



Planning Department
Galway County Council
Áras an Chontae,
Prospect Hill,
Galway

Our Ref: 210646
Your Ref:

8th July 2022

Re: Draft Direction to the Galway County Development Plan 2022-2028

Dear Sir/Madam,

We acknowledge that the Minister of State for Local Government and Planning, consequent to a recommendation made to him by the Office of the Planning Regulator under Section 31 AM(8) of the Planning and Development Act 2000 (as amended), has delivered notice of the Minister's intent to issue a Direction to Galway County Council in relation to the Galway County Development Plan 2022-2028. On behalf of our client, Baile Bhrúachlain Teoranta, we wish to make a submission on the Draft Ministerial Direction which was published on the 23rd of June 2022.

Baile Bhrúachlain Teoranta requested within a submission to the Draft Galway County Development Plan 2022-2028 (see **Appendix 1**) that a buffer zone standard of 100m set back buffer zone for development in proximity to Waste Water Treatment Plants is set as the standard for the entire county. It was considered that the arrangement at the time where 50m was the standard in one location and 100m where there was an LAP was wholly inconsistent and left projects open to Judicial Review challenges and delays.

The Development Plan as prepared includes Policy WW 9: Municipal Wastewater Treatment Plants in An Cheathrú Rua which states "*There shall of be a minimum 100m setback for all new wastewater treatment plants in An Cheathrú Rua.*"

It is respectfully requested that a buffer zone standard of 100m set back buffer zone for development in proximity to Waste Water Treatment Plans is set as the standard for the entire county, as per the request of the submission made to Galway County Council in July 2021.

Yours sincerely,

A handwritten signature in black ink that reads 'Orla McCafferty'.

Orla McCafferty
Planner
MKO



Appendix 1

Submission to the Draft Galway County Development Plan 2022-2028 28th July 2021



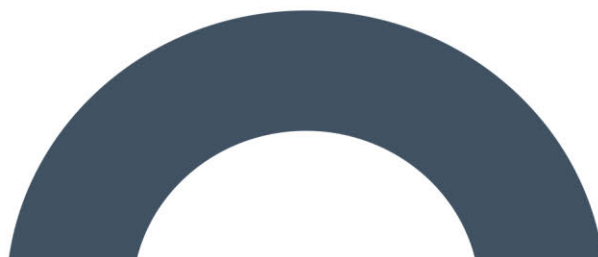
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**Draft Galway County
Development Plan Submission**

Connemara Region, Co. Galway





DOCUMENT DETAILS

Client: **Baile Bhruchlain Teoranta and Baile Eamoinn Teoranta**

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D2	Draft	07/07/2021	AB	PH
D3	Draft	20/07/2021	AB	PH
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Table of Contents

1.	INTRODUCTION	1
1.1	Preamble	1
1.2	County Development Plan Review	1
1.3	Site- Specific Context.....	1
2.	SUBMISSION TO THE DRAFT DEVELOPMENT PLAN	5
2.1	An Spideál/Spiddal	5
2.2	Maigh Cuilin/Moycullen	13
2.3	An Ceathrú Rua/Carraroe.....	15
2.4	Tourism in the Connemara Region.....	17
2.5	Development Management Standards	19
2.6	Critical Waste Water Infrastructure	20
2.7	Promotion of Rossaveal as an Offshore Renewable Energy Hub	20
2.8	Protection and Promotion of the Galway Huicear Boat Tradition	21
3.	CONCLUSION	22

APPENDICES

Appendix 1 Spiddal Flood Risk Mitigation Strategy and Engineering Solution prepared by O’Connor Sutton Cronin Consulting Engineers

Appendix 2 Indicative Plans prepared by O’Neill O’Malley Architects

Appendix 3 Moycullen Justification Test

Appendix 4 Previous Development Plan Submissions

Appendix 5 Sruthán Marine Heritage Centre Brief

TABLE OF TABLES

Table 1: Status of Residential Phase 1 lands in the extant development plan. 11

Table 2: Proposed site specific zoning matrix for the redevelopment of the subject lands in Spiddal..... 12

TABLE OF FIGURES

Figure 1: Subject Site (Source: MyPLan.ie, Edited by MKO) 2

Figure 2: Lands at Kylebroghlan, Moycullen, County Galway which were granted permission under Pl. Ref. 17/1087 ABP Ref 07.249365)..... 3

Figure 3: Indicative Site Location. Source: Bing Maps. 4

Figure 4: Indicative Site Location Extract from OSI Map Sheet 3399 B..... 4

Figure 5: Excerpt from Draft Development Plan Subject lands outlined in black (as edited by MKO)..... 6

Figure 6: Site Masterplan overlaid on Existing/proposed zoning in Spiddal. Source: O’Neill O’Malley Architects... 7

Figure 7: Building Lines in Spiddal. Source: O’Neill O’Malley Architects..... 8

Figure 8: Building Heights in Spiddal. Source: O’Neill O’Malley Architects 9

Figure 9: Connectivity through the proposed masterplan and the wider village of Spiddal. Source: O’Neill O’Malley Architects..... 10



Figure 10: Extant Development Plan Zoning Map highlighting Residential Phase 1 land. Source: Galway County Development Plan 2015 2021 Variation No. 2(b). As edited by MKO..... 11

Figure 11: Site layout of Lands at Kylebroghan, Moycullen, County Galway annotating the linkages between the granted development and the site to the south..... 14

Figure 12: Proposed Zoning Map for Moycullen 2022 2028. Subject lands outlined in red with a red star..... 14

Executive Summary

MKO have been appointed by Baile Bhrúachlain Teoranta and Baile Eamoinn Teoranta to prepare a submission to Galway County Council on the Draft Galway County Development Plan 2022 2028.

This submission relates to the Connemara region as a whole, with specific reference to residential, commercial and tourism related development within the towns and villages of Spiddal (An Spideál), Moycullen (Maigh Cuilinn) and Carraroe (An Ceathru Rua). The submission is laid out in accordance with the following key points, which we would respectfully ask Galway County Council to take cognisance of in the preparation of the emerging County Development Plan which will form the basis of all development in the County for the coming years.

- Rezoning of lands located in the heart of Spiddal for future commercial, leisure, healthcare and residential development,
- Rezoning of lands located in the town of Moycullen for future residential development,
- Promotion of the tourism sector in Spiddal, Carraroe and the wider region of Connemara.
- Community gain and benefit for County Galway,
- Recommended Development Management Standards,
- The transfer of the Udaras na Gaeltachta WWTPs to Irish Water for the benefit of Connemara the county as a whole,
- The promotion of Rossaveal Harbour as a hub location for the promotion of the Offshore Renewable Energy Hub,
- Protection and Promotion of the Galway Huicear boat tradition as a cultural and maritime heritage asset unique to County Galway.

There is a significant opportunity for this emerging Development Plan to enhance the tourism and economic sectors in County Galway and the South Connemara Region, to allow the region to flourish and become the tourist sector it could be, which would benefit the local residents and the economy of the area greatly. The contents of this submission would form a great basis for the realisation of the future opportunities for South Connemara’s tourism sector, the strengthening of the local economic base and the delivery of new employment, local services and residential homes for the local community. As such, we respectfully ask Galway County Council to consider this submission in detail and incorporate the below proposals and justifications into the emerging Galway County Development Plan 2022 2028.

1. INTRODUCTION

1.1 Preamble

MKO have been appointed by Baile Bhrúachlain Teoranta and Baile Eamoinn Teoranta to prepare a submission to Galway County Council on the Draft County Development Plan 2022 2028 with specific reference to the land use zoning in place. We respectfully ask that the Planning Authority take cognisance of this submission with regard to the land use zoning objectives contained in the Draft County Development Plan.

Our submission largely relates to the following:

- Rezoning of lands located in the heart of Spiddal for future commercial, leisure, healthcare and residential development,
- Rezoning of lands located in the town of Moycullen for future residential development,
- Promotion of the tourism sector in Spiddal, Carraroe and the wider region of Connemara.
- Community gain and benefit for County Galway,
- Recommended Development Management Standards,
- The transfer of the Udaras na Gaeltachta WWTPs to Irish Water for the benefit of Connemara the county as a whole.

We respectfully ask that this submission is taken into consideration in the preparation of the emerging Galway County Development Plan. Much of this submission follows on from and correlates with previous submissions to the Issues Paper, the Northern and Western Regional Authority (NWRA) Regional Spatial and Economic Strategy (RSES) and is also in line with numerous planning applications, planning appeals and judicial reviews for development on sites within the Connemara Region, which MKO have lodged on behalf of our clients.

1.2 County Development Plan Review

In accordance with Parts 9 and 11 of the Planning and Development Act 2000 (as amended) Galway County Council are obligated to make a development plan every 6 years and open the draft plan to public consultation during the process. The Galway County Development Plan 2022 2028 is currently in its second (Draft Plan) stage of review; the public consultation of which is currently taking place from 20th May 2021 to 30th July 2021. This report forms the basis for a submission to the draft plan review.

Our client is taking a logical approach towards the planning and development of Galway County. Such an approach is key to ensuring that suitable lands are developed in the most efficient and sustainable manner feasible, to enhance and promote tourism and the cultural heritage of the area, and to meet the aims and objectives of national and regional policy and guidance of the same.

1.3 Site- Specific Context

An Spideál/ Spiddal

The subject site is located on the eastern edge of An Spideál Village, approximately 18 kilometres west of Galway City in the Connemara Gaeltacht. The regional route R336, which links Galway City to Leenane in the northwest of Connemara is the main transportation artery serving An Spideál, Cois Fharráige and South Connemara. It passes through the village centre immediately south of the proposed site and runs parallel to the coastline continuing westwards to Indreabhán. The village is also served by a third class road which connects it directly with Maigh Cuillin and the N59 national secondary route.

The subject site measures approximately 2.6ha. The site itself is located on the town's eastern approach on the R336. The site avails of scenic views southwards over Galway Bay. The area to the west of the application site is occupied by the Ceardlann an Spidéal and Údarás na Gaeltachta buildings, which include a music studio and a GTEIC building. The north of the site is characterised by dispersed one off housing. The local road abuts the eastern site boundary. There is a footpath of 1.5 2.0m in width and low stone wall along the southern site boundary which fronts on to the R336.

The existing site is accessed via 2 no. existing entrances (1 no. agricultural entrance from the R336 and 1 no. residential/vehicular entrances onto the L5397 local road along the eastern site boundary). Our client has proposed a mixed use restaurant, commercial, hotel, leisure, medical and residential scheme on this site.



Figure 1: Subject Site (Source: MyPLan.ie, Edited by MKO)

Maigh Cuilin/Moycullen

Our client is also a landholder of potential future development lands in Maigh Cuilin (Moycullen). These lands are located contiguous to existing residential land and land proposed to be zoned as residential phase 1, within the town's administrative boundary. The lands are currently zoned agricultural.

This subject site, as outlined in blue in **Figure 2** below, is located to the rear of an existing residential development which is zoned as Town Centre in the draft plan (outlined in red), between Mountain Road and Coill Bruachlán to the west of the N59. Access to this site would be via the existing development in the site to the north/N59.

The site itself is located on the town's southern approach on the N59 National Secondary Route, within a zone of dispersed housing of various periods. The area to the north west of the application site is characterised by a well established residential housing development. The site is in agricultural use currently, with rough pasture and scrub, however, it is contiguous to the Town Centre zoning and it is suitably sited for new residential development in the town, which does not currently have sufficient land zoned or allocated for a realistic housing need target over the plan period.

The area to the immediate north of the subject site is zoned residential and has an extant planning permission.



Figure 2: Lands at Kylebroghlan, Moycullen, County Galway which were granted permission under Pl. Ref. 17/1087 ABP Ref 07.249365)

An Ceathrú Rua/Carraroe

Further to the above and our clients desire to promote the growth of tourism and cultural heritage within the South Connemara Region, our client has put forward previous submissions and planning applications relating to heritage and tourism developments on their lands in An Ceathrú Rua (Carraroe). These applications such as heritage signage and a cultural heritage and marine leisure centre relating to the Galway Hooker Boats at Sruthán Pier, are focused around expanding the tourism potential of the area and supporting the local Community.

The subject site is located at Sruthán Pier, Carraroe (An Cheathrú Rua), County Galway approximately 1.5 kilometres northeast of Carraroe village, Co. Galway. It is approximately 0.521ha in size and benefits from a boat storage facility on site. It is surrounded by undulating barren stony ground, lying on the southern side of Sruthán Pier and accessed by a cul de sac road as shown in Figures 3 and 4 below.



Figure 3: Indicative Site Location. Source: Bing Maps.



Figure 4: Indicative Site Location Extract from OSI Map Sheet 3399 B

2. SUBMISSION TO THE DRAFT DEVELOPMENT PLAN

As set out in the preamble of this report, our submission relates to the need for commercial and residential development in key areas of County Galway and the enhancement of the tourism, cultural heritage and marine leisure opportunities for the Connemara Region as a whole. The emerging development plan, which will provide the planning framework and future policies for the County until 2028, has a key role to play in ensuring that there are sufficient homes, and land zoned for new homes, for the population of the County of Galway over the next 6 years, along with ensuring there are sufficient lands zoned for commercial development for the benefit of the local communities to shop, live and work without the need to commute out of their region for their basic human needs, and ensuring the tourism opportunities the Connemara Region are realised and expanded on in the lifetime of the emerging plan and in line with Fáilte Ireland's Visitor Development Program for the region.

The following key elements are discussed in this section of the submission and reasoned justification provided for their inclusion in the emerging Plan:

- Rezoning of lands located in the heart of Spiddal for future commercial, leisure, healthcare and residential development,
- Rezoning of lands located in the town of Moycullen for future residential development,
- Promotion of the tourism sector in Spiddal, Carraroe and the wider region of Connemara.
- Community gain and benefit for County Galway,
- Recommended Development Management Standards,
- The transfer of the Udaras na Gaeltachta WWTPs to Irish Water for the benefit of Connemara the county as a whole.

2.1 An Spideál/Spiddal

Spiddal is a key coastal village in County Galway and the region of Connemara. It is a popular tourist area with links to the sea and to Irish culture and heritage, being one of the largest Irish language speaking settlements in Galway and home to the set of the TG4 show Ros na Run and Coláiste Chonnacht, the Irish language Summer College. It is a village with a small population, but has a large hinterland catchment area and is a key village on the Cois Fharrage district. It has much opportunity to accommodate tourists, visitors and further residential, healthcare and commercial development within the heart of the village in the coming years, to further the self sufficiency of this popular village. The village is identified as a small growth village in the draft Plan and has potential to enhance itself and its pull factors in the Gaeltacht region, as a place to live, work and visit.

This submission relates particularly to lands within the heart of the village of Spiddal. These lands have been subject to previous planning applications and are currently subject to a mix of zonings in the extant development plan. As set out in **Figure 5** below, the illustrated land zonings have not been proposed to be altered by Galway County Council in the emerging development plan.

We respectfully submit that this is a missed opportunity, as a rezoning of the front component of the site to accommodate a new hotel is an opportunity that will enhance the village.

The key points set out in this section of the submission comprise:

- Flood Risk Mitigation on the subject site
- Rezoning of the subject site to aid the creation of a tourism hub for South Connemara
- Community gain benefit of the redevelopment of the site

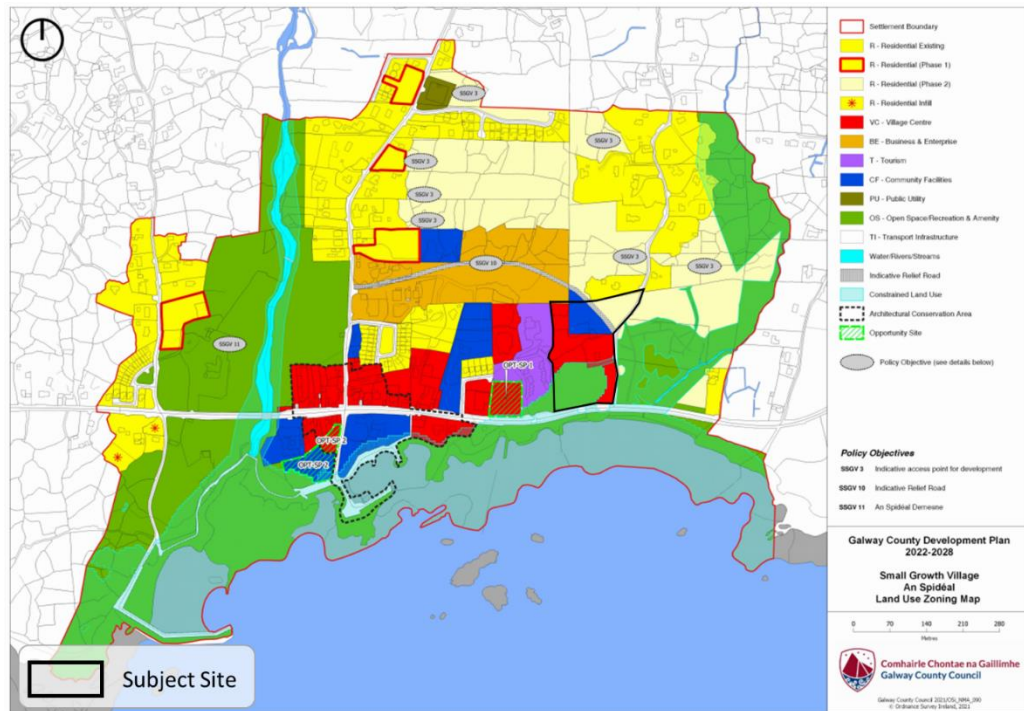


Figure 5: Excerpt from Draft Development Plan Subject lands outlined in black (as edited by MKO).

While it is acknowledged that the lands to the south of the site, zoned for Open Space, are covered by a Flood Risk Zone, the historic planning applications submitted on this site determined that there is an engineering solution to deal with the flood risk on this portion of the site, as discussed in further detail below. Currently, this land has an application which is under consideration by An Bord Pleanála following the winning of a Judicial Review (Ref: ABP 309759 21), for the development of a Hotel and Business and Innovation Centre, along with 6 no. residential dwellings. This scheme is laid out on the Village Centre and Residential Phase 2 zoned lands, with the remainder of the site closest to the coastal edge being car parking and landscaping.

The lands to the front (south) of the site which are currently zoned as Open Space/Recreation & Amenity, would not be appropriate in this location. While it is acknowledged that there is a flood risk on this land, a Flood Risk Mitigation strategy and engineering solution has been prepared by hydrologists at O'Connor Sutton Cronin (OCSC) Consulting Engineers, which has been peer reviewed by Anthony Cawley of Hydro Environmental Consultants, and demonstrates the suitability of these lands for development. This strategy is provided in full in **Appendix 1** of this submission. This note explains that the R336 road along the southern boundary of the site is noted to flood during extreme high tide and storm surge periods. The southern portion of the site is at a lower lying level than the R336 and is in Flood Zone A. However, it is evidenced that the raising of the lands above the maximum flood levels and leaving an allowance for climate change plus a freeboard of 500mm and the installation of non return valves in the Surface Water Network to stop water from the coast being able to enter the site, would remove these lands from flood risk while not increasing the flood risk through displacement of flood waters in the surrounding area.

As is illustrated above, the site is split into 4 different zoning types, which do not follow any clearly defined boundaries or physical markers on the site. The land to the south of the site (coloured green), which borders the road is proposed to be zoned for Open Space/Recreation & Amenity, with the lands behind being proposed to be zoned as Village Centre (coloured red) and Community Facilities (coloured blue). The grey line splitting the site, is denoted at Objective SSGV 10, which is a proposed road, while the triangular portion of land to the north east, is zoned as Residential Phase 2 land.

This submission respectfully asks the Local Planning Authority to reconsider these zonings, to remove the Open Space/Recreation & Amenity lands and replace with a Village Centre zoning, along with the rezoning of the Residential Phase 2 lands, to Residential Phase 1 lands.

As set out below in **Figure 6**, which illustrates the proposed masterplan for the site overlaid on Galway County Council’s proposed zoning map, it respectfully proposed to rezone this site to a Village Centre designation to the south of the Baile Eamonn proposed new road, and Residential Phase 1 to the north of this proposed road.

The site is located within the heart of the village of Spiddal and there is an opportunity to ensure that future development in Spiddal reflects this key location.

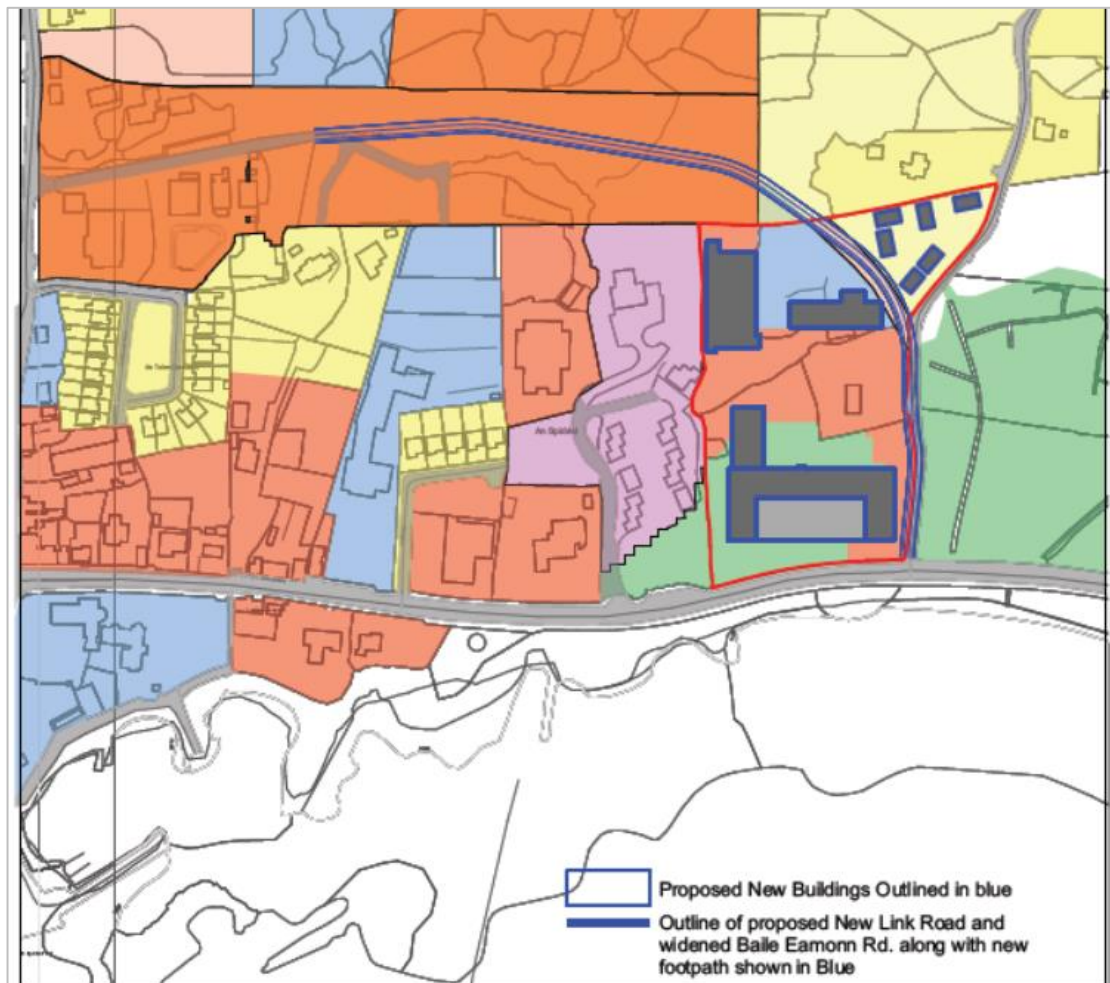


Figure 6: Site Masterplan overlaid on Existing/proposed zoning in Spiddal. Source: O Neill O Malley Architects

The zoning of this site, as a Village Centre location would be appropriate and in accordance with policy SGV 3, Village Centre zoning, set out in the Small Growth Villages section of the draft plan. It is a logical site to place new commercial and retail development, in a central location within the village, adjacent to existing commercial development and a popular beach destination. Further, general policies such as SGV 6, 7 and 10, and SSGV1 and SSGV 10 also support the rezoning of this site to Village Centre uses.

In addition to the flood risk justification provided and the policies of the draft plan such as point 2 of SGV 3 aims to promote “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” [our emphasis added] and SSGV1 which aims to “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 ... The village centre and associated main streets shall remain the primary focus for retail and service activity within these plan areas” [our emphasis added].

The current zoning of the front of the site, along the regional road through Spiddal as Open Space, while zoning the land to the rear as Village Centre does not conform with this policy. The lands to the front of the site would provide a focal point for the provision of services and facilities which are suitable in a Village Centre, such as the hotel currently under consideration by An Bord Pleanála, would be in accordance with this policy and with the provisions of policy SGV 4 relating to Village Centre Management, and should therefore, we submit, be rezoned to Village Centre, particularly given the reasoned justification provided on the matter of flood risk.

Further to this, **Figure 7** below, illustrates how development on this section of land, in accordance with the proposed masterplan, would be suitably accommodated in accordance with the character of the surrounding area, such as ensuring the proposed and existing building lines are appropriately aligned. The application which is currently being considered by the Board will accommodate the car parking for the development to the front of the site on the open space and constrained land use zoning, however, in keeping with the character of the area, the aforementioned policies and the existing building lines, car parking can be more appropriately accommodated, to the rear of the building proposed rather than being set to the south of the site along the road boundary as was originally proposed.

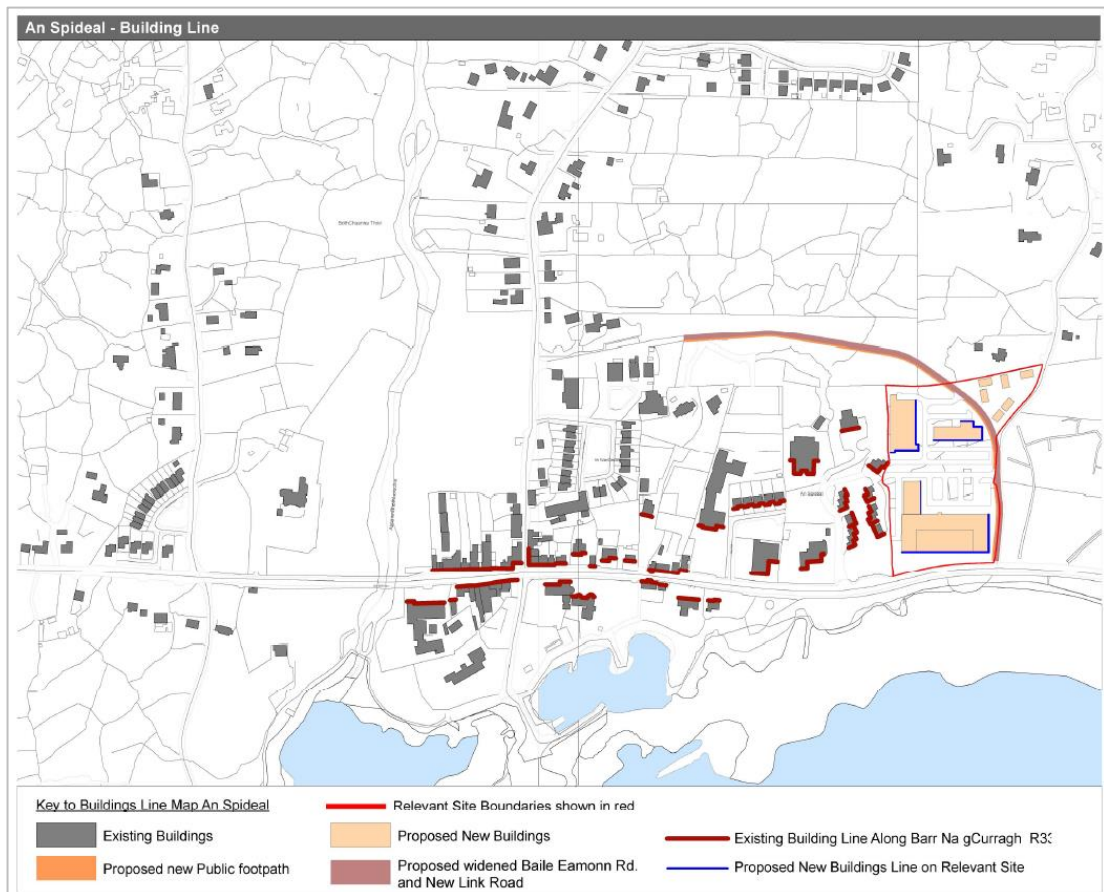


Figure 7: Building Lines in Spiddal. Source: O Neill O Malley Architects

In relation to building heights in the area, as demonstrated in **Figure 8** below, the proposed masterplan scheme would be developed to an appropriate height which ties into the character of the surrounding area and would further enhance the Village Centre of Spiddal as a tourist destination and the desirable place to live and work that it is. The building heights which are indicatively proposed for new

development in Spiddal are not only appropriate in the context of the surrounding character of the area but are also appropriate in accordance with National Policy and SPPRs 1 and 2 of the Section 28 Ministerial Guidelines on Building Height (2018) which allow for developments of increased building heights where justified through masterplans and design statements in locations such as this in the heart of a village.

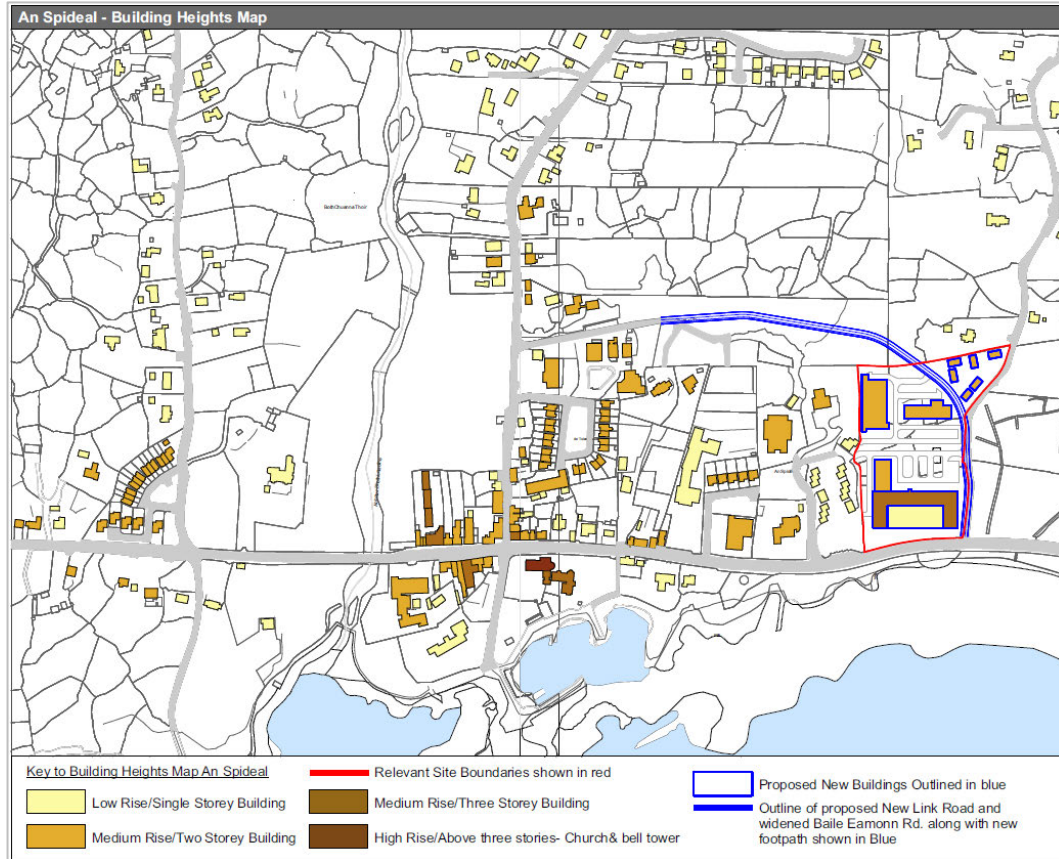


Figure 8: Building Heights in Spiddal. Source: O Neill O Malley Architects

The area of Open Space/Recreation & Amenity zoned land which is currently located at the front of the site is also covered by a Constrained Land Use policy (SGV 16). This policy aims to limit new development to minor developments which do not enhance flood risk. In addition to the rezoning of this land to Village Centre in accordance with the above justification, we would respectfully ask that this Constrained Land Use designation is removed in light of the flood risk mitigation and engineering solution as prepared by OCSC.

This subject site is also very well connected to the wider village, as illustrated below in **Figure 9**. The masterplan for this site will allow excellent connectivity through the site, along with proposed connections to different parts of the village. The proposed widening of the Baile Eamonn Road and the creation of a new link road along the eastern boundary of this site provides even greater connectivity for the site as a whole and supports the proposed rezoning's.

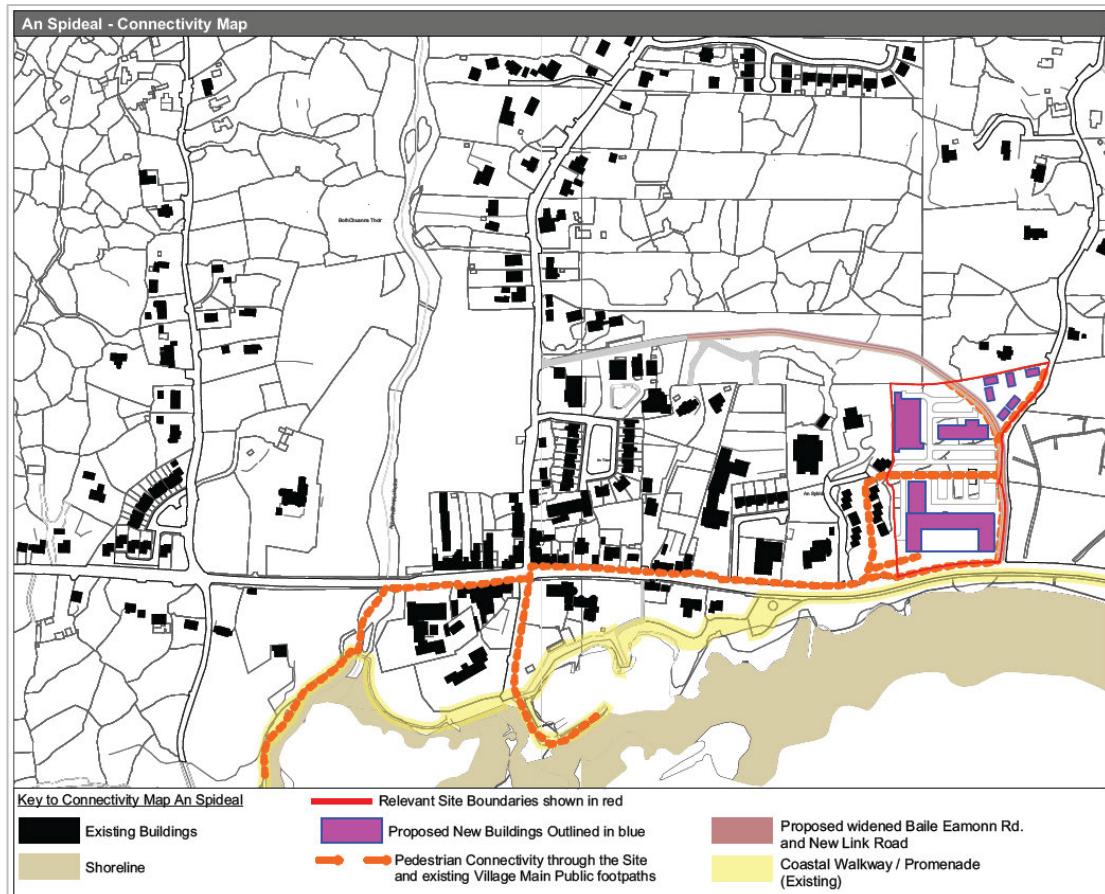


Figure 9: Connectivity through the proposed masterplan and the wider village of Spiddal. Source: O'Neill O'Malley Architects

In addition to the rezoning of the main portion of the site to Village Centre, it is also respectfully requested that the lands to the north east of the site be rezoned to Residential Phase 1 from Residential Phase 2. Given the reassessment of this application and the likely chance it will be granted permission, it is considered reasonable to respectfully request this changing of zoning.

The draft plan identifies Spiddal as a Small Growth Village, with a targeted population increase of 55 new residents and 22 new dwellings within the lifetime of the emerging development plan. While Spiddal is a village, this is considered to be a very conservative growth prediction, and concern is held as to whether these figures go far enough and will provide the appropriate numbers of new homes Ireland requires as a whole, which is estimated to be approximately 200,000 new homes between 2021 and 2024, to help end the housing crisis we are currently in and face worsening.

It is noted that the lands which are currently zoned Residential (Phase 1) in the extant development plan are also included as Residential Phase 1 lands in this Draft Development Plan. **Table 1**, below, provides an update on the sites assessed as part of the appeal and reactivation following Judicial Review of the development of the lands subject to this submission. It is clear from the assessment that sites 1,2 and 3 highlighted in **Figure 10** below, are unlikely to be developed in the current plan period on account of a lack of extant planning permission for residential development. Accordingly, it is submitted that there is evidence that all of the lands that are zoned 'Residential (Phase 1)' in the extant Plan and almost all of the Residential Phase 1 lands proposed to be zoned in the emerging Plan are constrained and are unlikely to be committed to being developed in the coming years.

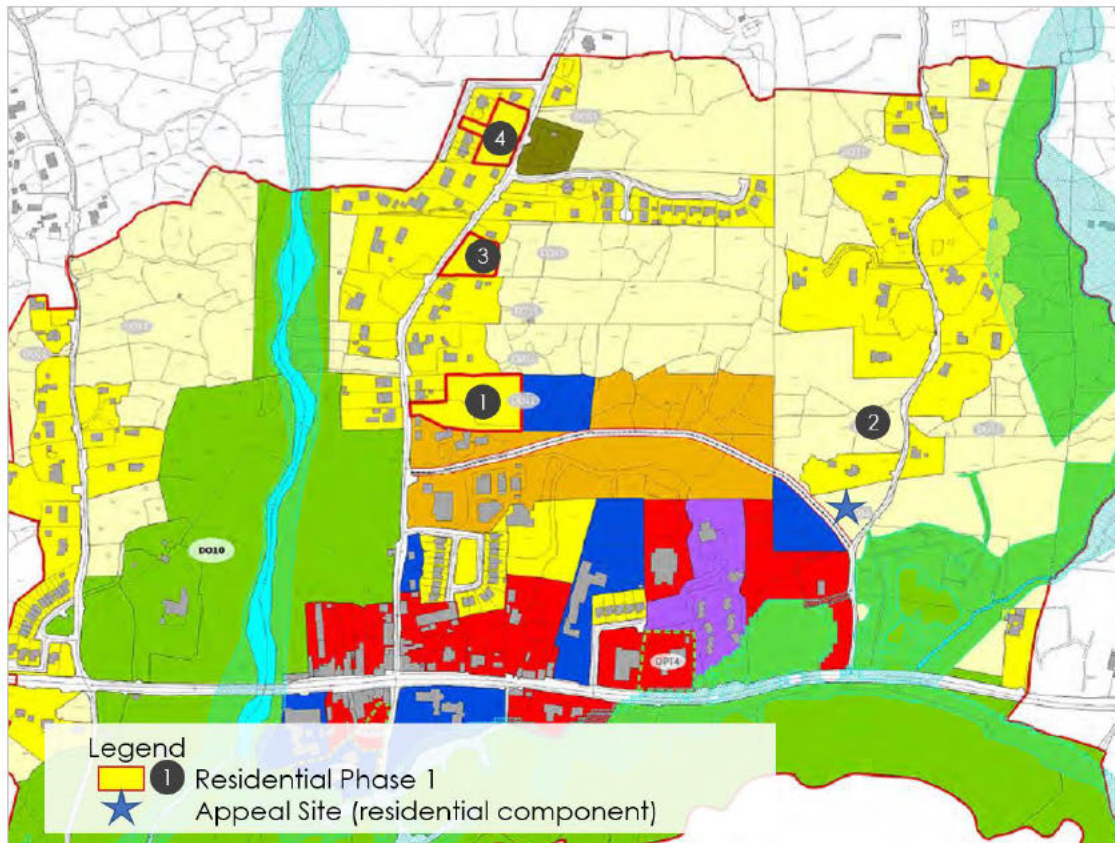


Figure 10: Extant Development Plan Zoning Map highlighting Residential Phase 1 land. Source: Galway County Development Plan 2015 2021 Variation No. 2(b). As edited by MKO.

Table 1: Status of Residential Phase 1 lands in the extant development plan.

Map Ref.	Committed to Dev.	Evidence of Constraints	Pl.Ref.No.	Description of Constraints
1	No	Yes	16348 051336 033990	The was subject of an application (1648) for the retention of 3 no. steel containers. Permission for the development was refused (17/06/2016) as the development would materially contravene the residential land zoning. Applications relating to 033990 and 051336, for the development of 51 houses and a treatment plant, were withdrawn (29/04/2004) and refused on appeal (06/06/2006) respectively. The scale of the proposed development was considered to be excessive. The development was also considered to have a significant negative affect on the Irish language
2	No	Yes	n/a	Site was downzoned from Residential Phase 1 to Residential Phase 2 in Variation No.2(b) Galway County Development Plan 2015 2021 Gaeltacht Plan. Not available for development.
3	No	No	No planning history on the site.	Not available for development.
4	No	Yes	022947 043817	(022947) Planning permission for 27 dwellings was refused 03/10/2002.3 no. reasons for

Map Ref.	Committed to Dev.	Evidence of Constraints	Pl.Ref.No.	Description of Constraints
			191105	refusal including creation of an access onto a county road where maximum speed limits apply. 043217 Planning permission granted 12/11/2004 for 15 dwellings. Site is partially constructed. Permission has expired. 191105 Retention application to complete works carried out under Pl.Ref. 043817 and construct 8 new semi detached units was lodged and then withdrawn.

We therefore submit to Galway County Council that this land zoned Residential Phase 2, and currently being considered by An Bord Pleanála for 6 no. residential dwellings should be rezoned as Residential Phase 1 lands as an appropriate and serviced site which will provide for high quality and well laid out residential development, which is in accordance with draft policy SSGV2, and aid the Local Authority to ensure appropriate levels of residential development are brought forward for the emerging development plan period. The above cited plans illustrated in Figures 6 to 9 are prepared by O’Neill O’Malley Architects and are included in higher specification in Appendix 2 of this submission for reference.

It is expressed that the village and community of Spiddal and the residents of the wider hinterland of Cois Fharrage would be afforded excellent benefit from the rezoning of this land to Village Centre and Residential Phase 1, allowing the masterplan set out, to come to fruition. The additional facilities that would be brought to the village include a hotel with ancillary cinema, children’s playzone, leisure centre and restaurant facilities available to the wider community, potential new retail facilities, a primary care centre and new residential development of appropriate density. A wider community benefit would be delivered in the mitigation of flood issues had on the R336 road through the village.

Further, it is considered that there is a great opportunity for Spiddal to be transformed through tourism and economic related development into a key village location which acts as both a local services hub and a tourism hub for South Connemara, similar to the operation of Dingle town to the wider West Kerry region. It is understood that Údaras na Gaeltachta are planning High Technology, Media and Medical employment opportunities and the renewal of the historic village area for local services, pubs, restaurants, boutiques etc on their lands within the village, including the upgrading of the neighbouring Ceardlann site to provide enhanced Music, Craft, Culture, and Venue space with a view to providing an enhanced Cultural/Music and Heritage hub on their site. These plans by Údaras na Gaeltachta would go hand in hand with the development proposed on our client’s subject site if developed in accordance with the proposed re zoning, and could act as a catalyst for the renewal of Spiddal as a tourism services hub for south Connemara, providing a major community benefit to Spiddal and its tourism economy. As indicated in Table 2 below, a high level site specific zoning matrix is proposed for the site, which we would respectfully ask the Local Planning Authority to consider.

Table 2: Proposed site specific zoning matrix for the redevelopment of the subject lands in Spiddal

Land Use	VC	R	T	CF
Village Centre Uses including all commercial related activities i.e. shop (convenience and comparison & large scale), Post Office, Personal grooming, cinema, conference centres, bars and restaurants, medical related services, etc.	P	O	O	O

Hotels/hostels	P	P	P	O
Community Facilities	P	O	O	P
Residential Phase 1	O	P	N	O

2.2

Maigh Cuilin/Moycullen

Moycullen’s geographic location ensures that it has the potential to become an important service town to its hinterland as well as acting as a commuter town to Galway City. The scenic mountain view/lakeview location and the scenic drive from Moycullen to Spiddal presents the village with an opportunity to capitalise on its designation as a Small Growth Town with new residential development and its potential as a tourism destination by creating a looped Greenway/Blueway with Bearna and Spiddal and the Wild Atlantic Way that promotes cycling, walking and water sports activities and which will help facilitate growth and prosperity within its hinterland by strengthening the economy of the village, by attracting new investment in employment, services, retail facilities and tourism facilities. A similar looped greenway/blueway could be created between Oughterard, Casla/Carraroe and Spiddal areas providing facilities that could rival the world renowned Ring of Kerry. This initiative would link the historic N59 Tourist Route with the Wild Atlantic Way Route, which would strengthen the overall tourism offering within South Connemara.

Project Ireland 2040 envisages a new approach in how we deliver the provision of housing by 2040. The NPF sets out a framework that will underpin population growth of up to 1 million people with approximately 50% in the main 5 cities underpinned by the foundation of 10 National Strategic Outcomes. The collaboration on a focus growth agenda by 2027 has the potential to generate significant economic growth and increased employment across the region. Future housing development must be based on suitable travel patterns, infrastructure provision, employment and educational locations. However, it is vital that both public and private stakeholders in the region must cooperate to achieve the vision of an urban led, rurally connected place with high growth and quality of life. According to David Minton, Director of the NWRA,

“Central to this concept of Compact Growth, identifying where new growth can take place within the existing envelope of our Cities, Towns and villages, and in doing so, preventing sprawl, and bring Sustainability to our communities.”

In order to facilitate the provision of compact growth in our Towns and villages across the Region, it is vital that lands which are located in the heart of towns and villages are zoned appropriately to ensure that development, particularly residential, can be provided as required in sustainable locations.

Figure 2 above, shows lands at Kylebroghan, Moycullen, Co. Galway which was granted permission for the construction of a two storey Primary Care Centre, 49 no. residential units and all associated site development works on the 5th April 2018 under Pl. Ref. 17/1087 ABP Ref 07.249365.

Our client wishes that their land south of the application site, which is located within the boundaries of Moycullen village be rezoned under the next review of the Galway County Development Plan and the Moycullen LAP to facilitate additional residential zoned land in order to comply with the National Planning Framework’s Strategic Outcome of Compact Growth. As stated in the NPF ‘*Carefully managing the sustainable growth of compact cities, towns and villages will add value and create more attractive places in which people can live and work.*’ **Figures 12 and 13** annotate the lands south of the site which are proposed to be zoned as Agricultural lands but can be appropriately linked to the granted development site subject to the rezoning of our clients existing lands. Therefore, complying with the provisions and policies as outlined in the NPF 2040.

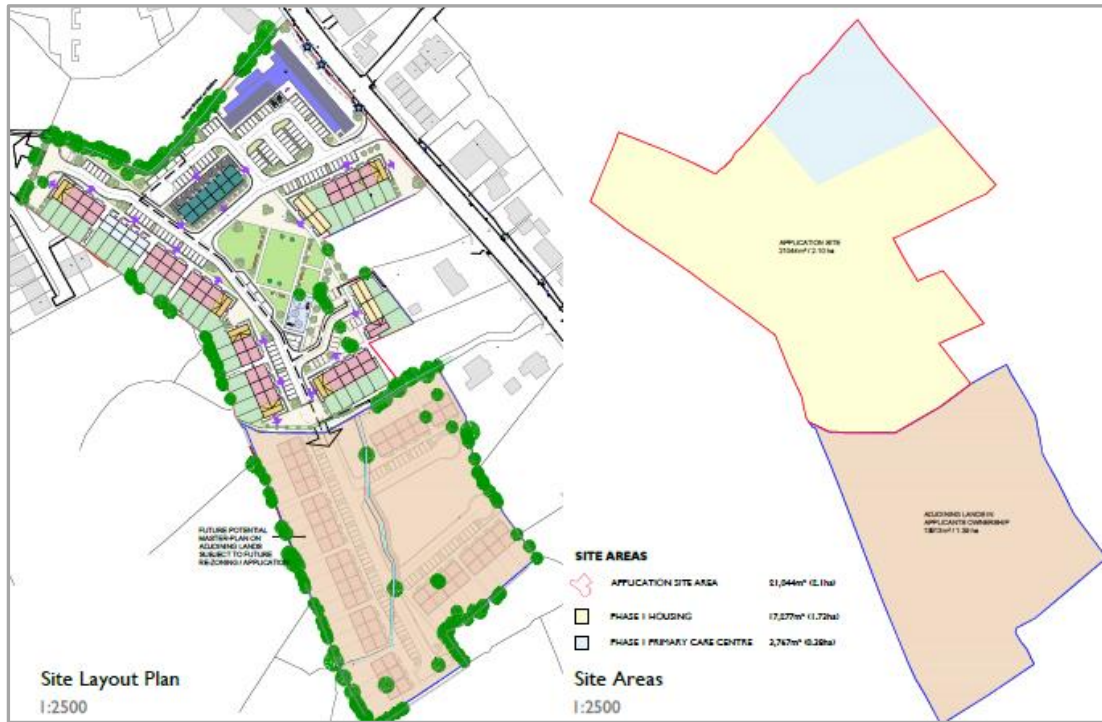


Figure 11: Site layout of Lands at Kylebroghan, Moycullen, County Galway annotating the linkages between the granted development and the site to the south.

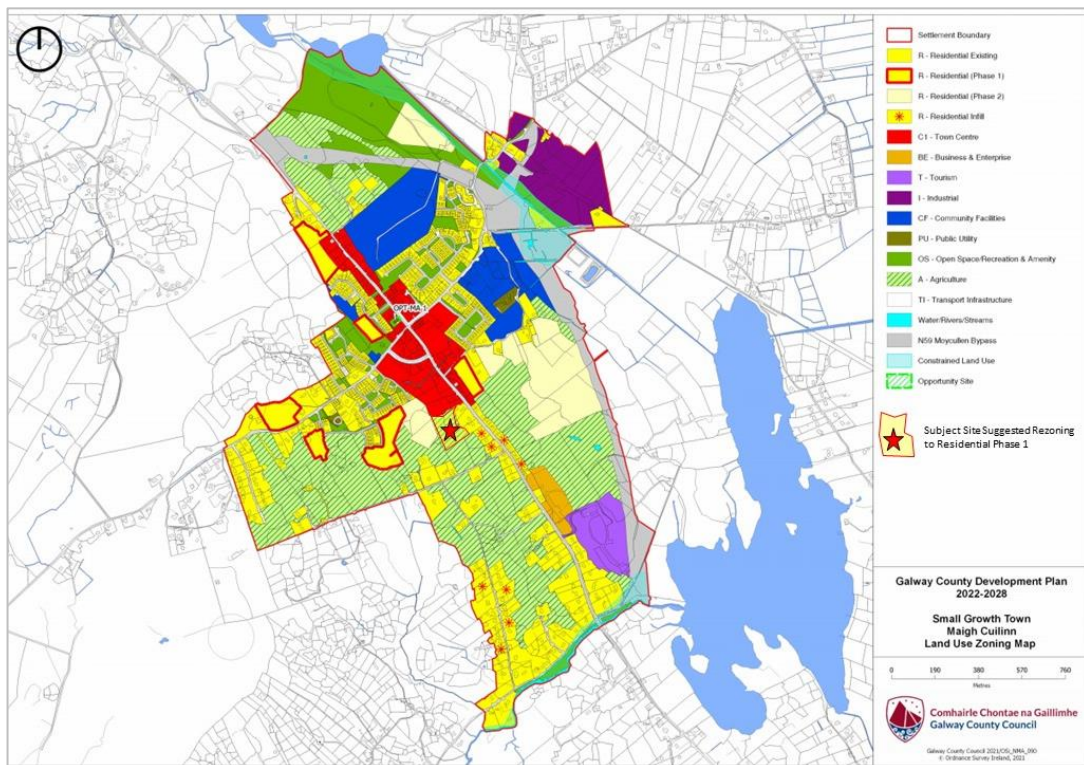


Figure 12: Proposed Zoning Map for Moycullen 2022-2028. Subject lands outlined in red with a red star.

As already set out above in relation to our client’s submission on the zoning of residential lands in Spiddal, there is a grave concern that the housing targets across the nation have not gone far enough to

ensure the real housing need the country faces, which include some 200,000 new dwellings in the next 4 years, are met. The Small Growth Towns section of the Draft Development Plan predicts the requirement of 140 new dwellings over the plan period of 2022-2028, for 350 new residents in Moycullen. This figure is very conservative, with the population predictions and housing demand projections according to the Housing Strategy and HDNA predicted to grow by approximately 18,655 people in the County in Scenario 1 with 1,644 new dwellings required per annum, totalling 9,864 dwellings required overall. These predicted figures differ among the scenarios, with Scenario 2 predicting approximately 1,465 dwellings required per annum, totalling 8,790 dwellings required overall, and scenario 3 predicting 7,469 dwellings required within the entire emerging plan period. This scenario 3 provides the lowest number of dwellings in the plan period and, surprisingly, is the scenario that the Local Authority appear to have based their targets off in the allocations for each settlement of the County.

This is of grave concern, as there is only sufficient land zoned and allocated in Moycullen for the most stringent of predictions while the County as a whole faces an impending housing crisis. The Draft Development Plan does not go far enough with these figures, with the Small Growth Towns of County Galway only taking on some 711 new residential units over the entire plan period. These Small Growth Towns are expected to “*have an important function in supporting the development of local areas*” according to paragraph 2.4.9 of the Draft Plan Volume 1, and despite being focussed on localised sustainable growth, concern is held that some 711 new dwellings for all of the Small Growth Towns together is insufficient for this plan period and the future growth of County Galway.

Further, the lands which are zoned as Residential Phase 1 in this Draft Plan have not changed from the existing zoned lands set out in the Maigh Cuilin Local Area Plan 2013-2023, nor has further land been proposed for residential development in the emerging plan. Queries are raised about the viability of these lands the length of time they have been zoned and much of which not yet been developed or committed to development. As such, the Local Planning Authority should not be relying solely on these lands zoned as Residential Phase 1 as the only lands available to bring forward the required housing targets over the plan period and should be considering additional Phase 1 lands in sustainable and appropriate locations closer to the Town Centre, such as the lands subject to this submission.

A justification test relating to the zoning of lands in Moycullen has been carried out to evidence the above submission and demonstrate that the lands which are currently proposed to be zoned as Residential Phase 1 are not wholly suitable to ensure the required residential development targets are met in the emerging plan period on their own, with additional sites being vital to be zoned residential phase 1 to ensure Moycullen can deliver appropriate housing targets as a key town in County Galway over the next 6 years. This justification test is included in **Appendix 3** of this submission for reference.

We would also like to support the removal of the Inner Relief Road zoning, with the impending commencement of development of the new N59 Moycullen bypass road highlighted on the plan.

2.3

An Ceathrú Rua/Carraroe

An Ceathrú Rua is defined as a Small Growth Village in the Connemara region. Which, much like many parts of the Connemara region, has great untapped tourism potential which, we respectfully submit, should be recognised and harnessed in this development plan.

An application for heritage signage relating to An Sruthán Pier and its importance as a hub for the Galway Hooker boat fleet and its connections to marine heritage was approved in 2020 to be erected at An Sruthán Pier. In addition to this, an appeal for a Marine and Cultural Heritage Centre in the same location has recently been reactivated following Judicial Review. There is no doubt that this marine heritage and marine leisure facility as proposed by our client would be a key tourist feature for Carraroe and would comprise of a multi faceted facility drawing tourists to the area and thus creating

pull factors to Carraroe and the wider Connemara Region along this section of the Wild Atlantic Way. This facility would comprise the following:

- **Maritime Tourism Visitor Centre: The Story of the Galway Húicéir** as a themed visitor centre experience that tells the story of the iconic Galway Húicéir, a symbol of the Connemara region and life within coastal Gaeltacht communities, a centre that shares our rich cultural heritage with visitors including a central exhibition and display room area, a multi functional audio visual room, café/coffee dock and ancillary facilities.
- **Marine Leisure Complex** a marine sports and leisure complex designed with the needs of the community in mind, a place where people can come to safely experience the adventure of water sports, to learn new skills and to transfer traditional skills through the generations including changing/shower facilities, wet rooms, small boat and equipment storage, mooring and anchorage, pontoon and jetty, boat storage, loading and unloading area, outside shower and visitor parking.
- **Community, Cultural and Coast Guard Facility** a community space where people can come to enjoy the rich Maritime heritage and cultural heritage of the area with a much needed space for the local coast guard including coast guard station and radio equipment, meeting and exhibition space and audio visual equipment.

This scheme has been strongly supported by the local community, with over 50 no. positive observations received on the original planning application and a comprehensive community needs analysis supporting the scheme previously conducted. This scheme which is consistent with Fáilte Ireland's Visitor Development Plan for the South Connemara area, when implemented, will deliver a new Cultural Tourism Visitor Centre which will help to reverse the perception of a north south divide within the tourism industry in Connemara by creating a "Hero" destination within the Connemara Gaeltacht along this important section of the Wild Atlantic Way.

The anticipated benefit to the community will include:

- A flagship cultural tourism project for the region, which will recognise Sruthán Pier as a “Hero” destination experience along this important section of the Wild Atlantic Way.
- Lead to an increase in visitor numbers stopping in the area (and improved dwell time) rather than travelling through i.e. visitors travelling to the Aran Islands.
- The creation of a projected 25 new jobs over the next 3 5 years.
- The preservation and conservation of the Irish language and local history heritage and cultural traditions of the area.
- Recognition of Sruthán Pier and Casla Bay as a new maritime center of excellence for training and skills development on water based activities for all age groups and as a basis for the preservation of the traditional boat building skills.
- Enhancement of the Gaeltacht tourism and cultural tourism product mix right along the Connemara Gaeltacht coast.
- A flagship destination for domestic and international tourists along the Wild Atlantic Way.
- A potential catalyst project for the further development of other projects in the area i.e. a looped walkway around Casla Bay and a Blueway around Casla Bay.
- Provision of much needed community space for exhibitions and events.
- Provision of much needed accommodation space for the Irish Coast Guard.
- Delivery of the goals set out by Fáilte Ireland, by establishing a network of visitor centres in South Connemara and the Aran Islands which encourage visitors to come and stay in the area for longer.

Given the importance of this facility which will bring forward a “Hero” tourism destination in Carraroe, we would respectfully ask that a Tourism zoning designation or dedicated policy be included in the emerging plan to ensure that this facility is recognised as the important facility it will be and for the tourism and community benefit it will create.

Ultimately, it is considered that the draft County Development Plan, as regards the promotion of tourism and the harnessing of the untapped potential for tourism across the Connemara region, does not go far enough to align accordingly with the RSES and the Fáilte Ireland Masterplan for the

Connemara Coast and the Aran Islands. The Development Plan needs to be specifically amended to facilitate the opportunity to ensure the tourism potential of this area is realised and given the opportunity to be brought into fruition during the plan period, and policies and zoning should be reflective of this.

2.4 Tourism in the Connemara Region

Tourism is a critical component of the West of Ireland economy, with the accommodation and hospitality sectors as key drivers of employment. As was set out in the extant Development Plan ‘*Tourism infrastructure and facilities in the County need to be constantly maintained and improved in order to sustain the industry locally and attract new and repeat visitors*’ (Galway County Development Plan 2015 2021). According to the Galway County Development Plan, access to existing tourist attractions needs to be safeguarded and continued efforts made to strengthen tourist resources in the County. The coastal counties of the region are synonymous with the Wild Atlantic Way tourism brand and there is emerging economic value proposition in the Atlantic Economic Corridor, stretching from the northmost to the southmost counties on the island of Ireland.

The South Connemara Coast stretching from Galway City to Carraroe and onward to Ceantar na nOileán, the archipelago of islands comprising Leitir Móir, Garmna and Leitir Mealláin, is an Irish speaking district in the West of County Galway, rich in the Irish language, music, heritage and culture, with a deep maritime heritage and an affinity to the sea. The region is the main link to the offshore Aran Islands and lies at the heart of Ireland’s Wild Atlantic Way. A region of contrasts its backdrop of the Twelve Bens and its extensive bog complex, its multiple lakes, peninsulas and inlets, and its unique islands, all steeped in age old Gaelic culture and tradition symbolise the essence of this Gaeltacht community located on the Wild Atlantic Way.

The South Connemara region stretches from the coast at Galway city to the shores of Lough Corrib and encompasses the villages and communities of Moycullen, Ross Cahill, Oughterard and Maam Cross which are located in the east of the region along the N59 National Road (a well established and recognised Tourist route) and the separate coastal villages of Bearna, Furbo, An Spidéal, An Cnoc/Inverin, na Mine, Tullach, Baile na hAbhainn, Rossaveal, Casla and An Cheathrú Rua in the west which are linked together by the R336 coastal road which has developed as a separate Tourist route as part of the Wild Atlantic Way initiative.

The two distinct areas within South Connemara are separated by mountains and an extensive lake and bog complex, however the area is traversed by four important roads, which serve to link the area and its communities together as one region, specifically the Bearna to Moycullen road (11.3km), the L1320 Spiddal to Moycullen Road (13.9km), the Furnace Road from Costello/Casla to Oughterard (28.3km) and the R336 which runs from Costello/Casla to Maam Cross (20.3km). Our client submits that there is a unique opportunity to promote cycling, walking and kayaking activities by creating a series of looped routes in this region, focussed on the promotion of these outdoor activities.

The region is steeped in Irish Heritage and Culture and the Irish language and there is a deep maritime tradition and a history of ecclesiastical and religious heritage that has inspired writers, artists and musicians over the centuries. The Coast and Islands are renowned for stories and folklore that highlight the unique landscape attributes, the resilience and vibrancy of coastal and island life, and the ways in which this area has been a source of artistic inspiration for centuries.

The Wild Atlantic Way has had a positive impact on the number of Tourist that visit the South Connemara region, however the area’s true Tourism potential has yet to be realised as it is severely hampered by the absence of dedicated tourism facilities and historic infrastructure deficits in the form of poor roads, inadequate water and waste water infrastructure. The deficit of dedicated Tourism facilities and inadequate infrastructure means that Tourist dwell times are limited, and the region is failing to unlock its true potential as an area to visit and to do business in. Much more now needs to be

done to unlock the South Connemara region’s true potential and to enhance the attractiveness of the areas as a place to live and work in and to enhance the attractiveness of the area as a place to visit and stay.

Tourism should be more at the forefront of this development plan. It is vital that it is not a secondary thought but should have strong policies promoting development and experiences which enhance the tourism experience in Connemara, particularly where untapped. As with our earlier submission to the pre draft plan, which is included in **Appendix 4** of this submission for reference, we would respectfully put to the Local Authority that the importance of ensuring tourism throughout the Connemara region is vital, particularly in relation to the economic benefit it brings to the region and the local communities.

The policies, as proposed in the Draft Plan are supported in principle, however, we would ask that they be further developed and expanded upon to ensure the opportunities they can bring can be harnessed and new tourism opportunities brought forward.

It is noted that DM Standard 44 relates to Tourism Infrastructure and Holiday Orientated Developments. While this policy is supported in principle, it is feared that the wording of the policy does not go far enough and only supports ancillary tourist development for the reuse of existing buildings for accommodation associated with tourism infrastructure but does not appear to support the development of new tourism infrastructure itself

We would respectfully ask that this policy does not lose scope of the importance of including in the Plan, a policy which relates to the development of new tourism infrastructure itself and not just the ancillary facilities that come with the tourism infrastructure, although important in its own right and welcomed in the plan.

We would ask that this DM Standard policy 44 be amended to state under Part a:

“The Council recognises that there is an untapped tourism potential in County Galway, particularly in the Connemara Region, which can be realised in different ways through the development of new tourism infrastructure facilities to enhance the tourism offerings of the region. Where the provision of such facilities complies with the other requirements of the County Development Plan as set out and the requirements of proper planning and sustainable development, the Council will consider the provision of same subject to the submission of the following:

- Comprehensive justification of need for the facility;
- Overall master plan of the facility;
- Documentary evidence of compliance with the other requirements of the Development Plan.

The Council also recognises that golf courses and certain other tourism infrastructure facilities may require ancillary facilities (e.g. club houses, hotel, holiday or short term letting residential accommodation/development and other associated tourism related facilities) to ensure long term viability. Where the provision of such facilities complies with the other requirements of the County Development Plan as set out and the requirements of proper planning and sustainable development, the Council will consider the provision of same subject to the submission of the following:

- Comprehensive justification of need for the facility;
- Overall master plan of the facility;
- Documentary evidence of compliance with the other requirements of the Development Plan.”

[New suggested policy text underlined above].

Additional policies in Volume 1 of the plan such as Policies CTB 1 5, and Policies such as SGV9 of the Small Growth Villages Plan, promote existing tourism and tourist development in the region and are supported in principle, however, as discussed above, we would respectfully ask that these policies are elaborated further to allow for untapped tourism potential to be realised and harnessed.

It is considered that the Draft Plan does not fully align with the Failte Ireland Connemara Coast and Aran Islands Development Plan, in the manner that it should with provision for new projects and new

facilities in line with the aims of this Development Plan. As stated in the Failte Ireland Development Plan “*People want to experience an off the beaten track experience that genuinely immerses them in multiple ways so that they feel stimulated, energised and uplifted. Wild Atlantic Way Operational Programme 2015 2019*”, and it is vital that this is acknowledged in the emerging Development Plan.

The emerging Plan should acknowledge potential opportunities that can bring tourism to life in Connemara, such as the Celtic Camino/Camino Connemara, new greenways, blueways and cycle links between key towns and villages, South Connemara as an Adventure Tourism destination, new Heritage Piers, Geoparks and the designation of Designated Bathing Waters.

We respectfully submit that more needs to be done to develop parking and waste management facilities at beaches in South Connemara to increase their potential as local tourism assets.

2.5

Development Management Standards

In relation to the proposed Development Management Standards set out in the Draft Plan, we would respectfully ask the Local Planning Authority take cognisance of the following:

Density and Building Heights- DM Standard 2:

The density standards for Towns and Villages are set out under DM Standard 2. They are divided into Medium High Density, Low Medium Density and Low Density, with “*possible appropriate locations*” allocated to each. These define Medium to High Density as appropriate for Town Centres or land immediately adjacent to transport hubs, with Low to Medium being appropriate for Neighbourhood Centres or inner urban suburbs and low being appropriate for urban periphery, outlining lands and lands with constraints.

This does not clearly indicate the appropriate densities which are likely to apply to new residential development in villages. With the high density figures specifying town centres and the medium specifying neighbourhood centres, clarity on whether larger villages would be classified with town centres and smaller villages classified with neighbourhood centres would be of great benefit. We respectfully ask the Local Planning Authority to prepare density standards in accordance with Chapters 5 and 6 of the Section 28 Ministerial Guidelines for Sustainable Residential Development in Urban Areas (2009).

The support of building heights which are in accordance with the building height guidelines 2020 are welcomed, allowing increased building heights and density in appropriate locations, in accordance with national standards.

Building Lines - DM Standard 30:

The setbacks proposed are acceptable in principle, however, we would respectfully ask that a statement regarding flexibility is included in this section to ensure development is not hindered where it may not be able, or appropriate, to conform with the requirements of this standard, such as a physical or environmental constraint or a differing building line exists. We would also request clarity that the outlined set backs do not apply to lands within the town and village settlement boundaries.

Where reasonable justification is provided, flexibility to this standard should be acceptable.

Parking - DM Standard 32:

We welcome part (a) of this standard relating to the provision of dual use car parking provision and the appropriate reduction in parking standards where mixed use developments are proposed and shared parking viable.

In relation to part (d) we welcome the flexible approach to parking standards, however, we would request clarity on whether the parking standards proposed are a minimum or maximum standard.

In relation to the standards themselves set out in Part (d) Table 15.5, it is felt that the provision of 1 space per 3m² in a function room is excessive and should be adjusted.

As is evident in the Clare County Council extant Development Plan 2017 2023, the standards for town centre function rooms is 10 spaces per 100m² and 12.5 spaces per 100m² in other areas. Further, Sligo County Council's extant development plan sets out that their standard for conference centres is 1 space per 25m² (noting they do not have a function room standard).

We would respectfully ask Galway County Council to therefore review their proposed provision in accordance with national sustainable travel policy and measures to promote modal shift.

We would welcome the inclusion of DM Standard 32 part (i) relating to the visual impact of car parking, requiring parking to be placed behind buildings where possible and the use of screening and planting to soften car parking.

Buffer Zone Standard - Waste Water Treatment Plants

It is also respectfully requested that a buffer zone standard of 100m set back buffer zone for development in proximity to Waste Water Treatment Plans is set as the standard for the entire county. The current arrangement where 50m is the standard in one location and 100m where there is an LAP is wholly inconsistent and leaves projects open to Judicial Review challenges and delays.

2.6

Critical Waste Water Infrastructure

The South Connemara district currently suffers from a Waste Water Collection and Treatment infrastructure deficit as the majority of villages and communities within the district have no access to public facilities and the region is overly reliant on the use of septic tanks as a result. This presents a major issue going forward as the new Water Framework and River Basin Management Directives will impose higher standards within the region. There is, however, a potential solution as there are 15 Waste Water Treatment plants in the region which are in public ownership through Údaras na Gaeltachta.

The Development Plan should therefore promote and facilitate the transfer of all 15 Waste Water Treatment Plant facilities from Údaras na Gaeltachta to Irish Water, so that local communities in the South Connemara Gaeltacht region can secure access to this waste water collection and treatment network and so that new residential and commercial development can be encouraged and facilitated in the proximity of these locations. We would call upon Irish Water, Údaras and Galway County Council to provide a specific "Utility Services" designation on all existing Údaras owned WWTP's in Connemara, and to call for the transfer of ownership of all of these plants from Údaras to Irish Water as the designated National Water Utility company.

2.7

Promotion of Rossaveal as an Offshore Renewable Energy Hub

We would also call upon Údaras, the Department of Agriculture, Food & Marine, Galway County Council, Eirgrid and ESB to work together to designate Rossaveal as a hub location for the development of a Marine Services hub to service the emerging offshore Renewable Energy Sector. As part of this infrastructure, it is vital that the WWTP at Rossaveal is transferred to Irish Water and upgraded as part of a wider Masterplan for the Cuan Casla area, and the utilisation of the Rossaveal plant to service Rossaveal, Calsa, Carraroe and any new Marine Services Hub facilitates that might be delivered at Rossaveal to support the emerging Offshore Marine Energy Sector [Floating Wind and Wave Energy sectors].

2.8

Protection and Promotion of the Galway Huicear Boat Tradition

The Huicear is used as an emblem by Galway County Council on its crest, and yet the County Development Plan has no specific policy focused upon the protection and promotion of the Huicear Boat tradition and no support is offered to boat owners or craftsmen who protect this traditional sailing craft which is unique to County Galway. This failure to protect and promote this unique cultural and maritime heritage asset must be addressed through the introduction of a specific policy objective in the emerging County Development Plan. For reference, please see **Appendix 5** of this submission which contains the Sruthán Marine Heritage Centre project brief.

The promotion of the Huicear as a tourism asset is currently limited to Kinvara, but little or nothing is done to support sailing festivals and events within the Gaeltacht, where the tradition is most deeply embedded. This imbalance needs to be addressed by the Local Authority so that the iconic symbol of the Huicear is recognised as a “Hero” tourism brand and cultural heritage asset.

3.

CONCLUSION

Ultimately, the County of Galway is one which is rich in history and has an attractive natural environment which draws people to visit as tourists, to live and to work. There is a rich and varied culture which has the opportunity to be embraced and promoted to enhance the tourism opportunities across the County and make the County of Galway an even more attractive place to be.

However, it is clear that County Galway is not without its issues, particularly in relation to transport and water and waste water infrastructure. The emerging plan offers the Local Authority the opportunity to apply uniform standards and policies throughout the entire county, to remove all ambiguity from policies and to provide clear and concise guidance on buffer zone standards and on the appropriate maintenance regime and standards that should apply to private and communal WWTP's. This plan offers the Local Authority the opportunity to put policies and objectives in place to ensure that those issues and matters discussed above are realised and appropriate measures are in place to resolve, alleviate or mitigate these matters.

Additionally, the emerging plan offers the Local Authority the opportunity to ensure that the appropriate measures are in place to protect and promote the hugely important cultural heritage of Galway, from the protection of the Irish language and the unique traditions of the Gaeltacht region to the protection and promotion of the region's Maritime heritage to include the promotion of the unique Galway Hooker boat tradition.

Our submission largely relates to the following, which we respectfully ask the Local Planning Authority to consider in detail:

- Rezoning of lands located in the heart of Spiddal for future commercial, hotel, leisure, healthcare and residential development,
- Rezoning of lands located in the town of Moycullen for future residential development,
- Promotion of the tourism sector in Spiddal, Carraroe and the wider region of Connemara.
- Community gain and benefit for County Galway,
- Recommended Development Management Standards,
- The transfer of the Udaras na Gaeltachta WWTPs to Irish Water for the benefit of Connemara the county as a whole,
- The promotion of Rossaveal Harbour as a hub location for the promotion of the Offshore Renewable Energy Hub,
- The adoption of a uniform 100m buffer zone from WWTPs as the standard for the entire County
- Protection and Promotion of the Galway Huicear boat tradition as a cultural and maritime heritage asset unique to County Galway including its promotion as a tourism asset.

We respectfully ask that this submission is taken into consideration in the preparation of the emerging Galway County Development Plan in the context as set out in this submission.

The Galway County Development Plan, as currently drafted, is completely lacking in any strategic or cohesive plan for the overall South Connemara area – a few simple initiatives such as those referenced above [or as referenced in our submissions to the MASP and Galway County Council to date] could be transformative for the area as a whole, with significant knock on benefits for the local community and the County as a whole.



APPENDIX 1

***SPIDDAL FLOOD RISK MITIGATION
STRATEGY AND ENGINEERING SOLUTION
PREPARED BY O'CONNOR SUTTON
CRONIN CONSULTING ENGINEERS***

RE: SITE AT SPIDDAL ON THE R336, COUNTY GALWAY – SSFRA SUMMARY NOTES FOR INCLUSION WITH MKO SUBMISSION TO GALWAY COUNTY COUNCIL



OCSC and Hydro Environmental Consultants carried out individual Site-Specific Flood Risk Assessments (SSFRA) for the subject site as part of a planning application for a Mixed-Use Development in 2017 to assess the site-specific flood risk of the site, any effects on the site or surrounding lands and where necessary propose mitigation measures against future flood risk where appropriate. As part of this exercise, the applicant and the design team identified an engineering solution which would deliver a planning / community gain by resolving the ponding issue within the village which has led to road closures during historic extreme weather events. The surface water design solution for the subject site included for an overflow pipe to take surface water from outside the low lying area along the R336 - Ceol Na Mara/ Ceardlann entrances to be returned to Galway Bay.

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The beach at Spiddal/ Galway Bay is located south of the R336 and the subject site located north of the R336.

The R336 is noted to flood during periods of combined high tides and storm surge according to the OPW. The subject site topography varies from low level at the southern boundary with the R336 and rises towards the rear of the site to the north. The southern portion of the site is below the level of the R336 with average land levels 1.5 – 2m below road level of the R336 opposite the site. The low-lying levels of the site are within Flood Zone A defined by coastal flooding within the confines of our site on the low-lying ground behind the R336 boundary wall and land to the west of the site.

Where road flooding occurs because of the combination of Spring High Tides and Storm Surge, then the low-lying land behind the southern boundary wall of the site will also flood. It is considered that the low-lying area of the site is hydro-geologically connected south of the R336 to the sea opposite as the R336 passing the site has been built on imported fill. The flooding subsides on the subject site however during the lowering of the tide.

It is considered reasonable that the effects of the January 2014 coastal flood events that affected much of the Western Coastline were a rare event. Using the Coastal Flood Models incorporating Modelled Node Points, the 1:1000 AEP level of the Bay opposite Spiddal Beach predicted a sea level of 3.80m Malin O.D.m. The level of the R336 varies from 4.0m to 5.0m across the site. The flood events shown on the OPW flood map shows recurring flooding due to Spring Tides and Storm surge. It is considered that these flood events occur because of wave action and wind-blown splash zone water making its way into the roadway. This wave overspill then ponds at the area outside of the Ceol Na Mara/ Ceardlann site, which is located 60m to the west of the subject site and causes road closures. The existing level of the low-lying area of the subject site is 3.0m OD.



It is proposed that the level of the subject site will be raised by approx. 2m at its lowest level. Given that the low-lying portion of the site is in Flood Zone A, a justification test was carried out in accordance with Box 5.1 of the OPW Flood



Civil | Structural | Mechanical | Electrical | Sustainability | Environmental

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Risk Management Guidelines 2009 'Justification Test for Development Management' as part of the SSFRA.

The tidal water volume that is predicted to overly the low-lying contours of the southern part of the site will be displaced into the sea post construction. Therefore, the volume of the sea will increase by the displaced volume from the developed site post completion. The displaced tidal flood water post development will be displaced into the area of the greater Galway Bay and the Atlantic Ocean.

The volume of tidal flood water in the low-lying area of the predeveloped site occurring during the 1:1000 flood event is insignificant in terms of the percentage volume increase of the displaced water into Galway Bay.

The area of Galway Bay and the Atlantic is expansive and therefore the displaced coastal water displaced from the site pre-development will not result in any measurable impact on sea level rise post development when the compensation volume remains in Galway Bay.

Coastal Flood Waters will be prevented from entering the development by placing the development levels above the predicted maximum flood levels and leaving an allowance for climate change plus a freeboard of 500mm. It is proposed that the finished floor level of the buildings proposed will be set at a level of 5.500m OD. In addition, the Surface Water Network will incorporate non-return valves towards the outlets to prevent sea water flowing through the piped network and into any proposed development.



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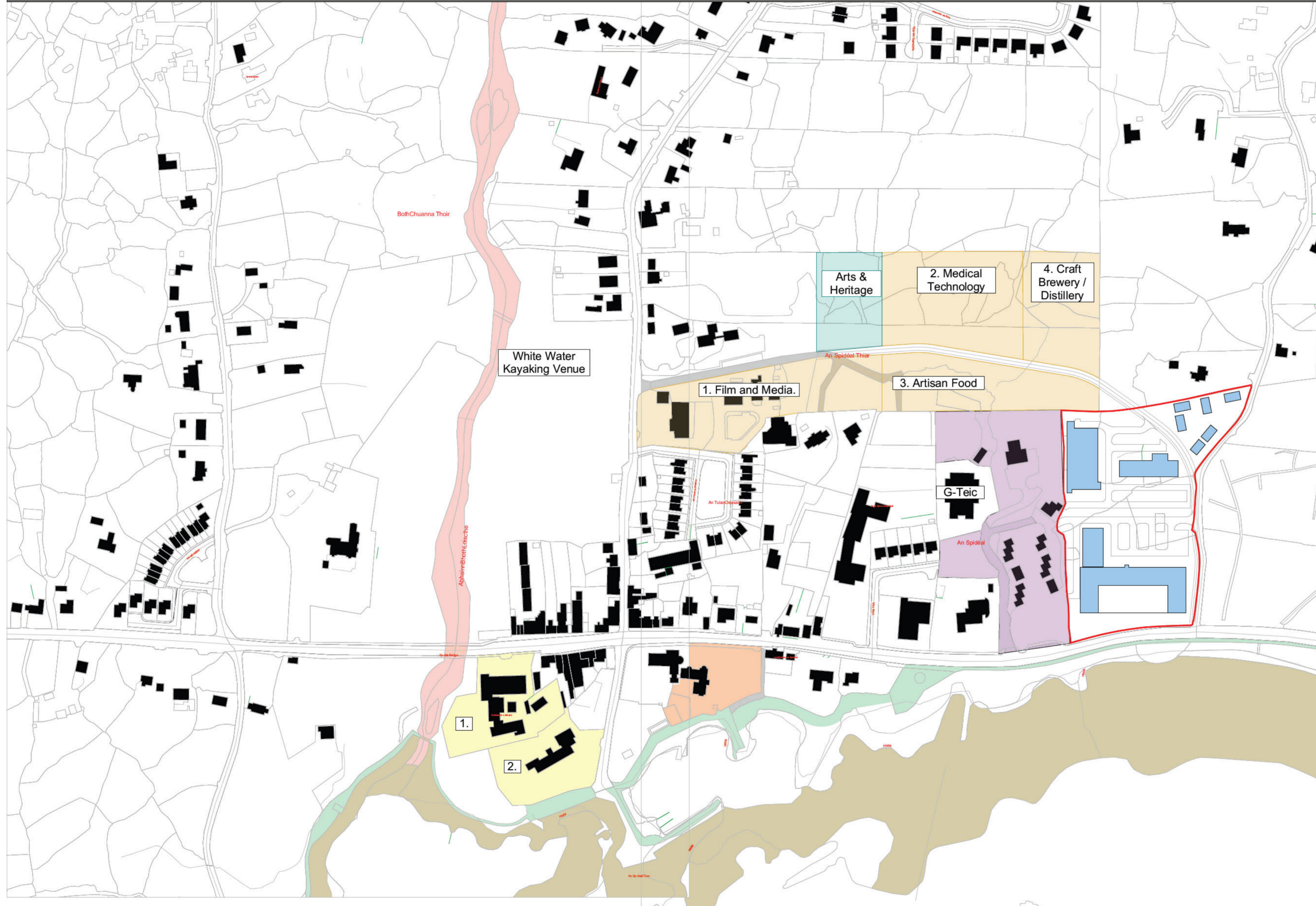
Multidisciplinary
Consulting Engineers



APPENDIX 2

*INDICATIVE PLANS PREPARED BY
O'NEILL O'MALLEY ARCHITECTS*

An Spideal - Concept Masterplan



Key to Connectivity Map An Spideal

Relevant Site Boundaries shown in red

Coastal Walkway / Promenade (Existing)

Former Convent - Religious order lands, possible music / Theatre venue.

Proposed New Buildings Outlined in blue

Community Facilities on Údarás Lands
Arts Center / Heritage Center

Shoreline

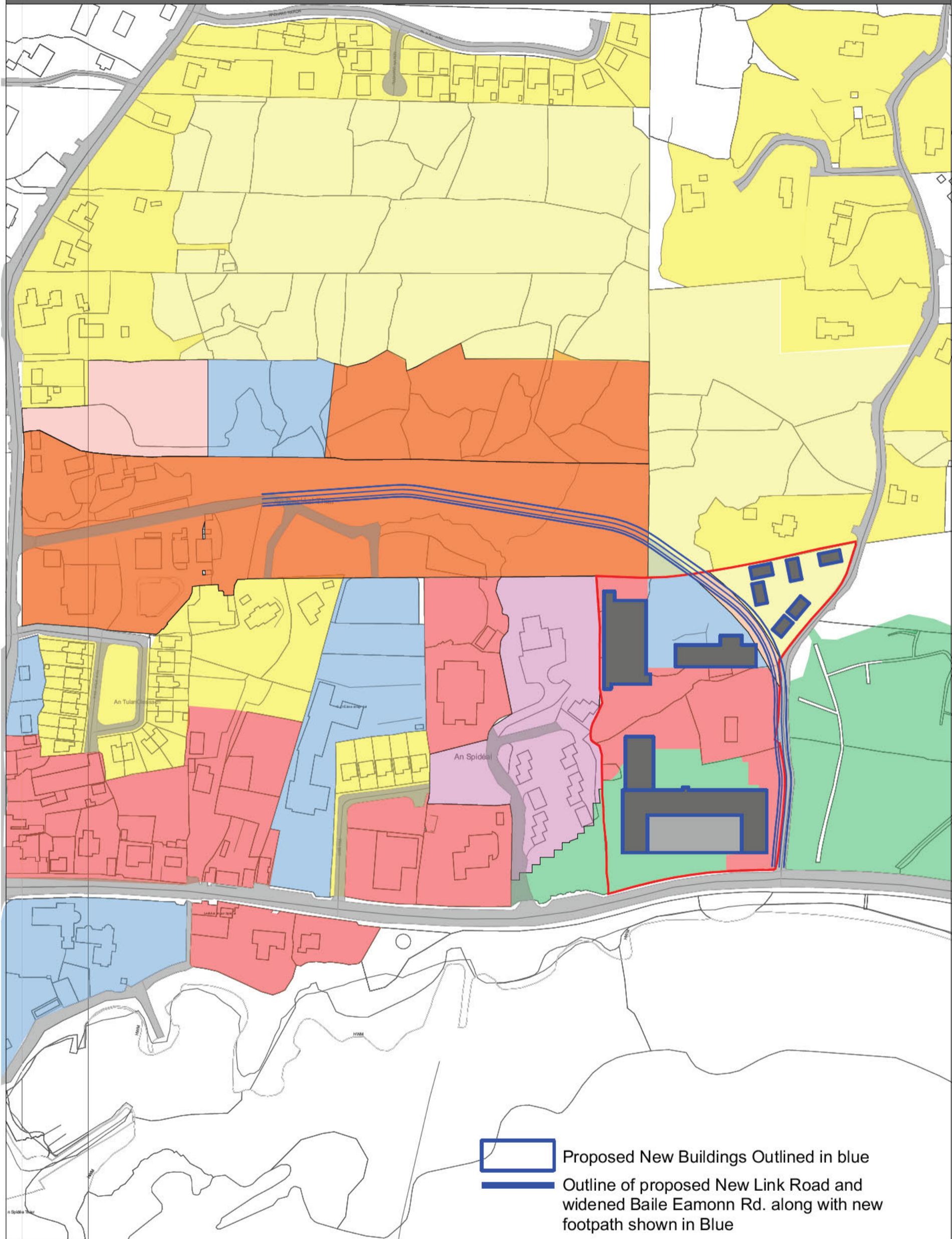
Site for expansion of secondary school or co-location site for new primary school
1. Department of Education
2. Health Service Executive

Údarás Lands
1. - Film & Media Hub
2. - Medical Technology
3. - Artisan Food Incubation
4. - Craft Brewery / Distillery Tourism

White water Kayaking venue

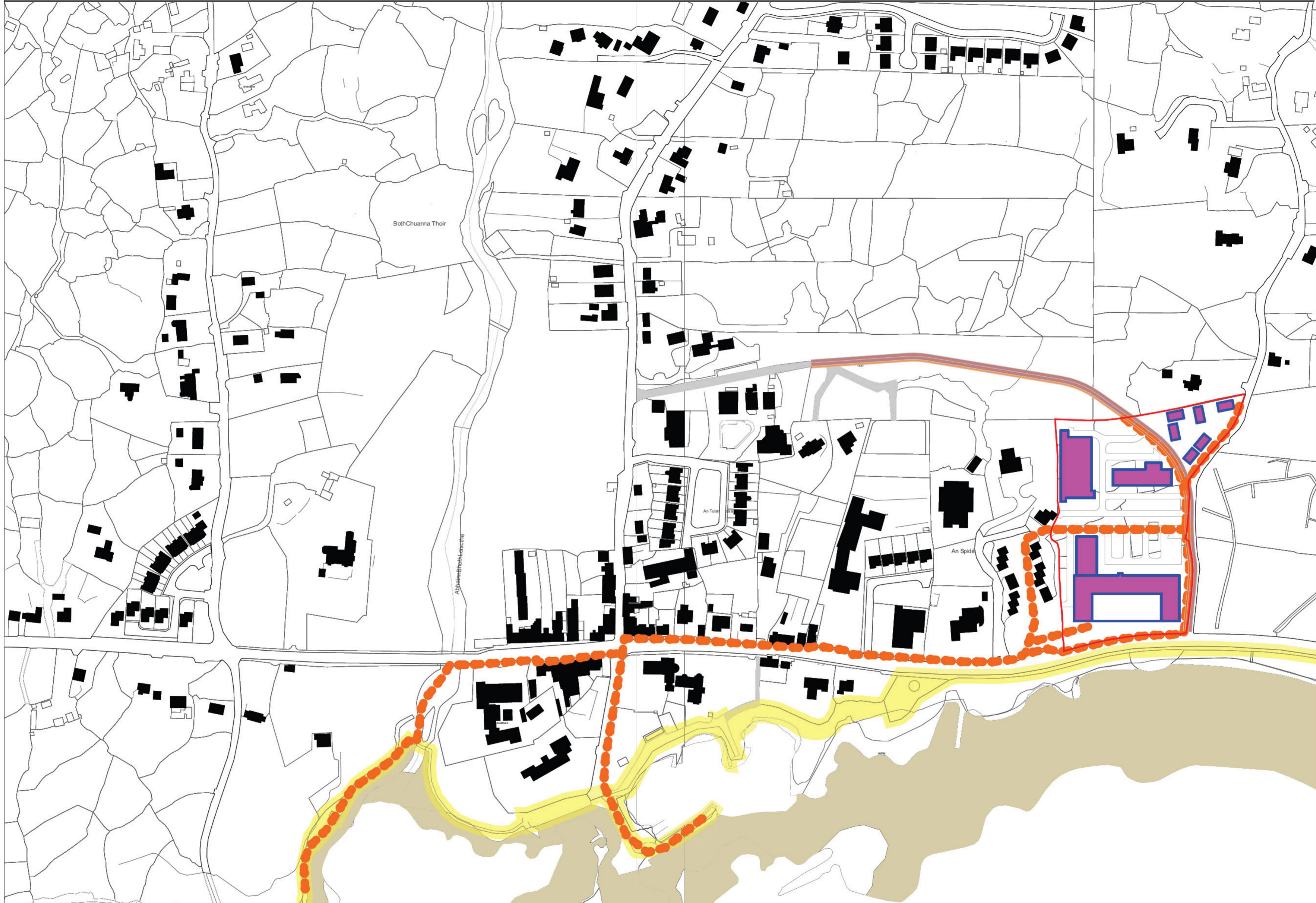
Údarás Lands
- Music - Art
- Culture - Crafts

An Spideal - Zoning





- | | |
|---|--|
|  Business and Enterprise |  Residential Existing |
|  Community Facilities |  Residential (Phase 1) |
|  Open Space/Recreation & Amenity |  Residential (Phase 2) |
|  Public Utility |  Tourism |


An Spideal - Connectivity Map




Key to Connectivity Map An Spideal


-  Existing Buildings
-  Shoreline

 Relevant Site Boundaries shown in red

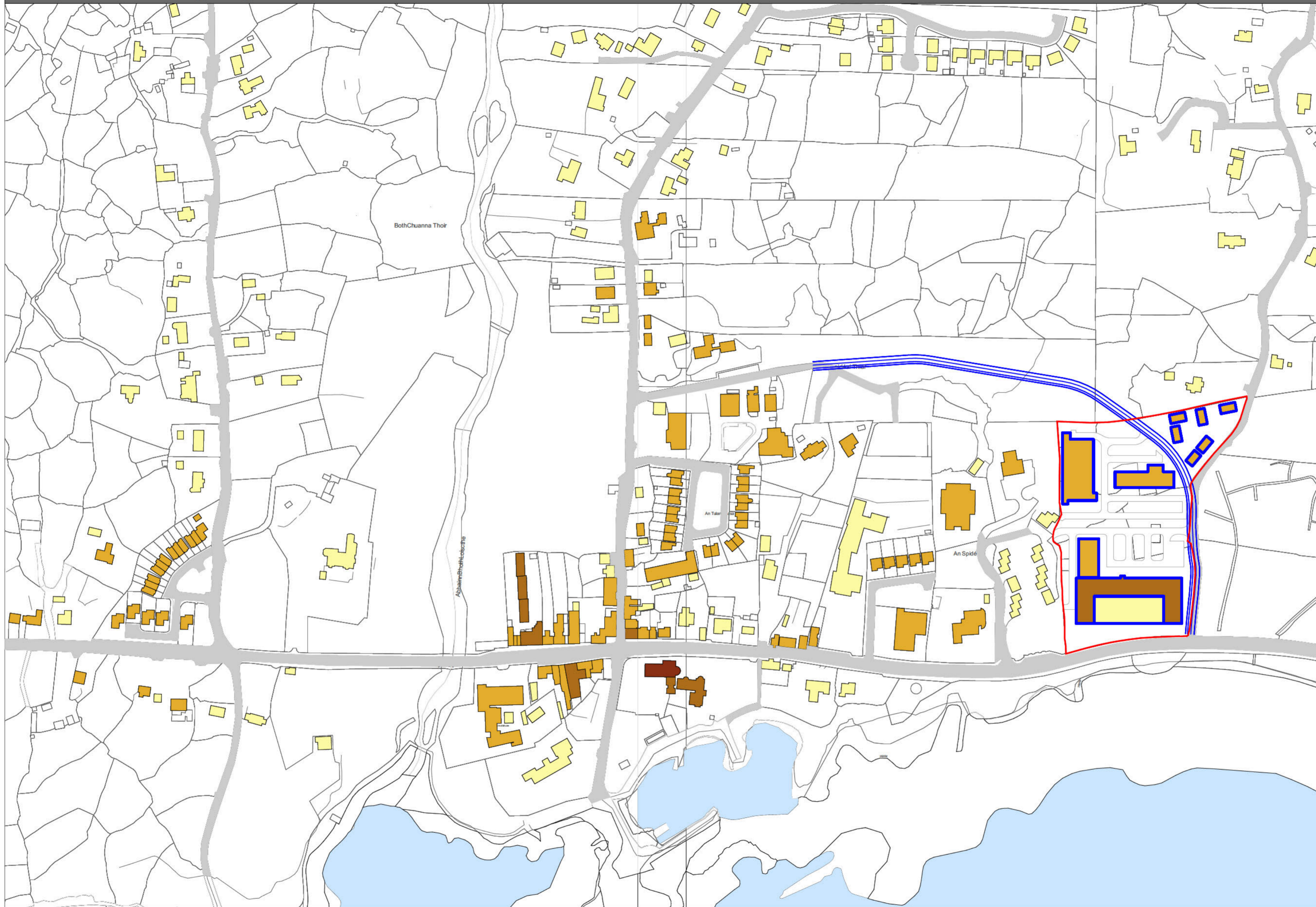
 Proposed New Buildings Outlined in blue

 Pedestrian Connectivity through the Site and existing Village Main Public footpaths

 Proposed widened Baile Eamonn Rd. and New Link Road

 Coastal Walkway / Promenade (Existing)

An Spideal - Building Heights Map



Key to Building Heights Map An Spideal

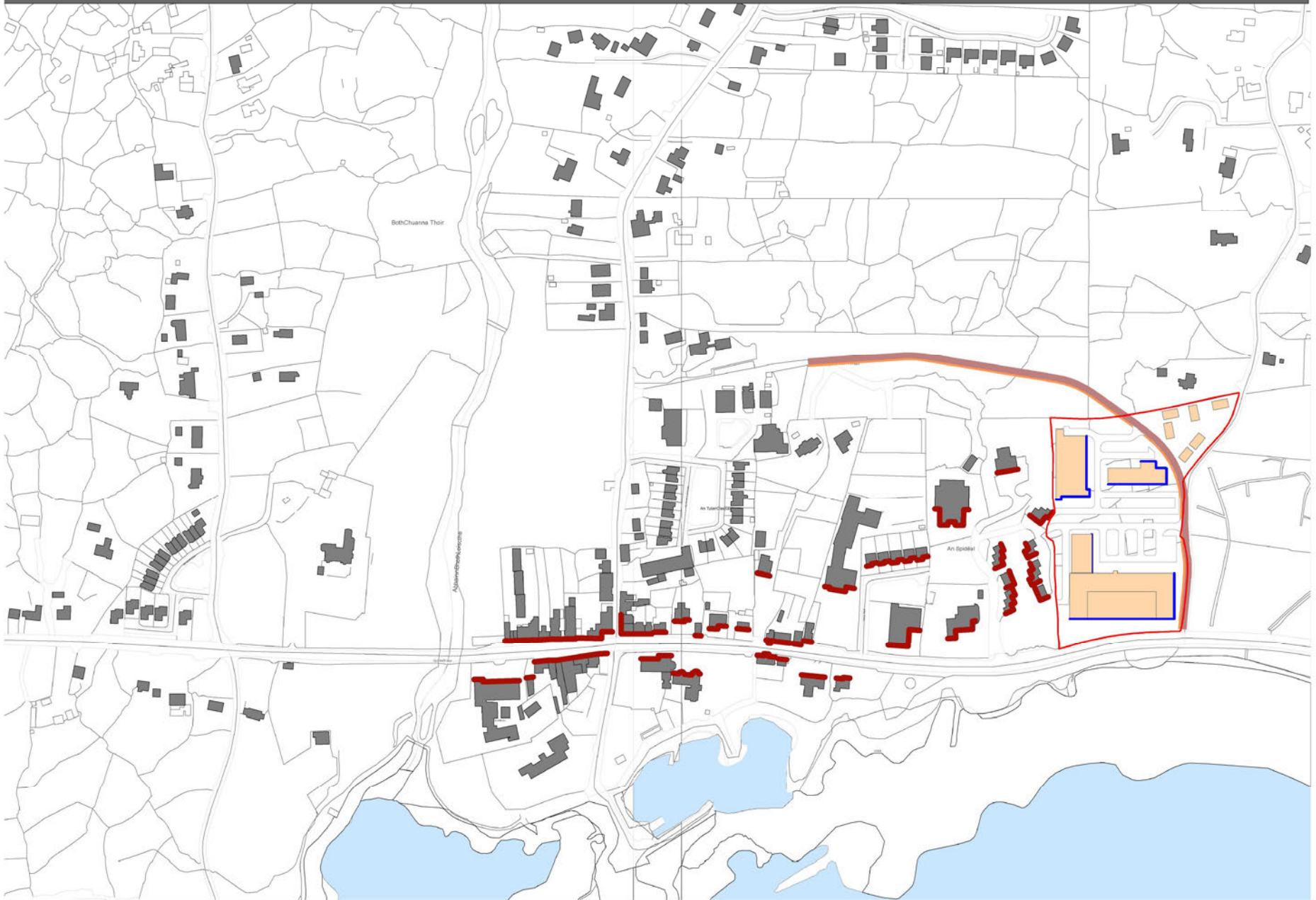
- | | |
|---|--|
|  Low Rise/Single Storey Building |  Medium Rise/Three Storey Building |
|  Medium Rise/Two Storey Building |  High Rise/Above three stories- Church & bell tower |

 Relevant Site Boundaries shown in red

 Proposed New Buildings Outlined in blue

 Outline of proposed New Link Road and widened Baile Eamonn Rd. along with new footpath shown in Blue

An Spideal - Building Line



Key to Buildings Line Map An Spideal

Existing Buildings

Proposed new Public footpath

Relevant Site Boundaries shown in red

Proposed New Buildings

Proposed widened Baile Eamonn Rd.
and New Link Road

Existing Building Line Along Barr Na gCurragh R30

Proposed New Buildings Line on Relevant Site



APPENDIX 3

MOYCULLEN JUSTIFICATION TEST



BRIEFING NOTE

Project Reference	210730
Date & Time	16/07/2021
Subject	Justification Test for Lands from 'Agriculture' to 'Residential Phase 1'
Author(s)	Orla McCafferty, Graduate Planner

Residential Phasing

'Volume 2 Small Growth Towns' of the Draft Galway County Development Plan 2022-2028 outlines the residential phasing policy, in Section 4.4 Land Use Zones. **Figure 1** below illustrates the Maigh Cuilinn Land Use Zoning Map, taken from the Draft Plan. The black line denotes the subject lands of which this Justification Test has been prepared to support a submission for the change in zoning from 'Agriculture' to 'Residential Phase 1'.

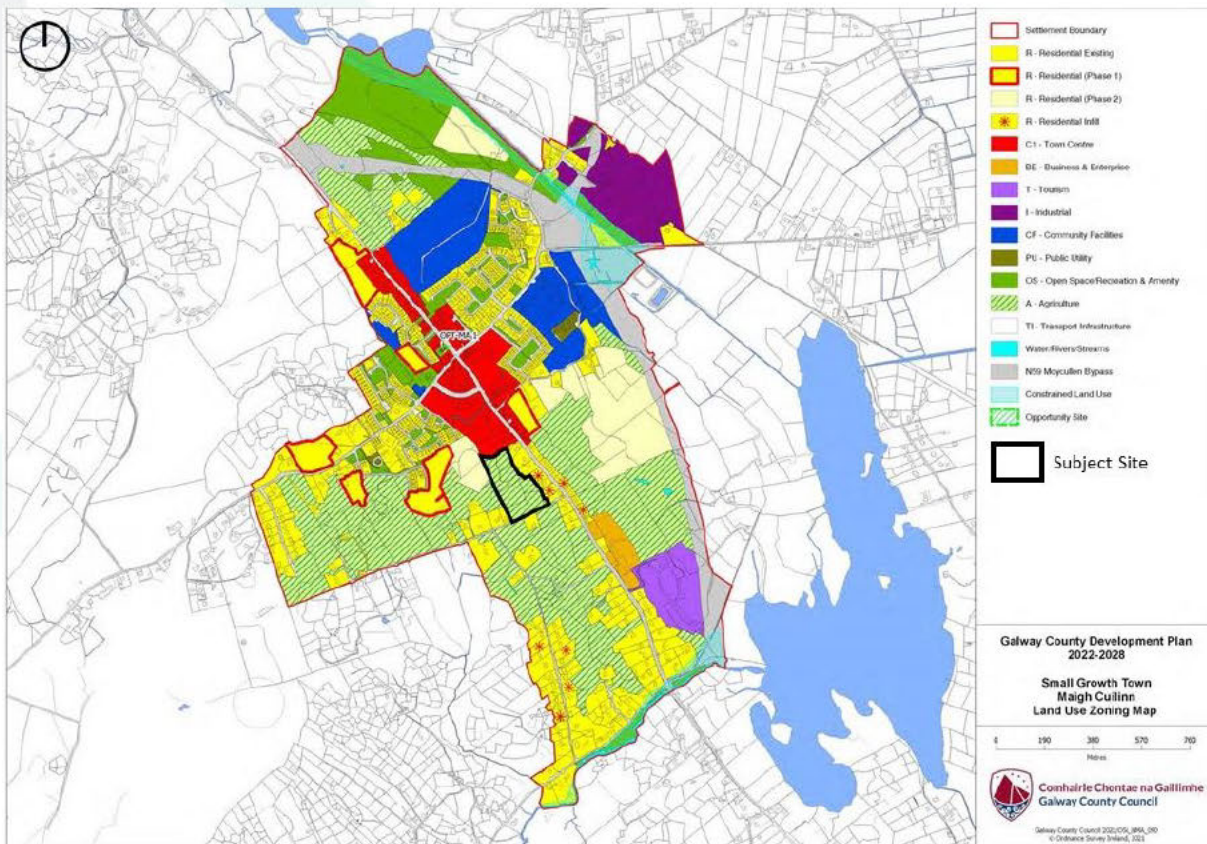


Figure 1: Maigh Cuilinn Land Use Zoning Map with subject lands outlined in black (Edited by MKO)



Residential Phase 1

Objective – To protect, provide and improve residential areas within the lifetime of this plan.

Agriculture

Objective – To promote the development of agriculture and agriculture related uses in accordance with proper planning and sustainable development.

Policy SGT 1 Residential Development Phasing

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.

Projected Population Targets

Under Table 4.1 of Volume 2: Small Growth Towns, the population projection for Maigh Cuilinn for the lifetime of the plan is 350 (2022-2028), with the quantum of residential lands required outlined as 8.75 hectares. The Draft Plan also states that the settlement areas have been examined in the context of planning for compact growth to ensure alignment with the principles of the NPF and RSES.

Settlement	Census 2016	Population Projection 2022 - 2028	Residential Units	Quantum of Residential Lands required (ha)
Clifden	1,597	470	195	12.19
Headford	973	290	116	7.25
Maigh Cuilinn	1,704	350	140	8.75
Oughterard	1,318	350	140	8.75
Portumna	1,450	300	120	7.50

Table 4.1: Population Allocation 2022-2028

The National Planning Framework targets predict that Galway County will grow by 25,500 people by 2026 and by 14,000 people by 2031. Across an 8 year period from 2018 and 2026, a growth of 25,500 represents 1,750 people per year. Across a 4 year period from 2027 to 2031, a growth of 14,000 represents 3,500 people per year.



The provision of a population projection for Maigh Cuilinn for the lifetime of the Draft Plan (2022-2028) means that there is a projected growth of 53 persons per year for Maigh Cuilinn during this 6 year period. This population projection of 350 is considered low based on Galway County having a predicted growth of approximately 14,000 people during this 6 year period. Maigh Cuilinn has the capacity, services, availability of lands, and the proximate location to Galway City Centre to justify the consideration of increasing the population projection of the population and settlement structure.

A Report published by the National Investment Office – The Department of Public Expenditure and Reform ‘*Assessing the alignment of the National Planning Framework and National Development Plan*’ has carried out a high-level assessment of the population projections and housing needs as outlined in the NPF. The Rebuilding Ireland action plan set a target to reach a delivery of 25,000 homes per year in Ireland. With the impact of Covid-19 on these targets, a revised estimate for housing was developed in December 2020 which stated that the average housing supply will need to increase to an annual average of 33,000 per year.

Justification Test – Assessment of Phase 1 Residential Lands

In order to demonstrate compliance with the residential phasing policy detailed above, and to outline that the quantum of Phase 1 lands in Maigh Cuilinn are significantly under-zoned, it is necessary to undertake a review and assessment of the Phase 1 Residential lands in the village to establish:

1. What proportion of Phase 1 lands have been fully developed or committed to development?
2. Of the Phase 1 lands that have not been committed to development, is there evidence of any constraints associated with those lands to explain why they have not been committed to development to date and are unlikely to be committed to development?

The review identified 6 no. Phase 1 sites which are outlined in **Figure 2** below, as edited by MKO for clarification of each site in the assessment that will follow. These sites are illustrated in the ‘*Draft Galway County Development Plan 2022-2028 –Small Growth Towns– Maigh Cuilinn Land Use Zoning Map*’. Each site was assessed to establish whether any development had taken place or was underway. A note of any extant planning permissions was made. Finally, they were assessed to establish if there are any constraints on the lands. **Table 1** below provides an overview summary of the exercise which is discussed in further detail below. This exercise is carried out by MKO with documentation available at the time of preparation (July 2021), all measurements are approximate, and the information outlined has not been confirmed by MKO.



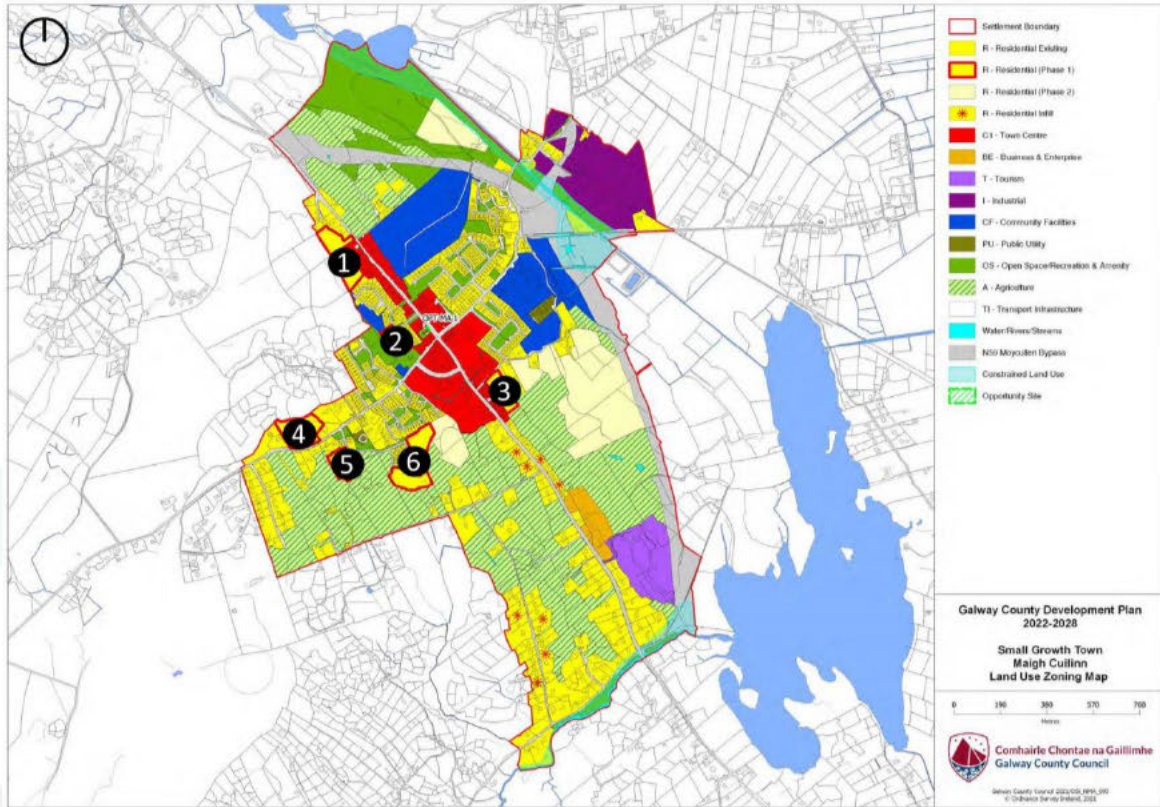


Figure 2: Land Use Zoning Map which outlines the 6 no. Phase 1 Residential Lands (Edited by MKO)

Table 1: Overview summary of Phase 1 Residential Lands

Map Ref.	Approx. Size in Hectares	Committed to Development	Evidence of Constraints	Relevant Planning History References	No. of Units Committed to/Built	Constraints?
1	2 ha.	No	Yes	N/A	0	<ul style="list-style-type: none"> ➤ No history of planning applications ➤ New access would be required off N59 national route to enable access.
2	0.8 ha.	No	Yes	08/1773	0	<ul style="list-style-type: none"> ➤ Application 08/1773 by Moycullen Sonas Voluntary Housing Assoc. Ltd. for a 14 single storey dwellings houses was Withdrawn on 29/10/2008. ➤ Lands may have funding constraints.
3	1.1 ha.	No	Yes	N/A	0	<ul style="list-style-type: none"> ➤ No history of planning applications ➤ New access would be required to N59 via an unclassified road.



4	1.9 ha.	No	Yes	17/1515	0	<ul style="list-style-type: none"> ➤ Permission Refused to Bohmore Ltd via 17/1515. Reasons for refusal include layout and design, lack of connectivity between the site and Moycullen, safety, and proximity to designated sites.
5	0.9 ha.	Yes	Yes	20/179 17/1510 09/1850 06/5813	<p>113 units granted permission over sites 5 and 6.</p> <p>Approx. 19 units remaining to be built on this area of the wider site</p>	<ul style="list-style-type: none"> ➤ Permission Granted to McInerney Homes Ltd. via 09/1850 for change of house type on previously approved residential scheme (06/5813). Expired on 10/01/2015 and the development has been commenced. ➤ An EOD has been granted under refs: 20/179 and 17/1510 which will expire on 31/12/2021. ➤ It is not clear how much of this development will come forward prior to planning permission expiring or if it will be completed.
6	2.8 ha.	Yes	Yes	17/1510	<p>113 units granted permission over sites 5 and 6.</p> <p>Approx. 67 units remaining to be built on this area of the wider site.</p>	<ul style="list-style-type: none"> ➤ Extension of Duration for 06/5813 and 12/1112 granted under 17/1510, which will expire on 31/12/2021. ➤ It is not clear how much of this development will come forward prior to planning permission expiring or if it will be completed.

Map Reference 1

- The site is not committed to development
- There is no planning history recorded on this site. There may be constraints in terms of access as new access would be required off N59 national route to enable access.
- 2 hectares of land.



- Current Ownership of GY11716F – lands are registered to [REDACTED]
- Current ownership of GY39236F – lands are registered to [REDACTED]

Map Reference 2

Planning Ref.	Applicant	Description	Decision
08/1773	Moycullen Sonas Voluntary Housing Association Ltd	to construct a Day Care Centre and 14 no. single storey dwellinghouses consisting of 6 no. detached and 8 no. semi-detached dwellings for elderly residents with new site entrance, temporary access road, car parking, boundary walls and associated site works (Gross floor area 1357 sqm)	Withdrawn

- This site is not currently committed to development.
- Current ownership of GY21269F – lands are registered to Galway County Council

Map Reference 3

- The site is not currently committed to development
- There is no planning history recorded on this site. There may be constraints in terms of access as new access would be required to N59 via an unclassified road.
- Current ownership of GY91131F – lands are registered to [REDACTED]
- Current ownership of GY54979 – lands are registered to [REDACTED]
- Current ownership of GY24640 – lands are registered to [REDACTED]

Map Reference 4

Planning Ref.	Applicant	Description	Decision
17/1515	Bohmore Ltd	for the construction of a residential development, comprising: 1). 2 No. Single Storey 4 bedroom detached dwellings (Type A) 2). 2 No. two storey with split level access 3 bedroom detached dwellings Type B) 3). 8 No. two storey 4 bedroom semi-detached dwellings (Type C) 4). 2 no. two storey 4 bedroom detached dwellings (Type C) 5). 8 No. two storey 3 bedroom semi-detached dwellings (Type D). 6). 2 no. two storey with split level access 3 bedroom end of terrace dwelling	Refused (27/02/2018) Reasons for refusal include layout and design, lack of connectivity between the site and Moycullen, safety, and



		(Type E) 7). 6 No. two storey with split level access 2 bedroom terrace dwellings (Type F) 8). 2 No. single storey bin stores. 9). Connection to existing services on the public road. 10). Related car parking and ancillary services. Gross floor space of proposed works 3359.0sqm.	proximity to designated sites.
--	--	--	--------------------------------

- This site is not currently committed to development.
- Key constraints identified in a previous application include lack of connectivity to Moycullen village, safety hazards, and the sites proximity to Ross Lake SAC.
- Current ownership of GY25478 – lands are registered to Bohmore Limited (Haymarket House Haymarket Dublin 7)



Planning Ref.	Applicant	Description	Decision
20/179	Solemia Unlimited Company	consisting of change of house type on previously approved residential scheme (Planning Ref; 06/5813) on sites No.3 to 18 from, previously granted, 16No. four bed semi-detached dwelling houses to 2No. four bed detached units, 4No. four bed semi-detached units, 2No. four bed terraced units, 4No. three bed semi-detached units and 7No. three bed terraced units along with all associated site works and services. Gross floor space of proposed works: 2,286.80 sqm	Granted subject to 11 no. conditions (08/04/2020)
17/1510	Solemia Unlimited Company	for full permission for a residential development consisting of 113 residential units comprising of 24 5-bed detached dwellings, 4 4-bed detached dwellings, 24 4-bed semi detached dwellings, 48 3-bed semi-detached dwellings, 13 3-bed terrace dwellings. Permission is also sought for the provision of an access onto the Spiddal Road, an internal temporary access road, connection to the existing public sewer along with all other ancillary site services, previous planning reference no. 06/5813 & 12/1112 (Gross floor area 15,507 sqm)	Granted subject to 1 no. condition (07/12/2017)
09/1850	McInerney Homes Ltd	for change of house type on previously approved residential scheme (pl. 06/5813) on sites no 3 to 18 from 16 number 4 bed semi-detached dwelling houses to 10 number 3 bed semi-detached units, 6 number 4 bed semi-detached units and 2 number 4 bed detached units with associated site works and services (gross floor space 2142sqm)	Granted subject to 20 no. conditions (25/11/2009)
06/5813	McInerney Homes Ltd	for outline planning permission to construct a creche measuring 450 sqm and for full permission for a residential development consisting of 113 residential units comprising of 24 5-bed detached dwellings, 4 4-bed detached dwellings, 24 4-bed semi detached dwellings, 48 3-bed semi-detached dwellings, 13 3-bed terrace dwellings. Permission is also sought for the provision of an access onto the Spiddal Road, an internal temporary access road, connection to the existing public sewer along with all other ancillary site services (Gross floor area 15,507 sqm)	Granted subject to 18 no. conditions (09/09/2007)

- The site is committed to development under Pl. Ref 20/179 and Pl. Ref 17/1510, for 19 units on 0.6 ha of land.



- Current ownership of GY127710F – lands are registered to Solemia Limited (Leixlip Centre Leixlip County Kildare)

Map Reference 6

Planning Ref.	Applicant	Description	Decision
17/1510	Solemia Unlimited Company	for full permission for a residential development consisting of 113 residential units comprising of 24 5-bed detached dwellings, 4 4-bed detached dwellings, 24 4-bed semi detached dwellings, 48 3-bed semi-detached dwellings, 13 3-bed terrace dwellings. Permission is also sought for the provision of an access onto the Spiddal Road, an internal temporary access road, connection to the existing public sewer along with all other ancillary site services, previous planning reference no. 06/5813 & 12/1112 (Gross floor area 15,507 sqm)	Granted subject to 1 no. condition (07/12/2017)

- The site is committed to development under Pl. Ref 17/1510, for 67 units on 2.8 ha of land.
- Current ownership of GY106293F– lands are registered to Solemia Limited (Leixlip Centre Leixlip County Kildare)

Conclusion

The foregoing assessment has established that:

- There are 6 no. Phase 1 Residential zoned sites in Maigh Cuilinn. This equates to approximately 9.5 hectares of land. 2 no. of the 6 no. sites are committed to development (granted permission and development commenced). Approximately 3.4 hectares of the 9.5 hectares zoned under ‘Residential Phase 1’ are committed to development. This concludes that of the lands zoned for ‘Residential Phase 1’ 6.1 hectares of land can be considered readily available for development, however, a minimum of 8.75 hectares of land is required to meet the needs of Moycullen over the emerging plan period.
- A number of key constraints have been identified on the 4 sites that are not committed to development. It is evident that there has been no history of planning applications on sites 1 and 3 (illustrated in **Figure 2**), and that permission has been refused in the past on site 4 for reasons including lack of connectivity between the site and Moycullen, safety, and proximity to designated sites.
- Under ‘Volume 2 Small Growth Towns of the Draft Galway County Development Plan 2022-2028, the Core Strategy Table identifies a population projection of 350 new residents for Maigh Cuilinn during the lifetime of the plan.
- As referenced previously in this document, it is in our professional opinion that the population projection for Maigh Cuilinn has been extremely underestimated, giving its key location within proximity of Galway City.



- Given a projection of 350, the quantum of residential lands required to meet this growth is 8.75 hectares. This assessment has concluded that of the lands zoned for ‘Residential Phase 1’ 3.4 hectares of land are considered as committed to development. The quantum of land of 8.75 hectares requires re-assessment of the Agriculture lands in order to fill the capacity of these lands required to provide housing for the 350-no. population increase.

This assessment demonstrates clearly that the number of lands zoned for ‘Residential Phase 1’ will not cater for the predicted growth of Maigh Cuilinn within the lifetime of the upcoming plan. It is therefore necessary to consider the rezoning of ‘Agriculture’ lands to cater for this population growth.

Caveat

The planning advice contained in this briefing note is given without prejudice, and ultimately, the development potential of the subject lands will be determined through the statutory planning process. The area and boundaries of the subject lands used in this report are based on the available documentation and have not been verified by MKO.

End



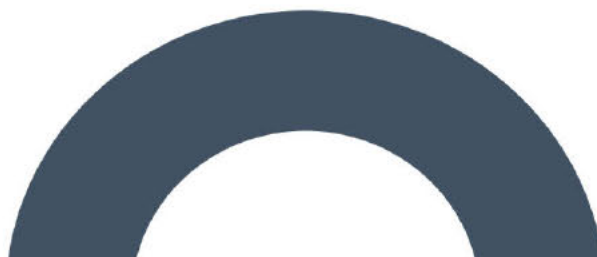


APPENDIX 4

***PREVIOUS DEVELOPMENT PLAN
SUBMISSIONS***

County Development Plan Submissions

Galway County Council
Stage 1 Pre-Draft Issues
Paper Submission





DOCUMENT DETAILS

Client: **Ronan Barrett Castle Star Holdings Group**

Project Title: **Galway County Council Stage 1 Pre-Draft Issues Paper Submission**

Project Number: **200505**

Document Title: **County Development Plan Submissions**

Document File Name: **200505 - CPD Review Submission - Barrett - 2020.09.08 - F1**

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Rev	Status	Date	Author(s)	Approved By
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F	Draft Final for Client Review	09/09/2020	AB	PH
F1	Final	09/09/2020	AB/PH	PH

Table of Contents

1.	INTRODUCTION.....	2
2.	COUNTY GALWAY OVERVIEW	3
3.	STAGE ONE (PRE-DRAFT) OF THE GALWAY COUNTY COUNCIL DEVELOPMENT PLAN 2022 – 2028	4
3.1	Strategic Issues	4
3.1.1	Core Strategy and Housing.....	4
3.1.2	Economic, Enterprise, Tourism and Retail Development	4
3.1.3	Infrastructure and Transport.....	7
3.1.4	Environment, Renewable Energies and Communications	11
3.1.5	Architectural and Archaeological Heritage	11
3.1.6	The Galway Gaeltacht.....	11
3.1.7	Agriculture, Fishing Marine and Forestry	12
3.2	Specific Town and Village Considerations.....	13
3.2.1	Bearna.....	13
3.2.2	Furbo.....	14
3.2.3	An Spideál	14
3.2.4	Inverin	17
3.2.5	Na Mine, Tullach, Ballinahowan.....	17
3.2.6	Rossaveal	18
3.2.7	Casla/Costello.....	20
3.2.8	Sruthán Pier	21
3.2.9	An Cheathru Rua/ Carraroe	21
3.2.10	Ceantar na nOileán	22
3.2.11	Maam Cross.....	23
3.2.12	Oughterard	23
3.2.13	Moycullen.....	24
4.	CONCLUSIONS	26

TABLE OF FIGURES

<i>Figure 1 Indicative Computer Generated Image of Proposed New Hotel in Spiddal.....</i>	16
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APPENDICES

- Appendix 1 National Marine Spatial Planning Framework Strategy Submission
- Appendix 2 RSES Submissions

1. INTRODUCTION

MKO have been appointed by our client Ronan Barrett C/O Castle Star Holdings Group to make a submission to the Stage One (Pre Draft) of the Galway County Council Development Plan 2022 – 2028 preparation process.

The Council set out that there are a number of key challenges to be faced in order to produce a suitable County Development Plan for the coming 6 year period from 2022 to 2028. These challenges include:

- Developing a unique identity and building on the strengths of the County.
- Living in the future and how it will be different.
- Growing the metropolitan area and other settlements within the County to achieve Compact Growth.
- Reducing our carbon footprint and achieving the national target of zero emissions by 2050
- Living sustainably without compromising future generations.
- Providing sufficient physical and social infrastructure to support economic development and to enhance our quality of life.
- Promoting town and village centre vibrancy and vitality with multi functional uses including entertaining, living, gathering, working, shopping etc.
- Building on the provision of high quality employment and economic opportunities at appropriate and sustainable locations.

These challenges can be met by producing an ambitious plan focused on sustainable development with emphasis on tourism and the enhanced development within and near the towns and villages, particularly within South Connemara.

This submission comprises the following sections:

1. Introduction
2. County Galway Overview
3. Stage One (Pre Draft) County Development Plan Discussion
 - a. Strategic Issues
 - b. Specific Town and Village Considerations
4. Conclusions

Appendix 1 National Marine Spatial Planning Framework Strategy

Appendix 2 RSES Submissions

2.

COUNTY GALWAY OVERVIEW

The South Connemara Coast stretching from Galway City to Carraroe and onward to Ceantar na nOileán, the archipelago of islands comprising Leitir Móir, Garmna and Leitir Mealláin, is an Irish speaking district in the West of County Galway, rich in the Irish language, music, heritage and culture, with a deep maritime heritage and an affinity to the sea. The region is the main link to the offshore Aran Islands and lies at the heart of Ireland's Wild Atlantic Way.

A region of contrasts its backdrop of the Twelve Bens and its extensive bog complex, its multiple lakes, peninsulas and inlets, and its unique islands, all steeped in age old Gaelic culture and tradition symbolise the essence of this Gaeltacht community located on the Wild Atlantic Way.

The South Connemara region stretches from the coast at Galway city to the shores of Lough Corrib and encompasses the villages and communities of Moycullen, Ross Cahill, Oughterard and Maam Cross which are located in the east of the region along the N59 National Road (a well established and recognised Tourist route) and the separate coastal villages of Bearna, Furbo, An Spidéal, An Cnoc/Inverin, na Mine, Tullach, Baile na hAbhainn, Rossaveal, Casla and An Cheathrú Rua in the west which are linked together by the R336 coastal road which has developed as a separate Tourist route as part of the Wild Atlantic Way initiative.

The two distinct areas within South Connemara are separated by mountains and an extensive lake and bog complex, however the area is traversed by four important roads, which serve to link the area and its communities together as one region, specifically the Bearna to Moycullen road (11.3km), the L1320 Spiddal to Moycullen Road (13.9km), the Furnace Road from Costello/Casla to Oughterard (28.3km) and the R336 which runs from Costello/Casla to Maam Cross (20.3km).

The region is steeped in Irish Heritage and Culture and the Irish language and there is a deep maritime tradition and a history of ecclesiastical and religious heritage that has inspired writers, artists and musicians over the centuries. The Coast and Islands are renowned for stories and folklore that highlight the unique landscape attributes, the resilience and vibrancy of coastal and island life, and the ways in which this area has been a source of artistic inspiration for centuries.

The Wild Atlantic Way has had a positive impact on the number of Tourist that visit the South Connemara region, however the area's true Tourism potential has yet to be realised as it is severely hampered by the absence of dedicated tourism facilities and historic infrastructure deficits in the form of poor roads, inadequate water and waste water infrastructure. The deficit of dedicated Tourism facilities and inadequate infrastructure means that Tourist dwell times are limited, and the region is failing to unlock its true potential as an area to visit and to do business in. Much more now needs to be done to unlock the South Connemara region's true potential and to enhance the attractiveness of the areas as a place to live and work in and to enhance the attractiveness of the area as a place to visit and stay.

3. **STAGE ONE (PRE-DRAFT) OF THE GALWAY COUNTY COUNCIL DEVELOPMENT PLAN 2022 – 2028**

This submission has been prepared in response to the Galway County Development Plan (CDP) Stage One (Pre Draft) Plan and is intended to draw attention to strategic issues and the key infrastructural deficits that currently exist in the South Connemara region. We would request that these be addressed within the emerging County Development Plan.

Whilst this submission focuses exclusively on the issues specific to the villages and communities in the South Connemara district, it is believed that these concepts, ideas, suggestions and solutions can be replicated throughout County Galway as a whole.

This submission also seeks to build upon submissions that MKO have already made on behalf of our client to the Regional Spatial Economic Strategy (RSES) which came into effect on 24 January 2020 and on the National Marine Spatial Planning Framework Strategy.

The purpose of this submission is to highlight the key strategic goal which is to assist in the creation of a vibrant, self sustained South Connemara region that is driven by the high quality of life and an educated workforce, by seeking the provision of an enhanced physical, economic, educational, cultural and social environment that reduces the percentage of the population which are disadvantaged, marginalised or at risk. Through careful and balanced strategic planning, we believe that proactive and constructive steps can be taken to improve the overall attractiveness of the South Connemara region as a place to live, work and play and to create a vibrant area that encourages new investment into the commercial, employment and residential sectors within the region.

3.1 **Strategic Issues**

The following are a list of strategic issues which the local Planning Authority should consider in in the preparation of the emerging County Development Plan (CDP) and the local planning policies and objectives within. These issues relate to South Connemara in particular and its enhancement as an attractive region to live in, work in, do business in and visit, and, as noted above, some can also be applied to the rest of the County.

3.1.1 **Core Strategy and Housing**

The emerging CDP should promote and facilitate the expansion and growth of communities in South Connemara, such as the Cois Fharrage district, and where there is already a pattern of residential development and/or established housing clusters. The plan should make provision for new planning applications in these areas to be viewed positively, with a presumption in favour of sustainable new residential development as appropriate.

The development of housing clusters should be viewed as an opportunity to introduce wider initiatives in support of the future upgrade of utility services to that locality.

3.1.2 **Economic, Enterprise, Tourism and Retail Development**

The policies included and direction this plan takes will be of utmost importance to the future of County Galway's economic, enterprise, tourism and retail development over the next plan period and beyond.

The key questions asked in the pre draft plan should be answered, with ambitious targets being set for the enhancement of the economy through retail and tourism, in particular, for the benefit of the residents and visitors of County Galway.

A question was asked relating to “*what policies should be introduced to further support town centre retailing and commercial activities that enhance the vitality and vibrancy of our town and village centres?*”

In answer to this, we believe that it is pertinent to ensure that the following are implemented:

- ***A Retail Planning Strategy:***

The success of Galway City as a retail destination and the move to online retailing is having a dramatic and detrimental impact on the retail fabric of many towns and villages within the County, where sustained high vacancy rates indicated the decline of retail facilities within the County. The new CDP should recognise the need for these towns and villages to adapt to this new retail environment, the change in shopping practices and the need to convert disused retail premises to alternative uses so that the vibrancy of the county’s towns and villages is enhanced.

The CDP should also support the delivery of these essential retail facilities in villages and towns throughout the county that act as “*Service hubs*” for their immediate hinterland. In South Connemara, these Service hubs are Spiddal, Carraroe, Moycullen and Oughterard.

- ***Rising to the new challenges posed by Covid-19***

As the county grapples with the new challenges posed by Coronavirus, it has become abundantly clear that there is a need to locate “*Essential Services*” such as healthcare facilities and Essential grocery and food stores, within no more than 3km of one’s residential home. The South Connemara area is heavily reliant upon Galway City for many retail food stores and essential healthcare services. This reliance on Galway City creates an economic drain on the region and places the region at a distinct disadvantage where travel restrictions are imposed, for example as a result of Covid and/or similar pandemic events.

Galway County Council should promote and facilitate the delivery of “*Essential Retail*”, in the forms of large retail and discount food stores, and “*Essential Healthcare*” facilities, particularly primary care centres, within key gateway villages within the South Connemara region, to include Carraroe, Spiddal, Moycullen and Oughterard.

In terms of tourism key questions to be expanded and answered include:

“*What areas of the County have the potential to become sustainable key tourism attractions?*”

and

“*How can the Plan policies help integrate enterprise land uses with other uses such as residential, transportation and tourism, etc?*”

In answer to these questions, the following should be considered in depth and included throughout the Development Plan, with specific policies made on each of the below points.

New Coastal Greenway/Blueways from Barna to Carraroe

The CDP should support and advance the delivery of a new coastal greenway and blueway walking, cycling and kayaking trail from Galway City, through Bearna along the coast of Galway Bay to An Cheathrú Rua on Cuan Casla [Casla Bay]. This new network should form part of a linked network of trails which will promote active tourism along the West Coast. Please note matter 2 (pg. 3 5) of the submissions made to the Marine Planning Policy Statement on this matter, attached to this submission as Appendix 1 for reference.

New Mountain/Lake Greenway to link the Connemara Greenway to the Coastal Greenway

The CDP should also promote and advance the delivery of a new greenway walking and cycling route along the coast and linked into the proposed Connemara greenway route. This new coastal route should be created as part of a cohesive network of looped routes, which could in turn be linked together to form a Cycle Tour route, by creating cycle links between;

- a. Bearna to Moycullen,
- b. Spiddal to Moycullen,
- c. Costello/Casla to Oughterard
- d. Costello/Casla to Maam

The delivery of these linked and looped routes should help to promote South Connemara as a destination for Cycling Tourism and would link into the National policy of promoting cycling. These new routes should also include provision for the installation of new Tour Bus stops at strategic elevated vantage points, at locations where there are strategic view of Lough Corrib and the Twelves Bens and/or strategic views of Galway Bay, the Clare Coast and the Burren and the Aran Islands. The Tour bus sector is an important source of Tourists and much more needs to be done to encourage tourists to visit and stay in the South Connemara region.

Promote South Connemara as an Adventure Tourism destination

The CDP should advance and promote the South Connemara region as an “*Adventure Tourism*” destination which promotes a range of outdoor pursuits, and the delivery of suitable facilities and associated accommodation and support services.

A specific goal of the CDP should be to promote the creation and delivery of a new Mountain Bike trail and adventure facility as a “*Destination Attraction*” along the new coastal tour route. We submit that such an outdoor pursuits and activity centre could be facilitated on commonage lands located at either Ballinahowan/Rossaveal and/or Carraroe, so that the local community and visitors to the area could benefit from such a new facility. This new facility would be an important “*Destination Attraction*” which can then be linked to other cycling networks and facilities promoted by Coillte.

Align the County Plan with Failte Ireland’s Visitor Experience Development Plan

If the South Connemara region is to unlock its true potential as a Tourism destination, then it is critically important that the CDP is fully aligned with the strategic goals of Failte Ireland’s Visitor Experience Development plan for the Connemara Coast and the Island’s specifically;

- a. Promote and support the development of new coastal and inland loop walking and cycling trails as part of a network
- b. Promote and support the development of a new Connemara Coast Blueway network
- c. Promote and support the development of Tourism facilities at key Piers and Harbour locations, to include the provision of facilities for orientation, information, toilets, shelter, food kiosks and accommodation
- d. Promote and develop a Gaelic Experiential Trail
- e. Develop a network of Cultural Heritage Centres throughout Connemara and the Islands
- f. Promote and support the development of festivals which celebrate the regions deep maritime heritage
- g. Promote and support the development of a series of new food, music and cultural festivals within the region

Promote the development of a Camino Connemara

The CDP should also promote and facilitate the development of a “*Camino Connemara*” as part of an All Ireland network of walking routes, linking together the country’s deep ecclesiastical and religious

heritage sites and cultural heritage sites to include the numerous Heritage Piers and Maritime defence and Customs houses along the coast. Similar “*Celtic Camino*” initiatives are being adopted by other counties along the eastern and western seaboard and County Galway’s ecclesiastical history, Maritime history and the history of the Aran Islands as an early Christian Ecclesiastical Centre, present a unique opportunity to attract both domestic and international visitors to the region.

Heritage Piers

The CDP should promote the concept of “*Heritage Piers*” so that the numerous piers and harbours along the coast as designated as Heritage Assets and promoted as destinations for recreation and amenity and as assets that can be used to promote water based tourism and cultural tourism linked to South Connemara’s affinity with the sea and the deep maritime heritage.

The CDP should also:

- Provide that all of the Piers and Harbours in County Galway that are not already owned or taken in charge by the county council should be acquired or taken in charge so that the local authority can take full responsibility for their repair and maintenance.
- Support and facilitate the creation of new facilities, to include toilets, shower and changing facilities and storage facilities at these piers so as to support water sports and water based tourism initiatives.
- Support the provision of Orientation signage, public art, food kiosks and cultural tourism and heritage centre facilities at a number of key Heritage piers.

Geopark and Geo Tourism

The CDP should promote and facilitate the development of a Geopark and Geotourism initiative for the County which includes the Connemara Bog and Moycullen Bog Complexes.

A geopark is a unified area that advances the protection and use of geological heritage in a sustainable way, and which very importantly also promotes the economic well being of the people who live there. The Geological Survey Ireland is a partner in all three of the Geoparks that have been created in Ireland currently and provides support and encouragement in the promotion of geoheritage and earth science education, and protection of Geosites within the Geoparks. Geotourism refers to the use of geoheritage as part of the local tourism product.

Designated Bathing Waters

The South Connemara area has a significant number of beaches that are not recognised as bathing areas and hence they are not properly monitored or serviced by the local authority. The CDP should promote an Audit of all beaches in the County with a view to then facilitating the delivery of “*bathing status*” to all of the beaches in the region so that water quality can be monitored and so that facilities can be enhanced, as there are a significant number of beaches in the area where the water quality is not monitored and where facilities are lacking.

The Council should seek to ensure that the local community take a proactive role in the monitoring and maintenance of these important assets and that “*bathing status*” is granted to each and every beach used by the public. Access and parking facilities for emergency services should be enhanced. Waste disposal and recycling and composting facilities should also be provided at all designated bathing areas/beaches.

3.1.3 Infrastructure and Transport

Infrastructure and transport are key themes to be addressed in detail in the emerging CDP. It is widely acknowledged that these are often issues which are found to be at or over capacity throughout the

County, with significant upgrading required. There is an opportunity with this emerging plan to ensure that the following matters are addressed, to ensure a sustainable future for the residents and visitors of County Galway.

Galway City Ring Road

The emerging CDP should seek to support and advance the delivery of the N6 Galway City Ring Road (“GCRR”) as a means of enhancing accessibility to the West of Galway and the Connemara region as a whole.

Upgrade or replacement of the R336

The CDP should seek to advance the delivery of the upgrade and/or replacement of the R336 coastal road to provide for:

- a) Enhanced carriage way width
- b) Overtaking lanes
- c) Dedicated pedestrian footpaths
- d) Dedicated cycle lanes
- e) Off road Bus stops and Bus shelters
- f) Tourist Coach stops and Viewing points

Expansion of Connemara Airport

The CDP should promote and facilitate the upgrade and enhancement of Connemara Airport. As County Galway’s only remaining airport facility, the Council should collaborate with Government to promote and facilitate the upgrade of the Airport to include improvements and works to widen the public access road, to expand carparking, and to enhance public and visitor facilities.

Provision should also be made to enhance the facilities at the Airport and to encourage the use of the Airport by private jets, and helicopters [to include the Coastguard and Air Ambulance services] as part of a process of enhancing accessibility to the Connemara region as a whole.

Enhance Public Transport and support Community Taxi initiatives

Whilst South Connemara [to Carraroe] is with the Galway Transport Strategy area, the region currently suffers from a deficit in Public transport services and is therefore heavily reliant on journeys by private transport. We support the enhancement of public and private bus services in the area, including the provision of “*off road bus stops and bus shelters*”.

In addition, the Council should also encourage the use of initiatives such as Rural Link, Social Spin and Community Taxi’s as a means of facilitating local travel and combatting rural isolation, particularly amongst the elderly residents within our communities.

Fibre Optic Broadband

The CDP should support both Údaras’s proposals to expand GTEIC facilities throughout the region and the Western Development Commission’s initiative of promoting West Galway as an attractive place to live and work, by highlighting the availability of a high speed fibre optic broadband in the Cois Fharráige district, supporting initiatives to develop ICT businesses and facilities and by supporting initiatives which permit families to work from home by accommodating home offices, studios and workshop facilities within the accommodation, as appropriate, with valid planning permission.

Upgrade of Telecoms Infrastructure

The CDP should promote and facilitate working with Telecom Operators to upgrade and enhance mobile phone coverage in the South Connemara region.

High Pressure Sewerage Network

The CDP should promote and facilitate the delivery of a high pressure sewer network by Irish Water as a technological solution to existing issues and to service South Connemara and other regions throughout the County.

The use of a high pressure sewer system is an internationally accepted solution that can be utilised to overcome existing issues. This technology has been successfully adopted by Irish Water in Gweedore, County Donegal.

Integrated Constructed Wetlands

The CDP should promote and facilitate the use of Integrated Constructed Wetlands (ICWs) as an alternative waste water collection and treatment solution for use in the villages and communities in Connemara, and throughout county Galway that are currently un serviced by public facilities. Irish Water has successfully utilised ICW's throughout the country as an alternative to WWTP's. The use of this technology in South Connemara and elsewhere throughout the county should be promoted and supported.

There are numerous examples nationally, where Irish Water in conjunction with the local authority have developed ICWs as public amenities and walks that enhance the local amenity and public realm of the towns and villages that they serve.

Upgrade of Potable Drinking water facilities and capacity

The CDP should promote and facilitate the upgrade and enhancement of the Potable Drinking Water network in the South Connemara region, as there are regular drinking water outages and shortages throughout the County.

Uniform standards throughout the County – Cordon Sanitaire Buffer Zones

The CDP should promote and facilitate the adoption of a uniform policy to be applied throughout the entire county, which provides for a minimum cordon sanitaire buffer zone distance of 100 metres to be applied as the only accepted standard, between the nearest residential/sensitive receptor and any new Waste Water Treatment plant facility proposed by Irish Water. This standard should be imposed as the uniform standard for the entire County, as the adoption of “dual standards” in different areas has historically led to unnecessary litigation resulting in planning delays and delays in the delivery of new infrastructure. It is therefore important that each and every citizen in the County is treated equally and fairly.

Transfer of Waste Water treatment plants from Údaras to Irish Water

The South Connemara district currently suffers from a Waste Water Collection and Treatment infrastructure deficit as the majority of villages and communities within the district have no access to public facilities and the region is overly reliant on the use of septic tanks as a result. This presents a major issue going forward as the new Water Framework and River Basin Management Directives will impose higher standards within the region. There is, however, a potential solution as there are 15 Waste Water Treatment plants in the region which are in public ownership through Údaras na Gaeltachta.

The CDP should therefore promote and facilitate the transfer of all 15 Waste Water Treatment Plant facilities from Údaras na Gaeltachta to Irish Water, so that local communities in the South Connemara Gaeltacht region can secure access to this waste water collection and treatment network and so that new residential and commercial development can be encouraged and facilitated in the proximity of these locations.

Clear and concise policies on Waste Water

As a result of national policy the future of small towns and villages in West Galway and Connemara, and County Galway as a whole, will be heavily reliant upon the existence of municipal waste water collection and treatment systems, therefore the Public's current inability to access Údaras owned WWTP that exist in South Connemara could have a detrimental impact on the future development of the villages and settlements in the Connemara/Cois Fharraige district, unless this matter is addressed now.

It is clear from existing policies and planning decisions that;

- It is a Strategic Aim outlined in the Galway County Development Plan 2015 2021 '*To facilitate in a sustainable manner the provision of necessary water and waste water infrastructure.*'
- Current settlement policies discourage one off rural housing and encourage development in established settlements.
- The alternative to one off rural housing is to facilitate and encourage housing developments in smaller towns and villages. However, many smaller settlements in West Galway/Connemara do not have public wastewater treatment facilities.
- It is a matter of record that Galway County Council and An Bord Pleanála have recently refused planning permissions due to the absence of public municipal WWTP. These are inconsistent with the extant Galway County Development plan, which includes policies, objectives and standards in support of the development of small settlements and villages as well as the use of private WWTP's and shared WWTP's.
- Irish Water currently has no plans to provide new WWTP's or collection systems in the majority of the small settlements or villages in South Connemara and therefore without immediate intervention, the future growth of these small settlements and villages in Connemara/Cois Fharraige will be stifled.

The Galway County Development Plan outlines various policies and objectives in support of rural housing developments and in support of existing settlements and villages however, it is clear that the Council's stance on private WWTP and its stance on communal WWTP is very different from what happens in practice and therefore when considered against this backdrop, it appears that there is currently little or no prospect of securing planning permission for new developments in Galway's smaller towns and villages whilst this unpublished policy is practiced.

We therefore request that the emerging Galway County Development Plan includes the following points within its policies and policy objectives:

- Provide proper guidance and a clear and concise statement to confirm whether private and communal WWTP's are permitted.
- Provide clear and unambiguous guidance on the format and duration of management regimes and criteria that should be applied to private & communal WWTP's which, if permitted, need to be satisfied in order to maintain a discharge licence.
- Provide clear and unambiguous guidance to confirm that private & communal WWTP's, which if permitted, must be subject to the Discharge Licence regime to allow compliance with Environmental standards to be monitored by the Local Authority.

We also request that there are no dual standards applied to planning applications between the State Agencies and the private citizens and businesses, with only one uniform standard across the board applied to all planning applications.

3.1.4 Environment, Renewable Energies and Communications

Where Renewable Energy projects are proposed in the region, we would support the CDP imposing an obligation on the Developer to establish a “*Community Fund*” to support “*Community Gain*”. This Community Fund should provide annual grants and disbursements to support local community groups and local initiatives.

3.1.5 Architectural and Archaeological Heritage

It is agreed and widely known that County Galway has a rich and diverse array of historic buildings and archaeology. In answer to the questions,

- “*How can the new County Development Plan promote awareness of the County’s past which includes Protected Structures, ACA’s and archaeology?*”, and
- “*How can we secure the protection of our archaeological features including landscapes into the future?*”

The CDP, in conjunction with the OPW should promote and facilitate an Archaeological Audit of the entire South Connemara region and the Aran Islands as a means of documenting the areas deep and historic early Christian, ecclesiastical, monastic and religious, maritime, Napoleonic and military and cultural heritage, to include the Ecclesiastical history of the Aran Islands.

The core purpose of this Audit should be to utilise the information gained to develop an Ecclesiastical Heritage Trail as part of the Tourism strategy for the region. The success of the Skellig’s in County Kerry is a good example of how a regions history can be brought to life and the history of the Aran Islands is an as yet untapped resource that could be better harnessed by the region.

3.1.6 The Galway Gaeltacht

The Galway Gaeltacht is the largest Gaeltacht population in Ireland, representing almost half of the Gaeltacht population. Therefore, it is imperative that this is protected and enhanced as much as possible to ensure the identity of these regions are not eroded and lost in time.

In answer to the questions asked in the Stage 1 (pre draft) plan, we would support and encourage the consideration of the following in the emerging County Development Plan:

Protection and Promotion of traditions unique to the Gaeltacht

There are numerous examples of traditions that are unique to the Gaeltacht which need to be protected and promoted to ensure they are not lost to time.

Specific supports in the CDP should be introduced to help foster, protect and promote these traditions which include:

- sean nós singing and dancing,
- boating (Galway Hooker),
- boat building,
- Gaeltacht style country music,
- harvesting seaweed,
- the celebration of patron days, religious festivals, holy wells and other religious practices.

These traditions are all an important component of the South Connemara region’s deep religious, maritime, cultural and linguistic heritage.

Protection and Promotion of the Irish language colleges and Mná an Tí

The Coláiste Gaeilge are an important component of South Connemara and they make a significant contribution to the protection and preservation of the Irish language and the Gaeltacht way of life and tradition. The Coláiste are also a very important employer that make a significant contribution to the local economy.

The CDP should promote and facilitate the continued growth and expansion of the Irish college sector to include supporting the upgrade and enhancement of college facilities and accommodation facilities for students and teachers. This support should also be extended to the host families [Mná an Tí] in the development, upgrade and expansion of their homes to enable them to host students attending the Coláiste.

Cultúrlann

The CDP should also promote the development of a “*Cultúrlann*” (similar to the facility at Cultúrlann McAdam O’Fiach in Belfast’s Gaeltacht Quarter) dedicated to the promotion of the Irish language, Irish traditional music, Irish traditional theatre and culture, and sean nós singing and dancing. The delivery of this Cultúrlann should be located in the old convent facility in An Spidéal, in South Connemara and should be a key goal within the lifetime of the emerging County Development Plan.

3.1.7

Agriculture, Fishing Marine and Forestry

The marine heritage and economy in Galway makes an important contribution to the County’s rural economy, tourism and traditions, and it is vital that this is enhanced and promoted in the emerging County Development Plan, to ensure its economy prospers and its heritage is not lost.

The below matters should be considered and addressed within the emerging CDP, particularly in answer to the questions asked such as “*how can the Council support sustainable means of agriculture fishing and forestry related activities?*” and “*how can the new County Development Plan manage County Galway’s maritime resources ensuring a balance is maintained between social, economic and environmental issues?*”.

Protection and Promotion of the Galway Hooker boat tradition

The CDP should promote and facilitate the protection of traditions that are unique to the Gaeltacht and unique to the coastal community in South Connemara. The Galway Hooker boat and sailing traditions are an important Maritime heritage and an example of a unique Gaeltacht tradition, and are under severe threat of extinction. Currently, only the Cruinniú na mBád festival in Kinvara is promoted, however the source destination/berth of the boats that participate in this festival are also under threat.

The CDP should ensure that there are sufficient policies and objectives within the Plan which will protect and promote the County’s deep maritime heritage, to include the promotion of the unique Galway Hooker boat tradition, the preservation of the boats and protection and enhancement of the associated sailing skills, and the tradition of boat building and sail making within the County.

Provision should be made for supports to be created which give strategic and financial aid to ensure the protection, preservation and development of this important maritime tradition, including assistance with the marketing of annual festivals and their promotion as an important Tourist attraction.

Maritime Cultural Heritage Centre

The CDP should promote and facilitate the development of a Cultural Heritage Centre, dedicated specifically to the Galway Hooker and the South Connemara regions maritime Heritage. The delivery of this flagship Tourism facility should be a key goal within the lifetime of the new County

Development Plan. This Heritage Centre should be located at a heritage pier on Cuan Casla [Casla Bay], which is an important centre for the Galway Hooker boat tradition.

Expansion and Diversification of Rossaveal Harbour

The CDP should promote the expansion and diversification of commercial activity at Rossaveal Harbour, to include:

- a. the delivery of a Deep Water Port by the Department of Agriculture, Fisheries and the Marine,
- b. the delivery of other employment opportunities in the form of:
 - i. a GTEIC facility
 - ii. Marine Tourism facilities
 - iii. Marine Research facilities
 - iv. Information Communication and Technology and Medical Devices facilities,
 - v. Film, Radio, Media and Animation facilities,
 - vi. a Seaweed Biorefinery and processing plant
 - vii. the promotion of the Port complex as a Marine Energy base location for the promotion, development and servicing of Offshore Wind and Wave Energy facilities in the Renewable Sector should be encouraged and promoted.
 - viii. A Tourist Visitor Centre, to capitalise on the high volume of Tourist traffic that utilise the port to visit the Aran Islands and the new private yacht marina

As well as supporting the traditional fish processing sector activities, the range of activities and employment opportunities at the port should be diversified and expanded.

3.2 Specific Town and Village Considerations

The following towns and villages should be considered in detail in the emerging development plan, with a specific action plan, policies and objectives, focussing on the enhancement of each location in relation to the points set out below.

3.2.1 Bearna

The CDP should promote and facilitate the delivery of a new coastal walkway, cycleway and blueway from Galway City to Bearna village and from Bearna to Furbo along with the delivery of the following at Bearna/Freeport Pier:

- Orientation and information signage
- Public Art
- Public seating
- Enhanced parking
- New facilities to include toilets, shelter, food kiosks and waste collection, recycling and composting facilities

The CDP should also:

- Promote the upgrade and expansion of the Primary School in the village
- Encourage and facilitate the removal of all overhead cables and power lines in favour of locating all services underground
- Promote and encourage the development of the undeveloped site between the Creche and the Twelve Hotel as an “*Opportunity site*” for redevelopment.
- Promote and encourage the use of the Truskey Stream and Harbour area as a suitable location for the promotion of white water kayaking, coasteering, gorging and water sports/adventure sports activities.

- Promote and encourage the refurbishment, enhancement and rethatching of the traditional stone and thatched cottage within the heart of the village, to include the use of the property as a residential home and/or as a potential retail outlet and/or a Tourism orientation facility.
- Promote and facilitate the development of a new Public Square within the village, to include the installation of public seating and public realm improvements to include the development of a new Promenade and playground facility adjacent to the Harbour area.

3.2.2 Furbo

Promote and facilitate the delivery of a new coastal walkway, cycleway and blueway from Bearna village to Furbo and from Furbo to An Spidéal and to promote and facilitate the delivery of the following at Furbo beach;

- Orientation and information signage
- Public Art
- Public seating
- Enhanced parking
- New facilities to include toilets, shelter, food kiosks and waste collection, recycling and composting facilities

The CDP should also:

- Encourage and facilitate the removal of all overhead cables and power lines in favour of locating services underground.
- Promote and facilitate the development of a new Public Square within the village, to include the installation of public seating and public realm improvements
- Promote and facilitate the transfer of the WWTP in the village from Údaras na Gaeltachta to Irish Water, so that the local community can secure access to this waste water treatment network to allow new residential development to be encouraged and facilitated and to cease unauthorised and unlicensed discharges to Galway Bay.
- Promote and facilitate the delivery of a high pressure sewer network by Irish Water to service the Cois Fharráige district and Furbo village in conjunction with the transfer of the WWTP from Údaras to Irish Water.
- Promote and facilitate the use of Integrated Constructed Wetlands as an alternative waste water collection and treatment solution for use in Furbo village.
- Address the discharge of untreated waste water to Galway Bay and facilitate and deliver a Green Flag/Blue Flag award to Furbo beach.
- Seek the transfer of responsibility and oversight of all Waste Water Discharge licences from the Local Authority to the EPA.

3.2.3 An Spideál

Spiddal is an important “gateway” village to South Connemara and its geographic location ensures that it has the potential to become an important service centre whilst the scenic coastal location and its links to a scenic mountain/lake drive from Moycullen presents the village with an opportunity to capitalise on its huge potential as a tourism destination that will help facilitate growth and prosperity within its hinterland by strengthening the economy of the village, by attracting new investment in employment, services, retail facilities and tourism facilities. The delivery of a new Waste Water Treatment plant to the village by Irish Water [scheduled to commence in 2021, with commissioning scheduled for early 2022], will act as a catalyst to support the growth of the village. To assist with this, Galway County Council and the new County Development Plan should;

- Promote and facilitate the delivery of a new coastal walkway, cycleway and blueway from Furbo to An Spidéal and from An Spidéal to Inverin
- Promote and facilitate the delivery of the following at Spiddal's two beaches and Harbour Piers;
 - Orientation and information signage
 - Public Art
 - Public seating
 - Enhanced parking
 - New facilities to include toilets, shelter, food kiosks, waste collection, recycling and composting facilities
- Encourage and facilitate the removal of all overhead cables and power lines in favour of locating services underground.
- Promote and facilitate the development of a new Public Square within the village, to include the installation of public seating, public art and public realm improvements
- Promote and encourage the use of the Boluisce River and Harbour area as a suitable location for the promotion of white water kayaking, coasteering, gorging and water sports/adventure sports activities
- Promote and facilitate the transfer of the WWTP in the village from Údaras na Gaeltachta to Irish Water, so that a wider section of the local community [particularly those in the Pairc area] can secure access to this waste water treatment network and so that new residential development can be encouraged and facilitated.
- Promote and facilitate the delivery of a high pressure sewer network by Irish Water to service the Cois Fharraige district and Spiddal village in conjunction with the transfer of WWTPs from Údaras to Irish Water.
- Promote and facilitate the use of Integrated Constructed Wetlands as an alternative waste water collection and treatment solution for use in Spiddal village.
- Address the discharge of untreated waste water to Galway Bay and facilitate and deliver a Green Flag/Blue Flag award to each of Spiddal's beaches.
- Encourage and facilitate the delivery of a woodland walk and river walk around the environs of Spiddal House and the Boluisce river.
- Encourage and facilitate the completion and delivery of the final section of the Promenade.
- Encourage and facilitate the delivery of a "*Cultúrlánn*" as a cultural Venue, Traditional Music Venue and Cultural Theatre within the village, potentially on the site of the current Convent which is located in the heart of the village.
- Promote and facilitate the upgrade of the existing Public library to include adult learning and after school study facilities.
- Promote and facilitate the expansion of the Primary School and Secondary school within the village to provide for the future needs of the local community and the hinterland of the village.
- Promote and facilitate the expansion and upgrade of facilities utilised by the Irish Colleges within the village and the wider locality.
- Promote and facilitate the development of an Information, Communication and Technology Media Park in the village by Údaras to capitalise on the regions deep strengths in media, animation television and radio sectors and to capitalise on the availability of high speed fibre optic broadband facilities available in the village and the Cois Fharraige region.
- Explore the feasibility of creating a "*Water Bus*" tourism facility from the village of Spiddal to key destinations in County Clare (similar to the Tarbet Ferry service) as a means of promoting Tourism between both counties and revitalising the traditional communication links created by the traditional turf boat trading routes that existed throughout this coastal region.
- Encourage and facilitate the delivery of a Tourism orientation and information centre within the village.
- Encourage and facilitate the creation of Tourism links with Moycullen, to include a new greenway walking and cycling route from the proposed Connemara Greenway route to link

into a new coastal route as part of a cohesive network of looped routes, linked together to form a Cycle Tour route. This should include the installation of new Tour Bus stops at strategic elevated vantage points, where there are strategic views of Lough Corrib and the Twelve Bens and/or strategic views of Galway Bay, the Clare Coast and the Burren, and the Aran Islands.

- Strengthen and enhance Spiddal’s attraction as a Tourism destination by encouraging and facilitating the delivery of new high quality Hotel facilities, hostels and other accommodation to include additional facilities such as tennis Courts, and “wet weather” attractions such as an aquarium, swimming pool & leisure facilities, a cinema, an activity centre and glamping and camping facilities to include dedicated parking and facilities for camper vans and touring vans.
- Strengthen and enhance Spiddal’s status as a key district centre by revitalising the village’s “Market Town” status by promoting the revival of a weekly farmers market, and by promoting an annual food festival and an annual fair day celebration.
- Promote and deliver an off road bus stop and bus shelter.
- Promote and deliver off street parking to include a new public carpark and public realm enhancements targeted to improve the attractiveness of the villages for pedestrians and to discourage on street parking which causes traffic congestion in the village and along the R336.
- Encourage and promote the development of the TG4/Ros na Ruin television set as a tourist attraction, to include a visitor tour, as a means of showcasing the wealth of creative and artistic talent within the region.



Figure 1 Indicative Computer Generated Image of Proposed New Hotel in Spiddal

3.2.4 Inverin

- Promote and facilitate the delivery of a new coastal walkway, cycleway and blueway from An Spidéal to Inverin and from Inverin to na Mine/Tullach/Ballinahowan.
- Promote and facilitate the delivery of the following at Inverin beach;
 - Orientation and information signage
 - Public Art
 - Public seating
 - Enhanced parking
 - New facilities to include toilets, shelter, food kiosks, waste collection, recycling and composting facilities
- Enhance footpaths within the village, particularly between the schools, Irish colleges, community halls and the church for the benefit of the local community and visitors to include Irish college students.
- Promote the delivery of an off road bus stop and bus shelter.
- Encourage and facilitate the removal of all overhead cables and power lines in favour of locating services underground.
- Promote and facilitate the development of a new Public Square within the village, to include the installation of public seating and public realm improvements.
- Promote the enhancement and continued expansion of the Irish college facilities and associated residential accommodation for students and teachers in the locality as a means of supporting the Irish college sector and the local economy.
- Promote and facilitate the transfer of the WWTP in the village from Údaras na Gaeltachta to Irish Water, so that the local community can secure access to this waste water treatment network and so that new residential development can be encouraged and facilitated
- Promote and facilitate the delivery of a high pressure sewer network by Irish Water to service the Cois Fharraige district and Inverin village in conjunction with the transfer of WWTP's from Údaras to Irish Water.
- Promote and facilitate the use of Integrated Constructed Wetlands as an alternative waste water collection and treatment solution for use in the village.
- Address the discharge of untreated waste water to Galway Bay and facilitate and deliver a Green Flag/Blue Flag award to Inverin beach.

3.2.5 Na Mine, Tullach, Ballinahowan

- Promote and facilitate the delivery of a new coastal walkway, cycleway and blueway from Inverin to na Mine/Tullach/Ballinahowan and then onwards to Rossaveal.
- Promote and facilitate the delivery of the following at Tullach beach;
 - Orientation and information signage
 - Public Art
 - Public seating
 - Enhanced parking
 - New facilities to include toilets, shelter, waste collection, recycling and composting facilities
- Enhance footpaths within each village, particularly between the schools, Irish colleges, community halls and the church.
- Encourage and facilitate the removal of all overhead cables and power lines in favour of locating services underground.
- Promote the delivery of an off road bus stop and bus shelter.
- Promote and facilitate the development of a new Public Square within the village, to include the installation of public seating and public realm improvements.

- Promote the creation of a Tourist visitor centre and/or Tour at TG4 which promotes the history of Irish language media.
- Promote and facilitate the transfer of the WWTP in the village from Údaras na Gaeltachta to Irish Water, so that local community can secure access to this waste water treatment network and so that new residential development can be encouraged and facilitated.
- Promote and facilitate the delivery of a high pressure sewer network by Irish Water to service the Cois Fharraige district and each village.
- Promote and facilitate the use of Integrated Constructed Wetlands as an alternative waste water collection and treatment solution for use in each village.
- Address the discharge of untreated waste water to Galway Bay and facilitate and deliver a Green Flag/Blue Flag award to Tullach beach.
- Promote and facilitate the upgrade and enhancement of Connemara Airport at an Caisleann na Mine/Inverin as the regions only remaining airport facility, to include improvements to the public access road, carparking, facilities. Provision should also be made to enhance the facility and to encourage the use of the Airport facility by private jets, and helicopters [to include the Coastguard and Air Ambulance services] as part of a process of enhancing accessibility to the region as a whole.
- Conduct an Archaeological study of the history of the Castle at An Caisleann, Inverin with a view to including the structure on a heritage trail which forms part of the greenway, blueway initiative along the coast.

3.2.6 Rossaveal

- Promote and facilitate the delivery of a new coastal walkway, cycleway and blueway from na Mine/Tullach/Ballinahowan to Rossaveal [via Baile na tSleibe] and from Rossaveal to Carraroe as part of a dedicated greenway/blueway facility around Casla Bay.
- Promote and facilitate the celebration of the area's deep ecclesiastical, maritime, military and cultural heritage by promoting a greenway and blueway looped walk that encompasses the coastal area from Bad Colmcille near Ballinhowan, the coastguard station and pier at Baile tSleibhe and the Napoleonic War battery/Martello tower at Rossaveal, on wards towards, Costello lodge in Casla [retreat of Bruce Ismay of Titanic infamy], and the Heritage Piers at Casla Pier, Sruthán Pier and ending on the opposite side of the bay at Temple Mhic Dara in Barraderry Carraroe.
- Promote and facilitate the delivery of the following at Rossaveal Harbour;
 - Orientation and information signage
 - Public Art
 - Public seating
 - New facilities to include toilets, shelter, food kiosks, waste collection, recycling and composting facilities
- Encourage and facilitate the removal of all overhead cables and power lines in favour of locating services underground
- Promote the delivery of an off road bus stop and bus shelter.
- Promote and facilitate the development of a new Public Square within the village of Rossaveal, to include the installation of public seating and public realm improvements
- Promote the creation of a vibrant harbour and marina environment that supports cultural tourism and marine tourism initiatives in the area.
- Promote and facilitate the delivery of new hotel accommodation and leisure facilities within the vicinity of the harbour and the yacht marina.
- Promote and facilitate the establishment of a Visitor Centre and ancillary retail and support services at this important Tourism Gateway.

- Promote the enhancement and continued expansion of the Irish college facilities and associated residential accommodation for students and teachers in the locality as a means of supporting the local economy.
- Promote and facilitate the transfer of the WWTP in the village from Údaras na Gaeltachta to Irish Water, so that local community can secure access to this waste water treatment network and so that new residential development can be encouraged and facilitated.
- Promote and facilitate the delivery of a high pressure sewer network by Irish Water to service the Cois Fharraige district and each village in conjunction with the transfer of WWTP's from Údaras to Irish Water.
- Promote and facilitate the use of Integrated Constructed Wetlands as an alternative waste water collection and treatment solution for use in each village.
- Address the discharge of untreated waste water to Galway Bay from the Port and from the Údaras WWTP with a view to enhancing water quality within the Bay.
- Promote and facilitate the enhancement of water quality within Casla Bay with a view to making the Bay area a centre of excellence for marine sports and water based tourism initiatives.
- Promote and facilitate the installation of a helicopter landing pad within the Port for use by the Coastguard and Air Ambulance services and private operators as part of a process of enhancing accessibility to the region as a whole.
- Conduct an Archaeological study of the Martello Tower at Rossaveal and the surrounding bay area with a view to including the structure on a heritage trail which forms part of the greenway, blueway initiative along the coast. The Casla Bay area is surrounded by important structures from many periods in Irish history, from prehistoric ringforts, early Christian churches and holy wells to Napoleonic gun batteries and Martello towers. The Casla Bay Area is a microcosm of Irish history, archaeology and these buildings and structures are excellent examples of Irish vernacular, ecclesiastical, military and coastal defence architecture throughout the ages. These structures should be listed, repaired and brought back into use as Tourist attractions in their own right.
- Promote the expansion of commercial activity at Rossaveal Harbour, to include;
 - the delivery of a Deep Water Port by the Department of Agriculture, Fisheries and the Marine
 - the delivery of other alternative employment opportunities in the form of;
 - GTEIC facility
 - Marine Tourism
 - Marine Research
 - ICT, Medical Devices,
 - Film, Radio, Media and Animation,
 - a Seaweed Biorefinery and Seaweed processing facility,
 - Wet weather Tourist attractions to include a Marine Tourism/Maritime heritage Visitor Centre, Retail shopping and an Aquarium,
- Promote the utilisation of the port as a Marine Energy base location for the promotion, development and servicing of Offshore Wind and Wave Energy facilities in the Renewable Sector.
- Promote and facilitate the creation of a Mountain Bike park and trail as part of an outdoor pursuits centre, located on commonage lands in the Ballinahowan/Rossaveal area.
- Evaluate the feasibility of introducing a water taxi facility between Rossaveal Harbour and Sruthán Pier as part of an initiative to promote water based Tourism in the entire Casla Bay area.
- Promote and facilitate the upgrade and enhancement of the Potable Drinking Water network in the South Connemara region, specifically in Rossaveal. The Cois Fharraige District regularly suffers from drinking water outages and shortages. The problem is particularly acute in the Rossaveal and Carraroe areas, when the Irish Summer Colleges are in operation and when

there are water shortages in the Aran islands since water is shipped from Rossaveal to the Islands. The Local Authority should work alongside the community, the Irish Colleges and Uisce Éireann to address these infrastructure deficits.

- The existing Galway County Council owned/Irish Water storage facility at Rossaveal is an unsightly facility on the top of a hill efforts should be taken to screen this facility. There is also an opportunity to collaborate with Irish Water to convert the facility into a dual use facility, to introduce parking, seating and screening and to utilise the facility as an attractive tourist viewing platform that can be used to view the Twelve Bens mountain range, Galway Bay, the Burren, Casla Bay and the Aran islands. This initiative could be pursued in tandem with the existing use as a water storage facility and it could be linked to the Greenway/Blueway initiative that is referenced elsewhere in this submission.

3.2.7 Casla/Costello

- Promote and facilitate the delivery of a new coastal walkway, cycleway and blueway from Rossaveal to Costello Lodge and the Costello and Fermoye Fishery and onwards to Casla/Costello village.
- Promote and facilitate the delivery of the following at Casla Pier:
 - Orientation and information signage
 - Public Art
 - Public seating
 - Enhanced parking
 - New facilities to include toilets, shelter, food kiosks waste collection, recycling and composting facilities
- Promote the delivery of an off road bus stop and bus shelter.
- Promote the enhancement of footpaths within the village and create a dedicated link with Costello lodge and the Costello and Fermoye Fishery which are important Tourism assets to the village.
- Promote the creation of a Tourist visitor centre and/or Tour at RnaG which promotes the history of Irish language media.
- Encourage and facilitate the removal of all overhead cables and power lines in favour of locating services underground.
- Promote and facilitate the development of a new Public Square within the village, to include the installation of public seating and public realm improvements.
- Promote and facilitate the transfer of the WWTP in the village from Údaras na Gaeltachta to Irish Water, so that local community can secure access to this waste water treatment network and so that new residential development can be encouraged and facilitated.
- Promote and facilitate the delivery of a high pressure sewer network by Irish Water to service the Cois Fharraige district and the village in conjunction with the transfer of WWTP's from Údaras to Irish Water.
- Promote and facilitate the use of Integrated Constructed Wetlands as an alternative waste water collection and treatment solution for use in the village.
- Address the discharge of untreated waste water to Galway Bay.
- Upgrade and widen the road bridge link between Casla and Clyngah/Carraroe.
- Advance and deliver a new greenway walking and cycling route from the proposed Connemara Greenway route from Maam Cross to link into a new coastal route as part of a cohesive network of looped routes, linked together to form a Cycle Tour route, by creating cycle links between;
 - a) Costello/Casla to Oughterard
 - b) Costello/Casla to Maam

- The delivery of these routes should include the installation of new Tour Bus stops at strategic elevated vantage points, where there are strategic view of Lough Corrib and the Twelves Bens and/or strategic views of Galway Bay, the Clare Coast and the Burren and the Aran Islands,

3.2.8 Sruthán Pier

- Sruthán is an important Heritage Pier location and an important Marine leisure and recreational amenity centre for sailing, diving, water sports and it is a berth for a large number of Galway Hooker boats.
- The CDP should recognise Sruthán as a Heritage Pier, due to its religious and cultural heritage and its status as a key berth for the Galway Hooker fleet (An Bád Mór) and numerous Gluiteog, Pucan and Naomhog.
- The CDP should promote the creation of a vibrant harbour and marina environment that supports leisure and recreational use, which supports and enhances Cultural tourism and marine tourism initiatives in the area, specifically the promotion of the Galway Hooker Boat tradition, sailing, diving and boat building traditions. Advantage should be taken of the opportunities identified in the Marine & Leisure Development strategy 2007 2013 produced by the Marine Institute.
- The CDP should promote and facilitate the creation of enhanced berthing facilities to include a marina. The CDP should promote and facilitate the creation of a water taxi between Rossaveal and Sruthán Pier as a local Tourism initiative.
- The CDP should promote and facilitate the delivery of a new coastal walkway, cycleway and blueway from Rossaveal to Casla/Costello and onward through Clynagh to Sruthán Pier on onwards along the coast to Tra na Reilige, Barraderry to include the three beaches that exist on that side of the Casla Bay area.
- The CDP should promote the deep religious and cultural heritage significance of Sruthán pier through the installation of Heritage signage and its inclusion in the Camino Connemara.
- The CDP should promote and facilitate the delivery of the following at Sruthan Pier:
 - A Marine Heritage Centre that celebrates the traditional Galway Hooker boat
 - Orientation and information signage
 - Public Art
 - Public seating
 - Enhanced parking
 - New facilities to include toilets, shower and changing facilities, shelter, food kiosks waste collection, recycling and composting facilities.
- As there is significant and sustained opposition to Irish Water’s proposals to locate a Waste Water treatment plant facility adjacent to the Pier, the CDP should support the selection of an alternative location which should be identified within the locality. There is no reason why an Integrated Constructed Wetland facility could not be pursued by Irish Water at an alternative location such as the commonage lands between Sruthán and Clyngah/Casla amongst the many benefits of utilising an Integrated Wetland, that facility could also be used to service the needs of the communities in Clyngah and Casla as well as the residents of Carraroe and Sruthán.

3.2.9 An Cheathru Rua/ Carraroe

Carraroe is an important “gateway” village to South Connemara and its geographic location ensures that it has the potential to become an important service town that supports the Ceantair na hOilean district. Whilst the scenic coastal location and its links to a scenic mountain/lake drive from Maam and Greatman’s Bay/Cilciaran presents the village with an opportunity to capitalise on its potential as a tourism destination that will help facilitate growth and prosperity within its hinterland by strengthening the economy of the village, by attracting new investment in employment, services, retail facilities and tourism facilities. The delivery of a new Waste Water Treatment plant in the form of an Integrated

Constructed Wetland to the village by Irish Water will act as a catalyst to this growth, albeit that the proposed location of that WWTP will have to be revised by Irish Water if that goal is to be achieved.

To assist with this, Galway County Council and the new County Development Plan should;

- Seek to consolidate the existing village by introducing traffic calming measures, and by promoting off street carparking facilities and enhanced wayfinding signage.
- Promote and facilitate the creation of Carraroe as an outdoor activity destination by supporting the development of a Mountain Bike park and trail around the Carraroe peninsula as part of an outdoor pursuits centre, located on commonage lands in the vicinity of Carraroe.
- Promote Carraroe and the surrounding coastline area as an adventure sports location with a particular focus on water sports and mountain biking and an area which offers opportunities for niche activities such as angling, wakeboarding, deep sea diving, sailing, sea kayaking, canoeing, coasteering, bird watching, dolphin watching, landscape painting and tourism linked to geological heritage, maritime heritage and military heritage.
- Strengthen and enhance Carraroe's attraction as a tourism destination by encouraging and facilitating the delivery of new high quality hotel facilities and accommodation to include additional facilities such as tennis Courts, and "wet weather" attractions such as a public swimming pool & leisure facilities, a cinema, and tourist accommodation to include an activity centre, glamping and camping facilities to include dedicated parking and facilities for camper vans and touring vans, which capitalise on the importance of Trá an Doilin as a key attraction in the area.
- Strengthen and enhance Carraroe's status as a key district centre by;
 - Encouraging the preservation of traditional rural pubs and the establishment of restaurant facilities,
 - Revitalising the villages "Market Town" status by promoting the revival of a weekly farmers market, an annual food festival and an annual fair day.,
 - Promote the upgrade and enhancement of the day hospital facilities in the village in the form of a new Primary Care Centre,
 - Promoting the construction of a discount food retail store in the village [to reduce the current reliance on the need for long journeys to Galway City or Clifden],
 - Encouraging the redevelopment and enhancement of existing, unused or derelict structures for reuse as new homes and businesses.
- Promote the enhancement and continued expansion of the Irish college facilities and associated residential accommodation for students and teachers in the locality as a means of supporting the local economy.
- Promote the delivery of an off-road bus stop and bus shelter.

3.2.10 Ceantar na nOileán

This is the archipelago of islands comprising Leitir Móir, Garmna and Leitir Mealláin.

The archipelago has the potential to become an important tourism destination on the Wild Atlantic Way but currently lacks a unique "hook product" that would encourage visitors to go off the beaten track.

The signal station at Golam Head on Lettermullan Island [known as "Tór Golam"] has the capacity to become such a "hook product destination". The Tower is located on the summit of the low hill at the south west of the headland, at 29m OD.

The headland is only accessible on foot for an hour or two either side of low tide and even then involves wading through shallow water with masses of seaweed.

The Signal station was part of an extensive coastal defence network and early warning system during the Napoleonic era. The site has expansive views in all directions except the north east. The adjacent signal station to the south on Inishmore is easy to spot on a clear day but the largely destroyed station to the north west on Ard Castle Hill can no longer be seen from this location.

A unique opportunity exists to create a Tourism attraction at this location, that would encourage domestic and international tourists to visit this unique area. This can be easily achieved by introducing a rope bridge that can be used to access the Golam headland, so that the local community and Tourist Visitors can access the headland and signal tower. The rope bridge would be similar to that used at the Carrick a Rede Rope Bridge in Ballycastle, in Northern Ireland, which is a major tourist attraction in its own right.

3.2.11 **Maam Cross**

The CDP should promote and facilitate the delivery of the Connemara Greenway project.

- The CDP should promote and facilitate the delivery of the following at Maam Cross:
 - Orientation and information signage
 - Public Art
 - Public seating
 - Enhanced parking
 - New facilities to include toilets, shelter, food kiosks, waste collection, recycling and composting facilities
- Promote the delivery of an off road bus stop and bus shelter.
- Promote the enhancement of footpaths within the village and create a dedicated link to the old Railway station which has the potential to be an important tourist attraction.
- Promote the delivery of the train line as a key Tourist attraction and as a Tourist visitor centre.
- Promote the delivery of a Public carpark facility at Maam Cross which can be used as a location for the weekly farmers market.
- Promote the enhancement of the farmers market as a food fair and as an annual festival.
- Encourage and facilitate the removal of all overhead cables and power lines in favour of locating all services underground.
- Promote and facilitate the development of a new Public Square within the village, to include the installation of public seating and public realm improvements.
- Promote and facilitate the use of Integrated Constructed Wetlands as an alternative waste water collection and treatment solution for use in the village.
- Advance and deliver a new greenway walking and cycling route from the proposed Connemara Greenway route to link into a new coastal route as part of a cohesive network of looped routes, linked together to form a Cycle Tour route, by creating cycle links between Costello/Casla to Maam.
- The delivery of these routes should include the installation of new Tour Bus stops at strategic elevated vantage points, where there are strategic view of Lough Corrib and the Twelves Bens and/or strategic views of Galway Bay, the Clare Coast and the Burren and the Aran Islands.

3.2.12 **Oughterard**

- Promote, advance and deliver a new greenway walking and cycling route from the proposed Connemara Greenway route to link into a new coastal route as part of a cohesive network of looped routes, linked together to form a Cycle Tour route, by creating cycle links between Costello/Casla to Oughterard.
- The delivery of these routes should include the installation of new Tour Bus stops at strategic elevated vantage points, where there are strategic view of Lough Corrib and the Twelves Bens and/or strategic views of Galway Bay, the Clare Coast and the Burren and the Aran Islands
- Promote the delivery of an off road bus stop and bus shelter.

- Promote and facilitate the delivery of the following within the village:
 - a) An off street Public carpark facility to reduce on street parking and reduce congestion
 - b) Public realm enhancements
 - c) Orientation and information signage
 - d) Public Art
 - e) Public seating
 - f) New facilities to include toilets, shelter, waste collection and composting
- Promote the enhancement of footpaths within the village and create a dedicated link and walkway from the village to Lough Corrib.

3.2.13 Moycullen

Moycullen's geographic location ensures that it has the potential to become an important service town to its hinterland as well as acting as a commuter town to Galway City. The scenic mountain view/lakeview location and the scenic drive from Moycullen to Spiddal presents the village with an opportunity to capitalise on its potential as a tourism destination by creating a looped link with Spiddal and the Wild Atlantic Way that will help facilitate growth and prosperity within its hinterland by strengthening the economy of the village, by attracting new investment in employment, services, retail facilities and tourism facilities. To assist with this, Galway County Council and the new County Development Plan should;

- Promote and facilitate the delivery of the Connemara Greenway,
- Promote and facilitate the delivery of a new Blueway, canoeing and kayaking facility by utilising the old Canal network and lake network to support adventure tourism,
- Create direct links with the Wild Atlantic Way touring route network by advancing and delivering a new greenway walking and cycling route from the proposed Connemara Greenway route to link into a new coastal route as part of a cohesive network of looped routes, linked together to form a Cycle Tour route, by creating cycle links between Moycullen and Spiddal and from Moycullen to Bearna,
- The delivery of these routes should include the installation of new Tour Bus stops at strategic elevated vantage points, where there are strategic view of Lough Corrib and the Twelves Bens and/or strategic views of Galway Bay, the Clare Coast and the Burren and the Aran Islands,
- Promote the delivery of an off road bus stop and bus shelter,
- Encourage and facilitate the removal of all overhead cables and power lines in favour of locating all services underground,
- Promote and facilitate the development of a new Public Square and Public park within the village, to include the installation of public seating, public art and public realm improvements,
- Promote and facilitate the delivery of:
 - Orientation and information signage
 - Public Art
 - Public seating
 - Enhanced parking
 - New facilities to include toilets, shelter, food kiosks, waste collection, recycling and composting facilities
- In conjunction with the creation of a Blueway, promote and encourage the entire area as a suitable location for the promotion of white water kayaking, and water sports/adventure sports activities.
- Promote and facilitate the delivery of a Community Centre in the old Co op building to include adult learning and after school study facilities.
- Promote and facilitate the expansion of the Primary School in the village.
- Promote and facilitate the development of a new Secondary school within the village so that school children do not need to commute to Galway City to attend secondary school.

- Promote and facilitate the protection of the villages Gaeltacht status by encouraging the use of Irish language on a daily basis and by supporting the use of traditional signage and the use of the Irish language on shopfronts and signage.
- Promote and Support the delivery of the Moycullen bypass.
- Promote and Support the delivery of a new basketball arena and training facilities.
- Support the upgrade and expansion of the existing WWTP facilitate.
- Secure OPW funding for the upgrade of the Surface Water network in the village.
- Promote and facilitate the development of an Information, Communication and Technology Media Park in the village with the support of Údaras na Gaeltachta to include the delivery of a new GTEIC facility.
- Encourage and facilitate the delivery of a Tourism orientation and information centre within the village, possibly as part of the redesignation of the Coop facility as a community hub.
- Strengthen and enhance Moycullen status as a key district centre by promoting the delivery of a Discount Food retail store and by revitalising the village's "*Market Town*" status by promoting the revival of an annual food festival and an annual fair day.

4.

CONCLUSIONS

Ultimately, the County of Galway is one which is rich in history and has an attractive natural environment which draws people to visit as tourists, to live and to work. There is a rich and varied culture which has the opportunity to be embraced and promoted to enhance the tourism opportunities across the County and make the County of Galway an even more attractive place to be.

However, it is clear that County Galway is not without its issues, particularly in relation to transport and infrastructure. The emerging plan offers the Local Authority the opportunity to apply uniform standards and policies throughout the entire county, to remove all ambiguity and to provide clear and concise guidance on buffer zone standards and on the appropriate maintenance regime and standards that should apply to private and communal WWTP's. This plan offers the Local Authority the opportunity to put policies and objectives in place to ensure that those issues and matters discussed above are realised and appropriate measures are in place to resolve, alleviate or mitigate these matters.

Additionally, the emerging plan offers the Local Authority the opportunity to ensure that the appropriate measures are in place to protect and promote the hugely important cultural heritage of Galway, from the protection of the Irish language and the unique traditions of the Gaeltacht region to the protection and promotion of the region's Maritime heritage to include the promotion of the unique Galway Hooker boat tradition.



APPENDIX 1

NATIONAL MARINE SPATIAL PLANNING FRAMEWORK STRATEGY SUBMISISON



Marine Planning Policy Statement
Submissions
By email msp@housing.gov.ie

Our Ref: 190743
Your Ref:

07 August 2019

Re: Submission to the Marine Planning Policy Statement (Consultation Draft)

Dear Sir/Madam,

We have been instructed by our client Ionad Oidhreachta na mBádóiri, with a registered address at Warrington House, Mount Street Crescent, Dublin 2, to make a submission to the *Marine Planning Policy Statement Consultation Draft* (MPPS) which was launched by the Department of Housing Planning and Local Government on 10th June 2019. Our client has gained recent experience of planning at the interface of marine and coastal activities through the proposed development of a marine and cultural heritage centre at An Sruthán Pier, Carraroe, County Galway (Planning Authority Reference: 18/1605). Accordingly the following comments are based on first hand expertise of existing systems and on observations of the vision presented in the MPPS.

Our client commends the introduction of Ireland's first MPPS which parallels the 2015 Planning Policy Statement that underpins terrestrial planning in Ireland. The ultimate objective of the MPPS must be to clarify the vision for the marine planning system in Ireland, a marine planning system that will balance the different demands for using the sea, while protecting the marine environment.

Our submission focuses on the following planning matters:

1. The current lack of coordination between state bodies in relation to critical infrastructure;
2. Support for cultural/marine tourism initiatives that safeguard and promote the unique maritime heritage of the west coast of Ireland, specifically in relation to Casla Bay;
3. Significant improvements are required in the forward planning, development management and enforcement stages of the marine planning system.

1. Lack of Coordination between State Bodies

We note that Section 5 of the MPPS refers to overarching principles and high level priorities for Ireland's marine planning system. Ten strategic principles are identified which our client supports.

Strategic Principle No. 4 states:

'Marine planning will take into account land sea interactions. Land sea interactions (LSIs) are complex and take many forms but can broadly be described as either being related to land sea natural processes (the effect of dynamic natural processes on coastal environment and on coastal socio economic aspects), or interactions among land and sea uses and activities (almost all maritime uses need support infrastructure on land with some uses eg tourism existing



mostly on the land, which is in addition to activity at sea). In practice, because of the nature of the marine environment and the land sea interactions being a gateway between land and sea interests, the impact of decisions at the coast in particular can have far reaching and diverse impacts. Consideration of LSI as it relates to the environment, society and economy should be a feature of each part of the marine planning system. Alignment between marine and land based planning elements should be sought where possible to ensure efficient and coherent consideration of LSI. Local authorities will have a key role to play in this regard.'

Our client's experience with its planning application for a marine and cultural heritage centre at An Sruthán Pier, Carraroe, County Galway (see Table 1 for summary of proposal) highlights a lack of coordination and strategic thinking between government stakeholders in respect of land sea interactions in Casla Bay, County Galway (the bay area).

By way of background information, planning permission was refused by Galway County Council for the proposed marine and cultural heritage centre on 11th January 2019 for five reasons including the prematurity of the proposal pending the provision of public sewerage facilities. An Irish Water Compulsory Purchase Order (CPO) for the proposed Carraroe Sewerage Scheme on the Sruthán Pier land was submitted to An Bord Pleanála on 12th December 2018 for determination under ABP Ref: PL07.303244. Our client objected to the CPO and a date for an oral hearing was set. Irish Water subsequently withdrew from this process and the CPO was deemed annulled on 16th April 2019.

Table 1: Summary of Proposed Marine and Cultural Heritage Centre An Sruthán Pier

Ionad Oidhreachta na Bádóiri Marine and Cultural Heritage Centre	
Multi Activity Hub	Design Features
Maritime Tourism Visitor Centre The Story of the Galway Húicéir	<ul style="list-style-type: none"> ▪ A central exhibition and display room area; ▪ A multi function audio visual room to include meeting space and training area; ▪ A cafe/kitchen/coffee dock ▪ Toilets ▪ Office facilities
Marine Sports Complex (Multi Activity)	<ul style="list-style-type: none"> ▪ Changing and shower facilities ▪ A wet room ▪ Small boat and equipment storage room ▪ Mooring and anchorage ▪ Pontoon and jetty ▪ Boat storage ▪ Loading and unloading area ▪ Outside showers ▪ Visitor Parking
Community, Cultural & Coast Guard Facility	<ul style="list-style-type: none"> ▪ Coast guard station and radio equipment ▪ Meeting and exhibition space ▪ Audio visual equipment

The Irish Water proposal to build a new waste water treatment plant (WWTP) at Sruthán Pier which will serve part only of Carraroe village would utilise lands in a culturally important location in the Connemara Gaeltacht and a pivotal section of the Wild Atlantic Way. It does not appear that alternative locations have been considered for the WWTP, whilst significantly there is no alternative location for a marine and cultural heritage centre. It is our client's contention that there should be



more joined up, collaborative action required between state bodies that own/operate and plan for critical infrastructure to service the Connemara region. For example, the proposed expansion of Rossaveal Harbour to include a new deep water port could have supported the rationale for a new WWTP to serve the bay area in its entirety. Furthermore, there are already three WWTPs owned by Údarás na Gaeltachta located in industrial zoned lands which surround the bay area that are not utilised by the surrounding community. These are located and used by companies in industrial estates which are not accessible to local residents and communities. Such communities are prevented from growing and developing without access to basic waste water collection and treatment infrastructure.

Our client advocates that all WWTPs owned by Údarás na Gaeltachta should be transferred to Irish Water as the water services utility with responsibility for water infrastructure nationally. This would address the anomaly where water infrastructure is held by a state body that is not a water services utility (i.e. Údarás na Gaeltachta) and does not have a legislative power or responsibility to open that infrastructure for use by local residential communities.

Gaeltacht and rural communities along the peripheral west coast of Ireland are predominately disadvantaged by inadequate infrastructure and there is no logic in restricting those communities from gaining access to and use of state owned waste water treatment infrastructure where such infrastructure is already in place. Alternatively, Údarás na Gaeltachta should have the statutory powers and budget to act as a water services utility in Gaeltacht areas so that local residential communities can be connected into state owned WWTP infrastructure.

Based on this experience, our client therefore fully supports the alignment between marine and land based planning elements to deliver a marine planning system with coordinated stakeholder input.

2. Support for Cultural/Marine Tourism Initiatives specifically in relation to Casla Bay

We support the inclusion of policy objectives that support Ireland's marine related cultural and heritage assets.

Strategic Principle No. 8 states:

'The marine planning system will support the preservation and enjoyment of Ireland's rich marine heritage both natural and cultural and our marine related cultural and heritage assets.'

Our client fully supports Strategic Principle No. 8 based on direct experience in respect of the An Sruthán Pier cultural heritage centre proposal alluded to above. It further reinforces the vision for the enhancement and protection of the marine and riverine environment as outlined in the document "*Waterbased Tourism A Strategic Vision for Galway*". The lands at An Sruthán Pier have a rich cultural heritage and connection to the story of the Galway Húicéir. The húicéir was an essential part of coastal life, a workhorse and mode of transport linking communities in Connemara and the Aran Islands. Throughout generations, the húicéir and the local piers from which they operated were an essential means of survival for the people of the Connemara Gaeltacht.

Tourism in the West An engine for growth and Jobs (November 2015) states that the counties along the Western Seaboard are more heavily dependent on tourism than in any other part of the country. The report outlines several 'Gaps and Opportunities' which should be expanded upon in order to promote the natural resources that the west has to offer. One of the key opportunities that was outlined in this document was the development of coastal tourism which incorporates the provision of



marinas, islands and boat trips. It is essential for the marine planning system to support the preservation and enjoyment of the marine related cultural assets such as An Sruthán Pier.

2.1 Casla Bay

Fáilte Ireland has referenced Casla Bay as a water body of potentially significant tourism potential particularly for the promotion of water based tourism and cultural and heritage based tourism initiatives. Casla Bay, which includes the Port and villages of Rossaveal, Casla and Carraroe, is a critically important Tourism Gateway hub to The Aran Islands, Ceantar na H'Oileann (The Connemara Archipelago) and as a gateway to the wider Connemara Gaeltacht.

Approximately 160,000 to 200,000 tourists pass through Rossaveal Port each year and furthermore, the area is home to Radio na Gaeltacht and TG4. There is significant untapped potential to convince these tourists to increase their stay in the area and to thus drive economic development to the greater Gaeltacht area. This should be done through the promotion of;

- > Water based Tourism Initiatives and;
- > Cultural and Heritage Tourism Initiatives

Both Údarás na Gaeltachta and Fáilte Ireland are promoting a strategy to advance cultural tourism initiatives in this area of South Connemara as a means of addressing identified tourism infrastructure deficits in this section of the Wild Atlantic Way. They also aim to promote a strategy which aims for the formation of sustainable job creation and retention in the South Connemara Gaeltacht in a sensitive way that protects the language and the cultural heritage of the wider area. One of the ways this could be implemented is through the promotion of the Seaweed Industry which has significant potential in the Tourism, Food and Medical science and cosmetic sectors.

The Casla Bay area also has a large number of Cultural and Religious Heritage Assets which links to the pilgrim way heritage associated with the Aran Islands as an ancient monastic settlement. This can be made comparable to the significant Religious and Heritage tourist attraction, Skellig Michael located off the west coast of Kerry. The *Connemara Archipelago Tourism Plan 2019 to 2021* is a phased tourism plan for the Lettermullan and Ceantar na nOileán area to be implemented over a three year timeframe. The ambition is to leverage the tourism opportunity to deliver economic benefit to the area and its communities whilst respecting the cultural, environmental and historical uniqueness of Ceantar na nOileán. As stated in the Plan *“Not only is it a Gaeltacht, it is also the only road accessible archipelago in Ireland.”* The following recommendations were included to ensure the development of a successful tourism industry in Ceantar na nOileán.

- > Embrace the new Flagship Experience
Seeing the islands as one destination working together rather than individual islands competing with each other
- > Tourism and the Irish Language
By promoting spoken Irish, it has the potential to be one of the biggest attractors and become a strong marketing tool that will drive business to the area.
- > Cultural and Heritage Tourism
The uniqueness of Ceantar na nOileán presents an opportunity to become part of a series of cultural heritage attractions in the wider Gaeltacht area.
- > Leverage off existing Tourism assets
The proposed tourism network covering an area from Barna to Carna is likely to play a central role in the development of tourism in the south Connemara region. This network is also anticipated to be a key participant in the pan Connemara network, Connemara and Aran Islands Tourism Network, which has arisen from the Fáilte Ireland Visitor Experience Plan published in 2018.



A significant number of Maritime Heritage and Military Heritage sites around Casla Bay have the capacity to be linked up to create a unique coastal Blueway and a combined cycle and looped walking route, specifically linking a number of assets on the Galway Protected Structure list including;

- > Saint MacDara's church, Barraderry, Carraroe
- > Costello Lodge Derrynea [Number 734]
- > Cill Treasa Rossaveal [Number 736]
- > Martello Tower at Rossaveal built in the 1830's as a protection against French invasion [Number 721]
- > Former Customs station at Ballintleva [built in 1875 to address the challenges posed by smuggling] and laterally a base for the Black and Tans in Connemara in 1913-1921 [Number 722]
- > Bád Colmcille at Ballinahowan [A stone structure reputed to have ferried the Saint to the Aran Islands]
- > Castle at Na Minna near the Airport [associated with the Martin Family and the Browns]

In order to unlock the tourism potential of Casla Bay area as acknowledged by Fáilte Ireland, the following strategies must be implemented:

- > Better coordination between the State bodies that are Stakeholders in the area;
- > A strategic review of Rossaveal Port;
- > A combined local area plan for the villages of Rossaveal, Casla and Carraroe;
- > A strategic review of all Waste Water Collection and Waste Water treatment infrastructure to include:
 - i. Existing Waste Water Treatment Plant's owned by Udarás na Gaeltachta at Rossaveal, Casla and Carraroe
 - ii. Waste Water discharge licenses issued by Galway County Council to local industrial factories
 - iii. Irish Water Plans
- > A strategic review of water quality (and the impact of the aforementioned wastewater issues) to assess the impact on:
 - i. Tourism potential of Casla Bay
 - ii. Impact on the Shellfish area at Inverin
 - iii. Impact on Kilkieran Bay SAC
 - iv. Impact on Seaweed industry/seaweed quality
 - v. Impact on local Pot fish industry (Lobster crab)
 - vi. Impact on the Salmon and Trout Fisher Costello and Fermoy (Privately owned)

This submission recommends that Casla Bay should be suggested as a model where the objectives of the *Marine Spatial Planning Strategy* should be implemented. Our client has discussed this concept with the Marine Institute, and they have expressed an interest in getting involved in such an initiative.

3. Improvements required in the Irish Marine Planning System

Currently the majority of planning, licensing and regulation of Irish maritime activity is carried out on a sectoral, demand driven basis, with no overall plan having been established. Responsibility for enforcement is split between local authorities, the Office of the Planning Regulator, and the Minister for Housing, Planning and Local Government, with no body/competent authority having overall responsibility to ensure that efforts to properly execute the forward plans and to ensure that development management decisions are complied with. This submission supports the inclusion of policy objectives that will enhance the planning system for marine related projects.



Strategic Principle No. 10 states:

‘Strategic Principle No. 10

The marine planning system will treat all marine interests in a fair and transparent manner when decisions are being made in the marine environment and will ensure that early and effective public engagement with the public and all marine stakeholders is undertaken across all forward planning, development management and enforcement elements of the system.’

This submission wishes to raise the following issues:

- There are multiple Waste Water Discharge licences and Septic Tank licences in the immediate Cuan Casla Bay area that are issued by Galway County Council, however the potential to connect these to a single WWTP in Rossaveal, servicing the entire area has never been assessed properly by Irish Water;
- There are already significant capacity and discharge quality issues at the Údarás na Gaeltachta’s plant in Rossaveal which [because of its licence from Galway County Council is being used to discharge waste collected from other Udaras plants which include Pearse’s cottage [collection Tank] and the Údaras facility at Tulllach [near Ballinahowan];
- We note that both Casla [Costello] and Rossaveal were identified in the Galway County Council *Water Services Assessment of Needs* report published in 2006, which highlighted the need for new WWTPs at these locations. Both villages were then withdrawn from the updated *Needs Assessment 2009* report based on cost/budget grounds due to the then prevailing economic situation.

A marine planning system based on fair and transparent decision making involving all marine stakeholders is supported with a view to achieving joined up, strategic thinking to support quality marine planning outcomes.

Summary of Submission

The MPPS sets out five priorities to deliver on the key principles by which the Government will be guided. Our client is fully supportive of:

- A. An up to date, robust legislative framework;
- B. An integrated marine forward plan as a parallel to the National Planning Framework;
- C. Greater awareness and understanding of the marine planning system/marine planning processes;
- D. Transparent and fair decision making; and
- E. Robust governance and enforcement systems to support quality marine planning outcomes.

The MPPS is a very welcome development in the area of planning and environmental law; it indicates a reinvigorated Government intention to undertake comprehensive reform of Ireland’s marine planning system. The creation of the National Marine Planning Framework will ensure that Ireland’s maritime area is developed in accordance with an overarching vision of supporting biodiversity, preserving our marine heritage and transitioning to a low carbon economy.

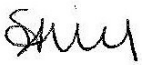
In summary our client is supportive of the MPPS which should be harnessed as an opportunity to ensure that planning for Ireland’s marine environment is done in a transparent, joined up and strategic manner in order meet environmental, economic and social objectives. Our submission



requests the Department to give further consideration to improving/addressing the following planning issues:

1. The current lack of coordination between state bodies in relation to critical infrastructure;
2. Support for cultural/marine tourism initiatives that safeguard and promote the unique maritime heritage of the west coast of Ireland and specifically in relation to Casla Bay;
3. Significant improvements are required in the forward planning, development management and enforcement stages of the marine planning system.

Our client, Ionad Oidhreachta na mBádóiri, welcomes the opportunity to provide further comment on the MPPS and looks forward to continued engagement in the development of the marine planning system.



Sarah Hill
Planner
MKO





APPENDIX 2

RSES SUBMISION



RSES Material Amendments Submission

By email rsesma@nwra.ie

Our Ref: 170136c

08 October 2019

Re: Submission to the Draft Regional Spatial and Economic Strategy on the proposed Material Amendments

Dear Sir/Madam,

We have been instructed by our client Ronan Barrett of the Castle Star Holdings Group, to make a submission on the Material Amendments to the “*Draft Regional Spatial and Economic Strategy*” (RSES) consultation, following its recent publication on the 26/07/2019. The ultimate objective of the RSES must be to allow the entire region to develop to its full potential. This includes ensuring the region has the right enabling infrastructure and services to drive sustainable development, meet economic goals and improve the quality of life. It is vital that the North West Regional Assembly through the RSES can harness the potential of the North West Region and establish the improvements needed in order for the region to become a more compact and connected place.

Following a review of the directors’ report on the RSES it is noted that there are a number of positive amendments proposed to the draft RSES, specifically the recommendations to replace Regional Policy Objective 26 with the following;

Tourism

“To support the preparation and implementation of Visitor Experience Development Plans (VEDP’s) within the Northern & Western Region, to underpin the overarching regional tourism benefits and to promote the natural and cultural assets of the Region.”

Our client welcomes this material amendment to the draft RSES in advance of his plans for a new Hotel Complex in Spiddal and additional plans for a new Cultural Heritage Visitor Attraction at Sruthán Pier, Carraroe, Co. Galway.

However, our client wishes to address the following omissions from the Material Amendments to the Draft RSES that may impede the implementation of the plan if not addressed now. The following four key areas need to be addressed in tandem in order to unlock the Tourism potential of South Connemara and other areas along the Wild Atlantic Way to promote sustainable jobs in the tourism industry in a way that is sympathetic to the unique cultural, maritime and linguistic heritage of the Gaeltacht.



1. R336 Upgrade

The R336 is a Regional Road in County Galway which connects the N59 road at Leenaun beside Killary Harbour via Inverin to the N6 and N83 in Galway, 83 kilometres to the southeast. The R336 is a prime example of road infrastructure that needs to be upgraded and therefore facilitated for within the RSES. Delays to this project are now at 12 years since first commenced. This is simply unacceptable if the North West Region (and South Connemara and the Galway Gaeltacht in particular) is to grow and prosper as an economically viable centre. Within the material amendments to the Draft RSES there is no mention from the Director on the need to upgrade the R336 route. This road is a key transport route within the Wild Atlantic Way and greater Gaeltacht Region and needs to be prioritised and facilitated for within the RSES.

2. Rossaveal Port

The omission of a recommendation from the Director regarding the upgrade of Rossaveal Port (a key destination on the R336) is a significant oversight despite the fact that the Department of Agriculture Fisheries and the Marine has secured planning permission for the development of a deep water-berth at the Port. This is a glaring omission and a key reason for the R336 upgrade to be prioritised, in addition to its growing importance as a key route on the Wild Atlantic Way.

3. Deficit of Waste Water infrastructure in the Gaeltacht

Údarás na Gaeltachta has ownership of 15 Wastewater Treatment Plants (WWTP) throughout the county of Galway, together with 10 plants in Donegal and one in Cork. (See attached schedule in Appendix 1 below) There is a current legal anomaly where WWTP owned by Údarás cannot be accessed or utilised by members of the general public. As part of this submission, our client wishes to propose that all waste water treatment plants owned by Údarás na Gaeltachta be transferred to Irish Water as the Water Services utility with responsibility for Water infrastructure nationally. This proposition would then address the anomaly where water infrastructure is held by a state body that is not a water services utility (i.e. Údarás) and does not have a legislative power or responsibility to open that infrastructure for use by local residential communities. The omission of the need to utilise existing WWTP infrastructure owned by Údarás to address current deficits in the Irish Water/Municipal infrastructure that exists in South Connemara and other Gaeltacht communities in Donegal is an issue that needs to be addressed within the RSES.

Gaeltacht communities and Rural communities along the peripheral west coast of Ireland are predominately disadvantaged by inadequate infrastructure and there is no logic in restricting those communities from gaining access to and use of State-owned Waste Water treatment infrastructure where such infrastructure is already in place. Furthermore, this restriction is not only having a negative impact on residents in the Gaeltacht, but it will also impede on the deliverability of Fáilte Ireland's Visitor Experience Development Plan within the Region. As such, this issue needs to be addressed now so that the RSES can be implemented

4. Marine Spatial Planning Framework

The Material Amendments to the Draft RSES does not make any reference for the need to adopt the Marine Spatial Planning Framework. The adoption of this Framework would promote better co-ordination between land and sea planning along the coastal zone, improved co-ordination between government, semi-state and private stakeholders while facilitating the enhanced use of existing state-owned assets throughout the west of Ireland. This omission will not only have a



negative effect on the implementation of Greenway and Blueway initiatives along the western coast but also on initiatives focused upon the promotion of Marine Tourism in the Region. This issue needs to be addressed now so that the RSES can be implemented.

A further recommendation on behalf of our client is to seek the inclusion of a specific Objective within the RSES in the context of the promotion of Cultural, Marine and Heritage Tourism within Gaeltacht areas within the NWRA. The Objective reads as follows;

*“To work with the Local Authorities, Údaras na Gaeltachta, Irish Water and all other State bodies and local stakeholders, to promote the Irish language, local Heritage & Culture in order to deliver high quality cultural & tourism products of Regional & National significance **and** as part of the relevant county development plan, to prepare a tourist strategy, which will focus on the enhancement of visitor offerings, road and transport access, accommodation and all additional infrastructure that might be needed to facilitate the implementation of Fáilte Ireland’s Visitor Experience Development Plans, whilst taking into account all Natura 2000 sites and the requirements of the Marine Spatial Planning Framework Strategy.”*

We would welcome your input on the preparation of a further submission to the NWRA on the draft RSES, with a view to seeking the inclusion of the specific objectives referenced above.

5. Local Area Plans

To support tourism initiatives and the growth and long term success of the Wild Atlantic Way initiative, there is a need for medium to long term planning policies which seek to enhance the fabric of the towns and villages along the Wild Atlantic Way. At the moment, there is no Local Area Plans for the villages of Furbo, Spiddal, Inverin, Tully, Ballinahowan, Rosaveal, Casla or Carraroe which are a key section of the Wild Atlantic Way route in County Galway. Our client submits that a dedicated LAP should be prepared for Cois Fharraige (Furbo, Spiddal, Inverin, Tully and Ballinahowan) and a dedicated LAP should be prepared for the villages which surround Casla Bay (Rossaveal, Derrynea, Casla and Carraroe)

Summary

It is vital that a co-ordinated strategy for County Galway at national, regional and town level is prepared to ensure that the county can grow sustainably and secure investment as a key regional centre. As demonstrated under the NPF, it is vital to tailor ‘*policy approaches to capitalise on quality of life and sectoral strengths such as agri-food, energy, tourism and the marine, and to incentivise town and village renewal through the Rural Regeneration Fund.*’

The RSES outlines that;

‘The Northern and Western Regional Assembly has a leadership role to play in identifying regional policies and coordinating initiatives that support the delivery and implementation of national planning policy. It will also be the way the region organises for success in economic development – for the entire region – to shape a sustainably resilient place.’

The RSES must bridge the gaps between the national and local policy, providing a tangible framework and allowing Galway to grow and prosper as a key regional centre. Following a review of the directors’ report to make Material Amendments on the draft RSES it is noted that there are a number of positive amendments proposed to the draft RSES. However, it is imperative that the items listed above such as the R336 Upgrade, Rossaveal Port, Waste Water Infrastructure in the Gaeltacht, the



Marine Spatial Planning Framework and better long term planning in the form of dedicated LAPs for villages located on the Wild Atlantic Way are all included within the Material Amendments to the Draft RSES. This will ensure that the North West Region can unlock its potential by facilitating and managing growth “in a sustainable manner to the benefit of the entire region and country.” (Draft NWRA)

Our client Ronan Barrett looks forward to his continued engagement in the RSES process.

Yours sincerely,

Ella O'Brien

Ella O'Brien
Graduate Planner
MKO



Schedule of Waste Water Treatment Plants owned by Údarás na Gaeltachta and associated maps



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Plant Address**Plant Type****Gaillimh**

Na Forbacha 1, Coismeigmór, Na Forbacha	Single Basin plant
Na Forbacha 2, Coismeigmór, Na Forbacha	Puraflo System
An Coilleach, Spidéal	1 SBR plant with 2 aeration basins
Baile an tSagairt	Large Extended Aeration Plant
Páirc na Meán, Spidéal	1 Rotating Biological Contactor
Coill Rua, Indreabhán	1 SBR plant with 2 aeration basins
Na hAille, Indreabhán	1 package plant
An Tuillaigh, Baile na hAbhann	1 Bord na Mona Puraflo system
Baile an tSléibhe, Ros an Mhíl	1 package plant
Doire an Fhéich, Casla	1 Single Basin plant
Ros an Mhíl	1 Extended Aeration Plant
Tir an Fhia, Leitir Mór - Domestic	2 SBR plants
Cill Chiaráin	1 Single basin plant
Corr na Mona	1 package plant
Cárna	1 Bord na Mona Puraflo system

Dún na Gall

Fanaid	Mechanical Aeration Unit
Na Dúnaibh	Mechanical Aeration Unit
An Tearmann	Pump/ Peat Module
An Fál Carrach	Mechanical Aeration Unit
Gort a Choirce	Pump/Peat Module
Machaire Rabhartaigh	Envirocare 2nd ary. Wwater Tr
An Bunbeag	Municipal primary/ secondary & tertiary treatn
An Clóchan Liath	Mechanical Aeration Unit
Baile Na Fínne	Pump Peat Module
Baile Na Móna, Cill Cartha	Biological activated sludge/SBR System

Chorcaí

Na Millíní, Baile Mhic Íre. Co. Chorcaí	Aeration and removal of solids
---	--------------------------------

Licenced Discharge	Treatment Standard	Discharge Licence	Annual Capital Cost 2018
25m3/day	Co Co. na Gaillimhe	W.10/78	
Not known	Co Co. na Gaillimhe	W.296/95	
27m3/day	Co Co. na Gaillimhe	W.17/78	
454m3/day	Co Co. na Gaillimhe	W.9/78	
not known	Co Co. na Gaillimhe	S/74/02	
50m3/day	Co Co. na Gaillimhe	W.185/98	
6m3/day	Co Co. na Gaillimhe	License application in process	
not known	Co Co. na Gaillimhe	new plant proposed	92,286
9m3/day	Co Co. na Gaillimhe	W.134/86	
25m3/day	Co Co. na Gaillimhe	License application in process	
700m3/day	Co Co. na Gaillimhe	W.182/88	
40m3/day	Co Co. na Gaillimhe	W.164/88	
Not known	Co Co. na Gaillimhe	W.179/88	
5m3/day	Co Co. na Gaillimhe	W.174/88	
Not known	Co Co. na Gaillimhe	Requires License	
<1m3/day	20/20	No Licence	n/a
<2m3/day	20/20	No Licence	n/a
<4m3/day	20/20	No Licence	n/a
<4m3/day	20/20	No Licence	n/a
n/a	20/20	No Licence	n/a
<3m3/day	20/30	No Licence	N/A
300m3/day	16/25	Lwat35 Donegal CoC	n/a
n/a	20/20	No Licence	n/a
< 2m3/day	20/20	No Licence	n/a
100m3/day	20/40	Lwat71 Donegal CoC	n/a
Not Known	Comhairle Chontae Chorcaí	WP(S)4/87	n/a

**Annual
Maintenance
Cost 2018**

8,058.32

6,529.82

34,714.66

11,712.07

17,905.71

6,968.84

65,685.62 Not functioning tankering to Ros an Mhíl

6,143.84

10,217.94

26,400.81

39,085.23

8,526.86

21,119.93

900.00

€3,056.66

€400 - est. electrical running cost

2,259.58

No cost - premises vacant

530.00

126,177.00

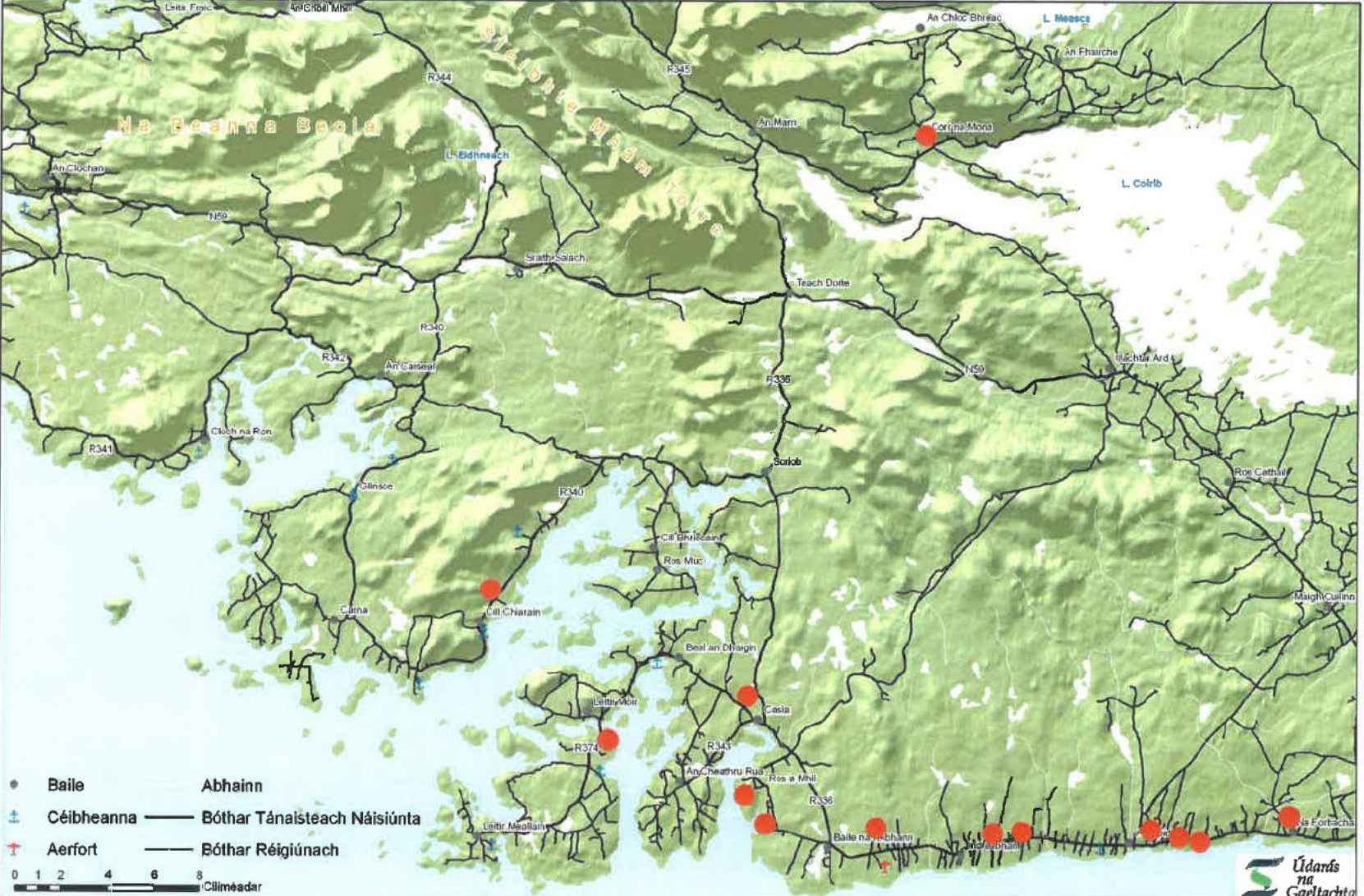
No cost - premises vacant

€500.00 est. Electrical running cost

88,498.00

€22,000

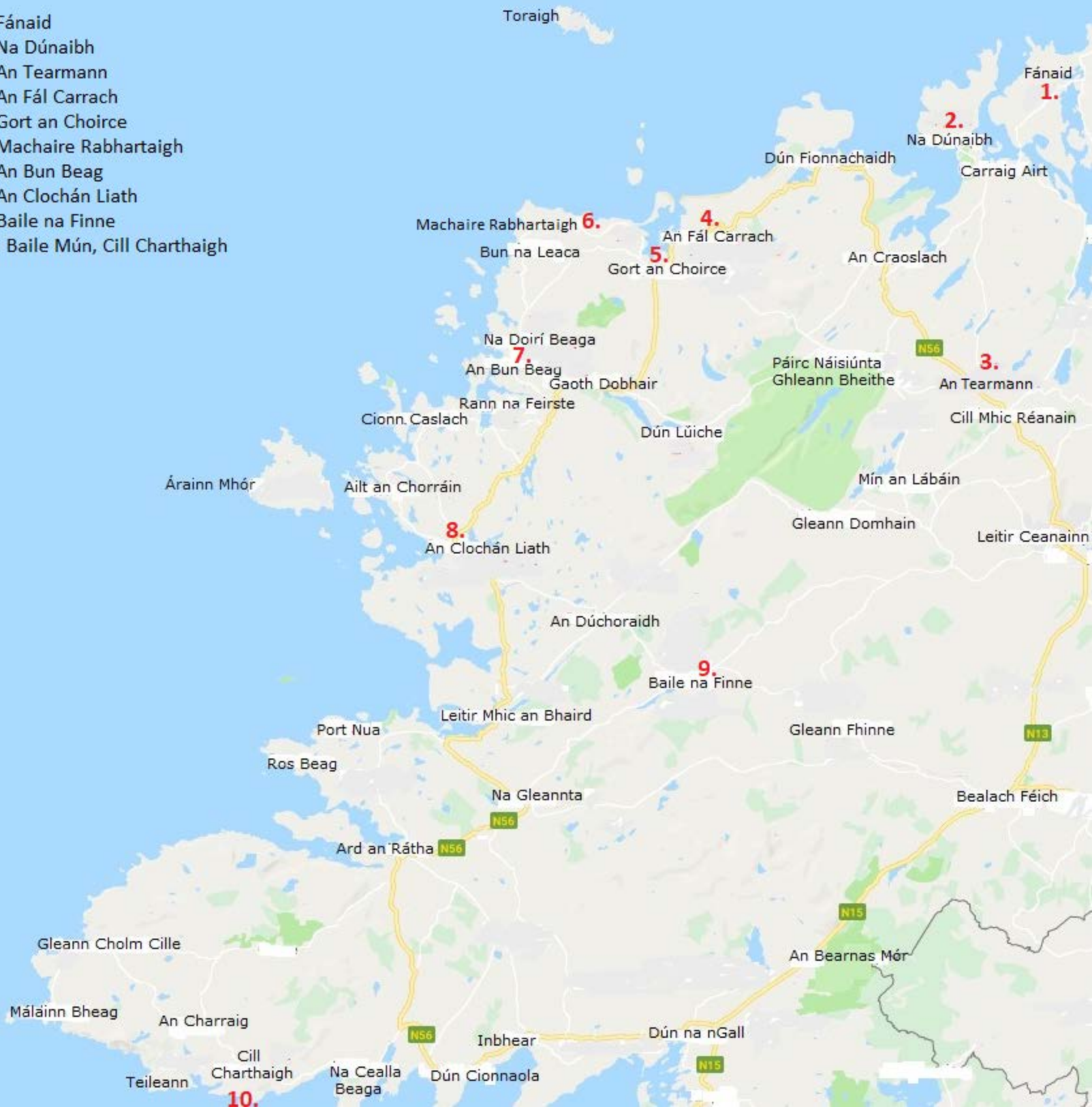
Ceantar Conamara



- Baile
- ⊕ Céibheanna
- ✈ Aerfort
- Abhainn
- Bóthar Tánaisteach Náisiúnta
- Bóthar Réigiúnach



1. Fánaid
2. Na Dúnaibh
3. An Tearmann
4. An Fál Carrach
5. Gort an Choirce
6. Machaire Rabhartaigh
7. An Bun Beag
8. An Clochán Liath
9. Baile na Finne
10. Baile Mún, Cill Charthaigh





APPENDIX 5

***SRUTHÁN MARINE HERITAGE CENTRE
PROJECT BRIEF***

1.0 Project Overview

On the Western tip of Europe, a unique culture has both relied upon and battled with the Atlantic Ocean. The *Húicéir* and the *Bádóirí* (boatmen) who sail her is a *compelling story of a true Irish hero and icon, fundamental to the survival of Coastal communities* - ‘The *Connhaicne*,’ - the people of the sea.

Ancient boat building crafts and sailing skills, folklore and mythology have been preserved by the *Bádóirí*, a small group of families, who have handed down the skills, history and culture of the boats through the generations. Once workhorses of the sea, today the *Húicéir* compete in a series of racing regattas that are held throughout the region.

The *Bádóirí* are immensely proud of the *Húicéir*- Imprinted in the local DNA, they symbolize the struggles, achievements, ambitions of the local community, invoking family pride, intense rivalry during racing regattas and a deep sense of pride in the place, the language, culture and traditions of the region.

We will honour the Húicéir and the Bádóirí by designing, building and operating a world class visitor experience, dedicated to telling their story. Our virtual interactive interpretive centre, will immerse visitors in the authentic stories, symbols, history, culture, heritage and traditions of the boats and the families who have preserved them, captivating the hearts, minds and souls of visitors.

The Centre will be located at Ceibh An Sruthán, a historic Pier in Carraroe steeped in the culture, folklore and mythology. As a recognised anchorage and venue for boat building, sailing and racing regattas it is an ideal location on the ‘Wild Atlantic Way’.

The Centre will provide a platform and catalyst for tourism growth throughout the Connemara Gaeltacht and Aran Islands. The project is scheduled to begin in Q3’2020 and will take 24 months to complete, opening in Q3’2022.

2.0 Key Features of Our Immersive Visitor Attraction

We will deliver a purpose-built, world-class, multi-faceted, virtual and interactive interpretive marine and cultural heritage discovery experience at Sruthán Pier, Carraroe, directly opposite Rossaveel Pier, an existing tourism gateway linking Galway Bay and the Aran Islands. Located 40km (40 Mins) West of Galway City, 59.2km south of Clifden and 78.1km south of Westport.

The centre will include a series of interactive, cultural heritage exhibitions that tell the story of the Húicéir, the maritime history, culture and language of the region to include a photographic archive and exhibit of memorabilia which documents the history of the Bádóirí and the pivotal role that the boats had in commercial trade, a live traditional boat building workshop; a theatre and exhibition space for the authentic presentation of local stories, folklore, language, music, and dancing.

External features

- Purpose built interpretive centre (Circa 1250 SQ M).
- Exterior façade of local stone.
- Visitor parking for 50 cars and 3 coaches.
- Traditional *Húicéir* and sailing boats anchored and accessible from pier.

Internal features:

- Reception, welcome area, seating and toilet facilities.
- *Simulated Virtual reality cinema room where visitors can take an unforgettable virtual trip along the spectacular coastline of Cuan na Gaillimhe (Galway Bay) and the Aran Islands.*

- A series of interactive, cultural heritage exhibitions that tell the story of the Húicéir, the maritime history, culture and language of the region.
- Photographic archive and exhibit of memorabilia which document the history of the Bádóirí and the pivotal role that the boats had in commercial trade.
- A live traditional boat building workshop.
- A theatre and exhibition space for the authentic presentation of local stories, folklore, language, music, and dancing.
- Viewing gallery overlooking Casla Bay.
- A contoured map of na Oileánra, highlighting settlements, key points of interest such as bridges, crannogs, seal colonies, religious and pre-historic sites, beaches, waymarked trails.
- Café/restaurant where visitors can enjoy a great lunch/dinner/snack prepared from fresh local produce.
- Gift shop and online store for the purchase of literature, arts, crafts and design goods.
- Tourist information and booking point with links into a cluster of destination experiences throughout region.
- Integrated storage, changing and shower facilities for water sports enthusiasts.
- Integrated offices and facilities for staff.

3.0 Our Objectives

Please note the following specific project objectives that we have defined for our visitor attraction.

Objective 1 Creating a World Class, Immersive, Interactive Visitor Experience

The unique selling point of our attraction will be the **Galway Húicéir boat - an internationally recognised symbol unique to Connemara. The story of the Húicéir is a compelling, living, cultural tradition.** We are the only place in Ireland promoting the Húicéir, distinguishing us from all other coastal destinations. As a destination in the Gaeltacht, the Gaelic language is also a USP of our visitor attraction and we will seek to share Ghaeilge with visitors.

Galway Bay has a long maritime history – we will take visitors on a personal journey of discovery and through world class storytelling, provide an opportunity to learn the about the;

- majestic boats - cultural heritage and traditions,
- survival on the edge of this harsh coastal environment,
- pivotal role of the boat in local commerce and international trade,
- history of smuggling, privateering and poitín making.

We will tell these stories through best in class, virtual, interactive, audio-visual technology and traditional craft exhibitions.

The story of the Húicéir is the history of the people of the region to include;

- The Conmhaícne, - the people of the sea – the Gaelic language, mythology and folklore.
- Early Christian sites [AD 500 – 1200] -Local Saints and monastic settlements.
- Spanish Gallions and Shipwrecks - Defeat of the Spanish Armada [1588].
- Napoleonic Wars – Martello Towers and English frigates.
- Galway Bay- Centre of International Trade in 17th/18th Century - Smuggling, Revenue and Customs men.

- The Piers - famine relief projects, Alexander Nimmo, the turf trade with Galway City, Clare and the Islands.
- The boat builders – O’Clochartagh (Cloherty) and Casey’s.
- The Bádóirí and the their boats- An Mhaighdean Mhara (Mac Donnacha), Naomh Cáilín (Ó Cualáin/De Bhailís), An Tonaí (O’Briain), American Mór (Darba Ó Flatharta), MacDara (Ó Flaharta), An Morning Star (Kelly), An Capall (Báille).
- The Féile - sailing Regattas/races.

We will seek to immerse the visitor in the region’s cultural heritage and traditions in a dedicated world class signature visitor centre experience.

Objective 2 Delivering Memorable Experiences

We want our visitors to be immersed in the region’s history and culture and to take home a memorable experience of the following;

- The story of the Galway Húicéir with its rich red Calico sails as a Connemara Icon.
- The sea-fearing history and traditions of the local people in their quest for survival on the Western tip of Europe.
- The history and traditions of boatbuilding and racing along the Wild Atlantic.
- The experience of visiting a traditional boatbuilding workshop and speaking to the boat builders (Bádóirí’).
- The experience of sitting on, traveling in or racing in a Galway Húicéir brought to life through an immersive technological journey.
- The majesty of the great boats themselves on display at An Sruthán Pier.
- The story of the ‘The Conmhaicne’ and our connection to the sea for survival.
- The struggles of an Irish people through different periods of Irish history.
- Our connectedness through the sea to international and European trading destinations.
- The story of Smuggling and Piracy in the region.
- The journeys that our diaspora took across the sea, the locations they travelled too, their experiences and their stories.
- The love we have for sharing our traditions, culture and heritage, and the joy, ease and openness with which we share these experiences with visitors.
- The experience of taking part in traditional music, dance or storytelling.
- The stories of our people today, our ancestry and the pride which we have in celebrating the achievements of our ancestors.
- The legacy that we leave behind for the next generation in a re-imagined Ireland, our ambitions for the Gaeltacht and our people.
- The rugged beauty of our landscape, our seascapes, our coastline, the wonders of Connemara and the Wild Atlantic Way.

Objective 3 *Emotional Impact*

We will take visitors on an emotional and spiritual journey through Irish history of this coastal region, creating an authentic and memorable appreciation for the coastal communities of Connemara by providing;

- A knowledge of the origins of the Conmhaícne, the challenge of surviving on the Edge of Europe, the unique Atlantic Culture of Gaelic Ireland,
- An immersive understanding of the seascape of the West coast, its cliff walks, trails, beaches and smugglers coves, the myriad of islands.
- A knowledge of the depth of religious and cultural heritage, the array of archaeological and prehistoric sites and our pride in the folklore and mythology and elemental beauty of the region
- Understanding our emotional connection to the sea - the harsh and beautiful Wild Atlantic coastline and our desire to celebrate our marine and cultural heritage.
- Experiencing our pride in the vibrant Gaelic language, culture and traditions, song, music and dance - participating in the craic at a traditional session, meeting locals round turf fires and participating in local festivals and events.
- Experiencing the pride of the Connemara boat builders and sailors who have preserved the Húicéar tradition, the revival of the boats in the 1960's around Carraroe - the constant struggle to reverse their terminal decline – positive intervention to preserve the unique boat and traditions.
- Learning about the extraordinary endeavors of the local community, the history of international trade, the challenges posed by the famine and the construction of bridges, piers and causeways during that dark period.
- Discovering at first hand the Ireland portrayed in film, painting, poetry and writing and experiencing the fabled warmth and depth of local hospitality.
- Observe the majesty of Galway Húicéir setting sail into Galway Bay and experience the pride of the local communities during the local sailing regatta and races held in the region.

Objective 4 *Visitor Immersion*

As an immersive experience we want our visitors to enjoy:

- World class storytelling told through local hosts.
- An interactive tour that interprets the heritage, mythology, folklore, language, song, sailing traditions and culture through virtual tours, video imagery, exhibitions and displays.
- Meeting a traditional boat builder, observing the skills and craftsmanship within a workshop setting, sensing the rich smell of the wood and paint.
- Speaking to and learning about the Bádóirí, the families that have preserved the traditional boats and sailing skills down through the generations.
- Attending the Racing Regattas, experiencing the intense family, community pride, the competition and rivalry amongst the Bádóirí which mark these sporting and social occasions.
- Listening to the history of this sea-faring community, how the story of the boats reveals Ireland's social, economic and political history, how the people harnessed the seas resources, how ideas, people, goods and animals were transported through our extensive coastal waters.
- Learning about the international trade routes and the history of regions international trade with Guernsey, Jersey, France, Spain and Portugal.
- Taking a Virtual reality tour of Galway Bay, the Aran Islands and the Connemara coastline, hearing the noise of wind, the crash of the waves as the main sail unfurls and the racing regatta begins.
- Learning about the Irish language and culture of the region, the stories and songs about the boatmen and their cargo.

- Visiting the boats anchored at Sruthán Pier or for the truly adventurous, taking to the waves for your own personal journey on a Húicéir.
- Taking a guided discovery tour to visit the coastal paths and walkways, hidden harbors, smugglers coves and to view the stunning mountains, lakes and villages of the region.
- Taking part in traditional Irish music, language, dance and literature events.

Objective 5 *The ‘Story’ we want to tell*

The main story is the role of the **Galway Húicéir** as a central character in Ireland’s history, a story written on its seashore, a story of Ireland’s social, economic and political history, how the people harnessed the seas resources, how ideas, people and goods were transported through coastal waters and how geopolitics shaped the coastline and influenced trade routes in the region. We will seek to tell the regions history as a ecclesiastical destination, the legacy of international Marine trade controlled by an oligarchy of merchant and banking families of Norman origin, the wealth of stories on the smuggling of wine, tobacco and brandy, piracy and the illicit poitín trade. These stories can be told under several distinct headings;

1. **The Story of ‘The Conmhaícne’:** the invasion of Ireland by the Celtic Invaders from Europe, the Celts. The Conmacne Mara, were an early tribal grouping -their name meaning ‘of the sea.’
2. **Saints and Scholars** - Early Medieval Coast-life and Traditions [AD 400 – 1100] – early Christian monks and settlements on the Atlantic Islands. The sailing traditions associated with St MacDara and St Cailin.
3. **Gaelic and Anglo Norman Lordships** [1100 – 1550] – The establishment of Maritime economies and international trade, the Ó Cadhia (Kealy) clan and the Ó Flahertie’s, the rise of the Galway Merchants.
4. **Post Medieval** [1550 – 1850] – the collapse of the Gaelic order, the Spanish Armada (1588), Cromwellian confiscations, French Revolution (1789), the threat of Napoleonic invasion

Through these stories we will also introduce pivotal local characters such as;

5. **Nimble Dick Martin of Ballinahinch** [aka Humanity Dick] -Local Landlord [1754 – 1834].
6. **Máirtín Mór Ó’Máille of An Chaorán Beag, Carraroe** – descendant of Gráinne Ni Mháille and George O’Máille - head of the Smuggling business in Connemara and the international trade with Guernsey and the Channel Islands.

4.0 *Our Partners – Why Partner with us in Bringing Our Story & Vision to Life*

We know that to create a best-in-class visitor attraction, that we need to work with the best people, the innovators in digital, virtual reality and immersive content creation – and we want to work with world class experts in developing experiential attractions.

We are seeking partners who are innovators in this space, and that have the team with the skill-set, the vision and the commitment that can help us **‘bring the story of the Húicéir and the Bádóirí to life.’**

To be the best, we will partner with the best people in the following areas:

- Storytelling - brining the narrative to life and captivating our audience.
- Using immersive technology to create human centred experiences.
- Digital transformation.
- New technology - virtual, augmented and mixed reality.
- Digital installations – interpretive panels.
- Intelligent technology - touchscreen and interactive media.
- Experiential digital products and solutions to optimize visitor engagement.
- Hardware, software and creative content solutions.
- Full-service content creation and production i.e. storyboarding, scripting, casting, directing, filming.

We would welcome a pitch from your team which outlines:

1. The products and services that you could bring to our attraction to realise the Project vision and the Project objectives – we would welcome more detailed information on the suite of products and services that you provide;
2. The key skills and expertise that your Team has in the delivery of immersive and experiential technology and how you can bring our story and narrative to life;
3. The capital expenditure costs that we could reasonably expect to incur for each of the products and the services that you offer;
4. The professional service and consultancy costs for digital content creation and the associated rates that we could expect to pay;
5. Your vision for partnering with us to create a ‘best in class’ and award-winning visitor attraction.

5.0 Your Pitch

Please submit details by return email to Ronan Barrett by close of business on 21st October 2019.

Tel. [REDACTED]

Email: [REDACTED]

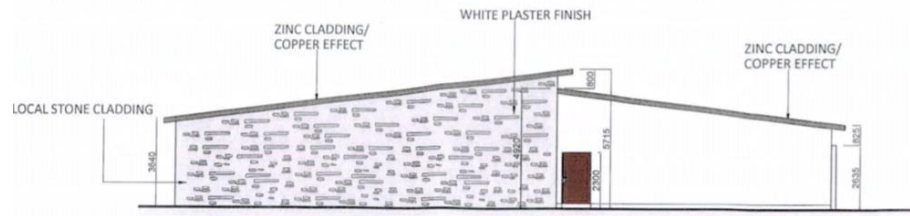
For enquiries please contact Stephen Barrett on

Tel. [REDACTED]

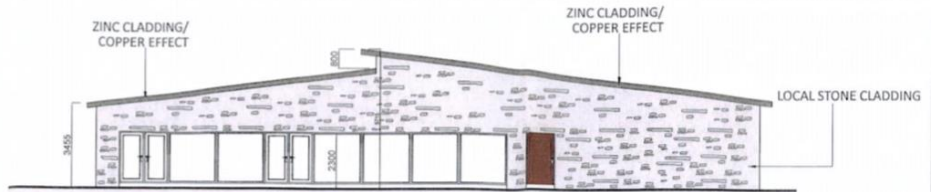
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Thank you.

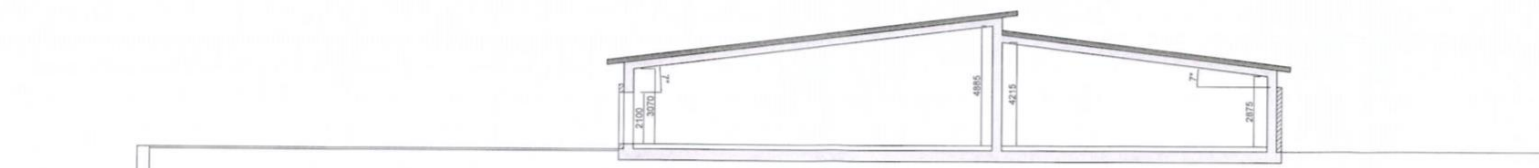
Project Outline Design Specification [Indicative only – subject to change to meet Project Criteria and Planning requirements]



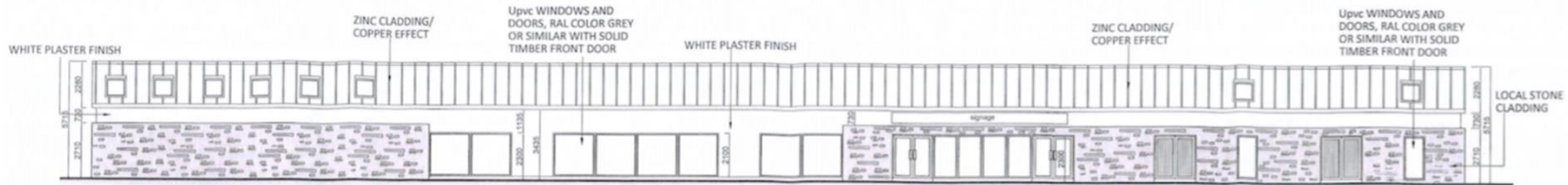
03 SIDE ELEVATION
SCALE A3 1:200



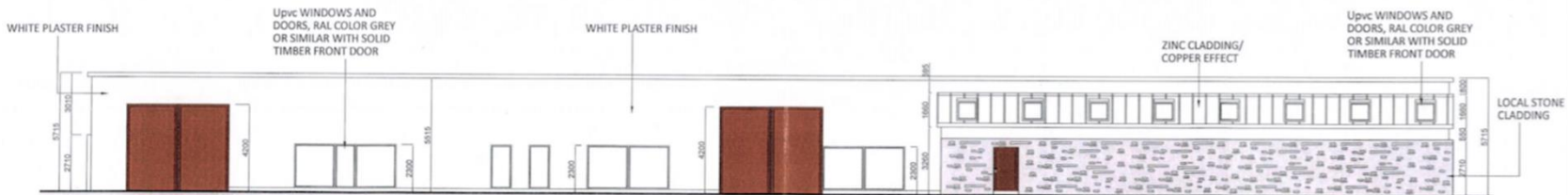
04 SIDE ELEVATION
SCALE A3 1:200



05 SECTION A - A
SCALE A3 1:200



01 FRONT ELEVATION
SCALE A3 1:200



02 REAR ELEVATION
SCALE A3 1:200

PLANNING

THIS DRAWING HAS BEEN PREPARED SOLELY FOR THE PURPOSE OF PLANNING PERMISSION ONLY. THIS DRAWING IS NOT TO BE RELIED UPON FOR CONSTRUCTION AND GUARANTEE IS GIVEN AS TO ITS SUITABILITY FOR CONSTRUCTION.

Revision No		
No 1	02.11.2018	



PROFE Building Engineering & Planning

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Ground Floor Unit
Wellness Centre
Spiddal Village
Galway

Client Name

Ionad Oidreacht
na mBádóirí
At an Sruthán Pier,
An Cheathrú Rua, Co
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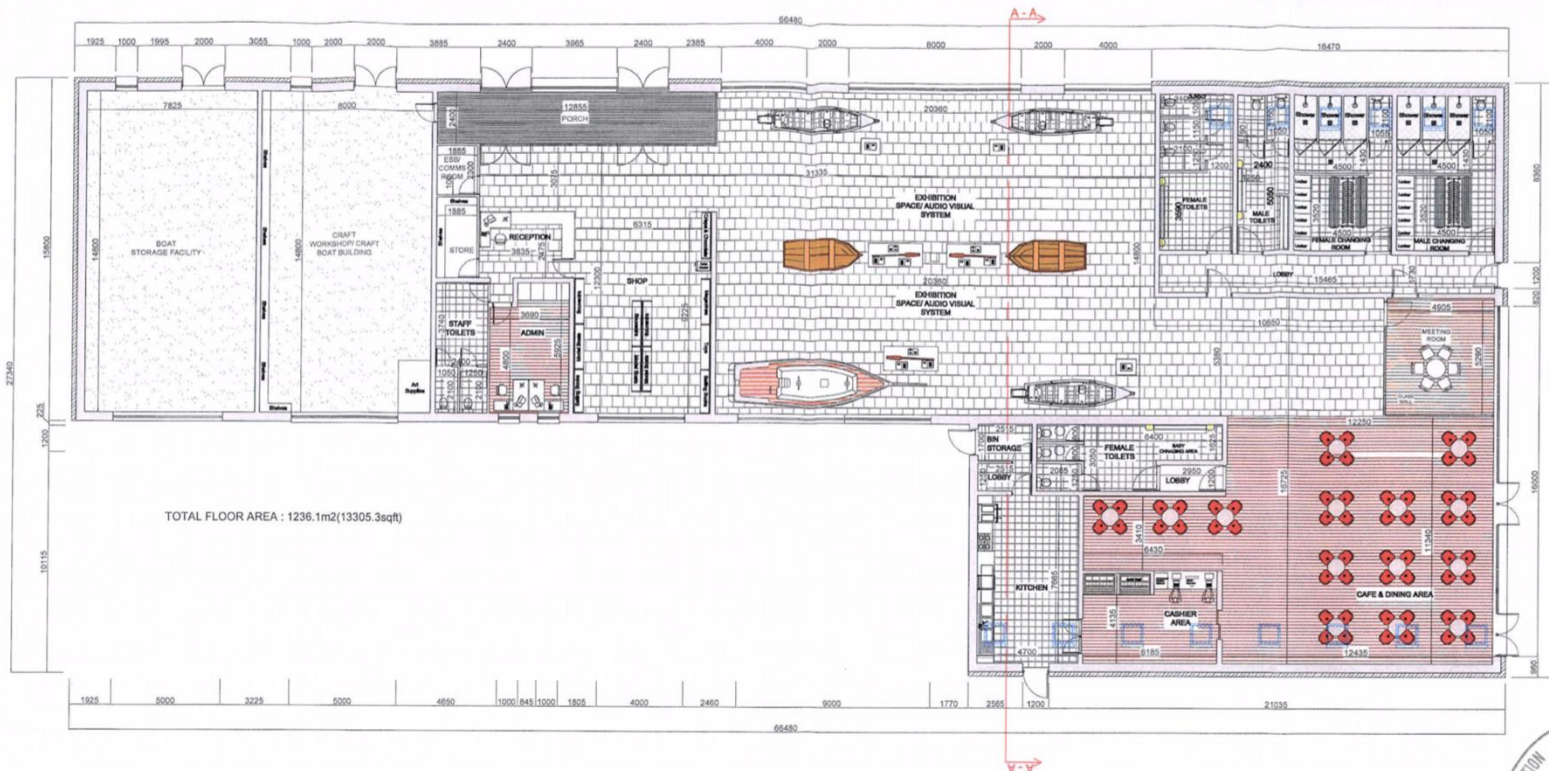
Drawing Purpose

Planning

Prepared By Rebecca Fawdry
Date 02.11.2018
Scale A3 @ 1:200

Checked by Frank O Reilly
Dwg No 40-18.dwg
Page No 4





TOTAL FLOOR AREA : 1236.1m²(13305.3sqft)



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Ground Floor Unit
 Wellness Centre
 Spiddal Village
 Galway

Client Name
 Ionad Oidreacht
 na mBádóirí
 Address
 At an Sruthán Pier,
 An Cheathrú Rua, Co
 Galway

FLOOR AREA BREAKDOWN	
BOAT STORAGE FACILITY	118.8m ² (1281.5sqft)
CRAFT WORKSHOP	118.4m ² (1274.5sqft)
CRAFT BOATBUILDING	
RECEPTION & SHOP	106.8m ² (1150.8sqft)
FOURCH	35.3m ² (381.2sqft)
EXHIBITION SPACE/ AUDIO VISUAL SYSTEM	358.6m ² (3880.3sqft)
CAFE & DINING AREA	186.6m ² (2024.4sqft)
MEETING ROOM	26m ² (279.5sqft)
ADMIN	20.4m ² (220.9sqft)
STAFF TOILETS	14.2m ² (153.1sqft)
KITCHEN	44.3m ² (476.5sqft)
FEMALE TOILETS 1	24.7m ² (266.4sqft)
FEMALE TOILETS 2	22.3m ² (240.7sqft)
MALE TOILETS	17.4m ² (187.3sqft)
FEMALE CHANGING ROOM	32.6m ² (352.8sqft)
MALE CHANGING ROOM	32.6m ² (352.8sqft)
LOBBY 1	26.7m ² (287.5sqft)
LOBBY 2	3.6m ² (38.7sqft)
ESP/COMMS ROOM	4.3m ² (46.1sqft)
STORE	7.1m ² (76.4sqft)

PLANNING & DEVELOPMENT SECTION
 09 NOV 2018 16 05
 GALWAY COUNTY COUNCIL

