



Comhairle Chontae na Gaillimhe
Galway County Council

Draft **Tuam Local Area Plan** 2023-2029

May 2023

Chief Executive Report

Draft Tuam Local Area Plan 2023-2029

Chief Executive's Report on Submissions Received on the
Draft Tuam Local Area Plan 2023-2029

CHIEF EXECUTIVE'S REPORT

Forward Planning

Galway County Council
Áras an Chontae
Prospect Hill
Galway



Comhairle Chontae na Gaillimhe
Galway County Council

1.0 Chief Executive's Report Introduction

1.1 Legislative Requirements Relating to the Local Area Plan

The Draft Tuam Local Area Plan (LAP) 2023-2029 has been prepared in accordance with the legislative framework for planning and development, including the following:

- Section 18, 19, and 20 of the Planning and Development Act 2000 (as amended).
- Planning and Development Regulations 2001 (as amended).
- EU Directives, including the EU Habitats Directive 92/43/EEC, Birds Directive 2009/147/EC, Water Framework Directive 2000/60/EC, Strategic Environmental Assessment (SEA) Directive 2001/42/EC.
- Flood Directive 2007/60/EC and associated national legislation.
- Requirements under the *Planning and Development (Strategic Environmental Assessment) Regulations 2004* (SI No. 436 of 2004) as amended by the *Planning and Development (Strategic Environmental Assessment) (Amendment) Regulations 2011* (S.I. No. 201 of 2011), the *European Communities (Environmental Assessment of Certain Plans and Programmes) (Amendment) Regulations 2011* (SI No. 200 of 2011) amending the *European Communities (Environmental Assessment of Certain Plans and Programmes) Regulations 2004* (S.I. No.435 of 2004), and the 2004 Strategic Environmental Assessment Guidelines.
- Requirements under Article 6 (3) and (4) of the EU Habitats Directive and the European Communities (Birds and Natural Habitats) Regulations 2011 in relation to Appropriate Assessment.

LAP's, including the Tuam LAP 2023-2029, shall be consistent with the policy objectives of the Galway County Development Plan (GCDP) 2022 - 2028, its Core Strategy and the Regional Spatial and Economic Strategy for the North-West Region 2010-2032 and National Planning Framework 'Project Ireland 2040'. Local Area Plans must also have regard to Ministerial Guidelines under the Planning and Development Act 2000 (as amended) and be in accordance with National and European legislation.

1.2 Chief Executive's Report to the Elected Members

In accordance with Section 20 of the Planning and Development Act 2000 (as amended), this Chief Executive's Report on submissions received on the Draft Tuam LAP is being submitted to the Municipal District Members for their consideration for a maximum period of 6 weeks. When performing their functions, the Members of the Authority shall be restricted to considering the proper planning and sustainable development of the area, the statutory obligations of any Local Authority in the area and any relevant policies or objectives for the time being of the Government or of any Minister of the Government.

The Act requires that the Chief Executive's Report shall:

- (i) List the persons who made submissions or observations.
- (ii) Summarise the issues raised by the persons in the submissions or observations.

(iii) Contain the opinion of the Chief Executive in relation to the issues raised, and his or her recommendations in relation to the proposed local area plan, taking account of the proper planning and sustainable development of the area, the statutory obligations of any local authority in the area and any relevant policies or objectives for the time being of the Government or of any Minister of the Government.

The Members shall consider the proposal to make a LAP and the Chief Executive's Report. Following the Members consideration of the Chief Executive's Report, the LAP shall be made in accordance with the recommendations of the Chief Executive as set out in their report, or the Members can by resolution decide to make the plan otherwise than as recommended in the Chief Executive's Report or decide not to make the plan.

Where following the consideration of the Chief Executive's Report, it appears to the Members that the Draft LAP should be altered, and the proposed alteration would be a material alteration of the Draft Local Area Plan, the Planning Authority shall, not later than 3 weeks after passing of a resolution, publish notice of the proposed material alteration(s) in at least one newspaper circulating in the area and send notice of the proposed material alteration(s) to the Minister, the Board and prescribed authorities.

The Planning Authority shall also determine if a Strategic Environmental Assessment (SEA) or an Appropriate Assessment (AA) or both are required to be carried out in respect of one or more of such proposed material alterations to the Draft Local Area Plan. No later than 2 weeks after such a determination, the Chief Executive shall specify such a period that he or she considers necessary as being required to facilitate such an assessment(s).

The Planning Authority must publish a notice in at least one newspaper circulating in the area, of the proposed material alteration(s), and where appropriate in the circumstances the making of a determination that an SEA or AA is required. The Planning Authority must ensure that an SEA or AA is carried out within the period specified by the Chief Executive.

The newspaper notice shall state that a copy of the proposed material alteration(s) of the Draft LAP be inspected at a stated place and at stated times during a stated period of not less than 4 weeks and written submissions or observations with respect to the proposed material alteration(s) of the Draft LAP can be made to the Planning Authority within the stated period and shall be taken into consideration before the making of any material alteration(s).

Not later than 12 weeks after publishing a notice, or such period as may be specified by the Chief Executive, the Chief Executive shall prepare a report on the submissions or observations received and submit a Chief Executive's Report on the material alteration(s) to the Members for their consideration. The Members shall then consider the proposed material alteration(s) of the Draft LAP and the Chief Executive's Report for a maximum period of 6 weeks from when furnished with the report. Following this, the Members, by resolution, shall make the LAP as appropriate, with all, some, or none of the material alteration(s) as published.

Where Members decide to make the LAP, it shall be necessary for the passing of the resolution for it to be passed by not less than half of the Members and any other requirements applying in relation to

such a resolution. Where the Members decide to make a change to the material alteration(s) proposed, further modifications to the material alteration(s) may be made where it is minor in nature and therefore not likely to have significant effects on the environment or the integrity of a European Site and shall not be made where it refers to the increase in the area of land zoned for any purpose, or an addition or deletion from the Record of Protected Structures. When performing their functions under the relevant subsection of the Act, the Members shall be restricted to considering the proper planning and sustainable development of the area, the statutory obligations of any Local Authority in the area and any relevant policies or objectives for the time being of the Government or of any Minister of the Government.

A LAP shall have effect 6 weeks from the day that it is made.

1.3 Structure and Content of the Chief Executive's Report

1.3.1 Issues, Responses and Recommendations

The Tuam LAP 2023-2029 was placed on public display for 6 weeks, from Friday the Wednesday 8th of February 2023 until Thursday 23rd March 2023 (inclusive). A public consultation drop-in session was held in Tuam on Monday 6th March 2023. A Webinar Event was also held on Thursday 9th of March 2023. All events were well attended. A total of 62 submissions were received within the public consultation period.

The full contents of each submission have been considered in the preparation of the Chief Executive's Report. The report lists the persons that made submissions or observations during the public consultation period, summarises the issues raised in the submissions or observations, contains the opinion of the Chief Executive in relation to the issues raised, and their recommendation in relation to the submission, taking account of the proper planning and sustainable development of the area, the statutory obligations of any Local Authority in the area and the relevant policies or objectives of the Government or any Minister of the Government. The responses and recommendations set out in the Chief Executive's Report have been subject to SEA and AA screening and are considered to be appropriate and acceptable in terms of these requirements.

The submissions received have been divided into 2 main groupings comprised of the following:

- Prescribed Authorities
- General Public and Other Persons/Bodies

The issues raised by the Prescribed Authorities have been dealt with separately first. The Prescribed Authorities are specified in relation to Local Area Plans under the Planning and Development Act 2000 (as amended), the Planning and Development Regulations 2018 and the Planning and Development (SEA) Regulations 2004-2011. The remaining submissions include submissions from the general public, community and other stakeholders. All of the submissions received were individually examined in relation to the various issues raised. A summary of the issues raised in each submission is provided followed by the response and recommendation of the Chief Executive.

The report uses the following text formatting to highlight changes that are recommended to the Draft Tuam Local Area Plan:

- Existing Text – Shown in **black text**
- Proposed Addition – Shown in **red text**
- Proposed Deletion – Shown in ~~red text with red strike through~~

Once the Elected Members have made their decisions regarding the recommended changes, all agreed deletions will be removed and any agreed additions and consequential changes will be inserted into the proposed alterations to the Draft Local Area Plan, as appropriate.

1.3.2 Appendices

This includes a list of all submissions received on the Draft Tuam LAP 2023-2029 including any late submission(s).

2. Submissions

Office of Planning Regulator

GLW-42-49

The Office of Planning Regulator (OPR) acknowledged the considerable and evident work that was put into the preparation of the Draft LAP including the Local Transport Plan (LTP)

Recommendations issued by the OPR related to clear breaches of the relevant legislative provisions of the national and regional policy framework and/or the policy of Government. The Planning Authority is required to implement or address recommendations made by the OPR to ensure consistency with relevant policy and legislative provisions.

Observations take the form of a request for further information, justification on a particular matter, or clarification regarding provisions of a plan on issues that are required to ensure policy alignment.

The Office considers that the Draft Tuam LAP 2023-2029 sets out a positive, evidence-based, planning strategy to guide the development of Tuam over the 6-year plan period. In particular, the plan provides a clear shared vision for the town, and a framework as how this can be achieved.

The coordination with the Tuam Regeneration Masterplan also indicates that strategic site development and urban improvements proposals for the town are plan-led and can be prioritized.

The OPR welcomes the inclusion of a LTP to inform the preparation of the Draft Tuam LAP 2023-2029. The proposed upgrades to the local infrastructure including enhancements to the pedestrian and cycle network to improve connectivity is supported by the Office in line with national policy.

The OPR has also welcomed the inclusion of zoning for enterprise and employment to ensure the settlement becomes more self-sustaining and facilitates people to work near they live. The Office is not satisfied that the location of the lands zoned for such uses in the Draft LAP is consistent with an integrated approach to land use and transport planning, or with the Governments Town Centre First (TCF): A Policy Approach for Irish Towns (2022) Approach.

It is within this context that the submission sets out **Three Recommendations** and **Three Observations** under **Nine Themes**:

3. Residential Development - Compact Growth, Sequential Approach and Infrastructure Capacity

Observation 1 – Mix of Housing Type

The Planning Authority is advised to include a Policy Objective to require that an appropriate mix of housing type, tenure, density, and size is provided in all new residential areas and in appropriate brownfield/infill areas to meet the needs of the population of Tuam, including the provision of special needs housing which includes housing for older people, people with disabilities, social housing, affordable housing and accommodation for the travelling community.

Chief Executive's Response:

In relation to a Policy Objective for *Mix of Housing Type*, there is a *Policy Objective UL3 Housing Mix* contained in Chapter 3 of the GCDP 2022-2028 relating to housing types. It is considered that this is sufficient in addressing the type and mix of housing types in the Tuam LAP 2023-2029. There are several policy objectives in the Tuam LAP relating to Social and Specialist Housing, Housing for Older

People and People with Special Needs for example policy objectives-PO TKT 27 Social and Specialist Housing, TKT 28 Housing for Older People and People with Special Needs. In relation to the land use matrix table, it is considered that there would be a small amendment to the category of Apartments on Residential Zone Lands from Open to Consideration (O) to Permitted in Principle (P).

Chief Executive’s Recommendation:

From:

Residential Uses	C1	C2	R	I	BT	BE	T	CF	OS	A	PU	TI
Apartments ¹	P	O	O [±]	N	N	N	N	N	N	N	N	N

To:

Residential Uses	C1	C2	R	I	BT	BE	T	CF	OS	A	PU	TI
Apartments ¹	P	O	P	N	N	N	N	N	N	N	N	N

4. Town Centre and Regeneration

Recommendation 1- Town Centre Regeneration (Vacancy)

Having regard to:

- RPO 3.7.26;
- NPO 6 and NPO 7; and
- Town Centre First: A Policy Approach for Irish Towns (2022),

the Planning Authority is required to include.

- (i) specific active land management objectives, policies and measures or actions tailored to address building and site vacancy; and
- (ii) measurable targets for the reduction of vacancy for the plan period and a strategy for the monitoring of same.

Chief Executive’s Response:

- (i) The Local Authority acknowledges the importance of Active Land Management in promoting and facilitating the re-use and redevelopment of vacant and under-utilised lands. It is considered that this is demonstrated in the overarching GCDP 2022-2028 in both the narrative and the Policy Objectives. **Chapter 3 Placemaking, Regeneration & Urban Living**, section 3.6 supports the concept of compact growth and regeneration. Also, within the GCDP 2022-2028, Policy Objective **CGR 11 Strategic Sites** and **CGR 12 Opportunity Sites** relate to the Active Land Management mechanism. Policy Objective **TKT 58 Opportunity Sites** has been included also within the Draft Tuam LAP 2023 – 2029. It is considered that there is merit to include a further Policy Objective **LAP TKT 60 Strategic Sites in Tuam**.
- (ii) Within the GCDP 2022-2028, there is also strong support for projects funded under the Urban or Rural Regeneration and Development Fund in addition to support for the rejuvenation of town centres through the section on Town Centre Living (section 3.7) and the support for Town and Village Centre Management Plans under Policy Objective **PM3 Town and Village Centre**

Management Plans. The Draft Tuam LAP 2023-2029 contains Policy Objectives **TKT 8 Town Centre** and Policy Objective **TKT 9 Town Centre Management** which seeks to address rejuvenation in Tuam.

It is anticipated that the introduction of a Vacant Site Levy as set out in section 3.6.1 of the GCDP 2022 - 2028 will assist in incentivising the use and development of vacant and under-utilised lands in Tuam.

Finally, the GCDP 2022 - 2028 includes a specific Active Land Management Policy Objectives **CS 6 Active Land Management and CGR 11 Strategic Sites**. Complimentary Policy Objectives will be included in the Tuam LAP.

Chief Executive’s Recommendation:

Insert the following Policy Objectives into the Tuam LAP 2023-2029:

TKT 60 Strategic Sites in Tuam

It is a Policy Objective of the Council to establish a database of strategic brownfield and infill sites in Tuam so that brownfield land re-use can be managed and co-ordinated across multiple stakeholders as part of an active land management process.

TKT 61 Active Land Management in Tuam

To promote and facilitate the re-use of underutilized or vacant lands in Tuam or lands identified for regeneration, through a coordinated approach to active land management between the Council and stakeholders.

6. Climate Action and Flood Risk Management

Observation 2 – Low Carbon and Sustainable Energy Communities

Having regard to NPO 54 and the integration of climate action into the planning system, the Planning Authority is requested to include a robust policy framework in relation to the identification and use of local renewable energy sources.

Chief Executive’s Response:

As part of the preparation of the GCDP 2022-2028, a Local Authority Renewable Energy Strategy (LARES) was prepared and forms part of the Appendices to the Development Plan. In addition, **Chapter 14: Climate Change, Energy and Renewable Resource** in the County Development Plan contains a suite of robust policy objectives in relation to renewable energy. However, there is merit to include Policy Objective in relation to the identification and use of local renewable energy sources within the Tuam Plan Area.

Chief Executive’s Recommendation:

TKT 62 Climate Change and Local Renewable Energy Sources

Promote and encourage development which is resilient to climate change by ensuring that development proposals demonstrate sustainable design principles for new buildings/ services/site including:

- (a) measures such as green roofs and green walls to reduce internal overheating and the urban heat island effect;
- (b) ensuring the efficient use of natural resources (including water) and making the most of natural systems both within and around buildings.
- (c) minimising pollution by reducing surface water runoff through increasing permeable surfaces and use of Sustainable Drainage Systems (SuDS);
- (d) reducing flood risk, damage to property from extreme events—residential, public and commercial;
- (e) reducing risks from temperature extremes and extreme weather events to critical infrastructure such as roads, communication networks, the water/drainage network, and energy supply;
- (f) promoting and protecting biodiversity and green infrastructure.

Recommendation 2 – Flood Risk Management

Having regard to:

- NPO 57; and
- the provisions of The Planning System and Flood Risk Management Guidelines for Planning Authorities (2009)

the Planning Authority is required to amend the draft LAP to:

- (i) zone lands within Flood Zone A for water compatible uses only, and to zone lands within Flood Zone B for less vulnerable uses only;

unless the subject zoning objectives have passed the plan-making Justification Test.

The Planning Authority is advised to consult with the OPW in addressing this recommendation.

Chief Executive's Response:

A review of all of lands identified in Flood Zone A/B was undertaken and consultation occurred with the OPW. The response and recommendations made by the OPW are also pertinent and these should be read together with this submission. There have been several amendments to the land use table to address the concerns of the OPR and OPW in relation to water compatible uses and compliance with the Flood Risk Management Guidelines 2009. In addition, a number of amendments have been made in relation to undeveloped lands located in Flood Zone A/B.

Chief Executive's Recommendation

See Recommendation to OPW Submission (GLW -C42-32).

7. Economy and Employment

Recommendation 3 – Lands Zoned for Employment Uses

Having regard to the following:

- an evidence-based rationale for both the requirement to zone lands and the location and type of employment in accordance with Section 6.2.5 of the Development Plans, Guidelines for Planning Authorities (2022), and the sequential approach to zoning for high intensity employment in accordance with Appendix A section 1.4;
- NSO 1 compact growth, NPO 54, NPO 72c, NPO 72b and NPO 72c of the NPF; and
- provisions of the Climate Action and Low Carbon Development (Amendment) Act 2021 and the Climate Action Plan 2021 and the goals of the National Sustainable Mobility Policy (2022), and Town Centre First: A Policy Approach for Irish Towns (2022),

the Planning Authority is required to:

- (i) provide an evidence-based rationale for the overall quantity and the spatial location of all employment generating land use zonings;
- (ii) consider all relevant infrastructural capacity in applying the tiered approach to zoning.
- (iii) omit any lands which cannot be justified under (i) and (ii);
- (iv) include clear objectives in the LAP to facilitate and require pedestrian / cycling permeability between the employment lands and the town centre before or in tandem with the development of the said land.

Chief Executive's Response:

Tuam is identified as a Key Town in the Regional Spatial Economic Strategy (RSES) and has sizeable population allocation outlined in Chapter 2 of the GCDP 2022-2028. In **Chapter 5: Economic Development, Enterprise and Retail Development** Tuam has been identified as having the potential to accommodate a significant level of growth in population and employment through appropriate investment in infrastructure, support services and placemaking initiatives. In response to the points raised under this recommendation the Local Authority regards the locations of the zoned employment lands as located in some instances on established brown field lands where employment opportunities have existed for several years or where lands have been identified based on proximity to residential areas.

- (i) The lands zoned Industrial are identified based in some instances on established employment uses and the zoning reflect this. The Lands zoned Industrial at Mountpotter are adjacent to Business and Technology Uses and it is regarded that this zoning future proofs the employment lands for Tuam. From the analysis undertaken the area of Tuam with the highest concentration of employment is to the northeast of the town centre, around Dunmore Road, which aligns with the identification of undeveloped Industrial and Business and Technology lands. In addition, after consultation with TII it is considered appropriate to insert a Policy Objective in relation to the co-ordinated access of lands at this location. The Draft Tuam LAP 2023 – 2029 identifies Business and Technology Lands at suitable locations within the town adjacent to nearby residential areas.

(ii) As part of the preparation of the Draft Tuam LAP 2023-2029 consultation occurred with Irish Water. In the submission received by Uisce Éireann GLW-C42-47) it has outlined that depending on the level of development upgrades maybe required.

(iii) Noted. See response to points (i) and (ii) above.

(iv) The Draft LTP which accompanies the Tuam LAP has been updated in relation to the connectivity and permeability between the employment lands and town centre. As referenced in section 7.3.3 of the LTP, the sites allocated for future industrial and business/technology development are anticipated to be served by the primary and secondary cycle network links on Cloontooa Road, Weir Road, Ballygaddy Road, Milltown Road and Dunmore Road, as shown in Figure 24 in the LTP.

Chief Executive’s Recommendation:

No change.

8. Implementation and Monitoring

Observation 3 – Monitoring

The Planning Authority is advised to include a methodology in the draft LAP to outline that a review of the implementation of the policy objectives of the local area plan will take place and ensure that development progress is consistent with the core strategy of the plan.

Chief Executive’s Response:

It is considered that the Draft Tuam LAP 2023-2029 was prepared in accordance with local and national policy guidance. The LAP is consistent with the core strategy of the GCDP 2022-2028. The LAP sets out a clear vision for Tuam into the future. This vision is in accordance with the role identified for the settlement at a local, county and regional context and seeks to make the town a more attractive place to live, work and visit. Tuam is identified as a Key Town in the RSES, and the policy objectives included in the plan reflects this status. To achieve the stated vision, it is important that the individual measures put forward in this plan are delivered in a measurable manner.

The plan will be supported by the recording of planning and housing data by the Planning Authority in order to provide a consistent and robust evidence base for housing policy objectives formulation. It is considered that there is merit to include the following policy objective.

Chief Executive’s Recommendation:

TKT 63 Implementation and Monitoring

Monitor development for compliance with the policy objectives of the Core Strategy and adjust, where necessary, the approach taken to the consideration of development proposals to ensure effective alignment with the National, Regional and County policy objectives.

Prescribed Authorities			
Submission No.	Submission Name	Summary of Issues Raised in Submission	Chief Executive's Response
GLW-C42-41	NWRA (Northern and Western Regional Assembly)	<p>A comprehensive submission received which provides commentary on the consistency with the RSES and outlines recommendations on the Draft Tuam LAP 2023-2029.</p> <p>It is stated that one of the major disadvantages of preparing a plan at this time is the absence of up-to-date census information. It is stated that the 2016 Census is the main reference document and data source informing many of the policies in the plan. This is a regular issue with plan making and, as the CSO will be releasing more data from the 2022 Census this year, it may be worthwhile for the Council to delay completion of the plan until more up to date demographic, commuting and employment data is available. The submission suggests that the population projection for Tuam is ambitious and, if achieved, would exceed all recent population trends for Tuam and similar sized towns across Ireland.</p> <p>Reference to the Tuam Regeneration Masterplan and that it is considered that it should be fully incorporated into the Tuam LAP 2023 - 2029. The Assembly note the identification of opportunity sites within the town centre,</p>	<p>Chief Executive's Response:</p> <p>The population allocation for Tuam was determined in accordance with the 'Key Town' status of the town. In addition, the town is well served with employment lands and other services. The Draft Tuam LAP 2023-2029 has to be prepared in accordance with the statutory time frames as outlined in the Planning and Development Act 2000(as amended).</p> <p>It is considered that there are Policy Objectives relating to the Tuam Regeneration Master Plan embedded in the Draft Tuam LAP 2023-2029 and therefore, it is considered that this is sufficient.</p>

		<p>the identification of preferred uses and consider this a positive element within the Tuam LAP 2023 - 2029.</p> <p>The submission discusses residential development and the primacy of the town centre for new commercial and retail development. The zoning of lands for residential use is split between R1, R2, Residential Existing, and Town Centre Area. There is 30.3 Ha of R1 (greenfield) land zoned, which at 35 Units/Ha can deliver all housing required to achieve the population targets. There is a further 71Ha of R2 lands zoned-both figures are too high and are not considered realistic or achievable. The Assembly advise that the brownfield element of development be taken into account and the R1 and R2 quantum be reduced accordingly.</p> <p>The inclusion of the LTP is welcomed, however future use of the railway line is referenced.</p> <p>The submission recommends the following:</p> <ol style="list-style-type: none"> 1. That population projection be aligned with RSES figures 2. That the Regeneration Masterplan become an integral part of Tuam LAP 2023 – 2029 3. That timeframes be included for the delivery of the Eastern Ring Road 4. That the quantum of lands zoned for residential takes account of <ol style="list-style-type: none"> a) The potential of existing lands and buildings to deliver some of the housing required. 	<p>The core strategy included in Chapter 2 of the GCDP 2022 - 2028 includes population allocation with associated allocation of lands for residential development on green field and brownfield lands. Therefore, the quantum of residential lands identified on the Town Centre lands and Residential Phase 1 lands is in accordance with the Core Strategy. In addition, the quantum of Residential Phase 2 lands has been identified for the medium -long term growth of the town.</p> <ol style="list-style-type: none"> 1. As outlined above the population projection is aligned with the Core Strategy 2. There are Policy Objectives that supports the Regeneration Masterplan 3. The Delivery of the Tuam Relief Road is supported within the Tuam LAP 4. The quantum of Residential lands indicated in the LAP is supported by relevant Policy Objective TKT 5 Residential Development Phasing.
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		<p>b) The excessive amount of land within R2 zoning</p> <p>c) The potential to use and identify areas where densities other than 35 Units/Ha can be used</p>	<p>Chief Executive’s Recommendation: No change.</p>
GLW-C42-27	Dept of Housing, Local Government and Heritage	<p><u>Nature Conservation</u></p> <p>A comprehensive submission was received from the Department.</p> <p>The plan area incorporates Tuam and its environs, including parts of the European site, Lough Corrib SAC (site code 000297). All parts of the plan area drain towards the River Clare in the SAC. The River Clare ultimately discharges to Lough Corrib, also within the SAC. Lough Corrib has site-specific conservation objectives available on the NPWS website. There is direct hydrological connectivity between the plan area and Annex I lake habitats within the SAC where the conservation objectives are to restore their favourable conservation condition within the site. Any proposed changes in the current land use that interact with the Suilleen River will have to consider potential impact on aquatic species and habitat and on the Clare River part of Lough Corrib SAC. Furthermore, the Department recognises an area zoned for Tourism at Derrew with a very narrow buffer of open space between it and the Lough Corrib SAC (000297). It is referenced that an appropriate assessment should be completed and in combination with other plans and projects for water quality in the River Clare should restore</p>	<p>Chief Executive’s Response:</p> <p>It is considered that all comments will be incorporated within the overall AA process.</p> <p>The Draft Tuam LAP 2023 – 2029 and associated GCDP 2022 - 2028 include various provisions that contribute towards the appropriate protection of the environment, including European sites.</p>

		<p>the favourable conservation condition of Annex 1 Lake Habitats in Lough Corrib downstream.</p> <p>The department also wants to clarify “the clear objectives for the conservation of the features of interest within a site”. This is specific to Lough Corrib SAC. It is stated the council should examine whether these standards are met.</p> <p>It is referenced that An NIR should ‘include a report of a scientific examination of evidence and data, carried out by competent persons to identify and classify any implications for one or more than one European site in view of the conservation objectives of the site or sites’ (Part XAB, Section 177T (2) of the Planning and Development Act, 2000 as amended). The assessment should be carried out with respect to the conservation objectives of the European site(s) of relevance, taking the notes and supporting documents into account. These conservation objectives set parameters (i.e. attributes and targets) for individual qualifying interests that should be used in the analyses undertaken. Each of the individual conservation objectives of relevance should be addressed, taking account of whether the objective is to maintain or to restore the favourable conservation condition of the habitat or species within the site. The particular focus of the NIR, and of the appropriate assessment in this case, should be with respect the implications of the plan on its own, and in combination with other plans and projects, for water quality in the River Clare, noting the objectives of restoring the favourable conservation condition of</p>	<p>The AA NIR that accompanied the Draft Plan on display has been prepared in compliance with relevant requirements.</p>
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		<p>Annex I lake habitats in Lough Corrib downstream. The Council should examine whether these tests and standards are met.</p> <p>The Department wishes to clarify, in relation to Section 4.3 of the report, that the available site specific conservation objectives are “the clear objectives for the conservation of the features of interest within a site”. They set specific attributes and targets which define favourable conservation condition for the Qualifying Interest (QI) habitats and species and should be utilised by the Council when the appropriate assessment is carried out. The final assessment and analysis should be with respect to the implications of the plan for the conservation objectives and integrity of European sites, primarily Lough Corrib SAC in this case.</p> <p>The Department notes the mitigation outlined in the report and recommends strict adherence. This includes the existing measures outlined in the GCDP 2022 - 2028 eg: Tuam has issues with invasive species. The town has problematic areas with the presence of Giant Hogweed (<i>Heracleum mantegazzianum</i>). Stands of Giant Hogweed should be treated, and special care is needed on any lands with this species prior to any change of use for development. This is addressed in the GCDP 2022 - 2028 provisions ‘IS 2 - Invasive Species Management Plan.</p>	<p>Noted. These comments will be considered throughout the remainder of the AA process and additional wording will be inserted into Section 4.3 of the AA NIR.</p> <p>New developments will be required to comply with the mitigation outlined in the report. It is considered that the policy objectives in Chapter 10: Natural Heritage, Biodiversity and Green/Blue Infrastructure, Policy Objectives IS1 and IS2 deal with the issue of invasive species. Both policy objectives adequately cover any form of invasive species relative to the county. Policy Objective IS 2 specifically deals with the necessary landscaping plan required and covers all the necessary parameters.</p>
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	<p>Ensure that proposals for development do not lead to the spread or introduction of invasive species. If developments are proposed on sites where invasive species are currently or previously present, an invasive species management plan will be required. A landscaping plan will be required for developments near water bodies and such plans must not include alien invasive species’.</p> <p>It is stated that the decision-making authority has obligations to address scientific uncertainties or discrepancies, including matters raised by other parties, particularly in relation to the implications for European sites and their conservation objectives in the appropriate assessment; the final determinations should demonstrate how the differing scientific opinions were resolved, noting the standards of the appropriate assessment. Case law of the Court of Justice of the European Union (e.g. case C-258/11) has established that an appropriate assessment cannot have lacunae, and must contain complete, precise and definitive findings and conclusions capable of removing all reasonable scientific doubt as to the effects of a proposal on the protected site concerned. The Council should take account of the above and the previous nature conservation submission of this Department prior to the adoption of the plan.</p> <p><u>Archaeology</u></p> <p>Submission suggests Tuam has a rich and complex cultural heritage and states Tuam is one of Ireland’s foremost</p>	<p>All comments referenced will be incorporated throughout the remainder of the AA process.</p> <p>The historical origins of Tuam have been referenced within the Draft LAP2023-2029. In the GCDP 2022 - 2028, Chapter 12</p>
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	<p>historic towns. It states all Policy Objectives contained within the LAP in relation to enhancement, preservation and promotion must be upheld. The submission references and makes note of Policy Objectives TKT 20 and TKT 21-25.</p> <p>It is strongly recommended that the LAP cross references the GCDP 2022 - 2028 in the following areas:</p> <p>Overview of policy context</p> <p>The department lists the following key national policy documents for inclusion in future development plans;</p> <ul style="list-style-type: none"> • <i>Heritage Ireland 2030</i>; • <i>The Climate Change Sectoral Adaptation Plan for the Built and Archaeological Heritage</i> (published in 2019); • <i>Built Vernacular Strategy</i> (published in 2021) and; • <i>The National Policy on Architecture</i> (2022). <p>It is noted that the Department acknowledges the relationship between cultural heritage and the biodiversity which provides the opportunities to build on both archaeological and built heritage in the county. The importance of position archaeology and built heritage is also stressed and that resilience must prevail especially in challenging times.</p> <p>The submission states the importance in working with Local Authorities in relation to vulnerable built and archaeological heritage sites. Emerging areas of interest for the department are the built vernacular architecture,</p>	<p>Architectural, Archaeological and Cultural Heritage contains a suite of Policy Objectives that references the importance of architecture and archaeology.</p> <p>Submission noted.</p> <p>Submission noted.</p> <p>Submission noted.</p>
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		<p>the protection and potential of planned and designed landscapes in terms of recreational purposes.</p> <p>It is stated that the 17 No. Sustainable Development Goals are supported by the programme for government. In particular, Goal No. 11 which makes cities and human settlements inclusive, safe, resilient and sustainable. The Department also welcomed the opportunities for making cultural heritage more accessible in terms of tourism and recreational options of Tuam. The integration and communication strands of cultural and natural heritage is supported by the implementation of blue and green infrastructural projects,</p> <p>Definition of Archaeology and Archaeological Heritage It is recommended that the LAP’s archaeological policies and objectives should have a clear understanding of the Tuam Area and be included in a statement in the archaeological heritage section. A comprehensive definition follows explaining the importance of archaeology and archaeological heritage.</p> <p>Recommended Over-arching objective for protection of archaeological heritage It will be an objective of the Planning Authority to protect in an appropriate manner all elements of the archaeological heritage and other features of the following categories:</p>	<p>Submission noted.</p> <p>Submission noted. The Policy Objectives referenced are covered in Chapter 12 Architectural, Archaeological and Cultural Heritage of the GCDP 2022 - 2028.</p> <p>A suite of Policy Objectives relating to the protection of archaeological heritage are set out in Chapter 12 Architectural, Archaeological and Cultural Heritage of the GCDP 2022 - 2028. Both the narrative and supporting Policy Objectives sufficiently cover the protection of archaeological</p>
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		<p>It will be an objective of the Planning Authority to protect in an appropriate manner all elements of the archaeological heritage, their setting and other features of the following categories:</p> <p>(a) Sites and monuments included in the Sites and Monuments Record (SMR) as maintained by the National Monuments Service (NMS) of the Department of Housing, Local Government and Heritage (DHLGH).</p> <p>(b) Monuments and Places included in the Record of Monuments and Places (RMP) as established under section 12 of the National Monuments (Amendment) Act 1994.</p> <p>(c) Historic monuments and archaeological areas included in the Register of Historic Monuments as established under section 5 of the National Monuments (Amendment) Act 1987.</p> <p>(d) National monuments subject to Preservation Orders under the National Monuments Acts 1930 to 2014 and National Monuments which are in the ownership or guardianship of the Minister for Housing, Local Government and Heritage or a local authority.</p> <p>(e) Archaeological objects within the meaning of the National Monuments Acts.</p>	<p>heritage and it is not considered necessary to repeat narrative and Policy Objectives in the LAP that has been set out in the GCDP 2022 – 2028 which is the overarching plan for the entire county.</p>
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		<p>(f) Wrecks protected under the National Monuments Acts 1930 to 2014 or otherwise included in the Wreck Viewer/Wreck Inventory of Ireland Database maintained by the National Monuments Service of the Department of Housing, Local Government and Heritage.</p> <p>(g) Where, under Section 3 of the National Monuments (Amend.) Act 1987 a place on, in or under land covered by water where a wreck or an archaeological object lies or formally lay.</p> <p>(h) Archaeological features not as yet identified but which may be impacted on by development. This includes all buildings, features and structures marked on the first edition and second edition Ordnance Survey maps of Tuam and which still survive today.</p> <p>(i) Historic street patterns and property boundaries.</p> <p>Protect archaeological heritage by preserving in-situ or preservation by record with preservation in situ being the first option. If this cannot be achieved, then preservation by record will be required. This will require the full archaeological excavation and recording of the monument/site. Excavation will also include appropriate reports, post excavation, analyses and publications. Costs of assessing and mitigating archaeological impacts will be considered as part of development costs.</p>	<p>This methodology is set out in Chapter 12 Architectural, Archaeological and Cultural Heritage of the GCDP 2022 – 2028 and as such is not considered necessary to repeat.</p>
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		<p>Recommended further objectives and policies to protect the archaeological heritage</p> <ul style="list-style-type: none"> • Protect and enhance archaeological monuments, historic wrecks and archaeological objects and their settings and amenities, having particular regard to the importance of historic graveyards, national monuments in the ownership/guardianship of the Minister for Housing, Local Government and Heritage or the Local Authority and, in general, monuments, historic wrecks, and archaeological objects which, through their presence in the landscape or seascape, provide tangible evidence of the past. • Promote and facilitate appropriate forms of access including disabled access to archaeological monuments and historic wrecks, including maintaining or developing means of access. Provide appropriate, accurate signage and interpretive material where physical access is not possible. • Ensure all aspects of archaeological heritage and underwater cultural heritage, in all environments, are considered in the development process, including impacts on unidentified elements of the archaeological and underwater cultural heritage 	<p>There is a suite of Policy Objectives relating to the protection of archaeological heritage set out in the GCDP 2022 - 2028. The Draft Tuam LAP 2023-2029 aims to support and implement these policy objectives.</p> <p>It is considered sufficient the narrative and supporting Policy Objectives that are set out in Chapter 12 Architectural, Archaeological and Cultural Heritage of the GCDP 2022 – 2028 addresses the concerns of the Department.</p> <p>Submission noted.</p>
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		<p>(in particular in relation to the current and historic courses of the River Nanny).</p> <ul style="list-style-type: none"> • Promote knowledge and appreciation of archaeological and underwater cultural heritage and facilitate access to appropriate guidance regarding its protection and conservation, including at all stages of the development process. • Promote early and comprehensive public access to the results of archaeological excavations carried out as a result of development or conservation projects through publications and the provision of on-site interpretive material even where no physical remains are visible. • Support community initiatives and projects regarding preservation, presentation and access to archaeological heritage and underwater cultural heritage, provided such are compatible with appropriate conservation policies. • Developments that result in the removal of archaeological monuments would not be supported. 	<p>The Council will support the engagement and training with members of the public regarding archaeological and cultural heritage as necessary.</p> <p>Submission noted.</p> <p>Submission noted.</p> <p>Submission noted. This is a matter for the Development Management stage of the planning process.</p>
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		<ul style="list-style-type: none"> • Ensure provision is made in the planning process ensuring the preservation in-situ of significant medieval masonry remains found during the course of a development and the presentation of such remains as part of completed developments. • To secure the preservation in-situ of historic wrecks, and where this is not possible, their preservation by record. • To ensure that provision is made in the planning process ensuring the preservation in-situ of significant medieval masonry remains found during the course of a development and the presentation of such remains as part of completed developments. • Secure the preservation in-situ of surviving above-ground urban medieval and early modern structures, by ensuring that permission for a development does not result in the loss of the remains of such structures. • To secure the preservation in-situ and enhance the setting of significant examples of industrial, military and nautical/maritime heritage that form part of our post-medieval archaeological heritage, 	<p>Submission noted.</p> <p>This would be addressed through the Development Management Process in the assessment of a planning application.</p> <p>This would be addressed through the Development Management Process in the assessment of a planning application.</p> <p>This would be considered on a case-by-case basis</p> <p>This would be addressed through the Development Management Process in the assessment of a planning application.</p>
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		<p>and examples of which may date from periods up to and including the 20th century.</p> <ul style="list-style-type: none"> • To preserve the setting and amenity of all archaeological monuments, with particular regard for upstanding monuments, by ensuring that development in the vicinity of these archaeological monuments is not detrimental to their character or setting by reason of the development's location, scale, bulk or detailing. • To preserve means of access to monuments currently accessible to the public and to develop further and better access to monuments, including as part of the design of development in their vicinity. • To retain the existing street layout, historic building lines and traditional plot widths where these derive from medieval or earlier origins within towns or villages. • Protect historic graveyards, including through the avoidance of extensions to them would have an inappropriate level of impact on sub-surface archaeological remains or on their setting or amenity and, in that regard, as an alternative to extensions to historic graveyards to endeavour to 	<p>This would be addressed through the Development Management Process in the assessment of a planning application.</p> <p>Best practice principles would apply.</p> <p>The Draft Tuam LAP 2023-2029 supports access for all including those with impaired mobility. Policy Objective 24 Universal Access further emphasis this.</p> <p>This would be considered on a case-by-case basis, however the Policy Objectives included in the Draft Tuam LAP 2023-2029, and the GCDP 2022 - 2028 will protect the historic fabric of the town.</p>
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		<p>find alternative locations where additional land for burial is considered necessary.</p> <ul style="list-style-type: none"> • Ensure that historic graveyards in the ownership or care of the local authority are managed and maintained in accordance with appropriate conservation standards and that local communities involved in care and maintenance of historic graveyards receive appropriate advice. • Ensure that landscapes of particular historic or archaeological interest or significance are appropriately considered as part of a landscape character assessment, and to ensure the preservation of the character, and amenity of such landscapes. • Ensure that certain developments include appropriate interpretive material regarding the archaeological features identified or uncovered in the course of development or pre-development work, whether or not such features have been preserved in situ or are themselves presented. • Ensure that all signage placed at or near archaeological monuments is appropriate. 	<p>Best practice principles would apply.</p> <p>Significant historical landscapes are part of the LCA review which is included as an Appendix to the GCDP 2022 - 2028.</p> <p>This would be addressed through the Development Management Process in the assessment of a planning application.</p> <p>Best practice principles would apply.</p> <p>The provision of signage is not determined within the LAP process.</p>
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		<ul style="list-style-type: none"> • Provide appropriate forms of public access to excavations. • Support the incorporation of monuments into designated open spaces and public amenity spaces, provided this is done in a manner compatible with the protection and proper management and conservation of the monument in question, in particular through ensuring that such monuments are not left vulnerable. Where such incorporation takes place an appropriate and enforceable permanent management and conservation plan will be required. <p>Recommended Development Control Objectives and Policies</p> <ul style="list-style-type: none"> • Development as appropriate should be subject to an archaeological assessment ahead of a grant of planning permission. Such developments include those located at or close archaeological sites or monuments or historic wrecks. Also, extensive development (ground disturbance of ½ hectare or more) or 1km or more in length. Even if no known elements are present, those which would affect significant areas of environments such as wetlands, reclaimed areas of rivers, lakes and coastlines and underwater areas even if no known 	<p>This would be considered on a case-by-case basis.</p> <p>This would be addressed through the Development Management Process in the assessment of a planning application. There are Policy Objectives in the GCDP 2022-2028 that supports these concepts.</p>
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		<p>elements of the archaeological heritage are present and developments requiring EIA.</p> <ul style="list-style-type: none"> • Proposed developments in areas of the marine environment or inland waterways for where there are not located wrecks may be considered areas of high archaeological potential due to the number of historic ship losses recorded for these areas over time or areas that have a record for locations of archaeological objects in the past, such as those from the river Suck. Developments in riverine lacustrine, intertidal and subtidal environments or archaeological potential should be subject to an underwater archaeological impact assessment before granting planning permission. • Ensure archaeological assessment is carried out in accordance with relevant policies, techniques etc. This should also include carrying out of building surveys and assessments of upstanding structures to determine the extend they are structures or medieval or early modern date. • Refer appropriate planning applications to the Department of Housing Local Government and Heritage. 	<p>This would be considered on a case-by-case basis through the Development Management process.</p> <p>This would be considered on a case-by-case basis through the Development Management process.</p> <p>This would be considered on a case-by-case basis through the Development Management process.</p> <p>This would be considered on a case-by-case basis through the Development Management process.</p>
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		<ul style="list-style-type: none"> • Ensur such assessments are carried out by professionally qualified and experienced personnel. • That permission be refused where the development cannot be carried out in a manner compatible with the protection of the archaeological heritage as provided for in the policy objectives contained in the development plan and national policy. • Planning conditions should be included to secure the protection of the archaeological heritage, either by preservation in-situ or, where impact cannot be avoided. Conditions shall be added in accordance with guidance. Such conditions may require archaeological assessment. • Further conditions may require appropriate immediate and long-term conservation and management of the archaeological features in question and long-term monitoring of the effectiveness of conservation measures, with appropriate steps required to be taken in the event conservation measures are proving in-effective. 	<p>Best practice approach would apply as necessary.</p> <p>Best practice approach would apply as necessary.</p> <p>This would be considered on a case-by-case basis through the Development Management process.</p> <p>Submission noted.</p>
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		<ul style="list-style-type: none"> • Where preservation by record is required as a condition, such conditions will further require preparation of appropriate follow-up reports etc and the conservation as necessary of archaeological material and objects recovered in excavations. • Conditions may require the presentation of archaeological features where practicable and provision of interpretive material at the site, whether or not any features have been preserved in-situ. • Where preservation by record is required, that such conditions will require appropriate follow up reports and analysis. • Where permission is granted, presentation to the public of features may be required, where practical, either off-site or in-situ. • Where excavation is required, further conditions may require the provision of public access to such excavations. • The cost of protection/preservation are borne by the developer. 	<p>This would be considered on a case-by-case basis through the Development Management process.</p> <p>Best practice approach would apply as necessary.</p> <p>This would be considered on a case-by-case basis through the Development Management process.</p> <p>This would be considered on a case-by-case basis through the Development Management process.</p> <p>This would be considered on a case-by-case basis through the Development Management process.</p>
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		<p>Recommended Climate Change Policies and Objectives for Archaeological Heritage</p> <ul style="list-style-type: none"> • Promote awareness and adaptation of built and archaeological heritage to deal with climate change. • Identification of built and cultural heritage in Local Authority ownership and especially areas at risk of climate change particularly relating to protected structures, etc. • Undertake climate change vulnerability assessments for the historic structures, sites and wrecks in its area. • Develop disaster risk reduction policies addressing direct and indirect risks to the built and archaeological heritage. • Develop resilience and adaptation strategies for the built and archaeological heritage in its area. • Development the skills capacity within the local authority to address adaptation/mitigation/emergency management issues affecting historic structures and sites in order to avoid inadvertent loss or damage in the course of climate change adaptation or mitigation works. 	<p>The Planning Authority support's the engagement with members of the public regarding archaeological and cultural heritage relating to climate change as necessary.</p> <p>All the points referenced would be considered on a case-by-case basis through the Development Management process. This would be considered on a case-by-case basis through the Development Management process.</p> <p>The support of the Policy Objective TKT 26 Burial Sites is noted and welcomed. The RMPS, SMRs, National Monuments and zones of Archaeological protection are included in appendices</p>
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		<p>The Department welcomes policy objective TKT 26 Burial Sites in relation to unrecorded burials. The Department also welcomes the maps but requests that all RMP's SMR's national Monuments and Zones of Archaeological Protection be included on an additional map for the Draft LAP.</p>	<p>of the GCDP 2022 - 2028 which is the overall arching planning document for the county.</p> <p>Chief Executive's Recommendation: To add the following text to Section 4.3 of the AA NIR</p> <p>The available site-specific conservation objectives are the clear objectives for the conservation of the features of interest within a site.</p>
<p>GLW-C42-29</p>	<p>Dept of the Environment, Climate Action, and Communications</p>	<p>A comprehensive submission received from the Department.</p> <p>Renewables It is stated that the Government has increased its ambitions for renewable energy under the CAP 2023. Local Authorities should have regard to these changes when drafting the LAP.</p> <p>Department welcomes Section 1.4 (renewable and low carbon energy sources). The Department outlines its support for Section 1.6.1 (consideration for small scale domestic wind and renewable energy).</p> <p>It is suggested by the Department that that further elaboration of domestic scale renewable in Tuam in relation to self-consumers and renewable developments/projects is required.</p>	<p>Chief Executive's Response:</p> <p>Submission noted.</p> <p>Submission noted.</p> <p>In Chapter 12: Climate Change Energy and Renewable Resource, a suite of Policy Objectives are set out in order to deal with renewable and low energy carbon sources. A Local Authority Renewable Energy Strategy (LARES) is included in</p>

		<p>Climate Action CAP 2023 supports the transition towards a sustainable transport system (through enhanced land use planning, public transport, active travel vehicle efficiency and clean fuels).</p> <p>The Department of Environment, Climate and Communication (Dept.) supports the sustainable mobility through public transport and active travel including walking and cycling (Section 2.9) The Dept. welcomes Policy Objective TKT33.</p> <p>Built Environment and Heating It is noted and supported by the Dept. (Chapter 1.4) in relation to local renewable and low carbon energy sources. It is encouraged in the submission to further consider the energy efficiency of Residential Existing building. CAP 2023 supports the electrification of heating through the National Residential Retrofit Plan. Targets set are 45,000 dwellings by 2025, 400,000 by 2030. The Local Authority is requested to consider the electrification of heating during the LAP and policies regarding these measures are encouraged.</p> <p>District Heating</p>	<p>Appendix 1 of the GCDP 2022 - 2028. The Draft Tuam LAP 2023-2029 aims to support these policy objectives.</p> <p>Submission noted.</p> <p>Submission noted.</p> <p>Submission noted. The Local Authority Renewable Energy Strategy (LARES) is included as Appendix 1 which accompanies the GCDP 2022 - 2028 and reflects the importance of renewable energy sources. Policy Objective TKT 39 is also referenced in the LAP relating to District Heating.</p>
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	<p>Policy Objective TKT 39 is both noted and supported. Section 1.4 is also highlighted in terms of its reference to local, renewable, and low carbon energy sources. Further policies considered for the Draft LAP and recommended by the Department are:</p> <ul style="list-style-type: none"> • National Planning Framework: ‘District heating networks will be developed, where technically feasible and cost effective, to assist in meeting renewable heat targets and reduce Ireland’s GHG emissions’. • Regional Policy Objective 4.20: ‘Support and encourage the development of the bio-economy sector, and facilitate its development for energy production, heat, and storage distribution, in particular advocating Combined Heat and Power Units integrated into District Heating networks...’ <p>Telecommunications</p> <p>It is stated in the submission that the digitalisation 5G rollout and enhancing Irelands connectivity can be further supported by County Council’s and Local Authorities by referencing them in the Draft Local Area Plan. It would be welcomed by the Department if there was a direct callout in the Draft LAP which supports the 5G rollout.</p> <p>It is encouraged to publish inventories of assets such as ducting that are owned by the state in order to allow ease of accessibility for access seekers.</p>	<p>It is the Policy Objective of GCDP 2022 - 2028 to support the delivery of District Heating. In Chapter 7 Infrastructure, Utilities & Environmental Protection there are a suite of Policy Objectives which specifically address renewable energy sources such as district heating.</p> <p>Chapter 7 Infrastructure, Utilities and Environmental Protection in the GCDP 2022 - 2028 referenced the rollout of the broadband network and is supportive of same especially with several ICT policy objectives</p>
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		<p>Waste and the Circular Economy</p> <p>In relation to waste policy, County Councils should consult directly with their respective Regional Waste Management Planning Office.</p> <p>CAP 2023 relating to waste to include a Waste Action Plan or Circular Economy. The Dept. notes and supports the Policy Objective TKT 53 in terms of recycling and reduction of waste. The Dept. also encourages further references to the principles of circular economy within the Draft Plan.</p>	<p>Submission noted.</p> <p>Chief Executive's Recommendation: No change.</p>
GLW-C42-32	Office of Public Works OPW	<p>A comprehensive submission has been received from the OPW.</p> <p>The OPW, as lead agency for Flood Risk Management in Ireland, welcomes the opportunity to comment on the Draft Tuam LAP 2023-2029. This submission is made specifically regarding flood risk and the application of the Guidelines on the Planning System and Flood Risk Management (DECLG/OPW, 2009), hereafter referred to as the 'Guidelines'. Further submissions on the draft Plan may be made by the OPW regarding the estate portfolio, heritage, and other areas of responsibility.</p>	<p>Chief Executive's Response:</p> <p>Submission noted.</p>

		<p>The OPW welcomes the acknowledgement of the Guidelines and the preparation of a Strategic Flood Risk Assessment (SFRA). In particular, the OPW welcomes:</p> <ul style="list-style-type: none"> • The commitment to manage flood risk in accordance with the Guidelines and circular PL02/2014, supported by Policy Objectives TKT 42 – 44 • Development Management Standards 2 and 3 supported by policy objective TKT 48 • Policy objective TKT 51 requiring inclusion of specific flood risk mitigation measures in any application for development in any area vulnerable to flooding <p>The following comments highlight opportunities that should be addressed for the Draft Plan before it is finalised:</p> <p>Flood Zone Mapping and the Sequential Approach</p> <p>The land use zoning maps have not been overlaid with the flood zone maps, therefore it is difficult to assess if the zonings/sites are at flood risk or if the sequential approach has been applied.</p> <p>The sequential approach uses mapped flood zones alongside considerations of the vulnerability of different types of development to give priority to development in zones of low flood probability. Only if there are no</p>	<p>Submission noted.</p> <p>Submission noted.</p> <p>Submission noted.</p> <p>Submission noted.</p>
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		<p>reasonable sites available in zones of low flood probability should consideration be given to development in higher flood probability zones. To demonstrate that the sequential approach has been applied, flood zone maps should show the proposed land use zonings overlaid with both Flood Zone A and B.</p> <p>Constrained Land Use A Constrained Land Use zoning is described as applying to the Plan Area; however, the Constrained Land Use zoning type is not shown on the Zoning Map for Tuam.</p> <p>Policy Objective TKT 41 has been included in relation to the constrained land use zoning. The text in these policy objective states that “This zoning indicates where the Plan Making Justification Test may need to be applied and as such can limit new development”. This text might be clarified to show that new development within the zoning is limited to water compatible uses in Flood Zone A, and less vulnerable or water compatible uses in Flood Zone B.</p> <p>Preliminary Flood Risk Assessment (PFRA) It is noted that Table 3 – Predictive Flood Risk Indicators in the SFRA references PFRA Fluvial, Groundwater and Pluvial mapping as flood risk indicators, and that PFRA Pluvial mapping has been included on the Draft Tuam Flood Risk Management Map.</p>	<p>The Draft Plan will be updated to include a land use zoning map with Constrained Land Use layer (Flood Zone A and B) overlain. Map Attached in Appendix A2. It should be noted that the Constrained Land Use was illustrated on the Flood Mapping accompanying the Draft Tuam LAP 2023-2029.</p> <p>The text will be updated in the Land Use Matrix Table to reflect the Plan Making Justification.</p> <p>As identified on Table 3 “Predictive Flood Risk Indicators” of the SFRA: “....The PFRA indicative flood maps have now been superseded by the recently published NIFM.... There is no NIFM available within the Plan area, although it indicates areas of potential risk beyond the Plan area.”</p>
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		<p>PFRA indicative flood maps have been superseded by the national indicative fluvial, coastal and groundwater flood mapping, and therefore the mapping provided in 2012 should no longer be used. Planning Authorities may need to carry out their own Flood Risk Assessments to inform the definition of Flood Zones for areas less than 5km² that were not included in the National CFRAM and NIFM Programmes.</p> <p>It is stated the OPW do not intended to update the PFRA indicative pluvial maps, as it is not appropriate to map flooding from this source through a national-scale assessment, and maps would be more robust if produced at the community / local scale. While this dataset has not been superseded like the fluvial, coastal and groundwater it should also no longer be used by local authorities. PFRA Pluvial extents should therefore be removed from the Draft Tuam Flood Risk Management Map. Galway County Council may consider producing pluvial maps for inclusion in the Plan.</p> <p>Corrib Arterial Drainage Scheme</p> <p>The OPW welcomes the discussion in section 2.2 of the SFRA on the Corrib Arterial Drainage Scheme. It is noted that as per policy objective FL 17 of the GCDP 2022 - 2028, consultation is required with the OPW in relation to proposed developments in the vicinity of drainage</p>	<p>As identified in Section 3.5 “Sustainable Drainage Systems and Surface Water Guidance and Strategy” of the SFRA: “...Pluvial flood risk is likely to be present in local areas, however; it is not taken into account in the delineation of flood zones. Furthermore, PFRA indicative pluvial maps (2012) are not considered to be reliable for the purposes of zoning or decision-making...”.</p> <p>It is not within the scope of the Plan-preparation process to produce original pluvial flood risk mapping. The PFRA extents will be removed from the Draft Flood Risk Management Map.</p> <p>Submission noted.</p>
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		<p>channels and rivers for which the OPW are responsible and retain a strip on either side of such channels where required, to facilitate maintenance access thereto.</p> <p>(SuDS) and Nature-based Solutions The OPW welcomes objective TKT 46 promoting the use of SuDS, and the discussion in section 3.5 of the SFRA, which outlines the various different SuDS techniques that may be applicable in general to development sites in Tuam. The Guidelines recommend that an SFRA provide guidance on the likely applicability of different SuDS techniques for managing surface water run-off at key development sites, and as such a discussion of which specific SuDS techniques might be appropriate for opportunity sites as outlined in section 3 of the written statement might be beneficial.</p> <p>The SFRA should identify where integrated and area-based provision of SuDS and green infrastructure are appropriate in order to avoid reliance on individual site by site solutions. Reference should be made to to the “Nature-based Solutions to the Management of Rainwater and Surface Water Runoff in Urban Areas - Water Sensitive Urban Design - Best Practice Interim Guidance Document (2021)”.</p> <p>Consideration of Climate Change Impacts</p>	<p>It is considered appropriate to update the Strategic Flood Risk Assessment (SFRA) in Section 3.5 “Sustainable Drainage Systems and Surface Water Guidance and Strategy”. The Strategic Flood Risk Assessment (SFRA) has been updated and included in Appendix B.</p> <p>As identified under SFRA Section 3.4 “Sensitivity to Climate Change”: “Flood Risk Assessments shall apply the</p>
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		<p>Reference is made in the SFRA to ‘OPW Draft Guidance on Assessment of Potential Future Scenarios for Flood Risk Management (2009)’. The OPW recommend that the SFRA refer to the Flood Risk Management – Climate Change Sectoral Adaptation Plan 2019 and the guidance on potential future scenarios contained therein.</p> <p>Justification Test</p> <p>There are several proposed land use zonings, some of which are classified as highly vulnerable development in the Guidelines, which have been described as in Flood Zones A and B, for which no commentary has been included to indicate that the Plan Making Justification Test has been applied and passed.</p> <p>Any lands that are undeveloped within Flood Zones A and B, where inappropriate development is be proposed, should be rezoned as a water compatible type zoning in Flood Zone A, and less vulnerable or water compatible type zoning in Flood Zone B, unless it can be demonstrated by the Planning Authority that all criteria of the Plan Making Justification Test have been satisfied.</p> <p>Circular PL 2/2014 provides advice and detail to planning authorities on existing, developed, zoned areas at risk of flooding. <i>“In some instances, particularly in older parts of cities and towns, an existing land use may be categorised as a “highly vulnerable development” such as housing, be</i></p>	<p>precautionary approach recommended in the Guidelines and shall be informed by the advice on the expected impacts of climate change and the allowances to be provided for future flood risk management provided in the OPW’s (2019) Flood Risk Management Climate Change Sectoral Adaptation Plan</p> <p>Submission noted. The land use zoning and SFRA has been reviewed and there are several amendments relating to land use zoning and additional text to the Land Use Matrix Table as outlined below.</p>
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	<p><i>zoned for residential purposes and also be located in flood zone A/B. Additional development such as small scale infill housing, extensions, or changes of use that could increase the risk or number of people in the flood-prone area can be expected in such a zone into the future. In these instances, where the residential / vulnerable use zoning has been considered as part of development plan preparation, including use of the Justification Test as appropriate, and it is considered that the existing use zoning is still appropriate, the development plan must specify the nature and design of structural or non-structural flood risk management measures required prior to future development in such areas in order to ensure that flood hazard and risk to the area and to other adjoining locations will not be increased or, if practicable, will be reduced. Planning authorities should consider the issues and opportunities raised in section 4 of Appendix B (Technical Appendices) in this regard, and may consider including certain objectives or conditions as part of the zoning”.</i></p> <p>Residential Existing & Agriculture</p> <p>It is outlined in Table 7 of the SFRA that Residential Existing and Agriculture zoned sites in the plan area located in Flood Zones A and B have passed the Justification Test. There are several sites zoned Agriculture and Residential which overlap with Flood Zones A and B for which it cannot be demonstrated that</p>	<p>Submission noted. The Land Use Zoning Map illustrating the rezoning of undeveloped agriculture lands to Open Space/Recreation and Amenity. Attached in Appendix C. SFRA has been reviewed and updates are proposed as detailed.</p>
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	<p>all criteria of the Plan Making Justification Test have been satisfied. The Plan Making Justification Test cannot be deemed to have passed unless all the criteria has been satisfied.</p> <p>Any Residential Existing zoned lands for example which are not within or adjoining the core cannot pass the Plan Making Justification Test. Furthermore, the Plan Making Justification Test is unsuitable for assessing Agriculture zoned lands, which are not consistent with the condition that any lands justified are essential in achieving compact and sustainable urban growth.</p> <p>For such cases, it should be noted that the Plan Making Justification Test has not been passed, and measures, which might include suitable application of the constrained land use zoning, should be applied to ensure that development be restricted to that appropriate to the level of flood risk.</p> <p>Community Facilities It is stated that there is an area of undeveloped land zoned Community Facilities which can allow highly vulnerable development such as childcare and education, located east of the Parkmore estate which overlaps with Flood Zone B. In addition, it is stated that there is no commentary included to indicate that this zoning has been assessed against and satisfied all criteria of the Plan</p>	<p>Noted. The land use zoning and SFRA has been reviewed and updates are proposed as outlined below.</p> <p>Submission noted. Upon review there are parcels of Residential Existing that have not passed the Justification Test, the wording is amended in relation to Policy Objective TKT 41 Constrained Land Use and any proposals for development on “Residential Existing Lands” will be limited to the requirements of this policy objective.</p> <p>Noted. It is considered that the Community Facilities Lands located east of the Parkmore Road estate shall be limited to less vulnerable development and water compatible uses as per the Flood Risk Management Guidelines 2009. It is considered that the Land Use Matrix Table would be updated accordingly.</p>
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		<p>Making Justification Test. Highly vulnerable development is not appropriate in Flood Zone B unless it has been assessed against and satisfied all criteria of the Plan Making Justification Test.</p> <p>Industrial</p> <p>There is an area of partially undeveloped land zoned Industrial, which is classified as less-vulnerable development, adjacent to Larkin Engineering between the River Clare and the N17 which overlaps with Flood Zones A and B. No commentary has been included to indicate that this zoning has been assessed against and satisfied all criteria of the Plan Making Justification Test. Less vulnerable development is not appropriate in Flood Zone A unless it has been assessed against and satisfied all criteria of the Plan Making Justification Test.</p>	<p>It is considered that the Industrial Lands adjacent to the existing River Clare and N17 shall be limited in areas at elevated risk of flooding as per the Flood Risk Management Guidelines (2009).</p> <p>Chief Executive's Recommendation:</p> <ul style="list-style-type: none"> • Update Floor Risk Management Mapping (Removal of PFRA Layer). Attached as Appendix A1 • Map Illustrating Constrained Land Use. Attached as Appendix A2 • Update the Strategic Flood Risk Assessment. Attached as Appendix B • Map illustrating Undeveloped Agriculture Lands in Flood Zone A/B to Open Space/Recreation and Amenity. Attached in Appendix C. • Amend Policy Objective TK41 Constrained Land Use as follows:
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			<p>TKT 41 Constrained Land Use</p> <p>To facilitate the appropriate management and sustainable use of Flood Risk within the zoning plan area. This zoning indicates where the Plan Making Justification Test may need to be applied and as such can limit new development, while recognising that existing development uses within these zones may require small scale development, as outlined below, over the life of the Local Area Plan, which would contribute towards the compact and sustainable urban development of the town. New development will generally be limited to water-compatible uses in Flood Zone A, and less vulnerable or water compatible uses in Flood Zone B, and a detailed site-specific Flood Risk Assessment will be required in these areas. The underlying zoning or the existing permitted uses may be deemed to be acceptable in principle, however within Flood Zone A/B development is typically limited to extensions, renovations and change of use. Infill highly vulnerable development and demolition and reconstruction can only take place in Flood Zone C. Less vulnerable development in Flood Zone B will also need to be considered carefully. These aspects are assessed on a case by case basis under the application of the Plan Making Justification Test and as supported by specific objectives in the written statement.</p> <p>Where the Justification Test is passed there is also a requirement for a detailed Flood Risk Assessment at Development Management stage. The FRA should be carried out in accordance with The Planning System and Flood Risk</p>
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			<p>Assessment Guidelines and Circular PL 2/2014 (or as updated), which shall assess the risks of flooding associated with the proposed development.</p> <p>Specifications for developments in flood vulnerable areas set out in this plan shall be complied with as appropriate.</p> <ul style="list-style-type: none"> • To remove the PFRA pluvial mapping from the Draft Plan’s Flood Risk Management Map. • Amend Policy Objective TKT 52 Flood Risk Management as follows: <p>TKT 52 Flood Risk Management</p> <p>Ensure each flood risk management activity is examined to determine actions required to embed and provide for effective climate change adaptation as set out in the OPER Climate Change Sectoral Adaptation Plan for Flood Risk Management applicable at the time.</p> <ul style="list-style-type: none"> • Amendments to the Land Use Zoning Maps (Attached as Appendix C): <p>Land use zoning of lands zoned “A – Agriculture” that are within Flood Zone A or B will be amended to “OS - Open Space/Recreation & Amenity”.</p> <ul style="list-style-type: none"> • To update the meaning of the “A – Agriculture” land use zoning objective by adding the following to the “General Notes on Land Use Zoning Matrix” under Table 1.6.1 “Land Use Matrix” of the Plan
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			<p>8. Lands zoned “A - Agriculture” would not pass the Plan Making Justification Test. Furthermore, the Plan Making Justification Test is unsuitable for assessing Agriculture zoned lands, which are not consistent with the condition that any lands justified are essential in achieving compact and sustainable urban growth. Consequently, developments on lands zoned “A - Agriculture” shall be limited as per the requirements of Policy Objective TKT 41 Constrained Land Use.</p> <p>This limitation shall take primacy over any related provision relating to the land use zoning matrix.</p> <ul style="list-style-type: none"> • To update the meaning of the “R – Residential Existing” land use zoning objective by adding the following to the “General Notes on Land Use Zoning Matrix” under Table 1.6.1 “Land Use Matrix” of the Plan: <p>9. Uses under “R – Residential Existing” that have not passed the Justification Test (residential developments to the north of the Weir Road and to the immediate south east of the N17) as updated in the SFRA shall be limited as per the requirements of Policy Objective TKT 41 Constrained Land Use.</p> <p>This limitation shall take primacy over any related provision relating to the land use zoning matrix.</p>
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			<ul style="list-style-type: none"> Updated the SFRA To clarify which Residential Existing sites zoned pass the Justification Test on SFRA Table 7 (these are the Residential Existing developments: to the north the Weir Road in the estates of Millstream Park and Carrigweir; and along the Birmingham Road). <p>To update text in the Land Use Matrix Table adding the following to the “General Notes on Land Use Zoning Matrix” under Table 1.6.1 “Land Use Matrix” of the Plan.</p> <p>10. Insert Asterix under all uses where Community Facility Zoning where the matrix indicates Permitted in Principle” and “Open to Consideration”. This is applicable on the lands to the east of Parkmore shall be limited in Flood Zone B to less-vulnerable and water compatible uses (as per the Flood Risk Management Guidelines).</p> <p>This limitation shall take primacy over any related provision relating to the land use zoning matrix.</p> <p>To update text in the Land Use Matrix Table by adding the following to the “General Notes on Land Use Zoning Matrix” under Table 1.6.1 “Land Use Matrix” of the Plan.</p> <p>11. Insert Asterix under all uses for Industrial Zoning where the matrix indicates “Permitted in Principle” and “Open to Consideration”. This is applicable on the lands adjacent and including the existing commercial/industrial development between the River Clare and the N83. This shall be limited in</p>
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			<p>areas at elevated risk of flooding, as per the Flood Risk Management Guidelines, as follows:</p> <ul style="list-style-type: none"> • In Flood Zone A, uses shall be limited to water compatible uses. • In Flood Zone B, uses shall be limited to less vulnerable and water compatible uses (as per the Flood Risk Management Guidelines); <p>These limitations shall take primacy over any related provision relating to the land use zoning matrix.</p>
GLW-C42-16	TII (Transport Infrastructure Ireland)	<p>Submission outlines the role that national roads play within Ireland’s overall transport system. Reference to the significant Exchequer investment that has been made in the development of M17/18 Gort to Tuam Scheme.</p> <p>Submission references the Trans European Transport Network (TEN-T) and its objectives: a gradual development of the transport network with the core network a priority (by 2030) followed by the remainder of the comprehensive network (by 2050). It is noted the roles that the N/M17 plays as a strategic national road and the N83 as a national secondary road within the plan area.</p> <p>It is suggested that an amendment would be made to the Draft LAP 2023 – 2029 to ensure conformance with official policy provisions included in NPO74/NSO 2 and RPO 6.5 which are summarised in the following two objectives:</p>	<p>Chief Executive’s Response: A detailed submission has been received by the TII.</p> <p>Chapter 6 Transport and Movement, Policy Objective NR1 Protection of Strategic Roads of the GCDP 2022 - 2028 seeks to protect the strategic transport function of national roads, including motorways.</p>

		<ul style="list-style-type: none"> • To maintain the strategic function, capacity, and safety of the national roads network, including planning for future capacity enhancements, in the local plan area, and • To ensure that the existing transport networks in the LAP area, which have been greatly enhanced, are maintained to a high level to ensure quality levels of service, safety, accessibility and connectivity to transport users. <p>Submission notes that despite what is referenced in Section 2.9 of the Draft Tuam LAP 2023-2029, TII were not consulted in the preparation of the Draft LTP</p> <ul style="list-style-type: none"> • TII welcomed clarification of the foregoing issues in the Draft LTP prior to finalisation. • It is also recommended to consult with the TII Land Use Planning as a stakeholder on Draft LTP preparation. <p>It is noted that the Draft LTP identifies active travel measures linked to the rail corridor, but clarity is not provided on the use of the rail corridor as an active travel facility. It is also noted that these links provide significant opportunity to link significant employment areas on the Ballygaddy Road and the Weir Road.</p>	<p>Policy Objective NNR 1 Restricted Regional Roads proposes to safeguard the capacity and safety of Restricted Regional Roads and NNR 2 Safeguard Regional and Local Roads to safeguard the carrying capacity and safety of the County’s regional and local road network. It is not considered necessary to replicate these Policy Objectives in the Draft Tuam LAP 2023-2029.</p> <p>Submission noted. The Planning Authority has engaged with TII on forthcoming LTP’s. In relation to the contents of the Draft Tuam LTP 2023-2029 discussion was held with TII to review the submission received.</p> <p>Submission noted. As outlined in section 5, the rail corridor is currently disused. There are Policy Objectives in the draft Tuam LAP 2023-2029 and in the GCDP 2022 - 2028, that would facilitate several different uses for the rail corridor when the decision from Government is made on the future use of the corridor.</p>
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		<ul style="list-style-type: none"> • It is therefore recommended prior to the adoption of the Draft LAP and Draft LTP to provide clarity in relation to: <ul style="list-style-type: none"> ○ the phasing and built out of LAP lands with the delivery of active travel measures; ○ the provision of public transport improvements. <p>The submission references specifically Policy Objectives set out in the Draft LAP as follows;</p> <p>Industrial</p> <p>It is noted that in the proposed industrial zoning objective to the north of the town at Mountpotter, access is only available to the N83, national secondary road.</p> <ul style="list-style-type: none"> • It is recommended that a co-ordinated approach to access to the development lands should be developed in the interests to avoiding a proliferation of accesses to the national road from the lands concerned. <p>Residential (Phase 2)</p> <p>Submission notes that Residential (Phase 2) zoning at Garracloon extends up to the line of the N/M17 national primary road and associated Ballygaddy Road junction. It is considered that such zoning practices compromise future potential upgrade works and or not in the interests</p>	<p>A conversion to an active travel corridor would not prevent the corridor later being adapted as part of any future public transport scheme, such as a reopening of the railway.</p> <p>Submission noted. Galway County Council will strive to ensure a co-ordinated approach in relation to access the Industrial lands at Mountpotter. It is considered that the following specific policy objective would be inserted on the Industrial lands at this location:</p> <p>TKT 13(b) Any proposals relating to development on lands zoned Industrial at Mountpotter shall consider access arrangements serving these lands in a co-ordinated manner which would avoid the proliferation of access to the national road network.</p> <p>Policy objective NR3 New Accesses Directly on National Roads is included in the Chapter 6 Transport and Movement of the GCDP 2022-2028 which supports the limit on accesses to national roads. In addition, in Chapter 15 Development Management Standards, there is a DM Standard 27 which</p>
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		<p>of proper planning and sustainable development. It is also noted that the existing Tuam LAP 2018-2024 included Objective TI 7 requiring noise sensitive uses in the vicinity of existing, new or planned national roads to include a noise assessment and mitigation measures, if necessary, the Draft Tuam LAP 2023-2028 does not include such an objective.</p> <ul style="list-style-type: none"> • It is requested that the zoning designations of sensitive land uses in the vicinity of the strategic national road network and associated junctions included in the Draft LAP are reviewed. <p>Submission notes that Section 3 of the DoECLG Spatial Planning and National Roads Guidelines outline key considerations relating to the development management and national roads.</p>	<p>also outlines the requirements to accessing national and other restricted roads.</p> <p>Submission noted. It is considered there is a suite of Policy Objectives in the Draft Tuam LAP 2023-2029 and in Chapter 6 of the GCDP 2022 - 2028 that will protect the national road network and allow improvements, where required to take place. In addition, there are Policy Objectives in Chapter 7 Infrastructure, Utilities & Environmental Protection, however the concerns of TII are noted and it is considered warranted in this instance to include a noise policy objective in the Draft plan as follows:</p> <p>Policy Objective TI 7 – Noise Require all new proposed development, which is considered to be noise sensitive within 300m of existing, new or planned national roads, or roadways with traffic volumes greater than 8,220 Annual Average Daily Traffic (AADT), to include a noise assessment and mitigation measures, if necessary, with their planning application documentation. The cost of mitigation measures shall be borne by the developer. Mitigation measures in order to protect the noise environment of Residential Existing development will be facilitated or enforced as necessary.</p>
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	<p>It is requested that due consideration is given on that matter in the Draft Tuam LAP 2023-2029, in particular:</p> <p>Signage:</p> <p>It is recommended that the provisions of the two following documents are incorporated into the Draft LAP:</p> <ul style="list-style-type: none"> • TII Policy on the Provision of Tourist & Leisure Signage on National Roads (March 2011) which outlines TIIs policy on the provision of tourist and leisure information signs on national primary and national secondary roads in Ireland; • Section 3.8 of the DoECLG’s Spatial Planning and National Roads Guidelines which indicate a requirement to control the proliferation of non-road traffic signage on and adjacent to national roads. <p>Safeguarding national road drainage regimes:</p> <p>Submission notes that national road surface water drainage regimes are constructed with the objective of disposing of national road surface water and it is important that capacity in the drainage regime is retained to address this function.</p> <p>It is recommended that a new objective should be included in the Draft LAP outlining that:</p> <p><i>‘The capacity and efficiency of the national road network drainage regimes in Galway will be safeguarded for national road drainage purposes’.</i></p>	<p>Submission noted. DM Standards 32 Controls of Signage along Public Roads of the GCDP 2022 - 2028 incorporates the provisions of the TII Policy and The DOECLG Guidelines.</p> <p>DM Standard 67: Sustainable Drainage Systems’ (SuDS) and Policy Objective WW7 Sustainable Drainage Systems of the GCDP 2022 - 2028 requires the use of SuDS measures to be incorporated into all new development. Furthermore, all development proposals shall be accompanied by a comprehensive SuDS assessment including run-off quantity, run of quality and impacts on habitat and water quality. It is considered that this DM Standard 67 and policy objective WW7 addresses the concerns of the TII.</p>
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		<p>Renewable Energy and Grid Connection</p> <p>Submission notes that grid connection accommodated on national roads has the potential, inter alia, to result in technical road safety issues.</p> <p>It is recommended for all renewable energy developments requiring grid connection that an assessment of all alternatives to grid connection routing should be assessed.</p> <p>It is also recommended to include an objective in the Draft LAP indicating that grid connection cable routing should seek to utilise available alternatives, as opposed to being placed along the strategic national road network.</p> <p>Noise</p> <p>Official policy of TII requires that development proposals identify and implement noise mitigation measures when introducing noise sensitive uses in the environs of existing and planned national roads, where such mitigation is warranted. The costs of implementing mitigation measures shall be borne by the developer, as the Authority will not be responsible.</p> <p>The Council is also requested to refer to the requirements of S.I. No. 140 of 2006 Environmental Noise Regulations in the Draft LAP.</p> <p>TII Publication (Standards); Traffic and Transport Assessment (TTA) and Road Safety</p>	<p>Submission noted. A policy objective is already included in Chapter 14 Climate Change, Energy and Renewable Resource of the GCDP 2022-2028; Policy objective EG 2 Electricity Transmission Networks requires that grid connection routing for development proposals should avoid materially impacting the road network, where possible.</p> <p>Please see response for Residential (Phase 2) above.</p>
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		<p>TII welcomes that the Draft LAP includes an objective related to the requirements for TTA and Road Safety Audit (RSA) in objective TKT 35.</p> <p>Other matters</p> <p>It is recommended in relation to Greenway proposals that the Council consults their own internal project and/or design staff.</p>	<p>Submission noted. Policy objective TKT 35 requires for all significant development proposals to be accompanied by RSA and TTA.</p> <p>Submission noted.</p> <p>Chief Executive’s Recommendation:</p> <p>TKT 13(b) Industrial</p> <p>Any proposals relating to development on lands zoned Industrial at Mountpotter shall consider access arrangements serving these lands in a co-ordinated manner which would avoid the proliferation of access to the national road network.</p> <p>Policy Objective TI 7 – Noise</p> <p>Require all new proposed development, which is considered to be noise sensitive within 300m of existing, new or planned national roads, or roadways with traffic volumes greater than 8,220 Annual Average Daily Traffic (AADT), to include a noise assessment and mitigation measures if necessary with their planning application documentation. The cost of mitigation measures shall be borne by the developer. Mitigation measures in order to protect the noise environment of Residential Existing development will be facilitated or enforced as necessary.</p>
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<p>GLW-C42-37</p>	<p>National Transport Authority – (NTA)</p>	<p>A comprehensive submission has been received. A number of specific issues have been raised as follows:</p> <p><u>Land Use Zones</u></p> <p>Business and Technology</p> <p>Submission recommends the Draft Tuam LAP 2023-2029 and Draft LTP should clearly set out the proposed transport networks and access arrangements to serve Business and Technology zone lands to the north of Tuam (west of the Dunmore Road) with an emphasis on sustainable modes and avoiding car dependency.</p> <p>It is also recommended that the Draft LAP states that development in this area should be contingent on the provision of sustainable transport networks and should be designed to ensure accessibility and permeability by walking and cycling in line with RPO6.31 of the RSES.</p>	<p>Chief Executive’s Response:</p> <p>Noted. The Draft Tuam LTP has been updated to address the points raised by the NTA. Attached as Appendix D. There is now specific reference to permeability and connectivity to the Business and Technology lands. Figure 24 illustrates how the cycle and pedestrian network will be connected to the Business & Technology lands.</p> <p>It is noted in section 7.3.3 that sites allocated for future Industrial and Business & Technology development are anticipated to be served by the primary and secondary cycle network links on Cloontooa Road, Weir Road, Ballygaddy Road, Miltown Road and Dunmore Road. In addition, there is a specific policy objective been proposed by the Chief Executive in relation to access arrangements on lands zoned Industrial at Mountpotter adjacent to the Business and Technology lands.</p> <p>In Chapter 6 Transport and Movement of GCDP 2022 - 2028 seeks to promote sustainable modes and avoid car dependency; Inter alia, Policy objective WC 3 Sustainable Transport Movement.</p> <p>In Chapter 15 Development Management Standards of the GCDP 2022 - 2028, applicable to all development, DM Standard 1: Qualitative Assessment-Design Quality, Guidelines and Statements includes a section in relation to</p>
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		<p>Industrial</p> <p>It is recommended that access to the Industrial lands to the north (of Business and Technology lands and at proximity to the N17/N83 junction) should be developed in accordance with the principles included in Section 2.5 of the DoECLG Spatial Planning and National Roads Guidelines.</p> <p>Residential Development</p> <p>It is recommended that the exemptions to allow for the development of Phase 2 lands should be conditional on the appropriate level of access to public transport and walking and cycling networks so that such developments would not be largely car dependent.</p> <p>It is also recommended that this is also reflected in Section 2.2 of the LAP ‘Residential Development’ which could also refer to the NTA document Permeability: Best Practice Guide.</p> <p>Local Area Plan Policy Objectives TKT 5 Residential Development</p>	<p>Permeability. There are also a range of Policy Objectives contained with the overarching GCDP 2022 - 2028 and the Draft Tuam LAP 2023-2029 to facilitate improved pedestrian and cycling connectivity.</p> <p>It is considered appropriate to include a specific policy objective in relation to any future access arrangements to the lands in Mountpotter as outlined in the Chief Executive’s recommendation to the TII submission (GLW C-42-16) above.</p> <p>Submission noted. In Chapter 15 Development Management Standards of the GCDP 2022-2028, applicable to all development, DM Standard 1: Qualitative Assessment-Design Quality, Guidelines and Statements includes a section in relation to Permeability. There are also a range of Policy Objectives contained with the overarching GCDP 2022 – 2028 and the Draft Tuam LAP 2023-2029 to facilitate improved pedestrian and cycling connectivity. The Draft LTP 2023-2029 has also been updated to reflect the importance of permeability and connectivity to the R2 lands in the plan area; Figure 23 illustrates how cycle and pedestrian network will be connected to Residential Existing, Phase 1 and Phase 2.</p>
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		<p>Submission considers that reference to ‘connectivity’ in relation to the development Phase 2 lands should be strengthened to reflect the observation made above.</p> <p>TKT 9 Town Centre Management It is noted that policy objective TKT 9 is to prepare a Town Centre Management Plan for Tuam.</p> <p>NTA requires that any such plan builds on the findings of the Draft LTP and should demonstrate consistency with the objectives of the Draft LTP. It is recommended that objective TK 9 is amended to reflect this.</p> <p>TKT 31 – 34 NTA supports the objectives in the Draft LAP 2023 -2029 TKT 31 – 34. It is noted that the transport objectives of the Draft LAP differ from the transport objectives of the Draft</p>	<p>Submission noted. As outlined above Figure 23 in the Draft LTP has been updated.</p> <p>Policy Objective TKT 9 Town Centre Management notes that the LTP will play a central role in the preparation of the town centre management plan. As part of the initial options review, in the preparation of the LTP a full examination of the Tuam Regeneration Masterplan was undertaken, and the options illustrated in the LTP reflects the strategic aims of the Tuam Regeneration Masterplan.</p> <p>Submission noted. There was a review of the Policy Objectives in the LTP and it is proposed that they would reflect the Policy Objectives in the Draft Tuam LAP 2023-2029. The Policy Objectives in the Draft Tuam LAP 2023-2029 broadly encompass the majority of the contents of the 2018 objectives and therefore no amendments are proposed, except for additional wording in relation to Policy Objective TKT33 Sustainable Transportation as follows:</p> <p>Facilitate any Smarter Travel..... cycle parking as appropriate.</p>
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		<p>LTP for Tuam. No rationale for this appears to have been put forward. NTA recommends the following:</p> <ul style="list-style-type: none"> • TKT 5 should be amended to include that the development of Phase 2 lands would be conditional on appropriate level of access to public transport and walking and cycling networks so that such developments would not be largely car dependent; • TKT 9 should be amended to include a requirement that the proposed Town Centre Management Plan should demonstrate consistency with the Tuam LTP Objectives; • TKT 34 should make reference to the NTA document <i>Permeability: Best Practice Guide</i>. <p>Tuam Local Transport Plan LTP Objectives</p> <p>Public Transport</p>	<p>Refer to the Residential Development comment’s response above.</p> <p>Refer to response to Policy Objective TKT 9 above.</p> <p>It is considered appropriate to amend Policy Objective TKT 34 Pedestrian and Cycle Network to reflect the <i>NTA document Permeability: Best Practice Guide</i>.</p> <p>TKT 34 Pedestrian and Cycle Network</p> <ul style="list-style-type: none"> • Facilitate the improvement..... national policy documents Smarter Travel –A Sustainable Transport Future 2009-2020 and the Design Manual for Urban Roads and Streets (2013), as updated in 2019 and NTA document <i>Permeability: Best Practice Guide</i>. <p>This has been addressed above.</p>
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		<p>NTA notes that options for providing formal bus stops are set out in Section 5.5 of the Draft LTP and short-term implementation are suggested in Section 7.4 of the Draft LTP.</p> <p>It is recommended that Section 7.4 Public Transport of the Draft LTP should include a commitment to further investigate, in consultation with the NTA, options for the provisions of bus stops and multi-modal hub for Tuam. The consultation for the provisions of bus stops should be considered on the basis of the following:</p> <ul style="list-style-type: none"> • Bus routeing requirements and local traffic management; • Proximity to the town centre; • Distance between adjacent stops; • Potential for a fully accessible facility; • Potential for high-quality passenger facilities. <p>Parking</p> <p>It is recommended that the development of a Parking Management Strategy, that would consider the quantum and cost of parking within the town in the longer term, is included as a measure within the LTP.</p> <p>Eastern Orbital Route</p>	<p>The Council will collaborate with NTA for the provision of bus stops.</p> <p>The LTP has been updated and is included in Appendix D.</p> <p>The strategy for parking management has been updated to reflect the recommendation of the NTA and is included in the Draft LTP in Section 7.5 Parking Rationalisation. The aim is to rationalise on-street parking to have more space for public transport and active modes of travels. Those requiring a vehicle to access the town centre would be directed to one of the nearby council operated car parks.</p> <p>Submission noted.</p>
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		<p>The NTA supports the approach taken in the Draft LTP which decouples the proposal for an Eastern Orbital Route, which could remove traffic from the town centre and improve the town centre for sustainable modes.</p> <p>Any roads proposals would be subject to further assessment against national and regional Policy Objectives (in particular recent policy relating to Climate Change and Sustainable Transport).</p>	<p>Chief Executive’s Recommendation:</p> <ul style="list-style-type: none"> • The Draft LTP has been amended to include specific reference to permeability and connectivity to the Business and Technology lands. See Figure 24 of the Draft LTP and section 7.3.3. The LTP is attached in Appendix D • The strategy for parking management has been updated in the Draft LTP in Section 7.5 Parking Rationalisation. • Policy Objective TKT 34 Pedestrian and Cycle Network Facilitate the improvement..... national policy documents Smarter Travel –A Sustainable Transport Future 2009-2020 and the Design Manual for Urban Roads and Streets (2013), as updated in 2019 and NTA document Permeability: Best Practice Guide. • Policy Objective TKT33 Sustainable Transportation as follows: Facilitate any Smarter Travel..... cycle parking as appropriate
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<p>GLW-C42-2</p>	<p>The Environmental Protection Agency (EPA)</p>	<p>The Environmental Protection Agency (EPA) raise several issues in their submission as follows:</p> <p>EPA note that the guidance document ‘<i>SEA of Local Authority Land Use Plans – EPA Recommendations and Resources</i>’ should be taken into account.</p> <p>It is suggested that the Council should ensure that the Plan aligns with key relevant higher-level plans and programmes and is consistent with the NPF and the RSES. Recommendations below are suggested for incorporation into the Environmental Report of the Plan:</p> <p>Content of the Environmental Report</p> <p>Mitigation Measures</p> <p>It is suggested that where the potential for ‘some negative environmental effects’ are identified, appropriate ‘mitigation measures’ should be provided to avoid or minimise these.</p> <p>Monitoring</p> <p>It is recommended that the Monitoring Programme should be flexible to take account of specific environmental issues and unforeseen adverse impacts should they arise. It is recommended that the possibility of cumulative effects should be considered and dealt with.</p> <p>In addition, it recommends that the monitoring of both positive and negative effects should be considered.</p>	<p>Chief Executive’s Response:</p> <p>A detailed submission has been received from the EPA.</p> <p>Noted. This has been taken into consideration in preparing the Draft Tuam Local Area Plan.</p> <p>Cognisance has been taken of the NPF, RSES and Section 28 Guidelines in preparing the Draft Tuam Local Area Plan.</p> <p>Submission noted. Appropriate mitigation measures have been identified where necessary.</p> <p>Submission noted regarding the monitoring programme.</p> <p>The recommendations, key issues and challenges described in ‘<i>Irelands’ Environment – An Integrated Assessment 2020</i>’ will be considered appropriately.</p>
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		<p>It is noted that if the monitoring identifies adverse impacts during the implementation of the Plan it should be ensured that suitable and effective remedial action is taken.</p> <p>Submission references ‘Guidance on SEA Statements and Monitoring’.</p> <p>State of the Environment Report – Ireland’s Environment 2020</p> <p>It is recommended that in the finalising of the Plan and integrating the findings of the SEA into the Plan, the recommendations, key issues and challenges described in <i>‘Ireland’s Environment – An Integrated Assessment 2020’</i> should be considered as relevant and appropriate.</p> <p>Strategic Environmental Assessment: Guidelines for Planning Authorities</p> <p>The submission references ‘Strategic Environmental Assessment: Guidelines for Regional Assemblies and Planning Authorities’ that provides advice on carrying out SEA in the land use planning sector at regional, county and local level.</p> <p>Future Amendments to the Plan</p> <p>It is recommended that any future amendments to the Plan should screen for likely significant effects, utilising the same method of assessment applied in the “environmental assessment” of the Plan.</p> <p>SEA Statement - “Information on the Decision”</p>	<p>Submission noted.</p> <p>Submission noted.</p> <p>Submission noted.</p> <p>Submission noted. Future amendments to the plan will be screened for likely significant effects as appropriate.</p>
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		<p>It is noted that once the Plan is adopted an SEA Statement should be prepared that summarises the following 4 no. points:</p> <ul style="list-style-type: none"> • How environmental considerations have been integrated in the Plan; • How the Environmental Report, submissions, observations and consultations have been taken into account during the preparation of the Plan; • The reasons for choosing the Plan adopted in the light of other reasonable alternatives dealt with; and, • The measures decided upon to monitor the significant environmental effects to any environmental effects of implementation of the Plan. <p>It is noted that a copy of the SEA Statement should accordingly then be sent to any environmental authority consulted during the SEA process.</p> <p>Environmental Authorities</p> <p>It is noted that under the SEA Regulations, the following bodies should be consulted:</p> <ul style="list-style-type: none"> • Environmental Protection Agency; • Minister for Housing, Local Government and Heritage; 	<p>Submission noted.</p> <p>Submission noted. Cognisance will be taken of the four points referenced when the SEA Statement is underway.</p> <p>Submission noted. Relevant bodies will be consulted accordingly.</p>
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		<ul style="list-style-type: none"> • Minister for Environment, Climate and Communications; • Minister for Agriculture, Food and the Marine; • Any adjoining Planning Authority whose area is contiguous to the area of a Planning Authority which prepared a draft plan, proposed variation or local area plan. 	<p>Chief Executive's Recommendation: No change.</p>
GLW-C42-47	Uisce Eireann	<p>A detailed submission was received from Uisce Eireann which details the scope of the Capital Investment Plan 2020-2024.</p> <p>Sustainable Drainage and Green-Blue Infrastructure</p> <p>Welcomes inclusion of Policy Objectives relating to SuDS and enhancement of green and blue infrastructure. The removal of stormwater from combined sewers, increasing capacity for foul drainage from new developments is relevant to the achievement of compact growth objectives in Tuam.</p> <p>Planned road and public realm projects</p> <p>Development in proximity to Uisce Eireann assets should be in accordance with Standard Details and Codes of Practice. Diversion agreements will be required where an Uisce Eireann Asset is diverted or altered. The proposals outlined in the Tuam Regeneration Masterplan that may impact is cited that may require further review.</p>	<p>Chief Executive's Response: The comments from Uisce Éireann are noted. Ongoing engagement and collaboration will continue with the regulatory authority to aid the improvement in the service of water supply and wastewater within the plan area. Galway County Council will support the necessary improvements in relation to network extensions.</p> <p>Submission noted.</p>

		<p>Where planned development may impact on Úisce Éireann assets, early engagement on road and public realm projects is requested to ensure protection of public water services and ultimately minimise disruption.</p> <p>Proposed Core Strategy and Availability of Water Services</p> <p>It is stated that a high-level review of the land-use zoning map has been carried out. Network extensions may be needed to serve some zoned sites. Localised network upgrades may also be required, particularly in areas served by sewers with a diameter of 150mm or less or watermains with a diameter of 80mm or less.</p> <p>More network reinforcements would be required to service Residential Phase 2 sites. To maximise existing water services a phased sequential approach to development is encouraged. Similarly, to maximise the capacity of collection systems for foul water, the discharge of surface water to combined sewers is not permitted.</p> <p>Upgrades or extensions to the network shall be developer driven unless there are committed Uisce Éireann projects in place to progress such works.</p> <p>All new residential and commercial/industrial developments wishing to connect to an Uisce Éireann network are to be assessed on a case-by-case basis, through the Connections process. Third party agreement</p>	<p>Submission noted.</p> <p>Submission noted.</p> <p>Submission noted.</p>
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		<p>will be required where it is proposed to service a new development via private property or private water services infrastructure eg. On some backland sites, housing estates with private water network. Diversion agreements may be required to protect Uisce Eireann assets.</p> <p>Additional site-specific comments are provided as follows:</p> <p><u>Wastewater</u></p> <ul style="list-style-type: none"> • Phase 1 lands south of Ballygaddy Road-A sewer runs through this site, any site layout shall take account of the existing sewer location. While there is capacity available to cater for initial phases of development, localised upgrades may be required for subsequent phases. • Phase 1 lands by Sun Street-a stream crossing and/or localised upgrades may be required. • Phase 1 lands east of Tir an Choir –connect via third party infrastructure, subject to agreement. Alternatively, extension ca. 360m required to watermain on Barracks Street. • Phase 2 lands south of Tober Jarlath Road-Sewer through lands to be protected, any site layout shall take account of the existing sewer location. 	<p>Submission noted.</p>
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		<p>Tuam WWTP was upgraded in recent years to improve treatment performance. It is envisaged that there is adequate WWTP capacity to meet the 2028 County Development Plan population targets for Tuam, to license compliant standards.</p> <ul style="list-style-type: none"> • Wastewater Networks <p>Uisce Éireann and Galway County Council are continually progressing sewer rehabilitation activities, capital maintenance activities, etc. Uisce Éireann and Galway County Council will continue to monitor the performance of the networks to ensure that the most urgent works are prioritised as required. There are no known major constraints on Tuam wastewater network. A Network Development Plan is being prepared for Tuam which will help inform how zoned sites within these settlements could be serviced.</p> <p><u>Water Supply Infrastructure</u></p> <ul style="list-style-type: none"> • Water Supply <p>Tuam is supplied by Tuam Regional Water Supply, which is part of the Corrib Water Resource Zone (WRZ). It is envisaged there is adequate capacity available to cater for the projected growth.</p> <ul style="list-style-type: none"> • Water Networks <p>Uisce Éireann and Galway County Council are continually progressing leakage reduction activities, mains rehabilitation activities and capital maintenance activities.</p>	<p>Submission noted.</p>
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		<p>Uisce Éireann and Galway County Council will continue to monitor the performance of the networks to ensure that the most urgent works are prioritised as required. Mains rehabilitation works were carried out in St Joseph’s Parkin 2019 and works are planned to commence on Milltown Road later this year. There are no major known constraints in the network. A Network Development Plan has been prepared which will help inform how zoned sites within these settlements could be serviced.</p> <p>A number of comments and suggestions has been made as follows:</p> <ul style="list-style-type: none"> • Subsequent to the Water Services (Amendment) (No. 2) Bill 2022 which provided for the separation of Uisce Eireann from Ervia, Uisce Eireann will be known by its Irish name, Uisce Éireann, from January 2023. We kindly request that all references to Uisce Eireann are updated to Uisce Éirean • Section 1.6.3 DM Standard 2: SuDS: Reference could also be made to the following document in this section: Nature-based Solutions to the Management of Rainwater and Surface Water Runoff in Urban Areas Best Practice Interim Guidance Document • Extent of Phase 2 Lands: As per 1.6.2 of the Draft Plan, over 70ha has been zoned as Residential Phase 2. The need for this level of Phase 2 lands is unclear; a more 	<p>In relation to the specific comments referenced in the submission, the following is applicable:</p> <ul style="list-style-type: none"> • It is considered appropriate to reference Uisce Éireann within the Tuam Plan to reflect its change; • It is considered appropriate to reference in Section 1.6.3 DM Standard the following document, <i>SuDS: Nature-based Solutions to the Management of Rainwater and Surface Water Runoff in Urban Areas Best Practice Interim Guidance Document</i>. • The quantum of Residential Phase 2 lands is noted, there has been a reconfiguration of the lands zoned residential in the Draft Tuam Local Area Plan.
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		<p>focused approach would assist in long-term planning for future infrastructure needs.</p> <ul style="list-style-type: none"> • Policy Objective TKT2 Service Led Development: Potential developers shall make a Pre-Connection Enquiry to Uisce Éireann in order to establish the feasibility of a connection to the public network. • Policy Objective TKT 18 Water Supply, Wastewater and Combined Drainage Infrastructure-Suggested amendment: The removal of surface water from combined drainage infrastructure is strongly encouraged in order to free up capacity for future development • Policy Objective TKT 19 Water Supply and Water Conservation-Suggested addition: ...water loss in the public supply and require that new domestic developments provide for water supply metering in accordance with their connection agreement with Uisce Éireann • Policy Objective TKT 46 Surface Water Drainage and Sustainable Drainage Systems (SuDs) To maximise the capacity of existing collection systems for foul water, the discharge of additional surface water to combined (foul and surface water) sewers is not permitted; 	<ul style="list-style-type: none"> • It is considered appropriate to include the additional wording to Policy Objective TKT2 Service Led Development. • It is considered appropriate to include the additional wording to Policy Objective TKT 18 Water Supply, Wastewater and Combined Drainage Infrastructure • It is considered appropriate to include the additional wording to Policy Objective TKT 19 Water Supply and Water Conservation • It is considered that the wording relating to Policy Objective TKT 46 should be amended as follows: TKT 46Surface Water Drainage and Sustainable Drainage Systems (SuDs) Maintain and enhance, as appropriate, the existing surface water drainage system in Tuam. Ensure that new
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		<ul style="list-style-type: none"> • Riparian Buffer Zones eg TKT 47- Uisce Éireann welcome objectives in relation to buffers and parks along riverbanks; this will play an important role in protecting biodiversity and water quality. Notwithstanding this, the Draft Plan should allow for access to and maintenance of existing Uisce Éireann infrastructure. Similarly, provision of new or upgraded assets may be required within riparian buffers in limited instances e.g. new outfalls, expansion of riverside WWTP sites, subject to proper planning and sustainable development • Environmental Reports-The contents of this submission should be taken account of in the Environmental Reports. 	<p>developments are adequately serviced with surface water drainage infrastructure and promote the use of Sustainable Drainage Systems in all new developments. Surface water runoff from development sites will be limited to pre-development levels and planning applications for new developments will be required to provide details of surface water drainage and Sustainable Drainage Systems proposals. To maximise the capacity of existing collection systems for foul water, the discharge of additional surface water to combined (foul and surface water) sewers is not permitted. Refer also to Section 3.5 of the accompanying SFRA, “Sustainable Urban Drainage Systems and Surface Water Guidance and Strategy”</p> <ul style="list-style-type: none"> • It is considered that the existing wording relating to Policy Objective TKT 47 Protection of Waterbodies and Watercourses is appropriate in this instance and allows for access. • Submission noted
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			<p>Chief Executive’s Recommendation:</p> <p>All references relating to Uisce Eireann to be amended to Uisce Éireann;</p> <ul style="list-style-type: none"> • It is considered appropriate to reference in Section 1.6.3 DM Standard the following document, <i>SuDS: Nature-based Solutions to the Management of Rainwater and Surface Water Runoff in Urban Areas Best Practice Interim Guidance Document</i>. • It is considered appropriate to include the additional wording as follows: <p>Policy Objective TKT2 Service Led Development</p> <p>Development under the plan shall be preceded by sufficient capacity in the public wastewater infrastructure and potable water infrastructure.</p> <p>Potential developers shall make a Pre-Connection Enquiry to Uisce Éireann in order to establish the feasibility of a connection to the public network.</p> <ul style="list-style-type: none"> • It is considered appropriate to include the additional wording: <p>Policy Objective TKT 18 Water Supply, Wastewater and Combined Drainage Infrastructure</p> <p>Support Uisce Eireann in the provision and maintenance adequate wastewater disposal and water supply and the maintenance of existing combined (sewage and surface water) drainage infrastructure, in accordance with EU Directives, to service Tuam. This will include satisfactory capacity for public wastewater and a satisfactory quantity</p>
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			<p>and quality of water supply, Sustainable Drainage System approaches and techniques within the plan area shall also be supported. The removal of surface water from combined drainage infrastructure is strongly encouraged in order to free up capacity for future development</p> <ul style="list-style-type: none"> • It is considered appropriate to include the additional wording: Policy Objective TKT 19 Water Supply and Water Conservation Ensure that new developments are adequately serviced with a suitable quantity and quality of drinking water supply, promote water conservation to reduce the overall level of water loss in the public supply and require that new domestic developments provide for water supply metering in accordance with their connection agreement with Uisce Éireann • It is considered that the wording relating to Policy Objective TKT 46 should be amended as follows: TKT 46 Surface Water Drainage and Sustainable Drainage Systems (SuDs) Maintain and enhance, as appropriate, the existing surface water drainage system in Tuam. Ensure that new developments are adequately serviced with surface water drainage infrastructure and promote the use of Sustainable Drainage Systems in all new developments. Surface water runoff from development sites will be limited to pre-development levels and planning
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			<p>applications for new developments will be required to provide details of surface water drainage and Sustainable Drainage Systems proposals. To maximise the capacity of existing collection systems for foul water, the discharge of additional surface water to combined (foul and surface water) sewers is not permitted. Refer also to Section 3.5 of the accompanying SFRA, “Sustainable Urban Drainage Systems and Surface Water Guidance and Strategy”</p>
GLW-C42-51	Dept of Education	<p>The submission refers to the population growth identified for Tuam in the GCDP 2022 - 2028. The Department refers to a previous submission made on the Draft GCDP 2022 - 2028. It is stated that the projected population growth is sizeable. It is envisaged that additional school places arising from this projected population increase should be catered for through a planned project for the construction of new primary schools for Trinity National School and Tuam Educate Together National School on the same campus. There are 7 schools (three primary and four post-primary) located in Tuam town. The Department’s preference would be to expand these existing facilities (if possible) should there be a requirement for additional school places as a result of the planned population increases. The Department requests the Planning Authority to examine the potential of protecting a land buffer around each of the primary schools to enable them to expand further if required to meet the future</p>	<p>Chief Executive’s Response: The Council will continue to engage and collaborate with the Department of Education to accommodate additional school places on existing campus sites in accordance with proper planning and sustainable development. There is sufficient land zoned within the Draft Tuam LAP 2023 - 2029 to accommodate education facilities. Where possible lands have been zoned Community Facilities to accommodate future school spaces and it is considered that there are sufficient lands to facilitate educational development.</p>

		<p>population growth in Tuam town. The schools in question are:</p> <ul style="list-style-type: none"> • Tuam Educate Together (R/N 204561) • Trinity Primary School (R/N 20547L) <p>The Department notes and supports 1.1 Strategic Aims to ensure sustainable settlement patterns, including the provision of necessary planning framework to accommodate educational, community, leisure and recreational facilities to satisfactorily complement the population increase.</p> <p>The Department notes and supports 1.1 Strategic Context This LAP will also support economic growth, education services and community-related development in line with proper planning and sustainable development principles. The Department notes 1.1.2 National Planning Framework that the National Policy Objective (NPO) 9 states that settlements such as Tuam may be identified for significant (i.e., 30% or more above 2016 population levels) rates of population growth at regional and local planning stages.</p> <p>The Department notes 1.1.4 GCDP 2022 - 2028 that the Core Strategy sets out a significant population growth level within Tuam. Specifically, Chapter 2 Core Strategy, Settlement Strategy and Housing Strategy of the (GCDP) provides for an increase in the population of 2,630 over the plan period of 2022 –2028. The Department notes and supports 1.6 Land Use Zones Community Facilities to</p>	
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		<p>provide for civic, community and educational facilities. To facilitate the development of the necessary community, health, religious, educational, social and civic infrastructure.</p> <p>The Department notes and supports 2.6 Community Facilities. The forecasted population growth for Tuam will require continued investment in community services and facilities. This will be supported throughout the plan period. A large proportion of the Community Facility zoning in Tuam is located along the Dublin Road stretching north to the rear of St.Jarlath’s College and south to the Primary Care Centre/Ambulance Base. This zoning will allow for expansion of facilities or further development as necessary.</p> <p>The Department notes and supports 4.0 Policy Objectives 10 Community Facilities to promote the sustainable development of community facilities on suitable lands with a high level of access to the local community, including education, community, civic, public institutional, recreational, cultural and other complementary uses as appropriate.</p> <p>The Department notes and supports 4.0 Policy Objectives TKT 34 Pedestrian and Cycle Network to facilitate the improvement of the pedestrian and cycling environment and network so that it is safe and accessible to all, through the provision of the necessary infrastructure. New developments shall promote and prioritize walking and</p>	
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		<p>cycling, shall be permeable, adequately linked and connected to neighbouring areas, the town centre, recreational, educational, residential and employment destinations.</p> <p>The Department supports the development of sustainable travel links between schools and residential areas. In terms of assessing current and future capacity, the Department of Education has to be mindful of potential unforeseen circumstances such as the Ukrainian crisis, which have the ability to put undue pressure on school place provision and could necessitate reassessments of school place provision from time to time. The Department will engage with the Council where the findings of an assessment require a review of existing or future school site provision within a specific location. The Department also anticipates that additional Special Education Needs provision at both Primary and Post Primary level will be required in the future throughout the country and this may result in schools requiring additional accommodation to meet this growing need. The Department will consult with the Council when additional SEN accommodation is required within specific locations.</p>	<p>Chief Executive's Recommendation: No change.</p>
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<p>GLW-C42-44</p>	<p>An Post</p>	<p>A detailed submission has been made which outlines background information in relation to the operations of An Post.</p> <p>The submission notes the requirement to efficiently modernise postal facilities because of recent trends in the postal market. It is stated that An Post, over the coming years, will seek to enhance facilities at existing and new locations.</p> <p>An Post requests that the Local Authority considers their submission and accommodates future engagement. The submission underline that An post as a semi-state body is committed to the objectives of the Project Ireland 2040 and the NPF.</p> <p>The submission considers that flexibility should be provided under strategic land use zonings and objectives in the Draft Tuam LAP 2023-2029.</p> <ul style="list-style-type: none"> • It is requested that provisions for An Post postal facilities (An Post Customer and An Post e-commerce) is included as ‘Permissible in Principle’ or ‘Open for Consideration’ land uses across all zoning objectives in the next Local Area Plan. • It is also requested that a specific land use classification for postal services is included in the LAP as follows: 	<p>Chief Executive’s Response:</p> <p>The Council welcomes the opportunity to engage and collaborate with An Post as the need arises including on matters relating to public realm improvement works.</p> <p>It is considered that the Draft Tuam LAP 2023-2029 provides a sufficient degree to support to An Post related developments such that would accommodate their operational requirements. The request for the need of flexibility in land uses such as offices and distribution are not considered warranted. An Post proposals will be required to accord with proper planning and sustainable development. The Land Use Matrix table contained within the Draft Tuam LAP 2023 - 2029 supports An Post developments of varying scale and use in accordance with proper planning and sustainable development. Both the GCDP 2022 - 2028 and Draft Tuam LAP 2023-2029 provide a suite of Policy Objectives that would support new An Post developments and the expansion of existing An Post in accordance with proper planning and sustainable development. Detailed design issues for a proposal such as access, deliveries and parking would be dealt through the Development Management process.</p>
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		<p>Postal Facilities: A building which facilitates mail services that can include the processing, sortation and distribution of mail.*</p> <p>*Note: This can be assessed on a case-by-case basis appropriate to site context and all other relevant policies, objectives and standards set out in the Plan.’</p> <p>The submission request that for the existing and future requirements of An post, supportive policy objectives to facilitate enhanced postal services be included in the Draft Tuam LAP 2023-2029, such as:</p> <ul style="list-style-type: none"> • <i>‘To support An Post in the provision of new postal facilities and the enhancement of existing facilities, including operational requirements, in the Town.’</i> • <i>‘To facilitate the provision of postal infrastructure at suitable locations in the Town.’</i> • <i>‘To promote the integration of appropriate postal facilities, including both post offices and processing, sortation and distribution facilities, within new and existing communities that are appropriate to the size and scale of each settlement.’</i> 	
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		<p>The submission notes that due to an increasing number of large parcels being processed, An Post may require greater levels of parking spaces for delivery vehicles, private vehicles used by the staff and customers collecting mail items.</p> <ul style="list-style-type: none">• It is requested that flexibility with car parking standards for postal facilities is provided in the Draft Tuam LAP 2023-2029.• It also is requested that any parking standards should only apply to visitors and staff parking associated with An Post facilities while the storage of all other vehicles used for the operation of Irish postal service should not be included within parking standards. <p>For deliveries and access matters, it is requested that:</p> <ul style="list-style-type: none">• To meet the postal needs of the public and agreed service legal agreements with the State, access to premises on a 24-hour basis is required and this requirement being recognised in the Draft Tuam LAP 2023-2029;• Galway County Council engage with An Post for any future area plan propose to amend delivery hours in the centre locations.	
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		<p>It is noted that the Local Authority should engage with An Post and specifically request the following:</p> <ul style="list-style-type: none"> • The Local Authority consider the operational requirements of An Post at all stages of the development process for any public real works and movement strategies and full collaboration and discussions are held with An Post, to ensure sustainable solutions and to maintain a sufficient level of access; • The Local Authority have regard for HGV movements and all other operational requirements associated with the postal service throughout both the construction and operational phases of any works. 	<p>Chief Executive’s Recommendation: No change.</p>
GLW-C42-62	ESB	<p>Electricity Supply Board (ESB) is supportive of the retention of policy objective PU Public Zoning on its land.</p> <p>It is noted the reference to Policy Objective TKT 17 Public Utilities and would welcome opportunities to future proof delivery of electricity infrastructure through greater collaboration in the future with Local Authorities.</p> <p>It is also noted that early engagement is key at design stage of public infrastructure which will provide</p>	<p>Chief Executive’s Response: The Local Authority welcomes the engagement and future collaboration with the ESB on key infrastructure projects.</p>

		ducting/underground cabling in the most economically efficient way and limit disruption to local services.	Chief Executive's Recommendation: No change.
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Elected Members

Submission No.	Submission Name	Summary of Issues Raised in Submission	Chief Executive's Response
GLW-C42-14	Cllr. Donagh Killilea	The submission requests for the extension of the settlement boundary and lands known as the 'Toghermore Campus' be zoned from Agriculture to Community Facilities.	<p>Chief Executive's Response: Submission noted. The lands are unzoned in the Tuam LAP 2018 - 2024 and remain unzoned in the Draft Tuam LAP 2023 – 2029. In the GCDP 2022 - 2028, <i>Chapter 11 Community Development and Social Infrastructure</i> outlines the relevant Policy Objectives for the provisions of Community Facilities within the County. The lands proposed to be zoned Community Facilities are somewhat removed from the proposed settlement boundary, therefore it is not considered warranted or justified to zone the lands Community Facilities as requested.</p> <p>Chief Executive's Recommendation: No change.</p>
GLW-C42-15	Cllr. Donagh Killilea	The submission requests to rezone lands from Community Facilities to Town Centre. The submission outlined that the lands in question are owned by the Presentation Sisters and how a recent planning application submitted for a homeless service was refused due to their zoning.	<p>Chief Executive's Response: Submission noted. The lands are currently zoned Community Facilities in the Tuam LAP 2018-2024 the zoning reflects the existing use on the lands. The Community Facility zoning has been retained in the Draft Tuam LAP 2023 – 2029. Therefore, it is not appropriate to rezone the lands as Town Centre. It is considered that there are sufficient Town Centre lands zoned in the Draft Tuam LAP 2023-2029.</p>

			<p>Chief Executive’s Recommendation: No change.</p>
<p>GLW-C42-38</p>	<p>Cllr. Donagh Killilea</p>	<p>The submission requests for an extension of the Settlement Boundary, northwest of the bypass and to the southwest. Furthermore, the submission outlined the following points as justification for the boundary extension:</p> <ol style="list-style-type: none"> 1. Tuam is a <i>Key Town</i> with future growth potential beyond the 5 year LAP; 2. The extension will enable those within the new boundary to vote in Tuam Town Centre; 3. The boundary extension will enable better funding prospects in those areas; 4. The boundary extension will enable a speed limit review to be extended to the new areas. 	<p>Chief Executive’s Response: Submission noted. It is not considered appropriate or justified to extend the settlement boundary as proposed in the submission. It is considered that the Draft Tuam LAP Boundary 2023-2029 accords with the proper planning and sustainable development of the Tuam Plan Area. The Draft Plan settlement boundary is considered to reflect the towns status as a <i>Key Town</i> as per the RSES and the GCDP 2022 - 2028.</p> <p>Chief Executive’s Recommendation: No change.</p>

General Submissions			
Submission No.	Submission Name	Summary of Issues Raised in Submission	Chief Executive's Response
GLW-C42-6	Martin and Mary Campbell	The submission requests that lands are rezoned from Residential Phase 1 to Agriculture. The submission is accompanied with a map identifying the subject lands.	<p>Chief Executive Response:</p> <p>Submission noted. The lands in the Tuam LAP 2018 – 2024 are zoned Residential Phase 1. In the Draft Tuam LAP 2023 – 2029 the Residential Phase 1 zoning has been retained. This zoning is appropriate due to the land's location adjacent to nearly residential estates and Gaelscoil Iarfhiltha. As part of the Tuam LAP review, a quantum of Residential Phase 1 lands was examined. In Tuam, the quantum for R1 lands is 30.3ha, as set out in the Core Strategy in the GCDP 2022 – 2028. The rezoning of these lands from Residential Phase 1 to Agriculture would not be in accordance with the principles of sequential development.</p> <p>The Planning Authority considers that the lands within the Draft Plan boundary have been zoned accordingly.</p> <p>Chief Executive's Recommendation:</p> <p>No change.</p>
GLW-C42-24	Paul Feeney Consulting Engineers (on behalf of Gary Mc Tighe)	<p>The submission relates to the rezoning of lands on Weir Road, Tuam.</p> <ol style="list-style-type: none"> 1. The submission references two land parcels and several Folio Numbers. 2. The lands are currently zoned Residential Phase 1 and Residential Phase 2 in the Draft Tuam LAP 2023-2029. 	<p>Chief Executive's Response:</p> <p>Submission noted. The submission relates to two land parcels identified as Map 2 and 3 which adjoin each other. In the Tuam LAP 2018 – 2024, the plot of land shown as Map 3 is zoned Residential Phase 1 in its entirety. In the Draft Tuam LAP 2023-2029, this plot of land is zoned a mix of both Residential Phase 1 and Residential Phase 2.</p>

		<p>3. The submission requests that all lands should be rezoned to Residential Phase 1.</p>	<p>The second portion of land shown on Map 2 is zoned Residential Phase 1 in the Tuam LAP 2018-2024. This plot of land is zoned Residential Phase 2 in its entirety in the Draft Plan 2023-2029.</p> <p>As part of the Tuam LAP review, a quantum of Residential Phase 1 (R1) lands was examined. Tuam is a <i>Key Town</i> in the RSES and the GCDP 2022 - 2028. In Tuam, the quantum for R1 lands is 30.3ha, as set out in the Core Strategy in the GCDP 2022 - 2028. The rezoning of these lands from Residential Phase 2 to Residential Phase 1 would be contrary to the Core Strategy.</p> <p>The Planning Authority considers that the lands within the Draft Plan boundary have been zoned accordingly.</p> <p>Chief Executive’s Recommendation: No change.</p>
GLW-C42-26	Gary Mc Tighe	<p>This submission relates to a section of the lands that is contained in (GLW-C42-24) referenced above. The lands are zoned Residential Phase 1 and Residential Phase 2 in the Draft Tuam LAP 2023 - 2029.</p>	<p>Chief Executive’s Response: Submission noted. See Chief Executive’s Response to (GLW-C42-24) above.</p> <p>Chief Executive’s Recommendation: No change. See Chief Executive’s Recommendation to (GLW-C42-24) above.</p>
GLW-C42-28	Gary Mc Tighe (Emerald	<p>This submission relates to a section of the lands that is contained in (GLW-C42-24) referenced above. The lands</p>	<p>Chief Executive’s Response: Submission noted. See Chief Executive’s Response to (GLW-C42-24) above.</p>

	Evolutions Ltd, Belclare)	are zoned Residential Phase 2 in the Draft Tuam LAP 2023 - 2029.	Chief Executive's Recommendation: No change. See Chief Executive's Recommendation to (GLW-C42-24) above.
GLW-C42-12	Michael O' Connor	<p>The submission has outlined a number of land parcels located on Sun Street and Birmingham Road.</p> <p>Plot 1 – The submission request that the settlement boundary is extended and land parcel plot 1 is rezoned from Agriculture to Residential Phase 1.</p> <p>Plot 1(a) – The submission request land parcel is rezoned from Agriculture to Residential Phase 1.</p>	<p>Chief Executive's Response: Submission noted.</p> <p>Plot 1 – In the interest of clarity, a section of plot 1 is zoned a mix of Agriculture and land which falls outside the settlement boundary. In the GCDP 2022 - 2028, <i>Chapter 4 Rural Living and Development</i> outlines the relevant policy objectives for the provisions of development within the County. As part of the Tuam LAP review, a quantum of Residential Phase 1 lands was examined, and it is not considered appropriate to extend the settlement boundary to zone these additional Residential Phase 1 lands.</p> <p>Plot 1(a) - It should be noted that the land is unzoned in the Tuam LAP 2018 – 2024. In the Draft Tuam LAP 2023 – 2029 the land remains unzoned. In the GCDP 2022 – 2028, <i>Chapter 4 Rural Living and Development</i> outlines the relevant policy objectives for the provisions of development within the County. As part of the Tuam LAP review, a quantum of Residential Phase 1 lands was examined, and it is not considered appropriated to extend the settlement boundary to zone these additional Residential Phase 1 lands.</p>

		Plot 2 – The submission stated that only a section of the landowner’s field is zoned Residential Phase 1 in the Draft Plan. The submission requests an extension of the Residential Phase 1 zoning from Agriculture to the entirety of the field boundary.	<p>Plot 2 – It should be noted that the lands are currently zoned Agriculture and Residential Phase 1 in the Tuam LAP 2018 - 2024. In the Draft Tuam LAP 2023 – 2029 the lands remain Agriculture and Residential Phase 1. It is not considered appropriate to rezone these lands Residential Phase 1 as requested. As part of the Tuam LAP review, a quantum of Residential Phase 1 lands was examined. In Tuam, the quantum for R1 lands is 30.3ha, as set out in the Core Strategy in the GCDP 2022 – 2028. The rezoning of these lands from Agriculture to Residential Phase 1 would not be in accordance with the principles of sequential development. The Planning Authority considers that the lands within the Draft Plan boundary have been zoned accordingly.</p> <p>Chief Executive’s Recommendation: No change.</p>
GLW-C42-56	Michael O’Connor	The submission is related to land in the townland of Townparks, Tuam. The submission is requesting for lands to be zoned Residential Phase 1. The submission stipulates that the land is zoned Business and Enterprise in the Tuam LAP 2018-2024.	<p>Chief Executive’s Response: Submission noted. The land is zoned Business and Enterprise in the Tuam LAP 2018-2024. However, in the Draft Tuam LAP 2023 – 2029 the land parcel is zoned Residential Phase 1. Therefore, no further amendments required.</p> <p>Chief Executive’s Recommendation: No change.</p>
GLW-C42-3	Dr Denis C Higgins	The submission is related to land located in the townland of Airgloony, Tuam. The submission requests for the rezoning of land from Residential Phase 2 to Residential	<p>Chief Executive’s Response: Submission noted. The land is zoned Residential Phase 2 in the Tuam LAP 2018-2024. In the Draft Tuam LAP 2023 – 2029 the</p>

		Phase 1. The submission also noted the need for further housing provision.	Residential Phase 2 zoning has been retained. As part of the Tuam LAP review, a quantum of Residential Phase 1 lands was examined. In Tuam, the quantum for R1 lands is 30.3ha, as set out in the Core Strategy in the GCDP 2022 – 2028. The Planning Authority considers that the lands within the Draft Plan boundary have been zoned accordingly. Chief Executive’s Recommendation: No change.
GLW-C42-43	Airglooney Residence Committee	The submission is in relation to land located to the rear of Airglooney Estate, Tuam which is zoned Residential Phase 2. The submission indicated how the lands are not serviced with necessary infrastructure. The submission further notes there are sufficient lands zoned Residential Phase 1 and Residential Phase 2 in the Draft Tuam LAP 2023 – 2029.	Chief Executive’s Response: Submission noted. From the reviewing submission, it would appear that the request for not zoning additional Residential Phase 1 lands is related to submission under GLW-C42-3 which requests the rezoning of land from Residential Phase 2 to Residential Phase 1. The Planning Authority considers that the lands within the Draft Plan boundary have been zoned accordingly. Chief Executive’s Recommendation: No change.
GLW-C42-8	Martin and Mary Campbell	The submission in relation to land at Vicorscoral to be rezoned from Residential Phase 2 to Residential Phase 1. The submission has also been accompanied with a map outlining the area in question.	Chief Executive’s Response: Submission noted. For the purposes of clarity, it should be noted this land parcel is zoned Residential Phase 1 in the Tuam LAP 2018 – 2024. In the Draft Tuam LAP 2023 – 2029 the land is zoned Residential Phase 2. As part of the Tuam LAP review, a quantum of Residential Phase 1 lands was examined. In Tuam, the quantum for R1 lands is 30.3ha, as set out in the Core

			<p>Strategy in the GCDP 2022 – 2028. The Planning Authority considers that the lands within the Draft Plan boundary have been zoned accordingly.</p> <p>Chief Executive’s Recommendation: No change.</p>
GLW-C42-61	John Davin	<p>The submission is in relation to land located in Carrowpeter, Tuam. The submission is requesting for land to be rezoned from Residential Phase 2 to Residential Phase 1. Furthermore, the submission notes a planning application is currently being prepared for low density housing on the land in question and will be lodged to Galway County Council soon.</p>	<p>Chief Executive’s Response: Submission noted. For the purposes of clarity, it should be noted this land parcel is zoned Residential Phase 1 in the Tuam LAP 2018 – 2024. In the Draft Tuam LAP 2023 – 2029 the land is zoned Residential Phase 2. As part of the Tuam LAP review, a quantum of Residential Phase 1 lands was examined. In Tuam, the quantum for R1 lands is 30.3ha, as set out in the Core Strategy in the GCDP 2022 - 2028. The Planning Authority considers that the lands within the Draft Plan boundary have been zoned accordingly.</p> <p>Chief Executive’s Recommendation: No change.</p>
GLW-C42-39	Client of MKO (on behalf of Portsky Unlimited)	<p>A comprehensive submission has been submitted in relation to lands in Farrannamartin, Tuam. The submission, requests for lands to be rezoned from Residential Phase 2 to Residential Phase 1. The submission stipulated a number of key points justifying the proposed rezoning.</p>	<p>Chief Executive’s Response: Submission noted. The land in the Tuam LAP 2018 – 2024 is zoned Residential Phase 2. In the Draft Tuam LAP 2023 – 2029 the Residential Phase 2 zoning has been retained. As part of the Tuam LAP review, a quantum of Residential Phase 1 lands was examined. In Tuam, the quantum for R1 lands is 30.3ha, as set out in the Core Strategy in the GCDP 2022 – 2028. The Planning</p>

			<p>Authority considers that the lands within the Draft Plan boundary have been zoned accordingly.</p> <p>Chief Executive’s Recommendation: No change.</p>
GLW-C42-34	MKO (on behalf of Cian Lynch)	<p>A comprehensive submission has been submitted in relation to lands east of Carrigweir, Tuam. The submission notes the lands is zoned Residential Existing in the Tuam LAP 2018 – 2024. In the Draft Tuam LAP 2023 – 2029 the lands have been zoned Open Space/Recreational and Amenity. The submission states that in the Draft Tuam LAP 2023 – 2029 the constrained land use applied on these lands has been removed. The submission further implies the change has no rationale and should be rezoned Residential Phase 1.</p>	<p>Chief Executive’s Response: Submission noted. In the Tuam LAP 2018 – 2024 the land is zoned Residential Existing. In the Draft Tuam LAP 2023 – 2029 the land is zoned Open Space/Recreational and Amenity. The submission includes an ‘Examination of Flood Risk’ and outlines that the site in question is located within Flood Zone B (moderate flood risk).</p> <p>The examination provided with the submission includes a justification test which suggests that proposal would pass the Justification Test.</p> <p>Furthermore, it is noted by the Planning Authority that the proposal would fail the justification test under criteria 2 (IV and V) which states; <i>The following designation of the lands for the particular use or development type is required to achieve the proper planning and sustainable development of the urban settlement and, in particular: ... (iv) Will be essential in achieving compact and sustainable urban growth; and (v) There are no suitable alternative lands for the particular use or development type, in areas at lower risk of flooding within or adjoining the core of the urban settlement.</i> Therefore, in light of the above the proposal would not be in compliance with the</p>

			<p>Ministerial Guidelines on Flood Risk Management and the Open Space/Recreation and Amenity zoning remains applicable.</p> <p>Chief Executive’s Recommendation: No change.</p>
GLW-C42-46	Urban Planning and Design Services (On behalf of Coffey Group)	<p>A comprehensive submission has been received in relation to lands at Carrigweir Housing Estate in Townparks 1st Division, Tuam. The submission requests for lands to be rezoned from Open Space/Recreation and Amenity to either Residential Infill or alternatively Residential Phase 1. The submission outlines the remainder of the land parcel should remain Open Space/Recreation and Amenity. The submission states, the Planning Authority should review the Flood Zone B mapping. Furthermore, the submission outlined that the floodplain is located at the western vicinity of the site and would result in minimal flooding on the site.</p> <p>The submission was also accompanied with number of documents:</p> <ol style="list-style-type: none"> 1. Justification Test 2. Flood Risk Assessment and 3. A Natura Impact Assessment 	<p>Chief Executive’s Response: Submission noted. In the Tuam LAP 2018 – 2024 the land is zoned Residential Existing. In the Draft Tuam LAP 2023 – 2029 the land is zoned Open Space/ Recreational and Amenity. A review of the lands in question took place for the Draft Tuam LAP 2023 – 2029 and the zoning was amended to reflect to the Stage 2 SFRA (Flood Zone B). The Justification Test and Appendix II Flood Risk Assessment outlined the land in question was generally located in Flood Zone B (moderate flood risk), with smaller area located in Flood Zone A (highest flood risk) and Flood Zone C (low flood risk).</p> <p>The examination provided with the submission includes a justification test which suggests that proposal would pass the Justification Test.</p> <p>Furthermore, it is noted by the Planning Authority that the proposal would fail the justification test under criteria 2 (IV and V) which states; <i>The following designation of the lands for the particular use or development type is required to achieve the proper planning and sustainable development of the urban settlement and, in particular: ... (iv) Will be essential in achieving compact and sustainable urban growth; and (v) There</i></p>

			<p><i>are no suitable alternative lands for the particular use or development type, in areas at lower risk of flooding within or adjoining the core of the urban settlement.</i> Therefore, in light of the above the proposal would not be in compliance with the Ministerial Guidelines on Flood Risk Management and the Open Space/Recreation and Amenity zoning remains applicable.</p> <p>Chief Executive’s Recommendation: No change.</p>
GLW-C42-10	Tommy Healy	The submission request for land to be rezoned Residential Infill to Residential Phase 1.	<p>Chief Executive’s Response: Submission noted. In the Tuam LAP 2018 – 2024 the land is zoned Open Space/ Recreational and Amenity. In the Draft Tuam LAP 2023 – 2029 the land is zoned Residential Infill. The Residential Infill zoning is applicable for small scale residential development and therefore in principle residential development is considered favourable on these lands. It is not considered justified or warranted to rezone the land to Residential Phase 1. As part of the Tuam LAP review, a quantum of Residential Phase 1 lands was examined. In Tuam, the quantum for R1 lands is 30.3ha, as set out in the Core Strategy in the GCDP 2022 – 2028. The rezoning of these lands from Residential Infill to Residential Phase 1 would be contrary to the Core Strategy. The Planning Authority considers that the lands within the Draft Plan boundary have been zoned accordingly.</p> <p>Chief Executive’s Recommendation: No change.</p>

GLW-C42-33	Emer Kelly	The submission requests that the land on Ballymote Road, Tuam be rezoned to Residential Phase 1. The submission also requested an extension of the settlement boundary to facilities the rezoning. The submission notes that the lands are within the speed limits, access to public water mains and wastewater with the nearest connection 90m from land parcel.	<p>Chief Executive’s Response:</p> <p>Submission noted. In the Tuam LAP 2018 – 2024 the land is unzoned. In the Draft Tuam LAP 2023 – 2029 the lands fall outside the settlement boundary. It is not considered appropriate or justified to extend the settlement boundary as proposed in the submission. As part of the Tuam LAP review, a quantum of Residential Phase 1 lands was examined. In Tuam, the quantum for Residential Phase 1 lands is 30.3ha, as set out in the Core Strategy in the GCDP 2022 – 2028. The submission identified the lands are located outside the settlement boundary and as such are within an 80km speed limit with no footpath or street lightening. To zone additional Residential Phase 1 lands at this location as it would not be in accordance with the principles of sequential development.</p> <p>The Planning Authority considers that the lands within the Draft Plan boundary have been zoned accordingly.</p> <p>Chief Executive’s Recommendation:</p> <p>No change.</p>
GLW-C42-45	Paul Feeney Consulting (On behalf of unnamed landowner)	The submission is in relation to a plot of land adjacent Woodfield Estate, Tuam. The submission stated the land had no specific zoning in situ in the Tuam LAP 2018 – 2024. The submission requests for the land to be zoned Residential Phase 1, to enable an extension to the Residential Existing estate. The submission concludes with several points supporting the rezoning; population increase in Tuam, accessibility of site to services,	<p>Chief Executive’s Response:</p> <p>Submission noted. The submission stated that the lands in question had no ‘no specific zoning’. In the Tuam LAP 2018 – 2024 the land is zoned Agriculture. In the Draft Tuam LAP 2023 – 2029 the agriculture zoning has been retained. As part of the Tuam LAP review, a quantum of Residential Phase 1 lands was examined. In Tuam, the quantum for R1 lands is 30.3ha, as set out in the Core Strategy in the GCDP 2022 – 2028. The rezoning</p>

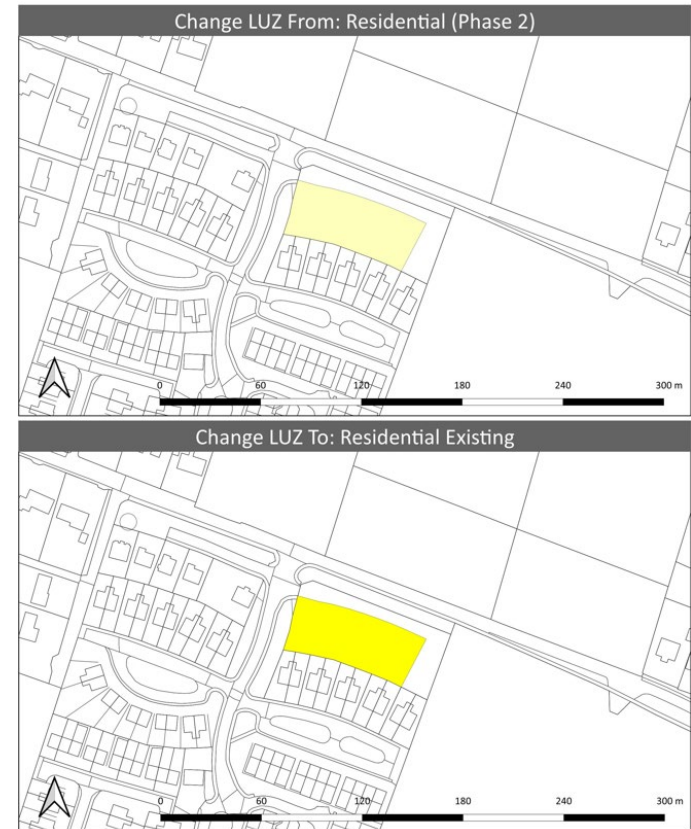
		rezoning would prevent the sporadic development and ease of access via Woodfield Estate.	<p>of these lands from Agriculture to Residential Phase 1 would be contrary to the Core Strategy.</p> <p>The Planning Authority considers that the lands within the Draft Plan boundary have been zoned accordingly.</p> <p>Chief Executive's Recommendation: No change.</p>
GLW-C42-19	Arthur Ward	The submission requests that lands on Ballymote Road, Tuam to be rezoned from Agriculture to Residential Infill. The submission states the land front onto the public mains, foul water services, public lightening and located within the settlement boundary.	<p>Chief Executive's Response: Submission noted. In the Tuam LAP 2018 – 2024 the land is zoned Agriculture. In the Draft Tuam LAP 2023 – 2029 the agriculture zoning has been retained and it not situated adjacent to the extent of the Tuam settlement boundary. It is therefore considered appropriate and justified to retain these lands as Agriculture in the Draft Tuam LAP 2023 – 2029. The rezoning of these lands from Agriculture to Residential Infill would not be in accordance with the principles of sequential development.</p> <p>The Planning Authority considers that the lands within the Draft Plan boundary have been zoned accordingly.</p> <p>Chief Executive's Recommendation: No change.</p>
GLW-C42-13	Thomas McHugh (Kilcloghans Ltd.)	The submission outlined the site was purchased in 2003 and since then 165 houses and a childcare facility have been built except for dwellings no. 1 - 6. The submission stated that the company is the owner of sites 2 – 6 and it is their intention to lodge a planning application for	<p>Chief Executive's Response: Submission noted. In the Tuam LAP 2018 – 2024 the land is zoned Residential Existing. In the Draft Tuam LAP 2023 – 2029 the land is zoned Residential Phase 2. A review of the land was undertaken on the 12th April 2023 and the land demonstrates</p>

sites 1 – 6. In the Draft Tuam LAP 2023 – 2029 the lands are zoned Residential Phase 2, however, the submission is requesting the that the zoning is reverted to Residential Existing to facilitate the development.

brownfield characteristics. Based on this assessment it is considered appropriate to change the zoning of the lands to Residential Existing.

Chief Executive’s Recommendation:

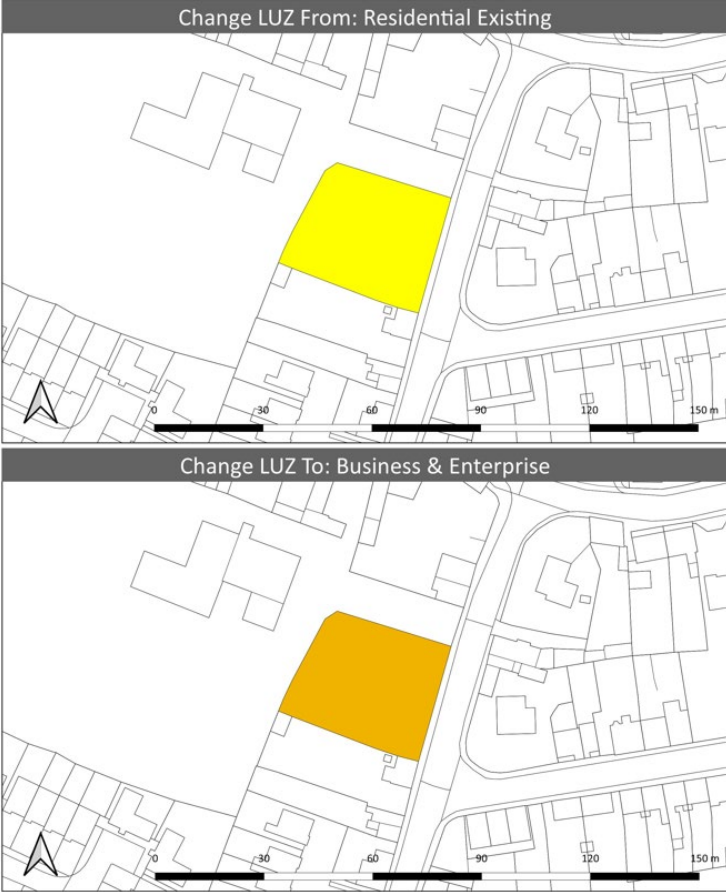
Rezone lands from Residential Phase 2 to Residential Existing.



GLW-C42-36	Cormac Hannon	The submission is in relation to site no. 1 at Clochran Estate. The submission is requesting for the site to be rezoned from Residential Phase 2 to Residential Existing. The submission referred to pre planning meeting held with Galway County Council on 29 th September 2022 and indicated a planning application are due to lodge for the site in question.	<p>Chief Executive’s Response: Submission noted. In the Tuam LAP 2018 – 2024 the land is zoned Residential Existing. In the Draft Tuam LAP 2023 – 2029 the land is zoned Residential Phase 2. A review of the land was undertaken on the 12th April 2023 and the land demonstrates brownfield characteristics. Based on this assessment it is considered appropriate to change the zoning of the lands to Residential Existing.</p> <p>Chief Executive’s Recommendation: Rezone lands from Residential Phase 2 to Residential Existing.</p>
GLW-C42-50	Anne-Marie Concannon (on behalf of Portsky ULC)	The submission is in relation to land located in Farrannamartin, Tuam. The submission is requesting the land parcel is rezoned from Agriculture to Residential. The submission noted the land would be best suited for residential use, due to its location, access to community facilities, public utilities and having been previously zone for Residential Development. The submission has outlined some of the main consideration for the proposed rezoning of the subject land.	<p>Chief Executive’s Response: Submission noted. For the purpose of clarity, in the Tuam LAP 2018 – 2024 the land is zoned Agriculture. In the Draft Tuam LAP 2023 – 2029 the agriculture zoning has been retained. The submission requested a rezoning of land to Residential but did not differentiate between the different Residential classification (Residential Existing, Residential Phase 1, Residential Phase 2, and Residential Infill). However, the submission did not provide clarity on the specific Residential zoning classification. The Planning Authority considers that the lands within the Draft Plan boundary have been zoned accordingly.</p> <p>Chief Executive’s Recommendation: No change.</p>

GLW-C42-55	Michael O'Connor	The submission is in relation to land located in Townparks, Tuam. The submission is requesting for the land parcel to be rezoned from Residential Existing to Business and Enterprise.	<p>Chief Executive's Response: Submission noted. In the Tuam LAP 2018 – 2024 the land is zoned Residential Existing. In the Draft Tuam LAP 2023 – 2029 the Residential Existing zoning has been retained. Upon review, the Residential Existing zoning should be retained as it is the most appropriate classification zoning on Church Street.</p> <p>Chief Executive's Recommendation: No change.</p>
GLW-C42-57	Michael O'Connor	The submission is in relation to land located in Townparks, Tuam. The submission request for lands to be zoned Business and Enterprise.	<p>Chief Executive's Response: In the Tuam LAP 2018 – 2024 the land is zoned Town Centre. In the Draft Tuam LAP 2023 – 2029 the land is zoned Business and Enterprise reflecting the existing use on site.</p> <p>Chief Executive's Recommendation: No change.</p>
GLW-C42-54	Michael O'Connor	The submission is in relation to land located in Townparks, Tuam. The submission is requesting that land should be rezoned from Residential Existing to Business and Enterprise.	<p>Chief Executive's Response: Submission noted. In the Tuam LAP 2018 – 2024 the land is zoned Residential Existing. In the Draft Tuam LAP 2023 – 2029 the Residential Existing zoning has been retained. Upon reviewing the current land use and the details of the submission, the Planning Authority now considers that the rezoning of lands from Residential Existing to Business and Enterprise is appropriate as it reflects the existing use on site.</p> <p>Chief Executive's Recommendation:</p>

			Rezone lands from Residential Existing to Business and Enterprise.
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<p>GLW-C42-58</p>	<p>Michael O'Connor</p>	<p>The submission is in relation to land located in Killaloonty, Tuam. The submission is requesting that land should be rezoned from Residential Phase 2 to Agriculture.</p>	<p>Chief Executive's Response: Submission noted. In the Tuam LAP 2018 – 2024 the land is zoned Residential Phase 1. In the Draft Tuam LAP 2023 – 2029 the land is zoned Residential Phase 2. A full review of the Residential lands was undertaken as part of the Draft Tuam LAP</p>

			<p>2023 – 2029 and it is considered prudent that lands are identified for future growth in an orderly and coordinated manner.</p> <p>Chief Executive’s Recommendation: No change.</p>
GLW-C42-7	Martin and Mary Campbell	The submission in relation to lands at Vicorscoral to the rezoned from Residential Phase 2 to Agriculture. The submission has also been accompanied with a map outlining the area in question.	<p>Chief Executive’s Response: Submission noted. In the Tuam LAP 2018 – 2024 the land is zoned a mixture of Residential Phase 1 and Agriculture. In the Draft Tuam LAP 2023 – 2029 the lands have been zoned Residential Phase 2. A full review of the Residential lands was undertaken as part of the Draft Tuam LAP 2023 – 2029 and it is considered prudent that lands are identified for future growth in an orderly and coordinated manner.</p> <p>Chief Executive’s Recommendation: No change.</p>
GLW-C42-53	Michael O’Connor	The submission is in relation to land located in Killaloonty, Tuam. The submission is requesting that land should be rezoned from Residential Phase 2 to Agriculture.	<p>Chief Executive’s Response: Submission noted. In the Tuam LAP 2018 – 2024 the land is zoned Residential Phase 2. In the Draft Tuam LAP 2023 – 2029 the land is zoned Residential Phase 2. A full review of the Residential lands was undertaken as part of the Draft Tuam LAP 2023 – 2029 and it is considered prudent that lands are identified for future growth in an orderly and coordinated manner</p> <p>Chief Executive’s Recommendation:</p>

			No change.
GLW-C42-59	Jarlath and Patricia Burke	The submission is in relation to a parcel of land which is currently zoned Residential Phase 2. The submission noted the land parcel had also been scoped in for the Residential Zoned Land Tax and outlined that the scoping was unjust due to the land being solely used for gardening and Agriculture purposes. The submission requests for the Residential Phase 2 zoning to be removed.	<p>Chief Executive’s Response: Submission noted. In the Tuam LAP 2018 – 2024 the land is zoned Residential Existing. In the Draft Tuam LAP 2023 – 2029 the lands have been zoned Residential Phase 2. The Residential Zoned Land Tax is an initiative introduced by the Government to active land for Residential Development on zoned lands, which is a separate process to the Tuam LAP 2023 – 2029. A full review of the Residential lands was undertaken as part of the Draft Tuam LAP 2023 – 2029 and it is considered prudent that lands are identified for future growth in an orderly and coordinated manner.</p> <p>Chief Executive’s Recommendation: No change.</p>
GLW-C42-48	Shane O’Rourke (on behalf of Fiona, Marie, Joanne, Louise, Shelly Tighe)	The submission requested the land parcel to be rezoned from Residential Phase 2 to Agriculture. The submission states the land are solely used for farming purposes.	<p>Chief Executive’s Response: Submission noted. In the Tuam LAP 2018 – 2024 the land is zoned Residential Phase 1 and Residential Phase 2. In the Draft Tuam LAP 2023 – 2029 the lands have been zoned Residential Phase 2 in their entirety. A full review of the Residential lands was undertaken as part of the Draft Tuam LAP 2023 – 2029 and it is considered prudent that lands are identified for future growth in an orderly and coordinated manner.</p> <p>Chief Executive’s Recommendation: No change.</p>

GLW-C42-18	Chris Brogan	<p>The submission is in relation to a land parcels (Plot 1 and Plot 2) which is currently zoned Agriculture;</p> <p>Plot 1 – The submission is requesting that land should be rezoned from Agriculture to Commercial/Mixed Use. The submission stated that the site currently contains a retail part shop, sales forecourt, garage and ancillary services.</p> <p>Plot 2 – The submission requests that the plan boundary is extended to include the unzoned lands.</p>	<p>Chief Executive’s Response: Submission noted.</p> <p>Plot 1 - In the Tuam LAP 2018 – 2024 the land is zoned Agriculture with constrained land use. In the Draft Tuam LAP 2023 – 2029 the agriculture zoning with constrained land use has been retained. It is not considered warranted to extend the Commercial/Mixed-use zoning to the adjoining lands.</p> <p>Plot 2 - In the Tuam LAP 2018 – 2024 the land is zoned Agriculture with constrained land use, this has been retained in the Draft Tuam LAP 2023 -2029, however subsequently in the OPW submission (GLW-C42-32), the Chief Executive has recommended a zoning change. In conclusion, it is not considered warranted to extend the settlement boundary.</p> <p>Chief Executive’s Recommendation: See OPW Recommendation GLW-C42-32</p>
GLW-C42-20	Arthur Ward (on behalf of Michael Mannion)	<p>This submission is in relation to a parcel of land on the Galway Road. The submission notes the strategic location of this land on the M17/N17 corridor. The submission is requesting for land to be rezoned from Business and Enterprise to Commercial/Mixed Use in order to facilitate the new ‘drive-thru’ proposal attached in the submission. Furthermore, the submission notes the sites history and a number of policy objectives supporting the proposal.</p>	<p>Chief Executive’s Response: Submission noted. In the Tuam LAP 2018 – 2024 the land is zoned Commercial/Mixed Use. In the Draft Tuam LAP 2023 – 2029 the land is zoned Business and Enterprise. A full review of lands within the Draft Tuam LAP 2023 – 2029 was undertaken. The lands have been zoned Business and Enterprise to reflect the established use at this location. The Planning Authority considers that the lands within the Draft Plan boundary have been zoned accordingly.</p>

			<p>Chief Executive’s Recommendation: No change.</p>
GLW-C42-23	Hubert McDonagh and Denise Gleeson McDonagh	The submission requests for the land parcel to be rezoned from Industrial to Commercial/Mixed Use.	<p>Chief Executive’s Response: Submission noted. In the Tuam LAP 2018 – 2024 the land is zoned Industrial. In the Draft Tuam LAP 2023 – 2029 the land is zoned Industrial. There is no merit in zoning these lands Commercial/Mixed Use due to their location on the periphery of the settlement boundary and the provision of other Commercial/Mixed Use lands within the settlement boundary.</p> <p>Chief Executive’s Recommendation: No change.</p>
GLW-C42-30	Stapleton’s Electrical	The submission is requesting to extend the settlement boundary. The submission is requesting for the unzoned lands to be rezoned Commercial/Mixed Use.	<p>Chief Executive’s Response: Submission noted. In the Tuam LAP 2018 – 2024 the land is unzoned. In the Draft Tuam LAP 2023 – 2029 the land has remained unzoned and are outside the settlement boundary. It is not considered appropriate or justified to extend the settlement boundary and zone the lands Commercial/Mixed Use. In the GCDP 2022 - 2028, <i>Chapter 5 Economic Development, Enterprise, and Retail Development</i> contains policy objectives for rural related development.</p> <p>Chief Executive’s Recommendation: No change.</p>

<p>GLW-C42-52</p>	<p>Brock McClure Planning and Development Consultants (On behalf of Valeo, submitted by Linda McEllin</p>	<p>A comprehensive submission has been submitted in relation to land north of Tuam. The submission outlines the policy contexts and requests a number of amendments as follows;</p> <p>To review and amend the land use matrix table so that the following are permitted in principle;</p> <ul style="list-style-type: none"> • Small Scale Manufacturing • Industrial – Light Use • Logistic Storage and Distributing Units. <p>Retain Key Policy Objectives including TKT 11, TKT12, TKT 13, TKT 32 and ST11.</p> <p>Request for the provision of additional bus stop to service the Business and Technology lands to the north in the future.</p>	<p>Chief Executive’s Response: Submission noted.</p> <p>In the Draft Tuam LAP 2023 – 2029 the Business and Technology zoning is applicable for this submission. In table 1.6.1 the uses <i>Small Scale Manufacturing and Industrial Light-Use</i> are not normally permitted on these lands. Upon review, with the associates use such as those outlined in the submission it is considered that there is merit to amend the land use matrix table to reflect this amendment and that both uses should be (Open to consideration with an appropriate Footnote to be inserted). The third category of <i>Logistic Storage and Distribution Units</i>, these are open for consideration on Business and Technology lands and therefore it is not considered warranted to amend this category.</p> <p>Noted</p> <p>It considered that the LTP addresses the concerns which arose in the submission</p> <p>Chief Executive’s Recommendation: Amend Land Use Matrix Table 1.6.1 as follows: Small Scale Manufacturing on Business and Technology Lands</p>
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GLW-C42-60	Tuam-Cortoon Galway LGFA	A comprehensive submission has been submitted in relation to the zoning of lands on Birmingham Road, Tuam. The submission is requesting the zoning of unzoned lands to Open Space/Recreation and Amenity and an extension of the settlement boundary to facilitate the rezoning. The submission outlined the provision of a pitch and training facilities at the Tuam Cortoon Gaelic grounds. The submission also notes several points to justify the proposal.	<p>Chief Executive’s Response:</p> <p>Submission noted. The lands in question lay a significant distance outside the settlement boundary of both the existing Tuam LAP 2018 – 2024 and Draft Tuam LAP 2023 – 2029. In the GCDP 2022 - 2028, <i>Chapter 11 Community Development and Social Infrastructure and Chapter 15 Development Management Standards</i> outlines the relevant policy objectives for the provisions of Community Facilities within the County. Therefore, it is not considered warranted or justified to extend the settlement boundary and zone the land parcel to Open Space/Recreation and Amenity as requested.</p> <p>Chief Executive’s Recommendation:</p>																																																																																																								

			No change.
GLW-C42-9	Lavally NS	A comprehensive submission has been received in support of Tuam Cortoon Ladies LGFA (GLW-C42-60). It outlines the requirement for such playing facilities, and it is requested that the draft plan would support such a facility at this location.	<p>Chief Executive's Response: See Chief Executive's Response to GLW-C42-60 above.</p> <p>Chief Executive's Recommendation: See Chief Executive's Recommendation to GLW-C42-60 above.</p>
GLW-C42-17	High Cross College	A comprehensive submission has been received in support of Tuam Cortoon Ladies LGFA (GLW-C42-60). It outlines the requirement for such playing facilities, and it is requested that the draft plan would support such a facility at this location.	<p>Chief Executive's Response: See Chief Executive's Response to GLW-C42-60 above.</p> <p>Chief Executive's Recommendation: See Chief Executive's Recommendation to GLW-C42-60 above.</p>
GLW-C42-22	Austin Connelly	The submission is in relation to the Tuam Relief Road. The submission stated the road runs through a National Award-Winning Farm. The submission also noted the road development would severely affect the working nature of the farm.	<p>Chief Executive's Response: Submission noted. The Tuam Relief Road Part 8 (LA08/08) was granted on 20th October 2008. There are a suite of Policy Objectives in the Draft Tuam LAP 2023 – 2029 and GCDP 2022 - 2028 that support the Tuam Outer-Relief Road. The concerns raised in the submission have been noted.</p> <p>Chief Executive's Recommendation: No change.</p>
GLW-C42-40	TP Niland	The submission is in relation to the 2 nd Phase on the Tuam Relief Road. The submission notes the road will encroach into the back garden of the area referenced.	<p>Chief Executive's Response: Submission noted. There are a suite of Policy Objectives in the Draft Tuam LAP 2023 – 2029 and GCDP 2022 - 2028 that</p>

		<p>The submission raises a number of points in relation to the construction of the bypass;</p> <ol style="list-style-type: none"> 1. Noted the lack of public knowledge or notice on the development of the bypass. 2. Galway County Council have refused to engage with landowners on the issue 3. During construction stage of the roundabout on the Dublin Road, it stated that the front wall of a dwelling will be CPO'd. No provision was made for vehicles exiting from dwellings, the road was considerably higher than the driveway, no provision was made of a sound barrier, the Dublin Road was realigned closer to the property, the new bypass will generate excessive noise, the proposed scheme will be very attractive for "boy-racers", an increase of light pollution and a disregard for the elimination of the road verge. 4. The alignment of the new Dublin Road is closer to the property which is unacceptable in term of Health and Safety 5. Serious concerns have been raised about Health and Safety during construction. 6. The construction of this new road will lead to the deterioration of existing roads, with large volumes of material will be needed to fill the area and how elderly people have been unaccounted for during the construction process. 	<p>support the Tuam Relief Road. The concerns are noted, however the Tuam LAP 2023 – 2029 is a Land Use Plan.</p> <p>Chief Executive's Recommendation: No change.</p>
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		<p>7. The submission stated that the wildlife was not consider throughout the process</p> <p>8. The submission outlined that Galway County Council have not engaged in any consultation process with Landowners, their Representative, Councillor and a number of State Departments and Organisations</p>	
GLW-C42-25	Paul Feeney Consulting Engineers (on behalf of an unnamed client)	This submission is in relation to a land parcel adjacent to M6 and N83 Junction. The submission states there is a need for a better approach to Tuam, enhancing the visibility and screen to Tuam Town. The submission states that there is an opportunity for a new commercial or amenity space within this land parcel, as outlined in the map attached in the submission.	<p>Chief Executive’s Response:</p> <p>Submission noted. The Draft Tuam LAP 2023 – 2029 is a land use plan, supporting appropriate development within the settlement boundary. There are a suite of Policy Objectives contain the GCDP 2022 - 2028 (<i>Chapter 3 Place-making, Regeneration and Urban Living and Chapter 5 Economic Development, Enterprise and Retail Development</i>) and the <i>Draft Tuam LAP 2023 - 2029</i> (TKT 9 Town Centre Management, TKT 20 Archaeological Heritage, TKT 21 High Quality, Contextually Sensitive Design, TKT 23 Architectural Heritage, TKT 25 Architectural Conservation Area) relating to appropriate signage, town centre management plans and the exterior of buildings.</p> <p>Chief Executive’s Recommendation:</p> <p>No change.</p>
GLW-C42-1	St. Jarlath’s College	A detailed submission was received by St. Jarlath’s College. The submission outlined several proposals developed by the students. The proposals relate to various forms of transport infrastructure throughout the	<p>Chief Executive Response:</p> <p>Submission noted. As part of the Draft Tuam LAP 2023-2029 a LTP has been prepared. The Policy Objective TKT 38- Road Junction Improvements supports upgrading the current road</p>

		town. Specifically in relation to accessibility for young children to and from school, as well as safeguarding of children traversing the town centre during school hours.	<p>layout particularly along the Dublin Road to improve vehicle and pedestrian safety during peak traffic times. The proposals outlined in the LTP supports the concepts that the submission has raised in terms of connectivity and permeability. There are also proposals within the LTP (Figure 23: Tuam Walking & Cycling Options Map and Figure 29: Potential School Zone Measures) that supports the connectivity to and from educational facilities and residential units.</p> <p>Chief Executive Recommendation: No change.</p>
GLW-C42-31	Maria De Burca	This submission is in relation to the Heritage and Environment of Tuam Town Centre. The submission outlines the importance of built heritage in the centre of Tuam Town, and the important role played by the Market Square. It is also stated that the town hall closure is a negative aspect, and its future is uncertain. The submission states that a proper approach is needed between planners, residents, and shop owners to create a more prosperous town centre. The submission requests that Policy Objectives should be enforced in relation to built heritage and shop-front design. It is stated that a number of buildings are not suitable for an area of architectural importance. A strong focus on dereliction is also referenced.	<p>Chief Executive's Response: Submission noted. There are a suite of Policy Objections contained within the GCDP 2022 - 2028 (Chapter 3 Place-making, Regeneration and Urban Living and Chapter 5 Economic Development, Enterprise and Retail Development) and the Draft Tuam LAP 2023 - 2029 (TKT 9 Town Centre Management, TKT 20 Archaeological Heritage, TKT 21 High Quality, Contextually Sensitive Design, TKT 23 Architectural Heritage, TKT 25 Architectural Conservation Area) which supports the redevelopment and regeneration of the lands with the aim to alleviate the dereliction within Tuam Town Centre. Several opportunity sites have been identified within the plan area which encourages the redevelopment of under utilities sites.</p> <p>Chief Executive's Recommendation: No change.</p>

<p>GLW-C42-35</p>	<p>Tuam Community Council</p>	<p>The submissions reference section 2.6 Community Facilities in the Draft Tuam LAP 2023 – 2029. The submission notes that currently Tuam has no Community Centre and there is a requirement for a facility within the Tuam Plan Area.</p>	<p>Chief Executive’s Response: Submission noted. The Draft Tuam LAP 2023-2029 outlines Policy Objectives that support the provision of community facilities (TKT10). Appropriate lands have been zoned for community facilities within the Plan Area.</p> <p>Chief Executive’s Recommendation: No change.</p>
<p>GLW-C42-42</p>	<p>Tuam Tidy Town Committee</p>	<p>A comprehensive submission has been received by Tuam Tidy Towns Committee. The submission supported all proposals in the Draft Tuam LAP 2023 – 2029 improving active and public transport. The submission noted the issues with Foster Place Junction and queried the anticipated timelines of this upgrade. The submission outlined the Draft Tuam LAP 2023 2029 was developed on out-of-date data and indicated significant change has taken place since the 2016 Census. The submission further discusses the following points;</p> <ol style="list-style-type: none"> 1. Completion of the Inner Ring Road (Bishop St to Dublin Road); 2. Upgrade the Curragh River; 3. Zoning of a suitable site for High Cross Secondary School; 4. Pedestrianisation of Tuam Town Centre; 5. Provision for a Community Centre and; 6. Ensure safer and easier access for students, parents, and public along the Dublin Road. 	<p>Chief Executive’s Response: Submission noted. The Draft Plan has to be prepared in accordance with statutory requirement as outlined in the Planning and Development Act 2000(as amended) therefore Galway County Council has to proceed with the Plan despite the absence of update to date Census results. However, the plan is prepared in accordance with the RSES and GCDP 2022 – 2028 and reflects the status of Tuam as a Key Town. The Draft LAP 2023 - 2029 supports the proposals outlined in the submission however the plan is not an economic plan with the financial budget to facilitate lighting, car parking and refuse bins etc. The Tuam LAP is a Land Use Plan which supports the development of the Tuam Area.</p> <p>Chief Executive’s Recommendation: No change.</p>

GLW-C42-11	Paul Mannion	<p>This submission is in relation to the Tuam Regeneration Masterplan and Town Centre. The submission requests for the following to be included in the LAP;</p> <ol style="list-style-type: none"> 1. Town Centre First Policy 2. All footpaths, roads and street enhancements or developments should follow all the relevant policy objectives in terms of sustainable communities, environment, planning and transportation. 3. Reference the Royal Institute of the Architects of Ireland (RIAI) and its importance. 4. Reference EU initiatives of the New European Bauhaus. 	<p>Chief Executive’s Response: Submission noted. The Tuam Regeneration Masterplan and its contents have been incorporated into the Draft Tuam LAP 2023-2029 especially Section 1.1.6, 2.1 and Policy Objective TKT9 Town Centre Management. There are sufficient Policy Objectives which support the Tuam Regeneration Masterplan and have clearly been embedded within the Draft Tuam LAP 2023-2029.</p> <p>Chief Executive’s Recommendation: No change.</p>
GLW-C42-21	Helen Gillard	<p>The submission refers to section 1.1.1 Strategic Aims and 2.7 Built and Cultural Heritage. The submission has raised a number of issues;</p> <ol style="list-style-type: none"> 1. Vacancy rates and dereliction within the Town Centre. 2. Galway County Council should utilise their powers to address the vacancy and dereliction rates. 3. Concern raised in relation to the Tuam Regeneration Plan and the Draft LAP 2023 – 2029 stating the plans are unable to effectively address these problems. 4. Reference to the costs involved in the rejuvenation of the Town Centre is discussed. 	<p>Chief Executive’s Response: Submission noted. As part of the Draft Tuam LAP 2023-2029, several Policy Objectives are formulated dealing with a variety of factors within the town. Policy Objectives TKT 9 Town Centre Management, TKT 20 Archaeological Heritage, TKT 21 High Quality, Contextually Sensitive Design, TKT 23 Architectural Heritage, TKT 25 Architectural Conservation Area are formulated to support the issues raised in the submission. Policy Objective TKT 58 Opportunity Sites also supports the regeneration of specific sites within Tuam. The Planning Authority are fully support to the implementation of these Policy Objectives.</p>

		The submission has also been accompanied with several images that support the issues raised above.	Chief Executive's Recommendation: No change.
GLW-C42-4	Alan McGrath	The submission refers to the development of the Tuam Railway Station as a cycleway/walkway. The submission notes the importance of this route in the future for access to schools and other services. It is stated that these proposals have been included in the Tuam Regeneration Masterplan, but not included within the Draft LAP 2023 - 2029.	Chief Executive's Response: Submission noted. The Draft Tuam LAP is accompanied with an LTP. The LTP provides several options to enhance the pedestrian connectivity within the town centre and Figure 23 provides a map of the options for Tuam Town in terms of walkways and cycle paths. In addition, Policy Objective TKT24 supports the implementation of the Tuam Regeneration Masterplan. Chief Executive's Recommendation: No change.
GLW-C42-5	Rachel Cummins	The submission references the operation of a family business on Circular Road <ol style="list-style-type: none"> 1. Access to business is hindered by improper traffic management 2. Poor Street Lighting 3. Previous contact with the Council in regard to gas surveying and traffic management over 3 days was not adequately addressed 4. Due to an overflow of parking from Vicar Street, the submission requested that a loading bay be installed outside there premise. 5. Continuous overflow of bins at Circular Road 6. Removal of parking meter at the Post Office without a replacement yet to be installed. 	Chief Executives Response: Submission noted. There are Policy Objectives included in the Draft Tuam LAP 2023-2029 to address Town Centre Management TKT9 and TKT24 specifically. The Draft LAP 2023 - 2029 supports the proposals outlined in the submission however the plan is not an economic plan with the financial budget to facilitate lighting, car parking and refuse bins etc. The Tuam LAP 2023 – 2029 is a Land Use Plan which supports the development of the Tuam Area. Chief Executive's Recommendation: No change.

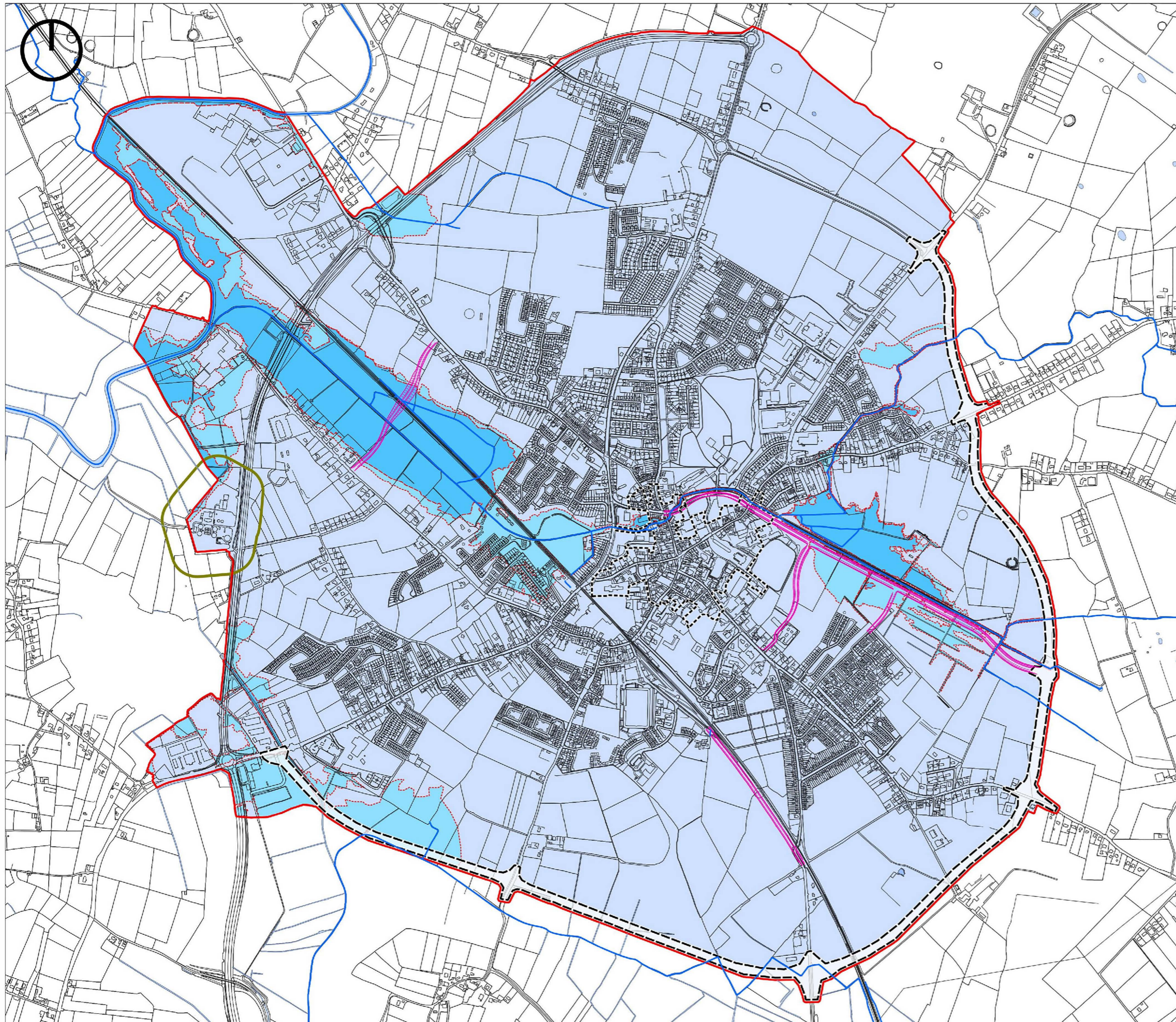












Comhairle Chontae na Gaillimhe
Galway County Council

Draft **Tuam Local Area Plan** 2023-2029

May 2023

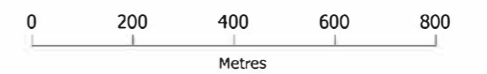
Chief Executive Report Appendices



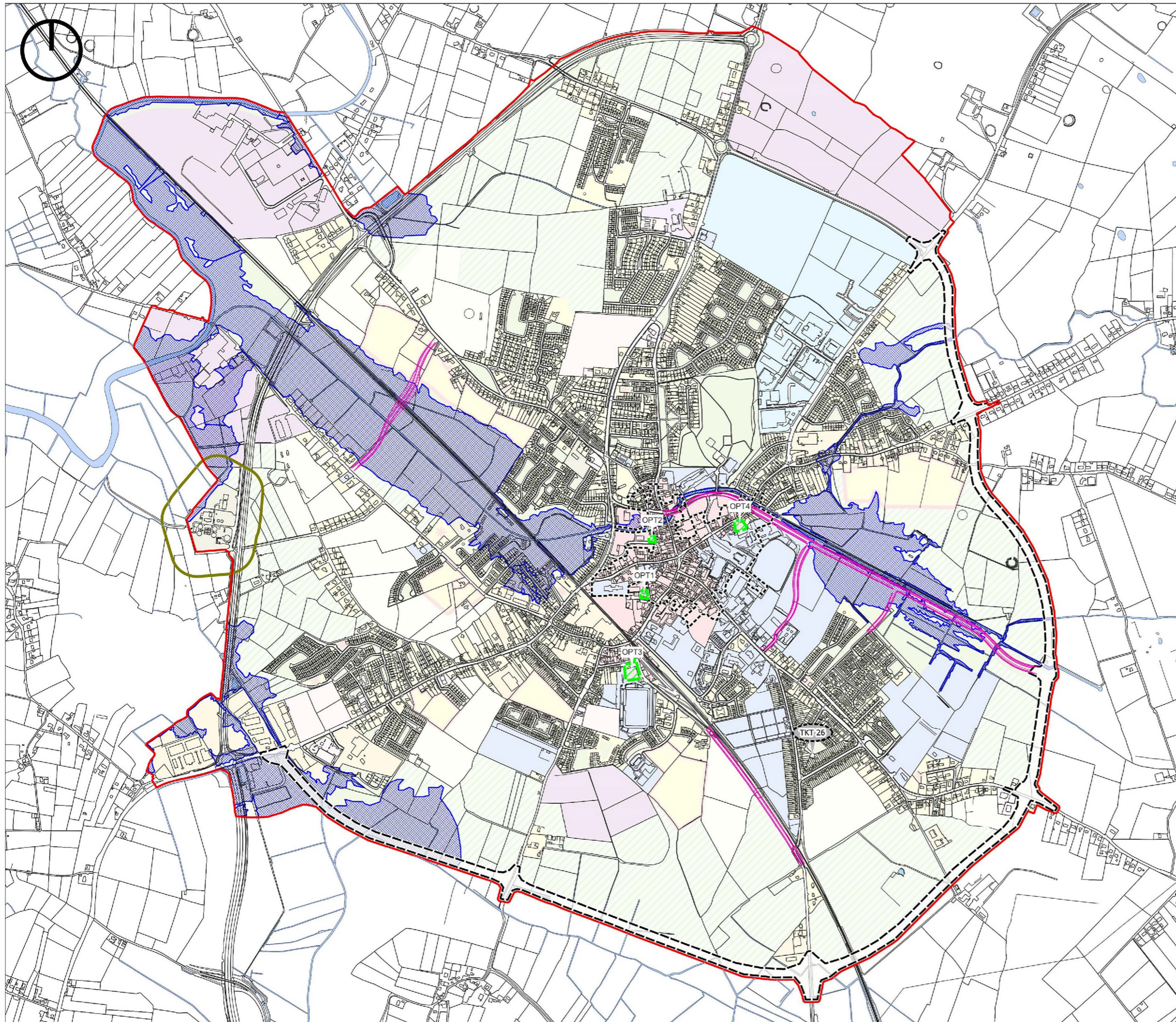
-  Settlement Boundary
-  Indicative Flood Zone A
-  Indicative Flood Zone B
-  Indicative Flood Zone C
-  WWTP Buffer (100m)
-  Architectural Conservation Area
-  Ring Road
-  Inner Relief Road/Street Linework
-  River or Stream
-  Water

**Draft Tuam Local Area Plan
2023-2029**

**Appendix A1
Land Use Zoning Map**



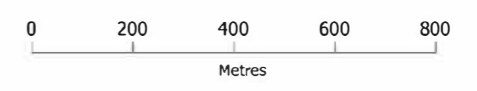
**Comhairle Chontae na Gaillimhe
Galway County Council**



-  Constrained Land Use
-  Settlement Boundary
- Draft Plan Land Use Zoning**
-  R - Residential Existing
-  R - Residential (Phase 1)
-  R - Residential (Phase 2)
-  Residential Infill
-  C1 - Town Centre
-  C2 - Commercial/Mixed Use
-  BE - Business & Enterprise
-  BT - Business & Technology
-  I - Industrial
-  CF - Community Facilities
-  T - Tourism
-  PU - Public Utility
-  OS - Open Space/Recreation & Amenity
-  A - Agriculture
-  TI - Transport Infrastructure
-  Water/Rivers/Streams
-  Opportunity Site (Labelled - OPT#)
-  WWTP Buffer (100m)
-  Architectural Conservation Area
-  Ring Road
-  Inner Relief Road/Street Linework

**Draft Tuam Local Area Plan
2023-2029**

**Appendix A2
Constrained Land Use Mapping
OPW GLW-C42-32**



Appendix B
STRATEGIC FLOOD RISK ASSESSMENT

**AMENDED FOLLOWING PUBLIC DISPLAY OF THE
DRAFT PLAN AND ASSOCIATED DOCUMENTS**

TEXT TO BE ADDED IS IN RED: LIKE THIS
TEXT TO BE DELETED IS IN RED STRIKETHROUGH: ~~LIKE THIS~~

FOR THE

**DRAFT TUAM LOCAL AREA PLAN
2023-2029**

for: Galway County Council

Áras an Chontae
Prospect Hill
Galway



Comhairle Chontae na Gaillimhe
Galway County Council

by: CAAS Ltd.

1st Floor
24-26 Ormond Quay Upper
Dublin 7



FEBRUARY-MAY 2023

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Appendix I

Summary of the requirements of the Flood Guidelines for land uses in Flood Zones

Appendix II

Selection of Flood Risk Indicator Mapping and Flood Zone Mapping

Section 1 Introduction and Policy Background

1.1 Introduction

Galway County Council has prepared a new Draft Local Area Plan (LAP) for Tuam under the Planning and Development Act 2000 (as amended). The Plan sets out an overall strategy for the proper planning and sustainable development over the years 2023-2029.

This Strategic Flood Risk Assessment (SFRA) document has been prepared alongside the LAP taking into account *The Planning System and Flood Risk Management - Guidelines for Planning Authorities* (Department of the Environment, Heritage and Local Government and Office of Public Works, 2009) and Department of the Environment, Community and Local Government Circular PL 2/2014.

1.2 The Draft Local Area Plan

LAPs are required to be consistent with the policies and objectives of the County Development Plan and its Core Strategy, as well as the National Planning Framework and Regional Spatial Economic Strategies.

The LAP should be read in conjunction with the Galway County Development Plan 2022-2028, which sets out the overarching development strategy for the County. Where conflicting objectives arise between the County Development Plan and the LAP, the objectives of the relevant County Development Plan shall take precedence.

The general development management standards, zoning matrix/descriptions and policies and objectives in the County Development Plan (including provisions relating to flood risk management and drainage) can be applied to the Plan area, while additional policies and objectives that are specific to Tuam are included in the LAP.

In addition, land use zoning contained within the Draft Plan has been informed by the SFRA process and associated delineation of flood risk zones. The detailed Plan preparation process undertaken by the Planning Department combined with specialist input from the SFRA process facilitated zoning that helps to avoid inappropriate development being permitted in areas of high flood risk.

1.3 Flood Risk and its Relevance as an Issue to the Plan

1.3.1 Flood Risk

Flooding is an environmental phenomenon and can pose a risk to human health as well as causing economic and social effects. Some of the effects of flooding are identified on Table 1.

Certain lands within the Plan area have the potential to be vulnerable to flooding and this vulnerability could be exacerbated by changes in both the occurrence of severe rainfall events and associated flooding. Local conditions such as low-lying lands and slow surface water drainage can increase the risk of flooding.

Table 1 Potential effects that may occur as a result of flooding

Tangible Effects	Intangible Human and Other Effects
Damage to buildings (houses)	Loss of life
Damage to contents of buildings	Physical injury
Damage to new infrastructure e.g. roads	Increased stress
Loss of income	Physical and psychological trauma
Disruption of flow of employees to work causing knock on effects	Increase in flood related suicide
Enhanced rate of property deterioration and decay	Increase in ill health
Long term rot and damp	Homelessness
	Loss of uninsured possessions

1.4 Flood Risk Management Policy

1.4.1 EU Floods Directive

The European Directive 2007/60/EC on the assessment and management of flood risk aims to reduce and manage the risks that floods pose to human health, the environment, cultural heritage and economic activity. The Directive applies to inland waters as well as all coastal waters across the whole territory of the EU. The Directive requires Member States to:

- Carry out a preliminary assessment by 2011 in order to identify the river basins and associated coastal areas where potential significant flood risk exists (preliminary mapping was prepared and a list of Areas for Further Assessment finalised in 2012).
- Prepare flood extent maps for the identified areas (finalised in 2016 for inclusion in Flood Risk Management Plans – see below).
- Prepare flood risk management plans focused on prevention, protection and preparedness. These plans are to include measures to reduce the probability of flooding and its potential consequences. These Plans were adopted in 2018.

Implementation of the EU Floods Directive is required to be coordinated with the requirements of the EU Water Framework Directive and the current National River Basin Management Plan.

1.4.2 National Flood Policy

Historically, flood risk management focused on land drainage for the benefit of agricultural improvement. With increasing urbanisation, the Arterial Drainage Act, 1945, was amended in 1995 to permit the Office of Public Works (OPW) to implement localised flood relief schemes to provide flood protection for cities, towns and villages.

In line with changing national and international paradigms on how to manage flood risk most effectively and efficiently, a review of national flood policy was undertaken in 2003-2004. The review was undertaken by an Inter-Departmental Review Group, led by the Minister of State at the Department of Finance with special responsibility for the OPW. The Review Group prepared a report that was put to Government, and subsequently approved and published in September 2004 (Report of the Flood Policy Review Group, OPW, 2004).

The scope of the review included a review of the roles and responsibilities of the different bodies with responsibilities for managing flood risk, and to set a new policy for flood risk management in Ireland into the future. The adopted policy was accompanied by many specific recommendations, including:

- Focus on managing flood risk, rather than relying only flood protection measures aimed at reducing flooding;

- Taking a catchment-based approach to assess and manage risks within the whole-catchment context; and
- Being proactive in assessing and managing flood risks, including the preparation of flood maps and flood risk management plans.

1.4.3 National CFRAM Programme

The national Catchment Flood Risk Assessment and Management (CFRAM) programme commenced in Ireland in 2011. The CFRAM Programme is intended to deliver on core components of the National Flood Policy, adopted in 2004, and on the requirements of the EU Floods Directive. The Programme has been implemented through CFRAM studies that have been undertaken for each of the river basin districts in Ireland.

The CFRAM Programme comprises three phases as follows:

- The Preliminary Flood Risk Assessment¹ (PFRA) mapping exercise, which was completed in 2012;
- The CFRAM Studies and parallel activities, with Flood Risk Management Plans finalised in 2018; and
- Implementation and Review.

The Programme provides for three main consultative stages as follows:

- Consultation for the PFRA mapping that was adopted in 2012;
- Consultation for Flood Extent mapping, that was finalised in 2016 for inclusion in Flood Risk Management Plans; and
- Consultation for Flood Risk Management Plans, that were adopted in 2018.

The OPW is the lead agency for flood risk management in Ireland. The coordination and implementation of Government policy on the management of flood risk in Ireland is part of its responsibility. The European Communities (Assessment and Management of Flood Risks) Regulations 2010 (S.I. No. 122) identifies the Commissioners of Public Works as the 'competent authority' with overall responsibility for implementation of the Floods Directive 2007/60/EC. The OPW is the principal agency involved in the preparation of CFRAM Studies.

1.4.4 Flood Risk Management Guidelines

1.4.4.1 Introduction

In 2009, the OPW and the then Department of the Environment and Local Government (DEHLG) published Guidelines on flood risk management for planning authorities entitled *The Planning System and Flood Risk Management - Guidelines for Planning Authorities*. The Guidelines introduce mechanisms for the incorporation of flood risk identification, assessment and management into the planning process. Implementation of the Guidelines is intended to be achieved through actions at the national, regional, local authority and site-specific levels. Planning authorities and An Bord Pleanála are required to have regard to the Guidelines in carrying out their functions under the Planning Acts.

The core objectives of the Guidelines are to:

- Avoid inappropriate development in areas at risk of flooding;
- Avoid new developments increasing flood risk elsewhere, including that which may arise from surface water run-off;
- Ensure effective management of residual risks for development permitted in floodplains;
- Avoid unnecessary restriction of national, regional or local economic and social growth;
- Improve the understanding of flood risk among relevant stakeholders; and

¹ The PFRAs identified areas at risk of significant flooding and includes maps showing areas deemed to be at risk. The areas deemed to be most significant risk, where the flood risk that is of particular concern nationally, are identified as Areas for Further Assessment (AFAs). Tuam was identified as an AFA. The OPW has undertaken a detailed assessment on the extent and degree of fluvial flood risk for various areas in County Galway, including these AFAs, producing Flood Extent Mapping.

- Ensure that the requirements of EU and national law in relation to the natural environment and nature conservation are complied with at all stages of flood risk management.

1.4.4.2 Principles of Flood Risk Management

The key principles of flood risk management set out in the flood Guidelines are to:

- Avoid development that will be at risk of flooding or that will increase the flooding risk elsewhere, where possible;
- Substitute less vulnerable uses, where avoidance is not possible; and
- Mitigate and manage the risk, where avoidance and substitution are not possible.

The Guidelines follow the principle that development should not be permitted in flood risk areas, particularly floodplains, except where there are no alternative and appropriate sites available in lower risk areas that are consistent with the objectives of proper planning and sustainable development.

Development in areas that have the highest flood risk should be avoided and/or only considered in exceptional circumstances (through a prescribed *Justification Test*) if adequate land or sites are not available in areas that have lower flood risk. Most types of development would be considered inappropriate in areas that have the highest flood risk. Only water-compatible development such as docks and marinas, dockside activities that require a waterside location, amenity open space, outdoor sports and recreation and essential transport infrastructure that cannot be located elsewhere would be considered appropriate in these areas.

1.4.4.3 Stages of SFRA

The Flood Risk Management Guidelines recommend a staged approach to flood risk assessment that covers both the likelihood of flooding and the potential consequences. The stages of appraisal and assessment are:

Stage 1 Flood risk identification – to identify whether there may be any flooding or surface water management issues related to either the area of Regional Spatial and Economic Strategies, Development Plans and LAP's or a proposed development site that may warrant further investigation at the appropriate lower level plan or planning application levels.

Stage 2 Initial flood risk assessment – to confirm sources of flooding that may affect a Plan area or proposed development site, to appraise the adequacy of existing information and to scope the extent of the risk of flooding which may involve preparing flood zone maps. Where hydraulic models exist the potential impact of a development on flooding elsewhere and of the scope of possible mitigation measures can be assessed. In addition, the requirements of the detailed assessment are scoped.

Stage 3 Detailed flood risk assessment – to assess flood risk issues in sufficient detail and to provide a quantitative appraisal of potential flood risk to a proposed or existing development or land to be zoned, of its potential impact on flood risk elsewhere and of the effectiveness of any proposed mitigation measures.

1.4.4.4 Flood Zones

Flood risk is an expression of the combination of the flood probability or likelihood and the magnitude of the potential consequences of the flood event. It is normally expressed in terms of the following relationship:

$$\text{Flood risk} = \text{Likelihood of flooding} \times \text{Consequences of flooding}$$

Likelihood of flooding is normally defined as the percentage probability of a flood of a given magnitude or severity occurring or being exceeded in any given year. For example, a 1% Annual Exceedance Probability (AEP) indicates the severity of a flood that is expected to be exceeded on average once in 100 years, i.e. it has a 1 in 100 (1%) chance of occurring in any one year.

Consequences of flooding depend on the hazards associated with the flooding (e.g. depth of water, speed of flow, rate of onset, duration, wave-action effects, water quality) and the vulnerability of people, property and the environment potentially affected by a flood (e.g. the age profile of the population, the type of development and the presence and reliability of mitigation measures).

Flood zones are geographical areas within which the likelihood of flooding is in a particular range and they are a key tool in flood risk management within the planning process as well as in flood warning and emergency planning.

There are three types of flood zones defined for the purposes of the Flood Guidelines:

- **Flood Zone A** – where the probability of flooding from rivers and the sea is highest (greater than 1% or 1 in 100 for river flooding or 0.5% or 1 in 200 for coastal flooding²);
- **Flood Zone B** – where the probability of flooding from rivers and the sea is moderate (between 0.1% or 1 in 1000 and 1% or 1 in 100 for river flooding and between 0.1% or 1 in 1000 year and 0.5% or 1 in 200 for coastal flooding); and
- **Flood Zone C** – where the probability of flooding from rivers and the sea is low (less than 0.1% or 1 in 1000 for both river and coastal flooding). Flood Zone C covers all other areas that are not in zones A or B.

A summary of the requirements of the Flood Guidelines for land uses across each of the above flood zones is provided at Appendix I.

1.5 Emerging Information and Disclaimer

It is important to note that compliance with the requirements of the Flood Risk Management Guidelines is currently based on emerging and best available data at the time of preparing the assessment, including Flood Risk Management Plans, which will be updated on a cyclical basis as part of CFRAM activities. The SFRA process for the Draft Plan is ongoing and will be updated as relevant, including to take account of any submissions made and any Material Alterations that arise during the Plan-preparation process.

Following adoption of the Plan, information in relation to flood risk may be altered in light of future data and analysis, by, for example, the OPW, or future flood events. As a result, all landowners and developers are advised that Galway County Council and their agents can accept no responsibility for losses or damages arising due to assessments of the vulnerability to flooding of lands, uses and developments. Owners, users and developers are advised to take all reasonable measures to assess the vulnerability to flooding of lands and buildings (including basements) in which they have an interest prior to making planning or development decisions.

Any future SFRAs for the Plan area or for the County will integrate other new and emerging data.

² Coastal flooding is not relevant to the LAP

Section 2 Stage 1 SFRA - Flood Risk Identification

2.1 Introduction

Stage 1 SFRA (flood risk identification) has been undertaken in order to identify whether there may be any flooding or surface water management issues within or adjacent to zoned lands and consequently whether Stage 2 SFRA (flood risk assessment) should be proceeded to. It is reproduced in part this document.

Tuam is located within the Corrib River Basin for which the Flood Risk Management Plan for the Corrib River Basin (UOM30). Stage 1 SFRA is based on existing information on flood risk indicators based on historical evidence and computational models. A selection of key indicators is mapped for Tuam in Appendix II.

2.2 Drainage, Defences and Early Warning Systems

With regard to areas benefitting from drainage and defences (flood relief scheme works), there are various measures that have been implemented in County Galway that will contribute towards flood risk management. These include the culverting of various streams and rivers in many urban areas and embankments.

Arterial Drainage Schemes were carried out by the Office of Public Works under the Arterial Drainage Act 1945 to improve land for agricultural purposes and to mitigate flooding. Arterial drainage maintenance and monitoring of these schemes is still carried out by OPW on rivers, lakes, weirs, bridges and embankments to maintain adequate conveyance and ensure that flood waters (of varying magnitude but typically the 3-year flood) are retained in bank by lowering water levels during the growing season thus reducing waterlogging on the adjacent land during wetter periods. Various channels within the Tuam LAP area benefit from the Arterial Drainage Schemes (see Appendix II mapping).

The 2018 Flood Risk Management Plan (FRMP) for the Corrib River Basin (UOM30) identifies various general measures applicable to the catchment under "Measures Applicable for all Areas"³. The Plan identifies the following measures for the Corrib catchment in particular: Maintenance of Arterial Drainage Schemes; and Maintenance of Drainage Districts.

The provision of flood protection measures can significantly reduce flood risk. However, the Ministerial Guidelines require that the presence of flood protection structures should be ignored in determining flood zones. This is because of risks relating to failure and severe flood events that exceed design capacity (the risk of severe events is exacerbated with climate change). Notwithstanding this, new development can proceed in areas that are at elevated levels of flood risk subject to the Justification Test provided for by the Guidelines being passed, which takes into account proposals to manage flood risk, such as the development of defences. Although insurance can be challenging to attain in these instances.

³ Under the headings of:

- Prevention: Sustainable Planning and Development Management
- Prevention: Sustainable Urban Drainage Systems
- Prevention: Voluntary Home Relocation
- Prevention: Adaptation Planning
- Prevention: Land Use Management and Natural Flood Risk Management Measures
- Protection: Maintenance of Channels Not Part of a Scheme
- Preparedness: Promotion of Individual and Community Resilience
- Preparedness: Flood Forecasting and Warning
- Preparedness: Emergency Response Planning
- Preparedness: Individual Property Protection
- Preparedness: Flood-Related Data Collection

As provided for under Plan Objective FRM 07 from the County Development Plan, it is Council policy to “Protect waterbodies and watercourses within the County from inappropriate development, including rivers, streams, associated undeveloped riparian strips, wetlands and natural floodplains. This will include protection buffers in riverine, wetland and coastal areas as appropriate”. Such protection will, in combination with the direction of development within the existing footprints of settlements, safeguard flood plains from development throughout the County.

Various rivers and their banks and culverts in the area are maintained by the Office of Public Works and Galway County Council. New developments should ensure that access is preserved for the maintenance of Arterial Drainage Districts and the OPW will be consulted with in the consideration of applications for developments in the vicinity of the Drainage District in this regard. Applications for development on land identified as benefiting land may be prone to flooding, and as such site-specific flood risk assessments may be required in these areas.

Met Éireann currently issues flood warnings for County Galway. Met Éireann, in collaboration with the OPW, is currently engaged in the establishment of a National Flood Forecasting and Warnings Service to forecast for fluvial and coastal flood events.

2.3 Other Flood Studies

Other Flood Studies considered in the preparation of this assessment include:

- Flood Risk Management Plan (Corrib River Basin), 2018;
- Previous SFRA in County Galway; and
- Regional Flood Risk Assessment for the Northern and Western Regional Spatial and Economic Strategy, 2020.

2.4 Flood Risk Indicators

Indicators of flood risk that are based on historical flooding events are identified and described on Table 2. Indicators of flood risk that are based on computational models – predictive flood risk indicators – are identified and described on Table 3. A selection of the historical and predictive flood risk indicators that were considered by the SFRA are mapped at settlement level for Tuam in Appendix II.

Table 2 Historical Flood Risk Indicators

Information Source	Description	Strategic Limitations
Recorded Flood Events from the OPW	A flood event is the occurrence of recorded flooding at a given location on a given date. The flood event is derived from different types of information (reports, photographs etc.).	This dataset only provides a spot location
Recurring Flood Events	A flood event that has occurred more than once at a certain area is named a recurring flood event.	This dataset only provides a spot location
OPW Flood Extent	A flood extent is an inundated area as recorded at a certain moment in time. This layer of information includes floods recorded in 1999/2000 and 1954.	Coverage limited
Alluvium Soils	Mineral alluvial soil mapping is indicative of recurrent or significant fluvial flooding at some point in the past and was generated by Teagasc with co-operation of the Forest Service, EPA and GSI. This project was completed May 2006.	Drainage may have changed significantly since these soils were deposited.
Benefitting lands (OPW)	Benefitting lands mapping is a dataset identifying land that might benefit from the implementation of Arterial (Major) Drainage Schemes (under the Arterial Drainage Act 1945) and indicating areas of land estimated or reported to be subject to flooding or poor drainage.	Identifies broad areas - low resolution for flood risk management
Drainage Districts (OPW)	This drainage scheme mapping dataset was prepared on behalf of the Drainage Districts (Local Authorities with statutory responsibility for maintenance under the Arterial Drainage Act, 1925). These maps identify land that might benefit from the implementation of Arterial (Major) Drainage Schemes and indicate areas of land subject to flooding or poor drainage.	Identifies large broad areas - very low resolution for flood risk management

Information Source	Description	Strategic Limitations
Land Commission (OPW)	This dataset indicates areas of land defended to some degree against flooding that were formerly the responsibility of the Land Commission.	Identifies broad areas - low resolution for flood risk management
Geological Survey of Ireland (GSI) Flood Event	Probabilistic and historic groundwater flood maps available on the GSI's Groundwater Flooding Data Viewer have been prepared by Geological Survey Ireland through the 2016-2019 GW Flood Project. The Groundwater Flood Probability Maps show the probabilistic flood extent of groundwater flooding in limestone regions and are focused primarily (but not entirely) on flooding at seasonally flooded wetlands known as turloughs. The Historic Groundwater Flood Map shows the observed peak flood extents caused by groundwater in Ireland and are largely based on the winter 2015 / 2016 flood event which was the largest flood on record in many areas.	This 2015-2016 data shows surface water flooding and does not distinguish between fluvial and pluvial flooding. There is no GSI Flood Event mapping available within the Plan area, although it indicates areas of potential surface water risk beyond the Plan area.

Table 3 Predictive Flood Risk Indicators

Information Source	Description	Strategic Limitations
CFRAM Study, Flood Extent Mapping, 2016	Following the undertaking of the PFRA, the OPW, through its engineering consultants and working with local authorities and other stakeholders, conducted extensive engineering assessments to better understand and detail the actual risk from flooding for areas that were at highest levels of risk. This was the subject of public consultation. The outcome of that work includes Predicted Flood Extent maps that were finalised in 2016. For fluvial flood levels, calibration and verification of the models make use of the best available data including hydrometric records, photographs, videos, press articles and anecdotal information.	Spatial spread is limited, including to the areas that are considered to be at most risk of flooding.
National Indicative Fluvial Mapping (NIFM) 2021	The PFRA indicative flood maps have now been superseded by the recently published NIFM. The OPW NIFM project has produced second generation indicative fluvial flood spatial data that are of a higher quality and accuracy to those produced for the first cycle PFRA. This project has covered 27,000 km of river reaches, separated into 37 drainage areas, consisting of 509 sub-catchments.	Does not cover smaller sized catchments. There is no NIFM available within the Plan area, although it indicates areas of potential risk beyond the Plan area.
GSI Predictive groundwater flood map	The predictive groundwater flood map presents the probabilistic flood extents for locations of recurrent karst groundwater flooding. It consists of a series of stacked polygons at each site representing the flood extent for specific AEP's mapping floods that are expected to occur every 10, 100 and 1000 years (AEP of 0.1, 0.01, and 0.001 respectively). The map is focussed primarily (but not entirely) on flooding at seasonally inundated wetlands known as turloughs. Sites were chosen for inclusion in the predictive map based on existing turlough databases as well as manual interpretation of SAR imagery. The mapping process tied together the observed and SAR-derived hydrograph data, hydrological modelling, stochastic weather generation and extreme value analysis to generate predictive groundwater flood maps for over 400 qualifying sites.	Not all turloughs are included in the predictive map as some sites could not be successfully monitored with SAR and/or modelled.

Information Source	Description	Strategic Limitations
<p>OPW Preliminary Flood Risk Assessment (PFRA) Fluvial, Groundwater and Pluvial flood maps, 2012</p>	<p>The OPW PFRA mapping dataset has been arrived at by:</p> <ul style="list-style-type: none"> • Reviewing records of floods that have happened in the past; • Undertaking analysis to determine which areas might flood in the future, and what the impacts might be; and • Extensive consultation with each local authorities and other Government departments and agencies. <p>This assessment has considered all types of flooding, including that which can occur from rivers, the sea and estuaries, heavy rain, groundwater, the failure of infrastructure, and so on. It has also considered the impacts flooding can have on people, property, businesses, the environment and cultural assets. Further information on the purpose and development of the OPW PFRA Maps are available on www.cfram.ie.</p>	<p>The PFRA is only a preliminary assessment, based on available or readily derivable information. Analysis has been undertaken to identify areas prone to flooding, and the risks associated with such flooding, but this analysis is purely indicative and undertaken for the purpose of completing the PFRA. The mapping has been developed using simple and cost-effective methods and is based on broad-scale simple analysis and may not be accurate for a specific location/use.</p> <p>Pluvial flood risk is likely to be present in local areas, however; it is not taken into account in the delineation of flood zones. Furthermore, PFRA indicative pluvial maps (2012) are not considered to be reliable for the purposes of zoning or decision-making.</p>

2.5 Conclusion

The information detailed above indicates elevated levels of flood risk in various locations across the town; therefore, a Stage 2 SFRA was proceeded to.

Section 3 Stage 2 SFRA - Flood Risk Assessment

3.1 Introduction

Stage 2 SFRA (flood risk assessment) has been undertaken in order to:

- Confirm the sources of flooding that may affect zoned and adjacent areas;
- Appraise the adequacy of existing information as identified by the Stage 1 SFRA; and
- Scope the extent of the risk of flooding through the preparation of flood zone maps.

3.2 Findings and Adequacy of Existing Information and Delineation of Flood Zones

Desk and in-field studies were undertaken taking into account the following factors:

- OPW's CFRAMS fluvial flood extent mapping (2016) and other predictive indicators;
- Historical indicators of flood risk;
- Documented Council knowledge of lands;
- The potential source and direction of flood paths from rivers and streams;
- Vegetation indicative of flood risk; and
- The locations of topographic/built features that coincide with the flood indicator related boundaries/topographical survey.

Within the annual exceedance probabilities specified by the Flood Guidelines for Flood Zones A and B, there are elevated levels of flood risk at certain areas in Tuam, as shown in Appendix II.

3.3 Flood Risk Zone Mapping

Flood Risk Zone maps have been produced taking into account the findings of the Stage 1 and Stage 2 SFRA desk and in field studies as identified above⁴.

The Flood Risk Zone map for Tuam is provided in Appendix II and identifies Flood Zone A (darker blue) and Flood Zone B⁵ (lighter blue). All other areas fall within Flood Zone C. As per the Guidelines, the flood zones are as follows:

- Flood Zone A – where the probability of flooding from rivers is highest (greater than 1% or 1 in 100 for river flooding);
- Flood Zone B – where the probability of flooding from rivers is moderate (between 0.1% or 1 in 1000 and 1% or 1 in 100 for river flooding); and
- Flood Zone C – where the probability of flooding from rivers is low (less than 0.1% or 1 in 1000 for river flooding).

⁴ Including taking into account predictive and historical indicators of flood risk, documented Council knowledge of lands, Council Engineer review and input into indicators and flood zones (local knowledge), the potential source and direction of flood paths from rivers and streams, vegetation indicative of flood risk and the locations of topographic/built features that coincide with the flood indicator related boundaries/topographical survey.

⁵ As identified by the Guidelines, in rivers with a well-defined floodplain or where the coastal plain is well defined at its rear, the limits of Zones A and B will virtually coincide. Zone B will only be significantly different in spatial extent from Zone A where there is extensive land with a gentle gradient away from the river or the sea.

3.4 Sensitivity to Climate Change

'The Planning System and Flood Risk Management Guidelines for Planning Authorities and Technical Appendices, 2009' recommends that a precautionary approach to climate change is adopted due to the level of uncertainty involved in the potential effects. In this regard, the Guidelines recommends:

- Recognising that significant changes in the flood extent may result from an increase in rainfall or tide events and accordingly adopting a cautious approach to zoning land in these potential transitional areas;
- Ensuring that the levels of structures designed to protect against flooding such as flood defences⁶, land raising or raised floor levels are sufficient to cope with the effects of climate change over the lifetime of the development they are designed to protect (normally 85-100 years); and
- Ensuring that structures to protect against flooding and the development protected are capable of adaptation to the effects of climate change when there is more certainty about the effects and still time for such adaptation to be effective.

~~Advice on the expected impacts of climate change and the allowances to be provided for future flood risk management in Ireland is given in the OPW Draft Guidance on Assessment of Potential Future Scenarios for Flood Risk Management (2009). Two climate change scenarios are considered. These are the Mid Range Future Scenario (MRFS) and the High End Future Scenario (HEFS). The MRFS is intended to represent a "likely" future scenario based on the wide range of future predictions available. The HEFS represents a more "extreme" future scenario at the upper boundaries of future projections. Based on these two scenarios the OPW recommended allowances for climate change in relation to river flows and sea levels are given in Table 4. These climate change allowances are particularly important at the development management stage of planning, and will ensure that proposed development is designed and constructed to take into account best current knowledge. Climate change allowances have been integrated into the recommendations provided at Section 4 of this report and MRFS and HEFS mapping is available from the OPW for certain areas, including AFAs.~~

Table 4 Allowances for Future Scenarios (100-Year Time Horizon)⁷

Criteria	MRFS – to be considered for most development scenarios	HEFS – to be considered in relation to high value, high vulnerability development which cannot be relocated
Extreme Rainfall Depths	+20%	+30%
Flood Flows	+20%	+30%
Mean Sea Level Rise	+500mm	+1000mm

The CFRAM Programme include maps for two potential future scenarios taking account of different degrees of climate impact, the Mid-Range Future Scenario (more likely to occur over the coming decades) and the High-Range Future Scenario (less likely to occur over the coming decades). A selection of Future Scenario Mapping is provided under Appendix II of this SFRA report. In compliance with the Guidelines, the Flood Zones identified by the SFRA are defined on the basis of current flood risk. The CFRAMS potential future scenarios mapping and the potential impacts of climate change, including increased rainfall intensities and increased fluvial flood flows, are required to be further taken into account at lower tiers of decision making concerning individual projects.

Flood Risk Assessments shall apply the precautionary approach recommended in the Guidelines and shall be informed by the advice on the expected impacts of climate change and the allowances to be provided for future flood risk management provided in the OPW's (2019) Flood Risk Management Climate Change Sectoral Adaptation Plan [and the guidance on potential future scenarios contained therein](#).

⁶ Defended areas are highly sensitive to climate change as the likelihood of defence failure and resulting flooding increases.

⁷ OPW Draft Guidance on Assessment of Potential Future Scenarios for Flood Risk Management (2009)

3.5 Sustainable Drainage Systems and Surface Water Guidance and Strategy

As provided for by measures integrated into both the existing, already in force, Galway County Development Plan and the Draft Local Area Plan (including the measures reproduced at Section 4 of this report), new developments will be required to incorporate the requirement for Sustainable Urban Drainage Systems (SuDS) where appropriate. In combination, these provisions contribute towards a sustainable drainage strategy for the Plan area.

It is likely that some or all of the following SuDS techniques will be applicable to key development sites⁸ within Tuam, including to manage surface water run-off:

- Rainwater harvesting
- Green roofs
- Infiltration systems
- Proprietary treatment systems
- Filter strips
- Filter drains
- Swales
- Bioretention systems
- Trees
- Pervious pavements
- Attenuation storage tanks
- Detention basins
- Ponds and wetlands

Each land use zoning objective, including those for opportunity sites, allows for a range of possible uses and the Local Area Plan, and associated County Development Plan, allow for a range of scales, heights, densities configurations/layouts and designs. The application of different SuDS techniques will be dependent on a combination of the site's characteristics and the development (when known) being considered.

Because of the infinite range of land use types and associated developments and designs that could occur on sites within the Plan area under this type of Plan⁹, the guidance from this SFRA is to consider the full range of SUDs available, taking into account the recommendations and information provided above and below. On key development/opportunity sites, in particular, integrated and area-based provision of SuDS and green infrastructure may be appropriate in order to avoid reliance on individual site by site solutions.

Some sites, such as those for which guidance is provided for below, will pose particular challenges for SuDS. The best practice manuals cited at the end of this sub-section should be considered in determining solutions at these and other development sites.

At sites with high groundwater levels:

- Infiltration techniques may be particularly challenging and shallow infiltration basins or permeable pavements, may be most appropriate.
- Storage and conveyance systems need to be kept above maximum groundwater levels and membranes of appropriate robustness should be used to line any tanks
- Locating storage tanks or lined sub-base systems below the maximum likely groundwater level can cause result in flotation and structural risks

At sites that are steeply sloping:

- Effective utilisation of SuDS storage capacity should be considered, which can benefit from aligning with contours of roads and other structures, where these sites are terraced. Terraced

⁸ Including: Opportunity Site 1–Corner of The Mall & Stable Lane, Opportunity Site 2–Corner of Chapel Lane & Egan's Lane, Opportunity Site 3–Corner of Barracks Street & Liam Mellows Street and Opportunity Site 4 –Bishop Street.

⁹ Refer to Plan "Table 1.6.1 Land Use Matrix Table", for example, for the wide range of land uses possible at sites zoned with single land use zoning objectives.

car-parking areas can allow for storage of water through pervious pavements. Basins on terraces can provide open space. The runoff catchment on these sites can also be divided into smaller sub catchments.

- Velocities in swales and basins due to the steep slope can be managed by using check dams in swales or in storage layers, such as below permeable pavements.
- The possibility of infiltrating water resurfacing downslope or to increase pressure on downslope structures, such as walls, causing them to fail should be considered.

At sites that are very flat:

- On very flat sites, it is often not possible to construct piped drainage systems with sufficient falls to achieve minimum self-cleansing velocities. The solution can involve the use of shallow SuDS components such as swales, pervious pavements or high-capacity linear drainage channels, often dividing the site into small sub-catchments and providing local combined storage and conveyance components.
- A slight fall on any subgrade exposed to water is preferred in order to avoid ponding of water and reduction in strength in the soil due to waterlogging. If this is not possible then reduction in strength should be taken into account in the structural design of tanks or pervious pavements.
- Pumping should be a last resort and only allowable in situations where guaranteed maintenance of the pumps can be ensured.

At sites that include areas of floodplain:

- Notwithstanding that all storage volume should normally be provided within the development footprint, outside of the floodplain, SuDs on floodplains can be effective in managing routine rainfall/treatment for frequent events.
- SuDs should be selected and designed taking account of the likely high groundwater table and vulnerability to erosion during periods of high flows/water levels and SuDS should not reduce floodplain storage or conveyance.
- Conveyance routes should limit grading and the creation of surface features that could either reduce floodplain capacity or be washed out in a flood.
- Surface discharge from SuDS should be dispersed with point discharges minimised or eliminated.
- All SuDS within or crossing a floodplain should take full consideration of the likely influence of river water levels on the design performance. Combined probability assessments may be required.
- Siltation and subsequent clearance after a flood event has subsided should also be taken into account in the design.

SuDS are effective technologies, which aim to reduce flood risk, improve water quality and enhance biodiversity and amenity.

The systems should aim to mimic the natural drainage of the application site to minimise the effect of a development on flooding and pollution of existing waterways. SuDS include devices such as swales, permeable pavements, filter drains, storage ponds, constructed wetlands, soakways and green roofs. The integration of nature-based solutions, such as amenity areas, ecological corridors and attenuation ponds, into public and private development initiatives, is applicable within the provisions of the Plan and should be encouraged. [Applications for development should take into account, as appropriate, the Department of Housing, Local Government and Heritage's \(2022\) "Nature-based Solutions to the Management of Rainwater and Surface Water Runoff in Urban Areas - Water Sensitive Urban Design - Best Practice Interim Guidance Document"](#).

In some exceptional cases, and at the discretion of the Council, where it is demonstrated that SuDS devices are not feasible, approval may be given to install underground attenuation tanks or enlarged pipes in conjunction with other devices to achieve the required water quality. Such alternative measures will only be considered as a last resort. Proposals for surface water attenuation systems should include maintenance proposals and procedures.

Urban developments, both within developments and within the public realm, should seek to minimise and limit the extent of hard surfacing and paving and require the use of sustainable drainage

techniques for new development or for extensions to existing developments, in order to reduce the potential impact of existing and predicted flood risk. Development proposals should be accompanied by a comprehensive SuDS assessment that addresses run-off rate, run-off quality and its impact on the existing habitat and water quality.

For larger sites (i.e. multiple dwellings or commercial units) master planning should ensure that existing flow routes are maintained, through the use of green infrastructure. In addition, where multiple individual proposals are being made SuDS should be integrated where appropriate and relevant.

All proposed development, should consider the impact of surface water flood risks on drainage design e.g. in the form of a section within the flood risk assessment (for sites in Flood Zone A or B) or part of a surface water management plan.

Pluvial flood risk is likely to be present in local areas, however; it is not taken into account in the delineation of flood zones. Furthermore, PFRA indicative pluvial maps (2012) are not considered to be reliable for the purposes of zoning or decision-making. Particular attention should be given to development in low-lying areas which may act as natural ponds for collection of run-off. The drainage design should ensure no increase in flood risk to the site, or the downstream catchment. Where possible, and particularly in areas of new development, floor levels should be at an appropriate height above adjacent roads and hard standing areas to reduce the consequences of any localised flooding. Where this is not possible, an alternative design appropriate to the location may be prepared.

Further to the above, proposals for development should consider the Construction Industry Research and Information Association (CIRIA) SuDS Manual 2015 and any future update of this guidance and Greater Dublin Strategic Drainage Study documents in designing SuDS solutions, including the New Development Policy, the Final Strategy Report, the Code of Practice and "Irish SuDS: guidance on applying the GSDS surface water drainage criteria".

Section 4 Flood and Drainage Provisions

4.1 Introduction

In order to comply with *The Planning System and Flood Risk Management - Guidelines for Planning Authorities* (Department of the Environment, Heritage and Local Government and Office of Public Works, 2009) and Department of the Environment, Community and Local Government Circular (*PL 2/2014*) and in order to contribute towards flood risk management within the Plan area, the measures below have been integrated into the Draft Tuam Local Area Plan and the existing, already in force, Galway County Development Plan 2022-2028.

4.2 Land Use Zoning

That Flood Zones identified by the SFRA were used in line with the requirements provided for by the Flood Guidelines for land uses in Flood Zones A and B.

With respect to lands which have already been developed, the potential conflict between zonings and *highly* and *less vulnerable* development (see Tables 87 and 98 in Appendix I) were avoided by applying the constrained land use approach, with blue hatched shaded zone, 'Constrained Land Use', applied on the land use zone mapping in order to differentiate that there is a flood risk issue.

To this effect, the following provisions have been integrated into the Local Area Plan:

DM Guideline 1

Minimum Finished Floor Levels (FFL's)

In areas of limited flood depth, the specification of the threshold and floor levels of new structures shall be raised above expected flood levels to reduce the risk of flood losses to a building, by raising floor heights within the building structure using a suspended floor arrangement or raised internal concrete platforms.

When designing an extension or modification to an existing building, an appropriate flood risk reduction measure shall be specified to ensure the threshold levels into the building are above the design flood level. However, care must also be taken to ensure access for all is provided in compliance with Part M of the Building Regulations.

Where threshold levels cannot be raised to the street for streetscape, conservation or other reasons, the design shall specify a mixing of uses vertically in buildings - with less vulnerable uses located at ground floor level, along with other measures for dealing with residual flood risk.

Surface Water Drainage and Flooding

DM Standard 2: Sustainable Drainage Systems (SuDS)

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

SuDS include devices such as swales, permeable pavements, filter drains, storage ponds, constructed wetlands, soakaways and green roofs. In some exceptional cases, and at the discretion of the Council, where it is demonstrated that SuDS devices are not feasible, approval may be given to install underground attenuation tanks or enlarged pipes in conjunction with other devices to achieve the required water quality. Such alternative measures will only be considered as a last resort. Proposals for surface water attenuation systems should include maintenance proposals and procedures. Development proposals will be required to be accompanied by a comprehensive SuDS assessment that addresses run-off rate, run-off quality and its impact on the existing habitat and water quality. This approach using SuDS offers a total solution to rainwater management and is applicable in urban and rural situations. Current best practice guidance on SuDS is available from the Guidance Documents produced by the Greater Dublin Strategic Drainage Study (GSDSDS).

Refer also to DM Standard 68 of the Galway County Development Plan 2022 – 2028.

**DM Standard 3: Flooding
Flood Zones and Appropriate Uses**

The table below indicates the types of land uses that are appropriate in each of the Flood Zones identified within the Plan area, in accordance with the 2009 Flood Risk Management Guidelines for Planning Authorities and Departmental Circular PL2/2014 (or any updated/superseding legislation or policy guidance).

Where developments/land uses are proposed that are inappropriate to the Flood Zone, then a Development Management Justification Test and site-specific Flood Risk Assessment will be required per The Planning System and Flood Risk Management Guidelines 2009 (and as updated).

Flood Zones	Overall probability	Planning implications for land uses		
		Highly Vulnerable Development	Less Vulnerable Development	Water Compatible Development
Flood Zone A	Highest	Inappropriate – if proposed, then Justification Test and detailed Flood Risk Assessment are required	Inappropriate – if proposed, then Justification Test and detailed Flood Risk Assessment are required	Appropriate – screen for flood risk
Flood zone B	Moderate	Inappropriate – if proposed, then Justification Test and detailed Flood Risk Assessment are required	Inappropriate due to climate change – if proposed, then Justification Test and detailed Flood Risk Assessment are required	Appropriate – screen for flood risk
Flood Zone C	Lowest	Appropriate - detailed Flood Risk Assessment may be required	Appropriate - detailed Flood Risk Assessment may be required	Appropriate – screen for flood risk

Table 3 Flood Zones Planning Implications

Refer to Flood Risk Management Guidelines 2009 and 'SFRA for the Tuam Local Area Plan 2023-2029' for additional detail:

- Highly Vulnerable Development - Houses, schools, hospitals, residential institutions, emergency services, essential infrastructure, etc.
- Less Vulnerable Development - Economic uses (retail, leisure, warehousing, commercial, industrial, non-residential institutions, etc.), land and buildings used for agriculture or forestry, local transport infrastructure, etc.
- Water Compatible Development - Docks, marinas, wharves, water-based recreation and tourism (excluding sleeping accommodation), amenity open space, sports and recreation, flood control infrastructure, etc.

Refer also to DM Standard 68 in the Galway County Development Plan 2022 – 2028.

Further to the above, following public display of the Draft Plan and associated documents, the following clarifications to the meanings of Land Use Zoning Objectives were proposed to be added to the "General Notes on Land Use Zoning Matrix" under Table 1.6.1 "Land Use Matrix" of the Plan:

- "8. Lands zoned "A - Agriculture" would not pass the Plan Making Justification Test. Furthermore, the Plan Making Justification Test is unsuitable for assessing Agricultural zoned lands, which are not consistent with the condition that any lands justified are essential in achieving compact and sustainable urban growth. Consequently, developments on lands zoned "A - Agriculture" shall be limited as per the requirements of Policy Objective TKT 41 Constrained Land Use. This limitation shall take primacy over any related provision relating to the land use zoning matrix."
- 9. Uses under "R – Residential Existing" that have not passed the Justification Test (residential developments to the north of the Weir Road and to the immediate south east of the N17) shall be limited as per the requirements of Policy Objective TKT 41 Constrained Land Use. This limitation shall take primacy over any related provision relating to the land use zoning matrix."

- 10. Uses under "Public, Community and Institutional Uses" to the east of Parkmore shall be limited in Flood Zone B to less-vulnerable and water compatible uses (as per the Flood Risk Management Guidelines).
This limitation shall take primacy over any related provision relating to the land use zoning matrix.
- 11. Uses under "Commercial and Industrial Uses" adjacent to the existing commercial/industrial development between the River Clare and the N17 shall be limited in areas at elevated risk of flooding, as per the Flood Risk Management Guidelines, as follows:
 - In Flood Zone A, uses shall be limited to water compatible uses;
 - In Flood Zone B, uses shall be limited to less-vulnerable and water compatible uses (as per the Flood Risk Management Guidelines);These limitations shall take primacy over any related provision relating to the land use zoning matrix.

4.3 Integration of provisions relating to flood risk management into the existing, already in force, Galway County Development Plan

Provisions relating to flood risk management, including the following, have also been integrated into the Galway County Development Plan 2022-2028:

Table 45 County Development Plan Provisions relating to Flood Risk Management

Provision
<p>Policy Objectives Flood Risk Management</p> <p>FL 1 Flood Risk Management Guidelines It is the policy objective of Galway County Council to support, in co-operation with the OPW, the implementation of the EU Flood Risk Directive (2007/60/EC), the Flood Risk Regulations (SI No. 122 of 2010) and the DEHLG/OPW publication The Planning System and Flood Risk Management Guidelines (2009) (and any updated/superseding legislation or policy guidance) and Department Circular PL2/2014 or any updated / superseding version.</p> <p>FL 2 Flood Risk Management and Assessment</p> <p>Comply with the requirements of the DoEHLG/OPW The Planning System and Flood Risk Management Guidelines for Planning Authorities and its accompanying Technical Appendices Document 2009 (including any updated/superseding documents).</p> <p>This will include the following:</p> <p>(a) Avoid, reduce and/or mitigate, as appropriate in accordance with the Guidelines;</p> <p>(b) Development proposals in areas where there is an identified or potential risk of flooding or that could give rise to a risk of flooding elsewhere will be required to carry out a Site-Specific Flood Risk Assessment, and justification test where appropriate, in accordance with the provisions of The Planning System and Flood Risk Management Guidelines 2009 (or any superseding document); Any flood risk assessment should include an assessment of the potential impacts of climate change, such as an increase in the extent or probability of flooding, and any associated measures necessary to address these impacts;</p> <p>(c) Development that would be subject to an inappropriate risk of flooding or that would cause or exacerbate such a risk at other locations shall not normally be permitted;</p> <p>(d) Galway County Council shall work with other bodies and organisations, as appropriate, to help protect critical infrastructure, including water and wastewater, within the County, from risk of flooding.</p> <p>FL 3 Principles of the Flood Risk Management Guidelines</p> <p>The Planning Authority shall implement the key principles of flood risk management set out in the Flood Risk Management Guidelines as follows:</p> <p>(a) Avoid development that will be at risk of flooding or that will increase the flooding risk elsewhere, where possible;</p> <p>(b) Substitute less vulnerable uses, where avoidance is not possible; and</p> <p>(c) Mitigate and manage the risk, where avoidance and substitution are not possible.</p> <p>Development should only be permitted in areas at risk of flooding when there are no alternative, reasonable sites available in areas at lower risk that also meet the objectives of proper planning and sustainable development. Vulnerable development in areas which have the highest flood risk should be avoided and/or only considered in exceptional circumstances (through a prescribed Justification Test) if adequate land or sites are not available in areas which have lower flood risk</p> <p>FL 4 Flood Relief Schemes</p> <p>The Planning Authority shall support and co-operate with the Office of Public Works (OPW) in the delivery of Flood Relief Schemes.</p>

Provision
<p>FL 5 Catchment Planning The Planning Authority will support the OPW'S CFRAM Programme and catchment-based Flood Planning Groups, especially where catchments go beyond the Council's administrative boundary, in the development and implementation of catchment-based strategies for the management of flood risk - including those relating to storage and conveyance.</p> <p>FL 6 Surface Water Drainage and Sustainable Drainage Systems (SuDs) Maintain and enhance, as appropriate, the existing surface water drainage system in the County. Ensure that new developments are adequately serviced with surface water drainage infrastructure and promote the use of Sustainable Drainage Systems in all new developments. Surface water run-off from development sites will be limited to pre-development levels and planning applications for new developments will be required to provide details of surface water drainage and sustainable drainage systems proposals.</p> <p>FL 7 Protection of Waterbodies and Watercourses Protect waterbodies and watercourses within the County from inappropriate development, including rivers, streams, associated undeveloped riparian strips, wetlands and natural floodplains. This will include protection buffers in riverine, wetland and coastal areas as appropriate.</p> <p>FL 8 Flood Risk Assessment for Planning Applications and CFRAMS "Protect Flood Zone A and Flood Zone B from inappropriate development and direct developments/land uses into the appropriate Flood Zone in accordance with The Planning System and Flood Risk Management Guidelines for Planning Authorities 2009 (or any superseding document) and the guidance contained in Development Management Standard 69. Site-specific Flood Risk Assessment (FRA) is required for all planning applications in areas at elevated risk of flooding, even for developments appropriate to the particular flood zone. The detail of these site-specific FRAs will depend on the level of risk and scale of development. A detailed site-specific FRA should quantify the risks, the effects of selected mitigation and the management of any residual risks. The Planning Authority shall have regard to the results of any CFRAM Studies in the assessment of planning applications. Development proposal will need to be accompanied by a Development Management Justification Test in addition to the site-specific Flood Risk Assessment. Where only a small proportion of a site is at risk of flooding, the sequential approach shall be applied in site planning, in order to seek to ensure that no encroachment onto or loss of the flood plain occurs and/or that only water compatible development such as Open Space would be permitted for the lands which are identified as being at risk of flooding within that site. In Flood Zone C, where the probability of flooding is low (less than 0.1%, Flood Zone C), site-specific Flood Risk Assessment may be required and the developer should satisfy themselves that the probability of flooding is appropriate to the development being proposed. In addition to the County Plan SFRA datasets (including the Flood Zones, CFRAMS mapping, historical and predictive groundwater mapping, predictive pluvial mapping and historical flood risk indicator mapping, such as the Benefitting Lands mapping), new and emerging datasets (such as the OPW's National Fluvial Mapping that will supersede existing PFRA fluvial mapping for catchments greater than 5km²) must be consulted by prospective applicants for developments and will be made available to lower-tier Development Management processed in the Council. Applications for developments in coastal areas and associated assessments shall also consider wave overtopping and coastal erosion.</p> <p>FL 9 SFRA of Lower Tier Plans Lower tier plans shall undertake SFRA (Strategic Flood Risk Assessment) in compliance with the Flood Risk Management Guidelines.</p> <p>FL 10 SFRA/FRA and Climate Change SFRAs and site-specific FRAs shall provide information on the implications of climate change with regard to flood risk in relevant locations. The 2009 OPW Draft Guidance on Assessment of Potential Future Scenarios for Flood Risk Management (or any superseding document) shall be consulted with to this effect.</p> <p>FL 11 FRA and Environmental Impact Assessment (EIA) Flood risk may constitute a significant environmental effect of a development proposal that in certain circumstances may trigger a sub-threshold EIA. FRA should therefore be an integral part of any EIA undertaken for projects within the County.</p> <p>FL 12 Inland Fisheries It is a policy objective of the Planning Authority to consult, where necessary, with Inland Fisheries Ireland, the National Parks and Wildlife Service and other relevant agencies in the construction of flood alleviation measures in County Galway.</p> <p>FL 13 CFRAM It is a policy objective of the Planning Authority to take account of and incorporate into local planning policy and decision making, including possible future variations to this plan, CFRAM measures that may be published in the future, including planned investment measures for managing and reducing flood risk.</p> <p>FL 14 Flood Vulnerable Zones It is a policy objective of the Planning Authority to ensure that applications pertaining to existing developments in flood vulnerable zones provide details of structural and non-structural risk management measures to include, but not be limited to specifications of the following - floor levels, internal layout, flood resilient construction, flood resistant construction, emergency response planning, access and egress during flood events.</p> <p>FL 15 Flood Risk Management Ensure each flood risk management activity is examined to determine actions required to embed and provide for effective climate change adaptation as set out in the OPW Climate Change Sectoral Adaptation Plan for Flood Risk Management applicable at the time.</p> <p>FL 16 Benefitting Land Applications for development on land identified as benefiting land may be prone to flooding, and as such site-specific flood risk assessments may be required in these areas.</p> <p>FL 17 Consultation with OPW Consult with the OPW in relation to proposed developments in the vicinity of drainage channels and rivers for which the OPW are responsible and retain a strip on either side of such channels where required, to facilitate maintenance access</p>

Provision
<p>thereto. In addition, promote the sustainable management and uses of water bodies and avoid culverting or realignment of these features.</p> <p>FL 18 Inappropriate Development on Flood Zones Where a development/land use is proposed within any area subject to this objective the development proposal will need to be accompanied by a detailed hydrological assessment and robust SUDS design which demonstrates the capacity to withstand potential flood events to maintain water quality and avoid potential effects to ecological features.</p> <ul style="list-style-type: none"> • Any development proposals should be considered with caution and will be required to comply with The Planning System and Flood Risk Management Guidelines for Planning Authorities/Circular PL2/2014 & the associated Development Management Justification Test. • Climate Change should be duly considered in any development proposal. • Protect the riparian zones of watercourse systems throughout the plan area through a general 10 metre protection buffer from rivers within the plan area as measured from the near riverbank, (this distance may be increased and decreased on a site by site basis, as appropriate). • Any development proposals submitted for this site will require a detailed ecological report (s), carried out by suitably qualified personnel for the purposes of informing Appropriate Assessment Screening by Galway County Council, the competent authority. • The relevant lands will be outlined and flagged with a symbol on the land use zoning map and on the GIS system of Galway County Council so that staff and the public are aware of the special conditions/constraints attached. • A briefing will be provided to relevant staff within Galway County Council on the special conditions and constraints on relevant lands.

4.4 Integration of other provisions relating to flood risk management into the Draft Local Area Plan

Further to the measures relating to land use zoning integrated into the LAP (see Section 4.2 above) and those already in force through the Galway County Development Plan 2022-2028 (see Section 4.3 above), a number of other measures relating to flood risk and drainage have been integrated into the Draft Local Area plan as detailed on Table 56 below. In combination, these provisions contribute towards a sustainable drainage strategy for the Plan area (see also Section 3.5 of this document).

Table 56 Draft Local Area Plan Provisions relating to Flood Risk Management

Provision
<p>TKT 41 Constrained Land Use To facilitate the appropriate management and sustainable use of Flood Risk within the zoning plan area. This zoning indicates where the Plan Making Justification Test may need to be applied and as such can limit new development, while recognising that existing development uses within these zones may require small scale development, as outlined below, over the life of the Local Area Plan, which would contribute towards the compact and sustainable urban development of the town. <u>New development will generally be limited to water-compatible uses in Flood Zone A, and less vulnerable or water compatible uses in Flood Zone B, and a detailed site-specific Flood Risk Assessment will be required in these areas.</u> The underlying zoning or the existing permitted uses may be deemed to be acceptable in principle, however within Flood Zone A/B development is typically limited to extensions, renovations and change of use. Infill highly vulnerable development and demolition and reconstruction can only take place in Flood Zone C. Less vulnerable development in Flood Zone B will also need to be considered carefully. These aspects are assessed on a case by case basis under the application of the Plan Making Justification Test and as supported by specific objectives in the written statement. Where the Justification Test is passed there is also a requirement for a detailed Flood Risk Assessment at Development Management stage. The FRA should be carried out in accordance with The Planning System and Flood Risk Assessment Guidelines and Circular PL 2/2014 (or as updated), which shall assess the risks of flooding associated with the proposed development. Specifications for developments in flood vulnerable areas set out in this plan shall be complied with as appropriate.</p> <p>TKT 42 Flood Risk Management Guidelines It is a policy objective of Galway County Council to support, in co-operation with the OPW, the implementation of the EU Flood Risk Directive (2007/60/EC), the Flood Risk Regulations (SI No. 122 of 2010) and the DEHLG/OPW publication The Planning System and Flood Risk Management Guidelines (2009) (and any updated/superseding legislation or policy guidance) and Department Circular PL2/2014 or updated/superseding version.</p> <p>TKT 43 Flood Risk Management and Assessment It is a policy objective of the Council to comply with the requirements of the DoEHLG/OPW <i>The Planning System and Flood Risk Management Guidelines for Planning Authorities</i> and its accompanying Technical Appendices Document 2009 (including any updated/superseding documents). This will include the following: (a) Avoid, reduce and/or mitigate, as appropriate in accordance with the Guidelines; (b) Development proposals in areas where there is an identified or potential risk of flooding or that could give rise to a risk of flooding elsewhere will be required to carry out a Site Specific Flood Risk Assessment, and Justification Test where appropriate, in accordance with the provisions of the Planning System and Flood Risk Management Guidelines 2009 (or any superseding document); Any flood risk assessment should include an assessment of the potential impacts of climate</p>

Provision
<p>change, such as an increase in the extent or probability of flooding, and any associated measures necessary to address these impacts;</p> <p>(c) Development that would be subject to an inappropriate risk of flooding or that would cause or exacerbate such a risk at other locations shall not normally be permitted;</p> <p>(d) Galway County Council shall work with other bodies and organisations, as appropriate, to help protect critical infrastructure, including water and wastewater, within the County from risk of flooding.</p> <p>TKT 44 Principles of Flood Risk Management Guidelines The Council shall implement the key principles of flood risk management set out in the Flood Risk Management Guidelines as follows:</p> <p>(a) Avoid development that will be at risk of flooding or that will increase the flooding risk elsewhere, where possible;</p> <p>(b) Substitute less vulnerable uses, where avoidance is not possible; and,</p> <p>(c) Mitigate and manage the risk, where avoidance and substitution are not possible.</p> <p>Development should only be permitted in areas at risk of flooding when there are no alternative reasonable sites available in areas at lower risk that also meet the objectives of proper planning and sustainable development. Vulnerable development in areas which have the highest flood risk should be avoided and/or only considered in exceptional circumstances (through a prescribed Justification Test) if adequate land or sites are not available in areas which have lower flood risk.</p> <p>TKT 45 Connections to the Public Sewer & Public Water Mains Development shall connect to the public sewer and public water mains, subject to a connection agreement with Irish Water, in order to protect all waters in the plan area, and also to consolidate the urban structure and to control ribbon development along approach roads into Tuam.</p> <p>TKT 46 Surface Water Drainage and Sustainable Drainage Systems (SuDs) Maintain and enhance, as appropriate, the existing surface water drainage system in Tuam. Ensure that new developments are adequately serviced with surface water drainage infrastructure and promote the use of Sustainable Drainage Systems in all new developments. Surface water runoff from development sites will be limited to pre-development levels and planning applications for new developments will be required to provide details of surface water drainage and Sustainable Drainage Systems proposals. Refer also to Section 3.5 of the accompanying SFRA, "Sustainable Urban Drainage Systems and Surface Water Guidance and Strategy".</p> <p>TKT 47 Protection of Waterbodies and Watercourses Protect waterbodies and watercourses within the County from inappropriate development, including rivers, streams, associated undeveloped riparian strips, wetlands and natural floodplains. This will include protection buffers in the riverine, wetland and coastal areas as appropriate. To contribute towards protection and improvement of the status of surface and ground waters in accordance with the Water Framework Directive. Applications for development under the Plan must demonstrate that the proposal for development would not adversely affect a water body's ability to meet its objectives under the Water Framework Directive, individually as a result of the proposed development or cumulatively, in combination with other developments.</p> <p>TKT 48 Flood Risk Assessment for Planning Applications and CFRAMS Protect Flood Zone A and Flood Zone B from inappropriate development and direct developments/land uses into the appropriate Flood Zone in accordance with The Planning System and Flood Risk Management Guidelines for Planning Authorities 2009 (or any superseding document) and the guidance contained in Development Management Standards 2 and 3. Site-specific Flood Risk Assessment (FRA) is required for all planning applications in areas at elevated risk of flooding, even for developments appropriate to the particular flood zone. The detail of these site-specific FRAs will depend on the level of risk and scale of development. A detailed site specific FRA should quantify the risks, the effects of selected mitigation and the management of any residual risks. The Council shall have regard to the results of any CFRAM Studies in the assessment of planning applications. Where a development/land use is proposed that is inappropriate within the Flood Zone, then the development proposal will need to be accompanied by a Development Management Justification Test in addition to the site-specific Flood Risk Assessment. In Flood Zone C, where the probability of flooding is low (less than 0.1%, Flood Zone C), site-specific Flood Risk Assessment may be required, and the developer should satisfy themselves that the probability of flooding is appropriate to the development being proposed.</p> <p>TKT 49 Flood Risk Assessment and Climate Change Flood Risk Assessment in Tuam shall provide information on the implications of climate change with regards to flood risk in relevant locations. The 2009 OPW Draft Guidance on Assessment of Potential Future Scenarios for Flood Risk Management (or any superseding document) shall be consulted with to this effect.</p> <p>TKT 50 Flood Risk Assessment and Environmental Impact Assessment (EIA) Flood risk may constitute a significant environmental effect of a development proposal that in certain circumstances may trigger a sub-threshold EIA. FRA should therefore be an integral part of any EIA undertaken for projects within Tuam.</p> <p>TKT 51 Flood Vulnerable Zones It is a policy objective of the Council to ensure that applications pertaining to existing developments in flood vulnerable zones provide details of structural and non-structural risk management measures to include, but not be limited to specifications of the following – floor levels, internal layout, flood resilient construction, flood resistant construction, emergency response planning, access and egress during flood events.</p> <p>TKT 52 Flood Risk Management Ensure each flood risk management activity is examined to determine actions required to embed and provide for effective climate change adaptation as set out in the OPWE Climate Change Sectoral Adaptation Plan for Flood Risk Management applicable at the time.</p>

4.5 Justification Test

The levels of flood risk identified by the SFRA were a key informant of land uses in undeveloped areas in Flood Zones A and B. The Justification Test (including its various criteria – see **Appendix I**) is required to be passed for uses that would be otherwise considered inappropriate.

Only appropriate land uses are being proposed for previously undeveloped lands within Flood Zones A and B.

Potential conflict between zonings and *highly* and *less vulnerable* development will be avoided by applying the measures which have been integrated into the Plan, including those detailed above under Section 4 of this report.

Although Stage 3 detailed flood risk assessment has not been required for the Plan-preparation process, it may be required for individual projects following adoption of the Plan.

Table 67 Justification Tests

Site and Zoning in Draft Plan <i>Note that the meaning of zoning objectives has been influenced by the SFRA process and these meanings are explained in the Draft Plan</i>	Justification Test (Fails, if one of the following fails; All must be passed for the test to be passed)			Overall Result
	Is the settlement targeted for growth under the RSES, existing CDP and/or Draft CDP?	Is the zoning of the lands required to achieve the proper planning and sustainable development of the settlement? All sub-criteria¹⁰ must be satisfied	SFRA recommendation integrated into the Plan for management of risk?	
(Previously developed) C1 Town Centre at junction of Ballygaddy Road and Chapel Lane <i>Note that the meaning of zoning objectives has been influenced by the SFRA process and these meanings are explained in the Draft Plan</i>	Yes	This land use zoning proposal fulfils all sub-criteria and would contribute towards overall sustainable, compact and balanced regional development by inclusion as part of the Development Plan - as confirmed by the Planning Department.	Yes, see provisions repeated in Section 4 of this report	Pass
(Previously developed) CF <u>Public, Community and Institutional Uses</u> Community Facilities off Abbey Trinity Road <i>Note that the meaning of zoning objectives has been influenced by the SFRA process and these meanings are explained in the Draft Plan</i>	Yes	This land use zoning proposal fulfils all sub-criteria and would contribute towards overall sustainable, compact and balanced regional development by inclusion as part of the Development Plan - as confirmed by the Planning Department.	Yes, see provisions repeated in Section 4 of this report	Pass
(Previously developed) T Tourism at Weir Road <i>Note that the meaning of zoning objectives has been influenced by the SFRA process and these meanings are explained in the Draft Plan</i>	Yes	This land use zoning proposal fulfils all sub-criteria and would contribute towards overall sustainable, compact and balanced regional development by inclusion as part of the Development Plan - as confirmed by the Planning Department.	Yes, see provisions repeated in Section 4 of this report	Pass
Various (Previously developed) R Existing Residential zoned sites <i>(these are the existing residential developments: to the north the Weir Road in the estates of Millstream Park and Carrigweir; and along the Birmingham Road)</i> <i>Note that the meaning of zoning objectives has been influenced by the SFRA process and these meanings are explained in the Draft Plan</i>	Yes	This land use zoning proposal fulfils all sub-criteria and would contribute towards overall sustainable, compact and balanced regional development by inclusion as part of the Development Plan - as confirmed by the Planning Department.	Yes, see provisions repeated in Section 4 of this report	Pass
Previously developed I Commercial and Industrial Uses lands between the River Clare and the N17	Yes	<i>This land use zoning proposal fulfils all sub-criteria and would contribute towards overall sustainable, compact and balanced regional development by inclusion as part of the Development Plan - as confirmed by the Planning Department.</i>	<i>Yes, see provisions repeated in Section 4 of this report</i>	Pass
Various A Agricultural sites <i>Note that the meaning of zoning objectives has been influenced by the SFRA process and these meanings are explained in the Draft Plan</i>	Yes	<i>This land use zoning proposal fulfils all sub-criteria and would contribute towards overall sustainable, compact and balanced regional development by inclusion as part of the Development Plan - as confirmed by the Planning Department.</i>	<i>Yes, see provisions repeated in Section 4 of this report</i>	Pass

¹⁰ (i) Is essential to facilitate regeneration and/or expansion of the centre of the urban settlement;
(ii) Comprises significant previously developed and/or under-utilised lands;
(iii) Is within or adjoining the core of an established or designated urban settlement;
(iv) Will be essential in achieving compact and sustainable urban growth; and
(v) There are no suitable alternative lands for the particular use or development type, in areas at lower risk of flooding within or adjoining the core of the urban settlement.

Section 5 Conclusion

Galway County Council has prepared a new Draft Local Area Plan (LAP) for Tuam under the Planning and Development Act 2000 (as amended). The Plan sets out an overall strategy for the proper planning and sustainable development over the years 2023-2029.

The LAP should be read in conjunction with the Galway County Development Plan 2022-2028, which sets out the overarching development strategy for the County. Where conflicting objectives arise between the County Development Plan and the LAP, the objectives of the relevant County Development Plan shall take precedence.

The general development management standards, zoning matrix/descriptions and policies and objectives in the County Development Plan (including provisions relating to flood risk management and drainage) can be applied to the Plan area, while additional policies and objectives that are specific to Tuam are included in the LAP.

In addition, land use zoning contained within the Draft Plan has been informed by the SFRA process and associated delineation of flood risk zones. The detailed Plan preparation process undertaken by the Planning Department combined with specialist input from the SFRA process facilitated zoning that helps to avoid inappropriate development being permitted in areas of high flood risk.

Appendix I: Summary of the requirements of the Flood Guidelines for land uses in Flood Zones

Requirements relating to land uses in Flood Zones as set out in the Department of Environment, Heritage and Local Government (DEHLG) and Office of Public Works (OPW) 2009 Flood Guidelines (including at Chapter 3 Principles and Key Mechanisms and Chapter 5 Flooding and Development Management) and Departmental Circular PL2/2014 should be adhered to.

- The Sequential Approach, including the Justification test -

The key principles of the Guidelines' risk-based sequential approach (see [Figure 1](#)~~Figure 1~~) are:

- Avoid development in areas at risk of flooding. If this is not possible, consider substituting a land use that is less vulnerable to flooding. Only when both avoidance and substitution cannot take place should consideration be given to mitigation and management of risks.
- Inappropriate types of development that would create unacceptable risks from flooding should not be planned for or permitted.
- Exceptions to the restriction of development due to potential flood risks are provided for through the use of a Justification Test, where the planning need and the sustainable management of flood risk to an acceptable level must be demonstrated.

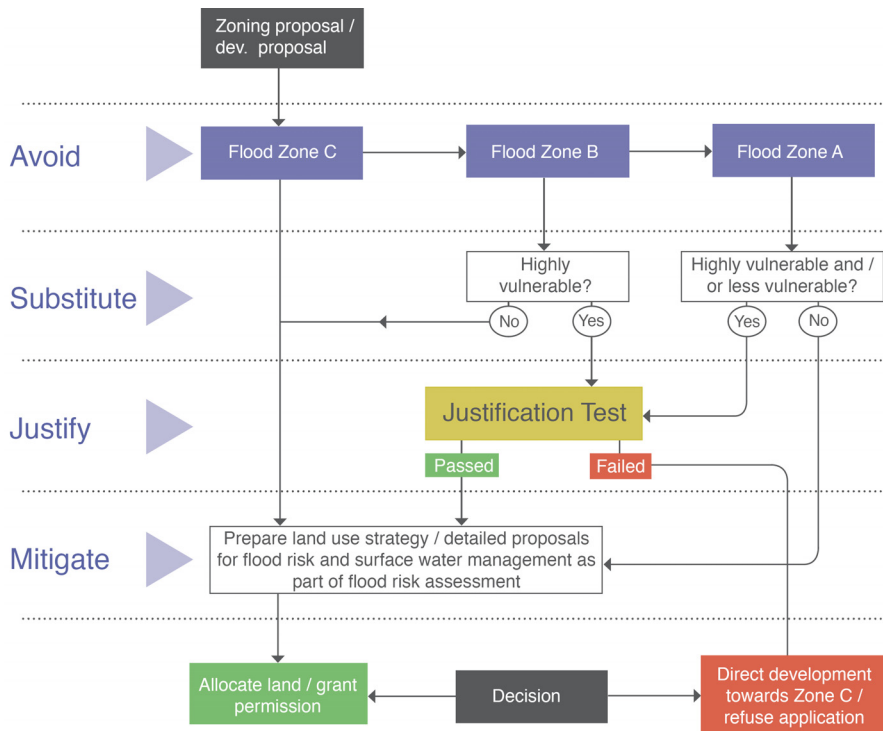


Figure 1 Sequential Approach Process¹¹

In summary, the **planning implications** for each of the flood zones are:

Zone A - High probability of flooding. Most types of development would be considered inappropriate in this zone. Development in this zone should be avoided and/or only considered in exceptional circumstances, such as in city and town centres, or in the case of essential infrastructure that cannot be located elsewhere, and where the Justification Test has been applied. Only water-compatible development, such as docks and marinas, dockside activities that require a waterside location, amenity open space, outdoor sports and recreation, would be considered appropriate in this zone.

Zone B - Moderate probability of flooding. Highly vulnerable development, such as hospitals, residential care homes, Garda, fire and ambulance stations, dwelling houses and primary strategic transport and utilities infrastructure, would generally be considered inappropriate in this zone, unless the requirements of the Justification Test can be met. Less vulnerable development, such as retail, commercial and industrial uses, sites used for short-let for caravans and camping and secondary strategic transport and utilities infrastructure, and water-compatible development might be considered appropriate in this zone. In general however, less vulnerable development should only be considered in this zone if adequate lands or sites are not available in Zone C and subject to a flood risk assessment to the appropriate level of detail to demonstrate that flood risk to and from the development can or will adequately be managed.

Zone C - Low probability of flooding. Development in this zone is appropriate from a flood risk perspective (subject to assessment of flood hazard from sources other than rivers and the coast) but

¹¹ Flood Zone C covers all areas outside of Zones A and B

would need to meet the normal range of other proper planning and sustainable development considerations.

~~Table 7~~~~Table 8~~ overleaf classifies the vulnerability of different types of development while ~~Table 8~~~~Table 9~~ identifies the appropriateness of development belonging to each vulnerability class within each of the flood zones as well as identifying what instances in which the Justification Test should be undertaken. Inappropriate development that does not meet the criteria of the Justification Test should not be considered at the plan-making stage or approved within the development management process.

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Table 78 Classification of vulnerability of different types of development

Vulnerability class	Land uses and types of development which include*:
Highly vulnerable development (including essential infrastructure)	<p>Garda, ambulance and fire stations and command centres required to be operational during flooding;</p> <p>Hospitals;</p> <p>Emergency access and egress points;</p> <p>Schools;</p> <p>Dwelling houses, student halls of residence and hostels;</p> <p>Residential institutions such as residential care homes, children’s homes and social services homes;</p> <p>Caravans and mobile home parks;</p> <p>Dwelling houses designed, constructed or adapted for the elderly or, other people with impaired mobility; and</p> <p>Essential infrastructure, such as primary transport and utilities distribution, including electricity generating power stations and sub-stations, water and sewage treatment, and potential significant sources of pollution (SEVESO sites, IPPC sites, etc.) in the event of flooding.</p>
Less vulnerable development	<p>Buildings used for: retail, leisure, warehousing, commercial, industrial and non-residential institutions;</p> <p>Land and buildings used for holiday or short-let caravans and camping, subject to specific warning and evacuation plans;</p> <p>Land and buildings used for agriculture and forestry;</p> <p>Waste treatment (except landfill and hazardous waste);</p> <p>Mineral working and processing; and</p> <p>Local transport infrastructure.</p>
Water-compatible development	<p>Flood control infrastructure;</p> <p>Docks, marinas and wharves;</p> <p>Navigation facilities;</p> <p>Ship building, repairing and dismantling, dockside fish processing and refrigeration and compatible activities requiring a waterside location;</p> <p>Water-based recreation and tourism (excluding sleeping accommodation);</p> <p>Lifeguard and coastguard stations;</p> <p>Amenity open space, outdoor sports and recreation and essential facilities such as changing rooms; and</p> <p>Essential ancillary sleeping or residential accommodation for staff required by uses in this category (subject to a specific warning and evacuation plan).</p>

*Uses not listed here should be considered on their own merits

Table 89 Vulnerability Classes and Flood Zones

	Flood Zone A	Flood Zone B	Flood Zone C
Highly vulnerable development (including essential infrastructure)	Justification Test	Justification Test	Appropriate
Less vulnerable development	Justification Test	Appropriate	Appropriate
Water-compatible development	Appropriate	Appropriate	Appropriate

The **Justification Test** which is referred to as part of the Sequential Approach is an assessment of whether a development proposal within an area at risk of flooding meets specific criteria for proper planning and sustainable development and demonstrates that it will not be subject to unacceptable risk nor increase flood risk elsewhere. The Justification Test should be applied only where development is within flood risk areas that would be defined as inappropriate under the screening test of the sequential risk based approach outlined above. This Justification Test is shown below.

Where, as part of the preparation and adoption or variation and amendment of a development/local area plan¹, a planning authority is considering the future development of areas in an urban settlement that are at moderate or high risk of flooding, for uses or development vulnerable to flooding that would generally be inappropriate as set out in Table 3.2, all of the following criteria must be satisfied:

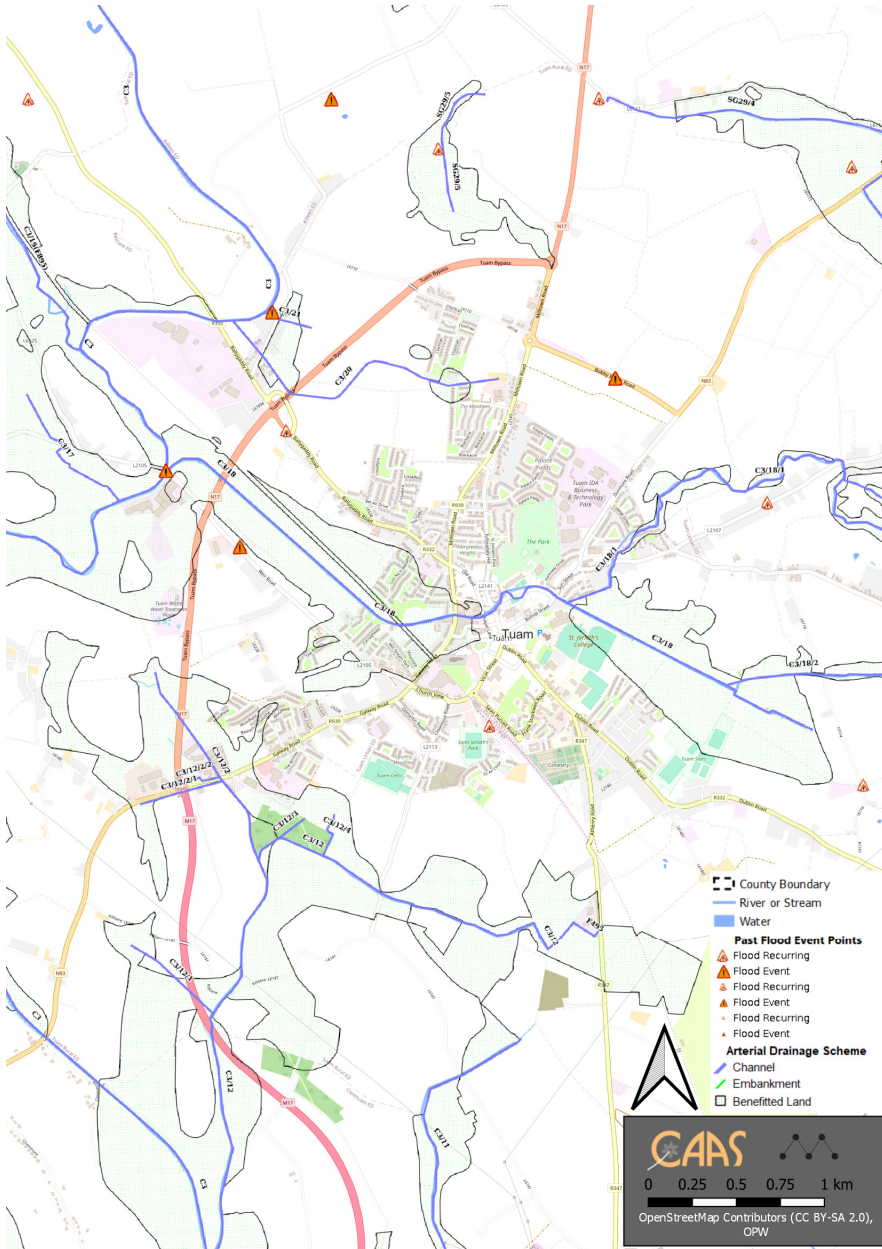
- 1 The urban settlement is targeted for growth under the National Spatial Strategy, regional planning guidelines, statutory plans as defined above or under the Planning Guidelines or Planning Directives provisions of the Planning and Development Act, 2000, as amended.
- 2 The zoning or designation of the lands for the particular use or development type is required to achieve the proper planning and sustainable development of the urban settlement and, in particular:
 - (i) Is essential to facilitate regeneration and/or expansion of the centre of the urban settlement²;
 - (ii) Comprises significant previously developed and/or under-utilised lands;
 - (iii) Is within or adjoining the core³ of an established or designated urban settlement;
 - (iv) Will be essential in achieving compact and sustainable urban growth; and
 - (v) There are no suitable alternative lands for the particular use or development type, in areas at lower risk of flooding within or adjoining the core of the urban settlement⁴.
- 3 A flood risk assessment to an appropriate level of detail has been carried out as part of the Strategic Environmental Assessment as part of the development plan preparation process, which demonstrates that flood risk to the development can be adequately managed and the use or development of the lands will not cause unacceptable adverse impacts elsewhere.

N.B. The acceptability or otherwise of levels of any residual risk should be made with consideration for the proposed development and the local context and should be described in the relevant flood risk assessment.

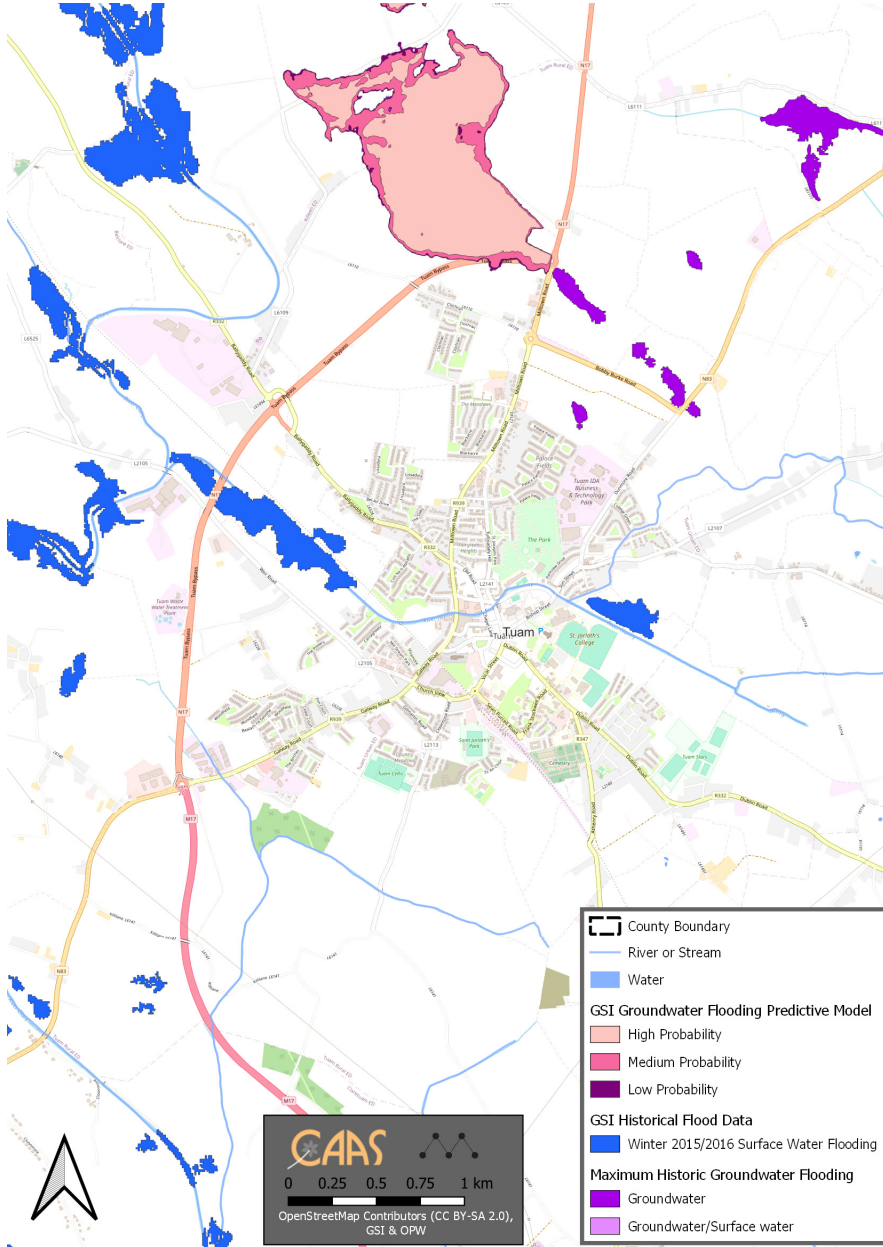
Figure 2 Justification Test ¹²

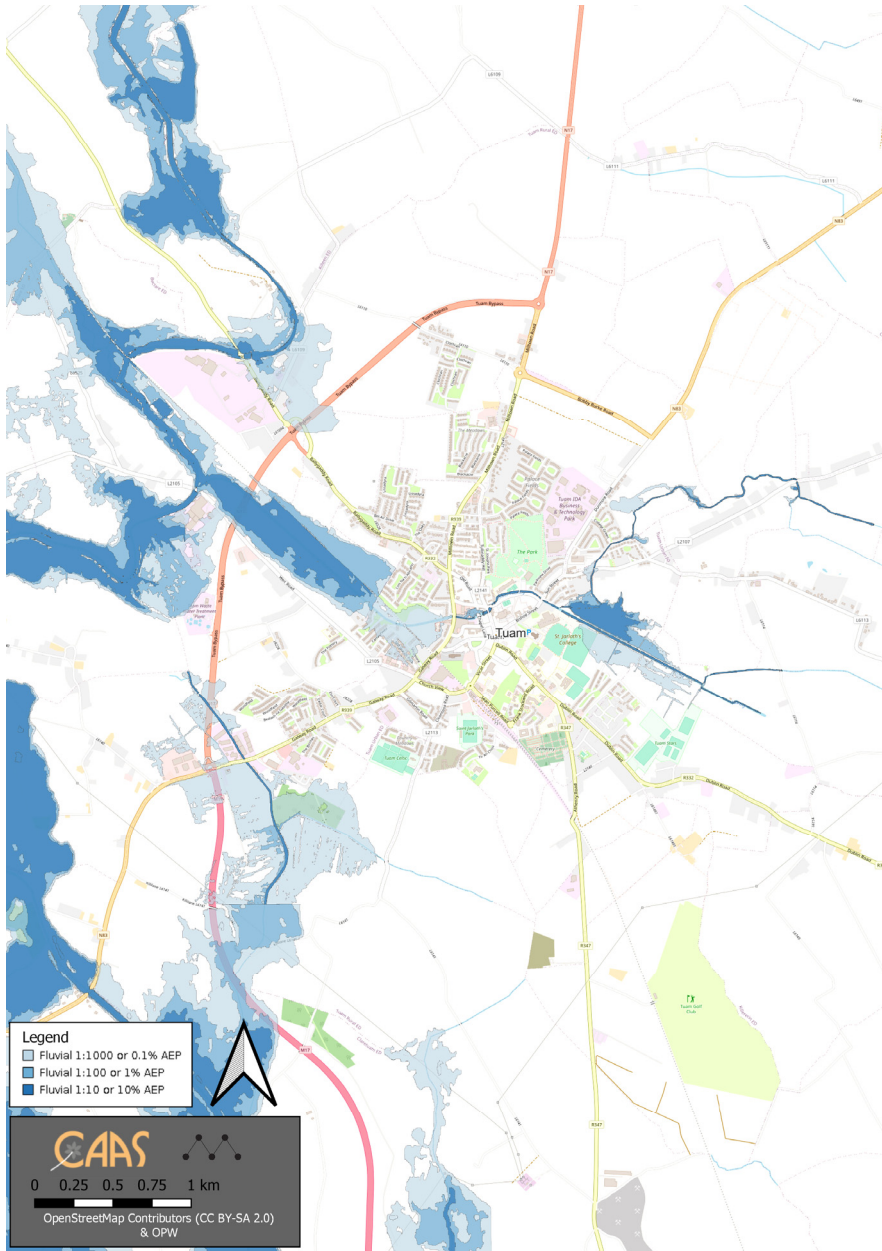
¹² Footnotes: ¹ Including Strategic Development Zones and Section 25 Schemes in the area of the Dublin Docklands Development Authority ²In the case of Gateway planning authorities, where a number of strategic growth centres have been identified within the overall area of the authority, the Justification Test may be applied for vulnerable development within each centre. ³ See definition of the core of an urban settlement in Glossary of Terms. ⁴ This criterion may be set aside where section 4.27b applies.

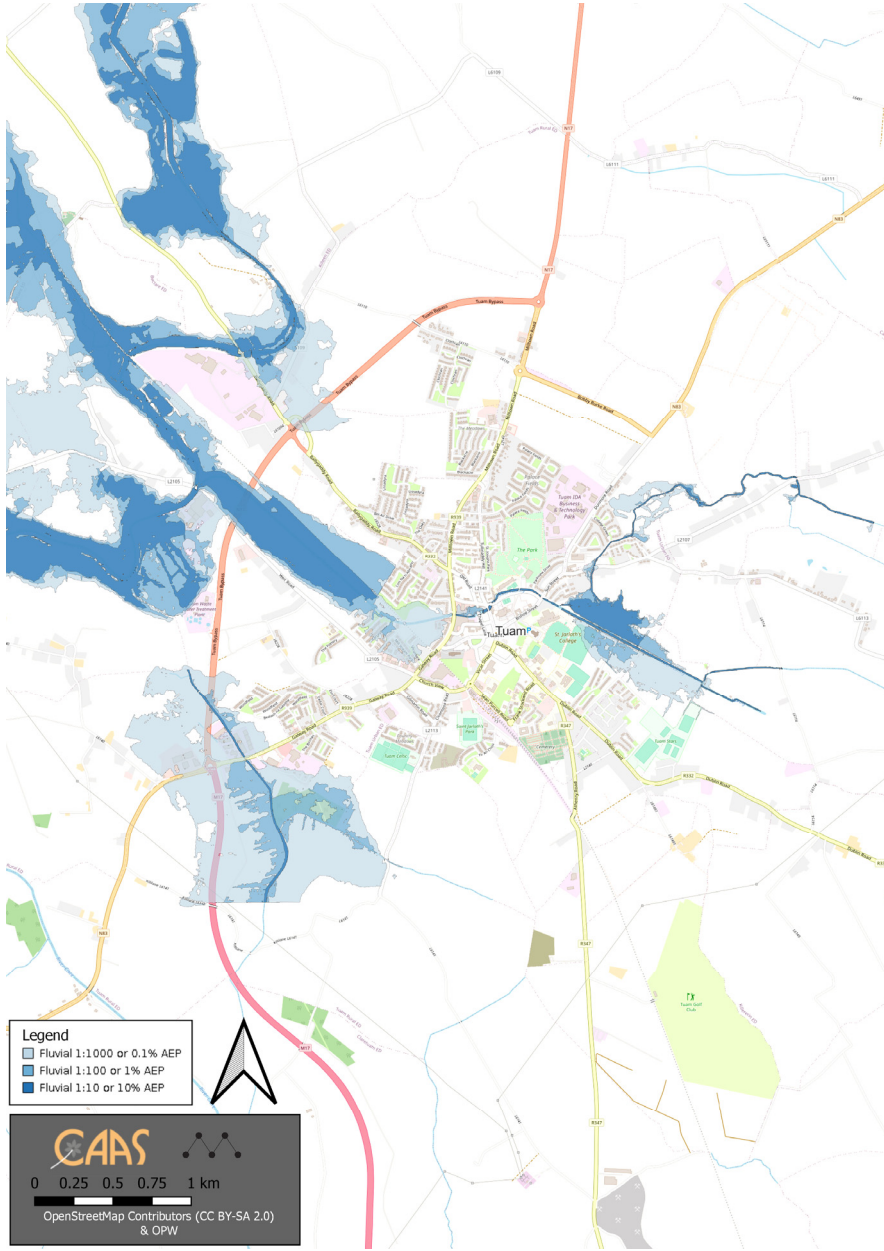
Appendix II: Flood Risk Indicator and Zone Mapping

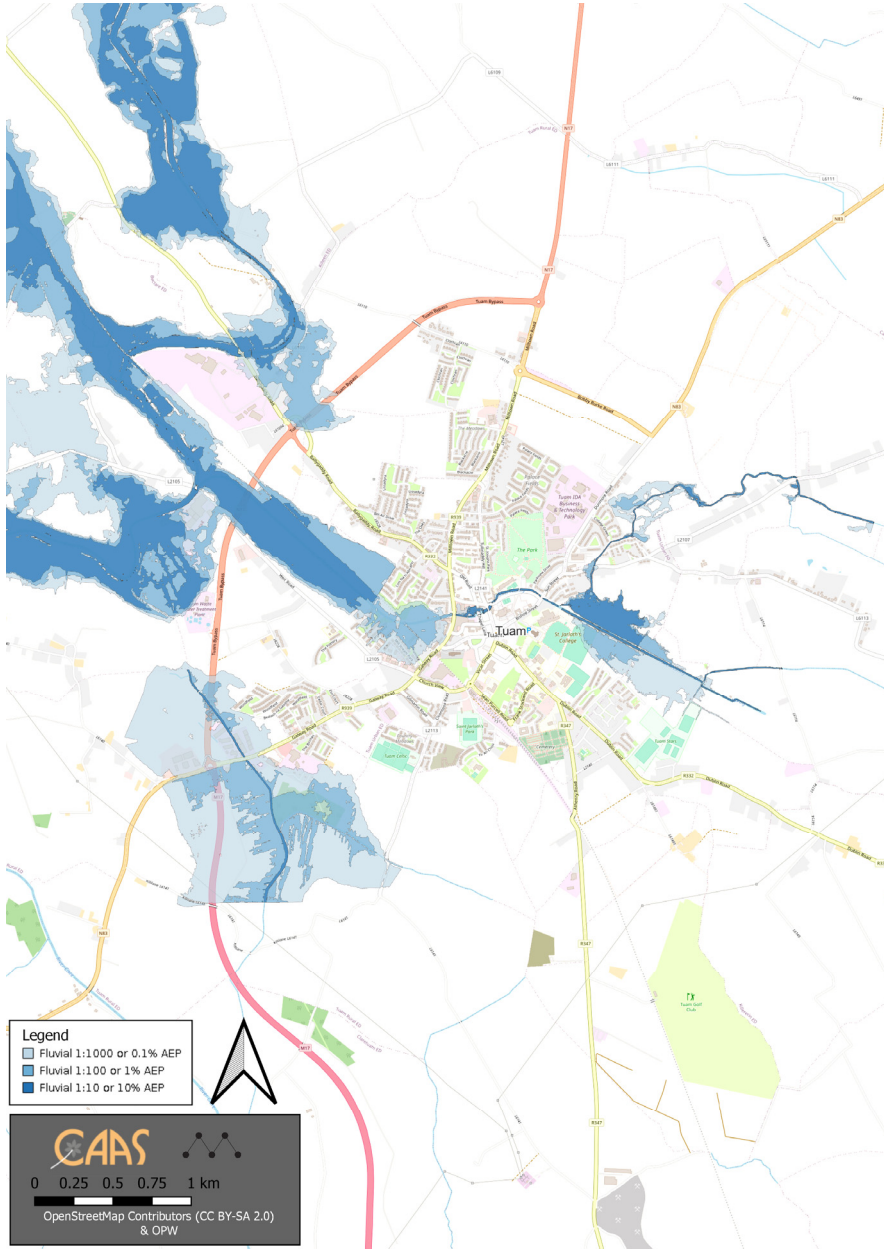


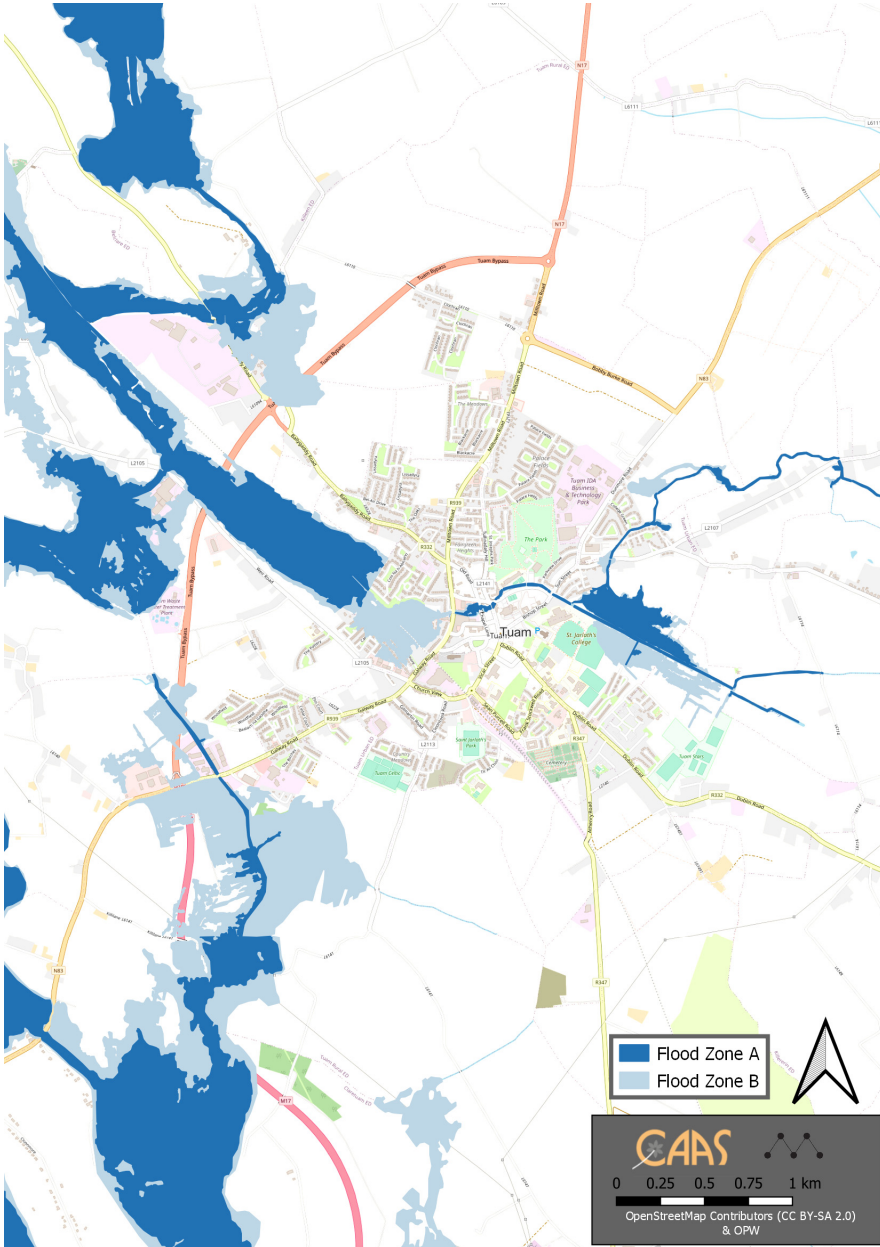
Selection of Historical Indicators



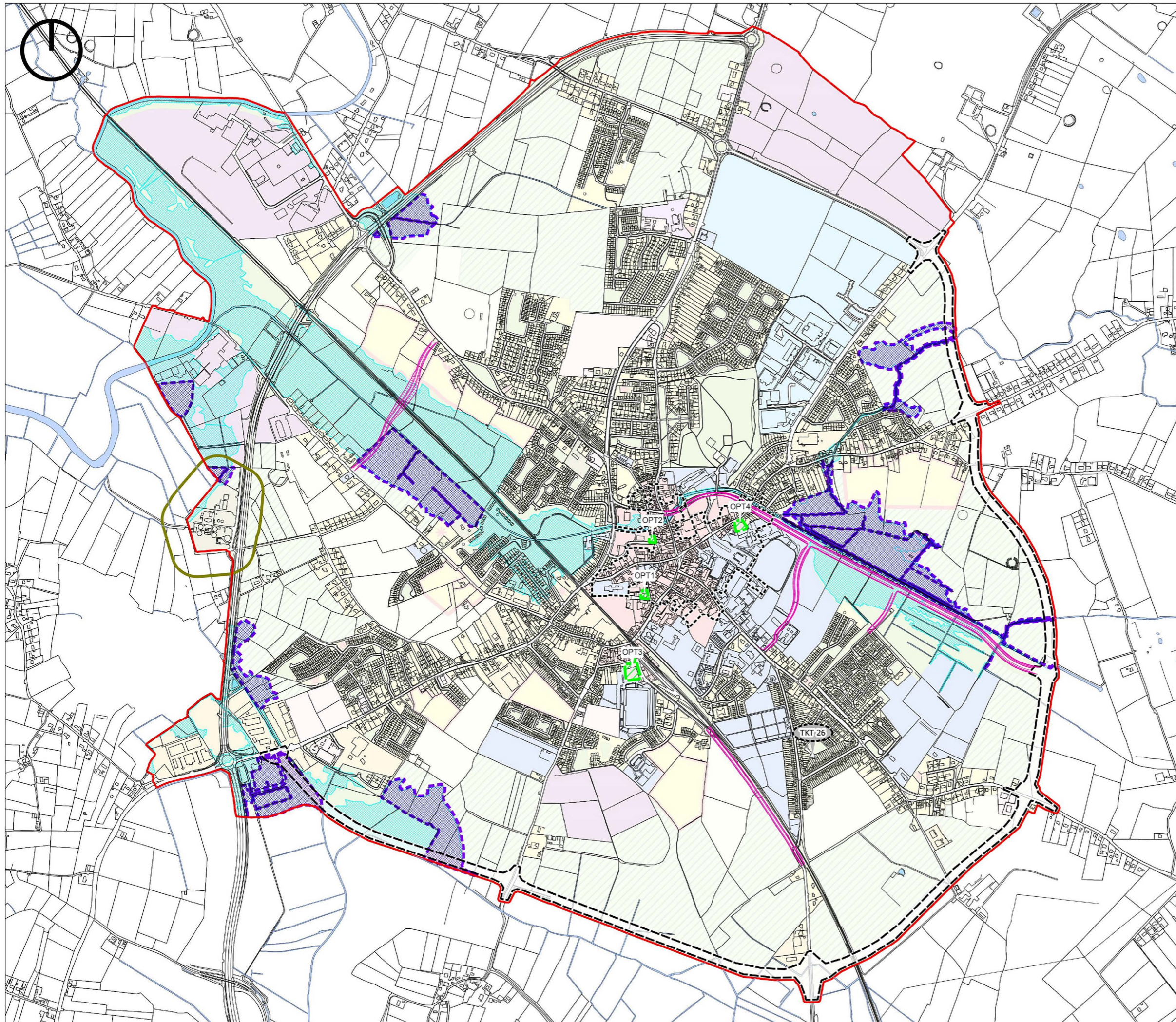








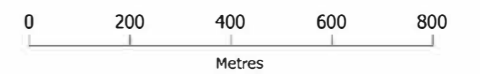
Flood Zones A and B



-  Agriculture to Open Space/Recreation & Amenity
-  Settlement Boundary
- Draft Plan Land Use Zoning**
-  R - Residential Existing
-  R - Residential (Phase 1)
-  R - Residential (Phase 2)
-  Residential Infill
-  C1 - Town Centre
-  C2 - Commercial/Mixed Use
-  BE - Business & Enterprise
-  BT - Business & Technology
-  I - Industrial
-  CF - Community Facilities
-  T - Tourism
-  PU - Public Utility
-  OS - Open Space/Recreation & Amenity
-  A - Agriculture
-  TI - Transport Infrastructure
-  Water/Rivers/Streams
-  Constrained Land Use
-  Opportunity Site (Labelled - OPT#)
-  WWTP Buffer (100m)
-  Architectural Conservation Area
-  Ring Road
-  Inner Relief Road/Street Linework

**Draft Tuam Local Area Plan
2023-2029**

**Appendix C
Agriculture to Open Space/
Recreation & Amenity
OPW GLW-C42-32**



**Comhairle Chontae na Gaillimhe
Galway County Council**

Appendix D

TUAM LOCAL TRANSPORT PLAN



Comhairle Chontae na Gaillimhe
Galway County Council

SYSTRA

TUAM LOCAL AREA PLAN 2023-2029

TUAM LOCAL TRANSPORT PLAN

IDENTIFICATION TABLE

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1. INTRODUCTION

1.1 Overview of LTP

1.1.1 Galway County Council (the Council) has prepared a new Transport Study for the county alongside Local Transport Plans (LTPs) for the towns of Tuam and Ballinasloe. The Galway County Transport and Planning Study (GCTPS) has been adopted alongside the Galway County Development Plan (2022-2028).

1.1.2 SYSTRA Ltd (SYSTRA) has been commissioned by the Council to support the development of the GCTPS and the LTPs for Tuam and Ballinasloe. Through this work, SYSTRA has identified a range of sustainable transport measures and options suitable for the context of Galway County relating to the pedestrian, cycle, public transport and road networks. This LTP extends this process to the town of Tuam and seeks to determine how the transport needs of the town and its visitors can be met in a manner which reflects overarching national policy and builds upon the wider strategy set out in the GCTPS, as well as the policy objectives within the Tuam Local Area Plan 2023-2029 (LAP).

1.2 Report Structure

1.2.1 Following this introductory section, the LTP is structured as follows:

- Section 2 provides an examination of relevant National, Regional and Local Policies, and sets out how these are applicable to the preparation of the Tuam LTP;
- Section 3 presents a series of baseline information and analysis of local data to provide a suitable context for the consideration of transport options;
- Section 4 examines the objectives for the LTP which have been determined from consideration of policy, transport baseline and demand information;
- Section 5 describes the Option Development process and the identification of travel routes which should be enhanced in order to meet policy objectives;
- Section 6 presents the results of the Option Appraisal exercises, which have been undertaken to compare the benefits and impacts of different options against policy requirements;
- Section 7 sets out recommendations with regard to the combination of transport measures which the LTP will seek to promote and implement (with engagement and assistance from other parties such as the NTA where appropriate);
- Section 8 outlines the monitoring strategy for this LTP; and
- Section 9 provides a summary and conclusion to the report.

2. POLICY CONSIDERATIONS

2.1 Overview

2.1.1 This section provides an overview of policy and guidance at a national, regional and local level that has been utilised to inform development of the Tuam LTP and measures identification and appraisal process.

2.2 National & Regional Policies

Project Ireland 2040 – National Planning Framework (NPF)

2.2.1 The NPF is a long-term strategic development plan for Ireland, setting out planning policy up to 2040. The NPF outlines key national strategic outcomes and priorities, as identified in **Figure 1**. These are designed to guide public and private investment into the county and help shape future growth. The NPF seeks to enable all parts of Ireland (rural and urban) to “successfully accommodate growth and change, by facilitating a shift towards Ireland’s regions and cities other than Dublin” (Chapter 2.1).

Figure 1. NPF National Strategic Outcomes



2.2.2 Transport and connectivity are key to a number of National Strategic Outcomes detailed in the NPF, and the Tuam LTP seeks to respond to these.

2.2.3 **National Strategic Outcome 1 (Compact Growth)** looks to create more attractive places to live by ensuring sustainable growth. In doing so it promotes a shift towards sustainable modes of travel (walking, cycling and public transport) at all levels, including urban cities, smaller towns, villages and rural areas.

2.2.4 **National Strategic Outcome 2 (Enhanced Regional Accessibility)** incorporates improved connectivity and accessibility between key urban centres of population and their regions, and between major cities. Transport sits at the heart of this outcome, with a range of measures identified including:

1. Maintaining strategic capacity and safety of the National Road Network;
2. Planning future capacity enhancements;
3. Improving average journey times;
4. Enabling effective traffic management, including the reallocation of road-space in appropriate locations to favour public transport services and walking / cycling facilities;
5. Advancing orbital traffic management solutions such as the Galway City Ring Road;
6. Upgrading sections of the N17 northwards to facilitate development of the Atlantic Economic Corridor from Galway; and
7. Strengthening public transport connectivity between cities and large growth towns, improving services and journey time reliability.

2.2.5 **National Strategic Outcome 3 (Strengthened Rural Economies & Communities)** recognises the importance of Ireland’s rural areas and the role transport can play in supporting these. It seeks to ensure regional and local roads are maintained, with strategic road improvement projects undertaken in rural areas where necessary to ensure access to critical services (such as education, healthcare and employment), whilst also promoting a *‘nationwide community-based public transport system in rural Ireland which responds to local needs under the Rural Transport Network and similar initiatives’*.

2.2.6 The NPF also supports the sustainable growth of rural communities, including through development in rural areas and improvements to local connectivity through the transport network.

2.2.7 **National Strategic Outcome 4 (Sustainable Mobility)** highlights that the overall objectives of the NPF are supported through ‘a well-functioning, integrated public transport system’ and enabling sustainable mobility choices. It notes that that large parts of Ireland are heavily dependent on vehicular travel, resulting in increased congestion, whilst the inter-city rail network is integral in offering sustainable travel alternatives.

2.2.8 As such, it looks to expand the public transport offer as a way of discouraging car use, reducing congestion, improving air quality and supporting sustainable population and employment growth. This will be done through the delivery of key bus-based projects in identified cities and towns, providing public transport infrastructure and services to meet the needs of smaller towns and rural areas, and development of a comprehensive network of safe cycling routes in metropolitan areas, towns and villages where appropriate.

2.2.9 **National Strategic Outcome 7 (Enhanced Amenities & Heritage)** notes that attractive places provide easy access to amenities and services through an integrated transport network and sustainable travel infrastructure, such as pedestrian and cycling facilities. It stresses that focus is required on improving walking and cycling routes and measures targeted at enhancing permeability and connectivity.

2.2.10 Chapter 6.2 (Healthy Communities) recognises that ability to access services and amenities is a key component in the population’s quality of life and notes an increasing dependency on the car and reduced levels of physical activity. Communities should be designed to support physical activity, for example through ‘generously sized footpaths, safe cycle lanes and accessible recreation areas’. Wider economic benefits are also recognised. National Policy Objective 27 responds to this:

‘Ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritising walking and cycling accessibility to both existing and proposed developments, and integrating physical activity facilities for all ages’.

2.2.11 Future homes should be located in areas that can support sustainable development, with efficient provision of infrastructure, easy access to a range of local services and opportunities for sustainable travel modes including public transport, walking and cycling.

2.2.12 The NPF commits to climate action, with targets to reduce carbon dioxide emissions by 80% (compared to 1990 levels) by 2050 across the transport, electricity and built environment sectors. National Policy Objective 64 commits to improving air quality, including through sustainable development that supports public transport use, walking and cycling.

2.2.13 Through the NPF, the government will support energy-efficient development through housing and employment space located along public transport corridors, enabling an increase in public transport use and a reduction in car dependency. The NPF aims to assist in reducing emissions and supporting public transport, walking and cycling as more favourable modes of transport in favour of private car use (Chapter 9.4).

NPF SUMMARY

Responding to the NPF, the Tuam LTP seeks to:

- Promote sustainable growth through improving public transport, walking and cycling infrastructure in appropriate locations;
- Commit to reducing emissions and become climate resilient by encouraging sustainable travel uptake and decreasing dependency on single car trips through improved accessibility to sustainable transport modes;
- Improve connectivity to and from key services and amenities within Tuam between residential and employment zones within the town;
- Promote sustainable development through an integrated approach to transport and land use, including suitable relationship between public transport connections and housing / employment growth.

Project Ireland 2040 – National Development Plan (NDP)

2.2.14 The NDP identifies investment priorities that underpin the spatial strategy and implementation of the NPF over its first ten years. Major investment projects underway

set out in the NDP that seek to support the National Strategic Outcomes set out in the NPF include:

- **Compact Growth: Housing & Sustainable Investment Development (€14.5bn)**
 - Development of high density cities is a key priority with over 50% of future housing to be located in cities and 30% in other regions. This growth will be supported through investment in high quality public and sustainable transport systems.
 - A reserve of development land is needed to achieve this objective. €2bn has been allocated to the Urban Regeneration and Development Fund to support the growth enablers in the five cities identified in the NPF, including a regeneration plan for Galway City.

- **Enhanced Regional Accessibility: Regional Roads Network & Accessibility to the North – West (€7.3bn):**
 - Improvement to road linkages, particularly in the north-west region. A high quality road network is envisioned to ensure all areas are linked to Dublin and to one another.
 - Priority is placed on delivery of the Atlantic Corridor, improving north to south connectivity between Cork, Limerick, Galway and Sligo, via Tuam.
 - Delivery of the Western Rail Corridor Phase 2, connecting Tuam to Athenry, increasing passenger, tourist and commercial use. Subject to a government review, this program will be prioritised.
 - Prioritise funding to enhance the existing inter-urban rail network, including improved journey times and connectivity on the Dublin to Galway route. Improved frequencies and journey times will help to encourage the uptake of rail usage. A programme of introduction of new diesel, electric trains in 2022 is planned, enhancing the rail fleet through provision of approximately 300 new carriages. It is noted that Tuam is not currently directly connected to the rail network, however direct bus services currently connect the town with Galway Ceannt station.

- **Sustainable Mobility: Public Transport (€8.6bn):**
 - Delivery of high quality and integrated public transport, with the aim of reversing current congestion issues through improving transport offer.
 - Public transport investment includes towards bus and rail fleet, delivery of the BusConnects programme, transition to use of low emission buses including electric buses, provision of Park & Ride facilities in strategic locations, delivery of improved walking and cycling networks, supporting rail and bus station improvements, and providing electric vehicle charging infrastructure where required.

- **Transition to a Low-Carbon and Climate Resilient Society (€21.8bn):**
 - Implementation of a new renewable energy support scheme by 2030, enabling a move towards green energy use. Transport-related NDP objectives that respond to the climate challenge include increased uptake in

electric vehicles and provision of supporting charging infrastructure; implementation of the BusConnects programme; transition to electric buses; and provision of comprehensive walking and cycling networks.

NPD SUMMARY

The NDP presents a variety of projects and funded schemes which seek to ensure that the National Strategic Outcomes in the NPF are delivered. The Tuam LTP will:

- Promote sustainable development through ensuring linked journeys with public transport are provided through the provision of a multi-modal hub and improvement walking and cycling connections to key public transport services;
- Connections will be suitably located to serve housing and employment zones;
- Make improvements to walking and cycling infrastructure to promote uptake in sustainable travel; and
- Give consideration to ways of promoting and encouraging sustainable transport usage, such as parking rationalisation and other traffic management measures.

Climate Action Plan (CAP) 2023

- 2.2.15 The Climate Action Plan 2023 is the second update to the Climate Action Plan 2019. The plan implements the carbon budgets and sectoral emissions ceilings and sets a roadmap for taking decisive action to halve carbon emissions by 2030 and reach net zero no later than 2050.
- 2.2.16 The CAP deems prompt action essential to increase the rate of key decarbonisation activities across all sectors of the economy, involving significant changes in lifestyles and business models over the period to 2030. Government policy will have a vital role in supporting and empowering the myriad of individual decisions that will be needed to drive the transition to a low carbon society and economy.
- 2.2.17 The CAP calls for a significant cut in transport emissions by 2030 in order to meet the sectoral emission ceiling. Meeting the 2030 transport abatement targets will require transformational change and accelerated action across all key decarbonisation channels. The targets from the previous 2021 plan have been revised to meet this higher level of ambition, including a 20% reduction in total vehicle kilometres, a reduction in fuel usage, and significant increases to sustainable transport trips and modal share.
- 2.2.18 The CAP identifies a set of key challenges within the transport sector including:
- Travel preferences are deeply embedded through settlement patterns, policies, and mindsets, which favour private car usage over more sustainable transport modes. There is also a clear correspondence between travel demand and economic and demographic growth. Systemic change is required at many levels;
 - Dispersed and low-density development has led to high levels of transport poverty in certain regions and for certain cohorts of society. This is a particular, although not unique, challenge to rural communities;

- There are significant lead-in times associated with the delivery of major transport infrastructure and the rollout of additional public transport services, often hindered further by delays arising from protracted consultation processes; resource, capacity and capability constraints (e.g., skills shortages); planning; administrative and legal delays; and the complexity and technical aspects involved in the design and detailed implementation of schemes;
- Public acceptance, supported by broad political support nationally and locally, is vital to deliver the scale of behavioural change required. Demonstrating and communicating the wider societal benefits (e.g., health, air quality, reduced noise pollution, and improved place-making) will form part of a compelling public engagement strategy; and
- Governance and oversight across all relevant policies and action plans impacting transport decarbonisation, particularly at Local Authority level, will be important in focusing resources on measures that will deliver the greatest impact.

2.2.19 To meet the required level of emissions reduction by 2025, the targets include the following:

- Enable the transition of a significant part of the vehicle fleet to electric;
- Regulate for higher biofuel blends in existing technologies as a vital transitional measure;
- Drive implementation and acceleration of identified measures to reduce car kilometres, guided by the SMP action plan and a new National Demand Management Strategy;
- Communicate and demonstrate the well-being and co-benefits that accompany enhanced place-making and sustainable transport behaviour;
- Expand the number of safe, accessible, walking and cycling routes, including through the provision of 500 Safe Routes to School schemes and the rollout of over 1,000 kilometres in active travel infrastructure;
- Work with key stakeholders to implement the National Planning Framework, focusing on improving placemaking and accessibility;
- Enhance the integration of sustainable transport considerations into the spatial planning system; and
- Improve air quality, particularly through the transition of our vehicle fleets along with reduced car dependency.

2.2.20 To meet the required level of emissions reduction by 2030, the government will continue to develop many of the measures initiated in 2025 whilst also adding the following targets:

- Address transport poverty through the Connecting Ireland programme and by prioritising public transport projects and demand responsive services that enhance regional and rural connectivity;
- Communicate the benefits of a shift away from private car usage and facilitate the provision of the required infrastructure and services to bring about a very significant modal shift to public transport and active travel, and away from car journeys (internal combustion engine and electric vehicle);
- Ensure that all new car registrations are electric vehicles; and
- Shift a significant proportion of new freight vehicle registrations to zero-emission.

- 2.2.21 The CAP acknowledges that previous focus on development in peripheral areas has led to an over-reliance on travel by private car, with improved alignment between transport, spatial and land use planning policies required. Embedding transport-oriented development at all stages of planning and development is deemed key, particularly the siting of services and multi-use development at transport nodes.
- 2.2.22 The CAP highlights the accessibility requirements of settlements, with the creation of permeable paths and street networks that allow users to move through an area directly and via many different routes.
- 2.2.23 The availability and price of car parking is also deemed by the CAP to play a major role in people’s choice to use a car, and impacts not only on climate emissions, but also on traffic congestion and the efficient operation of urban areas. The quantum, pricing and form of parking needs to be managed carefully so as to favour sustainable modes over car usage. Public authorities should work towards a reduction of on-street car parking spaces where it complements measures to prioritise active travel and public transport and to improve the public realm.
- 2.2.24 Greater prioritisation and reallocation of existing road space towards public transport and active travel will be a key supporting element of a new National Demand Strategy. Not only can road-space reallocation redirect valuable space from on-street car-parking and public urban roadways to public transport and active travel infrastructure (such as efficient bus lanes, and more spacious footpaths and segregated cycle-lanes), it also leads to significant and wide-scale improvements in our urban environments.
- 2.2.25 Significantly improving the attractiveness, capacity and frequency of public transport services is necessary to achieve the level of modal shift and associated reduction in fossil-fuelled vehicle kilometres travelled. The NTA’s Connecting Ireland Rural Mobility Programme will prioritise public transport projects that enhance regional and rural connectivity. In practice, this means ensuring that 70% of people in rural Ireland have access to public transport service that provides at least three return trips daily to the nearby town (currently at approximately 50%).
- 2.2.26 Escort to education journeys currently undertaken by private car represent a significant component of travel demand. A new target set out above, that seeks a 30% reduction in private car escort-to-education journeys, reflects the high ambition to reverse the growing trend in ‘school run’ trips. This ambition will be supported with a variety of measures including the Safe Routes to School Programme, and the introduction and take-up of local initiatives, such as cycle buses to schools which can be greatly enhanced through the provision and promotion of infrastructure.

CAP SUMMARY

The CAP sets a roadmap for taking decisive action to halve carbon emissions by 2030 and reach net zero no later than 2050. This will be achieved by:

- Promoting sustainable, less transport-intensive development through efficient planning, remote and home-working and modal shift towards public transport;
- Encourage uptake of electric vehicles; and

○ Conversion of public transport fleets to zero-carbon alternatives.

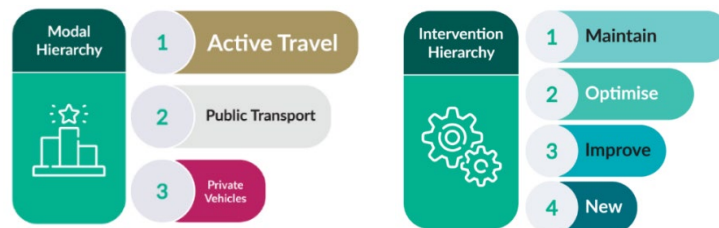
National Investment Framework for Transport in Ireland (NIFTI)

2.2.27 The Department of Transport issued the National Investment Framework for Transport in Ireland (NIFTI) in 2021. It sets out the **prioritisation for future investment in the land transport network** to support the delivery of the NPF and the NSOs.

2.2.28 A key objective of NIFTI is to protect and renew our existing transport assets to safeguard the value of our past investment and ensure that the **network is resilient to the impacts of climate change** and adaptable to future transport behaviours. NIFTI sets out two hierarchies – travel modes and transport intervention – to enable the delivery of investments that address four investment priorities:

- Decarbonisation
- Protection and Renewal
- Mobility of People and Goods in Urban Areas
- Enhanced Regional and Rural Connectivity.

2.2.29 The NIFTI Modal Hierarchy outlines which modes are to be accommodated and encouraged when investments and other interventions are made.



Northern & Western Regional Assembly, Regional Spatial & Economic Strategy (RSES) 2020-2032

2.2.30 The RSES provides a development framework for the Northern and Western Region over the 12 year period from 2020 to 2032, supporting effective implementation of the NPF alongside relevant Government economic policies and objectives.

2.2.31 The RSES is bespoke to the Northern & Western Region (encompassing Galway alongside Cavan, Donegal, Leitrim, Mayo, Monaghan, Roscommon and Sligo) and is centred around the National Policy Objectives and National Strategic Outcomes of the NPF, responding through a series of Regional Policy Objectives (RPO).

2.2.32 The overall strategic vision of the RSES is:

‘To play a leading role in the transformation of this region into a vibrant, connected, natural, inclusive and smart place to work and live’.

- 2.2.33 Five Growth Ambitions are detailed and ‘Connected Ambition’ recognises the role transport plays in promoting the region’s economic competitiveness and attractiveness for living and visiting, and commits to supporting investment in sustainable transport measures.
- 2.2.34 The region is highly dependent on private car use, with 2016 Census data confirming 70% of commuter trips are made by private car. In response, whilst there are limited opportunities for use of sustainable transport modes in parts of the region, the RSES identifies four high-level transport principles:
- Improving strategic and local connectivity;
 - Improving access to public transport facilities;
 - Catering for the role of the car within the region; and
 - Ensuring sustainable development to cater for long-term growth through reducing levels of traffic congestion.
- 2.2.35 The RSES recognises the significant influence Galway has in the development of the region, including the extent of the region from which employees commute to the city centre. This extends beyond Tuam to the north, Clifden to the west, towards Ballinasloe in the east and beyond Gort to the south.
- 2.2.36 Section 3.8 of the RSES set outs priorities for Key Towns within the region, which includes Tuam. Key Towns are defined as ‘regionally strategic employment centres of significant scale that have the potential to accommodate a significant level of growth in population and employment through appropriate investment in infrastructure, support services and placemaking initiatives’.
- 2.2.37 Tuam, located in the north of the county, is noted that ‘As well as being a centre of education, the town centre provides a focus for commercial development as well as a variety of existing shops, restaurants and services for the local population offering a good quality of life. Four key future priorities for the town relate to transport:
- To develop Tuam as the focus for future development in North Galway providing the infrastructure and services for its surrounding small towns/villages and rural lands;
 - Address deficiencies in the existing pedestrian/cycling network, promote walking/cycling and broader Smarter Travel initiatives and reduce car dependency;
 - Capitalise on the compact urban form of Tuam town centre by encouraging greater connectivity for new development which promotes and encourages walking and cycling ensuring that principles of sustainable transportation along with practical design measures become central to the development of new neighbourhoods; and
 - Support the provision of an integrated mixed-use sports development in an appropriate and sustainable location that is convenient to the town, transport networks and future public transport.
- 2.2.38 The RSES advises the preparation of Local Transport Plans (LTPs) for identified key towns to support compact growth and sustainable mobility. LTPs should identify and prioritise objectives in relation to sustainable travel infrastructure and plan for the efficient movement of people within and outside of the area served by the LTP, which should

deliver appropriate measures to promote walking, cycling and public transport use to create accessible spaces (RPO 6.29).

2.2.39 Section 5.8 details development priorities in relation to walking and cycling networks. A ‘Strategy for Future Development of National and Regional Greenways’ has been developed, providing a framework for the future development of Greenways. This includes provision of the Quiet Man Greenway, connecting Collooney and Athenry via Tuam.

2.2.40 Sections 6.2 and 6.3 of the RSES set out challenges, opportunities and investment priorities related to transport. Identified outcomes from this investment include strengthening public transport, walking and cycling accessibility within Galway City and surrounding areas, improving public transport reliability and journey times to Dublin and other regional cities and protecting road capacity. Key transport investment priorities within the RSES include:

- **Road Network:** RPO 6.5 states that the capacity and safety of the region’s road networks will be maintained, managed and enhanced to ensure optimal use, with future capacity enhancements planned where appropriate. RPO 6.6 states that investment commitments such as delivery of the Galway City Ring Road will be secured by 2027.
- **Rail Network:** Improvements should be made to service frequencies, travel time reductions and the integration of local transport services. Key priorities include dualling the track between Athlone, Athenry and Galway to increase service frequency (RPO 6.12), completion of a review of the Western Rail Corridor proposals to link Limerick, Galway and Sligo, including Phases 2 (Athenry to Tuam) and 3 (Tuam to Claremorris) for passenger and freight movement (RPO 6.11), and pre-appraisal and early planning of a rail line between Athenry, Tuam, Claremorris and Sligo (RPO 6.13).
- **Bus Network:** Improvements should be focused on the connectivity between regional areas, with RPO 6.20 stating how transport network reviews should be undertaken to identify where additional regional support is required. RPO 6.21 discusses how bus services, including rural programmes, will need to provide a better connected public transport service. Key interchange facilities should also be provided where necessary, with improved passenger information services. There is a commitment to using low emission bus fleets.
- **Rural Transport:** Rural bus services are provided through the Transport For Ireland (TFI) Local Link programme, meeting the needs of communities outside larger settlement areas. Sustainable travel modes should continue to be provided in rural areas, supported by walking and cycling infrastructure (RPO 6.23).
- **Walking & Cycling:** There is move to increase sustainable travel in favour of private car use. RPO 6.26 notes walking and cycling infrastructure and networks should be improved through the implementation of Local Transport Plans for the Galway Metropolitan Area and further regional growth areas and key towns (including Ballinasloe and Tuam).
- **Electric Vehicles:** There is move to reduce dependency on fossil fuels in favour of alternative fuels for transport. RPO 6.34 notes that safe recharging points should be provided across the region, including in public parking and employment spaces.

2.2.41 To support the creation of healthy places and a healthy environment, RPO 7.9 supports the promotion of high quality and accessible public open spaces, including prioritising access to walking and cycling networks. RPO 7.12 seeks to ensure local housing and transport accessibility is developed to meet the needs of an aging population, those with disabilities and younger people.

RSES SUMMARY

The RSES provides a provides a development framework to support effective implementation of the NPF. The Tuam LTP will:

- Look to support compact growth and sustainable mobility, capitalising on the towns strategic location in terms of road access;
- Support the development of Tuam as the focus for future development in the northern reaches of Galway County;
- Improve local connectivity through provision of a multi-modal hub allowing for improved access to bus services and walking and cycling infrastructure, allowing for connecting trips across multiple modes;
- Cater for long-term growth in the area through encouraging a modal shift away from private car use with the framework of measures developed as part of the Tuam LTP looking to help achieve this; and
- Prioritise objectives in relation to sustainable transport infrastructure and plan for the efficient movement of people for internal and external trips within and to and from Tuam.

2.3 Local Policy

Galway County Development Plan 2022-2028

2.3.1 The County Development Plan (CPD) was adopted in May 2022, coming into effect in June 2022, and sets out the strategy and methods through which future planning and sustainable development of the county will be achieved for the period to 2028.

2.3.2 Chapter 6 (Transport & Movement) sets out the ways in which appropriate provision for the safeguarding and upgrading of existing transport infrastructure will be ensured. It seeks to build on the existing strengths within the county while also addressing deficiencies in a sustainable manner, including through taking account of climate change and creating more sustainable communities.

2.3.3 The CDP looks to:

‘encourage investment and improvements across all sectors of transport that will support targeted population, economic growth and more sustainable modes of travel including, walking, cycling and public transport’.

2.3.4 A number of strategic aims and associated policy objectives are identified to help achieve this.

Galway County Transport and Planning Study (2022-2028)

2.3.5 The Galway County Transport and Planning Study (GCTPS) sets out the key policy objectives for Galway County to support the forecast level of growth up to 2028. The plan sets out the key transport requirements and aspirations in order to facilitate growth in a sustainable manner but improving connectivity to key destinations within the region as well as enhancing connectivity to rural zones of the county.

2.3.6 A key theme of the identified objectives includes facilitating sustainable transport options, supporting major upgrades to public transport upgrades and enhancing new and existing walking and cycling networks as the first choice for local journeys, all of which have been reflected in the development of measures within the Tuam LTP.

2.3.7 The GCTPS includes the following policy objectives:

GCTPS 1 Galway County Transport & Planning Study and Galway Transportation Strategy

2.3.8 It is a policy objective of Galway County Council to support and facilitate the implementation of the Galway County Transport & Planning Study and Galway Transport Strategy across all modes of transport.

GCTPS 2 Integrated Approach to Land Use & Transportation

2.3.9 Galway County Council will pursue a fully integrated approach to land use and transportation, actively supporting measures which facilitate and attract developments to locations with high levels of sustainable transport provision (or which can achieve such provision as a result of the development in question).

GCTPS 3 Sustainable Transport

2.3.10 The County will seek to support a variety of measures which will reduce car dependency for residents, and will specifically seek to improve access to sustainable transport choices (including responsive and “flexible” modes) for those residents in rural areas of the County.

GCTPS 4 Walking and Cycling

2.3.11 Support for, and enhancement of, existing and new walking and cycling networks as the “first choice” for shorter local journeys and to link settlements within the County and to Galway City.

GCTPS 5 Upgrade to Public Transport Networks

2.3.12 Support any proposed major upgrades to the public transport networks, including the Western Rail Corridor and the dual tracking between Galway City and Athlone, in line with Galway CPD objective PT7.

GCTPS 6 Road-Based Public Transport

- 2.3.13 The County will seek to maintain and enhance infrastructure for road-based public transport, and to increase access to existing services (though provision of new stops and improved access via the pedestrian and cycle networks).

GCTPS 7 Improvements to Road Network

- 2.3.14 The County will manage and maintain the efficient and safe operation of the road network under its control, and will work with TII and NTA to identify locations on the national network where targeted improvements may be required to address specific issues.

GCTPS 8 Enhancement of National Networks

- 2.3.15 The County will co-operate with TII and the NTA with regard to the maintenance and enhancement of national networks for longer-distance and cross-country travel and movement of through-traffic including freight.

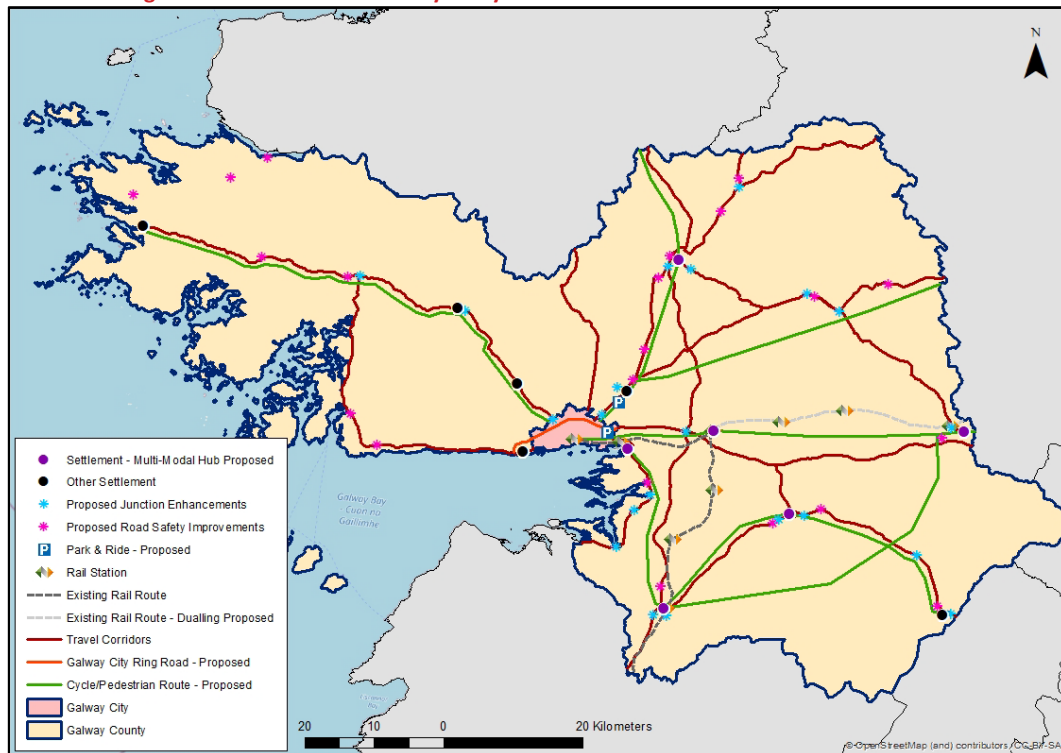
GCTPS 9 Collaboration with Galway City in the delivery of the GTS

- 2.3.16 The Council will collaborate with Galway City Council as appropriate to bring forward transport proposals and measures which will enhance travel to and from Galway City in a manner which is compatible with the Galway Transport Strategy 2016 (GTS) and GCTPS, and where possible maximises the benefits to both areas from this approach.

GCTPS 10 Park & Stride

- 2.3.17 The Council will actively support the development of existing appropriate locations/set down areas to accommodate Park & Stride initiatives at appropriate locations, especially within walking distance to schools.
- 2.3.18 Key travel corridors and a summary of identified measures within the GCTPS are shown in **Figure 2**.

Figure 2. GCTPS Summary – Key Travel Corridors and Measures Identification



- 2.3.19 The GCTPS identifies thirteen key travel corridors across the county, of which Tuam forms a key node for a number of these corridors including Galway to Tuam, Tuam to Athenry and Ballinasloe to Tuam.
- 2.3.20 The GCTPS proposes a range of measures, including transport infrastructure upgrades, support for service enhancements, and supporting activities, which will collectively deliver enhancements and changes in travel behaviour within the County which adhere to the policy objectives of both the GCTPS and the CDP.
- 2.3.21 The GCTPS sets out a data driven approach to identifying transport needs along travel corridors, looking at movement patterns from future forecasts from the NTA Western Regional Model for the area. A summary of the proposed measures outlined in the GCTPS and forecast benefits is outlined within **Table 1** below.

Table 1. GCTPS Summary – Proposed Measures & Forecast Benefits

PROPOSED MEASURES	FORECAST BENEFITS
Safety-Led Improvements (incl. pedestrian / cycle safety measures, changes to traffic speeds, enhanced signage, traffic calming measures)	Address identified safety concerns within identified Travel Corridors; improve road user safety, including vulnerable road users; reduce frequency and severity of traffic collisions.
Demand Management Improvements (incl. junction layout amendments, additional capacity for sustainable modes)	Improvement to conditions for vehicular based travel, with resultant benefits in terms of congestion and delay; manage demand throughout identified Travel Corridors.
Multi-Modal Hubs	Encourage modal shift; reduce vehicle congestion; improve overall public realm; facilitate easy access between transport modes; secondary benefits to cyclists (e.g. improved safety).
Public Transport Infrastructure Improvements (e.g. Bus Stop Improvements in Centres and on local routes), in conjunction with NTA	Promote improvements to bus stops and facilities, and recommend locations of new bus stops to bridge gaps in network to enhance public transport connectivity and accessibility.
Support Rail Dualling (between Ballinasloe, Athenry & Galway City)	Increased service frequency and journey times, enhanced public transport offer.
Support Western Rail Corridor Proposals (subject to outcome of Government Rail Review)	Expansion of sustainable mode choices for travel on the Western rail corridor, including connectivity between Athenry and Tuam.
Local Walking / Cycling Routes	Improved connectivity for cyclists; enhanced safety for cyclists and other road users; wider benefits to bus journey times; encourage cycling uptake; contribute to rural development; enhance linkages with local rural routes.
National Cycle Routes (between Dublin, Ballinasloe, Galway City and Clifden)	Improved connectivity for cyclists; enhanced safety for cyclists and other road users; benefits to bus journey times (through the removal of cyclists from bus lanes which can reduce bus speeds and increase delay).
Support for Park & Ride Provision (e.g. near M6 / N6 junction at Ardaun)	Reduced congestion upon approach and within Galway City by reduction of private vehicle trips improving journey times, wider benefits to journeys to and from Galway City.
Support for Electric Vehicles	Increased use of electric vehicles and gradual reduction in petrol / diesel vehicles for personal use.

- 2.3.22 The GCTPS and the CDP, in tandem with the GTS, are key strategy documents designed to work together to maximise the potential benefits of growth for the transport networks, and to protect the efficient and safe operation of these networks for both existing and future residents of Galway County, and those who visit for work and leisure purposes.
- 2.3.23 Section 11 of the GCTPS outlines that the Tuam Local Transport Plan will provide a framework for delivery of the key transport measures identified as part of Travel Corridor optioneering. It will seek to promote sustainable transport as a means of supporting internal growth within the town as well as encouraging connectivity to/from the surrounding rural areas to promote a thriving and attractive place to live and work.
- 2.3.24 Promotion of a multi-modal hub within the Town Strategy, will be key to encourage active modes for first and last mile trips, allowing for seamless connections onto onwards public transport journeys via rail or bus, as well as facilitate a favourable environment for walking and cycling for shorter journeys within the town and from nearby settlements. These measures will look to create a vibrant town which favours walking and cycling over private vehicle for internal trips.
- 2.3.25 The GCTPS recommends exploring the feasibility of providing a greenway cycling route between Tuam and Galway, which will improve local connections and could have resultant impacts on leisure cycle tourism, having positive impacts on local businesses and growth opportunities.
- 2.3.26 These recommendations have been considered during the development of measures within the Tuam LTP.

Tuam Local Area Plan 2023-2029

- 2.3.27 The policy objectives deemed relevant to the LTP are listed below.

Objective TKT31 – Local Transport Plan

- 2.3.28 Support the implementation of the Local Transport Plan as set out in Section 3 of the LAP in accordance with proper planning and sustainable development.

Objective TKT32 – Transport Infrastructure

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

Objective TKT33 – Sustainable Transportation

- 2.3.30 Facilitate any Smarter Travel initiatives that will improve sustainable transportation within the plan area and facilitate sustainable transportation options including public transportation, freight, electric vehicles, car clubs, public bike schemes, as appropriate.

Objective TKT34 – Pedestrian and Cycle Network

- 2.3.31 Facilitate the improvement of the pedestrian and cycling environment and network so that it is safe and accessible to all, through the provision of the necessary infrastructure.

New development shall promote and prioritise walking and cycling, shall be permeable, adequately linked and connected to neighbouring areas, the town centre, recreational, educational, residential and employment destinations and shall adhere to the principles contained within the national policy document Smarter Travel – A Sustainable Transport Future 2009-2020 and the Design Manual for Urban Roads and Streets (2013), as updated in 2019.

Objective TKT 35 – Traffic and Transport Assessment & Road Safety Audits

- 2.3.32 Require all significant development proposals to be accompanied by a Road Safety Audit and Traffic and Transport Assessment carried out by suitably competent consultants, which are assessed in association with their cumulative impact with neighbouring developments on the road network, in accordance with the requirements contained in TII’s Traffic and Transport Assessment Guidelines (PEPDU- 02045) 2014 (including any updated/superseding document) and ‘Road Safety Audit’ (GE-STY- 01024) December 2017.

Objective TKT36 – Preservation of Routes, Road Upgrades and Infrastructure Provision

- 2.3.33 Prohibit development on lands which are reserved for proposed road/street corridors and associated buffers and where development would affect a route, line, level or layout of any proposed new roadway.

Objective TKT37 – Reservation of Access Points

- 2.3.34 Reserve access points for future development and the development of backlands that may be identified for reservation by the Planning Authority during the plan period, to ensure adequate vehicular, pedestrian and cycle access to backlands, in order to facilitate efficient development of these lands and to ensure connectivity and accessibility to lands with limited road frontage.

Objective TKT38 – Road Junction Improvements

- 2.3.35 Seek to upgrade the current road layout in the vicinity of existing schools from the Frank Stockwell Road/Dublin Road junction to the Dublin Road/ Athenry Road junction in the interests of pedestrian and vehicle highway safety. The junction is in the vicinity of many local schools.

Objective TKT39 – Climate Change

- 2.3.36 To implement, through this Local Area Plan, policy objectives that support and encourage sustainable compact growth and settlement patterns, integrate land use and transportation and maximise opportunities through development location, form, layout and design to secure climate resilience and reduce carbon dioxide and greenhouse emissions.

CDP/ GCTPS SUMMARY

The CDP and GCTPS provides a clear set of objectives, key travel corridors and framework of measures at a countywide level to support growth ambitions. The Tuam LTP will:

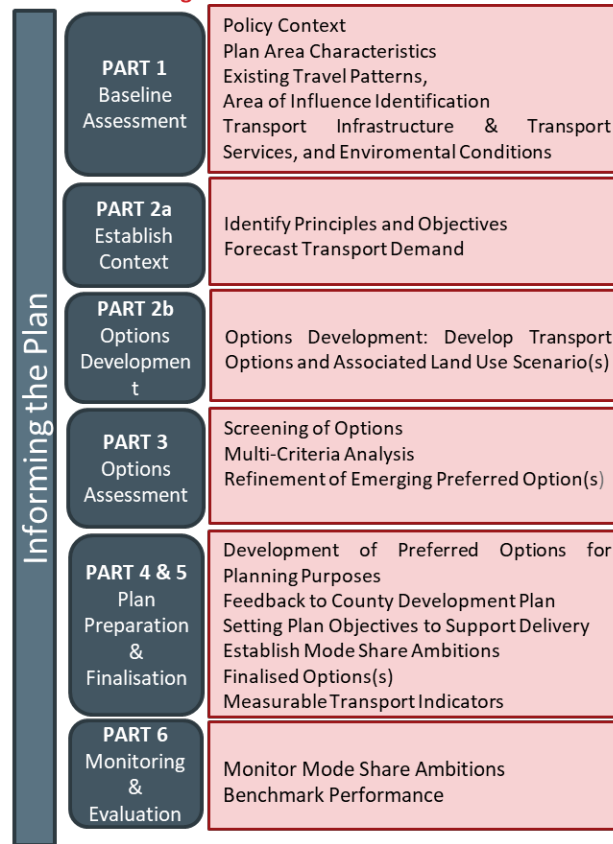
- Build upon key recommendations within the CDP and GCTPS to deliver a framework of local measures to support modal shift for internal journeys and promote connectivity to public transport services through the provision of a multi-modal hub to allow for seamless connections and encouraging active modes for first and last mile journeys;
- Consider key connections within the town and develop infrastructure to improve these linkages to existing amenities and facilities;
- Consider improvements to support the identification of key corridor movements from Tuam identified within the GCTPS including connections to Galway, Athenry and Ballinasloe.

2.4 Guidance

Area-Based Transport Assessments (ABTA)

- 2.4.1 The National Transport Authority (NTA) has issued guidance which recommends that Local Transport Plans should be based around an approach known as Area-Based Transport Assessments (ABTA). The structure of a typical ABTA is presented below.

Figure 3. ABTA Structure



2.4.2 The Tuam LTP has been prepared in accordance with the general ABTA structure and principles, with a particular focus on the needs of local residents and town visitors, and specific consideration of how wider policy objectives within the adopted CDP (2022-2028) will influence development of the town during the plan period.

Spatial Planning and National Roads: Guidelines for Planning Authorities

2.4.3 Spatial Planning and National Roads: Guidelines for Planning Authorities sets out planning policy considerations relating to development affecting national primary and secondary roads, including motorways and associated junctions, outside the 50-60 km/h speed limit zones for cities, towns and villages.

2.4.4 The guidelines aim to facilitate a well-informed, integrated and consistent approach that affords maximum support for the goal of achieving and maintaining a safe and efficient network of national roads in the broader context of sustainable development strategies, thereby facilitating continued economic growth and development throughout the country. The following key principles have informed these guidelines:

- Land-use and transportation policies are highly interdependent;
- Proper planning is central to ensuring road safety;
- Development should be plan-led;
- Development management is the key to plan implementation; and
- Planning Authorities, Transport Infrastructure Ireland and other public transport bodies must work closely together.

National Cycle Manual

- 2.4.5 The National Cycle Manual follows the principles of Sustainable Safety and provides guidance on integrating cycling in the design of urban areas, and seeks to challenge planners and engineers to place more emphasis on incorporating cycling within transport networks.
- 2.4.6 Sustainable Safety consists of five key principles; functionality, homogeneity, legibility, forgivingness and self-awareness and meeting the five needs of cyclists; road safety, coherence, directness, attractiveness and comfort. The Manual sets out best practise as well as current legislation and policy for all elements of cycle infrastructure designs and planning, including standards for managing potential conflict, quality of infrastructure such as surface, link and crossing types, and segregation / interaction. All aspects of the Manual are underpinned by the Principles of Sustainable Safety. The Manual sets out the steps for accommodating cycling on the transport network:
- Legislation and Policy – this sets out the main statutory, and non- statutory provisions regarding cycling, as well as current policy;
 - Planning for the Bicycle – this covers actions to promote and deliver for cycling, including urban design, traffic managements and facilities development, as well as overall cycle network planning;
 - Designing for the Bicycle – sets out the design process for determining appropriate infrastructure including crossings, links, roundabout and turns;
 - Getting the Details Right – sets out further detail following design of cycle infrastructure, including lighting, drainage, and cycle parking;
 - Maintenance – sets out roles and responsibilities for ensuring cycle facilities can be used and their purpose fulfilled through continued inspection and maintenance.

Design Manual for Urban Roads and Streets

- 2.4.7 The *Design Manual for Urban Roads and Streets* (DMURS) sets out design standards for urban roads and streets promoting an integrated design approach within urban areas (cities/towns/villages). It balances the place function (i.e. needs of residents and visitors) and the transport function (i.e. needs of pedestrians, cyclists, public transport, cars and goods vehicles).
- 2.4.8 By utilising the Manual, the end goal is that well-designed streets are placed at the heart of sustainable communities to promote access to walking, cycling and public transport. The standards, approaches and principles set out in this Manual apply to the design of all urban roads and streets (where speed limit is 60kmph or less) except for Motorways and, in exceptional circumstances, certain urban roads and streets which have provided written consent from Sanctioned Authorities.
- 2.4.9 The Manual itself is underpinned by a holistic design-led approach based upon a collaborative and consultative design process. The Manual recognises the importance of creating secure and connected places that work for all, characterised by creating new and existing streets as attractive places which prioritise access from pedestrians and cyclists whilst also balancing the available for access from appropriate vehicular access and movement.

2.4.10 The following four principles are presented within the manual which help to achieve a more place-based and integrated approach to road and street design. These are:

- Connected networks – support to create street networks which promote high levels of permeability and legibility for all, with a particular emphasis on more sustainable forms of transport.
- Multi-functional streets – promoting multi-functional, place based streets which balance the needs of all users in self-regulating environment.
- Pedestrian focus – quality of street is measured by the quality of environment user, with pedestrians and cyclists the preferred users.
- Multi-disciplinary approach – greater co-operation between design professionals through the promotion of a plan-led, multidisciplinary approach to design.

Permeability – A Best Practice Guide

2.4.11 The National Transport Authority’s (NTA) Permeability: A Best Practice Guide provides guidance on how best to facilitate demand for walking and cycling in existing built-up areas. This relates to the retention and creation of linkages within the urban environment for people to walk and cycle from their homes to shops, schools, local services, places of work and public transport stops and stations. In the latter case, by providing connections to existing public transport services, access to these services will be improved and increased levels of use may be expected.

2.4.12 The guidance provides a basis for the delivery of sustainable mode choice in existing built-up areas by promoting permeability for pedestrians and cyclists, whilst also addressing the legacy of severance inherent in the recent expansions of Irish towns and cities. Characteristics of a permeable environ are, in turn, highlighted as:

- Interconnected pedestrian and cycle street network.
- Absence of high walls and fences segregating housing areas and local/district centres.
- Absence of cul-de-sacs for pedestrians and cyclists.
- Secure, well-lit, overlooked pedestrian and cycle links between housing areas and between housing and local/district centres.

NTA Connecting Ireland Strategy (Draft)

2.4.13 The Connecting Ireland Rural Mobility Plan is a major national public initiative developed by NTA, with the aim of increasing connectivity around the country, particularly for people living outside major cities and towns. The plan aims to improve mobility in rural areas by providing better connections between villages and towns by linking these areas with an enhanced regional bus network connecting cities and regional centres nationwide. Connecting Ireland seeks to make public transport for rural communities more useful for more people, and it will do this by:

- Improving existing services
- Adding new services
- Enhancing the current Demand Responsive Transport (DRT) network which meets the transport needs of people who live in remote locations

2.4.14 Proposals for Galway include:

- Enhanced interurban bus services between Galway City and Ennis, Limerick and Cork
- Enhanced interurban bus services between Galway City and Castlebar, Ballina and Sligo, and with Westport, Roscommon and Longford
- Improved interurban bus services from Tuam, Gort, Clifden, Ballinasloe and Loughrea to Galway
- Improved local bus services from Galway to Portumna to Nenagh and from Ballinasloe via Portumna to Ennis
- New local bus routes from Ballygar to Athlone and from Glenamaddy, Mountbellow and Ahascragh to Ballinasloe, coordinated with rail services at Ballinasloe to points east to Dublin
- New and enhanced connections along the west coast of the county, including between Carraroe and Maam Cross, between Roundstone and Clifden and between Clifden and Westport

NTA Cycle Connects Strategy (Draft)

2.4.15 In May 2022, TII launched a consultation on their proposed National Cycle Network, which is a planned core cycle network of 3,500km that will criss-cross the country, connecting more than 200 villages, towns and cities. The network will include cycling links to transport hubs, education centres, employment centres, leisure and tourist destinations, and support “last mile” bicycle deliveries. The network will make it easier and safer for more people to cycle for commuting, leisure, and tourism, reducing reliance on the car.

2.4.16 The NCN map incorporates many existing and planned Greenways as well as a range of proposed new cycle routes, as part of its proposed national cycle corridors. The NCN will also complement and integrate local cycling development projects and Greenways. It will enable people to easily cycle to the centre of villages, towns and cities being developed by the NTA’s Active Travel programme. It is envisaged the most of the NCN will be delivered by local authorities over the coming years.

2.4.17 The next section of this LTP report presents analysis of baseline transport information and data for Tuam and its immediate area, before addressing matters of transport context and forecast transport demands.

3. BASELINE ASSESSMENT & TRANSPORT CONTEXT

3.1 Overview

3.1.1 This section describes the receiving transport environment in Tuam, identifying existing opportunities and constraints in the Tuam area.

3.1.2 The baseline assessment includes the following:

- Information relating to residents with a focus on elements which may impact on trip-making, such as age profiles, car ownership and employment;
- Identification of key trip generators (i.e. residential areas) and attractors (employment locations and schools) within the study area which drive trip-making;
- Identification of physical constraints such as topography or other natural features which may impact on travel choices and travel patterns for residents and visitors to the area; and
- An assessment of existing transport services and infrastructure.

3.2 Demographic Profile

Population Data

3.2.1 Data from the Irish Census (2016) has been extracted to understand the existing patterns of population and employment within Tuam.

Residential

3.2.2 The total residential population of Tuam was 8,767 at the time of the most recent Census survey in 2016.

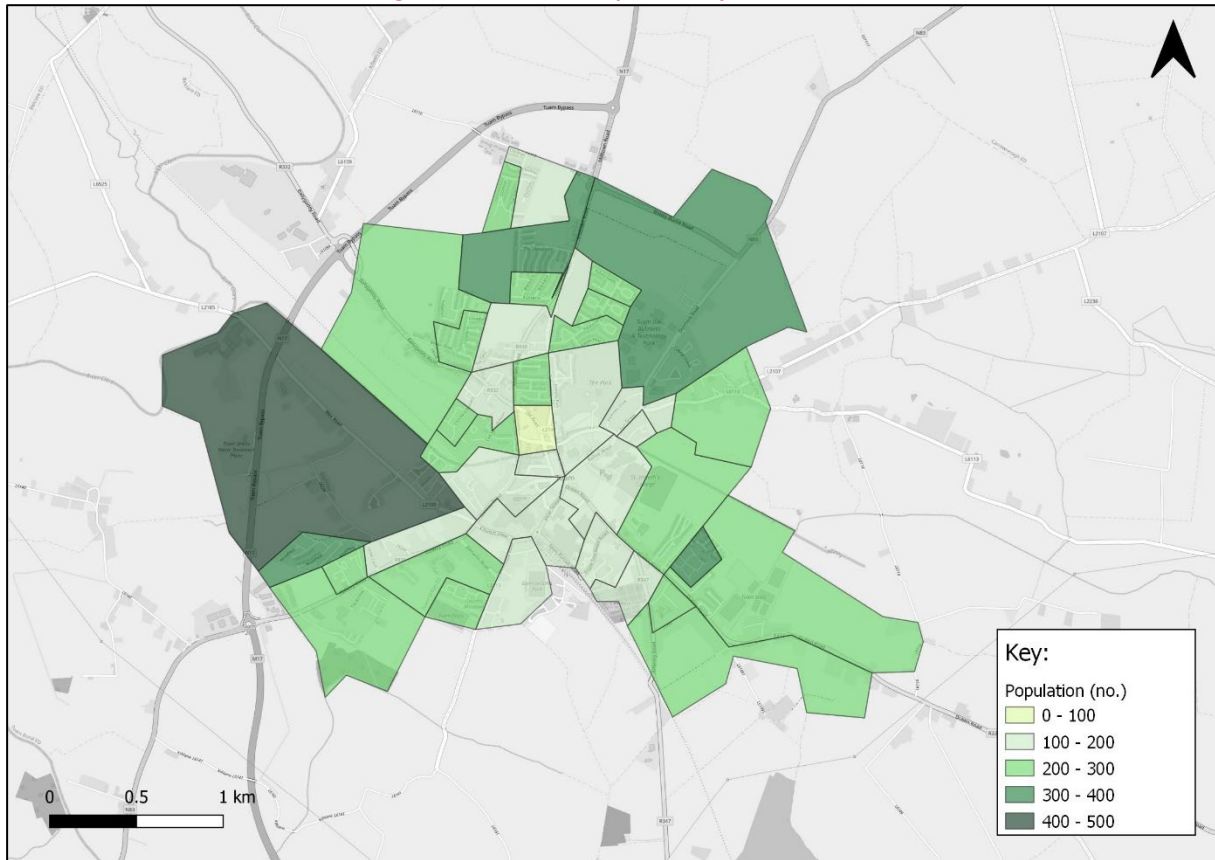
Table 2. Population Structure

	TOTAL POPULATION	<=15YO (%)	16-64 YO (%)	>=65 YO (%)
Tuam	8,767	25.3%	61.5%	13.2%
National	4,761,865	22.4%	64.2%	13.4%

3.2.3 A slightly higher proportion of residents younger than 15 (25.3%) are represented in Tuam, when compared to the national average (22.4%).

3.2.4 A slightly lower proportion of residents aged between 16 and 64 (61.5%) are represented in Tuam when compared to the national average (64.2%). This age category is the most likely to be part of the active employed population.

Figure 4. Tuam Population by Small Area



3.2.5 The areas of Tuam with the highest concentration of population are to the west and north east of the town centre, in the areas north of Galway Road and around Dunmore Road.

Employment

3.2.6 A total of 3,270 Tuam residents are identified as employed from the Census 2016 workplace zones dataset. It is noted that the workplace zone boundaries do not correspond to the census small output zones and therefore the west and north east zones extend beyond the Tuam boundary. However, it is considered that the extension covers predominantly rural areas which are not anticipated to be significant employment generators and it is therefore reasonable to assume that these jobs are within the boundary of the built-up area of Tuam.

3.2.7 The distribution of employment within Tuam is shown **Figure 5** below. It is noted that due to the varying geographic scales of the Census geographic zones the smaller zones in the central town have a higher density of jobs, such as the central zones including supermarkets. A notably dense area of jobs is located in the zone where Tuam Business Park is located.

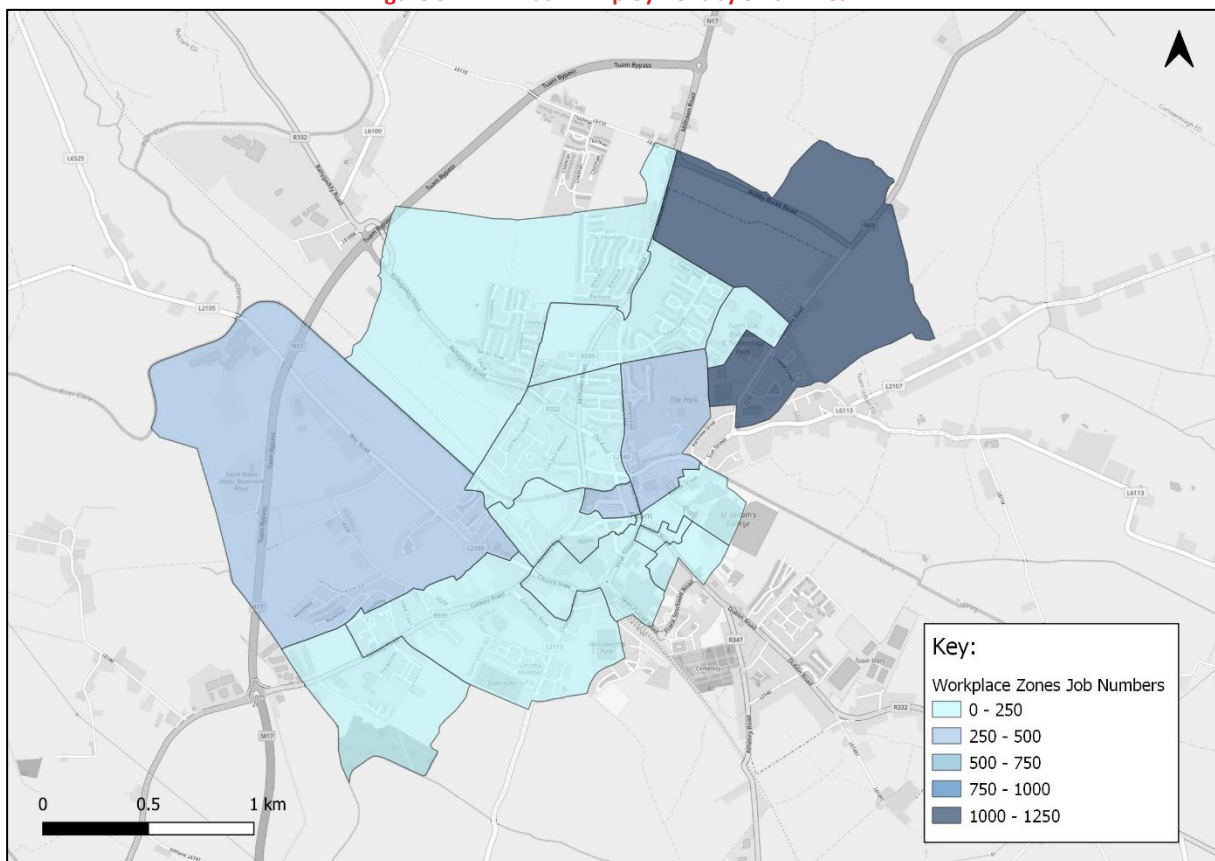
Table 3. Activity Structure in Tuam

EMPLOYED PEOPLE	JOB ATTRACTION	RATIO (JOB ATT/EMPLOYED)
3,270	3,700	1.13

3.2.8 Amongst those residing within Tuam, 3,270 were employed in the town in 2016. 3,700 people were working in Tuam in 2016, this figure includes non-residents.

3.2.9 A higher number of jobs was recorded in Tuam than employed residents (1.13 jobs per resident in employment). Therefore, it is inferred there are more people commuting from neighbouring settlements to work in Tuam, compared to the number of residents leaving the town for work.

Figure 5. Tuam Employment by Small Area



3.2.10 The area of Tuam with the highest concentration of employment is to the north east of the town centre, around Dunmore Road.

Car Ownership

3.2.11 The proportion of households in Tuam which do not own a car is shown below, with a comparison to the national average.

Table 4. Car ownership

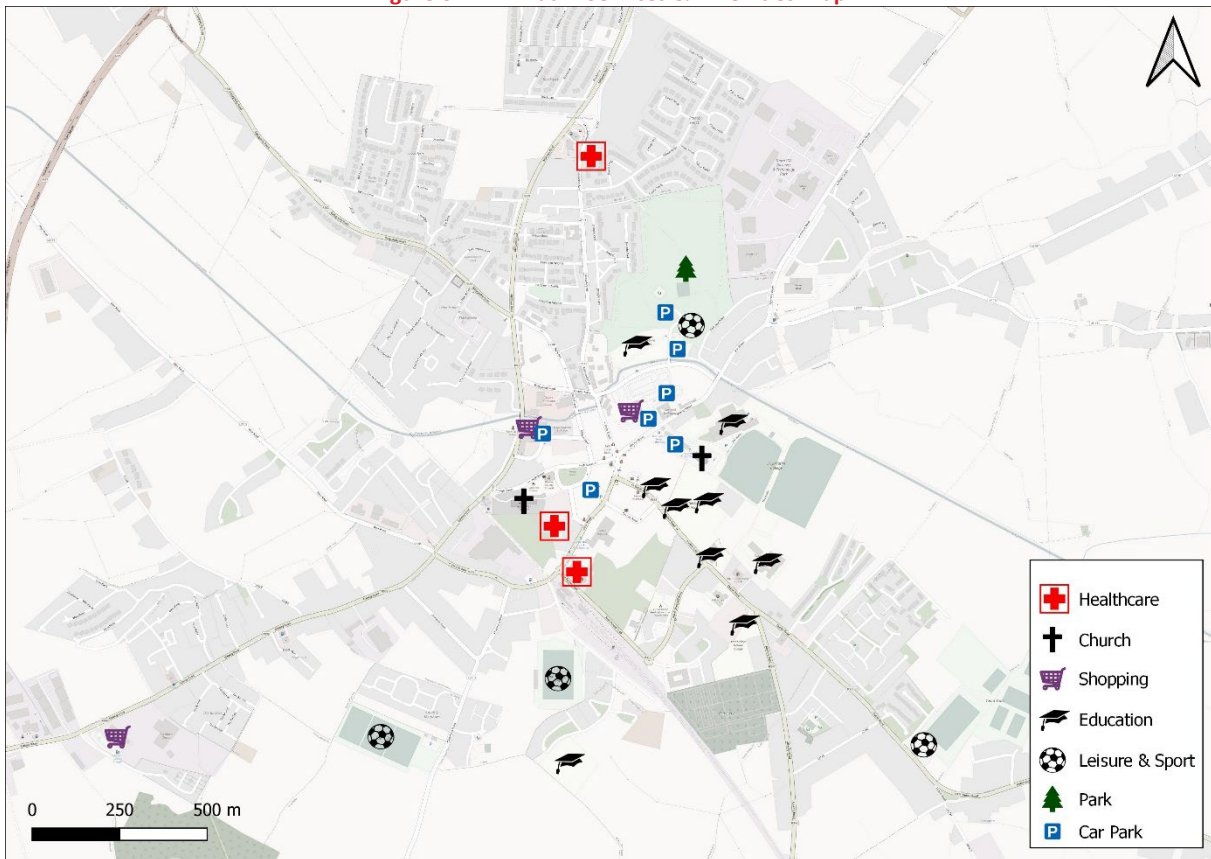
	% OF HOUSEHOLDS WITH NO CAR
Tuam	17.6%
National	15%

3.2.12 The proportion of Tuam households not owning a car is 17.6%, slightly higher than the national figure of 15%.

3.3 Trip Generators & Attractors

3.3.1 Key services and amenities within Tuam are presented in **Figure 6**.

Figure 6. Tuam Services & Amenities Map



3.3.2 The town centre is broadly concentrated around the High Street/Shop Street/Bishop Street/Vicar Street roundabout, with commercial properties present on each of these streets.

3.3.3 The Tuam Shopping Centre is located in the western section of the town’s core, which includes a supermarket (Tesco) amongst other retail offerings. A second supermarket serving the town centre (O’Toole’s SuperValu) is located to the north east of the central

roundabout. An additional supermarket (Lidl) is located on the south west fringes of the town, approximately two kilometres distance from the town centre.

- 3.3.4 The town's Palace Grounds park and Leisure Centre are located to the north. Presentation College Secondary School is also located in this general area, opposite the Leisure Centre.
- 3.3.5 Two healthcare facilities, the Grove and Mall medical centres are both located on the southern fringes of the town centre. In addition, the Palace medical centre is located approximately one kilometre to the north of the central roundabout.
- 3.3.6 Two places of worship (Cathedral of the Assumption of the Blessed Virgin Mary and St Mary's Cathedral) are located on the eastern and western fringes of the town centre respectively. The Cathedral of the Assumption faces a landscaped area running to Bishop Street and St Mary's borders High Street.
- 3.3.7 A cluster of schools is located along Dublin Road, a key radial route running to the south east. This cluster includes the Educate Together National School, Mercy Secondary School and Trinity Primary School. In addition, St Jarlath's College is located slightly further to the north, in close proximity to the Cathedral of the Assumption. Archbishop McHale College is located on Atheny Road and St Oliver's Special School is located on Frank Stockwell Road.
- 3.3.8 Car parks in the town are located in the northern and eastern sections of the town centre. Both Tuam Shopping Centre and O'Toole's SuperValu provide dedicated parking facilities. A further car park is located adjacent to the Leisure Centre and the Palace Grounds park. A large parking area is also present around the Cathedral of the Assumption.

ATOS Data

- 3.3.9 The distance between residential areas and local services and facilities such as schools, GP surgeries and shops was analysed using ATOS walking and cycling data, to ascertain the current degree of active mode connections in Tuam.
- 3.3.10 The ATOS output data breaks down the assessment area into grid squares, measuring approximately 100m by 100m, scoring each grid according to its accessibility by a particular mode of transport. The scores range from A (highest accessibility) to E (lowest accessibility) and are colour coded accordingly.
- 3.3.11 The walking and cycling ATOS outputs for primary and post-primary schools are shown below.

Figure 7. Primary School Walking – ATOS Output

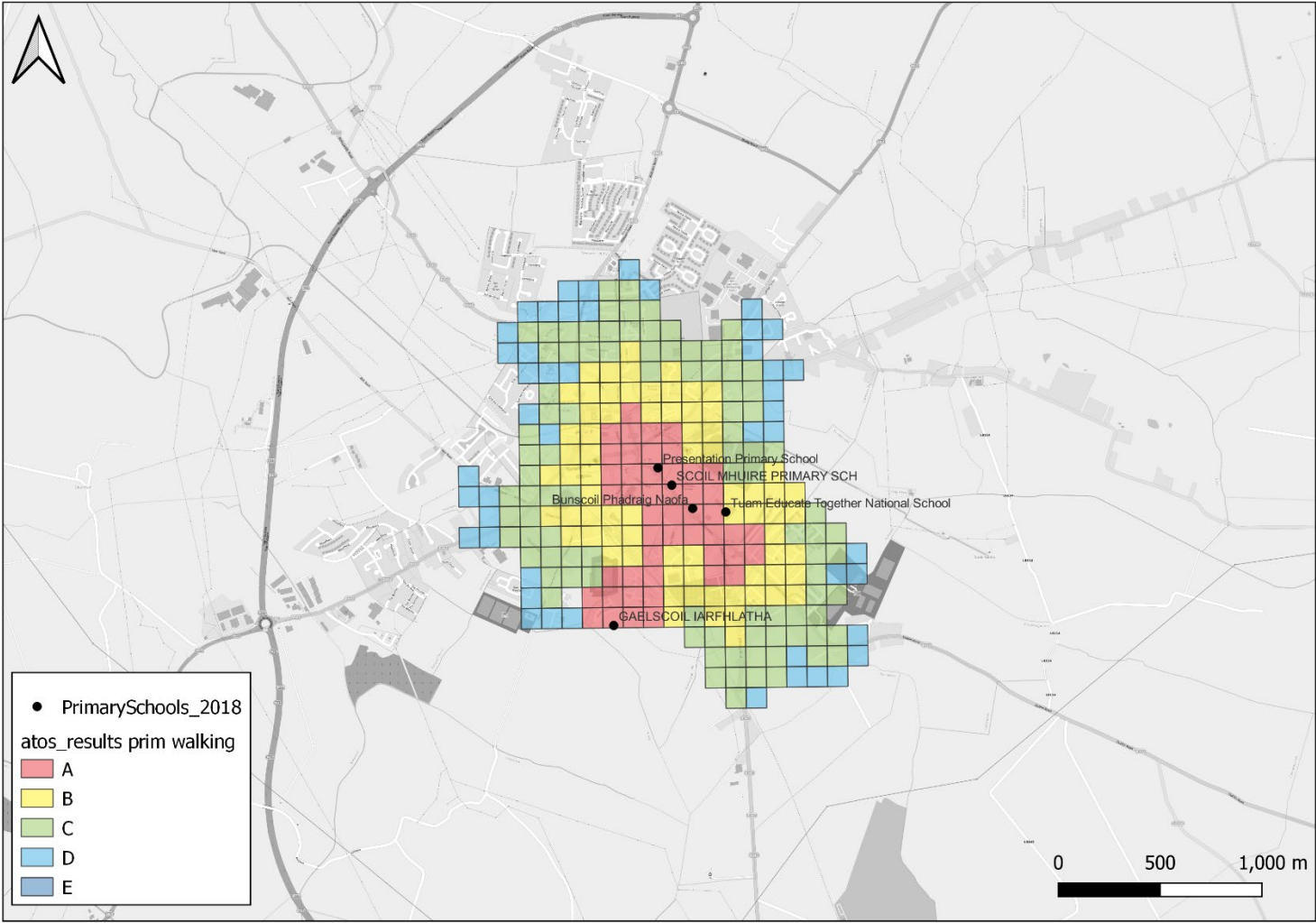


Figure 8. Primary School Cycling – ATOS Output

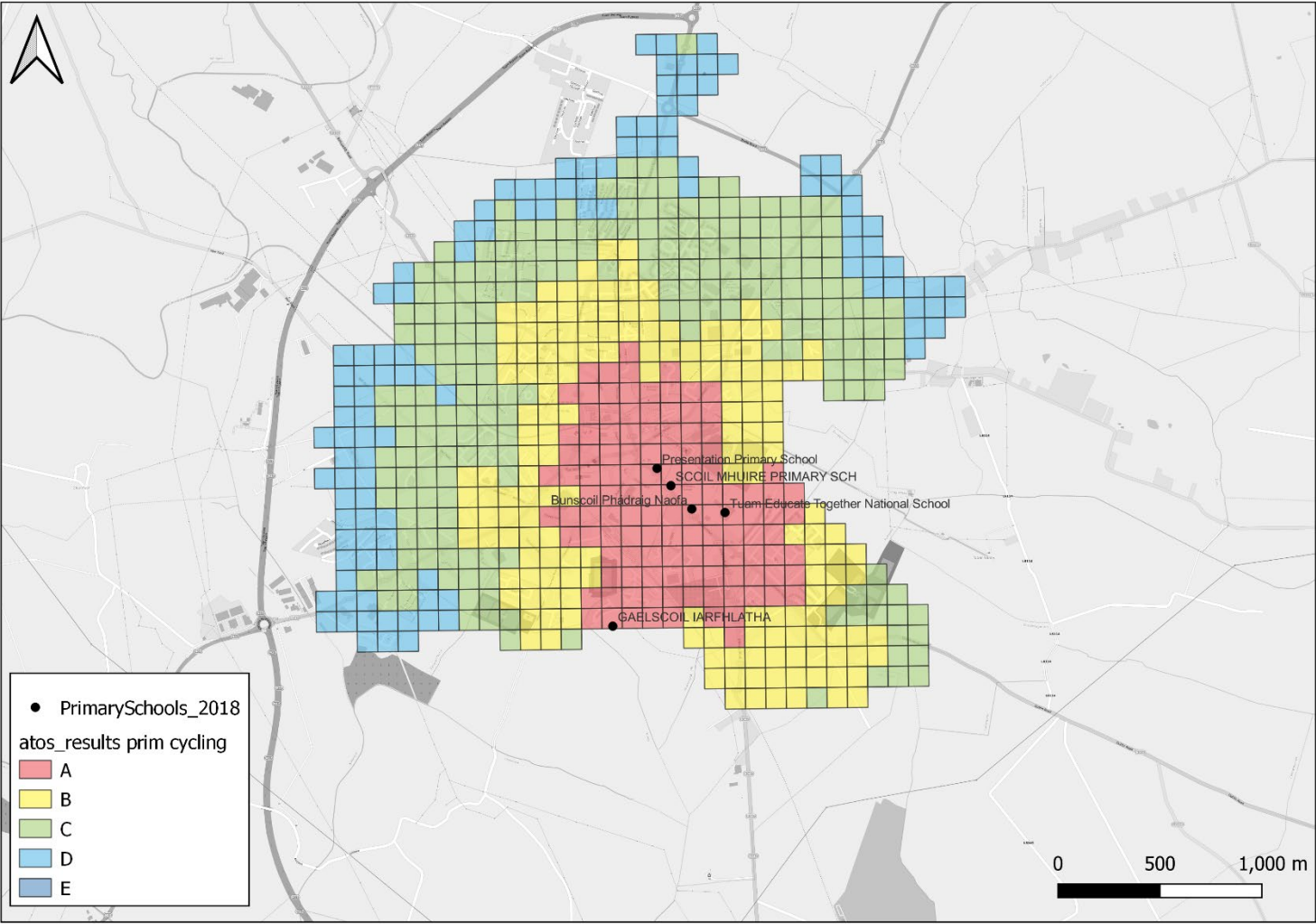
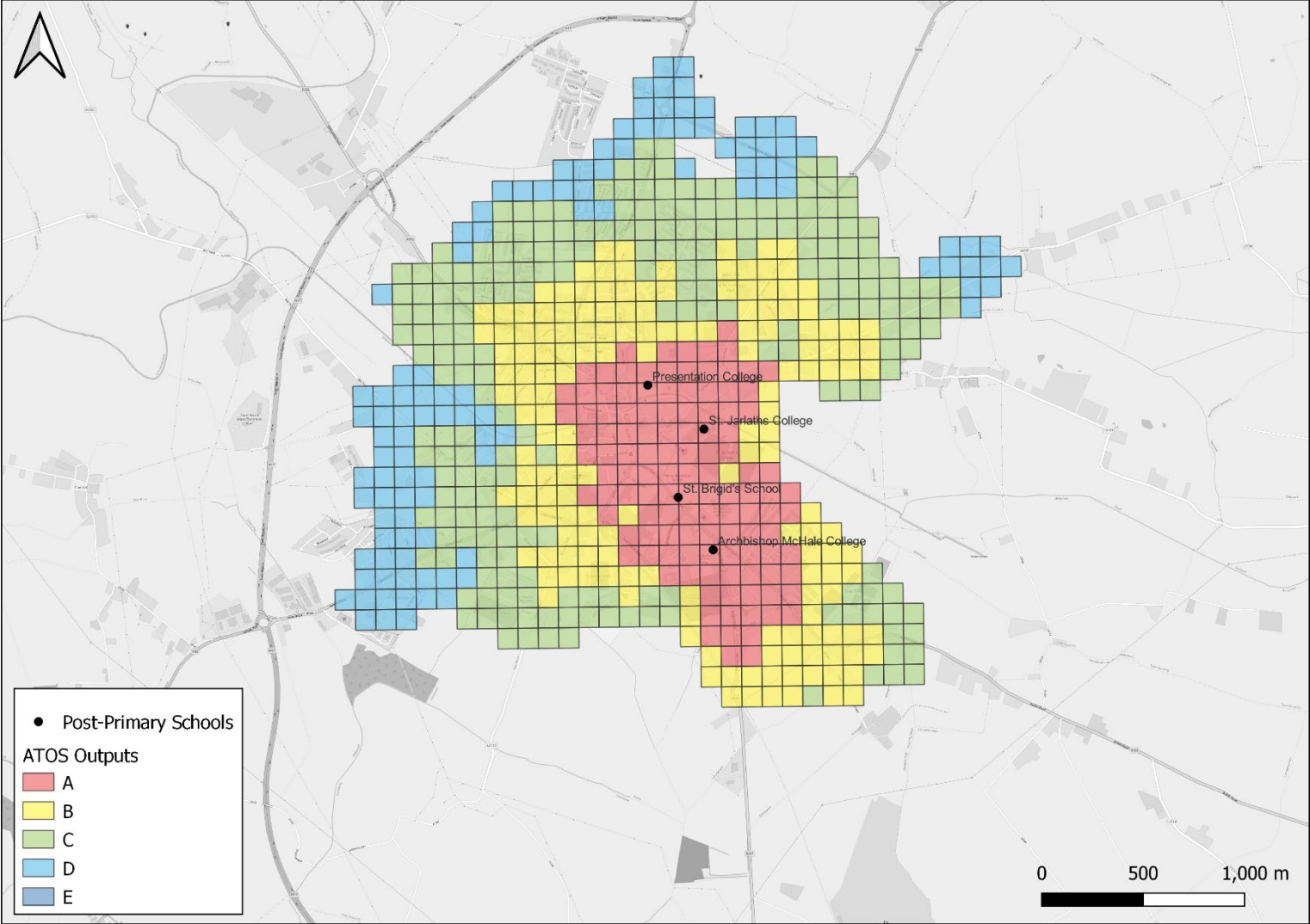


Figure 9. Post-Primary School Walking – ATOS Output



Figure 10. Post Primary School Cycling – ATOS Output



- 3.3.12 With the concentration of primary schools on Dublin Road, the accessibility score is relatively high on the south and east sides of the town, owing to the proximity to this radial corridor. In contrast, walking accessibility is much poorer on the north and west sides of the town, with longer journeys on busy roads with only narrow footways provided.
- 3.3.13 The town is compact enough to ensure that the cycling ATOS scores are reasonable across the majority of the northern and western areas, despite the concentration of primary schools on the Dublin Road corridor on the opposite side of the town centre.
- 3.3.14 The town's post-primary schools are more evenly distributed when compared to the primary schools. Despite the more central location of Presentation College and St. Jarlath's College, the ATOS score for the areas directly north are poor, due to the lack of direct routes connecting to residential neighbourhoods in this direction. The western area also scores low for walking accessibility.
- 3.3.15 Similar to the primary school cycling ATOS scores, the majority of the town scores between moderate and high for cycle accessibility to post-primary schools. Only relatively small areas at the fringes of the town record a low score.
- 3.3.16 The walking and cycling ATOS outputs for employment land uses are shown below.

Figure 11. Employment Walking – ATOS Output

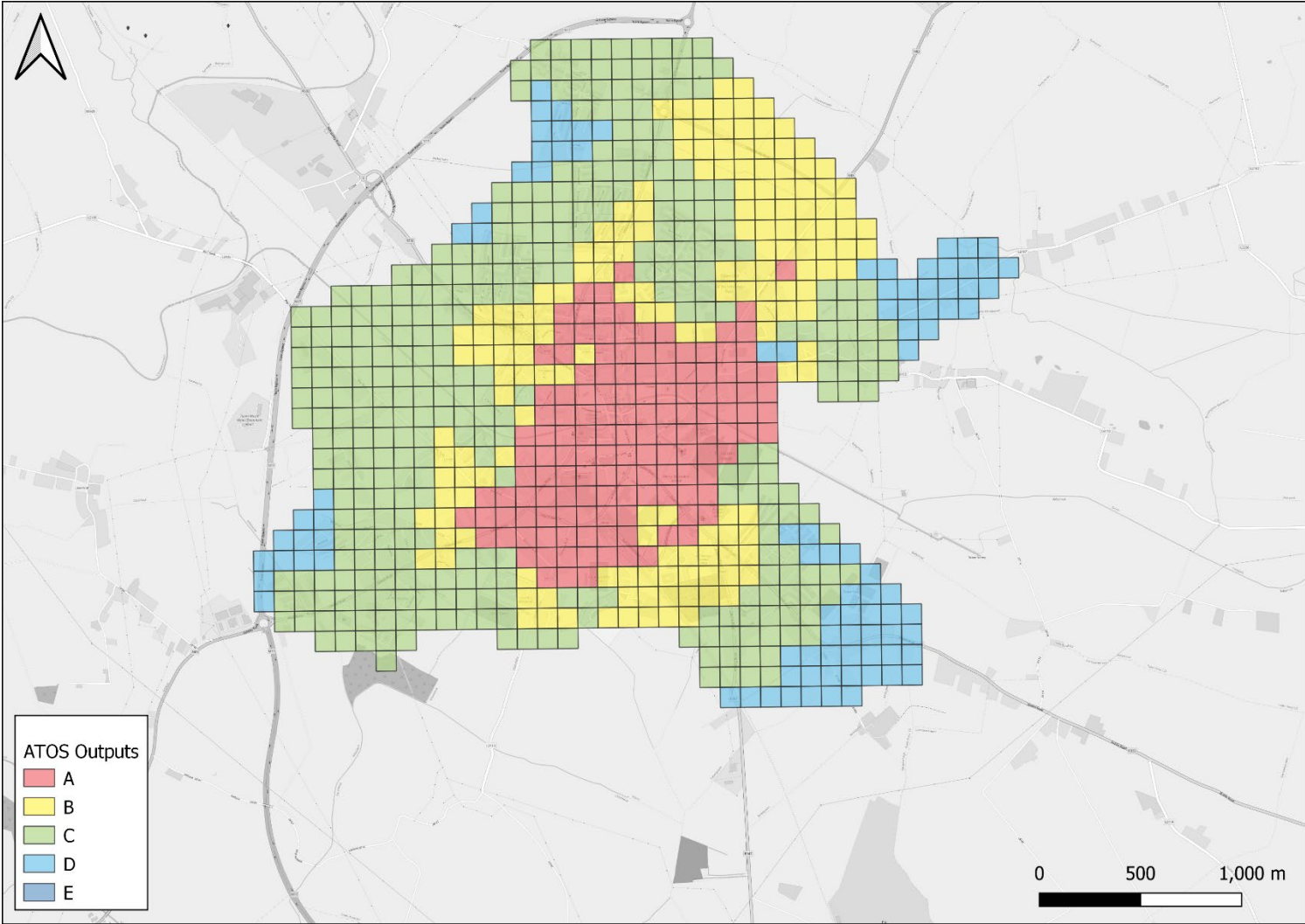
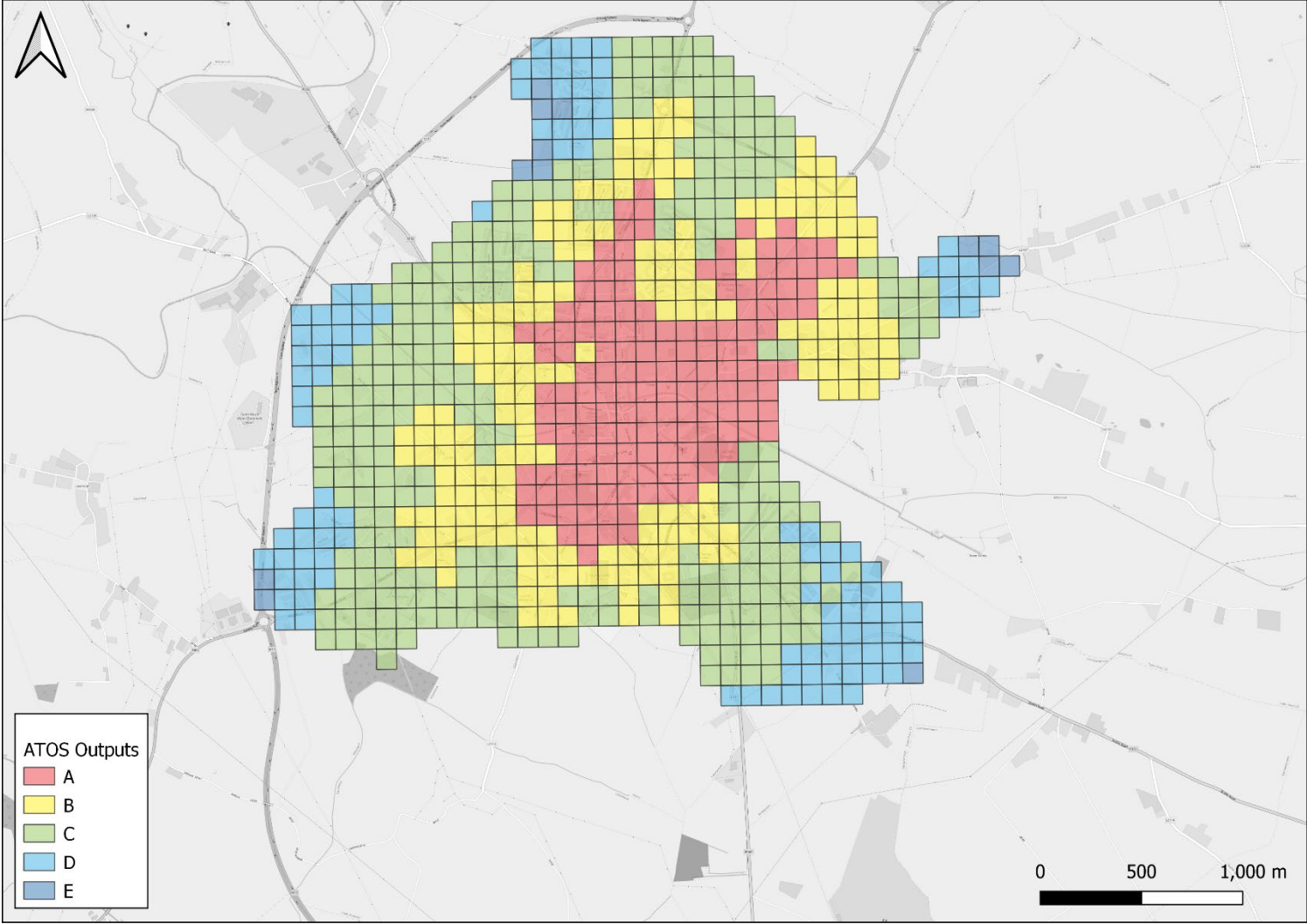


Figure 12. Employment Cycling – ATOS Output



- 3.3.17 With a compact town centre, the accessibility to areas of employment within Tuam is highest in and around the town's core. With the Tuam Business Park located on the north east side of the town, the residential neighbourhoods in this area also score highly. The west and south east areas of the town record lower scores, due to the concentration of employment away from these areas.
- 3.3.18 Nearly all areas of the town score between moderate to high for cycle accessibility to employment areas. The segregated cycle lanes present on the Milltown Road and Dunmore Road corridors enable the adjacent residential areas to obtain the highest ATOS score for cycle accessibility. The west and south east areas of the town record lower scores, due to the concentration of employment away from these areas and the lack of adequate cycle infrastructure.
- 3.3.19 The walking and cycling ATOS outputs for healthcare facilities are shown below.
- 3.3.20 Two facilities are located to the south west of the town centre, one in the centre itself and one facility approximately 700m north of the centre.
- 3.3.21 Walking and cycling accessibility is high in the centre, north and south west areas of the town. The west, south east and north east areas recorded low scores.

Figure 13. Healthcare Facilities Walking – ATOS Output

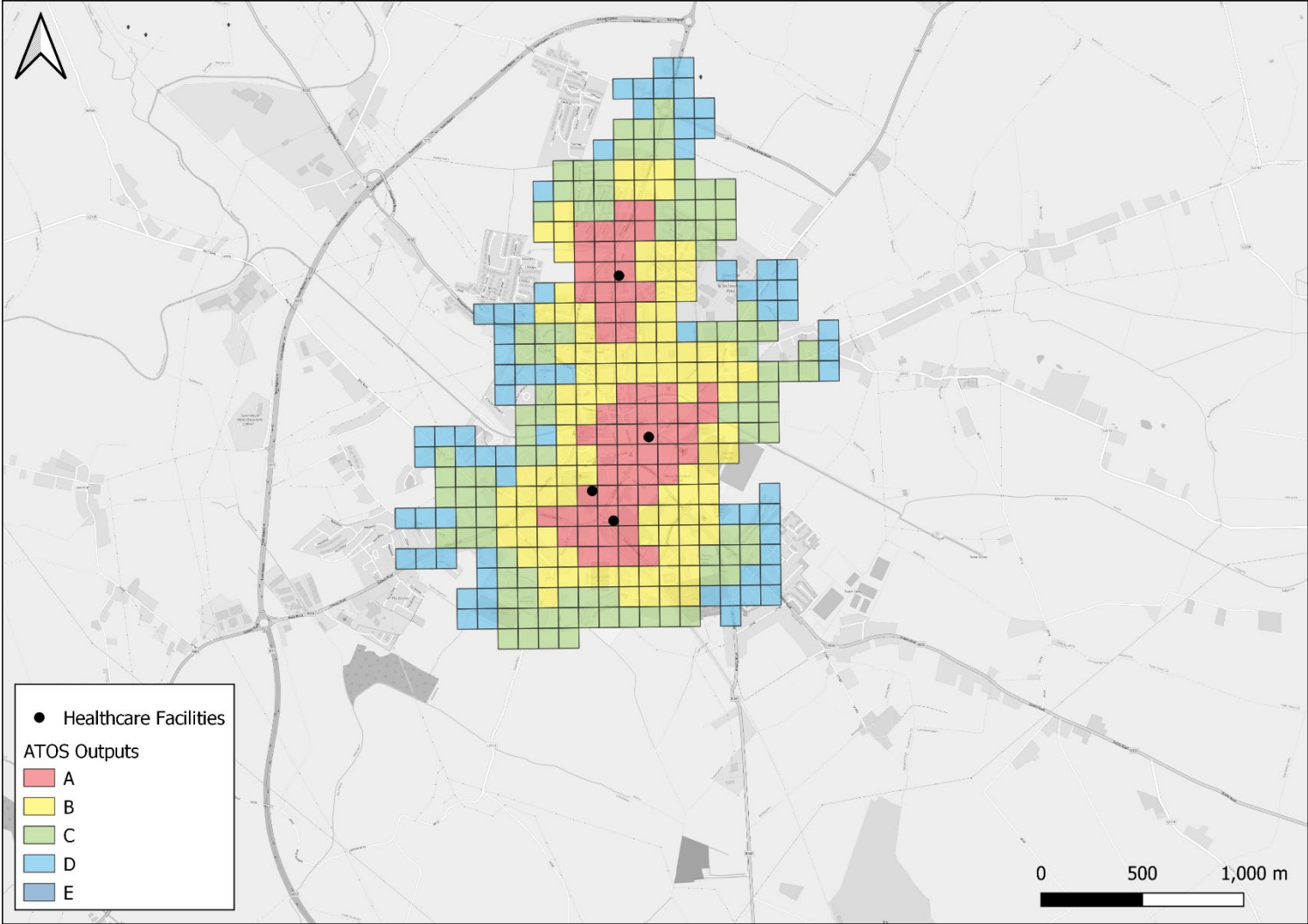
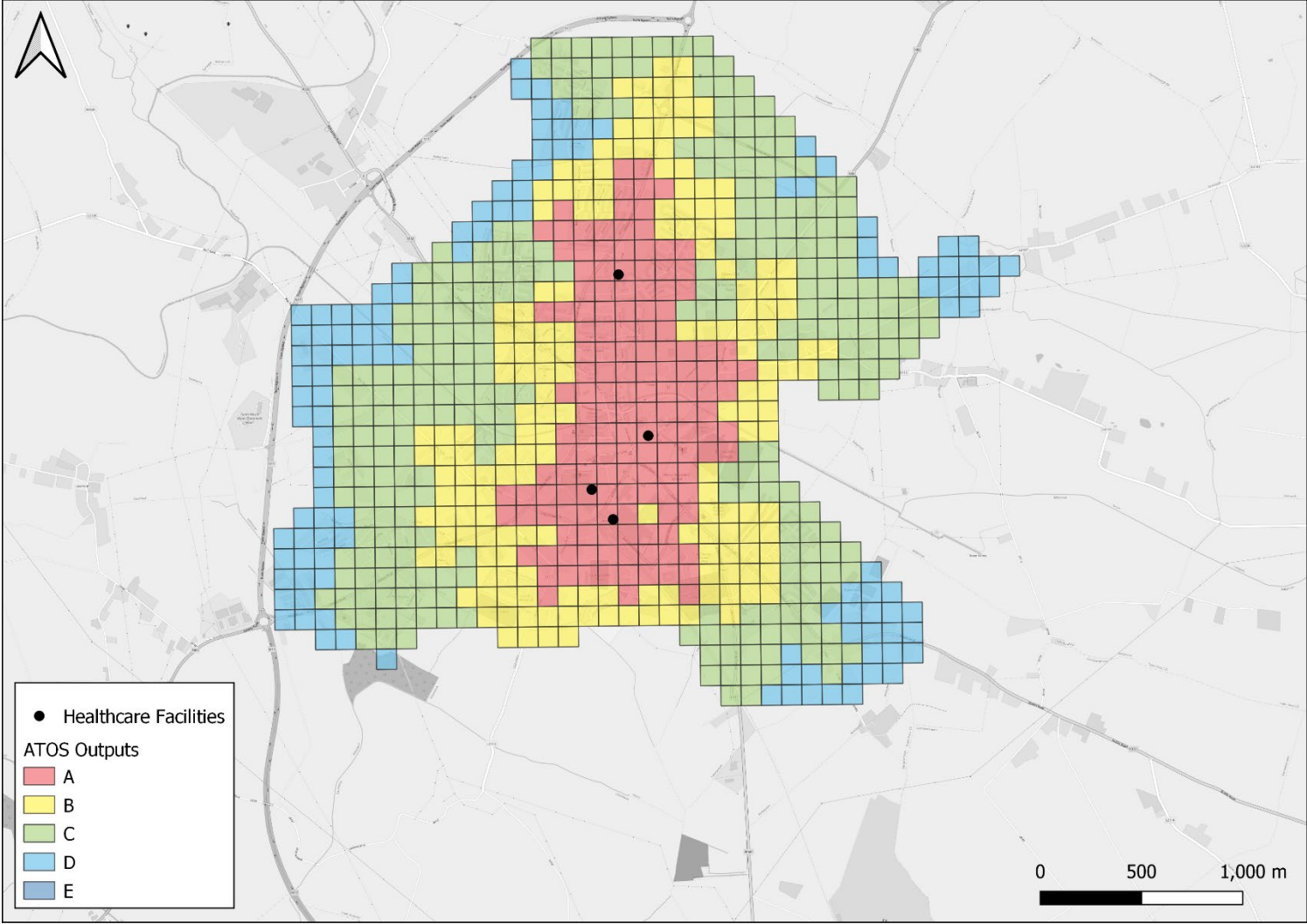


Figure 14. Healthcare Facilities Cycling – ATOS Output



3.4 Travel Patterns

Existing Trip Distribution Profile

3.4.1 A map which summarises the current trip-making patterns into and out of Tuam (taken from the 2016 Census) is shown below; this data is also shown in tabular form.

Figure 15. Trip Patterns into and out of Tuam

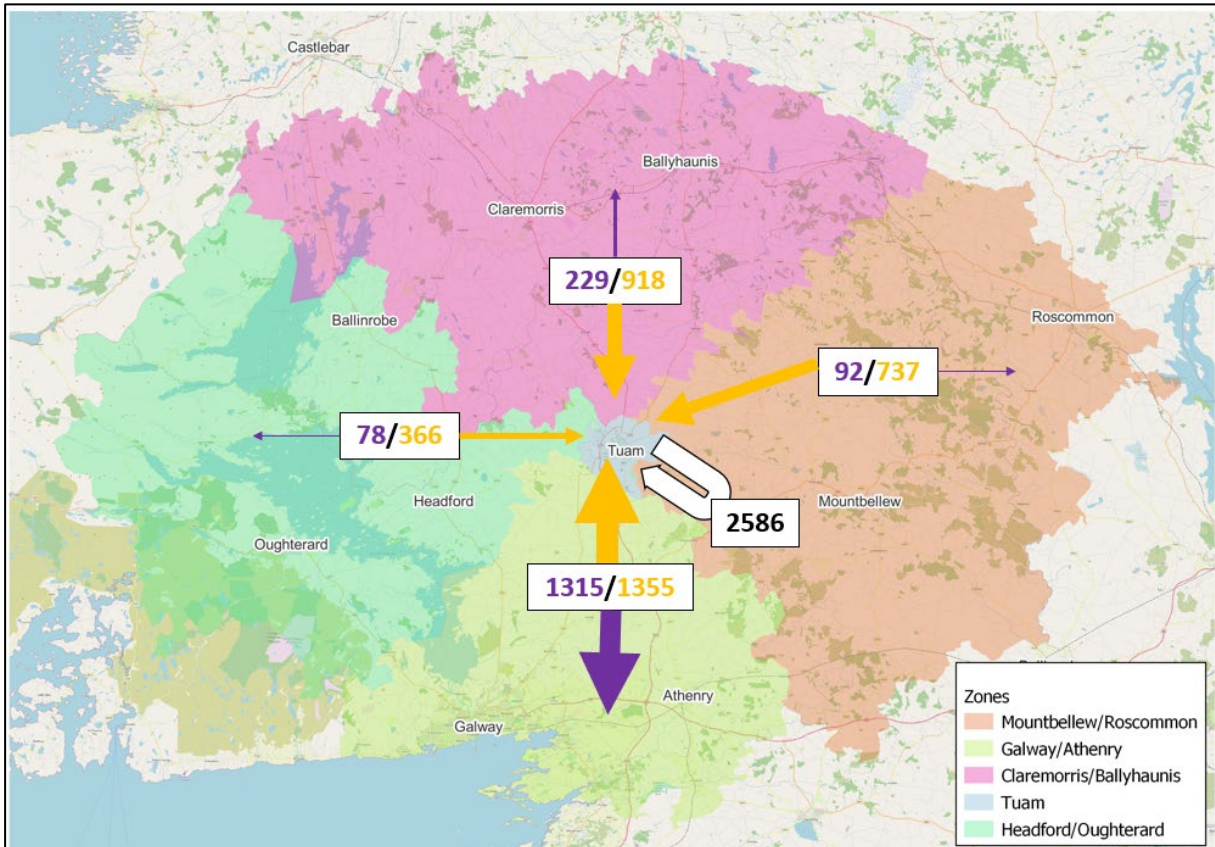


Table 5. Trip Movements into/out of Tuam

FROM\TO	TUAM	HEADFORD/OUGHTERARD	CLAREMORRIS/BALLYHAUNIS	GALWAY/ATHENRY	MOUNTBELLEW/ROSCOMON
Tuam	2586	78	229	1315	92
Headford/Oughterard	366	6369	310	4635	37
Claremorris/Ballyhaunis	918	859	10076	1656	500
Galway/Athenry	1355	708	166	66366	428
Mountbellew/Roscomon	737	39	632	2972	9909

3.4.2 The map shows the geographical location of the zones listed in the corresponding table. Trips made in and out of Tuam during the AM Peak are shown on the map. The trips

towards Tuam are shown in yellow; the trips from Tuam are shown in purple. The table refers to the number of Daily trips made during the AM peak, between and within the different zones.

3.4.3 A key observation from the data is that 2,586 daily trips are made within the town of Tuam. People from the town are almost twice as likely to have made a trip within the town than to any other zone shown in the table. The destination zone with the highest number of trips from Tuam is Galway/Athenry, with 1,315 trips.

3.4.4 For trips made into Tuam, demand is still highest from the Galway/Athenry zone at 1,355 trips. The Claremorris/Ballyhaunis zone to the north and Mountbellew/Roscommon zone to the east recorded higher numbers of trips into Tuam, with 918 and 737 respectively.

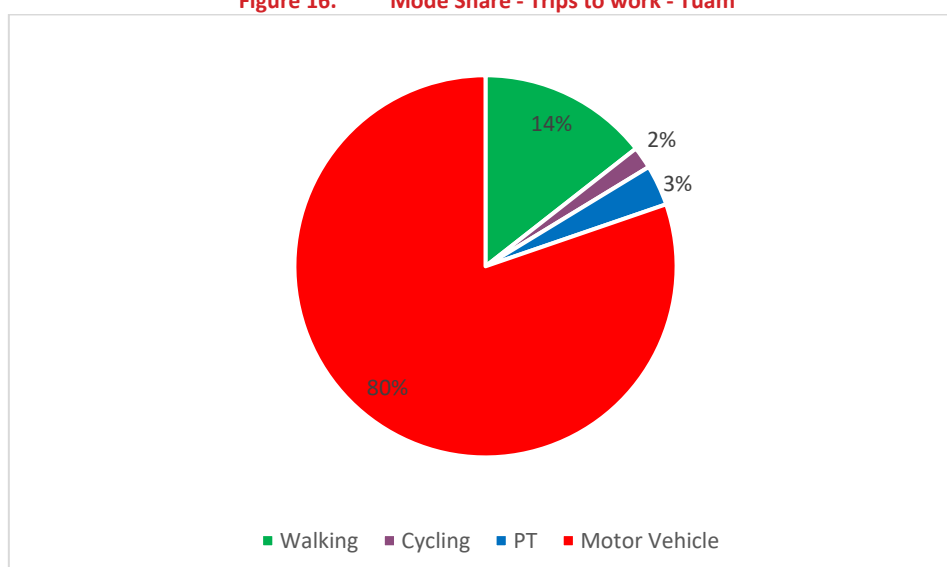
Mode Shares (Work & Education)

3.4.5 Mode shares for journeys to work by residents of Tuam (taken from 2016 Census information) are summarised in the table and graph below. (It is noted that this includes all trips to work by Tuam residents, whether to destinations within Tuam itself or elsewhere).

Table 6. Mode shares - Commuting to work

	WALKING	CYCLING	PUBLIC TRANSPORT	CAR AND MOTORCYCLE
Tuam	14%	2%	3%	80%
National	10%	3%	10%	77%

Figure 16. Mode Share - Trips to work - Tuam



3.4.6 It is noted that the recorded commuting mode share for Tuam residents was over three times less for public transport, at 3% compared to the national proportion of 10%. The walking mode share was higher, at 14% compared to 10% nationally.

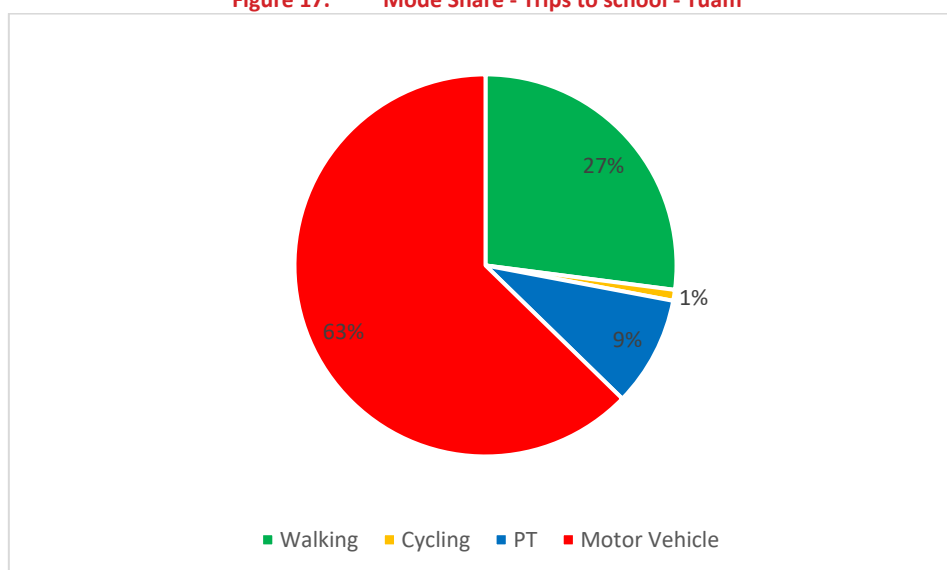
3.4.7 A slightly higher proportion of commuting trips were made by car/motorcycle by Tuam residents, at 80% compared to 77% nationally.

3.4.8 The same analysis for education trips by Tuam residents is detailed below.

Table 7. Mode shares – Trips to school

	WALKING	CYCLING	PUBLIC TRANSPORT	CAR AND MOTORCYCLE
Tuam	27%	1%	9%	63%
National	24%	2%	21%	52%

Figure 17. Mode Share - Trips to school - Tuam



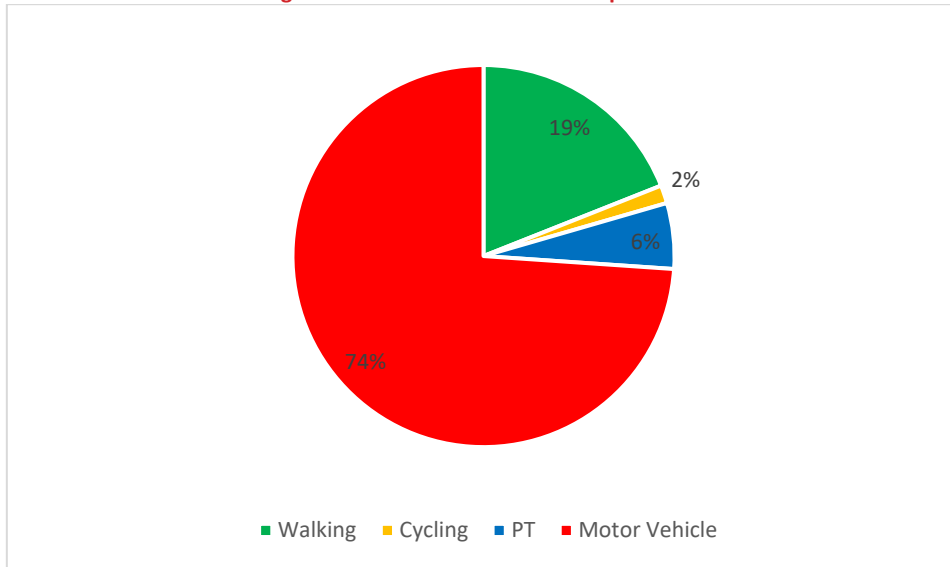
3.4.9 The proportion of education trips in Tuam made by car (63%) is notably higher than the national figure (52%). The share of public transport is over 10% lower for Tuam (9%) compared to the national figure (21%). A slightly higher walking mode share was recorded for Tuam.

3.4.10 The overall work and education mode shares are detailed below.

Table 8. Mode shares - Total

	WALKING	CYCLING	PUBLIC TRANSPORT	CAR AND MOTORCYCLE
Tuam	19%	2%	6%	74%
National	15%	3%	14%	68%

Figure 18. Mode Share - All trips - Tuam



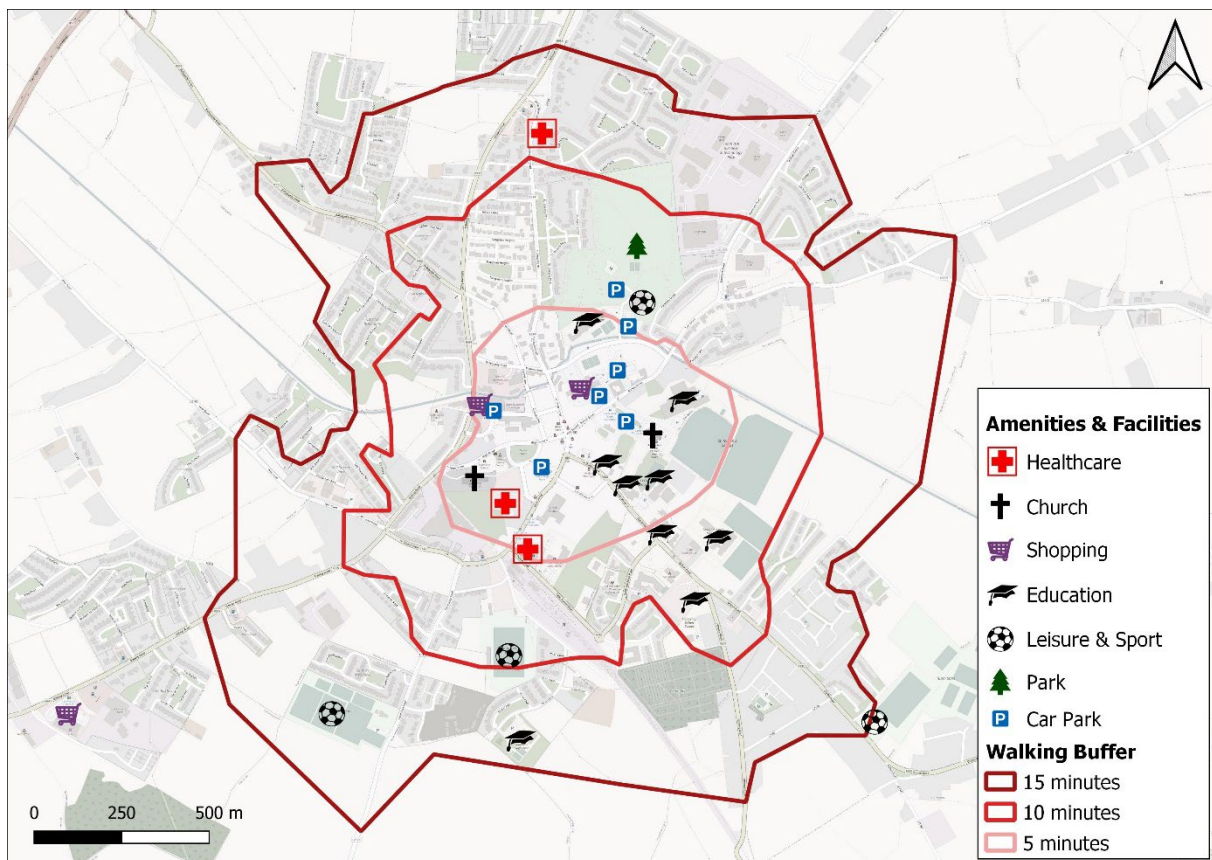
3.4.11 Overall, current mode choices for work and education in Tuam differ from the national average by way of a higher use of private vehicles (74% vs 68% nationally), and by a lower use of public transport (6% vs 14% nationally).

3.5 Transport Network

Walking & Cycling Infrastructure

3.5.1 A walking buffer map for the town centre is shown below in Figure 19. The walking speed is assumed at 4.8km/hour

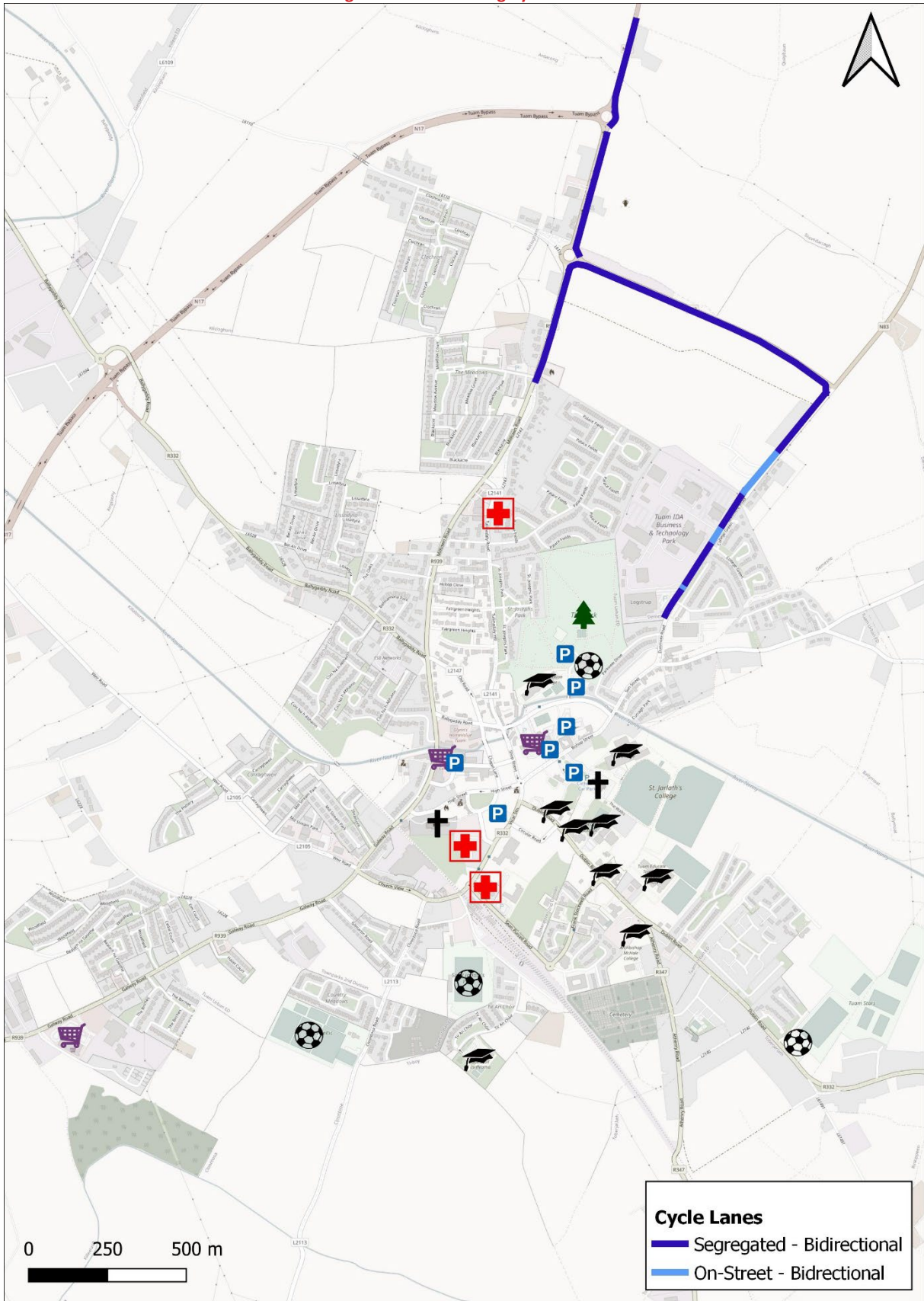
Figure 19. Town Centre Walking Buffers



3.5.2 It can be seen that the majority of the town’s services and amenities are located within walking distance of the town centre. These distances are therefore considered suitable for encouraging mode shift to active modes through walking and cycling improvements and better connections to residential areas. The existing physical provision for walking within the town is of variable quality; the town centre area generally has good surfacing but there are a number of constraints due to narrow streets (some of which are due to the historic nature of parts of the town centre); elsewhere surfacing and pavement widths have areas which are of poorer quality and would therefore benefit from improvement on a number of fronts. These could include footway surfacing improvements, junction improvements, addition of pedestrian crossings and the removal of parking to support modal shift.

3.5.3 Segregated two-way cycle lanes are present on the outer sections of Dunmore Road, Milltown Road and parts of the N83. These cycle lanes do not extend into the town centre or serve the town’s major amenities. The routes of the existing cycle lanes are shown in **Figure 20**.

Figure 20. Existing Cycle Lanes



Public Transport

3.5.4 Formal bus stops are located in the town centre of Tuam, on Vicar Street. These existing bus stops themselves are generally of good quality with seating, but no real-time information provided. Local buses also call at Presentation College, Galway Road (Gilmartin Road, Killaloonty Road), Bishop Street, Dunmore Road (Parkview Drive, College Green), Milltown Road (Ballygaddy Road, Black Acre, Kilcolghans), with no signs or facilities at these locations.

3.5.5 A detailed list of bus services in the Tuam area can be seen in **Table 9**.

Table 9. Bus Services in Tuam

ROUTE	OPERATOR	MAX NO. WEEKDAY SERVICES	MAX NO. WEEKEND SERVICES
52 (Ballina – Galway)	Bus Éireann	6	6
64 (Derry – Galway)	Bus Éireann	6	6
65 (Monaghan – Galway)	Bus Éireann	1	1
427 (Dunmore/Tuam – Galway)	Burkes Bus	18	11
428 (Tuam – Galway)	Burkes Bus	4	1
429 (Castlerea – Galway)	Bus Éireann	1	1
430 (Ballina – Galway)	Go Bus	5	5
441 (Tuam – Corrofin)	Farragher International	1	1
527 (Kilcurriff – Galway)	Farragher International	0	1
964 (Donegal – Galway)	Bus Feda	4	3

3.5.6 Up to 45 services per day provide a link from Tuam to Galway (City).

Road Network

3.5.7 Tuam is located at the point where a number of regional routes converge, including the M17/N17, N83, R347 and R332.

3.5.8 The M17 motorway is a strategic north-south route through Galway County and forms part of the most direct link to Dublin, via the M6. The northern terminus of the M17 is located at the roundabout junction with the N83 and N17, approximately two kilometres to the south west of the town centre. The N17 route continues north and forms a western bypass route to the town, before routing north towards Milltown.

- 3.5.9 The N83 route forms the most direct link between Tuam and Galway (City). The route officially starts at the roundabout junction with the M17 and N17, with Galway Road forming a direct link to the town centre and one of the town’s principal radial routes. The N83 shares part of the western bypass with the N17, before continuing north east towards Dunmore.
- 3.5.10 The R332 passes through the centre of Tuam, forming a cross-town north west to south east route, forming radial routes on both sides. Due to the one-way system within and around the town centre, the route makes detours and some sections are narrow with parking restricting the space available for moving vehicles, particularly the sections on Shop Street and High Street.
- 3.5.11 The R347 route approaches Tuam from the south, running roughly parallel to the M17 motorway. The R347 meets the R332 at the Dublin Road/Athenry Road unsignalised junction approximately 600m to the south east of the town centre.
- 3.5.12 Due to the layout of the local road network, through trips approaching Tuam from the east and south east, specifically the Dublin Road, Athenry Road and Birmingham Road corridors, must route via the town centre, in particular the central roundabout junction.

3.6 SWOT Analysis

- 3.6.1 A SWOT (Strengths, Weaknesses, Opportunities and Threats) exercise has been undertaken for the Tuam area; this analysis is based upon all of the data and other information which has been collated and reported in sections 2 to 3 of this LTP document.
- 3.6.2 The SWOT analysis is presented in tabular format below.

Table 10. Tuam SWOT Analysis

Strengths	Weaknesses
<ul style="list-style-type: none"> • Historic town centre with established street layout and strong sense of place • Good access to the National Road network providing strong connectivity North to South, including direct links to Galway City • Existing disused railway corridor and previous Station location • Good quantum of conveniently located off-street parking serving town centre needs • Accessible and centrally located key services, with major schools provision serving both the town and surrounding villages • Natural amenities offered by River Nanny and adjoining town parks • Variety of residential areas arranged radially around historic core 	<ul style="list-style-type: none"> • Town centre and adjoining areas formed from narrow streets with many competing demands for road space • Lack of dedicated cycle facilities linking several residential areas to town centre and key amenities; existing facilities are not designed to current standards • Relatively poor pedestrian provision within certain parts of town centre • Dominance of large car parks within north-eastern parts of town centre • Severance caused by current inaccessibility of existing disused railway corridor • Vicar Street bus stops are modest in scale; lack of formal bus stop provision elsewhere in town • On-Street parking in some areas of the town centre limits space for other street activities and in particular creates a less attractive environment for cycling
Opportunities	Threats
<ul style="list-style-type: none"> • Potential re-arrangement of access and traffic management within the town centre to create additional space for pedestrian and cycle facilities and/or street activities • Upgrading of Vicar Street bus stops or creation of alternative multi-modal hub location (as outlined in GCTPS) • Creation of new on-street cycling facilities to link residential areas to town centre and schools cluster • Potential to re-purpose retained rail line as a sustainable travel corridor • Wider upgrading of bus stop infrastructure to support proposals within the emerging wider “Connecting Ireland” strategy 	<ul style="list-style-type: none"> • Need to manage potentially conflicting demands for access and servicing with active travel and public transport • Political differences of opinion regarding future use of rail corridor • Safety implications of new or improved routes for cyclists to schools cluster, and corresponding impacts on other road users • Sufficient funding to deliver necessary improvements

4. LTP OBJECTIVES & FUTURE DEMAND FOR TRAVEL

4.1 Overview

4.1.1 The Tuam LTP is required to demonstrate how measures to improve transport provision within the town (and for trips made to and from the town by visitors) will align with the wider objectives and principles within the CDP and GCTPS.

4.1.2 This section of the report presents analysis of how this can be achieved in principle, by defining objectives for the LTP itself and comparing these with expected future demands for travel to, from and within Tuam. Section 5 of this report subsequently applies these findings to a corresponding process of option development.

4.2 LTP Objectives

4.2.1 It is noted that, via the SWOT analysis and dialogue with GCC Officers, the following points have been identified as being of relevance to the development of LTP objectives:

4.2.2 The following policy objectives have been proposed for the Tuam LTP, guided by national, regional and local policy as well as best practice:

Access to Local Services

Support and implement transport measures which improve access to local services by walking and cycling.

Access to Town Centre

Improve connectivity to the town centre by sustainable modes whilst contributing to the town's economic vitality.

Wider Transport Demand

Improve integration between sustainable transport modes, providing increased options within the town.

Reduce unnecessary through movement within the town centre to improve road-based public transport services.

4.3 Future Demand for Travel

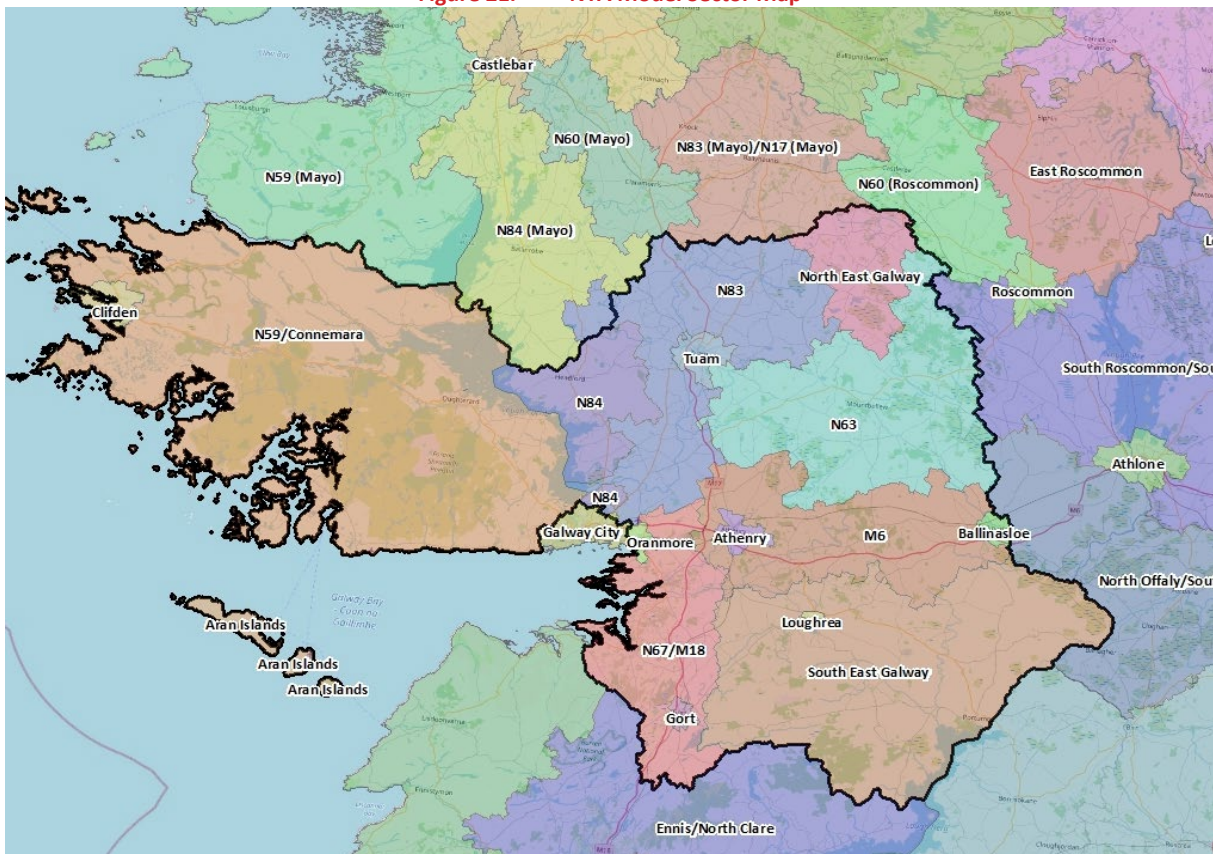
4.3.1 Existing data sources have been reviewed in order to understand the baseline characteristics of Tuam as well as the future forecast travel trends from outputs from the NTA Western Regional Model (WRM). This provides valuable information on the current and future travel patterns including origins, destinations and key demand routes. It is noted that the WRM is a strategic model which divides Galway County (as well as the remainder of the country) into a number of sectors, from which trips originating and finishing are identified. A total of 16 sectors are located within Galway County, including

standalone sectors for key towns and larger sectors covering more rural areas of the county.

4.3.2 Tuam is represented as a single model sector, allowing for extraction of key origin and destination data to and from the town. The data extraction provides a strategic overview of the key demand routes between model zones and the proportion of internal zone trip making.

4.3.3 The WRM sectors are shown in **Figure 21** for information.

Figure 21. NTA Model Sector Map



4.3.4 The WRM presents data for a base and future year scenario, with a linear pattern of growth incorporated:

- **2016:** Baseline; and
- **2039:** Future Year, aligned to the National Planning Framework growth forecast.

4.3.5 WRM data has been considered as part of the Option Development process, which is described in subsequent sections of the report.

5. OPTION DEVELOPMENT

5.1 Option Development Process

5.1.1 The identification of options for improving transport and movement within, to and from Tuam has been undertaken using the outputs of the SWOT analysis as a starting point. It is recognised that improvements to infrastructure will be planned and delivered in a different manner to improvements to services; as such, the LTP focuses on infrastructure whilst including consideration of how that infrastructure can support improvement and expansion of public transport services.

5.1.2 The following chapter outlines the long-list of options developed to overcome some of the weaknesses and constraints identified in the baseline assessment, and achieve the defined objectives for the LTP.

- Data review to identify proposals from wider policy/strategies for the study area;
- Site visits to review issues identified in the baseline assessment and opportunities for improvement; and
- Workshops between the project working group to discuss and agree potential options.

5.1.3 The options development process has broadly followed the Department of Transport’s National Investment Framework for Transport in Ireland (NIFTI) modal and intervention hierarchies (Figure 2.1). As such, options for applicable measures were first considered in relation to active modes (walking and cycling), followed by public transport and finally general vehicular traffic. The options were also initially focused on maintaining, optimising and improving existing facilities before considering the construction of new infrastructure.

Figure 22. NIFTI Modal and Intervention Hierarchy



5.2 Local Walking and Cycling Improvements

5.2.1 Options for improvements to the town’s local walking and cycling networks have been identified which have taken into account the NTA’s Cycle Connects plans for the area as referenced in the policy review section of this report. A number of key routes into and around the town centre have been designated as the primary network, with a secondary

network feeding onto these routes, shown below within the context of the town's residential and employment zoning, in **Figure 23** and **Figure 24** respectively.

- 5.2.2 Primary routes are defined as those which link key areas of the town (primarily connections to the town centre and main employment areas) and where substantial concentrations of pedestrian and cycle activity are either present or anticipated to arise in future.
- 5.2.3 Secondary routes are defined as those which make connections to primary route corridors, and which will typically serve a defined area, such as a residential estate **or an area of employment**.

Figure 23. Tuam Walking & Cycling Options Map – Residential Zoning

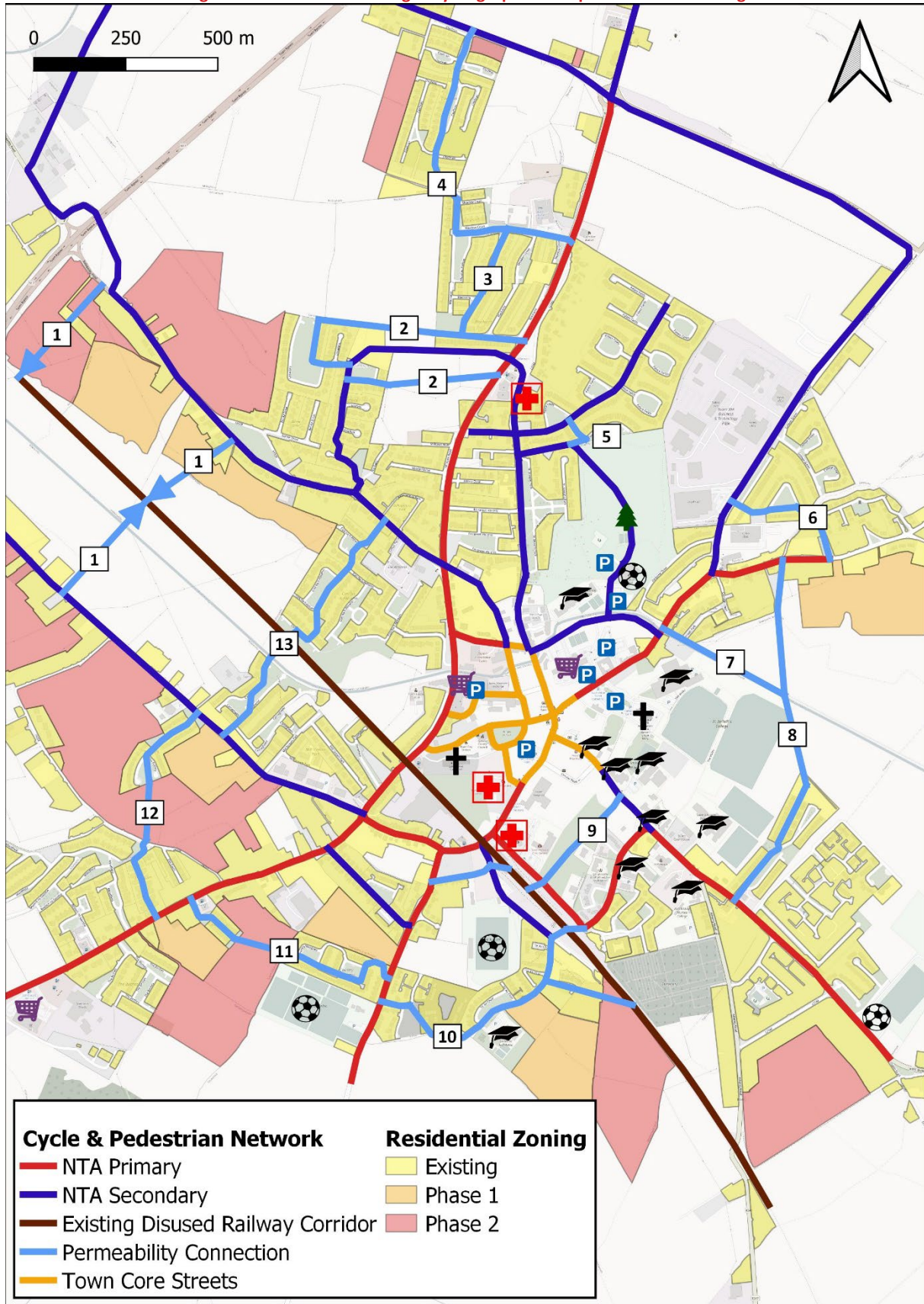
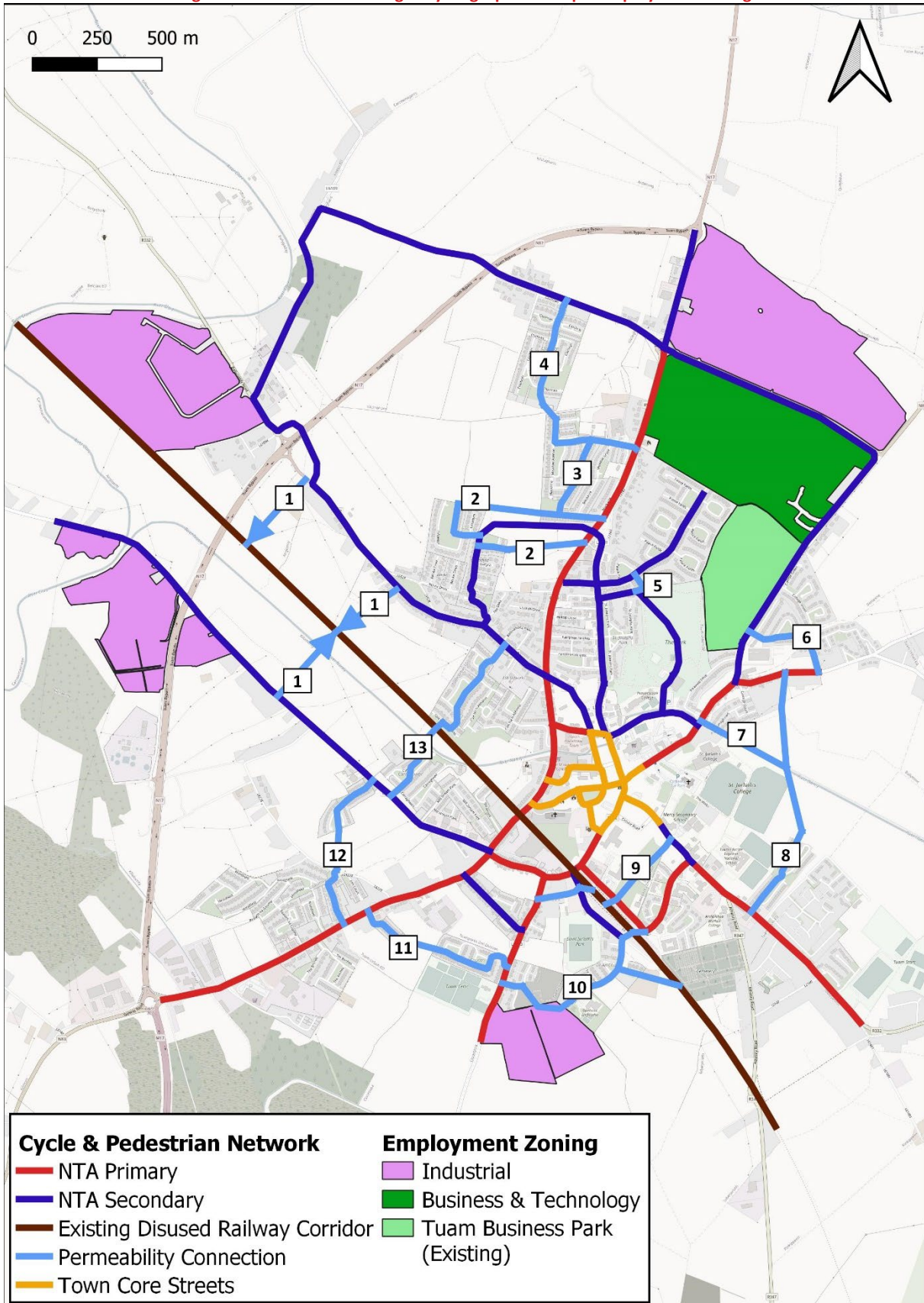


Figure 24. Tuam Walking & Cycling Options Map – Employment Zoning



5.2.4 Permeability routes have been identified which supplement the NTA’s network of primary and secondary routes. These measures are focused on strengthening and improving existing links, providing connectivity to the wider network and key services such as schools, parks, shops etc. In combination with the strategic measures outlined above, these options will provide a comprehensive and integrated walk and cycle network supporting increased accessibility and permeability. **Table 11** outlines the various permeability improvements options proposed.

Table 11. Permeability Improvement Options

OPTION	DESCRIPTION	PURPOSE
1	New connections between Disused Rail Line and Weir Road/Ballygaddy Road corridors	Provide access to a strategic cross-town link for north west residential areas, including a potential river crossing
2	New connections between Milltown Road and Lissadyra Road	Provide a safe cycle route connecting the residential area west of Milltown Road and north of Ballygaddy Road
3	New connection between Meadow Grove and Black Acre	Provide a missing cycle/pedestrian link between two nearby residential areas and enable orbital connections on north side of town
4	Enhance connection between sections of Meadow Court	Enhance the existing link between the non-contiguous sections of Meadow Court (currently narrow and constrained by bollards), as part of orbital cycle/pedestrian connections on north side of town
5	Make minor enhancements to the access link to St Joseph’s Park from Palace Fields Road	Integrate park into the town’s walking and cycling network and enhance orbital pedestrian/cycle connections on north side of town
6	New connection between Cricket Fields Road and Gold Cave Crescent, providing a river crossing	A new river crossing would enable orbital connections on east side of town
7	Enhance lane running east from Curragh Park to provide pedestrian/cycle access	This link would enhance orbital connections on east side of town
8	New pedestrian/cycle orbital connection between Bohernagreana and Dublin Road corridors. Potential to be delivered in tandem with proposed vehicle link	This connection would provide a major orbital link and river crossing for pedestrians and cyclists in Tuam, facilitating better access to the schools on the Dublin Road corridor

OPTION	DESCRIPTION	PURPOSE
9	New connection between Dublin Road corridor, R332 route and the disused railway route	Provide access to a strategic cross-town link for schools on Dublin Road corridor, enhance orbital cycle/pedestrian connections on south east side of town
10	New cycle/pedestrian link between Tir Boy Road and Tir an Chóir Road	Provide a missing cycle/pedestrian link between two nearby residential areas and enable orbital connections on south side of town. Potential access to adjacent land zoned for future industrial uses.
11	New cycle/pedestrian link between Country Meadows Road and Hazel Court	Provide a missing cycle/pedestrian link between two nearby residential areas and enable orbital connections on south west side of town
12	New cycle/pedestrian link between Killaloonty Road and The Pottery	Provide a missing cycle/pedestrian link between two nearby residential areas and enable orbital connections on south west side of town
13	New cycle/pedestrian link between Carrigweir Road and Cois Na H-Abhainn with a connection to the disused rail route	Provide access to a strategic cross-town walking and cycling link for western residential areas as well as orbital connections

5.2.5 These connections consist of quiet residential streets as well as short links between built up areas. Some of these connections may have obstacles needing to be removed, such as fences or walls; it is proposed that where minor modifications can be made to create or strengthen these local links, there is significant potential benefit for those undertaking local journeys on foot and by cycle.

5.2.6 These permeability connections have the potential to provide a continuous orbital link around the west, south and east sides of the town, when combined with parts of the NTA primary and secondary networks. It is acknowledged that the Tuam Business Park and the layout of the residential neighbourhoods to the north of the town centre do not allow for an easy orbital connection that would not require the purchase of private land; further examination of potential improvements in this area may need to be deferred until the use of these sites is revisited in the future. A link is included to Dublin Road, providing a potential connection to the schools.

5.2.7 It is noted that the existing disused railway corridor currently runs on a north west to south east alignment, passing to the south west of the town centre. In the event that this corridor is not reopened by Irish Rail, it is considered that it offers a unique opportunity for a high quality pedestrian and cycle route which would provide direct and easy

connections between the eastern and western parts of the town. A conversion to an active travel corridor would not prevent the corridor later being adapted as part of any future public transport scheme, such as a reopening of the railway; the potential benefits and costs of this opportunity are considered further as part of the options appraisal exercises describe later in this LTP document.

Pedestrian Crossings

- 5.2.8 The number and quality of pedestrian crossings within Tuam is considered to be a topic where there is potential for benefits to be gained in terms of improving both the perception and experience of the walking environment. It is considered that such a review should form part of the LTP strategy and be integrated with the eventual preferred option(s) in terms of town centre and other improvements which are discussed below.

Additional Cycle Parking

- 5.2.9 Similarly to the consideration of pedestrian crossings, the provision of appropriate new local cycle parking, both within the town centre and at key locations elsewhere in the town, is considered to represent a “quick win” which can be progressed either alongside the development of other schemes identified within this LTP, or brought forward as a stand-alone action where opportunities arise. (It is noted that the future implementation of the NTA’s proposals for county-level cycle route infrastructure can be supported by this action and would encourage cyclists making longer journeys as well as shorter ones to stop and visit attractions and businesses in Tuam).

5.3 Town Centre Improvements

- 5.3.1 Multiple streets in the town centre have been identified as having potential to accommodate improvements which are consistent with the aims of County and local policies, characterised by one or more of the following:

- Retail land uses;
- Vehicle dominance in areas of high pedestrian activity;
- Narrow footways;
- Limited road space; and
- On-street parking constraints.

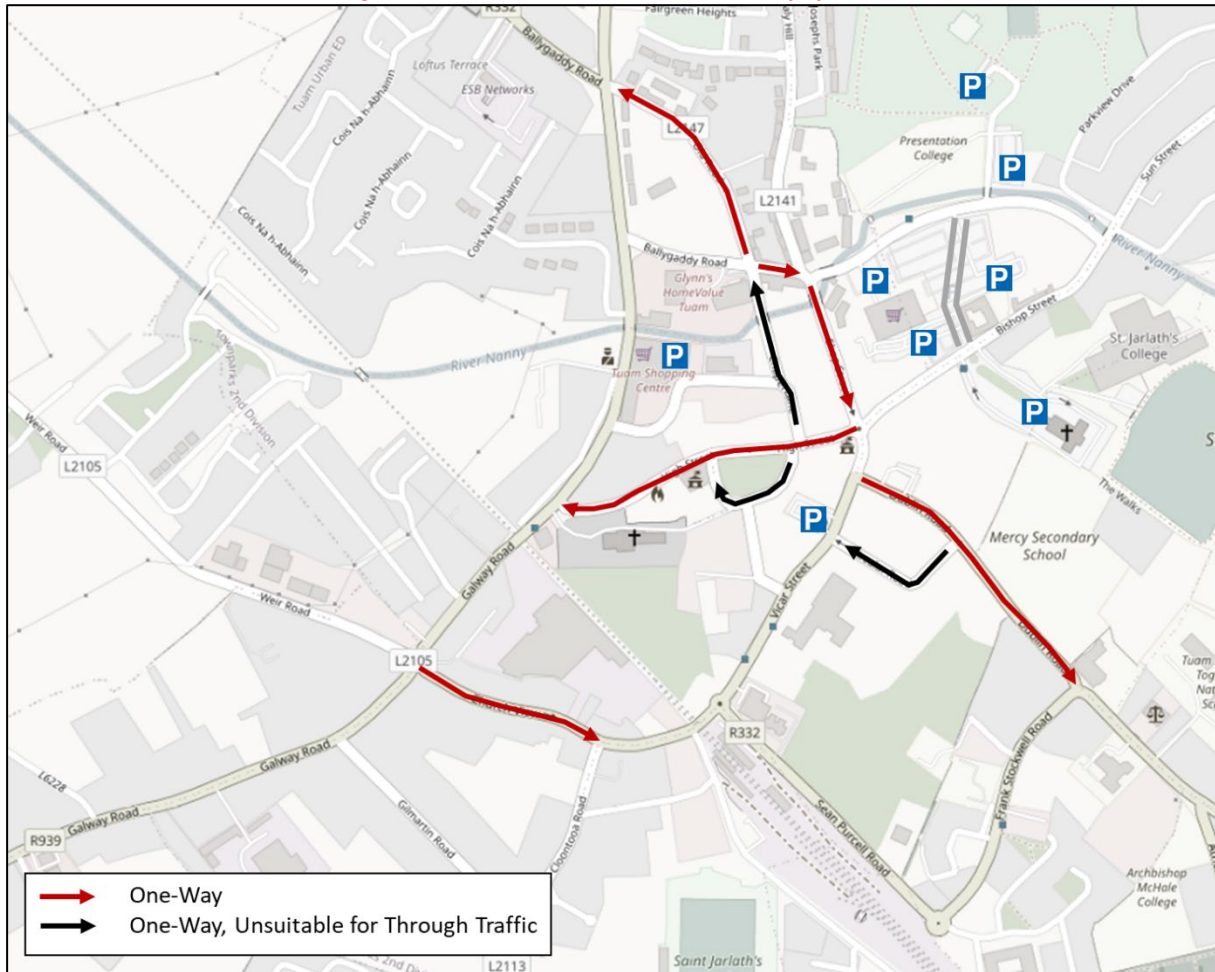
- 5.3.2 The streets associated with the characteristics identified above have been termed the “town core” and are shown in **Figure 25**.

Figure 25. Tuam Town Core Streets



- 5.3.3 In part due to the radial nature of the road network, the town core under the current layout is deemed to favour the movement of vehicles at a detriment to pedestrians and cyclists, effectively forming a barrier to an increased uptake in these modes for short-distance local trips within the town.
- 5.3.4 Options which have been considered are therefore focused on reducing the dominance of vehicle traffic whilst retaining vehicular access to the town centre, in order to improve the connections for active modes through the town core, as well as providing an enhanced civic space for the town.
- 5.3.5 It is noted that vehicles must currently make use of a substantial one-way system when travelling to, from and around the centre of Tuam, primarily due to the historic, narrow street network, shown in **Figure 26**.

Figure 26. Tuam Town Centre – One Way System



5.3.6 Various options to amend the current circulation arrangements have been considered, with the aim of rationalising the one way system and routing fewer vehicles through the town core, in accordance with the desired modal hierarchy. This would also allow for the potential widening or other improvement of pedestrian and cycle infrastructure on those routes where two-way running is restricted, and where physical widening of the street itself is not possible due to the historical layout of the town’s core.

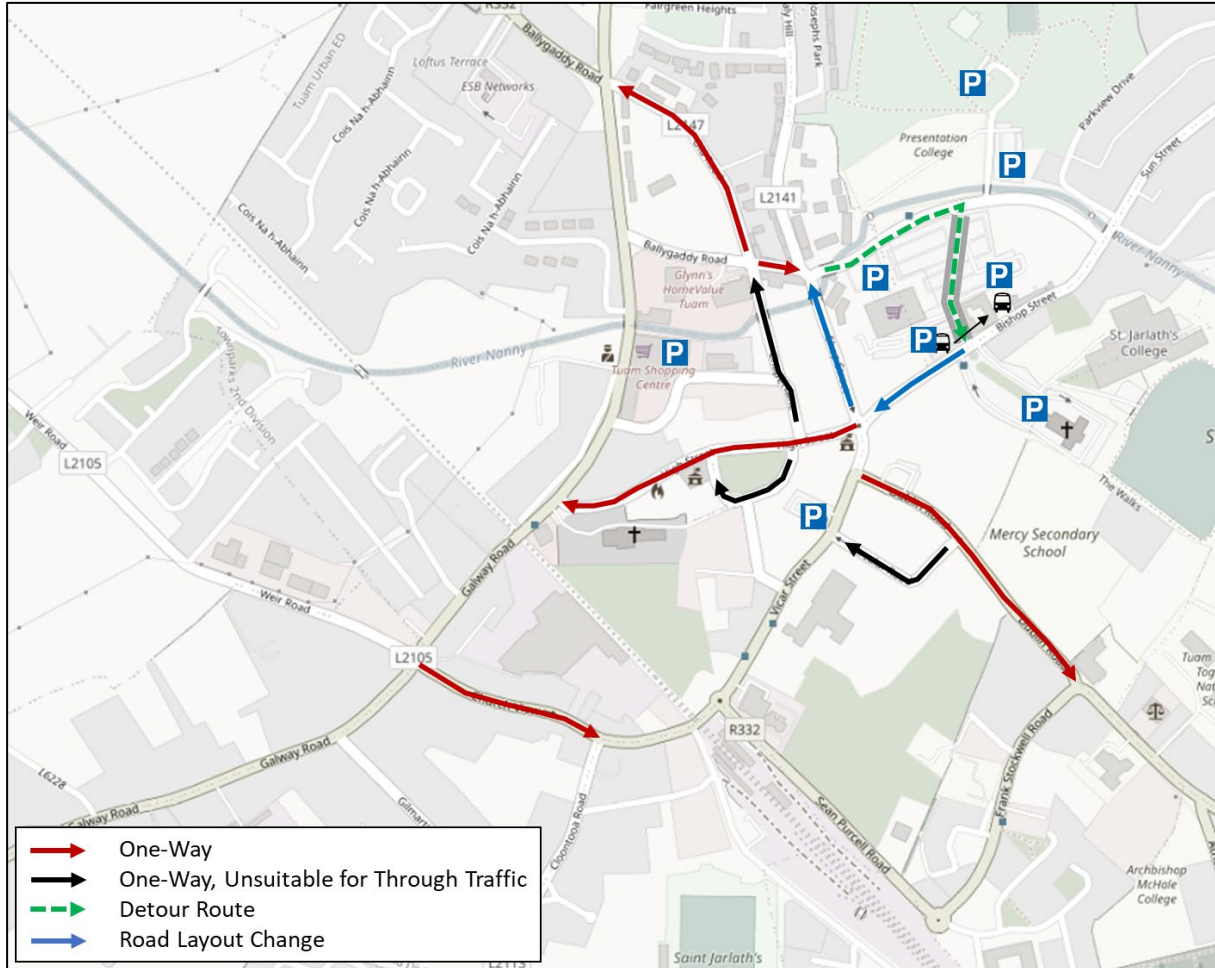
Option 1: Bishop Street One Way Layout

5.3.7 The possibility of making the section of Bishop Street between the central roundabout and the Cathedral of the Assumption one way in either direction has been considered. This would allow for substantial improvements to Bishop Street for pedestrians and cyclists, “filling in” a key gap in existing provision for these modes for routes from the north, whilst also allowing for existing servicing activity and access for properties to continue.

5.3.8 Restricting traffic on Bishop Street to one way running in the westbound direction would result in a detour of over one kilometre for traffic accessing this route from Dublin Road as well as the rerouting of multiple bus routes. It is assumed that Chapel Street would not be signposted as the new route given its unsuitability for through traffic. This detour for

traffic and impact on bus services would be reduced if the Shop Street one way layout were reversed to northbound, as shown in **Figure 27**.

Figure 27. Bishop Street & Shop Street One-Way Layout Changes



5.3.9 Restricting traffic on Bishop Street to one way running in the eastbound direction would result in a short detour for traffic and bus services, via the northern bypass and Shop Street.

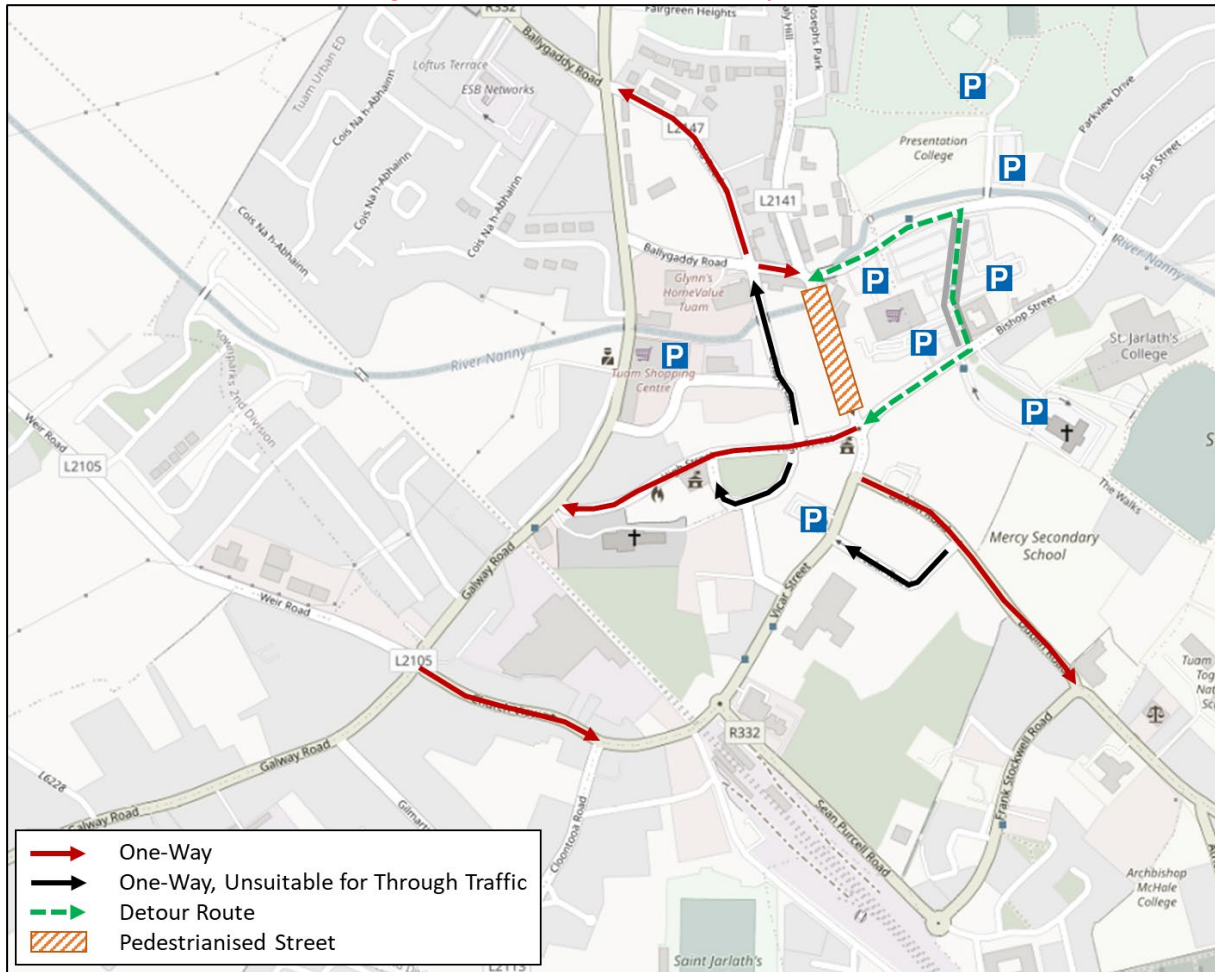
Option 2: Pedestrianisation of Shop Street

5.3.10 The possibility of closing Shop Street to motor vehicles (except for access to properties for servicing) between the central roundabout and the northern bypass road has been considered. This would result in a major reduction in vehicular traffic on Shop Street, allowing for improved pedestrian and cycle facilities and making the route more attractive for walking and cycling activity.

5.3.11 This would result in a 400m detour for traffic making a north-south movement, via the northern bypass, link road and Bishop Street. Bus services would face minor amendments. The constrained layout of the Shop Street/Fosters Place/Tullinadaly Road/northern bypass junction is anticipated to present a challenge to this layout.

5.3.12 The layout changes are shown in **Figure 28**.

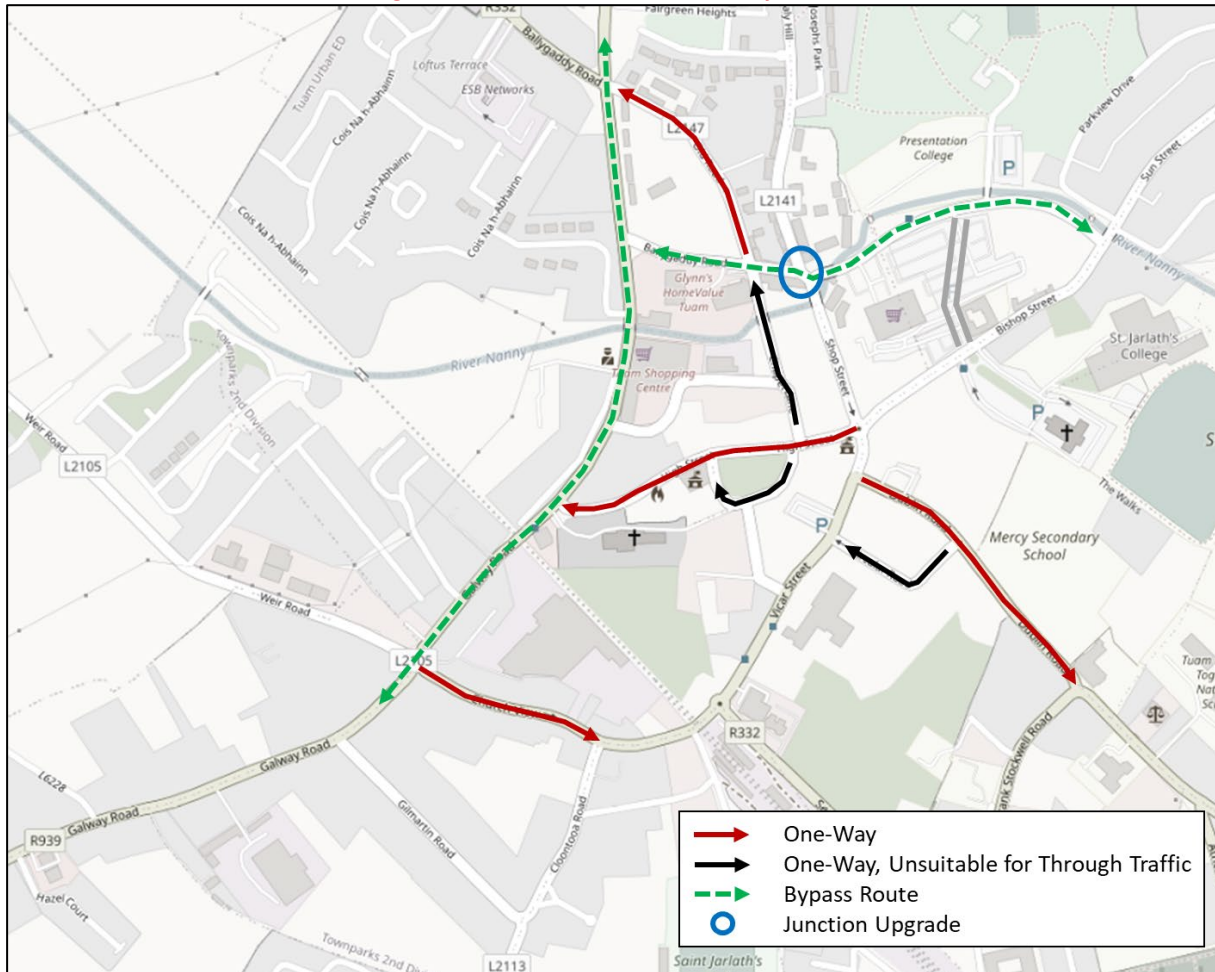
Figure 28. Pedestrianisation of Shop Street



Shop Street/Fosters Place/Tullinadaly Road/Northern Bypass Junction Upgrade

- 5.3.13 Opening Fosters Place to two-way traffic would create a new east-west running link enabling traffic to bypass the town centre. This would complement the existing north-south town centre bypass route via Galway Road and Milltown Road and reduce traffic movements in the main town centre area.
- 5.3.14 This alignment would require an upgrade to the Shop Street/ Fosters Place/Tullinadaly Road/Northern Bypass junction, shown in **Figure 29**.

Figure 29. Fosters Place – Two-Way Traffic



Summary

5.3.15 It is considered that reorienting the one-way layouts on Bishop Street and Shop Street combined with a rationalisation of on-street parking as discussed above would create more space for non-vehicle modes and substantially encourage walking and cycling activity, as well as improving safety for vulnerable road users (this would include pupils travelling to and from the schools cluster to the south east of the town centre). However, the issue of the majority of local through vehicle trips passing through the town centre would remain.

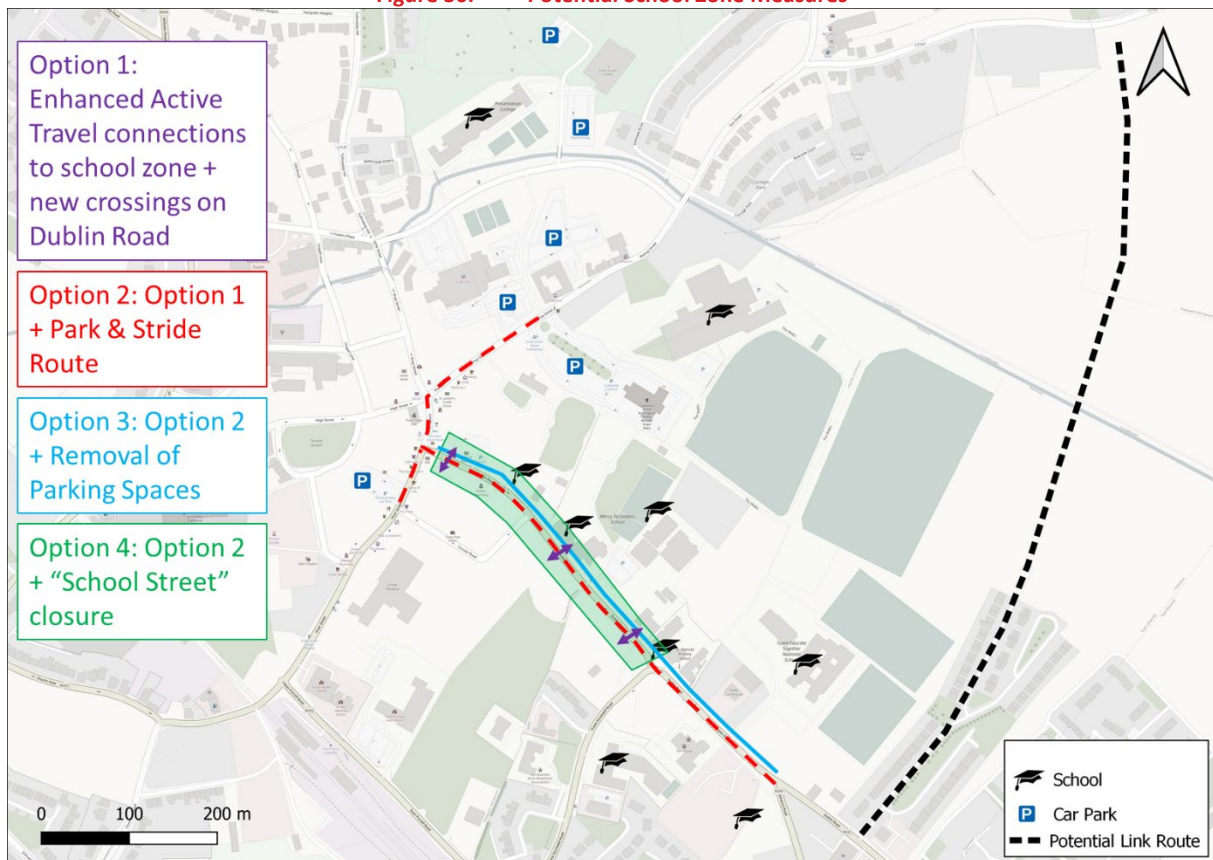
5.3.16 The closure of Shop Street to motor vehicles would realistically be achievable once an upgrade to the Shop Street/ Fosters Place/Tullinadaly Road/Northern Bypass junction is in place. Therefore, this is considered to be a medium/long term scheme.

5.4 Education Access

5.4.1 Six schools are located on the 400m section of Dublin Road between the junctions with Circular Road and Athenry Road. The section of Dublin Road north of the junction with Frank Stockwell Road is one-way running, in the southbound direction.

- 5.4.2 Parking is provided on both sides of the street, serving local residents and businesses, as well as parents during school pick up and drop off times. Whilst the opening and closing times of the schools are staggered, the street suffers from congestion during school pick up and drop off times. The narrow footpaths and lack of cycle facilities result in an environment non-conducive to walking and cycling trips to schools. It is recognised that a coordinated approach is required on the Dublin Road to improve accessibility to the schools, with a focus on non-car modes.
- 5.4.3 Options for improvement have taken into account the level of on-street parking, the current street and footway widths and the current routes vehicles must take when using the Dublin Road corridor.
- 5.4.4 In order to ease the traffic pressure during the start and end of the school day, it is proposed to encourage parents driving to the schools to use one of the town centre car parks and then walk the last part of the journey. This measure could be enacted in the short term.
- 5.4.5 Due to the amount of road space available on Dublin Road and its status as one of the town’s key radial corridors, it is deemed unlikely that substantial hard measures designed to enhance active travel, such as segregated cycle lanes and footway widening, can take place until arrangements have been enacted that enable traffic to route elsewhere. A proposed link connecting the Dublin Road and Dunmore Road corridors and designed to accommodate these measures is discussed in Section 5.6.

Figure 30. Potential School Zone Measures



5.5 Public Transport

5.5.1 Consideration of potential public transport infrastructure schemes is based on a “multi-modal hub”, and further improvement works to bus stops in the town. This reflects the analysis and conclusions reached within the GCTPS in relation to Tuam and the specific role of public transport for both local needs and travel to other key centres, most notably Galway City.

Figure 31. Existing Long Distance Bus Routes

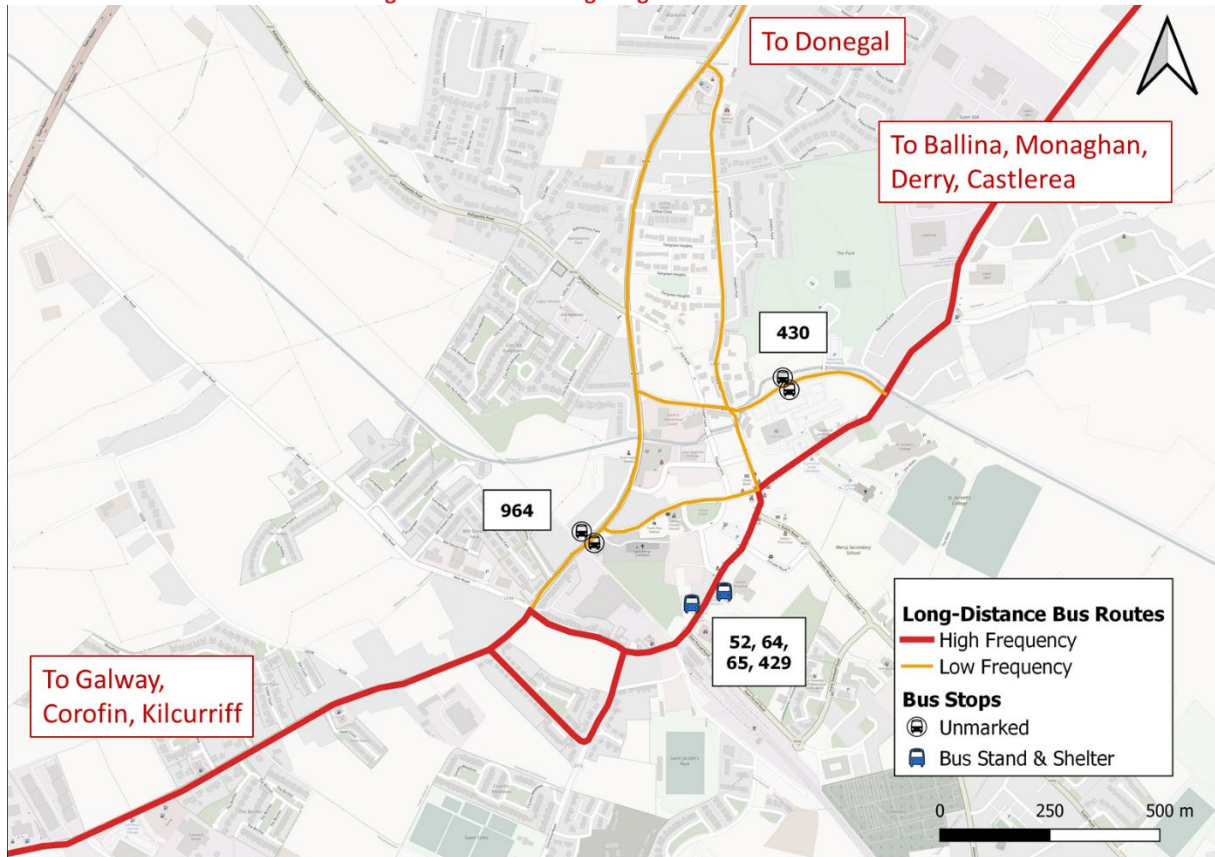


Figure 32. Existing Local Bus Routes

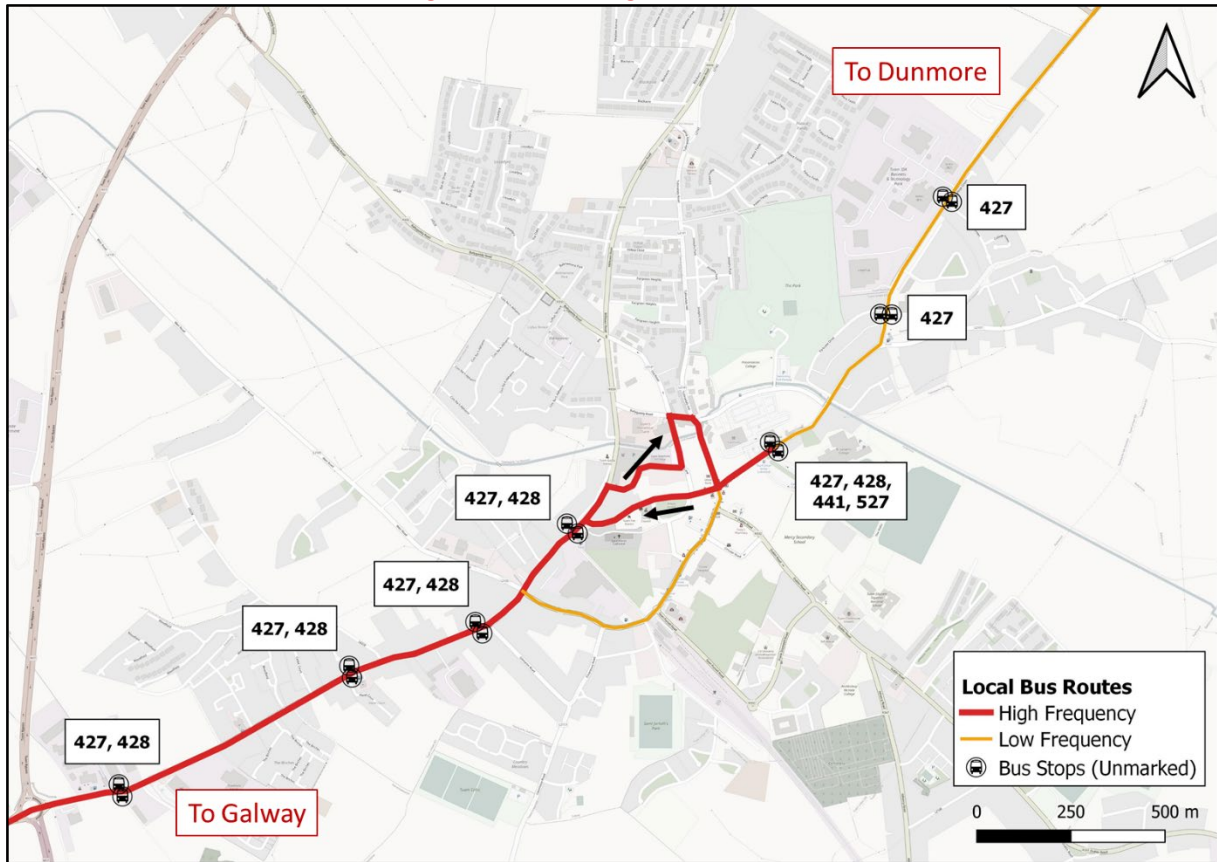


Figure 33. Future Long Distance Bus Routes & Potential Mobility Hub Locations

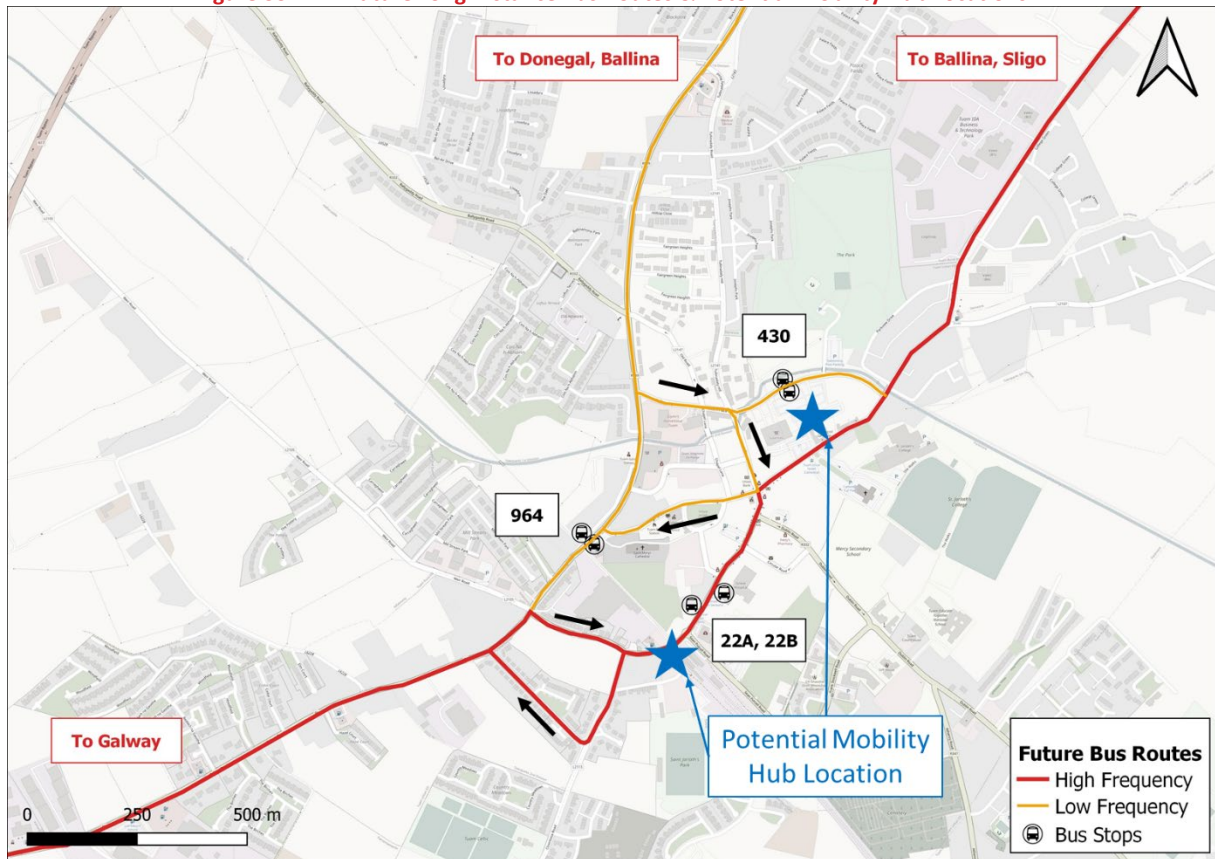
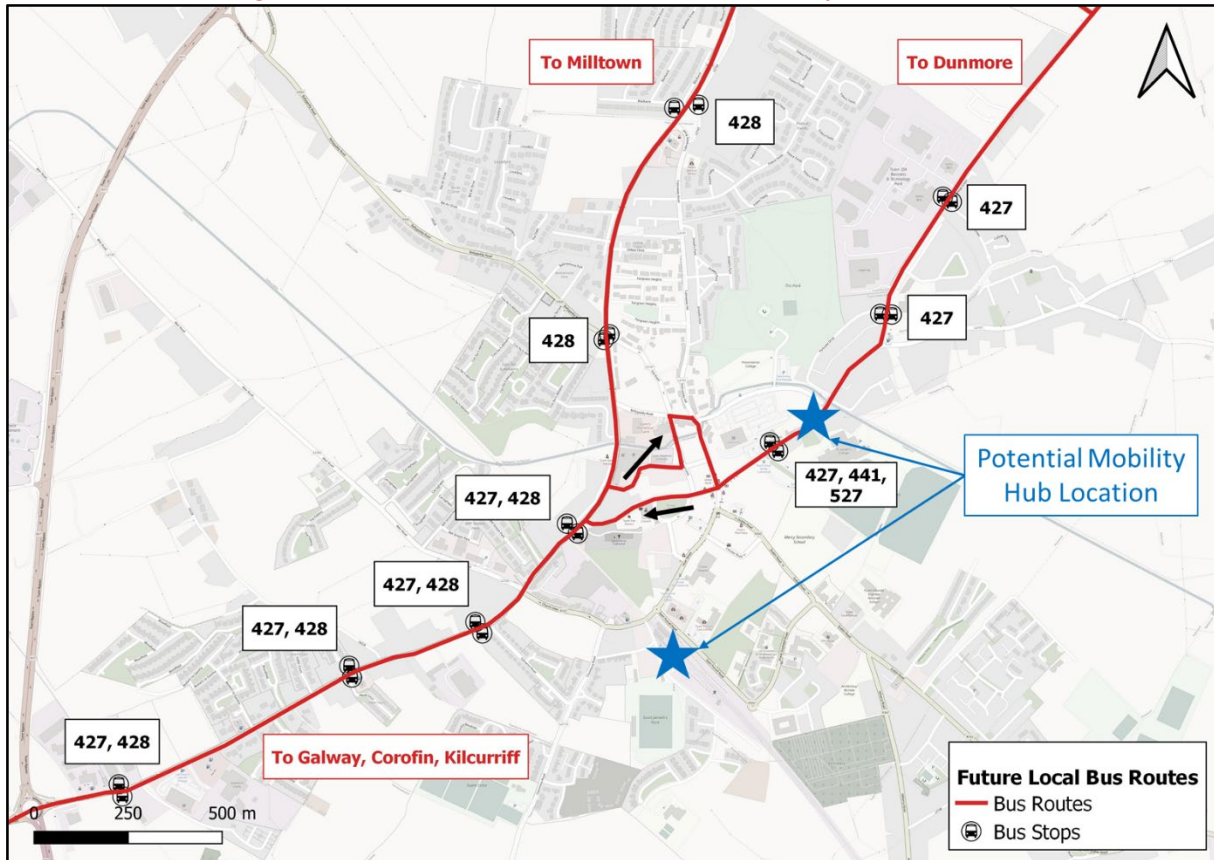


Figure 34. Future Local Bus Routes & Potential Mobility Hub Locations



Multi-Modal Hub

- 5.5.2 A proposed multi-modal hub centred in the heart of Tuam would seek to bring together the majority of the bus routes serving Tuam, offering a simple and convenient interchange between the various long-distance and local bus services. Analysis of the current routing patterns has indicated that this is feasible without leading to a loss of service elsewhere in the town, as formal bus stop facilities are limited and the compact nature of the town centre means that bus users would not face a substantial additional travel distance to access a hub in this area. Appropriate cycle parking and wayfinding information aiding onward trips on foot would be provided as part of the hub design.
- 5.5.3 As has previously been established through the GCTPS, a location within or close to the town centre is considered to be appropriate for the multi-modal hub. Of the available options, a new hub facility at a central location would maximise the potential destinations available within walking distance and would result in the least amount of total onward journey time for passengers. Due to spatial constraints, a multi-modal hub located in the town centre would be likely to require a modest amount of land currently comprising of car parking. Buses would also be impacted by the one-way system currently in operation in and around the town centre, with some rerouting of current services required.
- 5.5.4 An alternative location in close proximity to the current bus stops located on Vicar Street has also been considered. Although this location would be a 5-10 minute walk to/from the town centre, it is anticipated that little rerouting to current bus services would be

required. A parcel of brownfield land adjacent to the old rail station building has been noted as a potential location for the provision of additional hub facilities.

- 5.5.5 **The proposed multi-modal hub would be designed to accommodate buses and coaches, as well as provide cycle parking and vehicle drop-off facilities, maximising the interchange potential between different modes.**

Bus Stop Infrastructure

- 5.5.6 A pair of bus stops with shelters are provided on Vicar Street, which are served by the majority of the long-distance bus routes currently stopping in Tuam. It is noted that some routes stop at additional locations on the key Galway Road, Milltown Road and Dunmore Road corridors and by Presentation College, with all of these bus stops being unmarked.
- 5.5.7 The general distribution of bus stops within the town has been considered to be sensible and offers good coverage for general access to bus services for residents, as well as providing a good level of access for those using bus services to reach Tuam from outside of the town.
- 5.5.8 It is therefore proposed to provide formal passenger infrastructure such as flagpoles, timetable information and shelters to the unmarked bus stops discussed above, prioritising those nearest the town centre and those serving key locations such as the Tuam Business Park.

Bus Routes

- 5.5.9 In terms of service provision (routes and frequencies), the preferred public transport option is centred on dialogue with the NTA and local operators. The NTA is understood to be supportive of additional services to and from Tuam as part of its active travel programme.
- 5.5.10 The NTA’s Connecting Ireland Rural Mobility Plan (2021) has been analysed in terms of assessing the potential future services for Tuam. Two new services (22A & 22B) are planned to replace the existing Bus Éireann services, combining for a frequency of one bus per half hour between Galway City and Tuam in each direction. One bus per hour each would connect to Ballina via Milltown and Sligo via Dunmore. The existing bus services provided by operators other than Bus Éireann are expected to remain unchanged.
- 5.5.11 It is considered that further analysis and consideration should be given to how Tuam’s rural hinterland, currently not served by existing or planned bus services, could be served by demand-responsive or “community” travel initiatives such an expansion of the current “Local Link” services, as these locations are essentially car-dependent at present and there would be clear benefits in seeking to open up sustainable travel options for those who have less or no access to car travel.

5.6 Strategic Network

Town Centre “Low Traffic” Zone

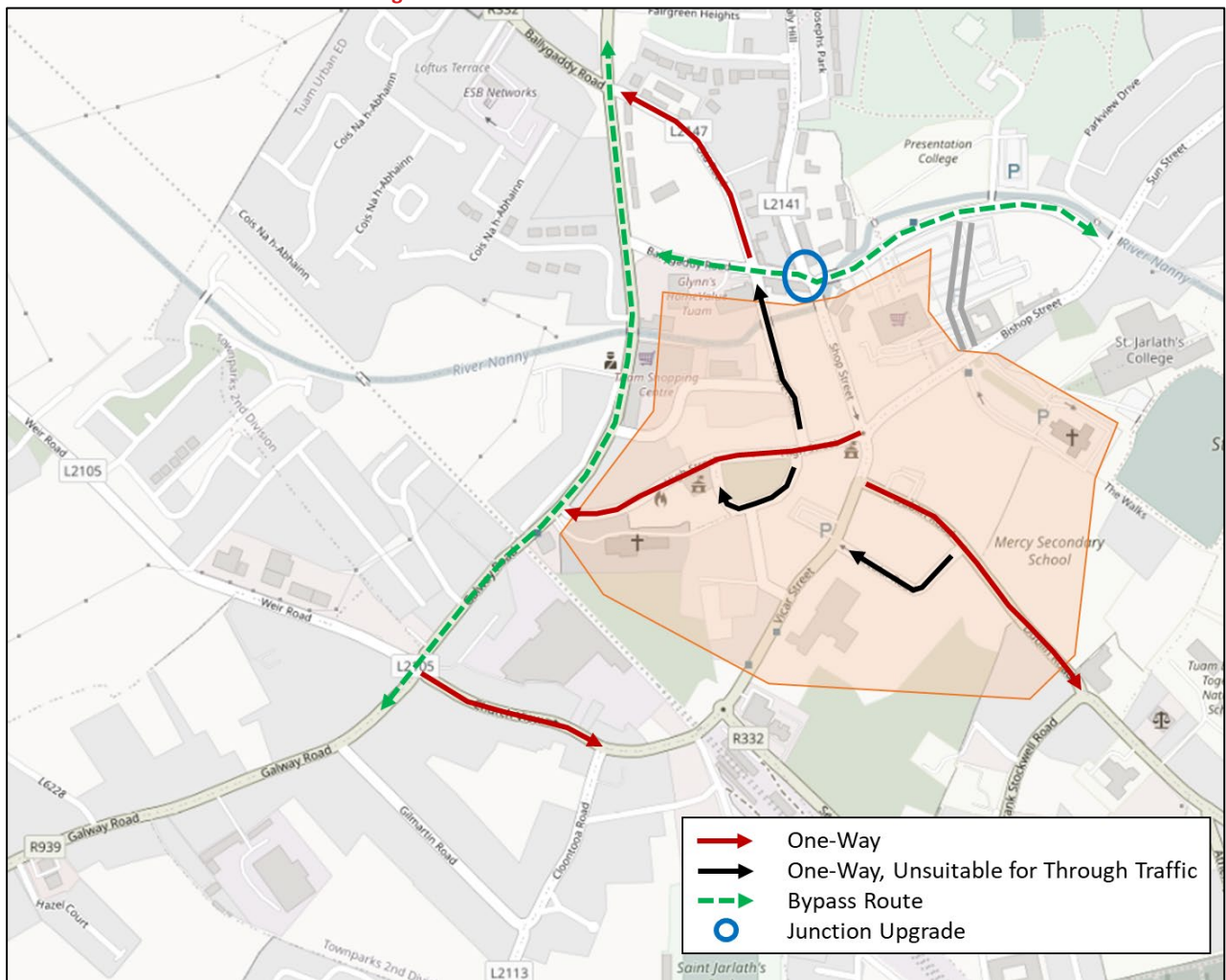
- 5.6.1 The proposals for potential changes to the current traffic routings through the town centre area could be expanded over time to result in the establishment of a wider “low

traffic zone” encompassing the majority of the core streets. Under this scenario, local through trips would be able to bypass the town centre on both the north-south and east-west axes, leading to a significant fall in vehicle trips through the town centre area.

5.6.2 It is envisaged that this zone would feature a package of enhanced measures which prioritise pedestrians, cyclists, taxis and public transport users over private vehicles. Those driving private vehicles and not requiring access to the town centre would be signposted to use the bypass routes.

5.6.3 The potential area proposed for this zone is marked in orange, in **Figure 35** below.

Figure 35. Potential “Low Traffic Zone”



5.6.4 The impact of avoiding the town centre for through trips has been estimated for the main radial corridors. Journey time changes have been calculated using the route planner function in Google Maps.

5.6.5 For the Galway Road corridor, the impacts were deemed minor, with both bypasses within easy access and minimal changes anticipated in terms of total journey times.

5.6.6 Vehicle trips from the Milltown Road corridor would have to detour for an extra kilometre to access the Dublin Road corridor, via Church View, Vicar Street and Frank Stockwell

Road, but could save up to a minute in term of actual journey times in avoiding the town centre.

- 5.6.7 Vehicle trips from the Dunmore Road corridor would have to detour for an extra 1.5 kilometres to access the Dublin Road corridor, via the northern bypass, Ballygaddy Road, Galway Road, Church View and Frank Stockwell Road with this detour expected to increase journey times by five minutes.
- 5.6.8 Vehicle trips from the Dublin Road corridor would have to detour for an extra half kilometre to access the Milltown Road corridor, via Gilmartin Road. This is forecast to take roughly the same amount of time as the present route, due to the nature of the route through the town centre. For trips to the Dunmore Road corridor, a longer detour of 1.5km is required via Gilmartin Road, Galway Road, Ballygaddy Road and the northern bypass link, with an approximate additional journey time of three minutes.
- 5.6.9 It is noted that the largest impacts for through vehicle trips, for both journey distance and time, are observed between the Dunmore Road (northeast) and Dublin Road (southeast) corridors and vice-versa.

Eastern Bypass/Connector Route

- 5.6.10 A new bypass route to the east of the town centre, connecting the Dublin Road and Dunmore corridors, would enable a large proportion of through vehicle traffic to avoid the town centre and the one-way system entirely.
- 5.6.11 Such a route additionally be designed to accommodate pedestrians and cyclists, expanding on the current networks available and delivering similar benefits to those modes in terms of faster and safer connections between the northern and eastern areas of the town. This would also provide a major alternative route for traffic which presently routes via the “schools quarter” and would enable a full “School Streets” scheme for restricted vehicle through-access to be brought forward.
- 5.6.12 It is considered that a bypass route scheme to the east of the town is effectively a longer-term aspiration than a majority of the options described within the LTP. However, if combined in future with other proposed improvements, the scheme has potential to greatly improve access for all modes within the town.

6. OPTION APPRAISAL

6.1 Option Review VS. SWOT

6.1.1 The SWOT analysis initially presented in section 3 has been used to undertake the first element of the Option Appraisal process. The improvement options which have been generated as a result of the previous site, desk-based and GIS exercises have been compared to the identified “strengths” and “weaknesses” within the SWOT table.

6.2 Measures Analysis

6.2.1 A Measures Analysis (MA) table has been developed for the purpose of assessing the impacts and benefits of the individual improvement measures which have identified from the option generation process.

6.2.2 The MA presents a series of five broad policy objectives which reflect those found within the Transport Chapter of the CDP and the LTP objectives defined within section 4 of this document. These are:

- Multi-modal Transport Network – represents policies designed to support sustainable mode choices and accessibility.
- Integrated Transport Network - supports integration between land use planning and transport infrastructure, local connectivity.
- Environmental Effects – represents policies which seek to manage impacts from existing and future development to air quality, noise and other environmental factors.
- Safe Transport Network – represents policies which seek to reduce and mitigate impacts to vulnerable road users and encourage active travel.
- Public Realm – represents policies which promote enhancements to streets and public spaces, and flexible or multiple uses of public space where appropriate.

6.2.3 These five categories are based upon the Common Assessment Framework (CAF), with sub-categories designed to reflect the aims and requirements identified in Section 4.

6.2.4 Within each objective, a series of criteria have been defined which seek to demonstrate how far each of the proposed individual measures is able to support the policy objective in question. It should be noted that the intention is not to assess “competing” packages of options, but to identify those which have the greatest potential benefits in delivering either individual policy objectives, or to provide more general support to a larger number of policy objectives.

6.2.5 For each MA table, a matrix is created which allows the expected performance of each individual measure to be rated on a five-point scale, illustrated by shading within the MA grid. The definitions of each point on the scale are presented below.

Table 12. MA Definitions

Major Beneficial / Positive Impact	Would strongly encourage desirable behaviours and/or contribute materially to one or more CDP/LTP policy objectives.
Minor Beneficial / Positive Impact	Would have a small impact upon desired behaviours or make a small contribution to one or more CDP/LTP policy objectives.
Neutral Impact	Would not result in a material change in behaviours or impacts from the current baseline.
Minor Negative Impact	Would have a small negative impact upon desirable behaviours and/or run counter to one or more CDP/LTP policy objectives.
Major Negative Impact	Would actively discourage desirable behaviours or strongly negatively affect one or more user groups.

6.2.6 As a result of the option development process, it has been identified that there are a number of improvements which have a single clear “form” – examples of these are the proposed new and improved cycling and walking connections between residential areas, and the proposed improvements to bus stop locations within the town. The benefits of these improvements have been compared with the LTP aims via the Measures Assessment, but it is considered that these should definitely form part of the Transport Strategy. These are termed “core measures” for the purposes of the Assessment.

6.2.7 For other improvements, the option development process has resulted in proposals where more than one possible “form” has been identified, or where the inclusion of the measure is dependent on it offering sufficient benefits, and where a preferred option will need to be determined for inclusion within the transport strategy. The proposals which fall into this category are as follows:

- Town Centre Vehicular Routing Changes;
- Multi-modal Hub Location;
- Dublin Road School Street (Option 4); and
- Walking / Cycling east-west corridor (potentially utilising the existing disused rail corridor).

6.2.8 In these cases, the measures assessment is intended to identify which of the options would provide the greatest overall benefits within the wider LTP strategy, so that a preferred option can be included in the Transport Strategy itself. In the case of the Walking and Cycling corridor, the measures assessment is intended to provide a technical basis from which the decision to include or exclude the corridor scheme as an active proposal within the Transport Strategy can be made.

6.2.9 The Measures Assessment matrices for the Core and Option measures are presented below.

Table 13. Measures Assessment – Core Measures

Objective to be tested	Measurement of Performance	Proposed Interventions - Core Measures				
		Walking and Cycling - Local Connectivity Improvements	Pedestrian Crossing Improvements	Enhanced Cycle Parking	Dublin Road (Schools) Measures	Bus Stop Infrastructure Provision
Multi-modal Transport Network - supports sustainable mode choices and accessibility	Public transport accessibility (coverage of stops / PT routes)	Green	Green	Green	Yellow	Green
	Presence / quality of cycle facilities	Green	Yellow	Green	Yellow	Yellow
	Facilities for walking (pavement quality, dropped kerbs, crossings)	Green	Green	Yellow	Green	Yellow
Integrated Transport Network - supports integration between land use planning and transport infrastructure, local connectivity	Alignment with identified development sites (CDP)	Green	Yellow	Yellow	Yellow	Yellow
	Effects on local walking connectivity	Green	Green	Yellow	Green	Yellow
	Effects on local cycling connectivity	Green	Green	Green	Green	Yellow
	Effects on Transport Interchange	Green	Green	Green	Yellow	Green
	Effects on Car Parking	Yellow	Yellow	Yellow	Yellow	Yellow
Environmental Effects - impacts to air quality and noise	Anticipated change on PT mode shares	Yellow	Yellow	Yellow	Yellow	Green
	Anticipated change on walking / cycling mode shares	Green	Green	Green	Green	Yellow
	"Greening" / other Environmental benefits	Green	Yellow	Yellow	Yellow	Yellow
Safe Transport Network - impacts to vulnerable road users and encourages active travel	Safety benefits to pedestrians	Green	Green	Yellow	Green	Yellow
	Safety benefits to cyclists	Green	Green	Green	Green	Yellow
	Facilitates active travel modes	Green	Green	Green	Green	Green
Public Realm - enhancements to streets and public spaces, multiple	Attractive street environment	Green	Green	Green	Green	Green
	Flexible use of street space	Green	Yellow	Yellow	Yellow	Green

Table 14. Measures Assessment – Optional Measures

		Proposed Interventions - Option Measures (Town Centre Routing, Multi-Modal Hub Location, Dublin Road School Street, East-West Cycle Link)							
Objective to be tested	Measurement of Performance	Bishop Street One-Way scheme	Shop Street Pedestrianisation	Fosters Place Two-Way scheme	Town Centre "Low Traffic Zone"	Multi-modal Hub (Vicar St)	Multi-modal Hub (Old Station)	Dublin Road School Street	East-West Cycle Corridor (re-use of rail corridor)
Multi-modal Transport Network - supports sustainable mode choices and accessibility	Public transport accessibility (coverage of stops / PT routes)	Yellow	Yellow	Yellow	Yellow	Green	Green	Yellow	Yellow
	Presence / quality of cycle facilities	Green	Green	Green	Green	Green	Green	Green	Green
	Facilities for walking (pavement quality, dropped kerbs, crossings)	Green	Green	Green	Green	Green	Green	Green	Green
Integrated Transport Network - supports integration between land use planning and transport infrastructure, local connectivity	Alignment with identified development sites (CDP)	Yellow	Yellow	Yellow	Yellow	Green	Green	Green	Green
	Effects on local walking connectivity	Green	Green	Green	Green	Green	Green	Green	Green
	Effects on local cycling connectivity	Green	Green	Green	Green	Green	Green	Green	Green
	Effects on Transport Interchange	Yellow	Yellow	Yellow	Green	Green	Green	Yellow	Yellow
Environmental Effects - impacts to air quality and noise	Effects on Car Parking	Orange	Orange	Yellow	Orange	Yellow	Yellow	Orange	Yellow
	Anticipated change on PT mode shares	Yellow	Yellow	Yellow	Yellow	Green	Green	Yellow	Yellow
	Anticipated change on walking / cycling mode shares	Green	Green	Green	Green	Green	Green	Green	Green
Safe Transport Network - impacts to vulnerable road users and encourages active travel	"Greening" / other Environmental benefits	Green	Green	Green	Green	Green	Yellow	Yellow	Green
	Safety benefits to pedestrians	Green	Green	Green	Green	Green	Yellow	Green	Green
	Safety benefits to cyclists	Green	Green	Green	Green	Green	Yellow	Green	Green
Public Realm - enhancements to streets and public spaces, multiple	Facilitates active travel modes	Green	Green	Green	Green	Green	Green	Green	Green
	Attractive street environment	Green	Green	Green	Green	Green	Yellow	Green	Green
	Flexible use of street space	Green	Green	Green	Green	Green	Yellow	Green	Yellow

- 6.2.10 All of the core measures are noted to be aligned with multiple policies and stated aims of the LTP, with the proposed local connectivity improvements, and improvements to pedestrian crossing facilities, offering the most wide-ranging benefits. It is noted that none of the core measures would be expected to result in any negative impacts to other modes or elements of transport provision. Whilst these measures are all proposed at a relatively small scale, collectively they offer a substantial opportunity to encourage and grow sustainable travel choices for trips within the town. The measures would also benefit visitors to the town and potentially encourage longer dwell times and activity within the town centre business areas.
- 6.2.11 Of the proposed town centre options for re-working vehicular access, it is noted that the Shop Street and “Low Traffic Zone” schemes score most highly in terms of their expected benefits. This is because these two schemes would contribute most directly to reducing town centre traffic and allowing more space for pedestrian and cycle facilities to be improved. It is further noted that improvements at the Fosters Place / Shop Street junction could, if implemented prior to or as part of a scheme for Shop Street itself, lend themselves to supporting a wider town centre low traffic zone approach in the longer term.
- 6.2.12 The two multi-modal hub options both offer similar potential in terms of their physical provision. However, when the two options are compared, it is evident that the Vicar Street hub would offer greater opportunities to improve safety for active modes. It is also recognised that, as a majority of bus services use the existing Vicar Street stops, creating a hub here would not place any major service change requirements on existing operators. The use of Vicar Street as a hub location would also be compatible with the wider town centre proposals as the routing changes would expressly not be designed to affect buses and public transport vehicles would continue to be able to pass through the town centre without impediment. It is in fact likely that there would be some small improvements to journey time reliability for public transport services as a result of there being less general traffic present in the town centre area.
- 6.2.13 The implementation of a School Streets scheme on Dublin Road would result in major improvements for pedestrian and cycle access to the schools present in this area. It would increase the benefits of the strategy to increase park and stride behaviour and also firmly prioritise active travel modes in terms of both travel time and convenience. It is recognised that such a strategy would be most likely to succeed if the “option 3” measures were introduced first (i.e. without the formal school streets closure), which could be achieved in the short to medium term; the option 4 school street implementation would then take place in the longer term once travel patterns have been successfully established.
- 6.2.14 The assessment of the east-west cycle corridor makes it clear that this scheme would be extremely well aligned with a significant number of policies and transport aims as set out in this LTP. It is recognised that issues and concerns remain around the potential “loss of opportunity” associated with an alternative use of this corridor within the Tuam area; this is discussed further in the context of the wider Transport Strategy in section 7, but it is considered that the potential to deliver major benefits in a comparably short timeframe (and for a fraction of the cost associated with any PT-based scheme) should be given appropriate weight. As such it is proposed that the east-west corridor should be identified

within the Tuam Transport Strategy as one to be actively pursued and developed further within the LTP / LAP plan periods.

7. TRANSPORT STRATEGY

7.1 Introduction

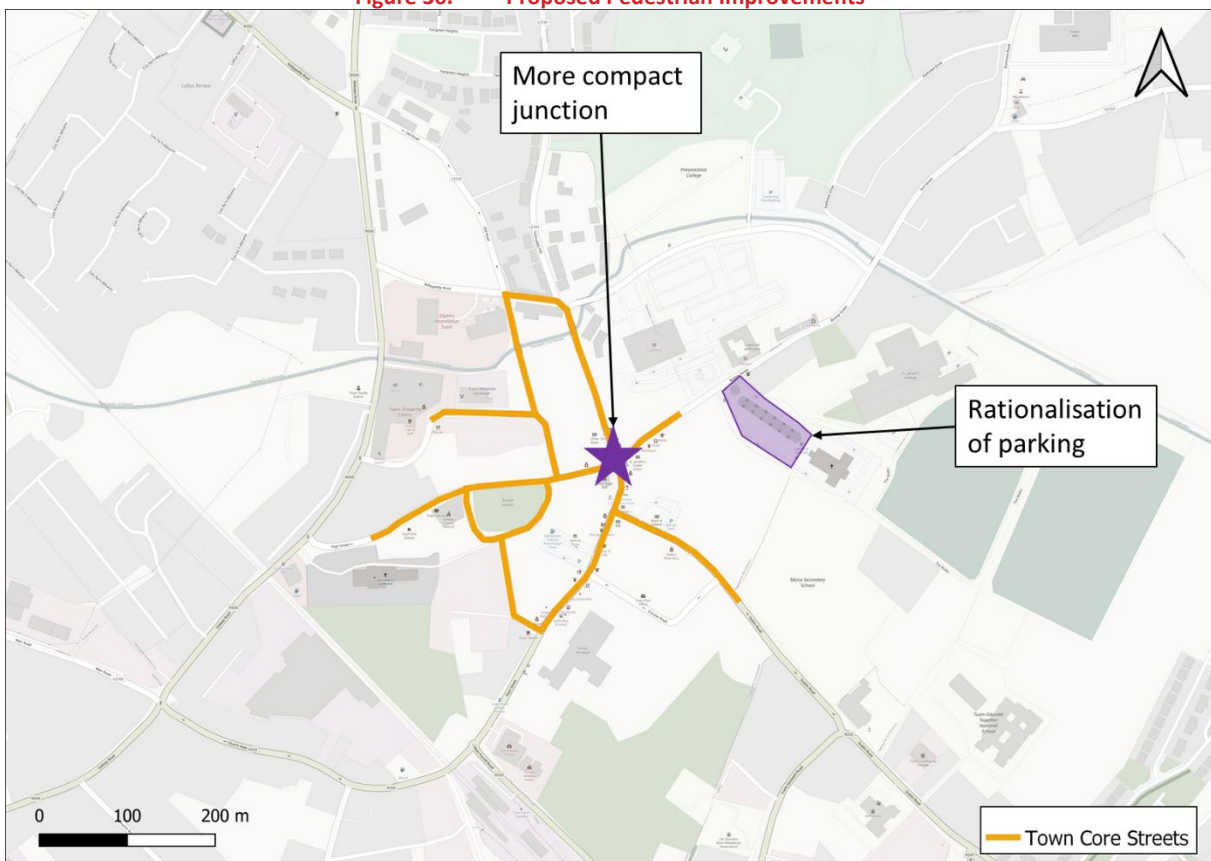
7.1.1 Following the options outlined in Section 5 and the appraisal process discussed in Section 6, this section summarises the preferred options identified for this LTP report.

7.1.2 It is noted that the proposed measures do not encroach on the strategic roads network and focus on enhancing sustainable transport modes as well as encouraging modal shift away from car trips. It is therefore envisaged that traffic using the strategic roads network in the Tuam area would be reduced, with no negative impacts arising as a result of the measures proposed within this LTP.

7.2 Pedestrian / Walking Improvements

7.2.1 The proposed pedestrian improvements are shown below.

Figure 36. Proposed Pedestrian Improvements



Central Junction (Shop Street / High Street / Market Square)

7.2.2 The existing roundabout at this key town centre location is considered to be relatively dominated by vehicular movements at the unnecessary expense of other modes. A more compact roundabout or signalised junction with accompanying footway build-out would benefit pedestrian connectivity.

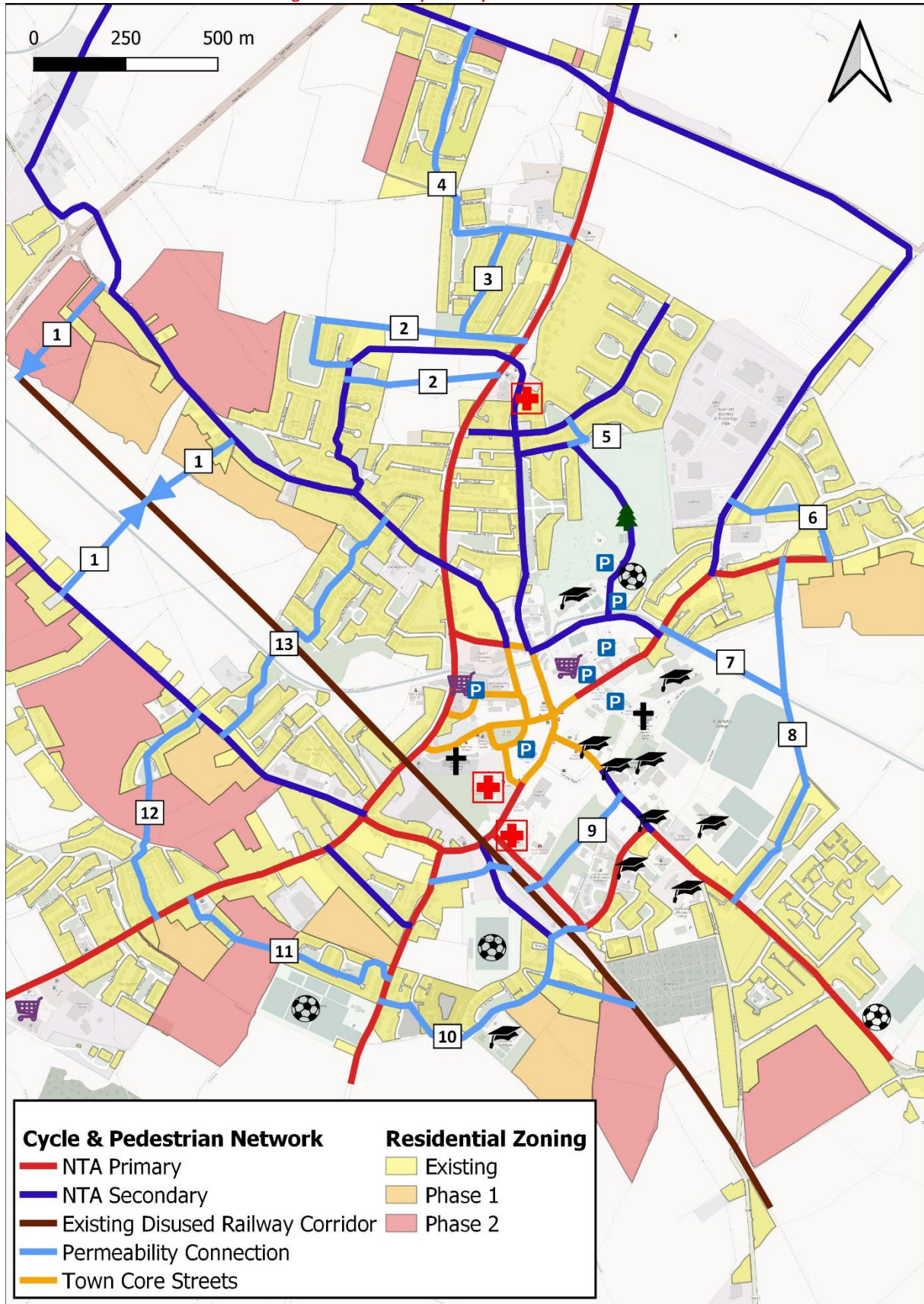
Cathedral Square

- 7.2.3 It is proposed to increase the amount of space available to pedestrians within the area between Bishop Street and the Cathedral of the Assumption, the majority of which is currently dedicated to car parking.
- 7.2.4 Rationalising the existing parking will allow greater flexibility of activity, examination of potential to provide additional outdoor facilities such as power outlets for temporary uses and a review of current lighting within the square and on key approaches.

7.3 Cycling Improvements

- 7.3.1 The proposed measures to enhance cycle infrastructure in Tuam take into account the NTA’s own plans for the area. Certain key routes into and around the town centre are designated as the primary network, with a secondary network feeding onto these routes.
- 7.3.2 The cycle improvements proposed are shown in **Figure 37**. The permeability measures discussed in the section below have been labelled in accordance with **Table 11**.

Figure 37. Proposed Cycle Measures in Tuam



- 7.3.3 The sites allocated for future industrial and business/technology development are anticipated to be served by the primary and secondary cycle network links on Cloontooa Road, Weir Road, Ballygaddy Road, Milltown Road and Dunmore Road, as shown in **Figure 24**.

Permeability Connections

- 7.3.4 In order to provide residents of the town with a cycle route which does not pass through the town centre, a series of permeability connections has been mapped out. These connections consist of quiet residential streets or short links between built up areas. Some of these connections may have obstacles needing to be removed, such as fences or walls.
- 7.3.5 These permeability connections have the potential to provide a continuous orbital link around the west, south and east sides of the town, when combined with parts of the NTA primary and secondary networks. It is acknowledged that the Tuam Business Park and the layout of the residential neighbourhoods to the north of the town centre do not allow for an easy orbital connection that would not require the purchase of private land. A link is included to Dublin Road, providing a potential connection to the schools.
- 7.3.6 It is acknowledged that not all of the cycle improvements shown are likely to be delivered in the short term; the full suite of cycle measures will be delivered over short, medium and long term horizons.

Existing Disused Railway Corridor

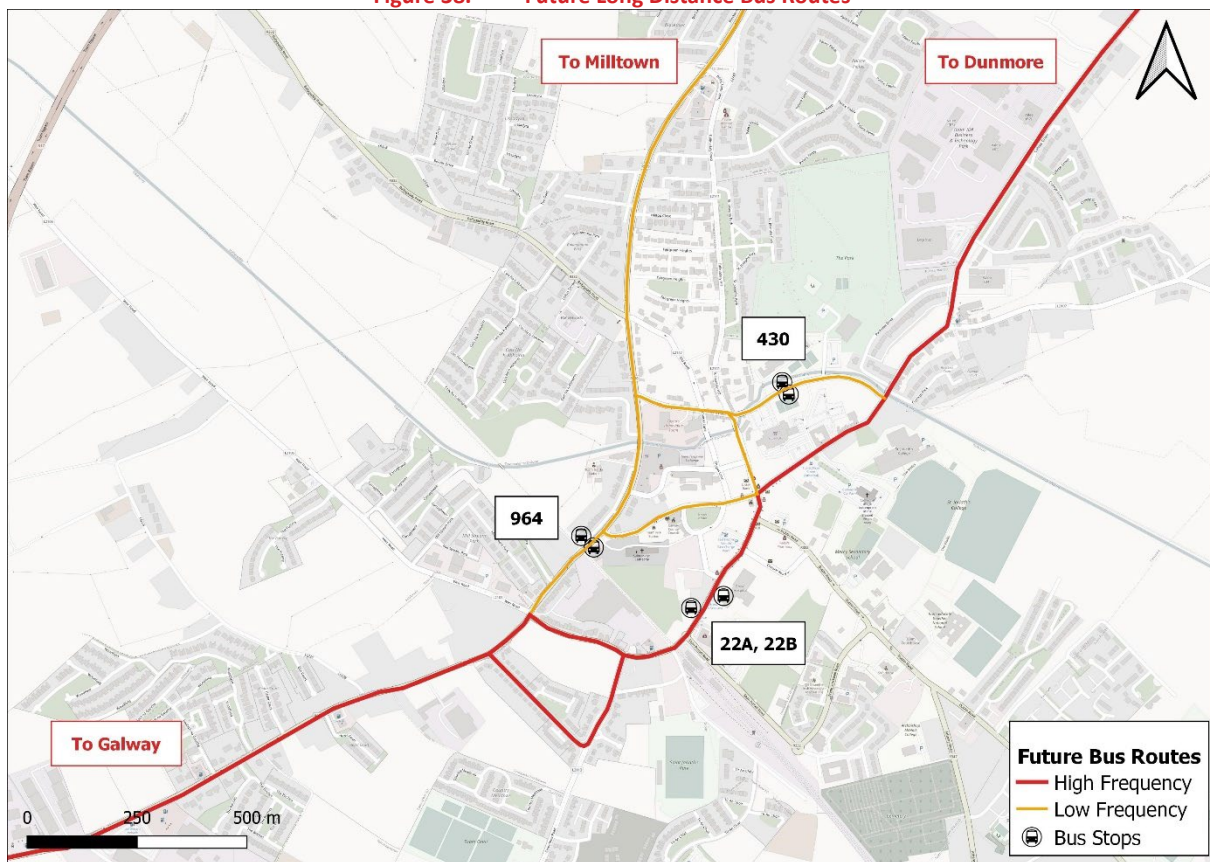
- 7.3.7 The existing disused railway corridor currently running on a north west to south east alignment, passing to the south west of the town centre, potentially offers a unique opportunity for a high quality pedestrian and cycle route.
- 7.3.8 The potential provision of this active travel corridor through the heart of the town, delivered in tandem with multiple permeability connections, would provide an attractive traffic-free amenity linking residential communities to the town centre, schools, parks and places of employment, especially the site zoned for industrial uses between the corridor and Ballygaddy Road to the northwest.
- 7.3.9 It is recognised that there have been previous efforts to bring forward alternative uses of this corridor and that concerns have been expressed regarding the potential lost opportunity for revival of the rail service to Tuam. This venture would take a number of years to develop, and in the meantime a proportionally much smaller investment would significantly improve connectivity and the attractiveness and safety of active modes for journeys within the town. It is noted that no firm decision has been made on the future use of the rail corridor, however the LTP will support the approach chosen by the national government.
- 7.3.10 It is therefore considered that the Transport Strategy should act as the basis for further discussions around methods for developing and funding suitable “light touch” proposals for the use of this route as indicated within the wider walking and cycling strategies, and its potential links to the NTA’s emerging cross-county cycle network proposals.

7.4 Public Transport Improvements (inc. Hub)

Bus Routes

7.4.1 The NTA’s Connecting Ireland Rural Mobility Plan has been discussed in Section 5.5. **Figure 38** shows the expected future services, split into two services an hour between Tuam and Galway, as well as one service per hour north of Tuam to Ballina and Sligo, during the day. In addition, the less frequent private operator long distance routes are shown. Whilst it is recognised that these plans will be subject to further development and funding requirements, the bus proposals within the LTP have been designed to support these services and routes so that the proposed improvements can be implemented as soon as is practical.

Figure 38. Future Long Distance Bus Routes



Bus Infrastructure

7.4.2 It is proposed to provide formal passenger infrastructure such as flagpoles, timetable information and shelters to the unmarked bus stops, prioritising those nearest the town centre and those serving key locations such as the Tuam Business Park.

7.4.3 The bus stops where formal infrastructure is planned are shown in **Figure 39**.

Figure 39. Tuam Bus Stops Planned Upgrades



7.4.4 Further consultation with the NTA will be conducted on the specific nature of the improvements to the bus stops shown above.

Multi-Modal Hub

7.4.5 Various potential locations for the multi-modal hub have been discussed in Section 5.5; two options have been selected as the most realistic and these have been compared to one another via the measures assessment.

7.4.6 It is considered that, on the basis of the findings of this assessment, a location in the vicinity of Vicar Street would be optimal in terms of integration with existing bus routes, which is considered pivotal to the wider success of the hub and its use and support by bus and coach operators. This option would also provide a simple connection to the potential active travel route on the disused rail line crossing Vicar Street.

7.4.7 Further investigations, including consultations with the NTA, will be conducted with regards to the provision of a multi-modal hub in Tuam.

7.5 Parking Rationalisation

Town Centre

- 7.5.1 As part of addressing the town core issues discussed in Section 5.2, it is proposed to rationalise the on-street parking on these streets. This would reduce the dominance of vehicles in the town core and create more space for public transport and active modes of travel.
- 7.5.2 Those requiring a vehicle to access the town centre would be directed to one of the nearby council operated car parks. Appropriate provision for disabled spaces would be maintained.

Cathedral Square

- 7.5.3 As discussed in Section 7.2, it is proposed to rationalise the excessive levels of parking in the area between the Cathedral of the Assumption and Bishop Street. There is the potential to transform this location into a space for recreation and civic events, as well as provide an appropriate amount of parking which considers the needs of those who require a car for personal transport.

Parking Management Strategy

- 7.5.4 A Parking Management Strategy will be developed, which will further consider the capacity and social and economic cost of parking in Tuam long-term.

7.6 School Streets

- 7.6.1 It is proposed to restrict the section of Dublin Road between the junctions with Atherry Road and Circular Road to motor vehicles, during the periods covering the start and end of the school day. Those driving a vehicle to school would be encouraged to park in one of the town centre car parks and then walk the remaining part of the journey. Appropriate exceptions for residents and disabled drivers would apply.

7.7 Road Transport Improvements

Shop Street/Fosters Place/Tullinadaly Road/Northern Bypass Junction Upgrade

- 7.7.1 An upgrade to this junction and opening Fosters Place to two-way traffic would enable local through vehicle trips to bypass the town centre on an east-west running axis, via the northern bypass link. This would create an alternative viable route for trips between most of the key corridors.
- 7.7.2 It is acknowledged that the current layout of this junction is constrained by the location of adjacent private buildings. Therefore, this scheme is considered a medium term measure, which if taken forward would also need to be integrated with the wider Town Centre proposals set out below.

Town Centre

- 7.7.3 Section 5.2 has identified streets within the town core which currently are subject to higher than desirable levels of through vehicle traffic, shown in **Figure 25**. A general opportunity has been identified to reduce the levels and dominance of through vehicle traffic, in favour of enhanced access for public transport and active modes. As has been described in sections 5 and 6, multiple potential options have been identified which have the potential to respond to this opportunity.
- 7.7.4 The identified preferred option in terms of a medium term aspiration is the closure of Shop Street to motor vehicles, removing a narrow through link from the town's road network and creating an attractive and engaging civic space, offering new opportunities for the businesses fronting this street. this is shown in **Figure 28**.
- 7.7.5 A further aspiration is to transform most of the town centre into a low traffic zone, in where local through trips would no longer be encouraged. This would facilitate improvements to public transport and active travel infrastructure, encouraging their uptake for short local trips. This would also transform the town centre from its current status as a pseudo-barrier to walking and cycling, instead encouraging these modes.
- 7.7.6 It is acknowledged that for such a scheme to be delivered and operate effectively, the majority of the interventions discussed in Section 7 would need to be in place beforehand to ensure adequate alternatives for local through trips are in place. The town centre low traffic zone would therefore effectively be a longer term scheme which would build upon the Shop Street, walking and cycling, and PT hub proposals.

Eastern Orbital Route

- 7.7.7 As discussed in Section 5.6, an orbital vehicle route connecting the Dublin Road and Dunmore Road corridors is considered **an important consideration** in the longer-term goal of reducing or removing through traffic from one of the more challenging corridors within the town.
- 7.7.8 Any such route would be designed according to Section 13.2 of the NTA's Greater Dublin Area Transport Strategy 2022-2042 (Principles for Road Development), the policies for which are applicable nationally, and include provision for pedestrians and cyclists in order to enhance connectivity for these modes.
- 7.7.9 It is considered that delivery of such a scheme would realistically occur in the long term.
- 7.7.10 The approximate route of this proposed link is shown below.

Figure 40. Approximate Route of Eastern Orbital Link



7.8 ATOS Analysis

- 7.8.1 The walking and cycling permeability measures discussed in this section and shown in **Figure 37** were included in a further ATOS analysis, to deduce the impact of the measures on active modes. The measures include the existing disused rail corridor converted to an active travel route.
- 7.8.2 The figures below show the before and after results for various amenities and facilities, for both walking and cycling.

Employment

7.8.3 The permeability measures considerably enhance access by active modes to the town’s employment areas, in particular to the south. Almost all of the town’s footprint is now covered by the highest two accessibility categories for both walking and cycling.

Figure 41. Employment – Walking – ATOS Output Pre & Post Permeability Measures

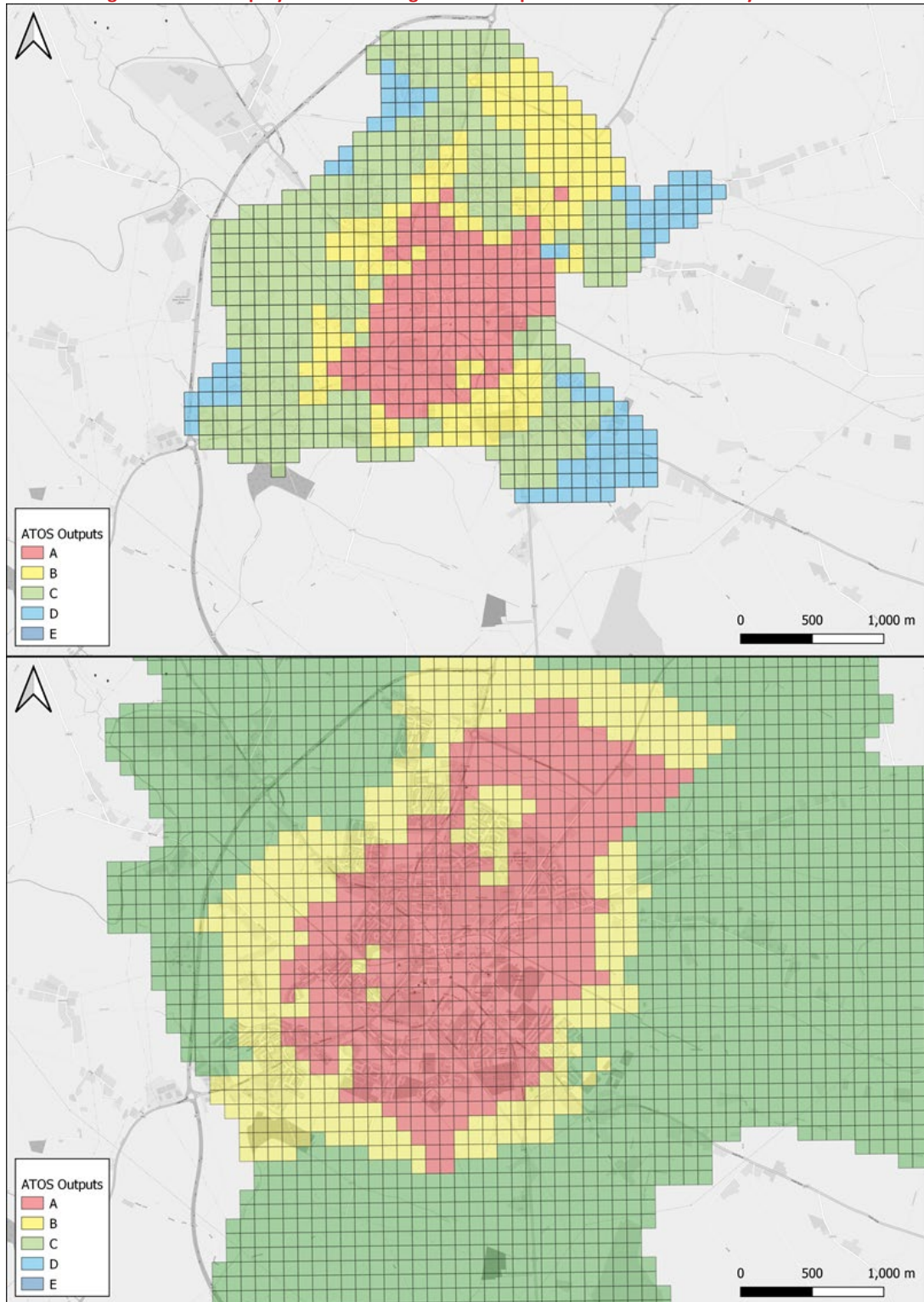
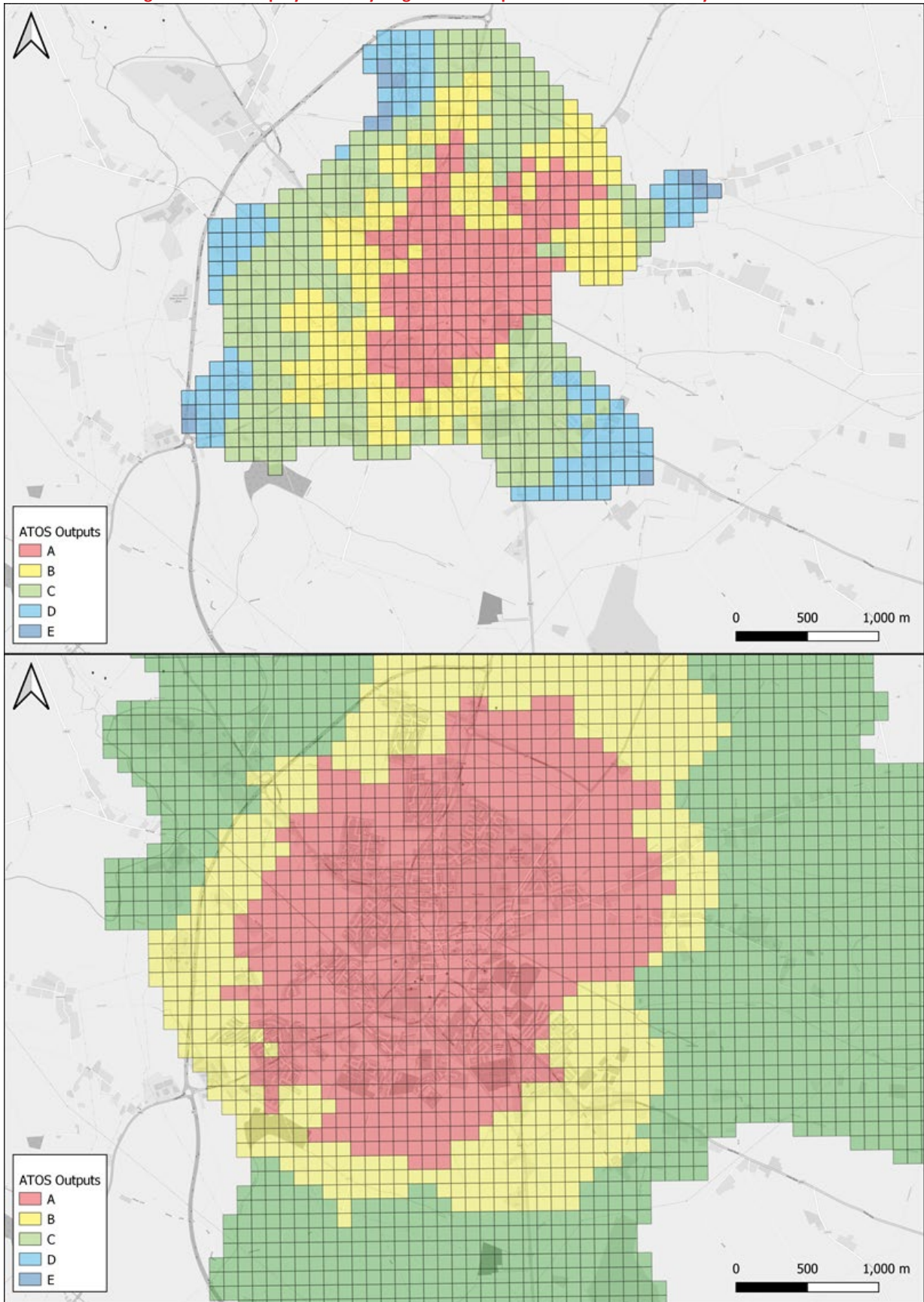


Figure 42. Employment – Cycling – ATOS Output Pre & Post Permeability Measures



Healthcare

7.8.4 For cycling, the permeability measures considerably enhance access by active modes to the town’s healthcare facilities. All of the central and northern areas are covered by the highest accessibility category, with the second highest category covering most of the southern and eastern neighbourhoods.

7.8.5 For walking, more modest gains are observed, with the areas of moderate accessibility expanding to the east and south.

Figure 43. Healthcare – Walking – ATOS Output Pre & Post Permeability Measures

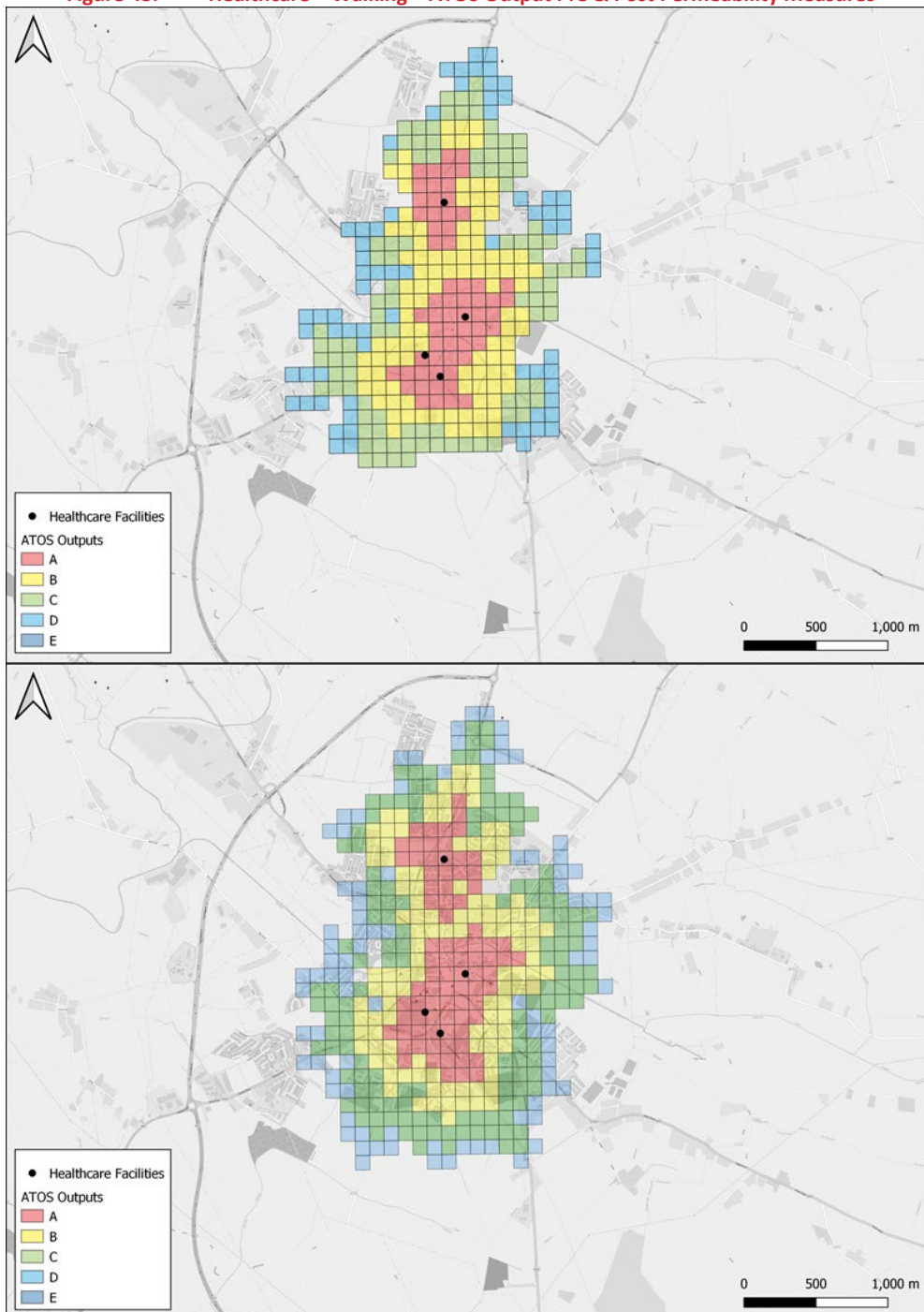
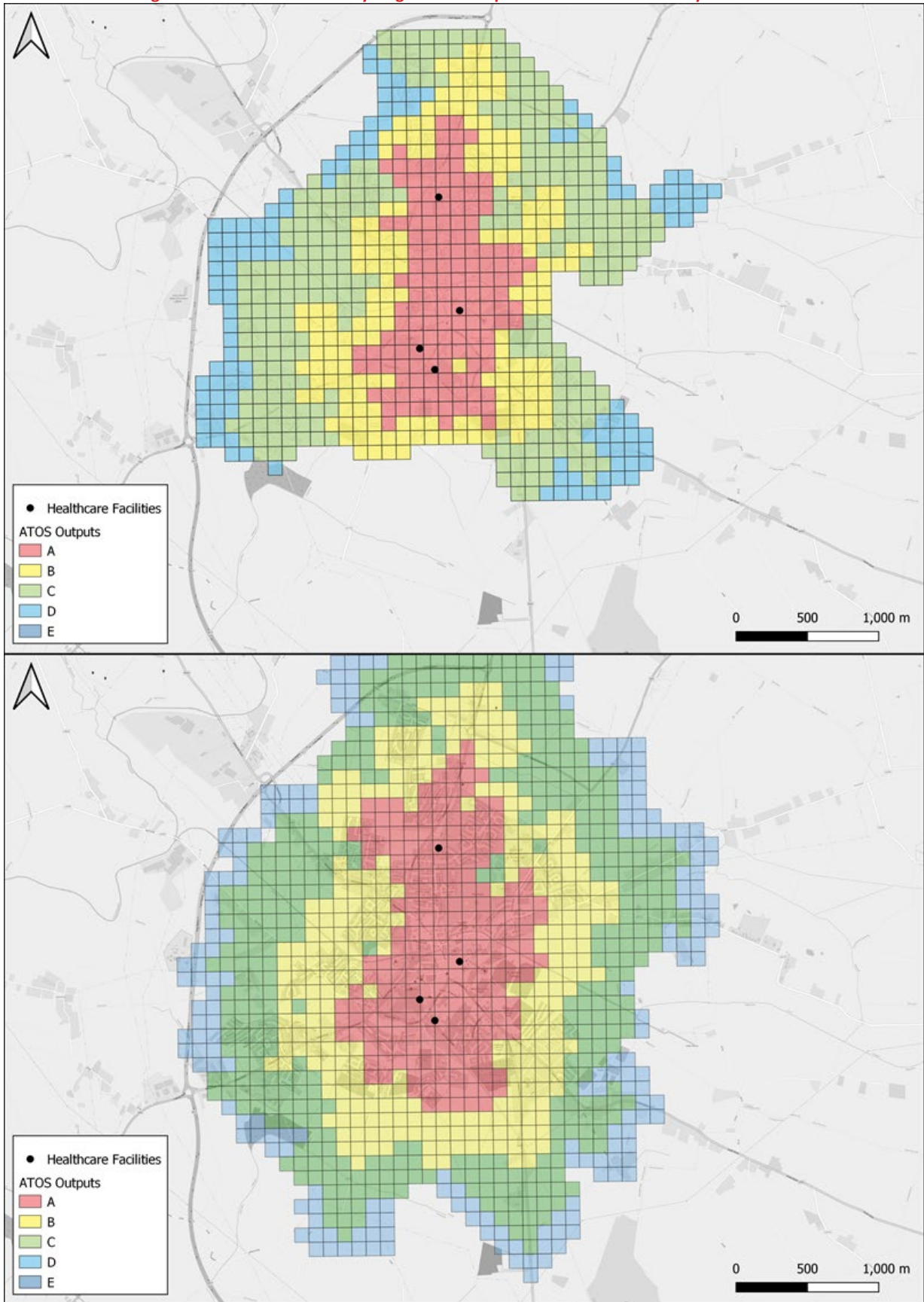


Figure 44. Healthcare – Cycling – ATOS Output Pre & Post Permeability Measures



Education

- 7.8.6 The permeability measures show an increase in active mode accessibility for post primary schools in all directions. It is noted that the two highest cycling accessibility categories now extend considerably further north than before, where accessibility was previously noted to be poor.
- 7.8.7 The permeability measures show an increase in active mode accessibility for post primary schools in all directions, particularly to the north. The northern neighbourhoods are now mainly covered by the top three levels of cycle accessibility.

Figure 45. Post Primary Schools – Walking – ATOS Output Pre & Post Permeability Measures

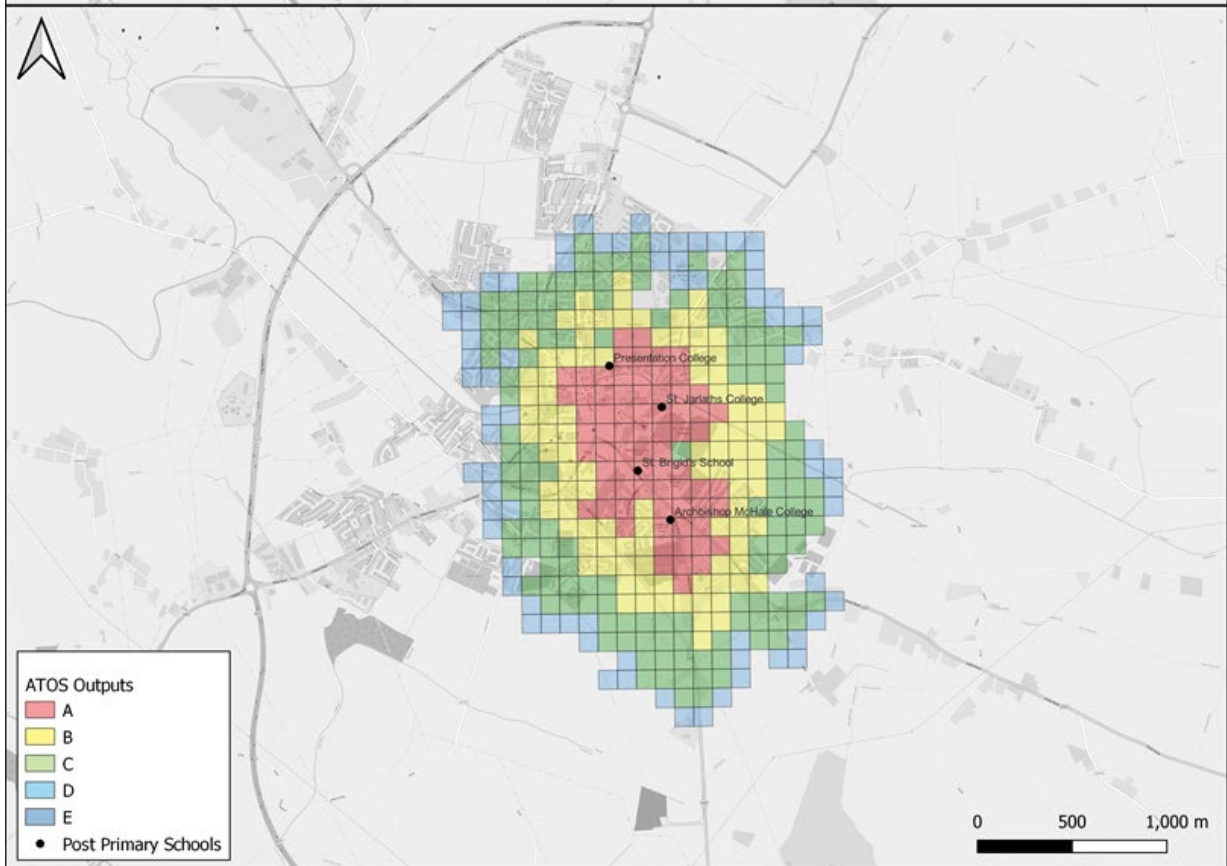
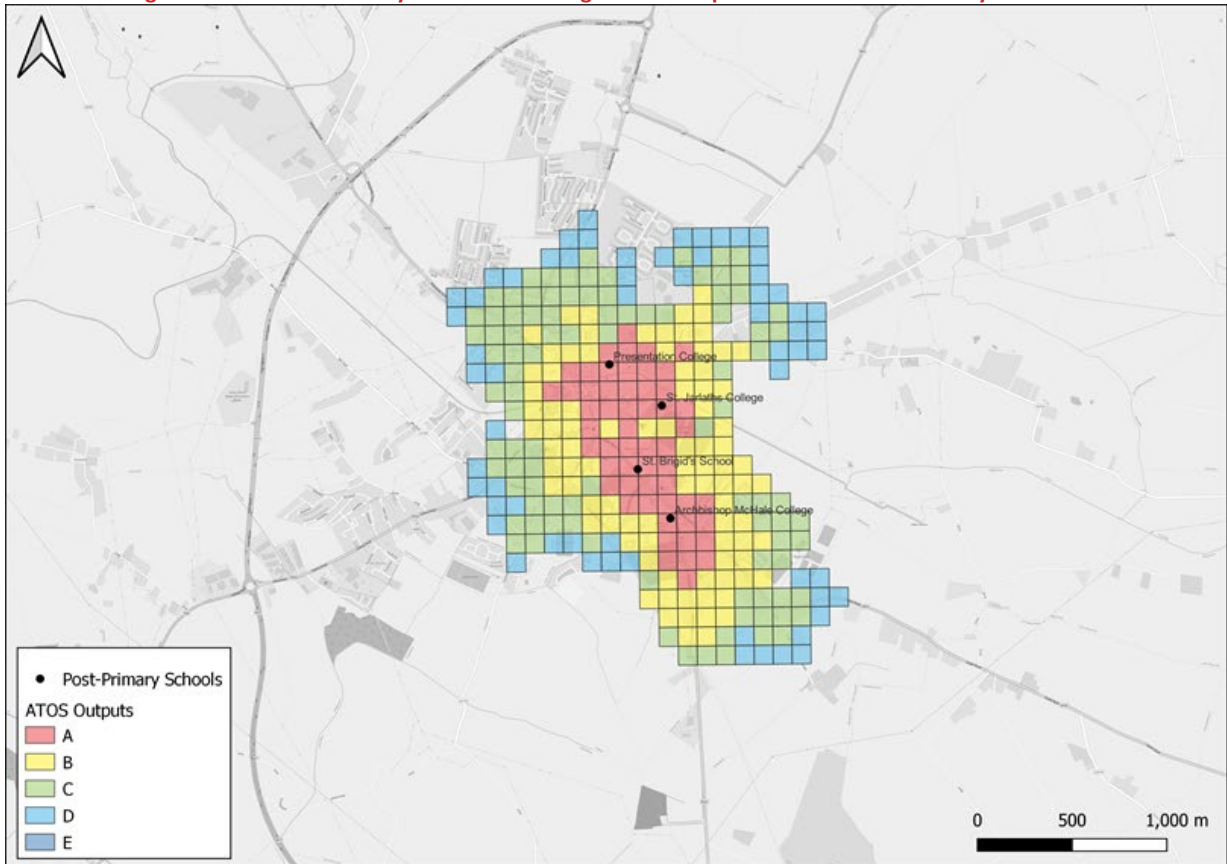


Figure 46. Post Primary Schools – Cycling – ATOS Output Pre & Post Permeability Measures

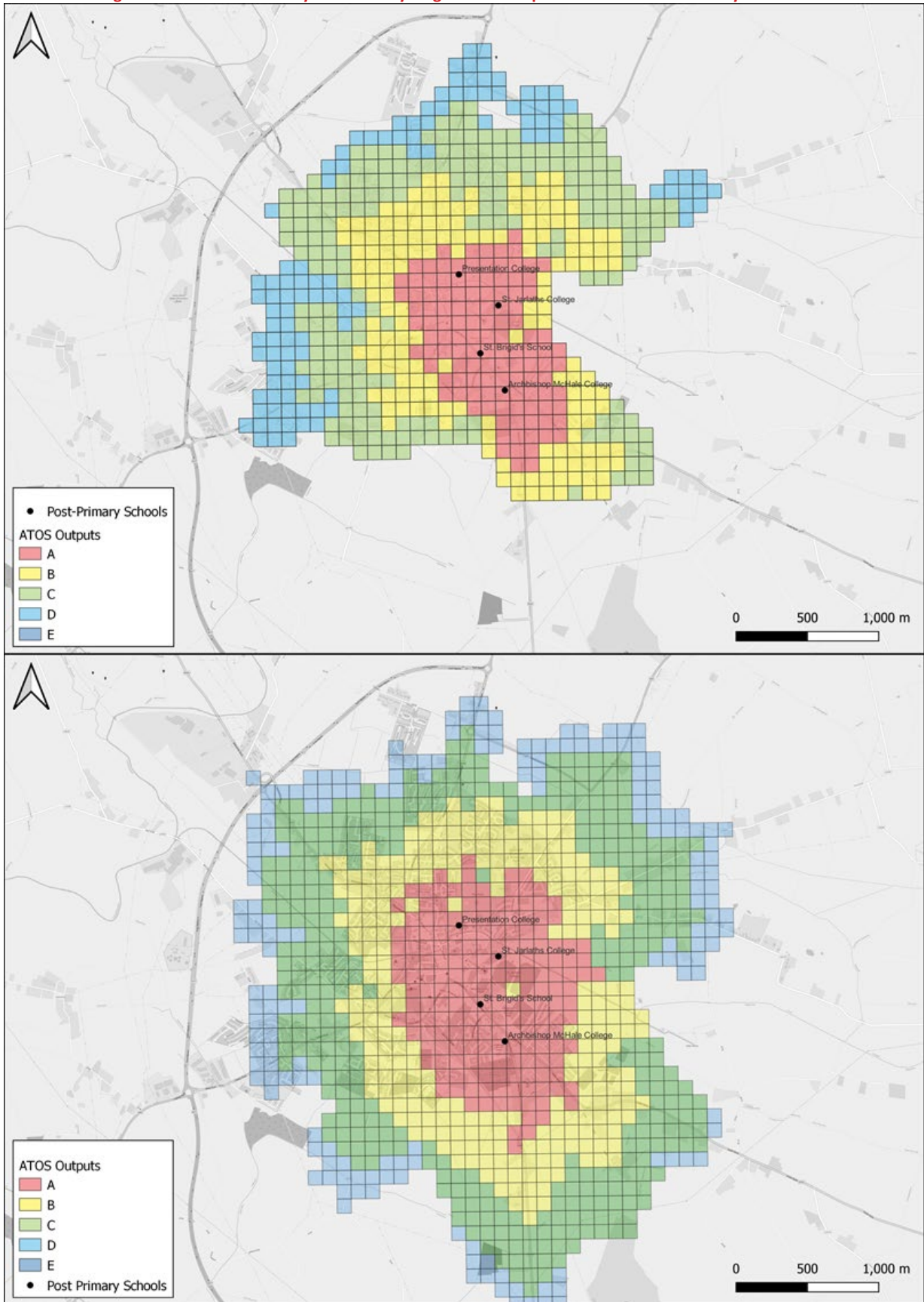


Figure 47. Primary Schools – Walking – ATOS Output Pre & Post Permeability Measures

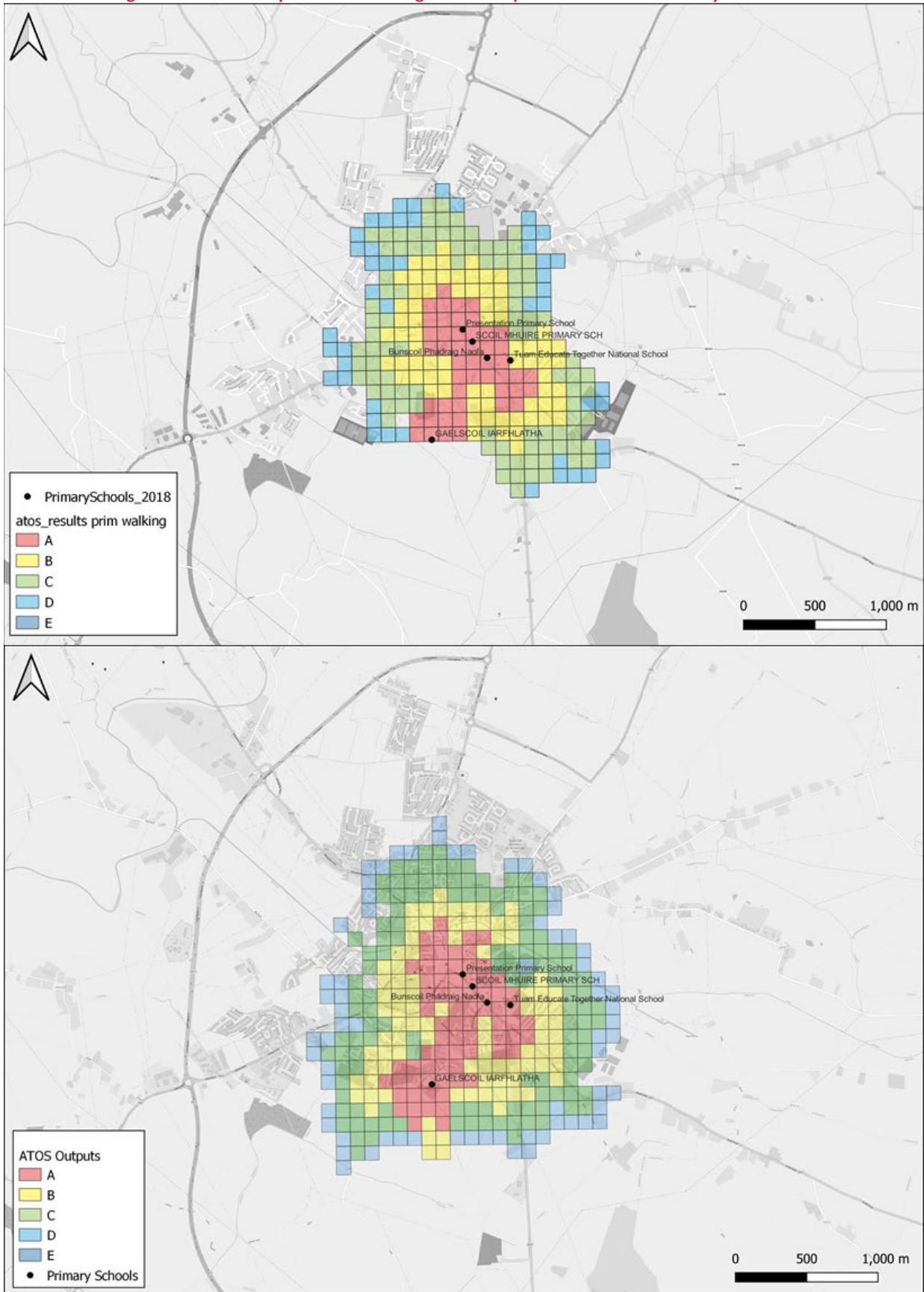
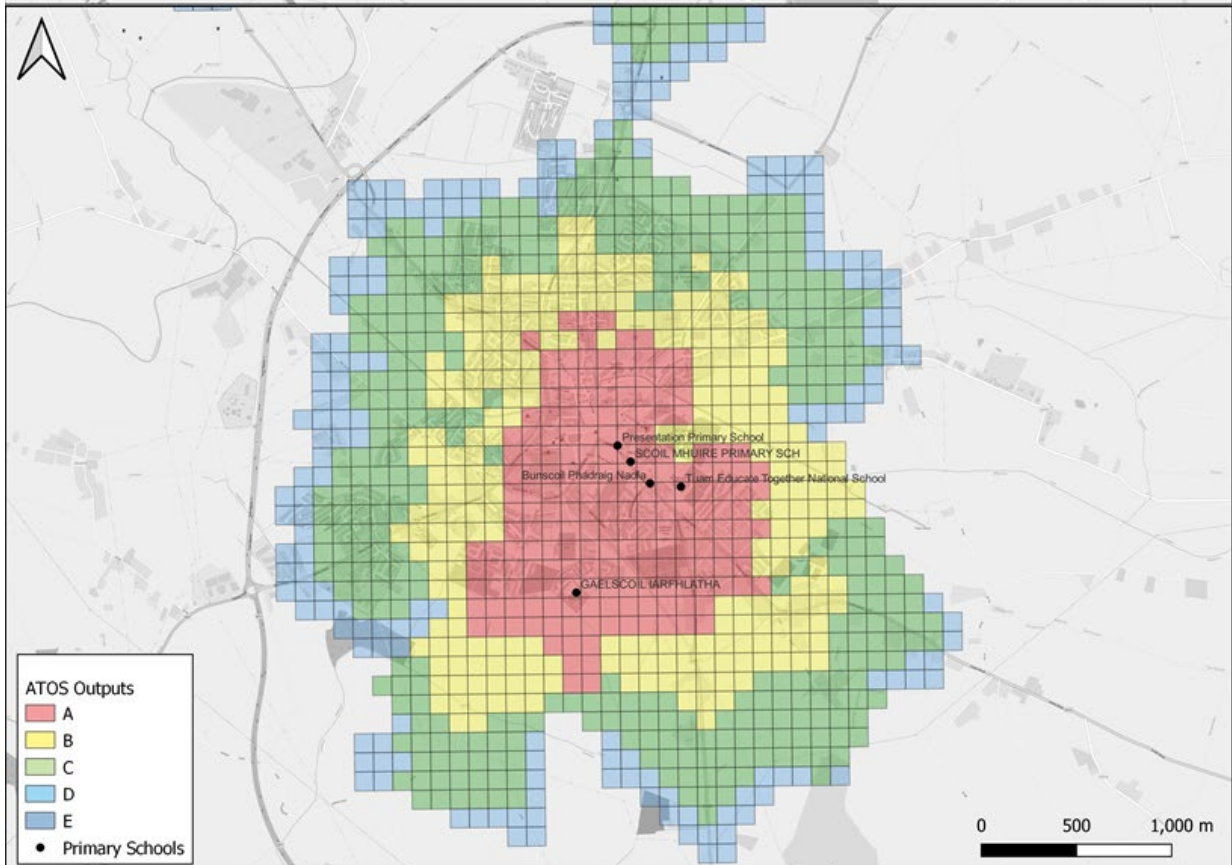
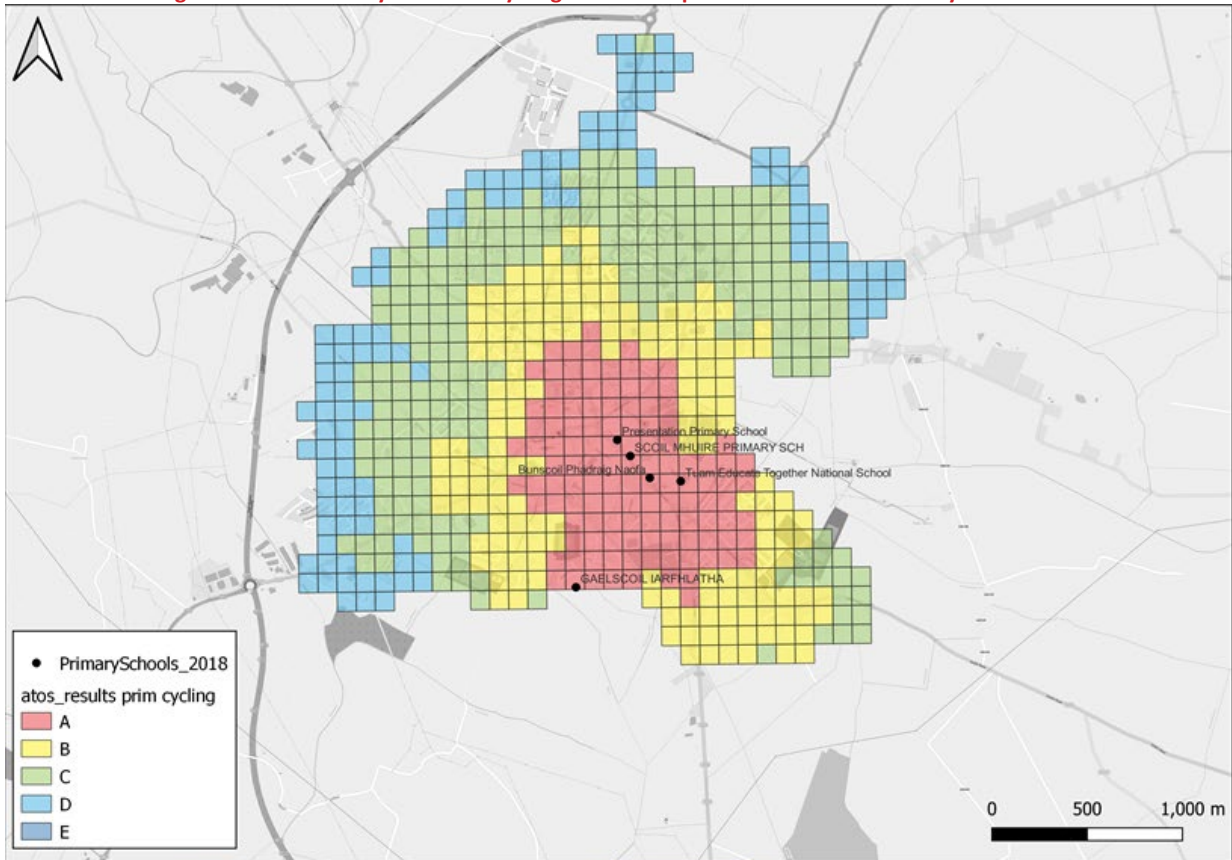


Figure 48. Primary Schools – Cycling – ATOS Output Pre & Post Permeability Measures



Supermarkets & Convenience Stores

- 7.8.8 For cycling, the permeability measures considerably enhance access by active modes to the town's supermarket/ convenience store amenities. For cycling, the majority of residential neighbourhoods are now covered by the highest two levels of cycle accessibility.
- 7.8.9 The permeability measures considerably enhance access by active modes to the town's employment areas, in particular to the south. Almost all of the town's footprint is now covered by the highest two accessibility categories for both walking and cycling.
- 7.8.10 The permeability measures considerably enhance access by active modes to the town's employment areas, in particular to the south. Almost all of the town's footprint is now covered by the highest two accessibility categories for both walking and cycling.

Figure 49. Supermarkets – Walking – ATOS Output Pre & Post Permeability Measures

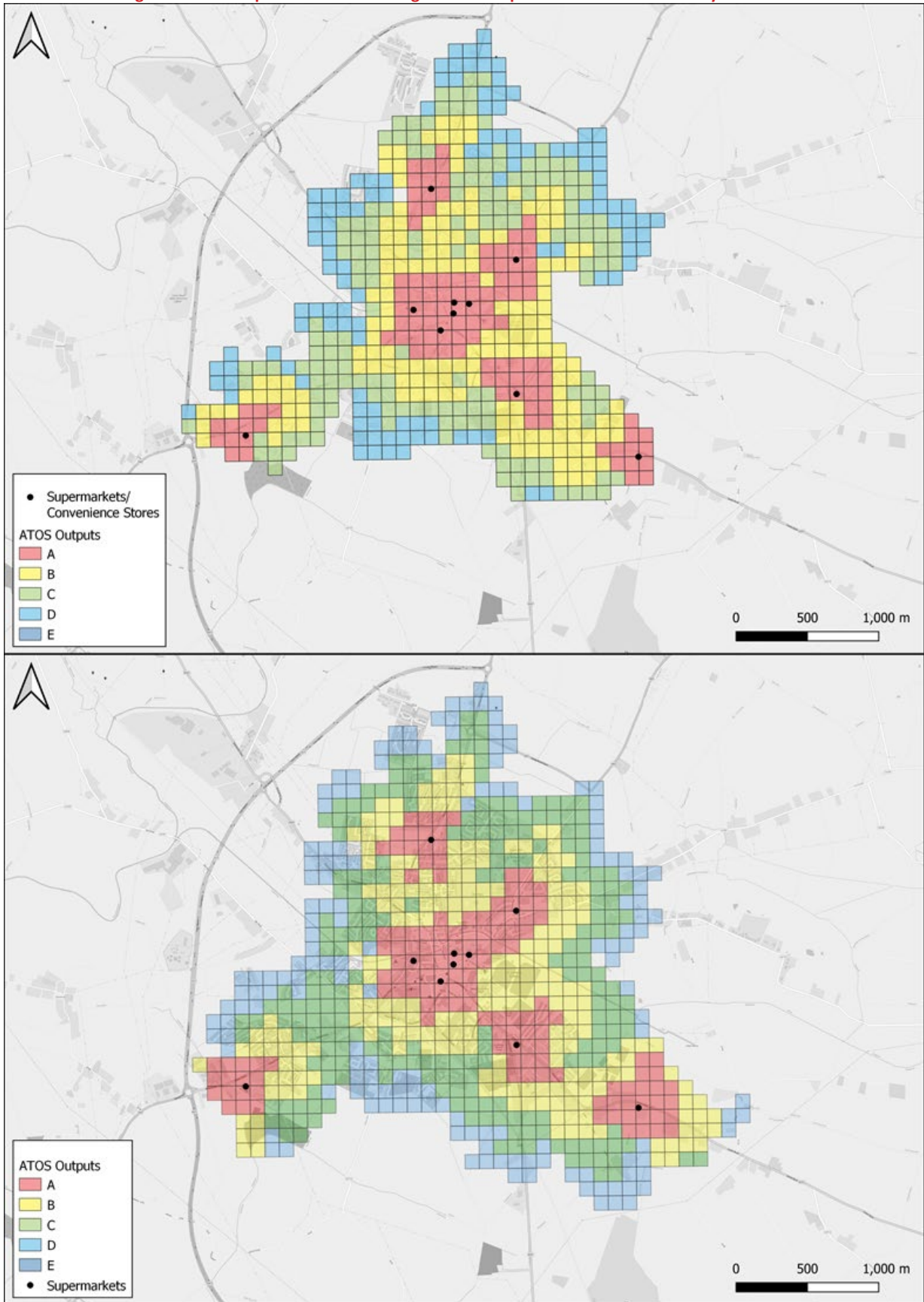
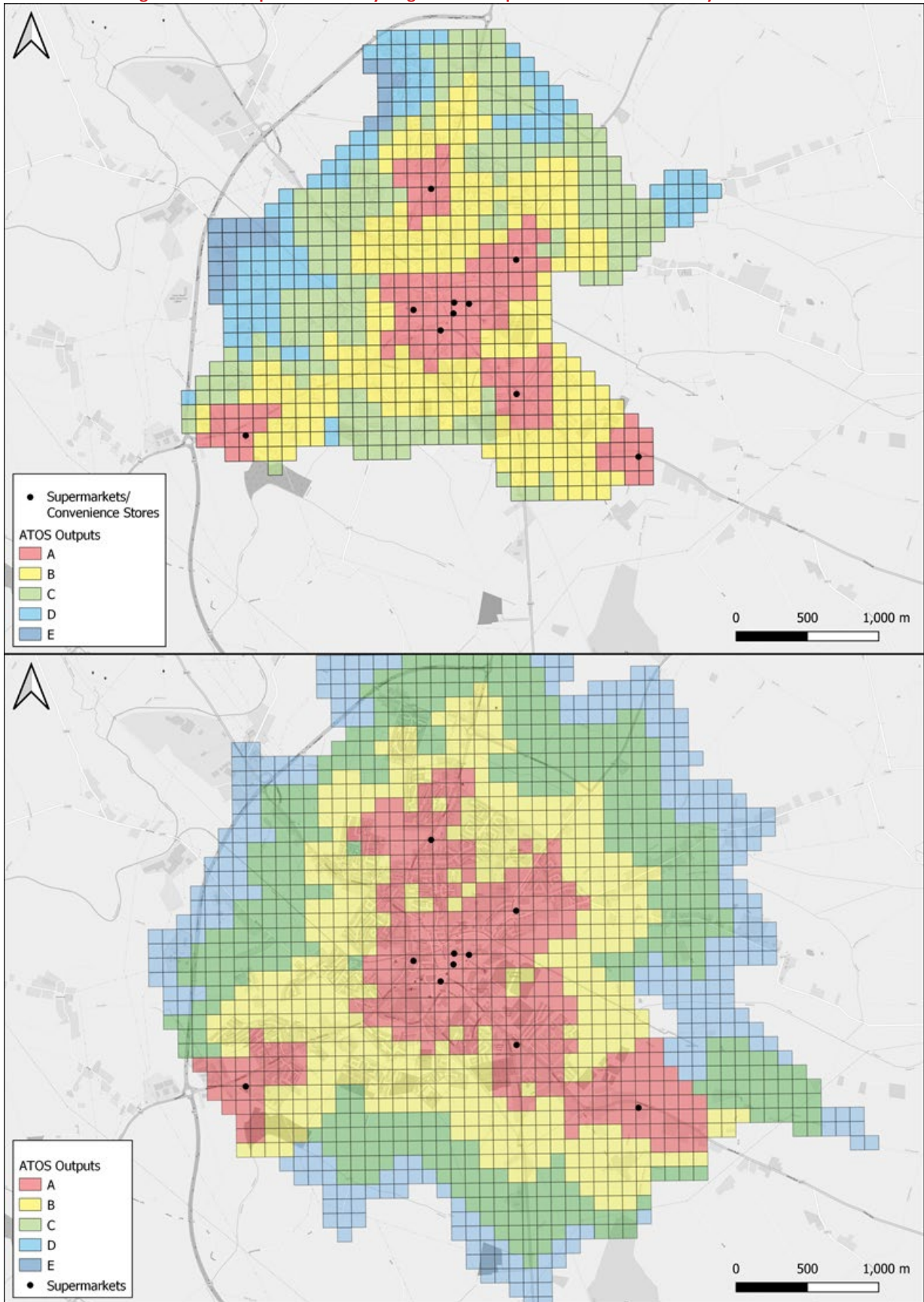


Figure 50. Supermarkets – Cycling – ATOS Output Pre & Post Permeability Measures



8. MONITORING STRATEGY & LTP REVIEW

- 8.1.1 It is noted that the Tuam LAP may be reviewed during its lifetime; should this occur, it is recommended that the LTP should be revisited in parallel, with any potential amendments identified where this will assist in meeting new or revised LAP policy objectives.
- 8.1.2 It is further recommended that the LTP should be reviewed approximately two years into the period of the LAP, and four to five years into this period, in order for progress toward LAP and LTP objectives to be gauged. This review may include the following:
- Progress on implementation of preferred options by transport mode;
 - Cross-check of assumptions, including availability of new traffic survey or strategic model data; and
 - Appraisal of development which has taken place in Tuam and whether this is consistent with the assumptions made in the Tuam LAP.
- 8.1.3 The reviews should seek to adapt the LTP and the preferred options to observed conditions (plus any notable changes in national or regional policy). Such changes may, depending on their extent, need to be fed back into the LAP.

9. SUMMARY & CONCLUSIONS

9.1.1 Galway County Council (the Council) is developing a new Transport Strategy for the county alongside Local Transport Plans (LTPs) for the towns of Tuam and Ballinasloe. The Galway County Transport and Planning Study (GCTPS) has been adopted alongside the Galway County Development Plan (2022-2028).

9.1.2 SYSTRA Ltd (SYSTRA) has been commissioned by the Council to support the development of the GCTPS and the LTPs for Tuam and Ballinasloe. Through this work, SYSTRA has identified a range of measures and options suitable for the context of Galway County relating to the pedestrian, cycle, public transport and road networks. This LTP has extended this process to the town of Tuam and the resulting strategy set out how the transport needs of the town and its visitors can be met in a manner which reflects and builds upon the wider strategy which is set out in the GCTPS, and the policies within the County Development Plan 2022-2028 (CDP).

9.1.3 A series of policy objectives have been determined for the Tuam LTP, as follows:

Access to Local Services

- Support and implement transport measures which improve access to local services by walking and cycling.

Access to Town Centre

- Improve connectivity to the town centre by sustainable modes whilst contributing to the town's economic vitality.

Wider Transport Demand

- Improve integration between sustainable transport modes, providing increased options within the town.
- Reduce unnecessary through movement within the town centre to improve road-based public transport services.

9.1.4 The technical analysis undertaken to support the LTP has identified a number of potential improvements and other transport measures which would be capable of fulfilling the LTP policy objectives. These have been developed initially as a longlist, and then assessed using a SWOT analysis to determine which measures (and combination of measures) will have the greatest benefits, both for specific modes of travel and for different journey types.

9.1.5 The LTP therefore proposes a series of interlinked measures which are designed to increase the mode share of walking and cycling trips within the town, improve active mode connections within the town centre, enhance accessibility by active modes to the town's education facilities in particular, improve the town's public transport connections and rebalance the road network in and around the town in line with the desired modal hierarchy. Specific schemes include a proposed mobility hub, a school street on the Dublin Road corridor, making the central roundabout junction more compact and rationalising the parking outside the Cathedral of the Assumption, all designed to make a significant contribution to the accessibility of the town by sustainable modes of travel.

9.1.6 The table below summarises the proposed schemes as well as their intended timeframe. Short-term is defined as within the next 1-2 years, medium term as 2-6 years (covering the remainder of the LAP period) and long term as beyond the LAP period (>7 years).

Table 15. Proposed Measures Summary

CATEGORY	PROPOSED MEASURE	TIMEFRAME
Pedestrian/Walking	Central Junction Improvements	Medium Term
	Cathedral Square Improvements	Short Term
Cycling	Permeability Connections	Short Term (locations requiring simple works), Medium/Long Term (locations requiring bridges /new road links)
	Existing Disused Rail Corridor	Medium Term
Public Transport	Bus Routes	Short-Medium Term
	Bus Infrastructure	Short Term
	Multi-Modal Hub	Medium Term
Parking	Town Centre Parking Rationalisation	Short Term
School Streets	Dublin Road	Medium Term
Road Improvements	Shop Street /Fosters Place /Tullinadaly Road /Northern Bypass Junction Upgrade	Medium Term
	Town Centre – Pedestrianisation of Shop Street	Medium Term
	Town Centre – Wider Low Traffic Zone	Long Term
	Eastern Orbital Route	Long Term

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The SYSTRA logo is rendered in a bold, red, sans-serif typeface. The letters are thick and closely spaced, with a modern, slightly geometric feel. The 'S' and 'Y' are particularly prominent due to their size and the way they connect to the following letters.

Appendix E - List of Persons who made Submissions

Submission Number	Submissions received from Prescribed Authorities	Name of Submission Author
1	GLW-C42-49	Office of the Planning Regulator - OPR
2	GLW-C42-41	North Western Regional Assembly - NWRA
3	GLW-C42-27	Department of Housing, Local Government and Heritage
4	GLW-C42-29	Department of the Environment, Climate Action, and Communications
5	GLW-C42-32	Office of Public Works – OPW
6	GLW-C42-16	Transport Infrastructure Ireland - TII
7	GLW-C42-37	National Transport Authority - NTA
8	GLW-C42-2	Environmental Protection Agency - EPA
9	GLW-C42-47	Uisce Eireann
10	GLW-C42-51	Department of Education
11	GLW-C42-44	An Post
12	GLW-C42-62	Electrical Supply Board – ESB

Submission Number	Submissions received from Councillors and/or from other Elected Officials	Name of Submission Author
13	GLW-C42-14	Cllr. Donagh Killillea
14	GLW-C42-15	Cllr. Donagh Killillea
15	GLW-C42-38	Cllr. Donagh Killillea

Submission Number	Zoning Submissions	Name of Submission Author
16	GLW-C42-6	Martin and Mary Campbell
17	GLW-C42-24	Gary McTigue
18	GLW-C42-26	Gary McTigue
19	GLW-C42-28	Gary McTigue
20	GLW-C42-12	Michael O'Connor
21	GLW-C42-56	Michael O'Connor
22	GLW-C42-3	Dr Denis C Higgins
23	GLW-C42-43	Airglooney Residence Association
24	GLW-C42-8	Martin and Mary Campbell
25	GLW-C42-61	John Davin
26	GLW-C42-39	Portsky Unlimited (c/o MKO)
27	GLW-C42-34	MKO(on behalf of Cian Lynch)
28	GLW-C42-46	Coffey Group
29	GLW-C42-10	Tommy Healy
30	GLW-C42-33	Emer Kelly
31	GLW-C42-45	Paul Feeney Consulting Engineers
32	GLW-C42-19	Arthur Ward
33	GLW-C42-13	Thomas McHugh (Kilcloghans Ltd)
34	GLW-C42-36	Cormac Hannon
35	GLW-C42-50	Portsky ULC
36	GLW-C42-55	Michael O'Connor
37	GLW-C42-57	Michael O'Connor
38	GLW-C42-54	Michael O'Connor
39	GLW-C42-58	Michael O'Connor
40	GLW-C42-7	Martin and Mary Campbell
41	GLW-C42-53	Michael O'Connor
42	GLW-C42-59	Jarlath and Patricia Burke
43	GLW-C42-48	Fiona, Marie, Joanne, Louise and Shelly Tighe
44	GLW-C42-18	Chris Brogan
45	GLW-C42-20	Michael Mannion
46	GLW-C42-23	Hubert McDonagh and Denise Gleeson McDonagh
47	GLW-C42-30	Stapletons Electrical (John Stapleton)
48	GLW-C42-52	Valeo
49	GLW-C42-60	Tuam Cortoon LGFA

Submission Number	General Submissions	Name of Submission Author
50	GLW-C42-9	Lavally NS
51	GLW-C42-17	High Cross College
52	GLW-C42-22	Austin Connelly
53	GLW-C42-40	TP Niland
54	GLW-C42-25	Paul Feeney Consulting Engineers
55	GLW-C42-1	St. Jarlath's College
56	GLW-C42-31	Maire DeBura
57	GLW-C42-35	Tuam Community Council
58	GLW-C42-42	Tuam Tidy Town Committee
59	GLW-C42-11	Paul Mannion
60	GLW-C42-21	Helen Gillard
61	GLW-C42-4	Alan McGrath
62	GLW-C42-5	Rachel Cummins