consisting predominantly of local and private services which play a vital role in connecting Portumna and its environs to Galway City, Loughrea and Birr.

The walking network in Portumna is comprised of existing footpaths adjoining public roads and there are a number of amenity pedestrian and cycling loops within the nearby forest. Portumna Forest Park contains four looped trails which are dual use for both cycling and walking including two short and two longer walks each approximately 10 km, extending to the outer areas of the Park.

## **9.5 Flooding**

With respect to lands within the village that are liable to flood risk, the Council will require any proposed developments to comply with 'The Planning System and Flood Risk Management Guidelines for Planning Authorities (DEHLG, 2009) and Circular PL2/2014 and any amendment thereof. The Council, having regard to the nature and scope of development, may require the submission of Flood Risk Assessments, as appropriate, to assess the suitability of development proposals. There is a flood map identified for Portumna and it is in accordance with the guidelines and circular referenced above.

## Land use Zoning Policy Objectives for Portumna (Portumna Small Growth Town – PSGT)

### **PSGT 1                      Sustainable Town Centre**

Promote the development of Portumna, as an intensive, high quality, well landscaped, human-scaled 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.

### **PSGT 2                      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 Portumna 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.

### **PSGT 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.

### **PSGT 4                      Business & Enterprise**

To facilitate the expansion of businesses and enterprises uses in the plan area of Portumna where appropriate and to facilitate the provision of further local employment opportunities in accordance with the proper planning and sustainable development of the area.

### **PSGT 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.

#### **PSGT 6                      Tourism Development**

- a) Promote and facilitate the further development of Portumna as a key tourist destination for the benefit of the town and its surrounding areas.
- b) Encourage the appropriate redevelopment of the Hotel Site (Former Shannon Oaks Hotel).
- c) To support and facilitate in co-operation with relevant bodies and landowners, the provision of tourism amenity routes around the town.
- d) Encourage and assist the development of the sustainable tourism potential within Portumna in a manner that respects, builds on, protects and enhances the cultural, built, architectural, archaeological and heritage significance of the town including natural heritage and biodiversity, and its local amenities.

#### **PSGT 7                      Public Infrastructure**

Support and encourage infrastructural development and improvement works that benefit Portumna as an SGT and the wider Region.

#### **PSGT 8                      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.

#### **PSGT 9                      Opportunity Sites**

Encourage the appropriate redevelopment of the Opportunity Sites identified in the plan and the refurbishment and reuse of the historical residential and retail element of the character of Portumna which will contribute to the vitality and character of Portumna.



## **OPT-PU1 Portumna - Mill Building to the east of Town Centre area**

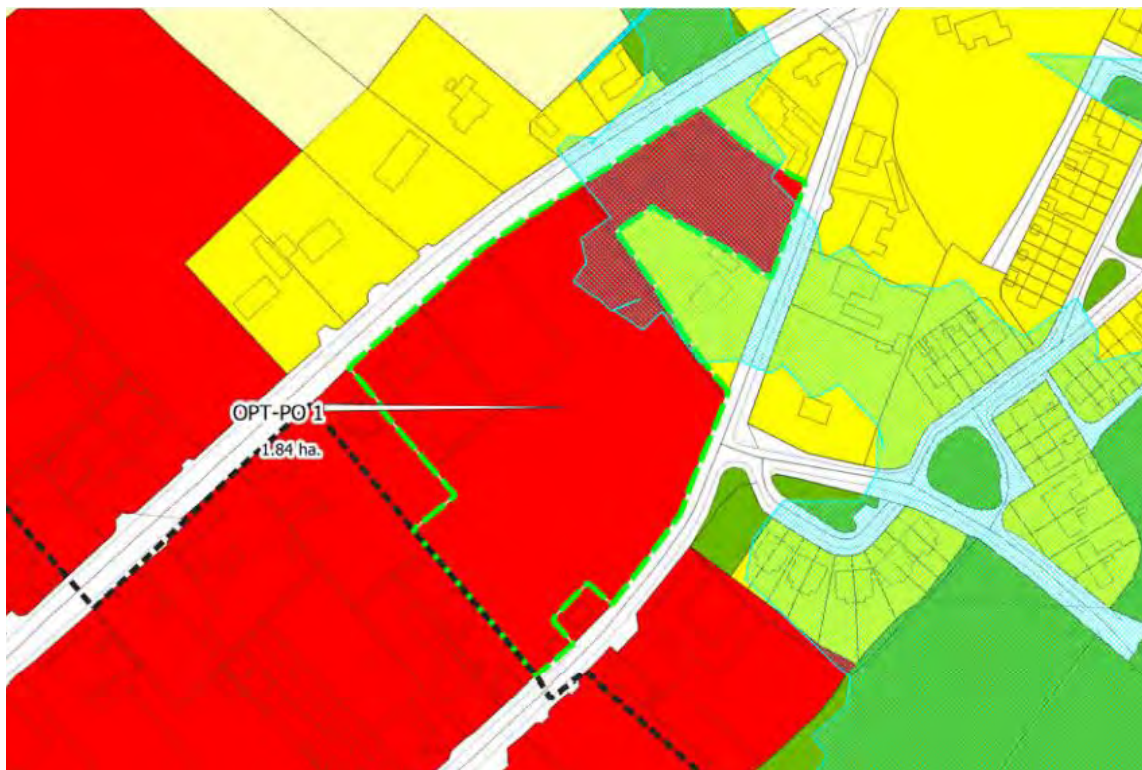
**Brief Description:** Large fairly level field to the east of Town Centre lands with large disused and unsightly warehouses to north-western part of plot. There is a derelict dwelling with an overgrown plait to both the eastern and the south-western corner of the field. Mix of low stone wall /sod and clay ditch with trees along northern roadside boundary as well as some palisade fencing along roadside boundary of cottage to east of site.

**Area:** The site area measures circa 1.84

**Zoning:** The site is zoned Town Centre.

**Current Land-Use:** The predominant use of this site is fallow agricultural land with disused buildings and two derelict /disused dwellings.

**Opportunity:** To provide for a mix of uses capable of accommodating tourism, residential, commercial or a mixed-use development. The overall development proposal for the site may include a detailed design statement.



**OPT – PU2 Portumna – Saint Bridget’s Church (old) and adjoining convent property and grounds, St. Bridge’s Avenue.**

**Brief Description:** Freestanding T-plan Gothic Revival Roman Catholic church, built c.1825, with three-bay nave and wide single-bay transepts with gabled porches to east sides. Three-bay wide, one-bay deep and two-storey porch to front, topped by square-plan tower drum.

**Area:** The site area measures circa 0.58ha.

**Zoning:** The site is zoned Community facilities.

**Current Land-Use:** Roman Catholic church converted to parish hall which is currently disused and vacant. Former convent to west disused also.

**Opportunity:** To provide for a mix of uses capable of accommodating tourism, residential, community uses, commercial or a mixed-use development.



**OPT – PU3- Portumna - Abbey Street, Shannon Road - Derelict dwellings and Warehouse.**

**Brief Description:** Property 1 on Abbey Street, Shannon Road is an end-of-terrace three-bay two-storey house, built c.1880, with attic and having shopfront to front (north) elevation and two-storey addition to rear. Range of outbuildings to yard to south, forming road boundary.

**Area:** The site area measures circa 0.12hectares.

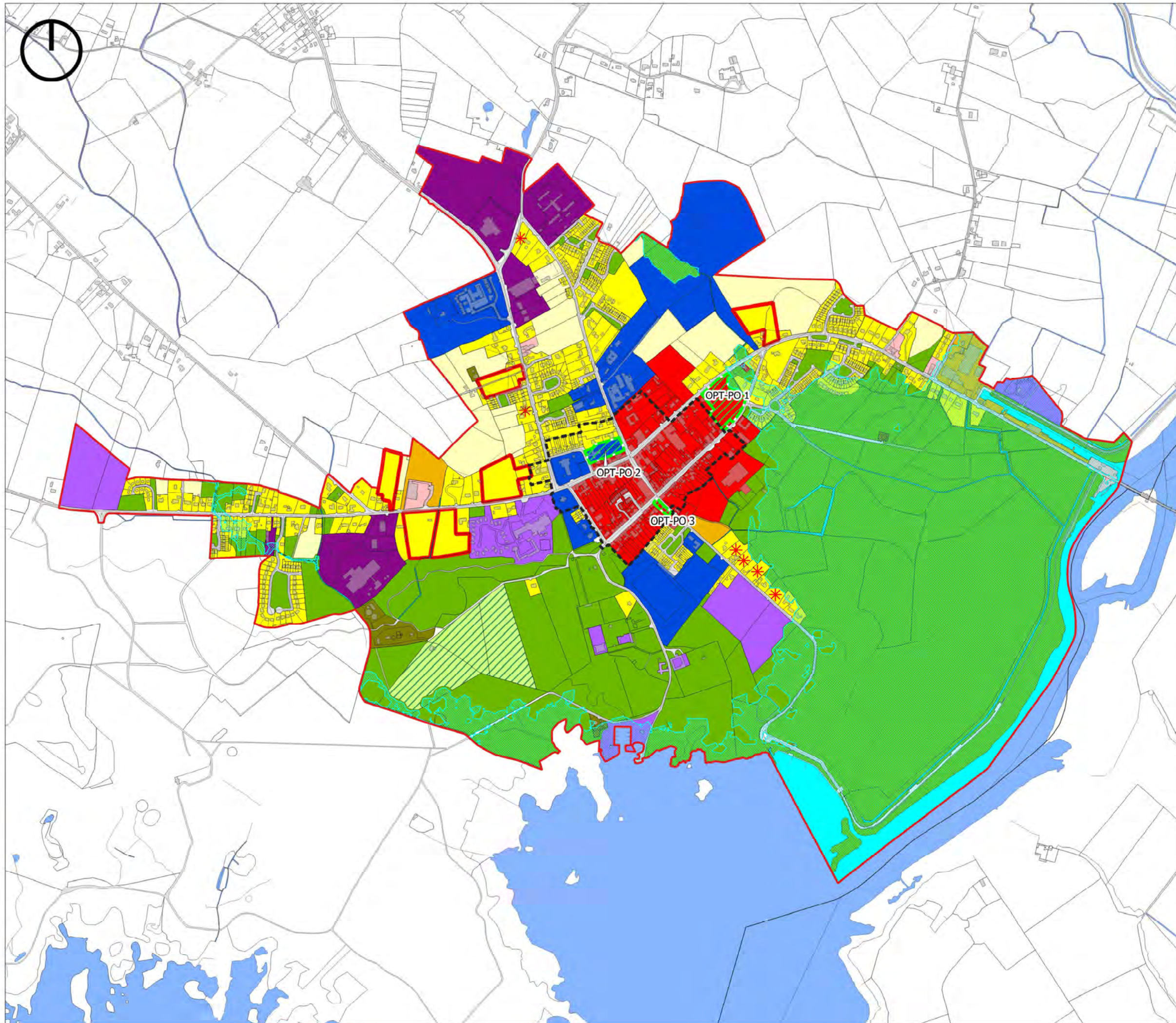
**Zoning:** The site is zoned Town Centre.

**Current Land-Use:** Vacant – previous use as residential and retail.

**Opportunity:** To provide for a mix of uses capable of accommodating tourism, residential, commercial or a mixed-use development.



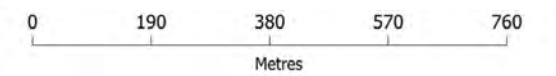




- Settlement Boundary
- R - Residential Existing
- R - Residential (Phase 1)
- R - Residential (Phase 2)
- \* R - Residential Infill
- C1 - Town Centre
- C2 - Commercial/Mixed Use
- BE - Business & Enterprise
- T - Tourism
- I - Industrial
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- Constrained Land Use
- Architectural Conservation Area
- Opportunity Site

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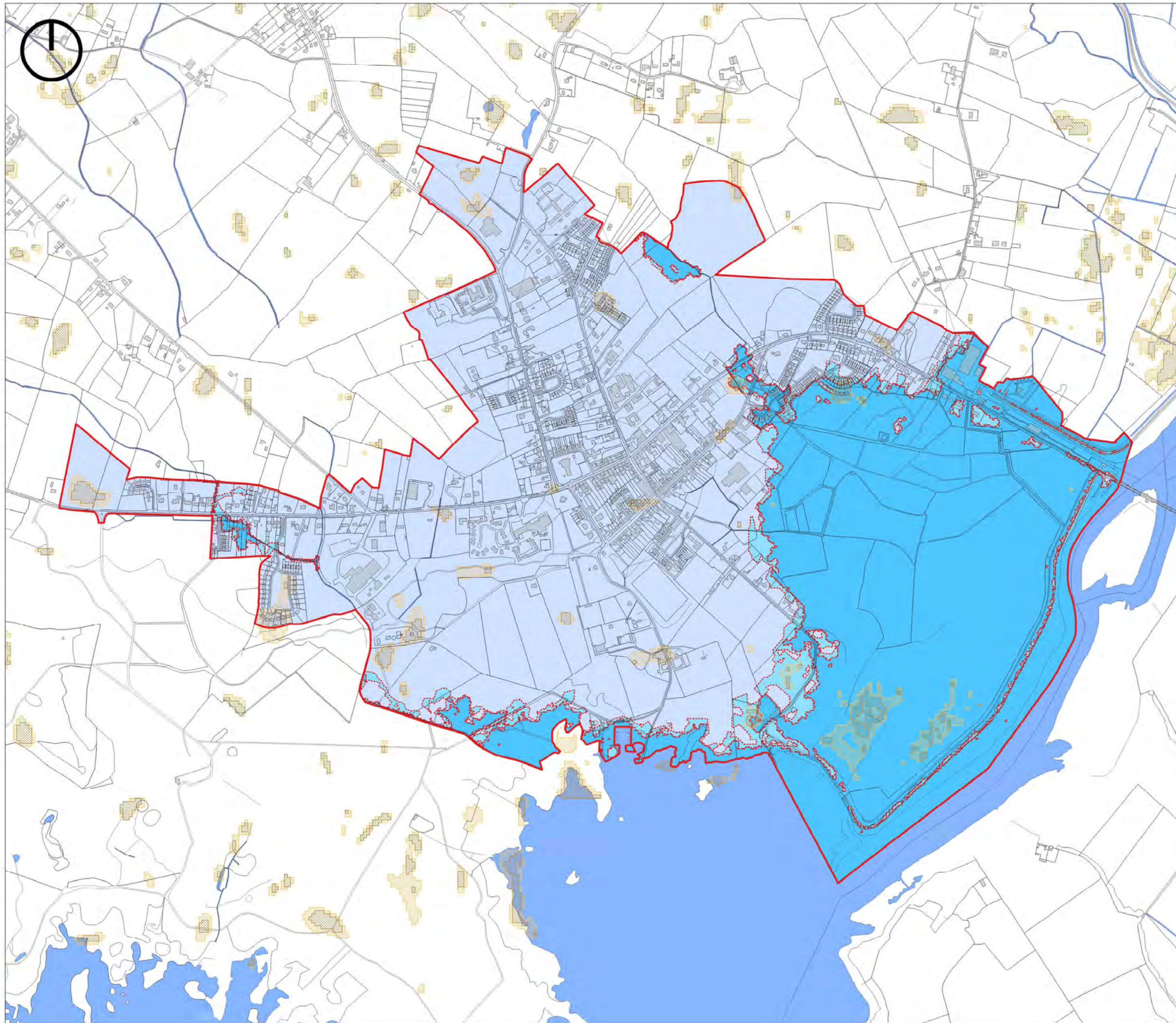
**Small Growth Town  
Portumna  
Land Use Zoning Map**



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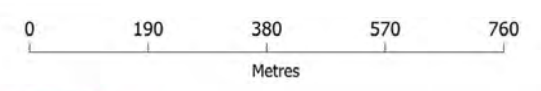




- Settlement Boundary
- Indicative Flood Zone A
- Indicative Flood Zone B
- Indicative Flood Zone C
- PFRA Pluvial Indicative
- PFRA Pluvial Extreme
- Water

**Galway County Development Plan  
2022-2028**

**Small Growth Town  
Portumna  
Flood Risk Management**





Volume 2

# **Small Growth Villages**



***To promote each Small Growth Village as a place to live, work and visit that offers a range of services and community facilities that provide a walkable village that accords with proper planning and sustainable development.***

## 10.1 Introduction

This section (Volume 2) will provide details regarding the vision and zoning policy objectives for the following villages:

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

Zoning and Flood plans have also been prepared alongside specific policy objectives for each Small Growth Village (SGV) listed above.

This volume of the Galway County Development Plan 2022-2028 contains the designated SGVs of County Galway. They are the fifth tier settlements as set out in *Chapter 2 Core Strategy, Settlement Hierarchy and Housing Strategy* of the County Development Plan 2022-2028. The villages listed in this category have a strong settlement structure and have the potential to support additional growth, offering an alternative living option for people who want to reside in our SGV's or the countryside. The Planning and Development Act 2000(as amended) facilitates the provision of specific policy objectives for smaller villages that do not meet the 5,000 population to be included in the County Development Plan.

The SGVs are grouped together to form Volume 2 of the County Development Plan as they are similar in terms of size and in particular population. For instance, population of each settlement, does not exceed 1,000, however, each settlement has infrastructure capacity to accommodate a proportionate amount of population and associated development within the lifetime of this County Plan. The inclusion of each of these smaller settlements in the County Plan, with policy objectives and a zoning map place the local authority in a more strategic position to deliver on its requirements as set out in the RSES by providing better places for people to live and work. The inclusion of these villages in the County Development Plan will assist in the attraction of funding and other supports from Central Government and other potential sources.

The populations attributed to each village is necessary to meet the allocated population growth as set out in the NPF and RSES. This growth in population must be accommodated in each SGV in a sustainable, proportionate and sequential manner.

The following table 10.1 illustrates the population allocation per SGV listed above.

Settlement	Census 2016	Population Projection 2022–2028	Residential Units	Quantum of Residential Lands required (ha)
An Cheathrú Rua	781	150	60	5.45
An Spidéal	237	55	22	2.00
Ballygar	687	175	70	6.36
Dunmore	600	120	48	4.36
Glenamaddy	480	130	52	4.73
Kinvara	730	200	80	7.27
Moylough	518	125	50	3.0

**Table 10.1: Population Allocation 2022-2028**

## 10.2 Strategic Outline

The strategic outline for the SGVs is underpinned by a strategic vision to guide the future growth and development of these small growth villages in a sustainable manner.

Each of the SGVs have been examined and the preferred development option for each plan area supports the aspirations of Project Ireland (PI) 2040, to consolidate existing built up urban areas. Brownfield and infill sites are key components of these plans.

The strategic vision as outlined above will follow national guidance and the standard parameters set out in the main chapters of the Galway County Development Plan 2022-2028.

The vision will also adhere to the principles outlined below. These principles identify a pathway for the vision to be achieved. They include:

- Explore the potential of each location as identified as SGV's in the settlement structure of the County Development Plan and achieving the allocated population quantum by 2028 as per PI 2040 and the Core Strategy/HNDA;
- Promote a sustainable level of development that is appropriate to the character, heritage, amenity and strategic role of each settlement that allows for the enhancement of the SGV's along with enhanced, services, facilities and amenities;
- Provide for the consolidation and coherent growth of these villages and rural areas within County Galway;
- Support an appropriate level of services and infrastructure proportionate to each village to facilitate future growth and sustainable development;
- Promote strong and vibrant village centres that attract new business and provide appropriate retailing and service functions to serve the needs of each village and surrounding hinterland, in addition to offering a pleasant and attractive environment for shopping, business, recreation and living;
- Provide a high-quality movement network for pedestrians, cyclists and vehicles with priority for public transport;
- Integration of high-quality design into all future development within each settlement, promoting innovative, green technologies throughout the plan areas which make a positive contribution to the environment;
- New development within each of the SGV's will avoid areas in Flood Zones A and B where possible. Each of these Flood Zones has been identified in the Strategic Flood Risk Assessment maps for each of the SGVs;
- Encouraging development which is sensitively integrated into the existing landscape which demonstrates an understanding of the intrinsic qualities of the landscape setting and, where possible, promote opportunities to protect and enhance landscape characteristics, features and biodiversity;



- Maintain the quality of our environmental assets such as rivers and lakes along with the historic remnants such as Protected Structures and Architectural Conservation Areas within each SGV in line with national guidance.

### 10.3 Document Structure

Volume 2 contains all the SGVs that have been identified in County Galway. There are two components of this section which have been outlined below.

- High level general principles and policy objectives that apply to each of the SGV's.
- Supporting text and zoning maps Bespoke zoning maps have been drafted for each village which makes best use of the assets that exist in each SGV. The SGV's include: An Cheathrú Rua, An Spidéal; Ballygar, Dunmore; Glenamaddy, Kinvara and Moylough.

### 10.4 Land Use Zones

Zoning	Policy Objective	Description
<b>Existing Residential &amp; Infill Residential</b>	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.
<b>Residential Phase 1</b>	To protect, provide and improve residential amenity 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 village centre and community facilities. To provide an appropriate mix of house sizes, types and tenures in order to meet household

Zoning	Policy Objective	Description
		needs and to promote balanced communities.
<b>Residential Phase 2</b>	To protect, provide and improve residential amenity areas.	<p>To facilitate the provision of high quality new residential developments at appropriate densities with layout and design well linked to the village centre and community facilities. Phase 2 residential zoning is generally not developable during the lifetime of this plan subject to the provisions below.</p> <p>(*Single House developments for family members on family owned lands:</p> <p>*Non-residential developments that are appropriate to the site context, any existing residential amenity and the existing pattern of development in the area;</p> <p>*Where it is apparent that R-Residential (Phase 1) lands cannot or will not be developed within the plan period, residential development maybe considered in a phased manner on some residential (Phase 2 lands).</p>
<b>Village Centre</b>	To provide for the development and improvement of appropriate village centre uses including retail, commercial, office and civic/community uses and to provide for a “Living over the shop”	To develop and consolidate the existing village 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.

Zoning	Policy Objective	Description
	scheme Residential accommodation, or other ancillary residential accommodation.	
<b>Industrial</b>	Promote the sustainable development of industrial and industrial related uses, including manufacturing, processing of materials, warehousing and distribution on suitable lands, with adequate services and facilities and a high level of access to the major road networks and public transport facilities.	To facilitate the further development and improvement of existing employment areas and to facilitate opportunities for the development of new high industrial developments in a good quality physical environment.
<b>Agriculture</b>	To promote the development of agriculture and agriculture related uses in accordance with proper planning and sustainable development.	To facilitate the further development of agriculture and facilitate opportunities for farm diversification with agriculture related uses.
<b>Business and Enterprise</b>	To provide for the development of business and enterprise.	To facilitate the further development and improvement of existing employment areas and to facilitate opportunities for the development of new high-quality business and enterprise developments in a good quality physical environment.



Zoning	Policy Objective	Description
<b>Community Facilities</b>	To provide for civic, community and educational facilities.	To facilitate the development of necessary community, health, religious educational social and civic infrastructure.
<b>Open Space/Recreation and Amenity</b>	To protect and enhance existing open space and provide for recreational and amenity space.	To facilitate the further development and improvement of existing passive and active open spaces, formal exercise areas, sports grounds, playing fields.
<b>Tourism</b>	To promote and encourage cultural, historic and tourism potential for each of the SGV's.	To facilitate the development and improvement of tourism facilities that exist in some of the SGV's. Encourage new tourism development and investment where appropriate.
<b>Public Utility</b>	To maintain lands providing service infrastructure.	To allow for lands to be designated for public utilities such as waste water treatment plants.
<b>Transport Infrastructure</b>	Facilitate the provision and maintenance of essential transportation infrastructure.	To allow for the reservation of lands to facilitate public roads, foot paths, harbours, canals, cycleways, bus stops and landscaping together with any necessary associated works, as appropriate.

## 10.5 Land Use Zoning Matrix for Small Growth Village

Commercial and Industrial Uses	VC	R	I	BE	T	CF	OS*	PU	TI	A
Amusement	O	N	N	N	O	N	N	N	N	N
ATM	P	O	O	O	O	O	N	N	N	N
Bank/Building Society	P	N	N	N	N	N	N	N	N	N
Bar/Restaurant	P	N	N	N	O	N	N	N	N	N
B&B (Bed & Breakfast) <sup>1</sup>	O	O <sup>1</sup>	N	N	P	N	N	N	N	O <sup>1</sup>
Betting Office	O	N	N	N	N	N	N	N	N	N
Boarding Kennel	N	N	O	N	N	N	N	N	N	O
Café <sup>2</sup>	P	O	O <sup>2</sup>	O <sup>2</sup>	P	O <sup>2</sup>	N	N	N	N
Caravan park - Holiday	N	N	N	N	O	N	N	N	N	N

<b>Commercial and Industrial Uses</b>	<b>VC</b>	<b>R</b>	<b>I</b>	<b>BE</b>	<b>T</b>	<b>CF</b>	<b>OS*</b>	<b>PU</b>	<b>TI</b>	<b>A</b>
Cash & Carry	O	N	O	O	N	N	N	N	N	N
Casual Trading	O	N	N	N	O	O	N	N	N	N
Cinema	P	N	N	N	O	N	N	N	N	N
Conference Centre	P	N	N	P	O	N	N	N	N	N
Data-Centres/Web-Hosting Centres	P	N	O	P	N	N	N	N	N	N
Drive-through Restaurant	O	N	N	N	N	N	N	N	N	N
Enterprise Centre	O	N	O	P	N	N	N	N	N	N
Extractive Industry	N	N	N	N	N	N	N	N	N	O
Garden Centre	O	N	N	O	N	N	O*	N	N	N
GP & Medical Related Services	P	O	N	O	N	O	N	N	N	N



<b>Commercial and Industrial Uses</b>	<b>VC</b>	<b>R</b>	<b>I</b>	<b>BE</b>	<b>T</b>	<b>CF</b>	<b>OS*</b>	<b>PU</b>	<b>TI</b>	<b>A</b>
Guesthouse <sup>1</sup>	P	O <sup>1</sup>	N	N	P	O	N	N	N	O <sup>1</sup>
Hair Dressing Salon/Personal/Grooming	P	O	N	N	N	N	N	N	N	N
Home-based Economic Activity <sup>1</sup>	O	O <sup>1</sup>	N	N	N	N	N	N	N	O <sup>1</sup>
Hostel	P	O	N	N	P	N	N	N	N	N
Hotel	P	O	N	N	P	N	N	N	N	N
Household Fuel Depot	N	N	O	O	N	N	N	N	N	N
Industrial	N	N	P	O	N	N	N	N	N	N
Logistic, Storage & Distribution Units	N	N	P	O	N	N	N	N	N	N
Media Recording & General Media Assoc. Uses	O	O	O	P	N	N	N	N	N	N
Motor Sales Showroom	O	N	O	O	N	N	N	N	N	N

<b>Commercial and Industrial Uses</b>	<b>VC</b>	<b>R</b>	<b>I</b>	<b>BE</b>	<b>T</b>	<b>CF</b>	<b>OS*</b>	<b>PU</b>	<b>TI</b>	<b>A</b>
Night-club	O	N	N	N	O	N	N	N	N	N
Office (<100m <sup>2</sup> )	P	O	N	N	N	O	N	N	N	O
Office (100m <sup>2</sup> to 1000m <sup>2</sup> )	O	N	O	O	N	N	N	N	N	N
Office Park (>1000m <sup>2</sup> )	N	N	O	O	N	N	N	N	N	N
Petrol Station	O	N	O	O	N	N	N	N	N	N
Professional /Other Services	P	O	N	N	N	N	N	N	N	N
Restaurant	P	N	N	N	P	N	N	N	N	N
Science & Technology Based Business	O	N	P	P	N	N	N	N	N	N
Scrap Yard	N	N	O	N	N	N	N	N	N	N
Service Garage	N	N	O	O	N	N	N	N	N	N





Warehousing (Retail/Non-Food/Bulky Household Goods 700m <sup>2</sup> – 5,000m <sup>2</sup> ) <sup>3</sup>	N	N	N	O	N	N	N	N	N	N
<b>Residential Uses</b>	<b>VC</b>	<b>R</b>	<b>I</b>	<b>BE</b>	<b>T</b>	<b>CF</b>	<b>OS*</b>	<b>PU</b>	<b>TI</b>	<b>A</b>
Apartments <sup>1</sup>	P	O <sup>1</sup>	N	N	N	N	N	N	N	N
Halting Site	N	O	N	N	N	O	N	N	N	O
Residential (Excluding Apartments) <sup>1</sup>	O	P <sup>1</sup>	N	N	N	N	N	N	N	O <sup>1</sup>
Short term holiday accommodation	O	N	N	N	P	N	N	N	N	N
Retirement Home	O	P	N	N	N	O	N	N	N	N
<b>Public, Community and Institutional Uses</b>	<b>VC</b>	<b>R</b>	<b>I</b>	<b>BE</b>	<b>T</b>	<b>CF</b>	<b>OS*</b>	<b>PU</b>	<b>TI</b>	<b>A</b>
Buildings for the Health, Safety & Welfare of the Public	P	O	N	O	O	P	O*	O	N	N
Cemetery	N	O	N	N	N	P	O*	N	N	P

Childcare Facilities (Crèche/Nursery)	P	O	O	O	N	P	N	N	N	N
Club House & Associated Facilities	O	O	N	N	O	P	O*	N	N	O
<b>Public, Community and Institutional Uses</b>	<b>VC</b>	<b>R</b>	<b>I</b>	<b>BE</b>	<b>T</b>	<b>CF</b>	<b>OS*</b>	<b>PU</b>	<b>TI</b>	<b>A</b>
Community Facility	P	O	N	O	O	P	O*	N	N	O
Crematorium	N	O	O	O	N	O	N	N	N	O
Cultural/Recreational Building	P	O	N	O	P	P	O*	N	N	N
Education – Primary/Secondary	O	O	O	N	N	P	O*	N	N	O
Education – Other Education/Training	P	O	O	O	N	P	N	N	N	O
Funeral Home	P	O	O	O	N	O	N	N	N	N
Leisure	P	O	N	O	O	P	O*	N	N	O
Library	P	O	N	N	O	P	N	N	N	N

Place of Public Worship	O	O	N	O	N	O	N	N	N	N
<b>Open Space, Recreation and Amenity Uses</b>	<b>VC</b>	<b>R</b>	<b>I</b>	<b>BE</b>	<b>T</b>	<b>CF</b>	<b>OS*</b>	<b>PU</b>	<b>TI</b>	<b>A</b>
Golf Course	N	N	N	N	P	N	O*	N	N	O
Recreational/Cultural Activities	O	O	O	O	P	P	O*	N	N	O
<b>Agricultural Uses</b>	<b>VC</b>	<b>R</b>	<b>I</b>	<b>BE</b>	<b>T</b>	<b>CF</b>	<b>OS*</b>	<b>PU</b>	<b>TI</b>	<b>A</b>
Abattoir	N	N	O	N	N	N	N	N	N	O
Agricultural Building	O	O	O	O	N	O	O*	N	N	P
Mart/Co-op	O	N	P	N	N	N	N	N	N	P
<b>General/Services and Infrastructure Uses</b>	<b>VC</b>	<b>R</b>	<b>I</b>	<b>BE</b>	<b>T</b>	<b>CF</b>	<b>OS*</b>	<b>PU</b>	<b>TI</b>	<b>A</b>
Advertisements – Freestanding	O	N	O	O	N	O	N	O	O	N
Car Park	P	O	P	O	O	O	N	N	O	N



Recycling/Bring Bank Facilities	N	N	O	O	N	O	N	O	N	O
Refuse Landfill	N	N	N	N	N	N	N	N	N	O
Utilities Infrastructure & Public Service Installations	O	O	O	O	O	O	O*	P	O	O
Small scale, domestic Wind/Renewable Energy	O	O	O	O	O	O	O*	O	N	O

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

- (<sup>1</sup>) These uses on Residential lands will be considered subject to Policy Objective SGV 2, or as appropriate.
- Cafe** (<sup>2</sup>) – This use will be considered where it is ancillary to an overall compatible development to serve the needs of the immediate area.
- Warehousing** (<sup>3</sup>) – The development or subdivision of stores into less than 700m<sup>2</sup> shall not normally be permitted in edge-of-centre and out-of-centre locations, in accordance with the Retail Planning Guidelines 2012 (or any updated/superseding document).
- Data Centre** – May be defined as a facility, which has information technology equipment installed and operated, as well as storing and distributing electronic data.
- Zone R: Residential** – Phase 1 is phased for residential development within the lifetime of this Plan; -Phase 2 is generally not developable during the lifetime of this Plan, subject to the provisions and exceptions set out under Policy Objective SGV 1.
- \*OS - With regard to Land Use Zoning Objectives, such as Open Space, Tourism and Community Infrastructure, provided for on lands that are within the Constrained Land Use Objective zone (SGV 17), Permissible Uses shall be constrained to those water compatible and less vulnerable uses as relevant to the particular Flood Zone (please refer to the accompanying SFRA and DM Standard 68).
- No specific land uses are attributed to the Constrained Land Use zone as this zone reflects existing development located within Flood Zone A/B. For guidance on uses/development appropriate in this zone, please refer to Policy Objective SGV 16 and DM Standard 68 of this plan, 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 policy 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 policy objectives for the zone, will not conflict with permitted uses and conforms to the proper planning and sustainable development of the area, including the policy 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 policy 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:**

<b>Zone VC</b>	Village Centre/Commercial
<b>Zone R</b>	Residential
<b>Zone I</b>	Industrial
<b>Zone BE</b>	Business & Enterprise
<b>Zone T</b>	Tourism
<b>Zone CF</b>	Community Facilities
<b>Zone OS</b>	Open Space/Recreation & Amenity
<b>Zone PU</b>	Public Utilities
<b>Zone TI</b>	Transport Infrastructure
<b>Zone A</b>	Agriculture

## Land Use Zoning Policy Objectives for the Small Growth Villages

### **SGV 1 Residential Development Phasing**

Support the development of lands designated as Residential (Phase 1) within the lifetime of the Plan, in compliance with the Core Strategy and subject to normal planning, access and servicing requirements, and reserve the lands designated as Residential (Phase 2) for the longer-term growth needs of each village. Residential (Phase 2) lands are generally not developable for housing within the lifetime of this Plan, with the exception of the following developments, which may be considered by the Planning Authority, subject to a suitable evidence-based case being made for the proposal:

- a) Single house developments for local family members on family owned land, subject to a 7-year occupancy clause.
- b) on-residential developments that are appropriate to the site context, residential amenities, the existing pattern of development in the area and the policy objectives in the Plan.
- c) Where it is apparent that Residential (Phase 1) lands cannot or will not be developed for residential purposes within the plan period, residential development may be considered in limited cases in a phased manner on suitable Residential (Phase 2) lands, in exceptional circumstances:

Development on Residential (Phase 2) lands will normally only be considered where 50% of the lands in Residential (Phase 1) are committed to development.

Residential developments on Residential (Phase 2) lands will be subject to compliance with the Core Strategy, the principles of proper planning and sustainable development, connectivity, including infrastructure and public footpath and lighting to the village centre, the sequential approach, avoidance of leap-frog developments, and subject to meeting normal planning, environmental, access and servicing requirements. Developments will only be permitted where a substantiated evidence-based case has been made to the satisfaction of the Planning Authority and the development will not prejudice the future use of the lands for the longer-term growth needs of each settlement.

### **SGV 2 Residential Infill Development**

Within existing villages small scale limited infill housing development will be considered on appropriate sites. These infill sites shall have regard to the existing character of the street respecting the existing building line, scale, proportions, layout, heights and materials materials of surrounding developments. The site must have a safe means of access and egress and comply with development management standards for new dwellings.



**SGV 3****Village Centre**

The Village Centres (VC) will remain the primary focus for the location of new retail and commercial development. 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.

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.

Protect and enhance the vitality and viability of village 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 village centres.

**SGV 4****Village Centre Management**

Subject to appropriate resources, the Council in collaboration with local stakeholders shall prepare village centre management plans for the various Small Growth Villages as appropriate.

The Management Plans will consider some or all of the following

- (a) Public Realm Improvement works;
- (b) Upgrade of public lighting;
- (c) Connectivity between the village centre and the wider fringes of the villages;
- (d) Shop front design/improvement on main streets;
- (e) Upgrade and improvement of street furniture;
- (f) Provision of appropriate quality soft landscaping and planting as well as functional public spaces;
- (g) Car parking management;
- (h) Consideration of reuse of backlands within the village centres for civic space / other uses.

**SGV 5****Community Facilities**

Promote the development of community facilities on suitable lands, with a high level of access to the local community, including educational, community, civic, public, institutional, recreational, cultural and other complementary uses, as appropriate.

**SGV 6 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, on suitable lands with adequate services and facilities and with a high level of access to the major road networks and to public transport facilities.

**SGV 7 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.

Adequate perimeter 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.

**SGV 8 Open Space Recreation and Amenity**

Promote the sustainable management, use and/or development, as appropriate, of the OS lands.

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.

**SGV 9 Tourism**

- a) It is a policy objective of the Council to encourage and facilitate the development of the tourism potential of the villages in a manner that respects, builds on, protects and enhances the cultural, built and natural heritage and local amenities of each settlement area;
- b) Provide where feasible and support the provision of tourism infrastructure and services including, walking, cycling and water-based infrastructure and short-term guest accommodation facilities in each village in appropriate locations.

**SGV 10****Agriculture**

There will be a general presumption against residential development on Agricultural (A) zoned lands, located within the plan boundary with the exception of single house developments for family members on family-owned lands, which may be considered subject to compliance with policy objectives contained in Chapter 4 Rural Living and Development with, as appropriate, normal planning, access and servicing requirements and the principles of proper planning and sustainable development. 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 the village. An enurement condition shall apply for a period of 7 years, after the date that the house is first occupied by the person or persons to whom the enurement clause applies.

**SGV 11****Public Utilities**

- a) Facilitate the provision and maintenance of essential public utility infrastructure, together with the necessary ancillary facilities and uses, as appropriate.
- b) Development proposals in the vicinity of public utilities infrastructure will be assessed on a case by case basis in accordance with proper planning and sustainable development.

**SGV 12****High Quality, Contextually Sensitive Design**

Ensure that new developments are responsive to their site context and in keeping with the character, amenity, heritage, environment and landscape of the area. New development proposals will be required to complement the existing character of the area in terms of scale, height, massing, building line, urban grain and definition and through high quality design proposals for buildings/structures/shop fronts, the use of high quality, appropriate materials and the provision of appropriate signage, lighting, landscaping proposals and other such details.

**SGV 13****Social and Specialist Housing**

Require that a minimum of 20% 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.

**SGV 14****Other Residential Development**

There shall be a general presumption in favour of the development of nursing/care homes and retirement accommodation/facilities and community/day care centres on residential zoned lands, community facility zoned lands or adjacent to the established village centre or as suitable re-use for protected structures or other buildings (e.g. institutional or educational buildings) that would have limited re-development potential given their size and architectural character, subject to normal planning, environmental, access and servicing requirements.



**SGV 15****Transport Infrastructure**

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

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

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

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

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

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

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

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

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

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

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

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.

Specifications for developments in flood vulnerable areas set out in this plan shall be complied with as appropriate. (Please also refer to policy objective SGV 17 and Development Management Standard 68).

#### **SGV 17                      Flood Risk Areas and Land Use Zones**

Ensure that any proposed development that may be compatible with the land use zoning policy objectives/matrix but which includes a use that is not appropriate to the Flood Zone (as indicated on Map 8 – Flood Risk Management) and/or that may be vulnerable to flooding is subject to flood risk assessment, in accordance with The Planning System and Flood Risk Management Guidelines for Planning Authorities 2009 and the Departmental Circular PI 2/2014 (or as updated within the lifetime of this plan) and the policy objectives of this plan.

#### **SGV 18                      Opportunity Sites**

To encourage and support the appropriate and sustainable development or redevelopment where appropriate of lands identified as development opportunity sites within the land use zonings maps for each of the SGV's.

## **11.1 An Cheathrú Rua Small Growth Village**

### **11.2 Village Context**

An Cheathrú Rua village is situated approximately 45km west of Galway city in the middle of a peninsula which contains the Electoral District of An Cromptán. The peninsula looks eastward across Cuan Chasla to Ros an Mhíl and Cois Fharráige, and westwards across Cuan an Fhir Mhóir to Leitir Móir and Garmna, the district known as Ceantar na n-Oileán. The village is serviced by the R343 which leads away from the principal regional route R336 at Casla junction.

### **11.3 Sustainable Communities**

#### **11.3.1 Housing**

Housing within the village of An Cheathrú Rua comprises low-density scattered housing. Most of the housing development in terms of its density, orientation and design are similar to the residential units outside the existing village centre.

The Main Street and lands to the rear of the main street provide opportunities for buildings of contemporary design and mixed use reflecting a Gaeltacht village ambiance, while also providing access to developable back lands for residential purposes.

Continued renewal of properties within the Village Core would be desirable and a high standard of design for infill housing development. It is also important that the village's rural character, heritage and natural amenities are maintained, enhanced and not compromised.

#### **11.3.2 Education**

The village of An Cheathrú Rua is served by a co-educational primary school Scoil Naisuinta Mhic Dara and a co-educational secondary school Scoil Chuimnsitheach Chiaráin. The village contains two Coláistí Samhraidh – Coláiste Chiaráin and Coláiste Cholumba which cater for up to 2000 pupils annually. Third level courses in Irish are administered by NUIG as outreach education in the Acadamh also known



as Áras Mháirtín Uí Chadhain whose aim is to strengthen and expand the language among the people of the Gaeltacht and the public institutions which serve the Gaeltacht.

### **11.3.3 Community Facilities**

The village of An Cheathrú Rua is predominantly rural in nature however, it does provide a range of existing facilities including schools, commercial retail units, pubs and a post office.

The harbours of An tSean Chéibh and Caladh Thadhg are an essential component of the fabric and character of the village. The GAA grounds for An Cheathrú Rua are located adjacent to the L-52160 road. The village is also served by a Páirc Spraoi (playground) which was opened in 2010.

The population has increased in the village and surrounding hinterland in recent years and this in turn has put extra demands on the village's infrastructure and community facilities. It is important that new facilities are encouraged to locate within the village core and where possible, existing community facilities are improved.

### **11.3.4 Environment and Heritage**

Within the village there are several areas of open space located both north and south of the R343 and these are strategically located to ensure access for all.

The core area of the village has been designated an Architectural Conservation Area. Notable buildings are the former national school, dated 1893, is an important feature of the streetscape with its well-proportioned gables and double and triple pairing of window openings. A later school built with local granite is typical of mid-twentieth-century design and was built by the State in 1956. The elevated position of the Catholic church gives it an imposing presence and dominant focus to the surrounding community since the 1920s. The building is notable for its long, slender form and clean lines.

### **11.3.5 Village Centre, Business and Enterprise**

The village has developed in a predominantly linear fashion along the R343. The built grain of the village is a fragmented series of buildings along the main street from the parish church south-westwards to the turn for Caladh Thadhg and along four minor roads leading away from the main street. The village economy is typical of the mixture that sustains many villages of its size which serve as service centres to an extensive rural hinterland.

Within the village there is a range of civic buildings comprising the church, primary and secondary schools, community hall and nursing home/health complex, and a range of commercial buildings including hotels, post office, shops, offices, fire station and restaurant facilities. It also contains several services that would not normally be in villages of its size i.e. An Industrial Estate, Summer Colleges and Third Level Educational Facilities. All these uses indicate the importance of An Cheathrú Rua in its form of facilities and services.

### **11.3.6 Tourism**

The plan seeks to develop the cultural, heritage and tourism potential of the area in a sustainable manner. The tourism industry is one of the most significant income generators in the West of Ireland, and particularly in Conamara. Trá an Dóifin, blue flag beach is an important tourism asset in An Cheathrú Rua. The combination of landscape quality, Atlantic coastline, unspoilt mountain terrain, and unique indigenous verbal and musical culture present a valuable social and economic asset. Some local tourism initiatives include scuba diving and Féile an Dóifin.

It is recognised that some of the strongest Gaeltacht area as regards the daily use of the Irish language are now imperilled by economic and social decline as indicated in the Census and social and economic reports. This plan supports the development of a sufficient level of services to ensure the economic and social viability of the Gaeltacht community in An Cheathrú Rua and recognise the threats to more peripheral geographic areas.

## **11.4 Services & Infrastructure**

### **11.4.1 Water Supply**

Public water supply available. All lands identified for development potential are served by public water supply. There is confirmed capacity in the network.

### **11.4.2 Wastewater Disposal**

The village is served by a municipal waste water treatment system and upgrade works have been carried out and there is capacity within the network to accommodate development that is envisaged to take place.

### **11.4.3 Transportation and Movement**

There is a regular bus service between Galway City and An Cheathrú Rua which continues on to Leitir na Mealláin and/or Carna. The connectivity within the village centre is good, with sufficient footpaths.

## **11.5 Flooding**

With respect to lands within the village that are liable to flood risk, the Council will require any proposed developments to comply with 'The Planning System and Flood Risk Management Guidelines for Planning Authorities (DEHLG, 2009) and Circular PL2/2014 and any amendment thereof. The Council, having regard to the nature and scope of development, may require the submission of Flood Risk Assessments, as appropriate, to assess the suitability of development proposals. There is a flood map identified for An Cheathrú Rua and is in accordance with the guidelines and circular referenced above.



## Land Use Zoning Policy Objectives for An Cheathrú Rua (Cheathrú Rua Small Growth Village-CSGV)

### **CSGV 1 Sustainable Village Centre**

Promote the development of An Cheathrú Rua village, as an intensive, high quality, well landscaped, human-scaled 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 to the villages. The village centre and associated main street shall remain the primary focus for retail and service activity within these plan areas.

### **CSGV 2 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 An Cheathrú Rua 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.

### **CSGV 3 Language Enurement Clause**

A Language Enurement Clause will be applied on a portion of residential units in development of two or more units in An Cheathrú Rua. The proportion of homes to which a language enurement clause will be a minimum of 80% or to the proportion of persons using the Irish Language on a daily basis, in accordance with the latest published Census returns, whichever is greater.

### **CSGV 4 Community Facilities**

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

### **CSGV 5 Local Development and Services**

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

### **CSGV 6 Tourism**

Promote An Cheathrú Rua as a premier tourist destination in its own right and as tourism hubs for the Gaeltacht, offering a high quality, rich and diverse experience to all visitors.

**CSGV 7                      Small Scale Enterprises**

To encourage the provision of commercial and employment development within the village and in particular the provision of opportunities for small scale start up enterprises.

**CSGV 8                      Streetscape Enhancement Works**

To seek to facilitate the preparation of a public realm plan that will inform streetscape enhancement works subject to resources being available.

**CSGV 9                      Expansion of Public Infrastructure**

To Support the expansion of public infrastructure within the village as required.

**CSGV 10                    Signage**

Promote the Irish language in accordance with the Local Authority's Sceim Teanga. Any external signage that will be erected on buildings and on lands in An Cheathrú Rua shall be in Irish only.

**CSGV 11                    Indicative Access points for Development.**

Reserve access points to developable lands/ backland areas as indicated on Land Use Zoning map for An Cheathrú Rua.

**CSGV 12                    Opportunity Sites (OPT)**

To promote and encourage the appropriate re-development of the opportunity sites identified below which will contribute to the vitality and character of An Cheathrú Rua.

## OPT-CH 1 Site An Cheathrú Rua

**Brief Description:** Site located in the centre of the village and contains a derelict cottage.

**Area:** The site area measures circa 0.10 hectares.

**Zoning:** The site is zoned Village Centre.

**Current land-Use:** Existing Low Density Residential.

**Opportunity:** To provide for a mix of uses capable of accommodating village centre/ residential development. The overall development proposal for the site shall include a detailed design brief and landscaping plan taking into account the prominent location of the subject site within the village.





## OPT-CH2 Site An Cheathrú Rua

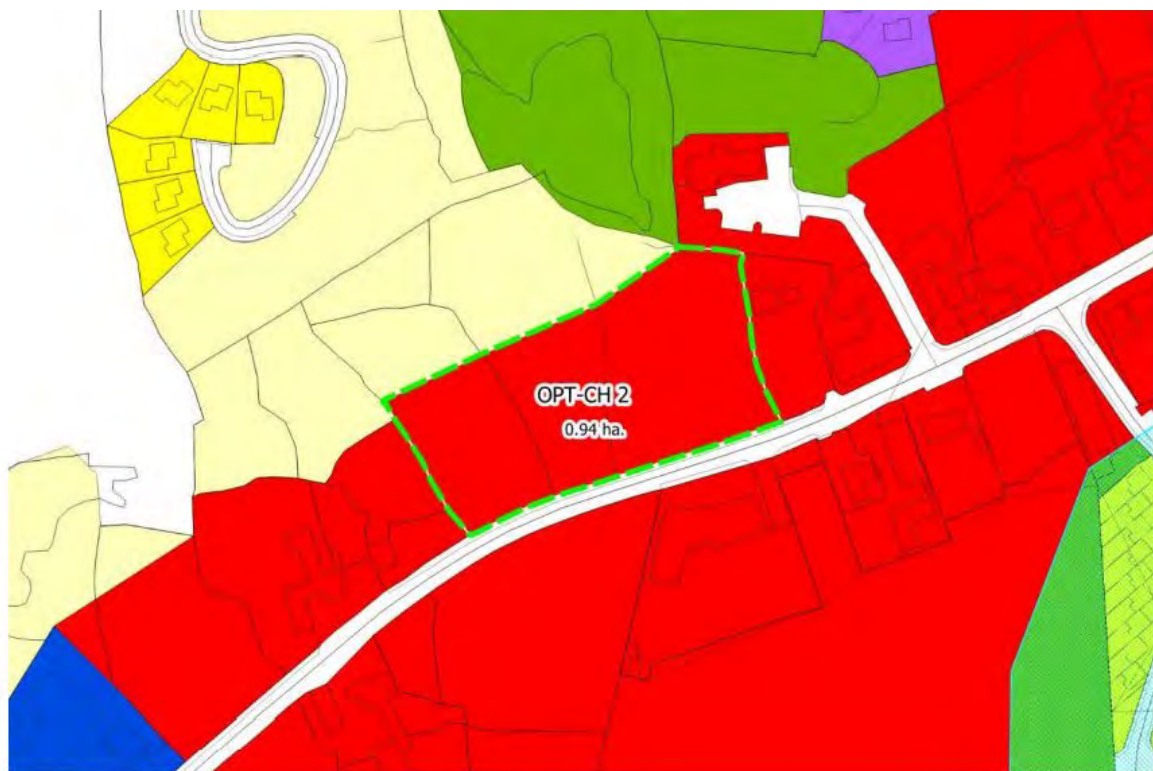
**Brief Description:** This site comprises a vacant green field to the north of the village centre zoning.

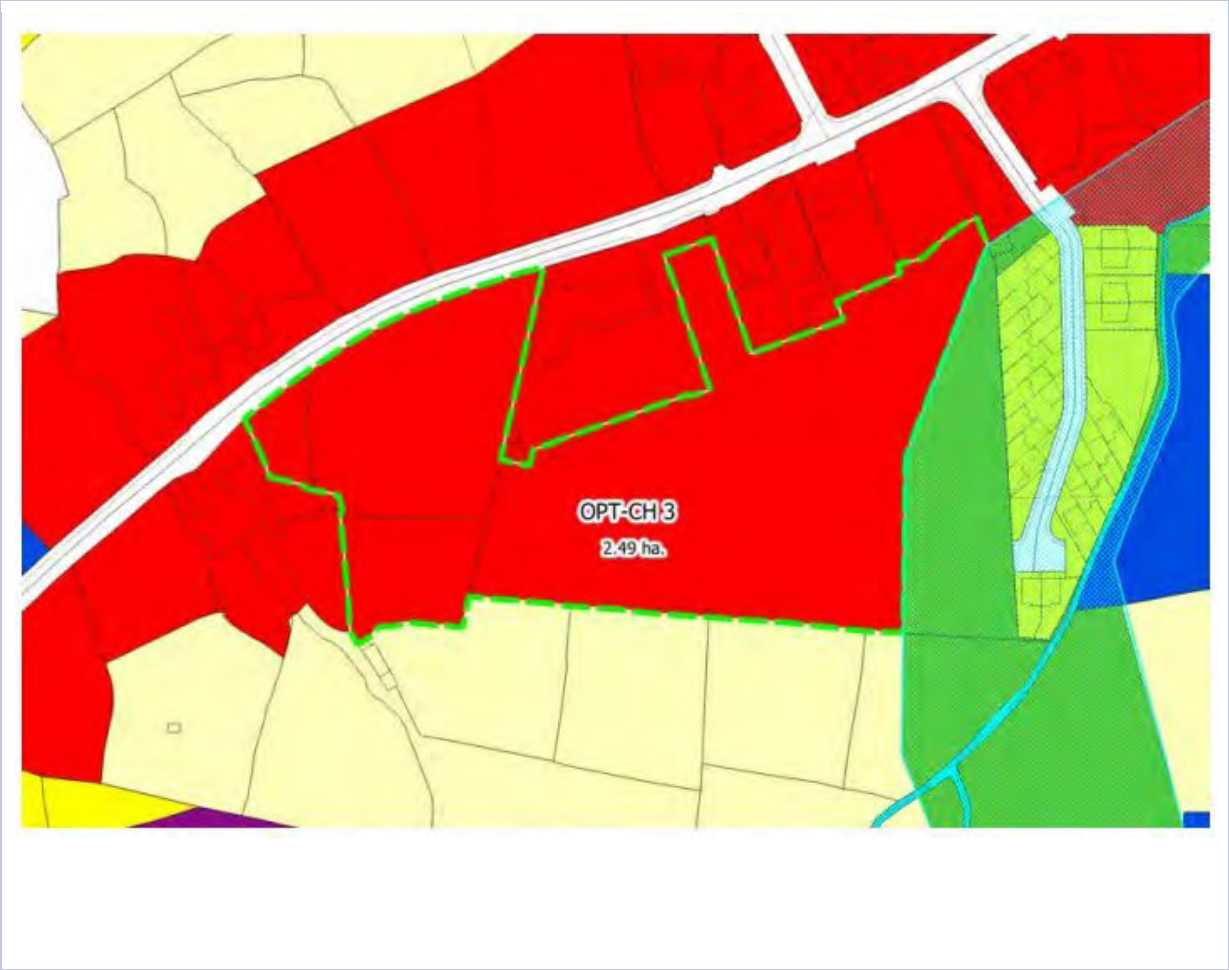
**Area:** Opportunity site No.2 measures 1.09 ha. Opportunity site No.3 measures 2.49ha.

**Zoning:** The sites are zoned Village Centre.

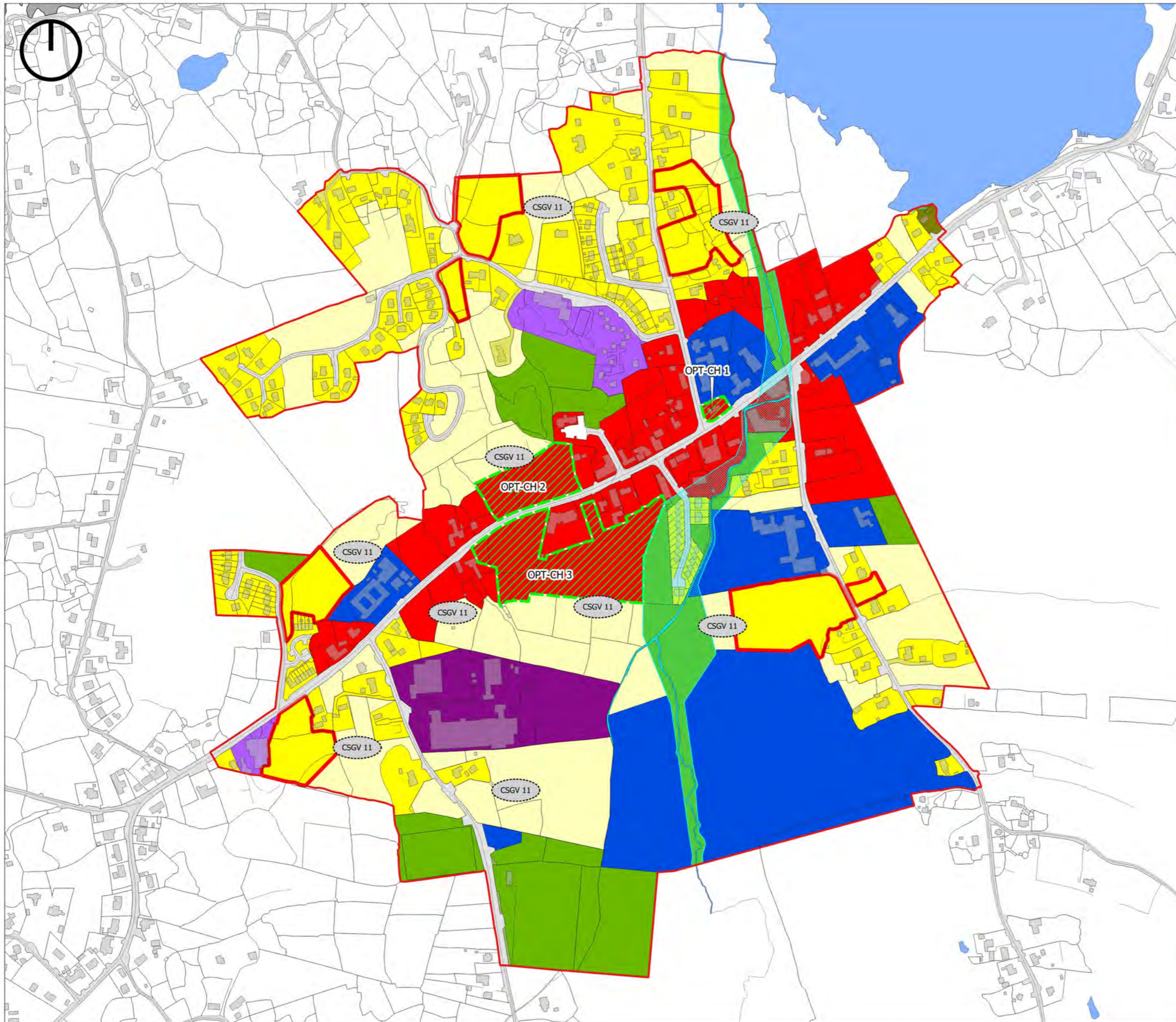
**Current land-Use:** Vacant green field sites.

**Opportunity:** To provide for a mix of uses capable of accommodating village centre/ residential development. These are key sites within An Cheathrú Rua and any development proposals should reflect an innovative, high quality building design and appropriate layouts taking into account the location and setting of the subject proposal for the site shall include a detailed design brief and landscaping plan taking into account the prominent location of the subject site within the village.







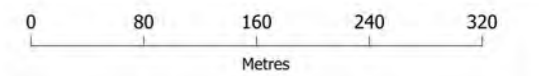


-  Settlement Boundary
-  R - Residential Existing
-  R - Residential (Phase 1)
-  R - Residential (Phase 2)
-  VC - Village Centre
-  T - Tourism
-  I - Industrial
-  CF - Community Facilities
-  PU - Public Utility
-  OS - Open Space/Recreation & Amenity
-  TI - Transport Infrastructure
-  Water/Rivers/Streams
-  Constrained Land Use
-  Opportunity Site
-  Policy Objective (see below)

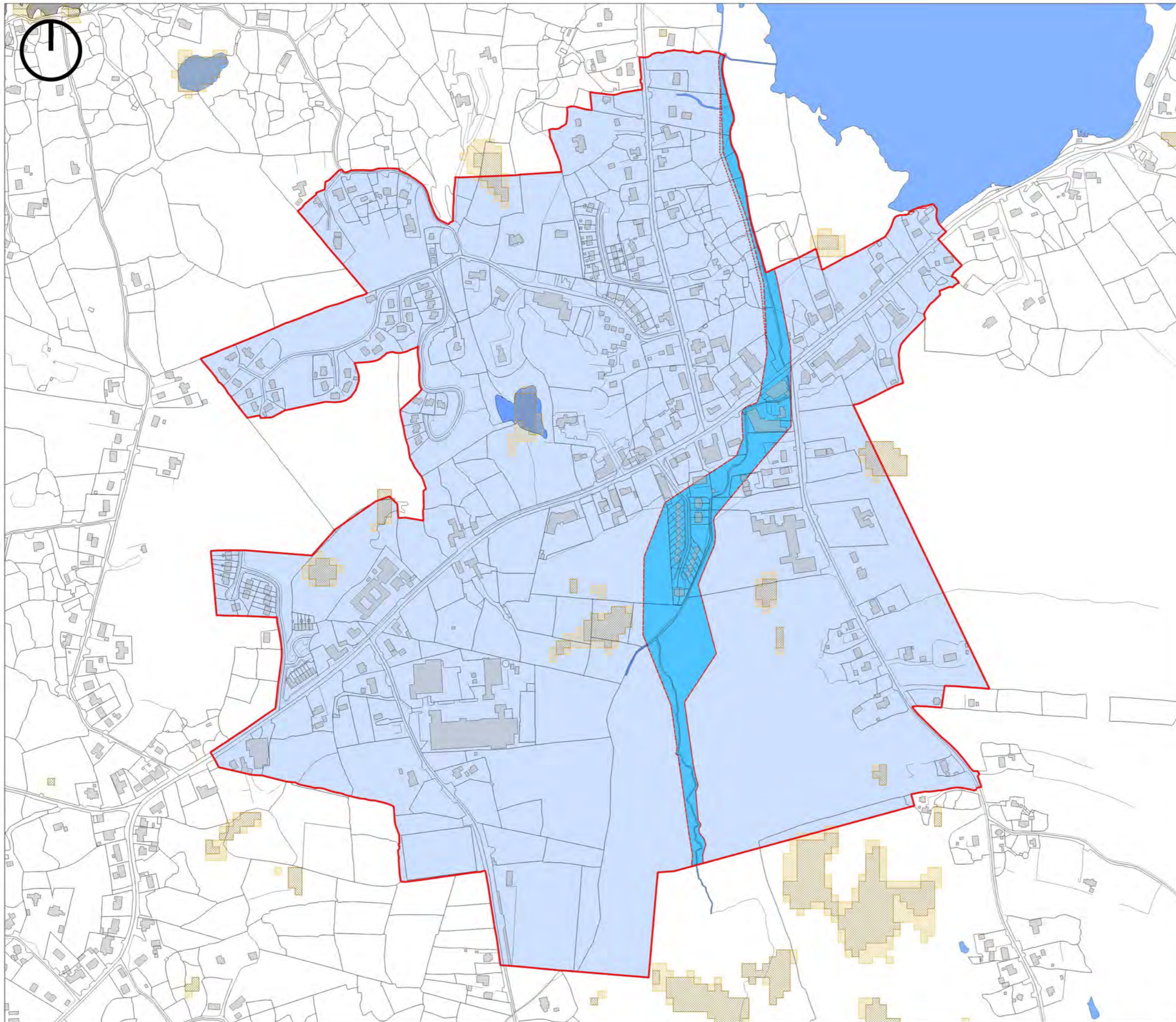
Policy Objective	Description
CSGV 11	Indicative access point for development

**Galway County Development Plan  
2022-2028**

**Small Growth Village  
An Cheathrú Rua  
Land Use Zoning Map**



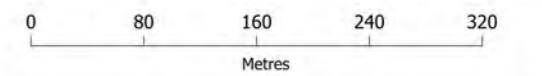




- Settlement Boundary
- Indicative Flood Zone A
- Indicative Flood Zone B
- Indicative Flood Zone C
- PFRA Pluvial Indicative
- PFRA Pluvial Extreme
- Water

**Galway County Development Plan  
2022-2028**

**Small Growth Village  
An Cheathrú Rua  
Flood Risk Management**



**Comhairle Chontae na Gaillimhe  
Galway County Council**



## **12.1 An Spidéal Small Growth Village**

### **12.2 Village Context**

Located 18km west of Galway City in the Conamara Gaeltacht, an Spidéal straddles the R336, it is bound to the north by a rugged landscape of blanket bog overlying granite bedrock and to the south by Galway Bay. The R336 forms the Main Street and links the City to Leenane in the north west of Conamara. The village is also served by a local road which connects it directly to Maigh Cuilinn and the N59 national secondary route.

### **12.3 Sustainable Communities**

#### **12.3.1 Housing**

In the case of An Spidéal, this village plan will promote a mix of house types and sizes within the village. The existing housing stock within An Spidéal village comprises a mix of upper floor residential accommodation, with a range of two storey detached and semi-detached dwelling houses along the main street.

Outside the village core, housing developments vary in size and style, comprising a mix of large detached properties and smaller semi-detached and terraced properties that have been built to a higher density.

The settlement would benefit from some regeneration of and re-use of existing properties within the village core. New developments should be well integrated with the existing village and allow for easy and safe access to the centre and main facilities by foot and bicycle. Development which utilises brownfield sites should be prioritised, and all development should be sympathetic to the character of the area. It is also important that the rural character, heritage and natural amenities of the village are maintained, enhanced and not compromised.

### **12.3.2 Education**

Coláiste Chonnacht which is outside of the village boundary is the most significant location for the community's recreation and amenity activities and it is also used as a summer college for students to learn the Irish language. Scoil Náisiúnta Éinne is the co-educational primary school and is located to the north of the main street within the village centre. The local secondary school Coláiste Chroí Mhuire gan Smál is also a co-educational school.

### **12.3.3 Community Facilities**

There are two working harbours in the village, the tSean Chéibh and an Chéibh Nua and two popular public beaches, which are south-facing beaches Trá na mBan and Trá na Ceibhe which are located on Galway Bay and connected by a scenic walking / cycling path.

Trá na Mban is by the roadside east of the village with a short promenade, while Trá na Ceibhe is sheltered behind the pier, and is reached by car along a narrow road to the west of the village. The rocks behind the pier, and the pier itself, are used for shore angling when the mackerel shoals are in. An opportunity site for a playground has been identified in this plan which would be an asset to the area for both locals and visitors alike.

### **12.3.4 Environment and Heritage**

The eclectic style of the Catholic church, dated 1904 with its Romanesque revival elements, is the work of William A. Scott, one of the leading Arts and Crafts designers of his time. He was also responsible for the loggias which include in their design the sculptural works of Michael Shorthall of Loughrea: carved capitals, corbels and a date-stone depicting animals, foliage and sporting activities.

The L –shaped plan convent dated 1923 forms a key part of the village streetscape. The library is housed in a former school built in 1952 which continues to contribute to the character of the village of An Spidéal.



### **12.3.5 Village Centre, Business & Enterprise**

Buildings lining the Main Street vary in style, size and age with the predominant use at ground floor level being commercial. Other uses along this street include Scoil Náisiúnta Éinne , Coláiste Chroí Mhuire gan Smál, the Library and Coláiste an Linbh Íosa. The village has developed beside two neighbouring harbours reflecting the importance of the sea to the coastal community both as a generator of local employment and as a recreational amenity.

The village centre at the crossroads of the R336 and the Maigh Cuilinn Road, contains a good range of retail and commercial services with some residential mix. The eastern edge of the village gradually merges with the almost continuous strip of single rural houses facing southwards and seawards. The eastern edge of the village is more clearly defined by An Spidéal Demesne and the Owenboliska River. There are a number of opportunity sites identified in An Spidéal and are further outlined in policy objective SSGV 12 Opportunity Sites.

### **12.3.6 Tourism**

The coastal location of the village, the local craft village, its unique culture and the proximity of the village to Galway City makes it an attractive tourism location as evidenced by the increase in numbers of summer visitors. Although well within the sphere of influence of the city, An Spidéal retains its own identity and performs an important role as a gateway to the Conamara Gaeltacht and as a local service centre. Set in the landscape typical of the Conamara terrain, the location of An Spidéal Demesne on the western side of the village, containing Spidéal House and associated woodland, provides an important environmental and visual asset to the village.

The village economy is unique, due to the mixture of services that sustains the village and also the wider rural hinterland. It contains a number of small-scale retail shops, public houses, food outlets, offices, a bank and some community service buildings. Ceardlann, Spiddal Craft and Design Studios are located at the entrance to the village of An Spidéal, just beside the beach, overlooking Galway Bay, Cliffs of Moher and Oileáin Árann. There are several craft workers designing and creating works ranging from stained and fused glass, basket making, photography,

pottery, mixed media artist, vintage clothing, painting, weaving, and T-shirt printing. The crafts and locally designed products are popular with both national and international tourists.

## **12.4 Services and Infrastructure**

### **12.4.1 Water Supply**

Public water supply available. The village is served by a public water supply. All lands identified for development potential are served by public water supply.

### **12.4.2 Waste Water**

The village is served by a municipal wastewater treatment system and there is capacity within the network to accommodate development that is envisaged to take place.

### **12.4.3 Transportation and Movement**

The village of An Spidéal is well connected with the existing network of footpaths. They provide safe pedestrian connection in and around the village. Bus Éireann provides daily return services into Galway City with private bus companies providing return transport between the hinterland and the village on a weekly basis.

## **12.5 Flooding**

With respect to lands within the village that are liable to flood risk, the Council will require any proposed developments to comply with 'The Planning System and Flood Risk Management Guidelines for Planning Authorities (DEHLG, 2009) and Circular PL2/2014 and any amendment thereof. The Council, having regard to the nature and scope of development, may require the submission of Flood Risk Assessments, as appropriate, to assess the suitability of development proposals. There is a flood map identified for An Spidéal and is in accordance with the guidelines and circular referenced above

## Land Use Zoning Policy Objectives for An Spidéal (Spidéal Small Growth Village)

### **SSGV 1 Sustainable Village Centre**

Promote the development of An Spidéal village, as an intensive, high quality, well landscaped, human-scaled and accessible environments, 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 to the villages. The village centre and associated main streets shall remain the primary focus for retail and service activity within these plan areas.

### **SSGV 2 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 An Spidéal. 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 areas.

### **SSGV 3 Indicative Access points for Development.**

Reserve access points to developable lands/backland areas as indicated on Land Use Zoning maps for An Spidéal.

### **SSGV 4 Language Enurement Clause**

A Language Enurement Clause will be applied on a portion of residential units in development of two or more units in An Spidéal. The proportion of homes to which a language enurement clause will be a minimum of 80% or to the proportion of persons using the Irish Language on a daily basis, in accordance with the latest published Census, whichever is greater.

### **SSGV 5 Community Facilities**

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

### **SSGV 6 Local Development and Services**

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



**SSGV 7                      Tourism**

Promote An Spidéal as a premier tourist destination in its own right and as a tourism hub for the Gaeltacht, offering a high quality, rich and diverse experience to all visitors.

**SSGV 8                      Small Scale Enterprises**

To encourage the provision of commercial and employment development within the village and in particular the provision of opportunities for small scale start up enterprises.

**SSGV 9                      Public Utility Infrastructure**

Facilitate the provision and maintenance of essential public utility infrastructure, together with necessary ancillary facilities and uses as appropriate within An Spidéal settlement plan area.

**SSGV 10                    Transport Infrastructure**

Facilitate the provision and maintenance of essential transportation infrastructure. This shall include the reservation of lands within An Spidéal settlement plan areas to facilitate public roads, footpaths, cycleways, bus stops and landscaping, together with any necessary associated works, as appropriate. Any indicative roads be subject to needs assessment and detailed corridor and route selection processes taking into account, inter alia, environmental constraints and opportunities.

**SSGV 11                    Action Area Plan for Spidéal Demesne**

It is a policy objective of Galway County Council to require that an Action Area Plan is prepared for any development of An Spidéal Demesne taking into account the environmental sensitivities of the area and the reflection of the unique setting of these lands.

**SSGV 12                    Opportunity Sites**

To promote and encourage the appropriate re-development of the opportunity sites identified which will contribute to the vitality and character of An Spidéal.

## OPT-SP 1 Opportunity Site 1 in An Spidéal Thatch Building on approach into An Spidéal

### Brief Description

**Area:** Opportunity site No.4 measures 0.40HA

**Zoning:** The site is zoned Village Centre.

**Current land-Use:** Vacant brownfield site

**Opportunity:** To provide for a mix of uses capable of accommodating retail and or commercial development. The development of the Southern half of the site should reflect its prominent location on the approach into An Spidéal. The overall development proposal for the site shall include a detailed landscaping plan and take into account the prominent location of the subject site at the edge of the village. Innovative, high quality building design and appropriate layouts taking into account the location and setting of the subject lands.



## OPT-SP2 An Spidéal

### Brief Description

**Area:** The Opportunity Site SP 2 measures 0.14 ha and Opportunity Site SP 2 measures 0.42ha

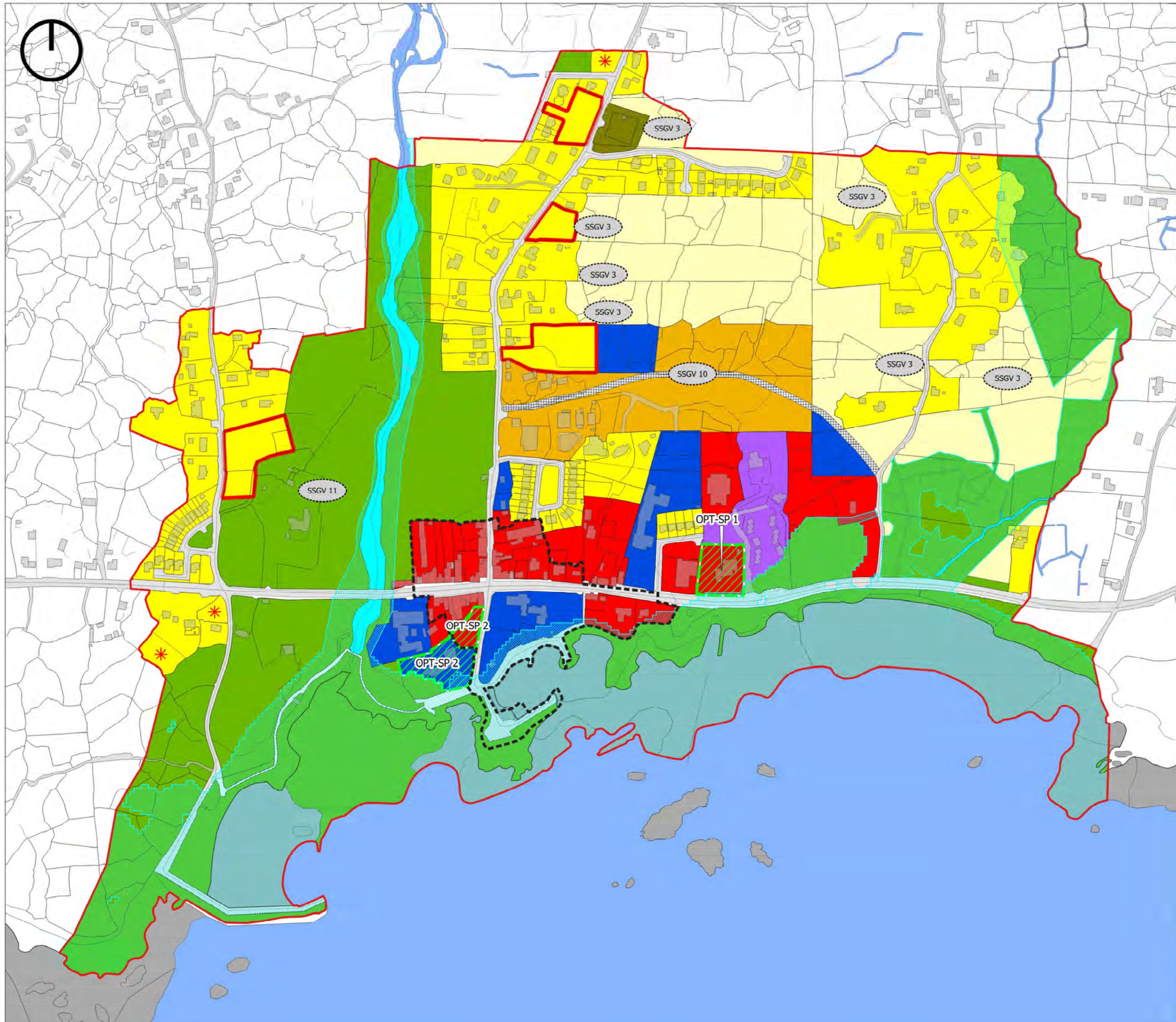
**Zoning:** The lands are zoned Village Centre and Community Facilities

**Current land-Use:** There is an existing building on part of lands currently operated by the HSE and the remaining lands brownfield.

**Opportunity:** It is considered that a number of community uses including a playground/ a 'Multi-Use Games Area' would be appropriate at this key location. Proposals for these lands shall consider the site location/context and the nearby harbour facility in the in terms of design and concept.







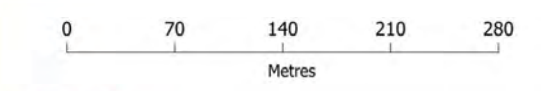
-  Settlement Boundary
-  R - Residential Existing
-  R - Residential (Phase 1)
-  R - Residential (Phase 2)
-  R - Residential Infill
-  VC - Village Centre
-  BE - Business & Enterprise
-  T - Tourism
-  CF - Community Facilities
-  PU - Public Utility
-  OS - Open Space/Recreation & Amenity
-  TI - Transport Infrastructure
-  Water/Rivers/Streams
-  Indicative Relief Road
-  Constrained Land Use
-  Architectural Conservation Area
-  Opportunity Site
-  Policy Objective

**Policy Objectives**

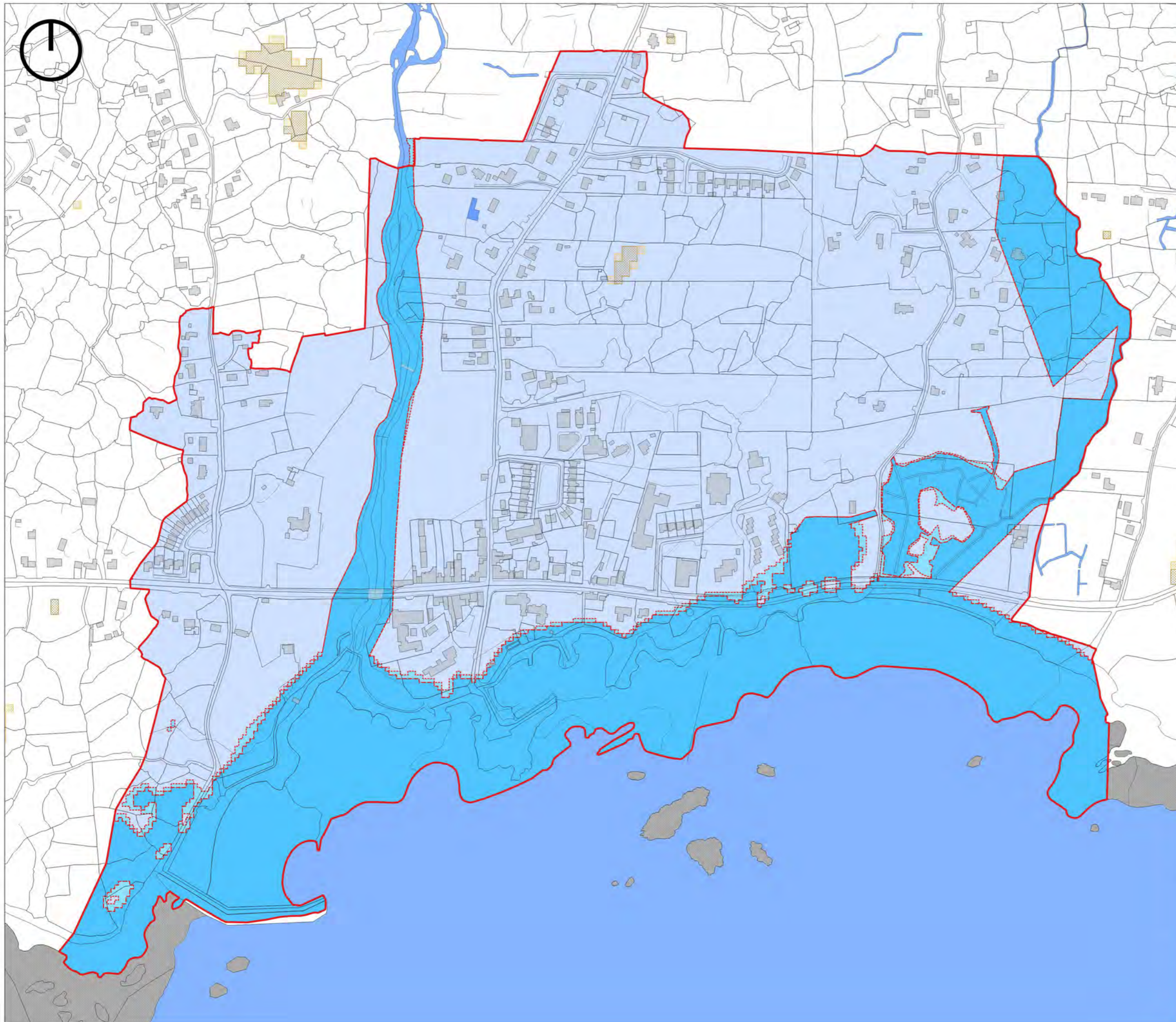
- SSGV 3** Indicative access point for development
- SSGV 10** Indicative Relief Road
- SSGV 11** An Spidéal Demesne

**Galway County Development Plan  
2022-2028**

**Small Growth Village  
An Spidéal  
Land Use Zoning Map**



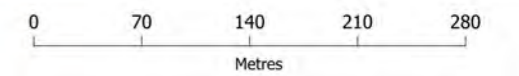




-  Settlement Boundary
-  Indicative Flood Zone A
-  Indicative Flood Zone B
-  Indicative Flood Zone C
-  PFRA Pluvial Indicative
-  PFRA Pluvial Extreme
-  Water

**Galway County Development Plan  
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**Small Growth Village  
An Spidéal  
Flood Risk Management**



**Comhairle Chontae na Gaillimhe  
Galway County Council**

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## **13.1 Ballygar Small Growth Village**

### **13.2 Village Context**

Ballygar is located in north-east County Galway, 3KM from the border with County Roscommon to the east and 15KM from Mountbellew to the south-west via the N63. The village developed as a market town which dates back to the 19th Century. Evidence of the market town can be seen today with the wide main street and market square. The village settlement is a linear type development on the N63. The village is small and rural in character and located in a sparsely populated area of County Galway, however, it is served by a number of local services, which include shops, schools, cafes and sporting facilities.

### **13.3 Sustainable Communities**

#### **13.3.1 Housing**

Housing in the village centre comprises a mix of single and two storeys, terraced and detached dwelling houses along the main street. The building stock forms a continuous and largely linear built up form with the focal point at Market Square and development extending north and south of Main Street.

The established housing stock fronting onto the Square, Main Street and the village core are modest in size, attractive and of traditional form and design with a high-density layout. There are a small number of suburban-type housing developments to the north and south of the village equating to a total of approximately 120 units of Ballygar's new housing stock. They include detached, semi-detached and terraced dwelling houses with varying densities. The variety of dwellings that exist in the village provide a good mix for its inhabitants.

The settlement would benefit from regeneration of and re-use of existing properties within the village core. New developments should be well integrated with the existing village and allow for easy and safe access to the centre and main facilities by foot



and bicycle. Development which utilises brownfield sites should be prioritised and all development should be sympathetic to the character of the area.

Continued renewal of properties within the Village Core is desirable and a high standard of design for infill housing development and new or replacement shop-fronts should be in keeping with the overall character of the main street.

### **13.3.2 Education**

In terms of education, Scoil Mhuire Gan Smál (Ballygar National School) is a co-education primary school and Coláiste Mhuire is a co-educational, post-primary school.

### **13.3.3 Community Facilities**

One of the primary functions of this village is to provide for the everyday needs of the local community. Social and community facilities play an important function in promoting social inclusion and act as a focal meeting point for residents of all ages.

The village has some well-developed community and recreation facilities including a church, commercial retail units, post office, community hall, sports pitch and public houses.

The large old school building (dated 1880) set at north end of the square is well placed opposite the Catholic Church. The courthouse located just east of Saint Mary's Church has recently been converted to a community space.

The local GAA club is St Brendan's GAA, which is located within the village centre just north of the Square. This plan will seek to protect from development the existing community facilities and where possible expand the range of community facilities available in the village.

Ballygar is designated as a Category B (population of 201 to 1,000) village under the Tidy Towns annual competition. The local Tidy Towns group are very active in the enhancement of the village and its environs.

There are footpaths and public lighting within the village but limited traffic calming works have been carried out at gateway points. Traffic calming works are required to improve pedestrian safety around the Square, Scoil Mhuire Gan Smál /playground and at the crossroads to the east of the village near St Mary's Secondary School.

The settlement is accessible by a daily Roscommon to Galway public transport (bus) service, that links the settlement to Galway City and also other areas including Mountbellew.

The population has increased in the settlement and surrounding hinterland in recent years and this in turn has put extra demands on the village's infrastructure and community facilities. It is important that new facilities are encouraged to locate within the village cores and that where possible, existing community facilities are improved.

### **13.3.4 Environment and Heritage**

Ballygar has an attractive streetscape that contains a number of fine individual buildings. St. Mary's Catholic Church, the Bank of Ireland, Courthouse, located within the village are entered in the Record of Protected Structures and add to the architectural character of the settlement.

The market square provides an attractive area of open space for residents and the recently constructed band stand provides an attractive focal point. Since 1945 it has been used to hold the annual carnival. In recent years the area is also used as an informal car park at present and is sparsely planted with trees. Several different approaches could be taken to improve and enhance the public realm and visual appearance of the market square such as the addition of an outdoor seating area for residents and visitors to create a more attractive, people-friendly destination.

It is important to protect the permeability, structure and morphology of the village. The core area has been designated an Architectural Conservation Area. The unique built environment of the Village of Ballygar reflects its history in the pattern of the urban spaces and the design of the individual houses and landmark buildings. Ballygar has a diamond shaped terminus to the east of the Village, where the Protestant church once stood at the entrance to the former Castlekelly estate. Castle

Kelly was a large and prosperous estate whose owner encouraged the market activity of the Village in the early 19th century.

The orderly planning of the Village has resulted in a wide main street flanked by predominantly two storey houses which present varied facades with moulded surrounds to windows and doors.

The recent insertion of a band stand reflects the association of the Village as the birthplace of Patrick Sarsfield Gilmore who was born in Ballygar in 1829 who is a leading composer and bandmaster in the USA. The courthouse has been brought back into community use through the commitments of the local people to the built heritage of their Village.

### **13.3.5 Village Centre and Business & Enterprise**

Ballygar provides a limited amount of local employment and services to the people of the village and those within its hinterland and the plan will seek to support the development, vitality and vibrancy of the village.

Within the village core the aim is to bring the vacant and unused buildings into productive use. There is limited capacity for small residential schemes or self-built opportunities within the core. However, there are opportunities within the settlement for the redevelopment of existing underutilised properties and derelict dwellings to the east of the village. Development proposals locating within the village core will be supported and facilitated where appropriate especially Living Over the Shop Opportunities in the village core.

There are two opportunity sites located along the main street in Ballygar. There is a robust, albeit small commercial base within the village that serves the local population.

Ballygar's proximity to the Suck Valley with quiet country lanes, bog roads, built, natural and cultural heritage would allow for tourist opportunities to be developed within the village.



## **13.4 Services and Infrastructure**

### **13.4.1 Water Supply**

Public water supply available. The village is served by a public water supply. All lands identified for development potential are served by public water supply and there is capacity in the network.

### **13.4.2 Waste Water**

The village is served by a municipal wastewater treatment system. Works are required to take place on the system within the lifetime of the plan, however it is expected that this will commence in short term.

### **13.4.3 Transportation and Movement**

The National Road the N63, runs through the settlement, giving rise to large volumes of traffic, including a high proportion of heavy goods vehicles. Additional traffic calming measures are required within the settlement.

There is ample on-street parking in designated car parking spaces located in the square and along Main Street.

## **13.5 Flooding**

With respect to lands within the village that are liable to flood risk, the Council will require any proposed developments to comply with 'The Planning System and Flood Risk Management Guidelines for Planning Authorities (DEHLG, 2009) and Circular PL2/2014 and any amendment thereof. The Council, having regard to the nature and scope of development, may require the submission of Flood Risk Assessments, as appropriate, to assess the suitability of development proposals. There is a flood map identified for Ballygar and is in accordance with the guidelines and circular referenced above.

## Land Use Zoning Policy Objectives for Ballygar (Ballygar Small Growth Village-BSGV)

### **BSGV 1 Sustainable Village Centre**

Promote the development of Ballygar village, as an intensive, high quality, well landscaped, human-scaled 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 to the villages. The village centre and associated main street shall remain the primary focus for retail and service activity within these plan areas.

### **BSGV 2 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 Ballygar 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.

### **BSGV 3 Local Development and Services**

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

### **BSGV 4 Playground Facilities**

To support the maintenance of playground facilities, subject to resources being available.

### **BSGV 5 Small Scale Enterprises**

To encourage the provision of commercial and employment development within the village and in particular the provision of opportunities for small scale start up enterprises.

### **BSGV 6 Streetscape Enhancement Works**

To seek to facilitate the preparation of a public realm plan that will inform streetscape enhancement works subject to resources being available.

### **BSGV 7 Expansion of Public Infrastructure**

To support the expansion of public infrastructure within the village as required.

To promote and encourage the appropriate re-development of the opportunity site identified in this plan, which will contribute to the vitality and character of Ballygar.

### OPT-BA 1 Opportunity Site Ballygar

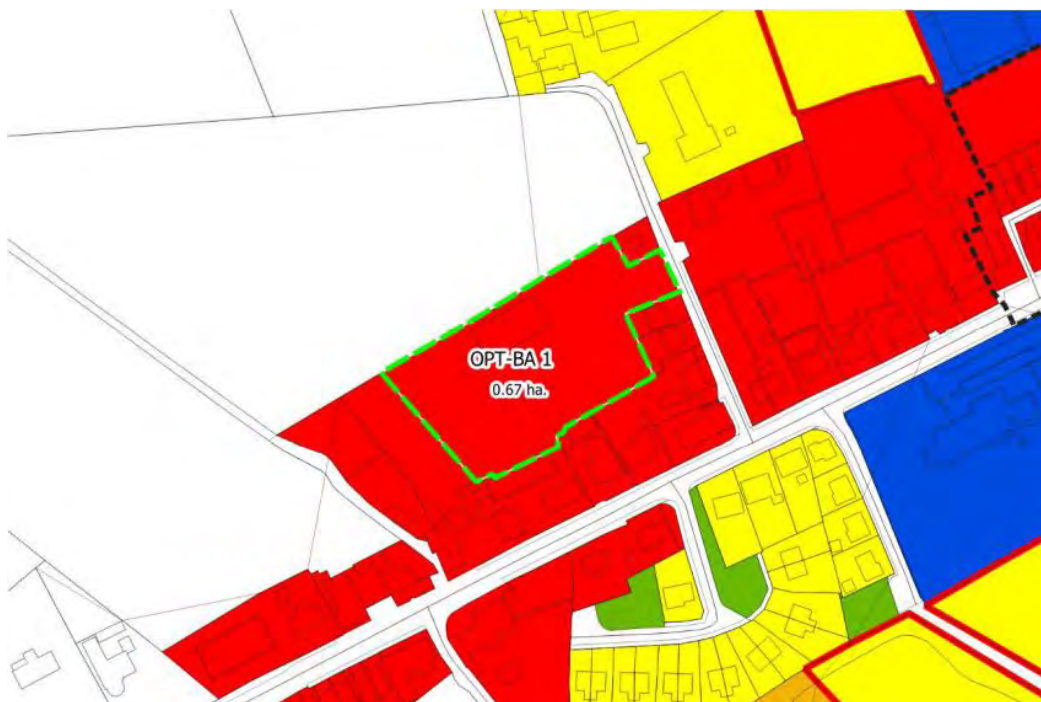
**Brief Description:** Derelict shed in Ballygar.

**Area:** The site area measures 0.67HA.

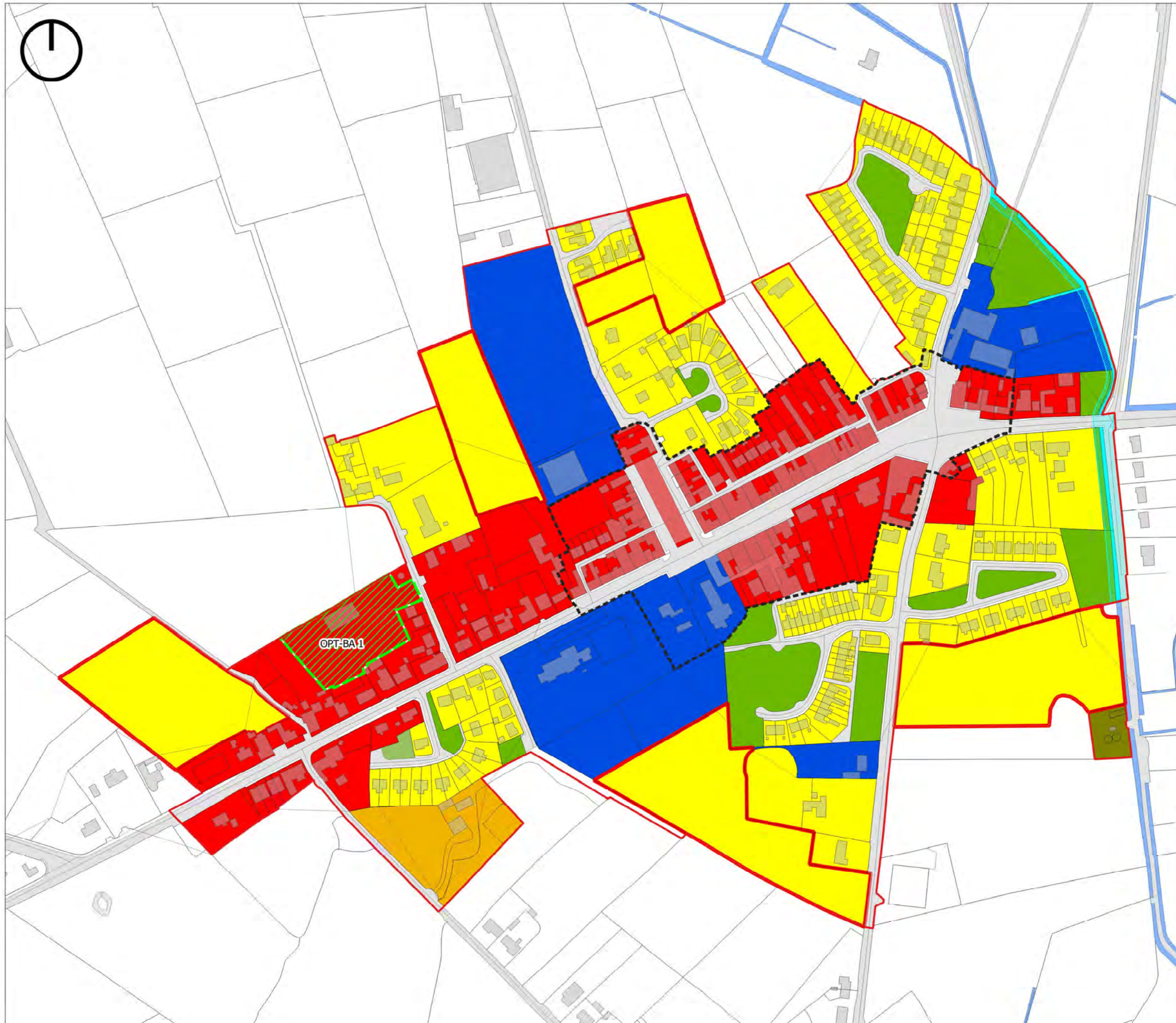
**Zoning:** The site is zoned Village Centre.

**Current Land-Use:** Vacant warehouse type shed. May have been used with the adjacent water tower.

**Opportunity:** To provide for a mix of uses capable of accommodating retail and or commercial development. The main access to this site is via a small laneway to the east of the site adjacent to existing residential properties. A mix of commercial and residential uses may be appropriate here.



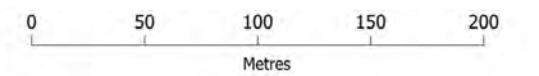




- Settlement Boundary
- R - Residential Existing
- R - Residential (Phase 1)
- VC - Village Centre
- BE - Business & Enterprise
- CF - Community Facilities
- PU - Public Utility
- OS - Open Space/Recreation & Amenity
- TI - Transport Infrastructure
- Water/Rivers/Streams
- Constrained Land Use
- Architectural Conservation Area
- Opportunity Site

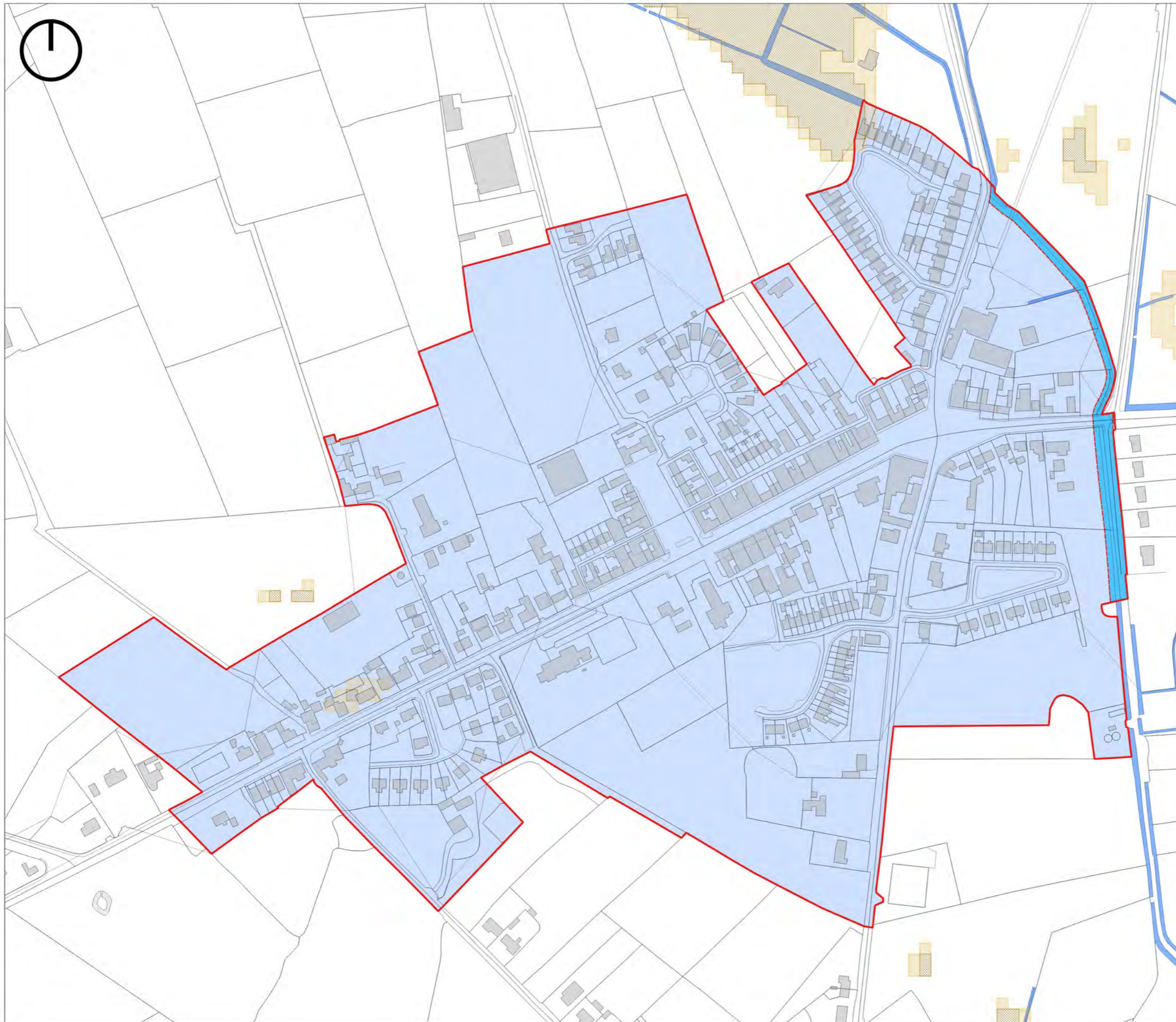
Galway County Development Plan  
2022-2028

Small Growth Village  
Ballygar  
Land Use Zoning Map



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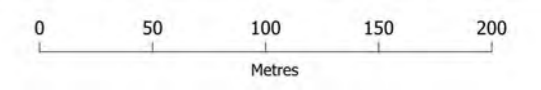




- Settlement Boundary
- Indicative Flood Zone A
- Indicative Flood Zone B
- Indicative Flood Zone C
- PFRA Pluvial Indicative
- PFRA Pluvial Extreme
- Water

**Galway County Development Plan  
2022-2028**

**Small Growth Village  
Ballygar  
Flood Risk Management**





## **14.1 Dunmore Small Growth Village**

### **14.2 Village Context**

Dunmore is located 50KM north-east of Galway City and 15KM north-east of Tuam town. Dunmore's settlement pattern has developed over time, on the banks of the Sinking River and at the intersection of the N83 national secondary road with the R328 and R360 regional roads.

The main streets in the Village extend from a central market square. The commercial element of the Village centre is mostly confined to the north and the east of the square. A limited number of local convenience type services exist within the village. The buildings within the village centre range in height up to a maximum of three storeys.

### **14.3 Sustainable Communities**

#### **14.3.1 Housing**

There is a large amount of housing stock within the plan area of Dunmore and within the village core. In recent years a number of vacant properties have been converted for residential use within the village core. The more traditional housing stock in Dunmore comprises a good variety of styles and sizes including larger detached properties set within large plots; semi-detached properties and higher density terraced style suburban type housing.

Dunmore has had the benefit of new housing developments which are located within the village envelope, for example Barrack Square is located to the east of the village core, Friars Walk is located to the north-east of the village and Abbeylands is situated to the north of the village. This village plan seeks to ensure sustainable settlement patterns, within the plan area that are well connected to the village centre.

Continued renewal of properties within the Village Core would be desirable and a high standard of design for infill housing development and new or replacement shop-



fronts should be in keeping with the overall character of the existing attractive buildings in the village core.

There is scope for development within Dunmore, however, it is important that the village's rural character, architectural heritage and its other heritage and natural amenities are maintained, enhanced and not compromised.

### **14.3.2 Education**

Scoil Nioclás Naofa is the local primary co-educational school and Dunmore Community School, is the co-educational secondary school.

### **14.3.3 Community Facilities**

Dunmore is serviced with a good range of local services, which include a GAA facility (Dunmore MacHales); separate soccer pitches located on the Fairgreen adjacent to the Augustinian Abbey and a rugby pitches. There is also a nine-hole golf course located to the south of the village, which attracts golf enthusiasts to the area. Dunmore playground is also located within the village and is within walking distances from surrounding neighbourhoods.

### **14.3.4 Environment and Heritage**

Dunmore derives its name from Dún Mór, the big fort. The original fort was a stronghold of the O' Connor Kings of Connacht, later dispossessed by the Norman de Berminghams.

The town has a rich built heritage with Dunmore Castle on the outskirts at Castlefarm which is thought to date from the middle of the thirteenth century and the Augustinian Abbey (founded in 1425) in the townland of Abbeyland South is part of the historic town (GA017-002) of Dunmore and is an National Monument in the ownership of the state.

The village lies in an area of gently rolling countryside. The Sinking River flows through Dunmore and there is an attractive walkway along the river in the town, which is a popular local amenity. The Sinking River is part of the Corrib system and

is designated as a Special Area of Conservation (SAC) as part of the Lough Corrib SAC. The Slieve Bog Natural Heritage Area is a few kilometres east of the town.

Dunmore benefits from a river walk by Dunmore Bridge and a Market Square, which provide areas that are used as passive open space. The largest bank of open space is located to the south of the existing Friars Walk housing development. However, the area of land designated as open space has not been optimised to its full potential. Further areas of open space may be designated along the river corridor.

The core area has been designated an Architectural Conservation Area. The rich archaeological heritage of the area is protected by a Zone of archaeological potential centered on the extant 15th century Augustinian Abbey which incorporates a 19th century church. Its ecclesiastical importance is also to be seen in the enclosed late medieval graveyard of St Nicholas' Abbey in Abbeyland North .

The Bank of Ireland building, though typical in detailing of a late Victorian bank building, is unusually single storey. It is enhanced by the attention to detail seen in the elaborately moulded entrance porch and timber roof brackets and is stylistically unique in the Village. Built over one hundred years ago, it continues to provide financial services to the local community and is a focal point of Dunmore.

#### **14.3.5 Village Centre and Business & Enterprise**

Dunmore provides a limited amount of local employment and services to the people of the village and the wider hinterland. The plan will seek to support the development, vitality and vibrancy of the village.

The commercial core of Dunmore is characterised by three storey buildings which reduce to two storey and single storey dwelling houses on the edge of the commercial centre. The Village is served by a large food retailer which is located on the eastern side of the N83. There are numerous retail units, post office and veterinary clinic's in the village. As outlined above there are several buildings that are currently vacant/disused.

The plan will support though the provision of a policy objective, the re-development and re-use of vacant buildings. The planning authority will also encourage

regeneration within the Village throughout design and encouraging the use of existing vacant building stock.

Within the village core the aim is to bring the vacant and unused buildings within this area into productive use. There is only limited capacity for small residential schemes or self-built opportunities within the core. However, there are opportunities within the settlement for the redevelopment of existing underutilised properties and derelict dwellings to the east of the village. Development proposals locating within the village core will be supported and facilitated where appropriate especially Living Over the Shop Opportunities in the village core.

## **14.4 Services and Infrastructure**

### **14.4.1 Water Supply**

There is a public water supply available. All lands identified for development potential are served by public water supply.

### **14.4.2 Waste Water**

The village is served by a municipal wastewater treatment system. There is capacity within the network to accommodate development that is envisaged to take place.

### **14.4.3 Transportation and Movement**

The N83 is the National Primary Road between Tuam and Ballyhaunis, which transverses through Dunmore. Bus Éireann provides residents with a means of public transport to Galway City which includes a stop at GMIT. A private bus company provides connection between Dunmore and Tuam town centre. The bus stop is within the village centre and as such is accessible to those living in and around the village.

There has been a recent public consultation regarding the road improvement works needed within the village of Dunmore to facilitate ease of access. This is currently at the design stage of the process.



## 14.5 Flooding

With respect to lands within the village that are liable to flood risk, the Council will require any proposed developments to comply with 'The Planning System and Flood Risk Management Guidelines for Planning Authorities (DEHLG, 2009) and Circular PL2/2014 and any amendment thereof. The Council, having regard to the nature and scope of development, may require the submission of Flood Risk Assessments, as appropriate, to assess the suitability of development proposals. There is a flood map identified for Dunmore and is in accordance with the guidelines and circular referenced above.

### Land Use Zoning Policy Objectives for Dunmore (Dunmore Small Growth Village)

#### **DSGV 1                      Sustainable Village Centre**

Promote the development of Dunmore village, as an intensive, high quality, well landscaped, human-scaled 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 to the villages. The village centre and associated main street shall remain the primary focus for retail and service activity within these plan areas.

#### **DSGV 2                      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 Dunmore village. 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.

#### **DSGV 3                      Community Facilities**

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

**DSGV 4                      Local Development and Services**

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

**DSGV 5                      Small Scale Enterprises**

To encourage the provision of commercial and employment development within the village and in particular the provision of opportunities for small scale start up enterprises.

**DSGV 6                      Streetscape Enhancement Works**

To seek to facilitate the preparation of a public realm plan that will inform streetscape enhancement works subject to resources being available.

**DSGV 7                      Expansion of Public Infrastructure**

To Support the expansion of public infrastructure within the village as required.

**DSGV 8                      Opportunity Site**

To promote and encourage the appropriate re-development of the opportunity site identified which will contribute to the vitality and character of Dunmore.

## OPT-DU 1 Opportunity Site Dunmore

**Brief Description:** The site is greenfield within the centre of Dunmore village.

**Area:** Opportunity site No. 1 measures 0.49HA

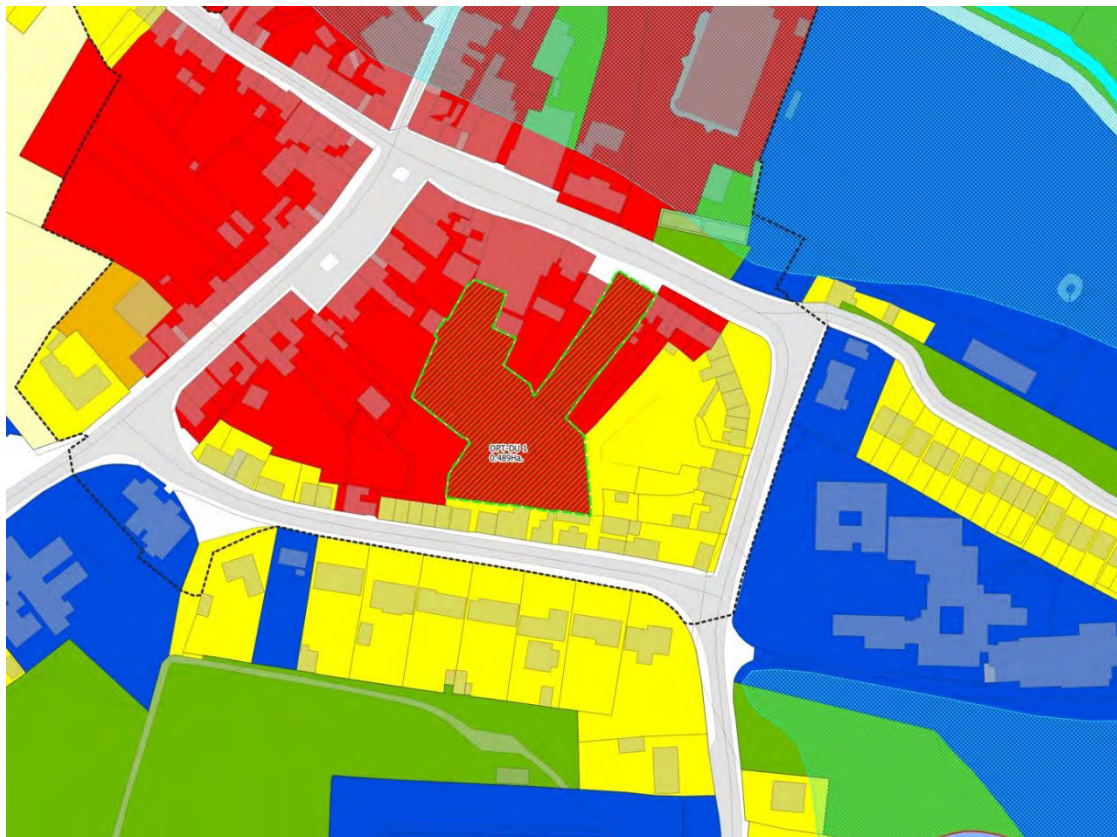
**Zoning:** The site is zoned Village Centre.

**Current-Land-Use:** Vacant greenfield site.

### Opportunity

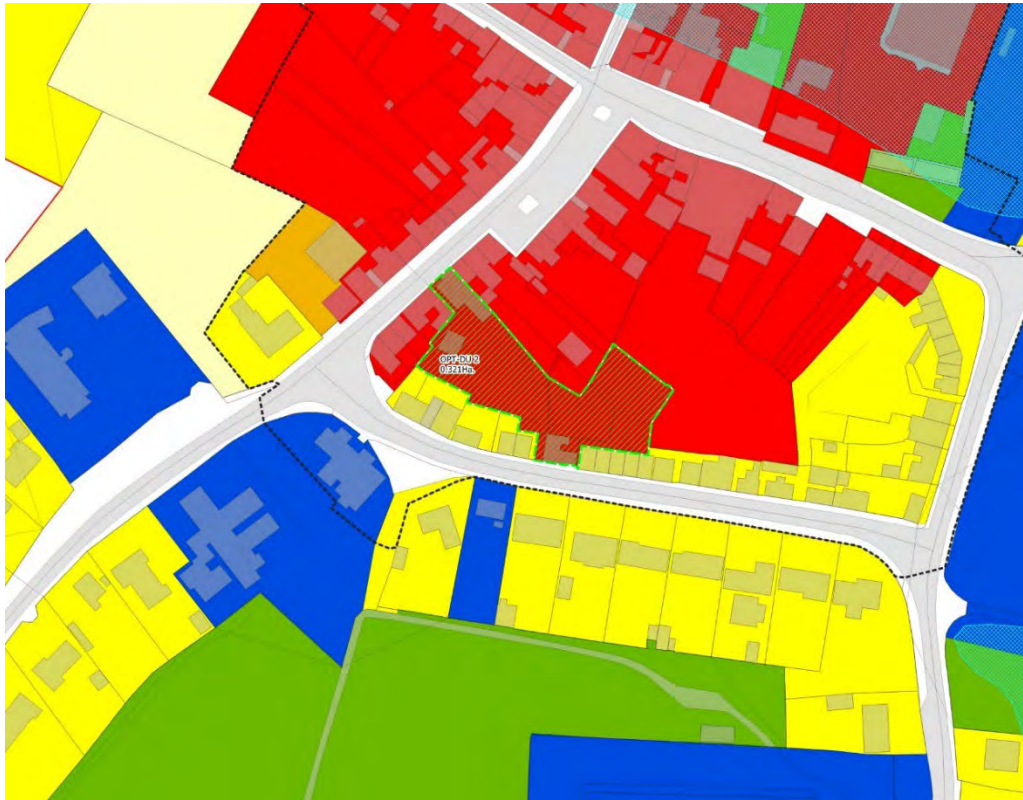
To provide for a mix of uses capable of accommodating retail and or commercial development. The overall development proposal must address the street frontage where the prominent use of land changes from residential to commercial. Innovative, high quality building design and appropriate layouts taking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

A mix of commercial and residential uses or a mews type development may be appropriate here.

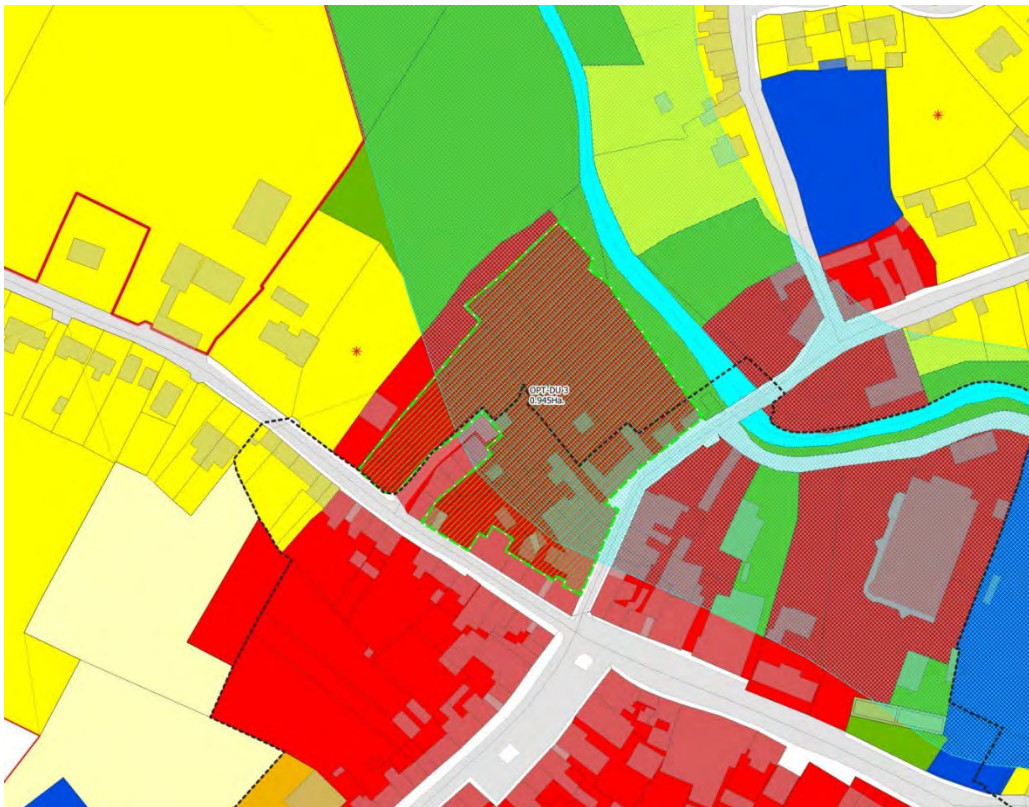




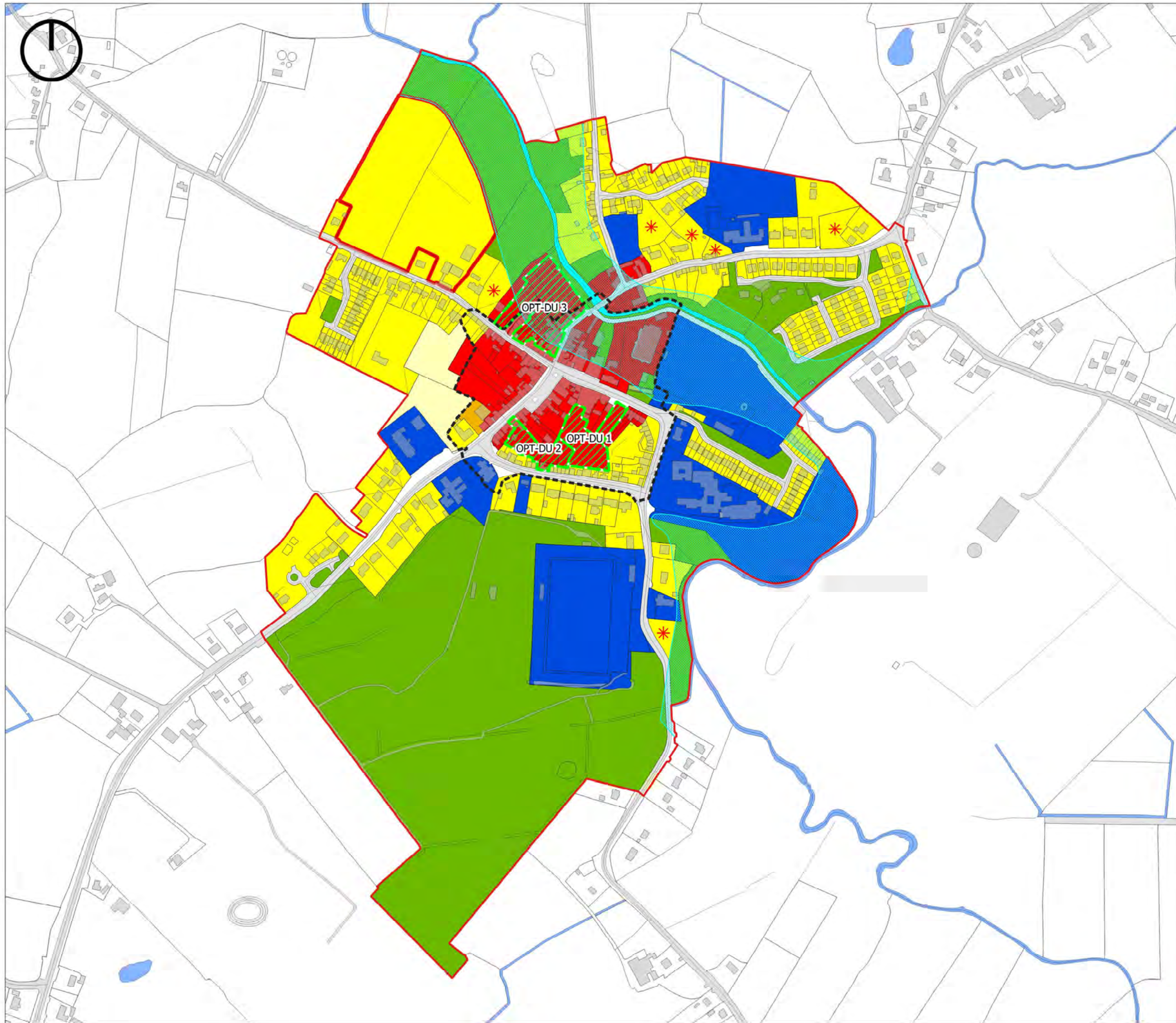
**OPT-DU 2 Opportunity Site Dunmore**



**OPT-DU 3 Opportunity Site Dunmore**



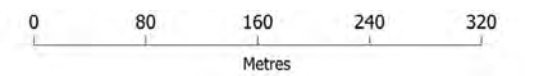




-  Settlement Boundary
-  R - Residential Existing
-  R - Residential (Phase 1)
-  R - Residential (Phase 2)
-  R - Residential Infill
-  VC - Village Centre
-  BE - Business & Enterprise
-  CF - Community Facilities
-  OS - Open Space/Recreation & Amenity
-  TI - Transport Infrastructure
-  Water/Rivers/Streams
-  Constrained Land Use
-  Architectural Conservation Area
-  Opportunity Site

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2022-2028**

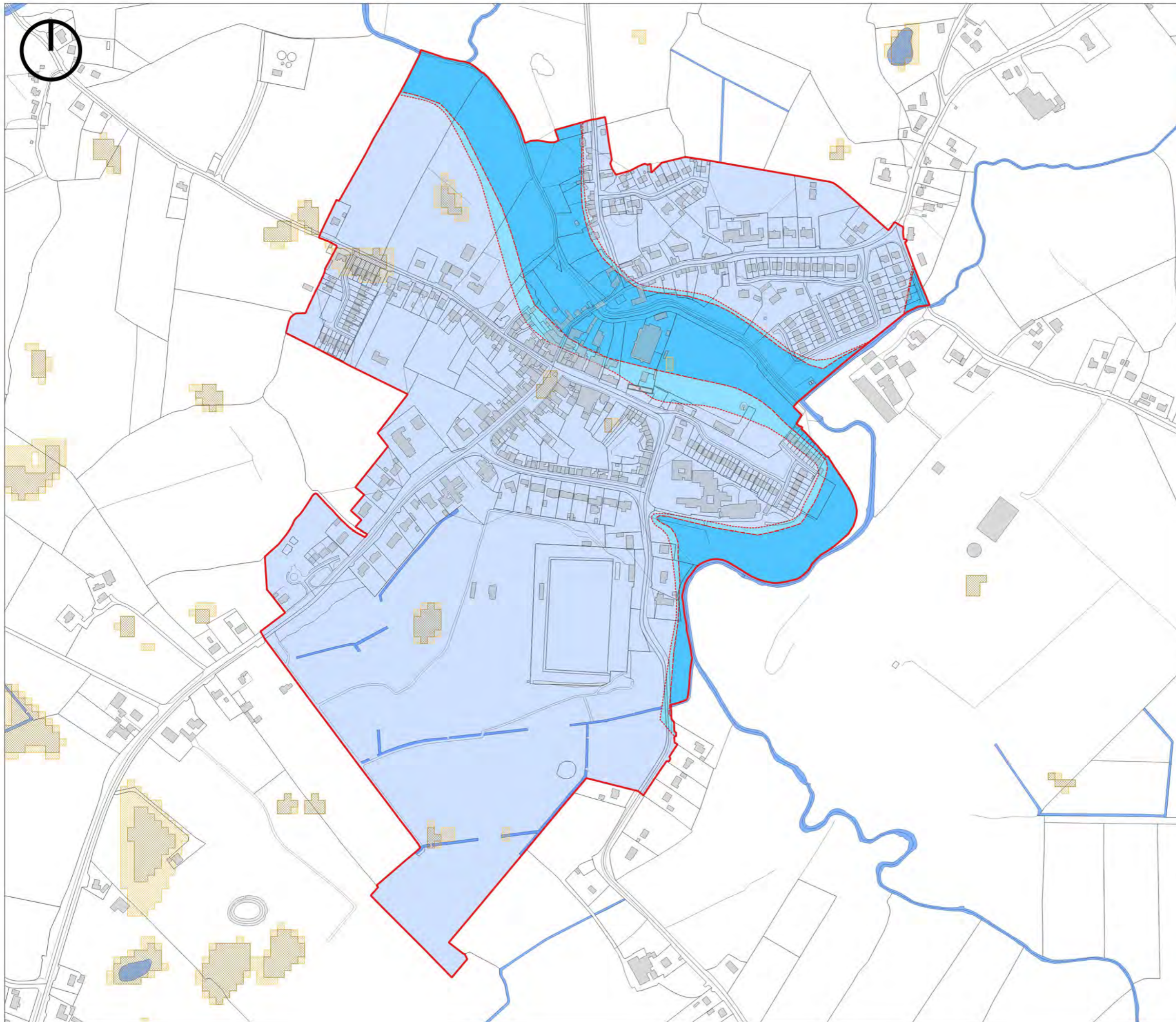
**Small Growth Village  
Dunmore  
Land Use Zoning Map**



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Galway County Council**

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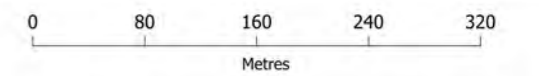




- Settlement Boundary
- Indicative Flood Zone A
- Indicative Flood Zone B
- Indicative Flood Zone C
- PFRA Pluvial Indicative
- PFRA Pluvial Extreme
- Water

**Galway County Development Plan  
2022-2028**

**Small Growth Village  
Dunmore  
Flood Risk Management**



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## **15.1 Glenamaddy Small Growth Village**

### **15.2 Village Context**

The village of Glenamaddy is located in the North-East of the county. It is located approximately 55KM north-east of Galway City and 29KM north-east of Tuam Town via the N83. The village originally formed around a crossroads, namely the Dunmore – Glenamaddy road, also known as the Athlone Regional Road (R362) and the Ballymore to Glenamaddy and on to Moylough Regional Road (R364).

The R362 regional road linking Dunmore on the N83 with the M6 at Athlone and the R364 regional road connects Moylough on the N63 to near Ballymoe on the N60. The village crossroads is still well defined in Glenamaddy today. The village of Glenamaddy dates to the early nineteenth century, however there are numerous Recorded Monuments in the area which include ringforts, which suggest settlement in this location over a longer period of time.

### **15.3 Sustainable Communities**

#### **15.3.1 Housing**

The surrounding hinterland is characterised by a mix of agricultural use with one off housing peppering the regional roads from the village centre. There have been some new larger housing developments in Glenamaddy over the years including Dudley Heights and O’Keefe Park to the south of the village core and Lake View estate to the east of the village. On balance, a healthy variety of dwelling types and sizes is provided within the plan area.

The settlement would benefit from some regeneration of existing properties within the village core. New developments should be well integrated with the existing village and allow for easy and safe access to the centre and main facilities by foot and bicycle.

Continued renewal of properties within the Village Core would be desirable and a high standard of design for infill housing development and new or replacement shop-fronts should be in keeping with the overall character of the main street.

It is also important that the village's rural character, heritage and natural amenities are maintained, enhanced and not compromised.

### **15.3.2 Education**

Saint Joseph's National School is the local primary co-educational school and Glenamaddy Community School, is the co-educational secondary school.

### **15.3.3 Community Facilities**

Glenamaddy is served by a range of existing community facilities. These include schools, St. Patricks church, hotel, health centre, retail outlets such as Supervalu, Bakery, creche, Garda Station, veterinary clinic and community centre as well as a post office along with other commercial entities.

The Town Hall Theatre in Glenamaddy is another existing facility that not only serves those living in the village but a much wider catchment area. The local GAA facility is located to the east of the village. Glen Celtic AFC is located to the west of the village. There is public parking located east of St. Patrick's Church. Glenn Equestrian Centre is located outside of the settlement plan area, 1KM south of the village centre on the Kilkerrin road.

### **15.3.4 Environment and Heritage**

The Glenamaddy Community Playground, Collins Park, is located to the south of the village. It provides a playing area with equipment and associated playing fields.

The core area has been designated an Architectural Conservation Area. Glenamaddy is an attractive, well laid out town. The development of the village dates back to the 1820s when a church was erected and a market established. The first edition Ordnance Survey Map c1840 shows dispersed housing lining the approach roads and a Police Barracks on the Creggs Road. Glenamaddy workhouse which was located in the eastern outskirts of the town opened in 1853. The village prospered and grew with the advent of markets and fairs,

increased trade and the addition of further buildings including the market weights store was built c. 1900 to hold the weights used with the tripod scales on market days in Glenamaddy.

St Patrick's Catholic Church which was dedicated in 1904; replacing the earlier church that stood in the grounds of the local graveyard. In 1909 St Bridget's Town Hall was built and has played an important role in the cultural and social life of the community ever since.

The low-lying and gently rolling landscape around Glenamaddy is largely agricultural. It has a mosaic of green fields, wetlands, raised bogs and pockets of coniferous forestry and is underlain by limestone. There is a large turlough on the eastern edge of the town and is part of a large turlough and bog complex called Lough Lurgeen Bog/Glenamaddy Turlough SAC. There is a small lake on top of the bog and a stream flows from the lake, through the bog and into the turlough. This unusual feature is unique to this bog.

### **15.3.5 Village Centre and Business & Enterprise**

Glenamaddy is one of the significant villages in north-east Galway with a good range of services and facilities. The village core evolved around the crossroads of the R 362 and the R 364 which still contains the majority of commercial outlets serving the village today. The four roads leading from the centre of the village define the streetscape and comprise primarily of two storey buildings. A small number of the buildings have a subservient habitable third floor. Blue or black slate and tiles are the predominant roof materials with the exterior walls of the buildings having a nap plaster finish. Some properties along the main streets have front gardens, but predominately the residential units are fronting the adjoining footpath.

There are currently two bakery suppliers located on the R 364 to the south of the village centre.

Within the village core the aim is to bring the vacant and unused buildings within this area into productive use. There is limited capacity for small residential schemes or self-built opportunities within the core. However, there are opportunities within the settlement for the redevelopment of existing underutilised properties and derelict



dwellings to the east of the village. Development proposals locating within the village core will be supported and facilitated where appropriate especially Living Over the Shop Opportunities in the village core.

## **15.4 Services and Infrastructure**

### **15.4.1 Water Supply**

The village is served by a public water supply. There is capacity in the network to accommodate development that is envisaged to take place.

### **15.4.2 Waste Water**

The village is served by a municipal wastewater treatment system. There is capacity within the network to accommodate development that is envisaged to take place.

### **15.4.3 Transportation and Movement**

Bus Éireann operates a public bus service between Galway City and Glenamaddy and bus route 426 between Galway City to Ballaghderreen in Co.Roscommon.

## **15.5 Flooding**

With respect to lands within the village that are liable to flood risk, the Council will require any proposed developments to comply with 'The Planning System and Flood Risk Management Guidelines for Planning Authorities (DEHLG, 2009) and Circular PL2/2014 and any amendment thereof. The Council, having regard to the nature and scope of development, may require the submission of Flood Risk Assessments, as appropriate, to assess the suitability of development proposals. There is a flood map identified for Glenamaddy and is in accordance with the guidelines and circular referenced above.

## Land Use Zoning Policy Objectives for Glenamaddy (Glenamaddy Small Growth Village)

### **GSGV 1                      Sustainable Village Centre**

Promote the development of Glenamaddy village, as an intensive, high quality, well landscaped, human-scaled 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 to the villages. The village centre and associated main street shall remain the primary focus for retail and service activity within these plan areas.

### **GSGV 2                      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 Glenamaddy village. 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.

### **GSGV 3                      Community Facilities**

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

### **GSGV 4                      Local Development and Services**

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

### **GSGV 5                      Small Scale Enterprises**

To encourage the provision of commercial and employment development within the village and in particular the provision of opportunities for small scale start up enterprises.

### **GSGV 6                      Streetscape Enhancement Works**

To seek to facilitate the preparation of a public realm plan that will inform streetscape enhancement works subject to resources being available.

**GSGV 7                      Expansion of Public Infrastructure**

To support the expansion of public infrastructure within the village as required.

**GSGV 8                      Opportunity Site**

To promote and encourage the appropriate re-development of the opportunity site identified below which will contribute to the vitality and character of Glenamaddy.

**OPT-GL 1 Partially Vacant brownfield site, Glenamaddy**

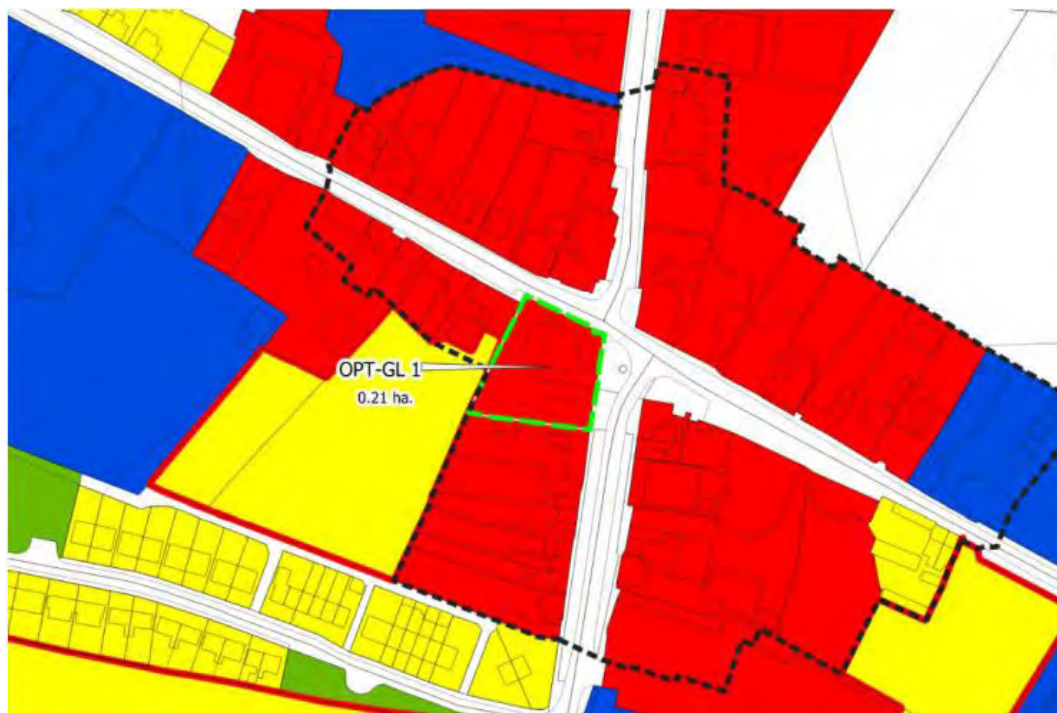
**Brief Description:** Prominent site located at the crossroads in Glenamaddy village.

**Area:** The site area measures circa 0.21 HA.

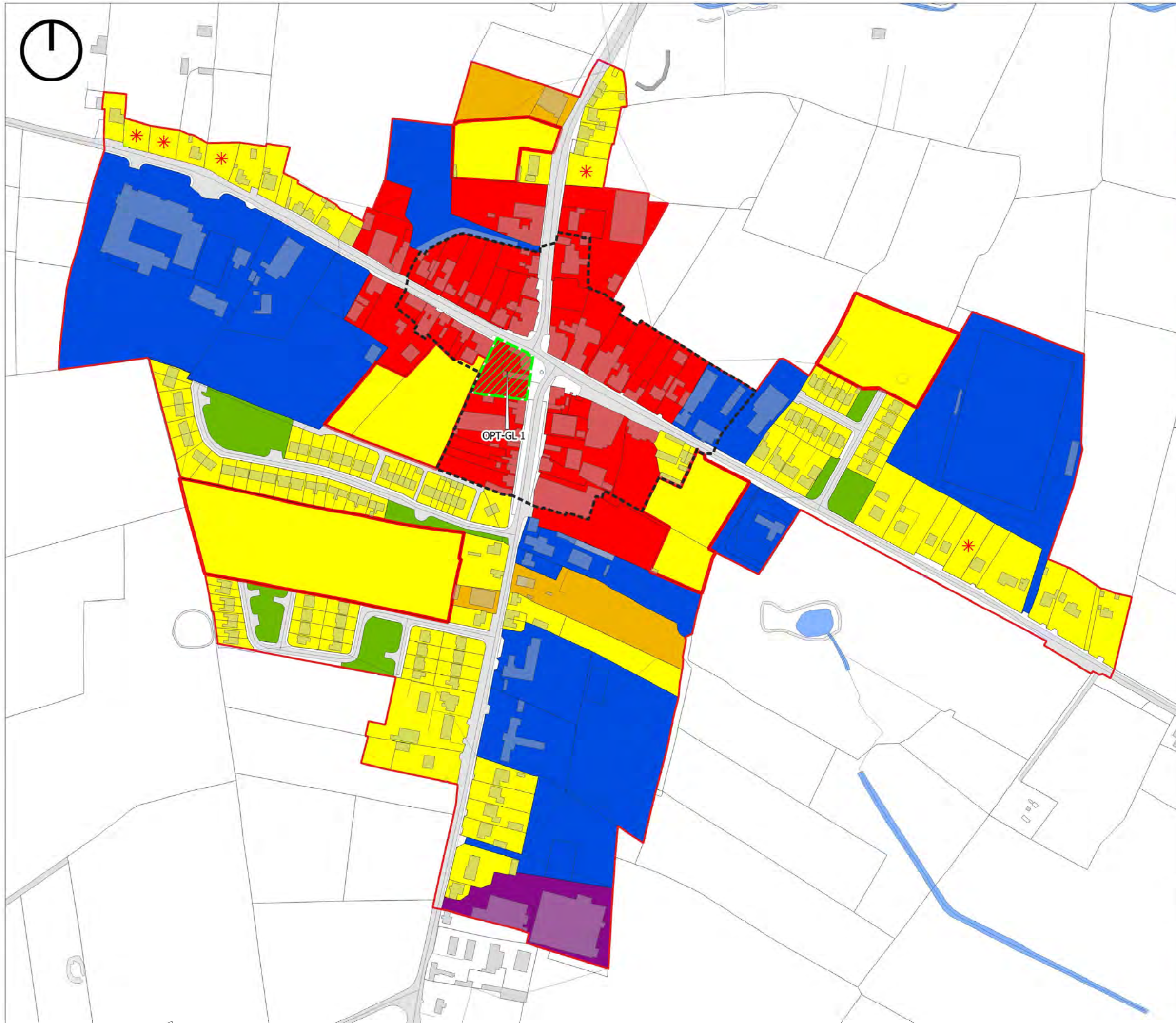
**Zoning:** The site is zoned Village Centre

**Current land-Use:** Partly vacant.

**Opportunity:** This site is located at the crossroads in Glenamaddy. It is a corner site which fronts onto both the R364 to the east and the R362 to the north. As such, a real opportunity presents itself here that could make a very notable contribution to the village centre. The site could provide for a mix of uses capable of accommodating village centre/ residential development.



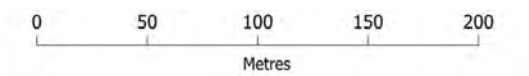




-  Settlement Boundary
-  R - Residential Existing
-  R - Residential (Phase 1)
-  R - Residential Infill
-  VC - Village Centre
-  BE - Business & Enterprise
-  I - Industrial
-  CF - Community Facilities
-  OS - Open Space/Recreation & Amenity
-  TI - Transport Infrastructure
-  Architectural Conservation Area
-  Opportunity Site

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2022-2028**

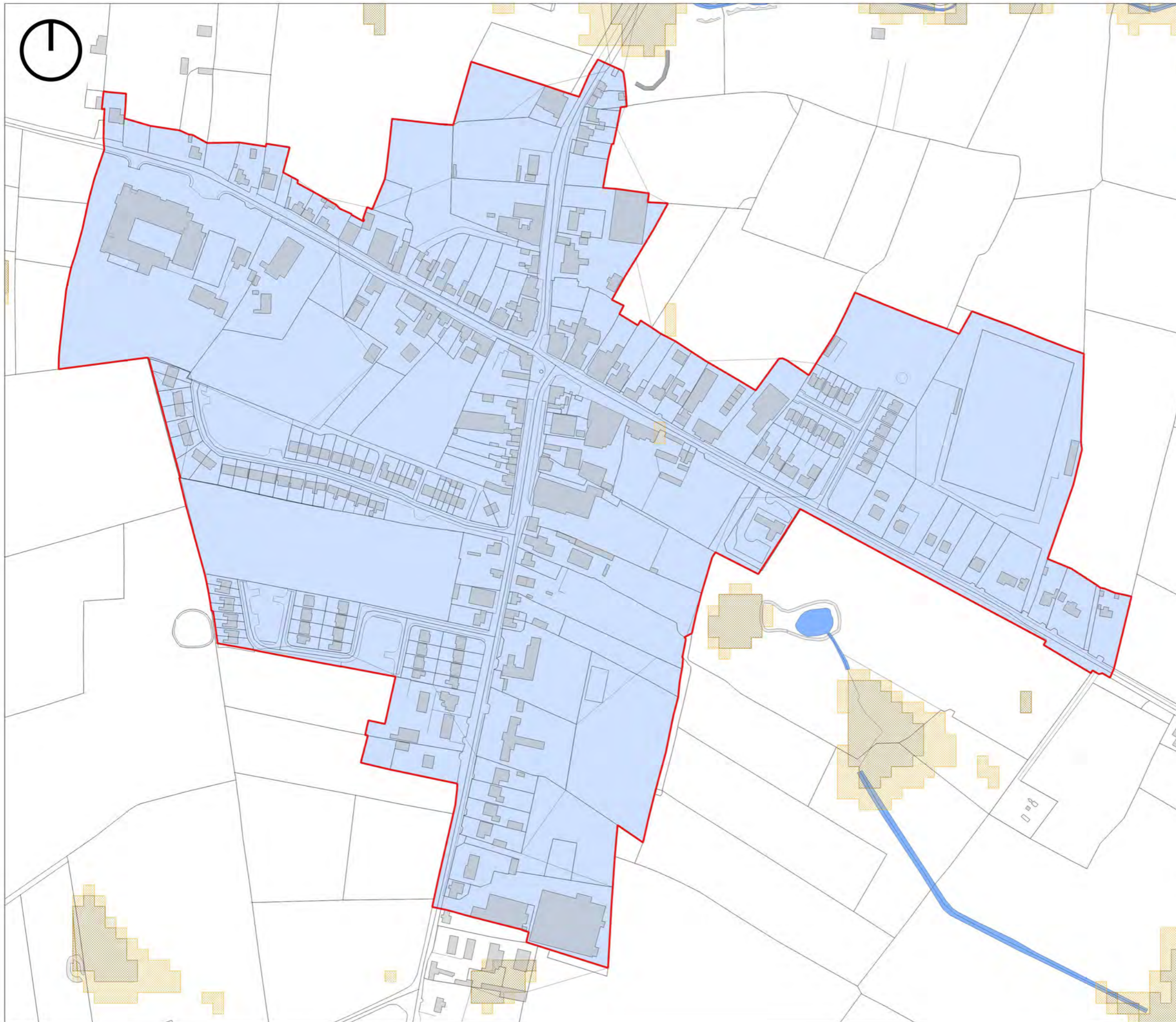
**Small Growth Village  
Glenamaddy  
Land Use Zoning Map**







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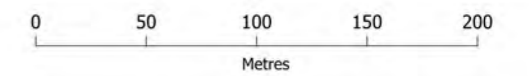




-  Settlement Boundary
-  Indicative Flood Zone C
-  PFRA Pluvial Indicative
-  PFRA Pluvial Extreme
-  Water

**Galway County Development Plan  
2022-2028**

**Small Growth Village  
Glenamaddy  
Flood Risk Management**



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## **16.1 Kinvara (Cinn Mhara) Small Growth Village**

### **16.2 Village Context**

Kinvara is located on the National Primary Road, N67 and can be characterised as a seaside village, on the south shoreline of County Galway. Kinvara lies at the head of Kinvara Bay and has developed around a natural harbour and an inlet in the south-east corner of Galway Bay.

Kinvara has excellent links with the M18 motorway that connects Gort and Tuam with the nearest access located at exit 17 at Kiltiernan approximately 8km from the village. The M17 and M6 is also easily accessible from nearby Ardrahan as is the railway station and there is daily Bus Eireann service between Galway and North Clare. Kinvara is located approximately 28km from Galway and is within the Burren Lowlands. Kinvara village has an appealing ambiance with its brightly painted restaurants, cafes, shops, hotel and houses. Kinvara is located in a culturally rich landscape and is ideally located for exploring the Burren and south Galway.

As Kinvara is located on the south shoreline of County Galway, the village is a very popular summer destination for day trippers and holiday makers. Dunguaire Castle dated to c1520 is located on the site of an earlier fortification Dún Guaire, the fort of Guaire, the 7th century King of Connacht and it is located off the N67 eastern approach into the village. Along the pier road the attractive form and design of the traditional buildings in the village, tress and stonewalls beside the coast with the Burren Hills in the background comes into view. Traditional sailing boats are often seen sailing in the bay or moored in the harbour which serves as a backdrop for many photos and postcards.

### **16.3 Sustainable Communities**

#### **16.3.1 Housing**

The urban form of Kinvara has evolved through time and contributes to the character and local distinctiveness of the area. The commercial core of the village has been



identified as Main Street, Quay area, the streets linking these areas and around the Market Square.

The established housing stock fronting onto Main Street and in the village core are modest in size, attractive and of traditional form and design with a high density layout. The variety of dwellings that exist in the village provide a good mix for its inhabitants. In addition, infill residential has been constructed in the village. There are two well established housing estates within the village including Castlevue Park which consists of detached dwellings and Covent Park which consists of a mix of house types. A number of small-scale residential developments close to the main core have been constructed over the last decade.

Kinvara provides services to a wider rural catchment than the village itself including South Galway and North Clare and it is therefore important that it remains a viable village settlement, with a strong retail and service base.

### **16.3.2 Education**

In terms of education, St Joseph's National School is a co-education primary school and Seamount College Kinvara is a co-educational, post-primary school.

### **16.3.3 Community Facilities**

Social and Community facilities play an important function in promoting social inclusion and act as a focal meeting point for residents of all ages. Kinvara Children's Community Centre is a community creche facility in the village adjoining the community centre and offering a range of services for more including a preschool program. St. Joseph's Church, national school and the community centre, which are important community facilities, are centrally located within the village. St. Colman's Church, located on the outskirts of the village is also used once a week for services.

The community centre is used for a wide range of activities such as recreational facilities, badminton, dancing, music lessons, Youth Club, Karate and Drama, community meetings, sale events, etc. The Kinvara Children's Community Centre which is a community creche facility and preschool are adjoining the community centre.

In 2015, the restored Kinvara Courthouse building on Courthouse Road became the dedicated spaces and home to Kinvara Area Visual Arts (KAVA) with the support of Kinvara Community Council and the Parish Council. Kinvara Farmers Market takes place along Courthouse Road on Fridays between the months of April and October. It offers a selection of local produce including food and crafts and sometimes has live music sessions.

### **16.3.4 Environment and Heritage**

Kinvara is an attractive village that benefits from a rich heritage and a wide choice of natural and outdoor amenities. Kinvara's location at the head of Galway Bay makes it an ideal base for canoe/dingy and sailing enthusiasts. The key amenities that exist in the village is the Harbour area and the remains of the 7th century Rath of King Guaire and Dungaigue tower house to the northeast of the village and proximity the spectacular Burren Hills and Burren Lowlands to the south.

Kinvara has an attractive streetscape that contains several fine individual buildings. Within the Kinvara ACA and within the village are several protected structures and recorded monuments that add to the architectural character of the settlement. Windmill Tower, St. Joseph's Presbytery, St. Joseph's Church, Kinvara Courthouse, Murphy's Stores, Dungaigue Castle and PJ O'Dea Shop. Recorded Monuments include Promontory Fort, Tower Houses, Windmill, Church and Graveyard.

The grassed area with outdoor seating down along by the pier provides an attractive area of open space for residents and visitors and the pier provides an attractive focal point and people-friendly destination.

### **16.3.5 Village Centre and Business & Enterprise**

The commercial core of the village has been identified as Main Street, the Harbour area, the streets linking these areas and around the Market Square. Further commercial activity in this area is promoted along with the development of the Harbour area and Market Square as focal points.

Kinvara provides a limited amount of local employment and services to the people of the village and those within its wider catchment and the plan will seek to support the development, vitality and vibrancy of the village centre.

Within the village core a strategic aim is to bring remaining vacant and unused buildings within this area into productive use. There is also capacity for small residential schemes, self-built opportunities within the core. However, there are opportunities within the settlement for the redevelopment of existing underutilised properties and derelict dwellings. Development proposals located within the village core will be supported and facilitated where appropriate especially Living Over the Shop Opportunities in the village core. There are opportunity sites located along the main street in Kinvara incorporating underutilised land to the rear of these properties.

### **16.3.6 Tourism**

Kinvara's proximity to Galway City, the Burren Region including the Burren Lowlands, Coole Park, Lough Cultra Drive and Kilmacduagh with quiet local roads, hills, woods, fields, archaeology, castles and coastline have resulted in tourist opportunities to be developed within the village. The circular walking /cycling and driving routes in the area including from Kinvara to Lough Cultra Drive, up the new line to Gort and Tubber area, out the coast road to the Burren region are very popular with tourists and outdoor pursuit enthusiasts.

It is envisaged that the tourism links between the village and castle will be developed further in order to maximise the amenity value of the area. Mechanisms to achieve this include the provision of improved parking facilities at both locations together with a walkway linking them. Tourism related services are primarily encouraged within the village centre with appropriate tourism and parking facilities at Dunguaire Castle.

## **16.4 Services and Infrastructure**

### **16.4.1 Water Supply**

The Kinvara public water supply is supplied by a single borehole that supplies the Kinvara public water scheme and has capacity for projected growth.



### **16.4.2 Wastewater**

The village is served by a municipal wastewater treatment system. There is capacity within the network to accommodate development that is envisaged to take place.

### **16.4.3 Roads and Transportation**

The National Road the N67, runs through the settlement, giving rise to large volumes of traffic, including a high proportion of heavy goods vehicles and tour buses on day trip along the Wild Atlantic Way Route. Improvements have been made to some of the local road infrastructure in the area especially along the approach road to the village and the footpaths within the village.

There is limited on-street parking in designated car parking spaces located in the square, the Harbour and along Main Street. A number of public bus parking spaces are provided down by the Pier.

The realignment works on the eastern approach road into Kinvara, will make the N67 safer and the road's character will be retained by re-building the stone walls. The settlement is accessible by a daily Bus Eireann public bus service (Route 350) between Galway and Doolin, that links the settlements between Galway City and Doolin including Kinvara and provides a much-needed services to local and tourist.

## **16.5 Flooding**

With respect to lands within the village that are liable to flood risk, the Council will require any proposed developments to comply with 'The Planning System and Flood Risk Management Guidelines for Planning Authorities (DEHLG, 2009) and Circular PL2/2014 and any amendment thereof. The Council, having regard to the nature and scope of development, may require the submission of Flood Risk Assessments, as appropriate, to assess the suitability of development proposals. There is a flood map identified for Kinvara and is in accordance with the guidelines and circular referenced above

## Land Use Zoning Policy Objectives for Kinvara (Kinvara Small Growth Village-KSGV)

### **KSGV 1                      Sustainable Village Centre**

Promote the development of Kinvara village, as an intensive, high quality, well landscaped, human-scaled 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 to the villages. The village centre and associated main street shall remain the primary focus for retail and service activity within these plan areas.

### **KSGV 2                      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 Kinvara 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.

### **KSGV 3                      Local Development and Services**

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

### **KSGV 4                      Community Facilities**

To support the provision of additional community facilities and maintenance of the playground facilities, subject to resources being available.

### **KSGV 5                      Local Services and Business**

To facilitate the expansion of existing local services and businesses where appropriate and to facilitate the provision of further local employment opportunities in accordance with the proper planning and sustainable development of the area.

### **KSGV 6                      Small Scale Enterprises**

To encourage the provision of commercial and employment development within the village and in particular the provision of opportunities for small scale start up enterprises.

### **KSGV 7                      Tourism**

Promote Kinvara as premier tourist destination in its own right and as a tourism hub for Kinvara, offering a high quality, rich and diverse experience to all visitors.

**KSGV 8 Street scape Enhancement Works**

To facilitate the carrying out of streetscape enhancement works subject to resources being available.

**KSGV 9 Expansion of Public Infrastructure**

To support the expansion of public infrastructure within the village as required.

**KSGV 10 Connectivity to the Village**

New developments should be well integrated with the existing village and allow for easy and safe access and connectivity to the village centre and to the main facilities by foot and bicycle.

**KSGV 11 Stone Walls**

Encourage the retention and additional of the natural stone walls along roadside boundaries, housing estate boundaries and boundaries to any new development within the development boundary.

**KSGV 12 Opportunity Sites**

To promote and encourage the appropriate red-development of the opportunity sites identified below, which will contribute to the vitality and character of Kinvara.

**OPT-KI 1 Site Kinvara - Corner site**

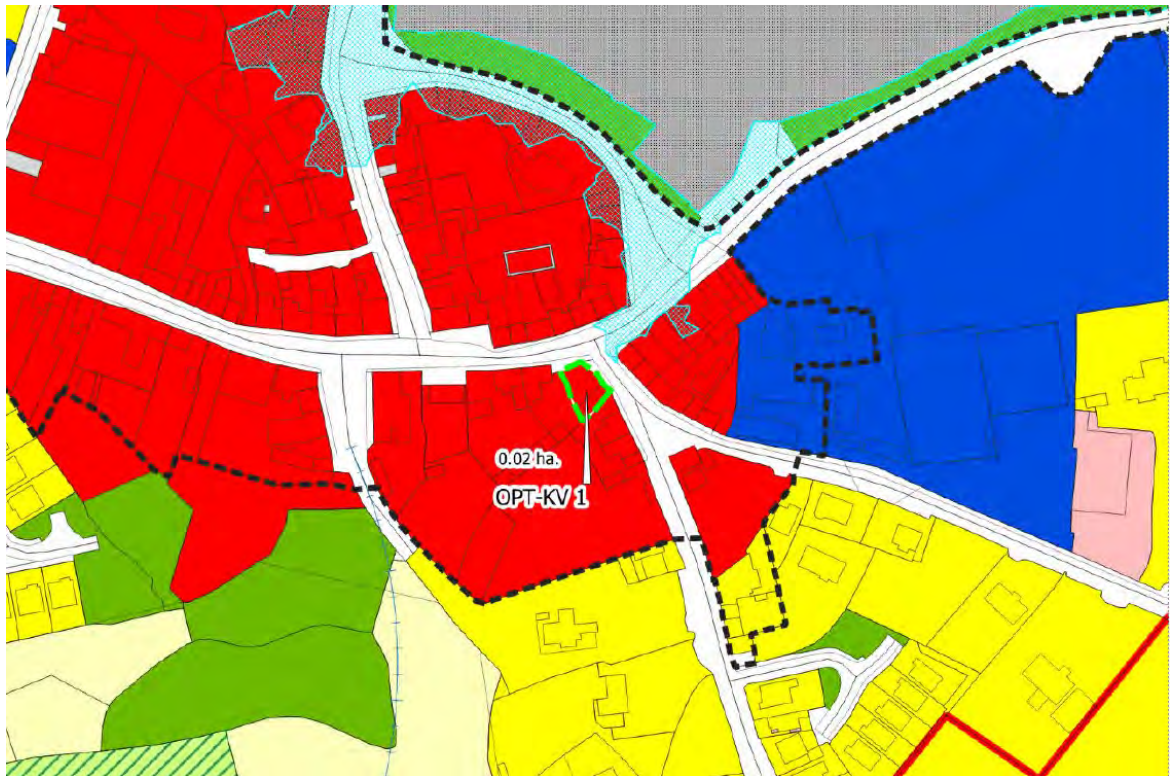
**Brief Description:** This corner site visible on approaching the village from the east and south is located across the road to the west of the Post Office. It is currently occupied by single storey outbuildings and a garage serving the traditional 3-storey dwelling on the adjoining site to the west. **Area:** The site area measures circa. 0.2 HA.

**Zoning:** The site is zoned Town Centre.

**Current Land-Use:** Storage sheds and garage serving the dwelling on the adjoining site to the west.

**Opportunity:** To provide for a mix of uses capable of accommodating tourism, residential, commercial or a mixed-use development.





### **OPT-KI 2 Site Kinvara – Lands to the rear of the Main Street**

**Brief Description:** This site fronts onto the Main Street with an existing 2-storey dwelling that has a side access onto the Main Street to the north-eastern part of this Opportunity site. The plot extends westwards to the rear of Tully's Bar and associated buildings to the boundary of Arvough Housing estate. The roadway serving the car park to the rear of the supermarket runs along the eastern site boundary.

**Area:** The site area measures circa. 0.24HA.

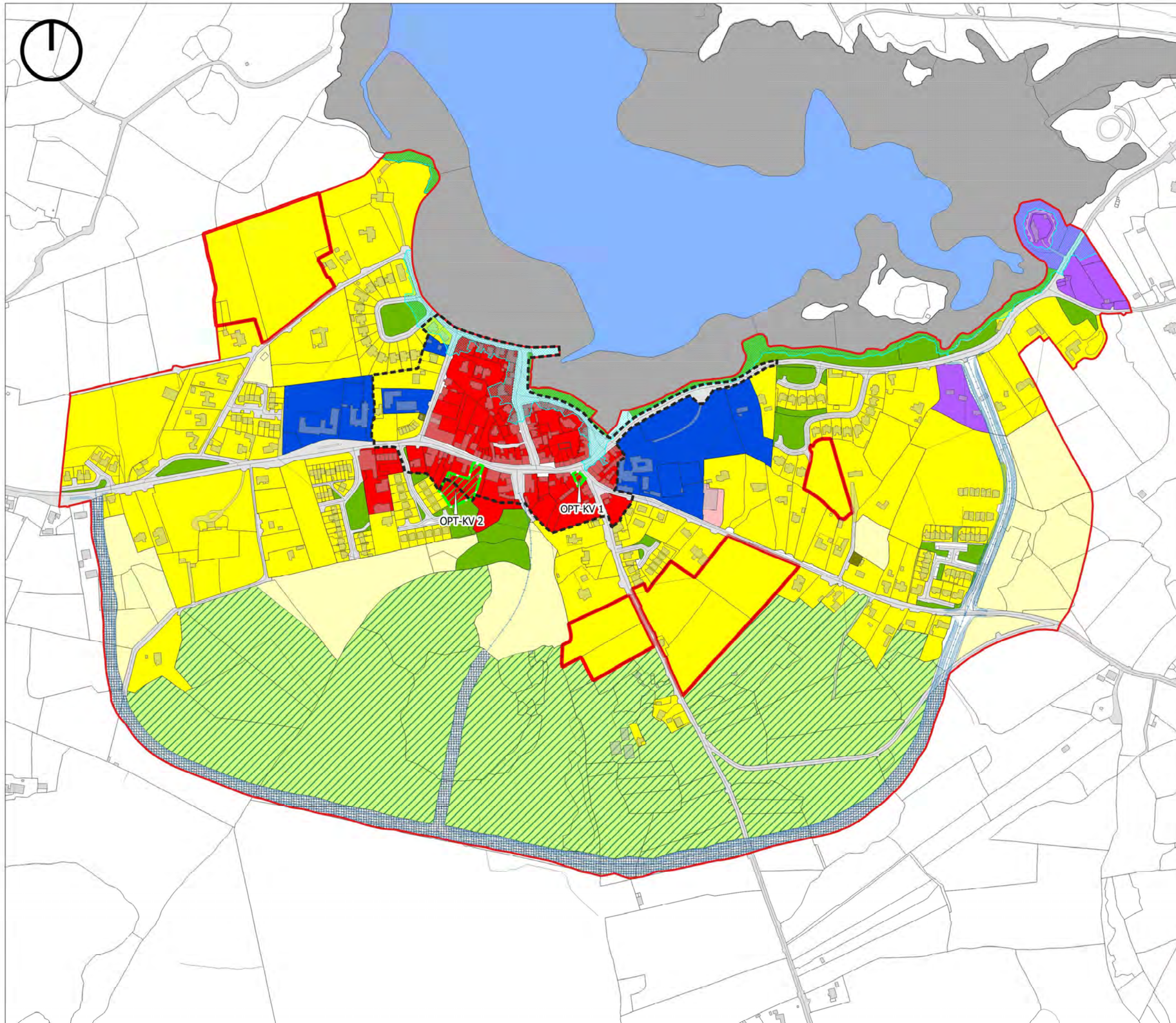
**Zoning:** The site is zoned Village Centre.

**Current Land-Use:** Residential with a large part of this opportunity site in use as rear gardens serving the properties fronting onto the Main Street.

**Opportunity:** To provide for a mix of uses capable of accommodating tourism, residential, commercial or a mixed-use development.



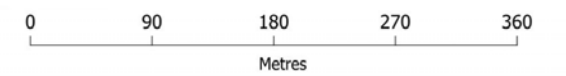




-  Settlement Boundary
-  R - Residential Existing
-  R - Residential (Phase 1)
-  R - Residential (Phase 2)
-  VC - Village Centre
-  C2 - Commercial/Mixed Use
-  T - Tourism
-  CF - Community Facilities
-  PU - Public Utility
-  OS - Open Space/Recreation & Amenity
-  A - Agriculture
-  TI - Transport Infrastructure
-  Proposed Road
-  Constrained Land Use
-  Architectural Conservation Area
-  Opportunity Site

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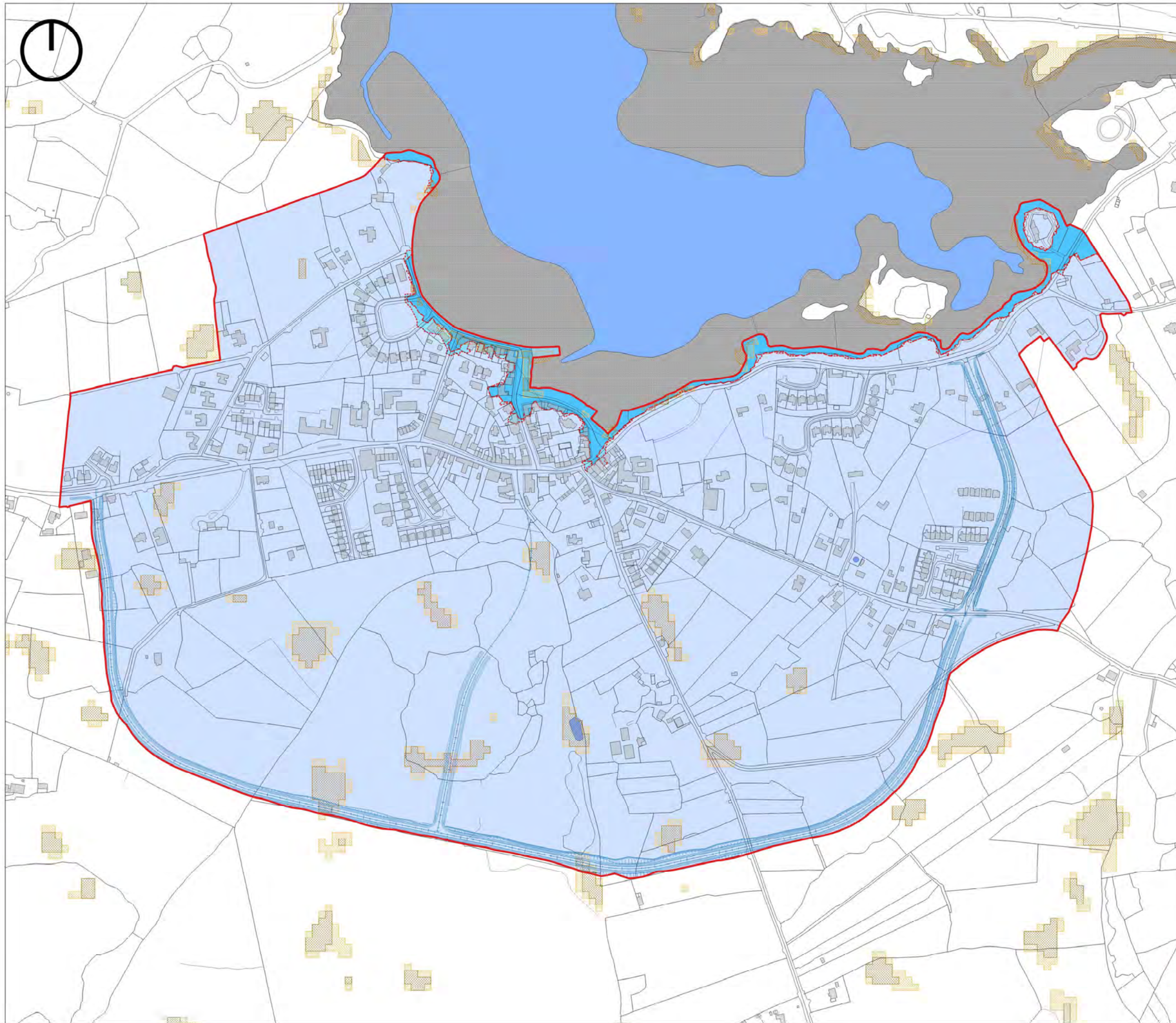
**Small Growth Village  
Kinvara  
Land Use Zoning Map**



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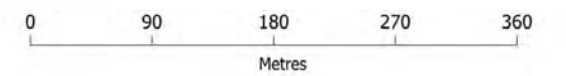




- Settlement Boundary
- Indicative Flood Zone A
- Indicative Flood Zone B
- Indicative Flood Zone C
- PFRA Pluvial Indicative
- PFRA Pluvial Extreme
- Water

**Galway County Development Plan  
2022-2028**

**Small Growth Village  
Kinvara  
Flood Risk Management**



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## **17.1 Moylough Small Growth Village**

### **17.2 Village Context**

The village of Moylough is located 52km north-east of Galway City. The N63 approaches the village from a south-westerly direction from Abbeyknockmoy. The village of Moylough is located just 5 km from Mountbellew. The main National route (N63) and the main regional route R364 intersect at Moylough to form a crossroads on which the village is centred. This is a rural compact village, with a strong link with the larger rural village of Mountbellew, not least to avail of the post primary education facilities in Mountbellew as Moylough does not have its own secondary school. While the village of Moylough is small, it retains many of the essential services that other villages do not have. These include a Garda Station, Post Office and community centre.

### **17.3 Sustainable Communities**

#### **17.3.1 Housing**

Along with the other settlements of a similar size, this settlement plan will promote a mix of house types and sizes within the village. Within the village of Moylough there is already a variety of house types and sizes. This includes a linear settlement pattern on the approach roads to the village. Typically, these residential units comprise of bungalows and two storey dwelling houses set within large plots. Terraced type properties are located within the village core with some residential accommodation also located over existing commercial units. There is also a mix of suburban type housing which are accessed off the N63 including Meadow Court, The Orchards, The Nurseries and The Dales.

Continued renewal of properties within the Village Core would be desirable and a high standard of design for infill housing development and new or replacement shopfronts should be in keeping with the overall character of the main street.

It is also important that the village's rural character, heritage and natural amenities are maintained, enhanced and not compromised.

The primary locations for new housing developments are areas close to the village core with existing pedestrian connections to the village.

### **17.3.2 Education**

Scoil Naomh Padraig is the local co-educational primary school in the village. There is no local secondary school in the village, the nearest post primary school is located in Mountbellew.

### **17.3.3 Community Facilities**

Moylough is served with a good range of existing community facilities. These include primary school; church; health centre; creche; Garda Station; Post Office; Moylough sports ground and playground. Given the size and rural location of the village, there are numerous community facilities serving the community.

The population has increased in the settlement and surrounding hinterland in recent years and this in turn has put extra demands on the villages' infrastructure and community facilities. It is important that new facilities are encouraged to locate within the village core and that where possible, existing community facilities are improved.

This plan will seek to protect from development the existing community facilities and where possible expand the range of sports facilities available in the village.

### **17.3.4 Environment and Heritage**

The village of Moylough is well served with community facilities in terms of playing pitches, children's playground and creche facilities along with a community centre. However, there is a lack of passive open space and landscaping in and around the village centre. The village is well served with street lighting and footpaths but the amount of soft landscaping included in what is a wide main street is somewhat lacking with carparking being the dominant feature. Furthermore, the crossroads in the village is dominated on one side by a large square that is used as



a carpark. It is considered that public realm improvements in this location could vastly improve the living environment of this rural village.

### **17.3.5 Village Centre and Business & Enterprise**

Moylough has developed around the crossroads in the centre of the village. The crossroads is dominated by Saint Patricks's Church which is set within a large plot on the south-western side of the crossroads. The village centre in Moylough is small, compact and rural in character. There are a number of commercial properties in the village centre that have become derelict over the years.

However, there are some positive signs of village centre based commercial activity in Moylough. For example, the Coppinger furniture shop occupies a prominent corner plot on the north-eastern site of the crossroads. This premises is a double fronted and therefore has a presence on both the main N63 national route and the north bound Kilkerrin Road. The village centre also includes several local convenience shops. The post office in the village is still in operation and recently planning permission has been granted within the adjoining unit which include a mixed-use café and residential development which will be a positive addition to the village centre.

Business and Enterprise type uses will also be encouraged within the village centre. The existing warehouse building adjacent to the existing primary school will have a Business and Enterprise zoning which would provide some much-needed local employment, without detriment to residential amenity.

## **17.4 Services and Infrastructure**

### **17.4.1 Water Supply**

Public water supply available. The village is served by a public water supply. All lands identified for development potential are served by public water supply.

### **17.4.2 Wastewater**

The village is served by a municipal wastewater treatment system. There is capacity within the network to accommodate development that is envisaged to take place.

### **17.4.3 Transportation and Movement**

The main arterial route through the village is the N63 Galway – Roscommon National Primary Road. It approaches the villages from a south-westerly direction from Abbeyknockmoy and turns to a south-easterly direction as it leaves Moylough and approaches Mountbellew which is approximately 5KM south-east of Moylough. The N63 intersects with the R364 to form the crossroads in the centre of Moylough village. The northbound section of the R364 at Moylough is known as the Kilkerrin Road while the southbound section of road is known as Chapel Road. The N63 widens in the village of Moylough to accommodate on street parking. A carpark is also located at the crossroads in the village.

Public bus services provide a daily connection into Galway city return for local residents.

### **17.5 Flooding**

With respect to lands within the village that are liable to flood risk, the Council will require any proposed developments to comply with 'The Planning System and Flood Risk Management Guidelines for Planning Authorities (DEHLG, 2009) and Circular PL2/2014 and any amendment thereof. The Council, having regard to the nature and scope of development, may require the submission of Flood Risk Assessments, as appropriate, to assess the suitability of development proposals. There is a flood map identified for Moylough and is in accordance with the guidelines and circular referenced above.

## Land Use Zoning Policy Objectives for Moylough (Moylough Small Growth Village-MSGV)

### **MSGV 1 Sustainable Village Centre**

Promote the development of Moylough village, as an intensive, high-quality, well landscaped, human-scaled 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 to the villages. The village centre and associated main street shall remain the primary focus for retail and service activity within these plan areas.

### **MSGV 2 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 Moylough 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.

### **MSGV 3 Local Development and Services**

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

### **MSGV 4 Community Facilities**

To support the provision of additional community facilities and maintenance of the playground facilities, subject to resources being available.

### **MSGV 5 Local Services and Business**

To facilitate the expansion of existing local services and businesses where appropriate and to facilitate the provision of further local employment opportunities in accordance with the proper planning and sustainable development of the area.

### **MSGV 6 Small Scale Enterprises**

To encourage the provision of commercial and employment development within the village and in particular the provision of opportunities for small scale start up enterprises particularly on lands adjacent to the existing primary school which have a business and enterprise zoning.



### **MSGV 7 Street scape Enhancement Works**

To facilitate the carrying out of streetscape enhancement works subject to resources being available.

### **MSGV 8 Expansion of Public Infrastructure**

To support the expansion of public infrastructure within the village as required.

### **MSGV 9 Connectivity to the Village**

New developments should be well integrated with the existing village and allow for easy and safe access and connectivity to the village centre and to the main facilities by foot and bicycle.

### **MSGV 10 Opportunity Site**

To promote and encourage the appropriate re-development of the opportunity site identified below, which will contribute to the vitality and character of Moylough.

## **OPT-MO 1 Site Moylough**

**Brief Description:** Large vacant site in the centre of Moylough Village.

**Area:** The site area measures 0.87 HA

**Zoning:** This site is zoned Village Centre.

**Current Land Use:** Vacant.

**Opportunity:** The site is located on the north side of the road to Mountbellew (N63). The primary means of access would be from the south-eastern corner of the site, however there may also potential additional access points from the east (R364), south-west via the N63.

The site has great potential for future development. There has been a number of recent developments adjoining this site in the last number of years with the addition of residential units and a creche. This particular opportunity site has a Village Centre zoning that could provide additional complementary development to add to the existing development mix in the vicinity.



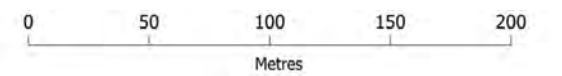




- Settlement Boundary
- R - Residential Existing
- R - Residential (Phase 1)
- R - Residential Infill
- VC - Village Centre
- BE - Business & Enterprise
- CF - Community Facilities
- OS - Open Space/Recreation & Amenity
- TI - Transport Infrastructure
- Architectural Conservation Area
- Opportunity Site

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Small Growth Village  
Moylough  
Land Use Zoning Map



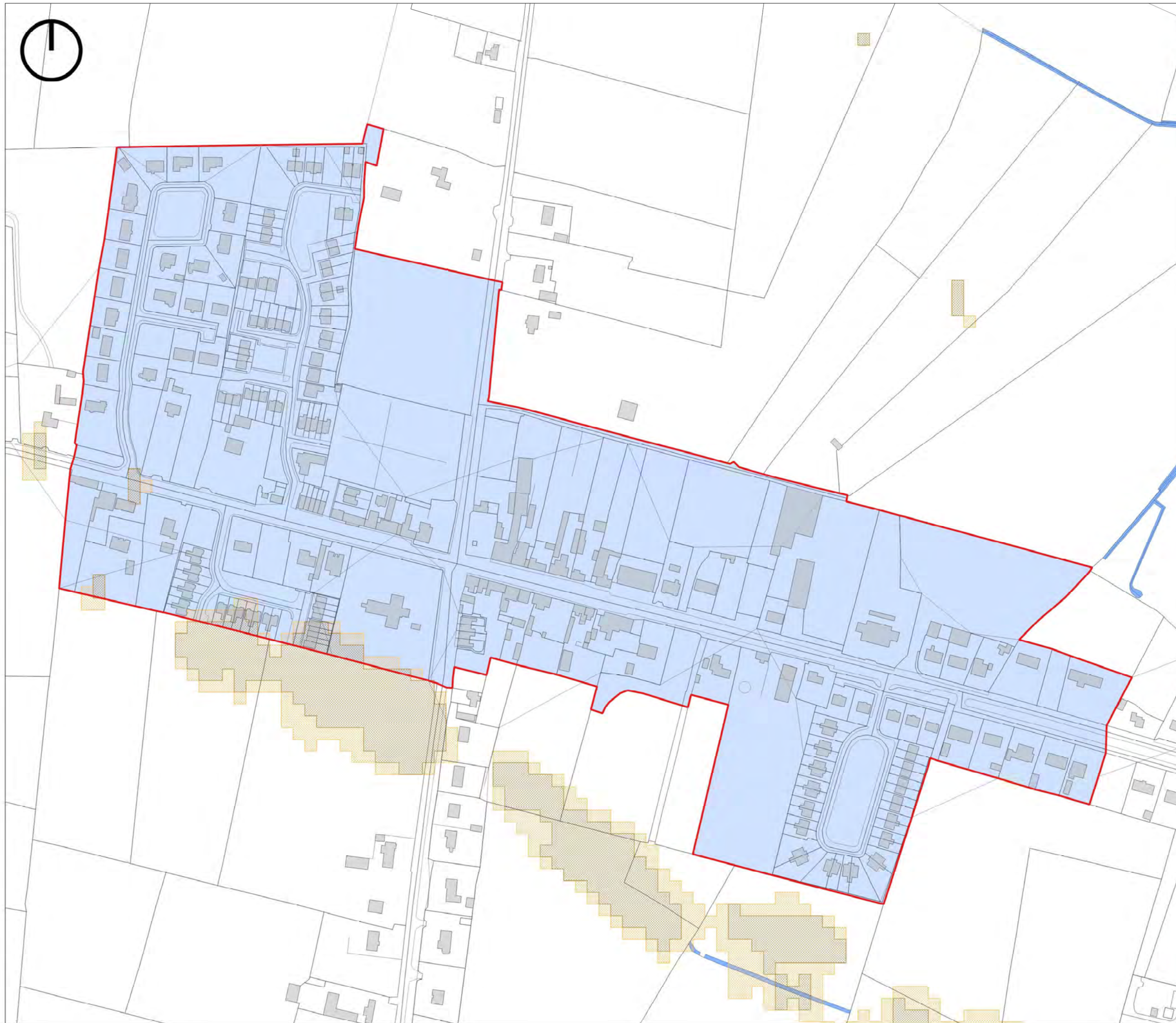
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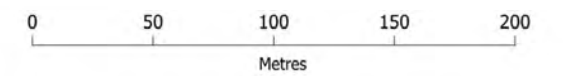


- Settlement Boundary
- Indicative Flood Zone C
- PFRA Pluvial Indicative
- PFRA Pluvial Extreme
- Water



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