3.5 Character Areas

The Masterplan identifies three character areas – the Docks, Harbour Waterfront and the Lough Atalia Area – shaped by their context with their own distinctive quality of place. There should be a soft transition between character areas, contributing to the overall cohesion of the Masterplan area within the surrounding context. The Masterplan proposes mixed-use development around the Old Dock, preserving heritage while enabling leisure and culture. The Waterfront requires robust, weather-resistant design, while Lough Atalia is calmer, residential and biodiversity-focused. High-quality, resilient architecture is essential, with environmental modelling and SuDs guiding design for comfort, safety and sustainability.

3.5.1 The Docks

The Docks provides a unique marine event space in the heart of Galway City that can cater for major maritime events such as the Clipper Round-the-World Race and the Ocean Race. It also offers significant potential for marina use ranging from yachts to small craft, as well as water-based leisure activities such as canoeing, paddle-boarding, etc. Associated with these marine uses, the dockside will be transformed into a high quality public realm. The areas around the dock will be attractive pedestrian spaces with cafes, markets and active street frontages.

Dock Road has the potential to be redesigned with continuous surface treatment so that it can be used as a public space for special major public events. This would create a more unified people-friendly urban space with reduced vehicular lanes and less on-street parking, wider pavements and new public realm materials and finishes with continuous surface treatment. New ground floor active uses (restaurants, cafes, etc.) along Dock Road can be provided with minimal intervention to existing buildings. These uses can spill out onto widened pavements. Pavilions with cafes and external seating along the Dockside will provide plenty of locations for people to sit and enjoy the view looking out onto the Docks.

A wide pedestrian boardwalk at the northern end of the dock will extend the public realm into the dock at the most attractive and sunniest location - similar to Lapp's Quay in Cork.

Fig. 38. Krøyers Plads, Copenhagen, Denmark. (Source: Cobe).

Fig. 39. Copenhagen International School Nordhavn, Denmark. (Source: C.F. Møller).

Fig. 40. Willemdock, Antwerp, Belgium (Source: agvespa.be)

Fig. 41. Marina Douro, Porto, Portugal. Barbosa & Guimaraes Architects (Source: Archdaily)

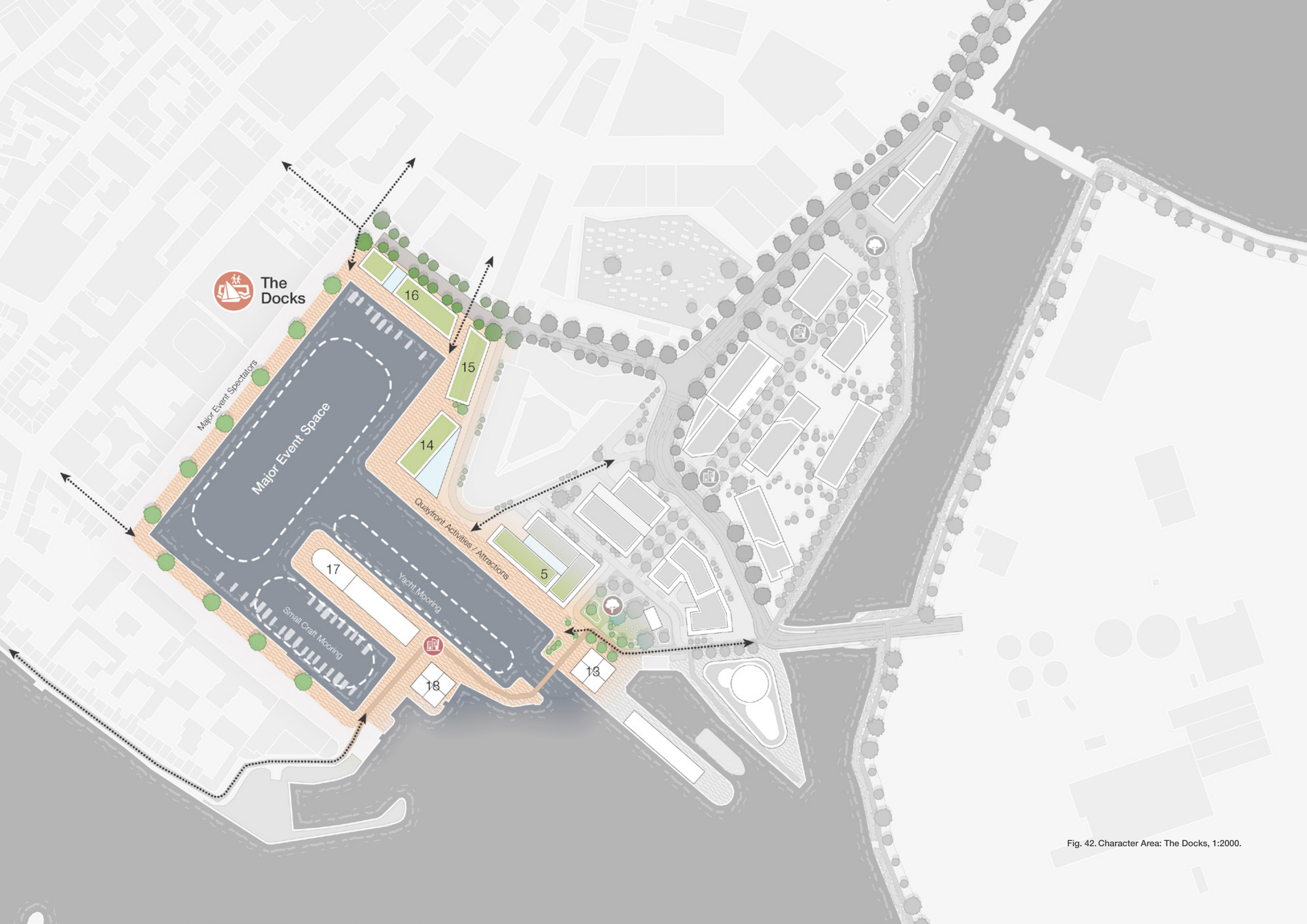


Fig. 42. Character Area: The Docks, 1:2000.

3.5.2 Harbour Waterfront

The Harbour Waterfront is a pivotal urban space that links together the city's pedestrian and cycle routes and connects the city centre with the waterfront looking out to Galway Bay. The panoramic views are breath-taking and will be a major attraction for visitors.

As a 'destination' space, the sea wall and other elements should be designed as sculptural features and as an integral part of a high quality public realm. These elements should comprise good quality materials and finishes and possibly incorporating seating, rather than purely for functional flood protection purposes.

Fig. 43. Pier C Park, New Jersey, USA. (Source: MVVA).

Fig. 45. The Edge, New York, USA. (Source: W Architecture & Landscape Architecture).

Fig. 46. New Road, Brighton, UK. (Source: Gehl)

Fig. 44. Grand Canal Docks, Dublin. (Source: Ronan Group)

Fig. 47. Rolling Bridge, London, UK. (Source: Heatherwick Studio).

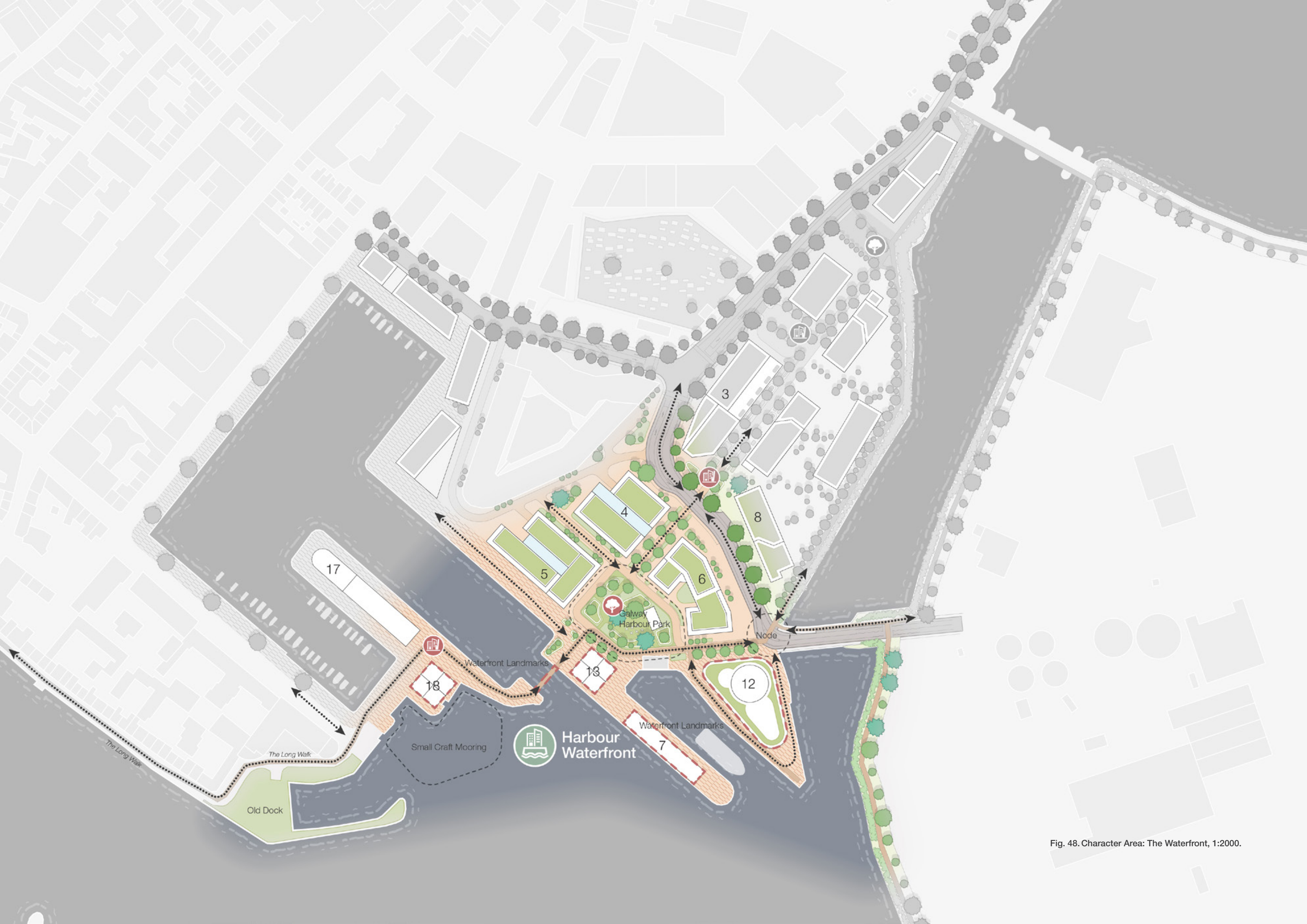


Fig. 48. Character Area: The Waterfront, 1:2000.

3.5.3 Lough Atalia Area

This Masterplan proposes that a pedestrian/cyclist /running route be developed along both banks of the inlet to Lough Atalia. The soft landscape is a contrast with the adjoining Old Docks and Harbour Waterfront areas and provides a calm, natural environment and passive leisure amenity, with seating and play areas where people can rest and relate to the water.

It is proposed that the routes along the banks can be connected with a trail around Lough Atalia and with the high level Greenway along the railway bridge. The Lough Atalia Area would therefore form part of a series of looped routes with vantage points for pedestrians, joggers and cyclists that would become a valuable public amenity area adjacent to the city centre.

It is intended that this would form part of a natural corridor integrating with the natural environment of Lough Atalia to encourage greater biodiversity.

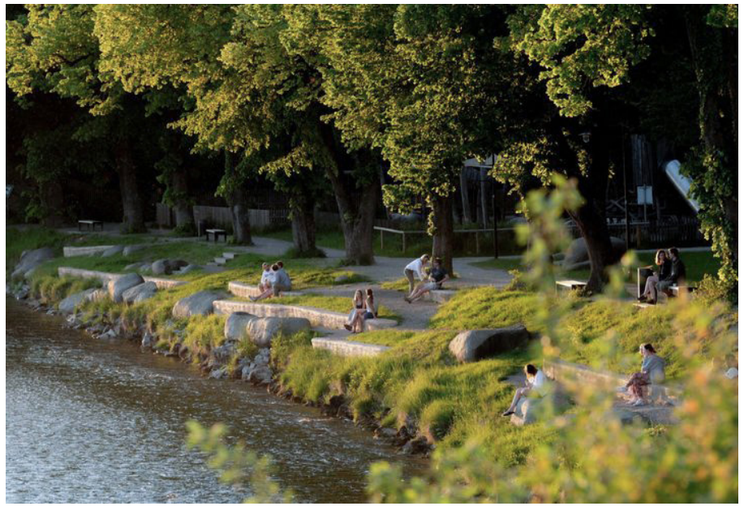


Fig. 49. Taubenloch Isar River, Switzerland. (Source: Uniola).

Fig. 50. Gellerup City Park, Denmark. (Source: EFFEKT + SLA)

Fig. 51. Seigen Waterfront, Germany. (Source: Loidl).

Fig. 52. Shared Street. Frans Halsstraat, Amsterdam, the Netherlands. (Source: Pinterest).

Fig. 53. Character Area: Lough Atalia Area, 1:2000.

3.6 Look & Feel

The three character areas (the Docks, Harbour Waterfront, and Lough Atalia Area) overlap one another. As such, there is a transition in look and feel between these areas which lends to a variety of design detail, landscape treatment and spatial experience. The Masterplan provides the flexibility for developments to respond to the availability of new materials and design approaches in order to achieve the highest quality design. The Masterplan seeks high-quality, low-maintenance materials that relate to the character of the area.

3.6.1 The Docks

Materiality & Architecture

New buildings and features should be contemporary, yet respectful of the port's industrial and area's urban heritage and features, with exceptional high-quality design, as the 'flagship' for Galway internationally. Their materiality can sample from the stone and plaster vernacular styles of architecture found closer to the city's core (Figs. 63, 64, 66), or it can embrace contemporary materials and techniques that are evocative to the Harbour's industrial heritage (Fig. 68).

Building No. 17 on the Centre Pier is proposed as a landmark building with a cultural function. As such it poses the opportunity for an international architectural competition for its design. In the event of an architectural competition, a winning design would be assessed by a jury of professionals for the appropriateness of materiality and architecture.

Landscape

The historical old dock walls and quayside features are to be retained, with the new public realm along the quays to be designed to respect the quality of the existing heritage and character.

Public Art

There is the opportunity to incorporate works of public art around the quays of the Inner Harbour. Be they sculptural or locations for live performances, these works of public art can be situated at key nodal points to support urban and public realm wayfinding principles.

Fig. 54. Pálás Cinema, Galway. (Source: The Architectural Review).

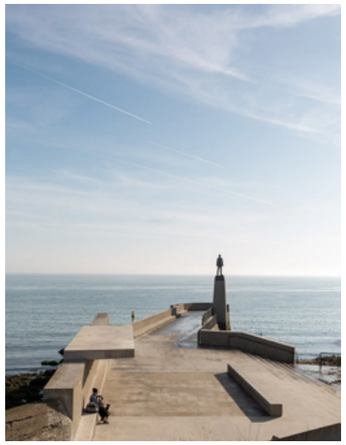


Fig. 58. Dún Laoghaire Baths. (Source: The Architectural Review)

Fig. 59. Wick Lane, London, UK. (Source: RIBA Journal).

Fig. 60. Rendered exterior finish. Zurich, Switzerland.(Source: Divisare).

Fig. 61. Sandis, Italy. (Source: Portale Architetture).

Fig. 56. Coloured external plaster. (Source: Divisare).

Fig. 57. Galway City Telephone Exchange, Noel Dowley. (Source: Twitter).

Fig. 55. Vernacular techniques and finishes. Pálás Cinema, Galway. (Source: The Architectural Review).

3.6.2 Harbour Waterfront

Materiality & Architecture

The design of the public realm and buildings for the Harbour Waterfront should allow for robustness, weathering and protection against the elements, as well as for the sunnier weather. Similar to the Docks, the Harbour Waterfront can take from local vernacular material and styles, or adopt contemporary material and techniques that evoke the Harbour's industrial heritage.

Landscape

As a focal point for the Harbour Waterfront character area and wider Masterplan, the Galway Harbour Park will be of high biodiversity and design quality. In order to negotiate level differences between an elevated Port Access Road (See 3.8 Flood Management) and existing historic quayside the Galway Harbour Park can incorporate cascading water features or interactive tiered planting.

Public Art

GHC has acquired the bow of the MV *Naomh Éanna*. This Irish-built ship operated vital services to the Aran Islands between 1958 and 1986, playing a significant role in Galway's maritime history, commerce and culture. There is the potential here to restore the bow and display it as a marker of harbour heritage near the quayside. A work of public art can be located at the Waterfront Public Space on account of the cultural function of the adjacent Building No. 17. Consideration will be given to other forms of displaying harbour heritage at the Harbour Waterfront.

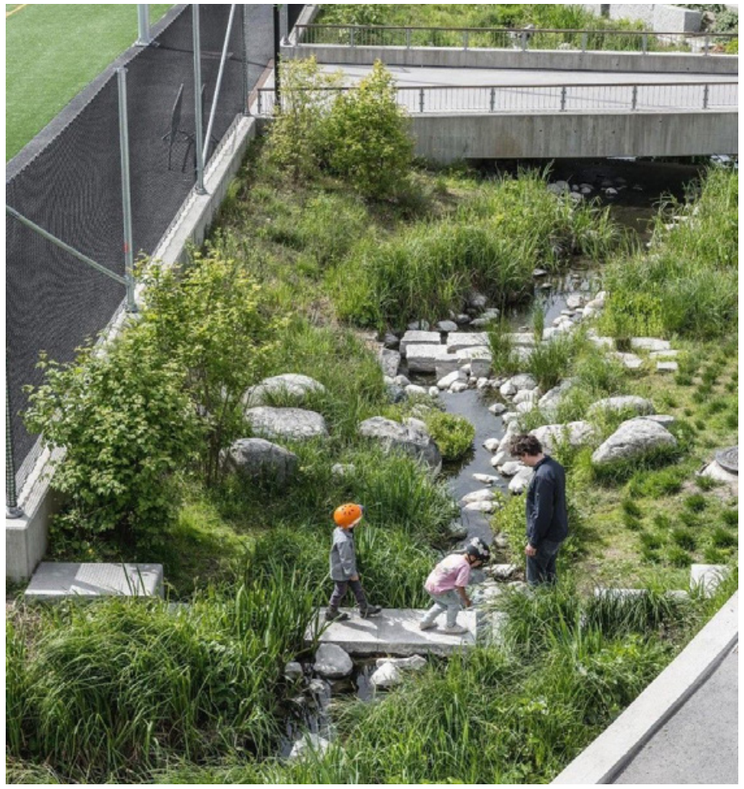


Fig. 63. Nature-based solution landscaping. Jodal Park, Olso, Norway. (Source Henning Larsen).

Fig. 62. Contemporary mixed-use design. Irchel Campus, Switzerland. (Source: e2a Architects).

Fig. 64. Oostenburg Island. Urhahn + Studioninedots. (Source: Archdaily)

Fig. 65. Granville 1500, USA. LOHA. (Source: Dezeen).

Fig. 66. Pancras Square, London, UK. (Source: David Chipperfield Arch.)

3.6.3 Lough Atalia Area

Materiality & Architecture

Consistently high quality robust, well detailed and low maintenance finishes are required for this exposed location, that achieve their purpose while providing usable, liveable space. Particular attention is required in relation to storms and high wind conditions on external finishes and ensuring that any details such as exposed balconies, terraces, canopies, etc. which could cause damage and injury are minimised.

Landscape

Lough Atalia Area is to be quieter, calmer and more residential in nature towards the water, screened by the more commercial type uses along the Lough Atalia Road, requiring proposals for nature-based solutions and significant planting to reintroduce local biodiversity, leading to Lough Atalia and Renmore Lagoon, with public and private spaces all providing places where people can sit, watch, play and interact.

Public Art

There is the opportunity to incorporate works of public art around the Lough Atalia Area. Be they sculptural, land art, nature-based or locations for live performances, these works of public art can be situated at key nodal points to support urban and public realm wayfinding principles.

Fig. 71. Boulogne, France. (Source: TVK)

Fig. 73. Le Bourg, France. ARCHI5. (Source: Divisare).

Fig. 67. Gellerup City Park, Denmark. (Source: EFFEKT + SLA)

Fig. 68. Artist render of a shared street. Pijnacker, the Netherlands. (Source: Studio Komma Architectuur).

Fig. 72. Rendered exterior finish. Zurich, Switzerland.(Source: Divisare).

Fig. 69. Accordia, Cambridge, UK . (Source: MacCreanor Lavington).

Fig. 70. Facade gardens. Apple Island, Aarhus. (Source: egernsund.com).

Fig. 74. Look and feel diagram. 1:2000.

3.7 Activities

3.7.1 Street Level Activities

The Masterplan proposes a highly active street level. Galway Inner Harbour public realm will be activated by commercial activity (cafés, restaurants, bars, retail and offices), street performances, dockside promenades, festival activity and urban parks. The Masterplan acknowledges Galway City's recent Purple Flag accreditation and allows for further fostering of a vibrant, secure and dynamic evening and night-time economy (NTE), while prioritising the safety and well-being of residents and visitors.

3.7.2 Arts & Cultural & Public Amenity

The Masterplan envisions Galway Harbour as an arts and cultural hub for the city with a variety of culturally dedicated buildings, spaces and local amenities. A focused and coordinated strategy for community arts should be developed in collaboration with GCC.

Galway Arts and Cultural Festivals

The Masterplan provides buildings, spaces and infrastructure to support Galway's rich festival culture; the arts, performance, film, music, culinary, nautical, etc.

Greenways, Blueways and Galway Harbour Amenities

Central to the Masterplan is the concept of connecting routes through Galway Harbour. The Masterplan provides the infrastructure necessary to allow pedestrian, cyclist, canoeists, etc. access through Galway Harbour and along coastal greenways, Corrib blueways and areas of biodiversity importance (Lough Atalia and Buaile Bó Ballyloughane Biodiversity Pilot Project).

3.7.3 Accessibility & Social Inclusion

A key objective is that the Galway Inner Harbour area will be accessible and socially inclusive to all, including those with visual, mobility and other impairments. Within the Masterplan area, it is envisioned that even surfaces and gradual slopes will be provided throughout the public realm to meet changes in level. Calming spaces and wayfinding measures will facilitate safe and comfortable access and use of space. Recreational areas will be available for use by all members of the community.

Fig. 75. Creative design workshops. (Source: Architecture at the Edge)

Fig. 76. Harbour leisure activity. Copenhagen, Denmark. (Source: Wonderful Copenhagen).

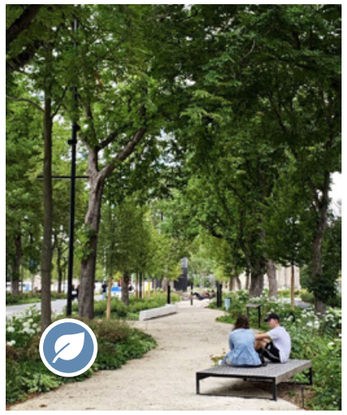


Fig. 77. Les promenades, Reims, France. (Source: Osty et associés)

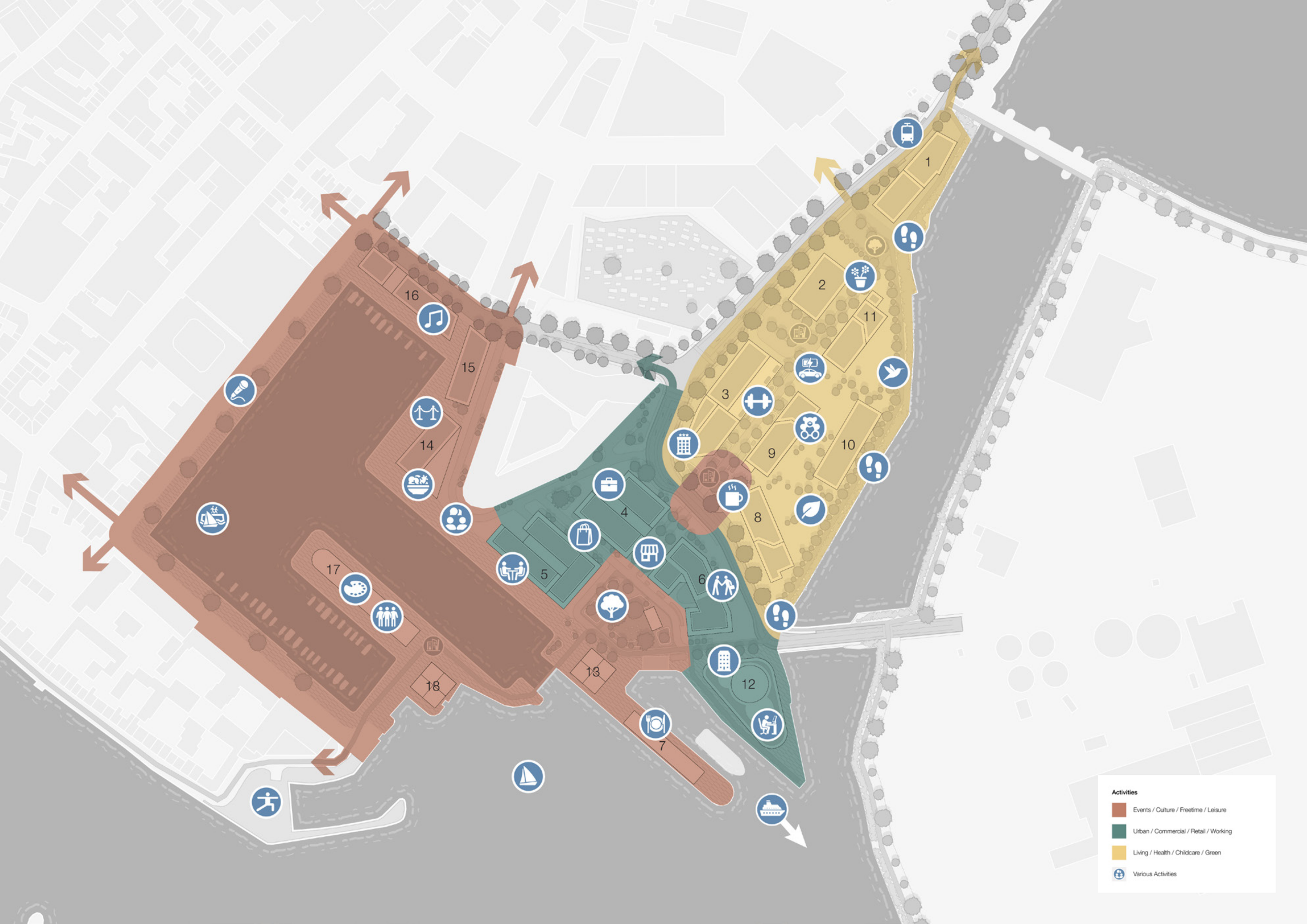
Fig. 78. Mediamatic Biotoop, Amsterdam, the Netherlands. (Source: Wikimedia)

Fig. 82. Niederhafen Promenade, Hamburg. (Source: Zaha Hadid Architects)

Fig. 81. Mediamatic Eten, Amsterdam, the Netherlands. (Source: Secret Amsterdam)

Fig. 80. Retail. (Source: ArchDaily)

Fig. 79. Port Market, Vodice ,Croatia. (Source: Public Space)


1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
Activities
Events / Culture / Freetime / Leisure
Urban / Commercial / Retail / Working
Living / Health / Childcare / Green
Various Activities

3.8 Residential Mix & Local Services

The proposed residential component proposed is over 30% of the total development in a range of building types. The proposed residential mix includes:

- Student accommodation (Building 1).
- Apartments (1, 2 and 3 bed) for single people, couples and families (Buildings 8-11).
- Managed rental development, similar to the 'Altro Vetro' development in Dublin docklands (Building 13, 18).
- Dock-side apartments with active uses at ground floor (Buildings 14, 15 & 16).

There is scope for a mixed use building with potential for assisted residential living over medical primary care centre with health-related community/ commercial element such as a gym/fitness centre and crèche.

Residential building heights around the docks will be generally between 6-13 storeys as stated in Section 3.13. Because of their significant locations, Residential Buildings 1, 13 and 18 are proposed as taller, landmark buildings which has informed the type of residential development proposed for these buildings.

Residential development should be designed to allow adaptability for life-long living.

Fig. 83. Indicative Building Uses and Functions.

3.9 Residential Services & Community

With their location on a busy street, Building 8 is ideally located for local commercial uses at street level such as a convenience shop, dry-cleaner, florist or cafe.

Residential amenity space around each apartment development will provide space for residents to meet and develop friendships and a sense of community. It is proposed that community gardens and/or roof gardens could form part of the residential amenity space related to the apartment buildings. There is also scope for a temporary community garden using land awaiting development and for a more permanent allotment scheme nearby, potentially by Lough Atalia or in the Galway Harbour Enterprise Park.

Fig. 84. Roof Garden, Nightingale Village, Melbourne (Source: Andrew Wuttke).

Fig. 85. Altro Vetro Building, Dublin. (Source: Shay Cleary Architects)

Fig. 86. Apartment Project, Paris-Titan Architects (Source: Air Studio).

Fig. 87. Temporary Community Garden, Aarhus (Source: STW)

Fig. 88. Allotment (Source: urbangreennewcastle)

3.10 Harbour Heritage & Continuity

Galway City's docks and harbour reflect a rich maritime and industrial past. This Masterplan proposes ways to preserve and promote this heritage:

3.10.1 Archaeological Heritage

Following advice from the Development Applications Unit (DAU), archaeological surveys will be conducted to identify underwater heritage (e.g., unrecorded wrecks, submerged landscapes), especially given the reclaimed nature of much of the site. Any finds will be recorded or preserved, with potential integration into development as educational features.

3.10.2 Maritime Heritage

The masterplan offers an opportunity to celebrate Galway's maritime and military legacy, such as the Spanish Armada links at Forthill Graveyard, the former Augustinian foundation, and the 17th Century star fort.

3.10.3 Modern Tribes

Honouring the legacy of the Fourteen Tribes, the Masterplan supports today's harbour-based businesses (seafood, tourism, ferries to the Aran Islands, and RNLI services) ensuring continuity of the harbour's working heritage.

3.10.4 Retaining Industrial Heritage

Key historic structures will be retained and repurposed, aligning with the embodied carbon strategy. For example, the 1977 New Docks Workshop by Noel Dowley will be framed by 'Galway Harbour Park' and may serve as a café, tourism hub, or bike repair stop along the coastal greenways.

3.10.5 Harbour Heritage Display

GHC has acquired the MV Naomh Éanna bow, a ship that served the Aran Islands (1958–1986). Its restoration and display near the quayside would highlight Galway's maritime history. Consideration will be given to other forms of displaying harbour heritage.

Fig. 89. Galway Bay tourism and heritage. (Source: Galway Daily).

Fig. 90. New Docks Workshop (1977), Noel Dowley. (Source: RTÉ.ie).

Fig. 92. Harbour Master Building, Calais, France. Atelier 9.81. (Source: Divisare).

Fig. 91. Seafood market. Bergen, Norway. (Source: Archdaily).

Fig. 93. MV Naomh Éanna. Photo. (© Raoul Lemercier).

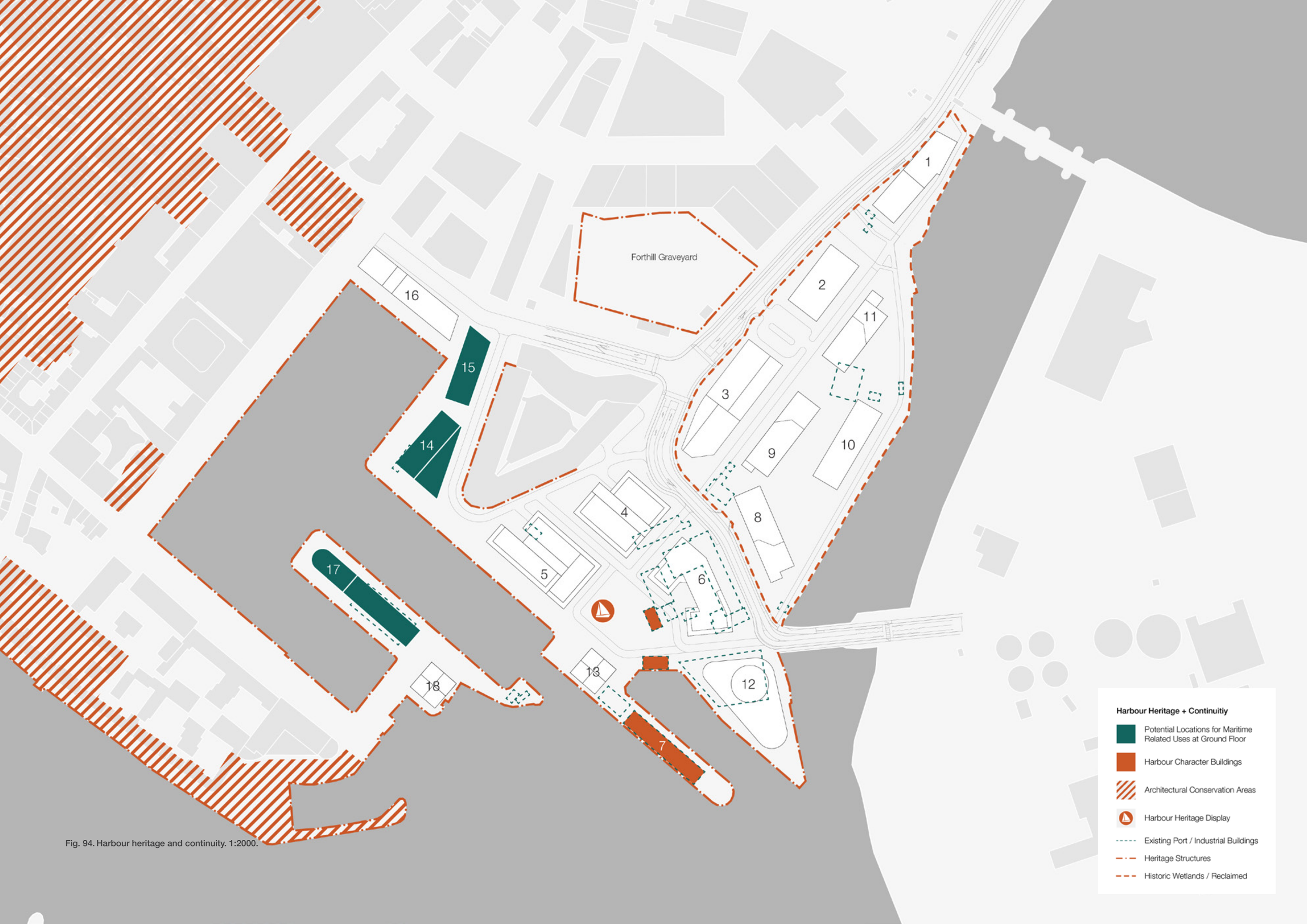


Fig. 94. Harbour heritage and continuity. 1:2000.

3.11 Environmental Sustainability

The environmental sustainability strategy seeks to establish the Galway Inner Harbour area as a best practice model for achieving the targets set out in the Local Authority Climate Action Plan (2024-2029), National Climate Action Plan (2024), and the United Nations' Sustainable Development Goals (SDGs).

3.11.1 Creating a Green and Biodiversity Network

Green, biodiverse spaces are vital in urban locations for environmental reasons and people's health and well-being. A green landscape network with tree-lined streets, pocket parks and green spaces all contribute to biodiversity, bioclimate and carbon reduction while improving urban environment, climate and quality. Access to green spaces and biodiversity is a prerequisite for people's health and well-being.

The existing harbour area historically formed part of the natural wetlands that today consists of the area around Lough Atalia and the Renmore Lagoon. The intention is to create natural landscape and biodiversity corridors around the Galway Harbour Enterprise Park and along the main infrastructure corridors that connect between Lough Atalia and Renmore Lagoon to encourage native species, provide an attractive public amenity and enhance the landscape setting and aspect from the Inner Harbour area with screening to existing structures.

In terms of biodiversity, the Masterplan proposes a radical shift towards reintroducing native flora and fauna to Galway Harbour. This includes residential biodiversity parklands, tree planting, sensitive treatment to Lough Atalia edge conditions, nature based urban drainage solutions, biodiversity corridors and pollinator friendly planting including green roofs.

Initial environmental studies of the Renmore Lagoon established that this should not be publicly accessible, due to impact on wildlife and environment. However, outlook points and nodes could form part of a pedestrian route around the edge that connects with the pedestrian network around Lough Atalia.

Fig. 95. Lough Atalia Viaduct. (Source: Buildings of Ireland).

Fig. 96. Freedom Sqr. (Source: Archdaily).

Fig. 97. Nature based solutions.
(Source: Stockholm Stads).

Fig. 99. Permeable paving.
(Source: Gardenista.com)

Fig. 100. Parkland pollinators.
(Source: Wikipedia)

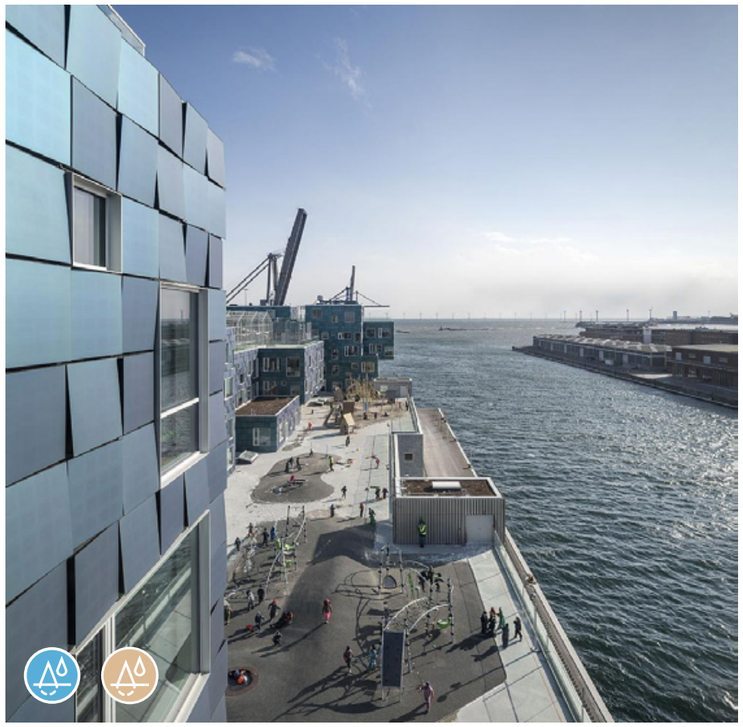


Fig. 101. Copenhagen International School Nordhavn, Denmark.
(Source: C.F. Møller Architects).

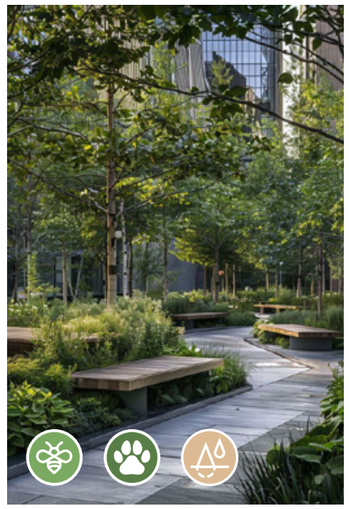


Fig. 98. Urban park. (Source: Pinterest)

Fig. 102. Environmental and sustainability. 1:2000.

3.11.2 '3-30-300' Urban Greening Guideline

The 3-30-300 urban greening guideline is designed to improve health, well-being and climate resilience in cities by ensuring equitable access to nature and enhancing climate resilience through reduced heat, better stormwater management, improved air quality and increased biodiversity. It recommends three key criteria for urban areas: every dwelling should have visual access to at least 3 mature trees, every neighbourhood should achieve 30% tree canopy cover and residents should be no more than 300 metres away from a high-quality public park or green open space. This rule helps ensure equitable access to nature, supports environmental sustainability and promotes social well-being.

3.11.3 Water & Nature-Based Solutions

Sustainable drainage systems (SuDs) including permeable paving, rainwater gardens, swales and other vegetated conveyance should be incorporated into urban and parkland ground surface treatments to alleviate pressure on the existing drainage network, manage stormwater at its source and reduce the risk on pluvial flooding. Rainwater harvesting systems collect water for building use and capture water for green roof irrigation. Extensive tree planting and flora contribute to SuDs measures and on-site rainwater usage.

3.11.4 Urban Heat Reduction

The public realm should incorporate measures to address urban heat effects. Shaded areas, tree-lined pedestrian and cycling routes and water features facilitate a cooling effect on the local microclimate. Materials with low-thermal mass should be considered for seating, playgrounds and public amenities to prevent heat retention and ensure safe, comfortable use during peak temperatures.

3.11.5 Energy & Carbon Strategy

The objectives of the National Climate Action Plan to achieve climate neutrality by 2050 provide an ideal opportunity for the Inner Harbour Planning Framework to be an innovative, exemplary sustainable development that meets the needs of future generations.

The built environment should strive to achieve net-zero whole-life carbon target, as defined by the World Green Building Council (WGBC). This means minimising carbon emissions across the entire life cycle of a building (including design, construction, operation, maintenance and eventual deconstruction), while offsetting any remaining emissions to achieve net zero impact.

To meet this, buildings should be designed to Passive House standards or equivalent, ensuring low energy demands through high performance design. Operational energy should be supplied by renewable sources (e.g. pv panels, wind power, natural ventilation systems, heat pumps, etc.). The potential for a renewable energy district heating system serving the Port expansion area and the Inner Harbour area may be explored.

Buildings should also minimise embodied carbon. Any unavoidable emissions should be offset through verifiable and transparent carbon compensation methods. A Whole Life Carbon Assessment should be established for each development to set clear targets and inform decisions throughout the design and construction phases. The approach should prioritise structural efficiency and explore off-site prefabrication. Maximising the reuse of existing, recyclable material employs principles of circular economy and helps minimise embodied carbon. High-carbon materials should be avoided or replaced with sustainable materials.

Inherent in the Masterplan is the reuse and intensification of ‘brownfield lands’ close to the city centre, the creation of a connected high quality public realm for urban living and the move away from private car dependency which involves high levels of energy consumption.

3.12 Flood Management

Sustainable measures in this Masterplan include rainwater harvesting in buildings and sustainable drainage systems integrated into all landscaped areas and public spaces.

The *Coirib go Cósta - Galway City Flood Relief Scheme* is ongoing, with public consultation on design options in June 2025. The inner dock is identified as at risk of coastal flooding (1-in-200-year storm), with potential options including raising ground levels and walls or a tidal gate across the dock. The first two options impact current dockside use and the delivery of the public realm strategy.

As part of the 2021 Planning Framework, Hydro Environmental reviewed the 2016 CFRAM preliminary report and the 2018 Flood Risk Management Plan for the Corrib River Basin. The review recommended a flood defence strategy for the Inner Harbour entrance.

The Masterplan considers a combined approach to flood defence and water management, with flood gates preferred. Measures must be integrated into the public realm, urban, and architectural design.

Measures include landscaped quays at the 'Old Dock', a defence wall along the Long Walk, engineered quays with flood gates at the outer dock, continued quays as part of the public realm to the Galway Harbour Enterprise Park bridge, and a landscaped embankment along Lough Atalia.

These features must be well-designed, contributing to the character and function of public spaces. Flood defences can enhance the public realm with seating, landscaping, etc. Coordination is required between GHC, GCC, and the Office of Public Works who are responsible for carrying out engineering flood defence works, and we hereby request that interaction.

The Port Access Road bridge is proposed at a height above flood level, linking to future raised ground levels of adjacent buildings, sloping down to meet existing quayside and street levels near the Harbour Hotel and Lough Atalia Road.

Fig. 103. Tidal steps embankment, Karanga Plaza, Aukland. (Source: Architectus New Zealand).

Fig. 106. Landscaped embankment. (Source: Pinterest)

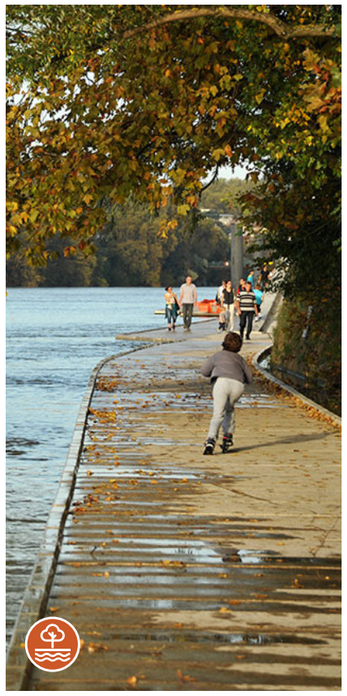


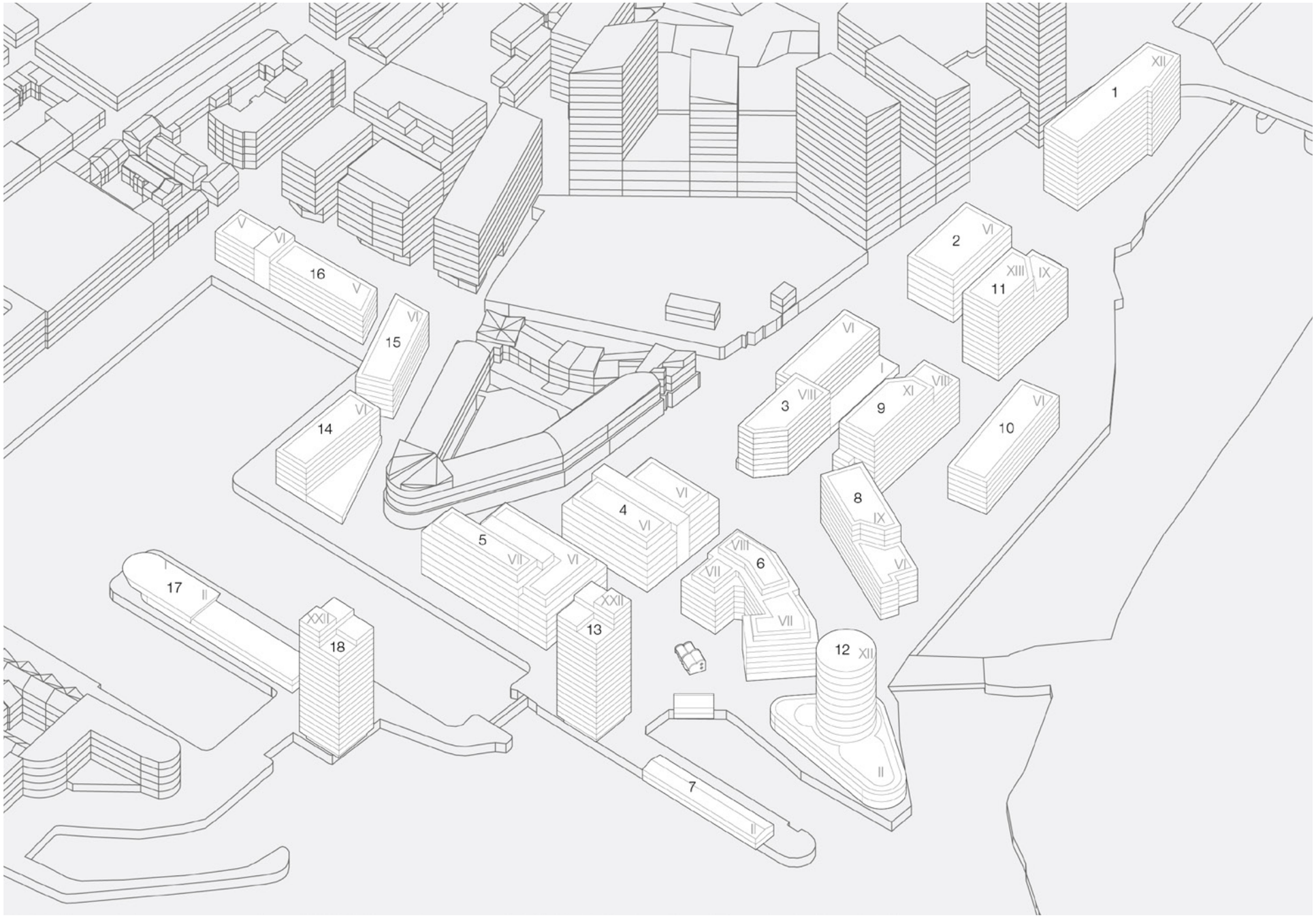
Fig. 104. Natural embankment.

Fig. 105. Engineered embankment.

Fig. 107. Niederhafen River Promenade, Hamburg, Germany. (Source: Archdaily).

Fig. 108. Flood Management. 1:2000.

3.13 Density, Form & Height



Building	No. Storeys	Approx. Height (m)
1	XII	36
2	VI	24
3	VIII	25
4	VI	24
5	VII	28
6	VIII	25
7	II	6
8	VIII	27
9	XI	33
10	VI	18
11	XIII	39
12	XII	48
13	XXII	67
14	VI	19
15	VI	19
16	V	16
17	II	10
18	XXII	67

Fig. 109. Building storeys diagram.

3.14 Preliminary Site Areas & Net Developable Areas

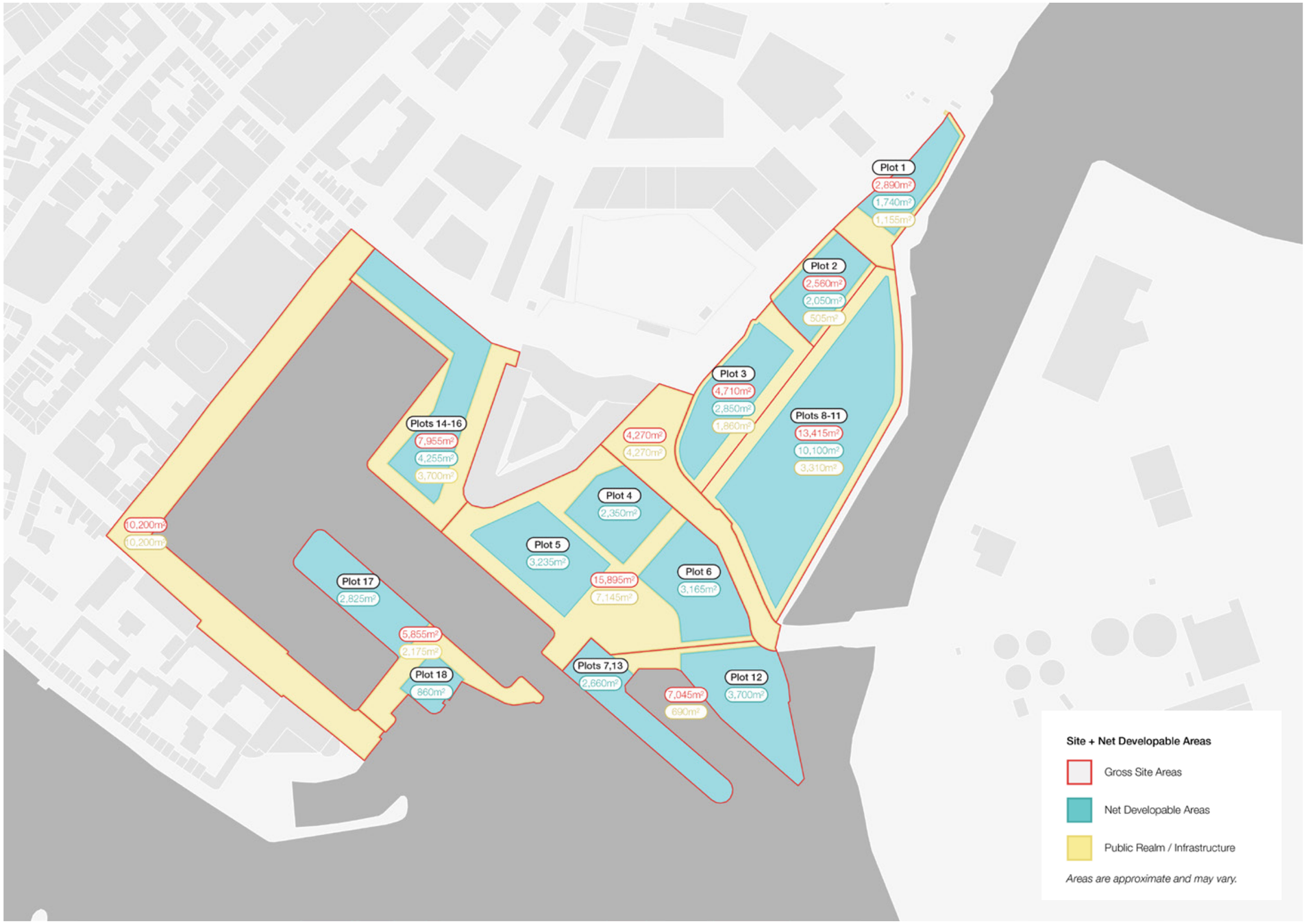


Fig. 110. Site Areas, Net Developable Areas and Public Realm Diagram.

3.15 Preliminary Development Quantum

In the 2021 Planning Framework, the overall GFA was 130,000sqm of which 37,833sqm (29%) was residential with 12,000 sqm student accommodation and 80,167sqm commercial, with an overall plot ratio of 2.95.

With the changes to the overall Masterplan, the overall GFA has increased to 138,305sqm of which 54,273sqm (39%) is residential, 13,800sqm (10%) student accommodation and the remaining 70,232sqm (52%) is commercial (including employment, hospitality, leisure, community services, etc.) with an overall plot ratio of 2.4.

The increase in residential area is in part due to the increase in no. of floors for some of the floor areas of Buildings 8 -11 (Phase 1A - LDA development) from 6 - 8 floors to 11-13 floors. It is also in part due to inclusion of an additional residential waterfront landmark building adding 9,020sqm to the total GFA.

With more accurate site plans being available, the Masterplan gross site area has increased resulting in a lower overall plot ratio. These are indicative figures and subject to refinement during the design and planning stage of future developments. These areas exclude developments which are already completed, is in construction or currently in the planning process.

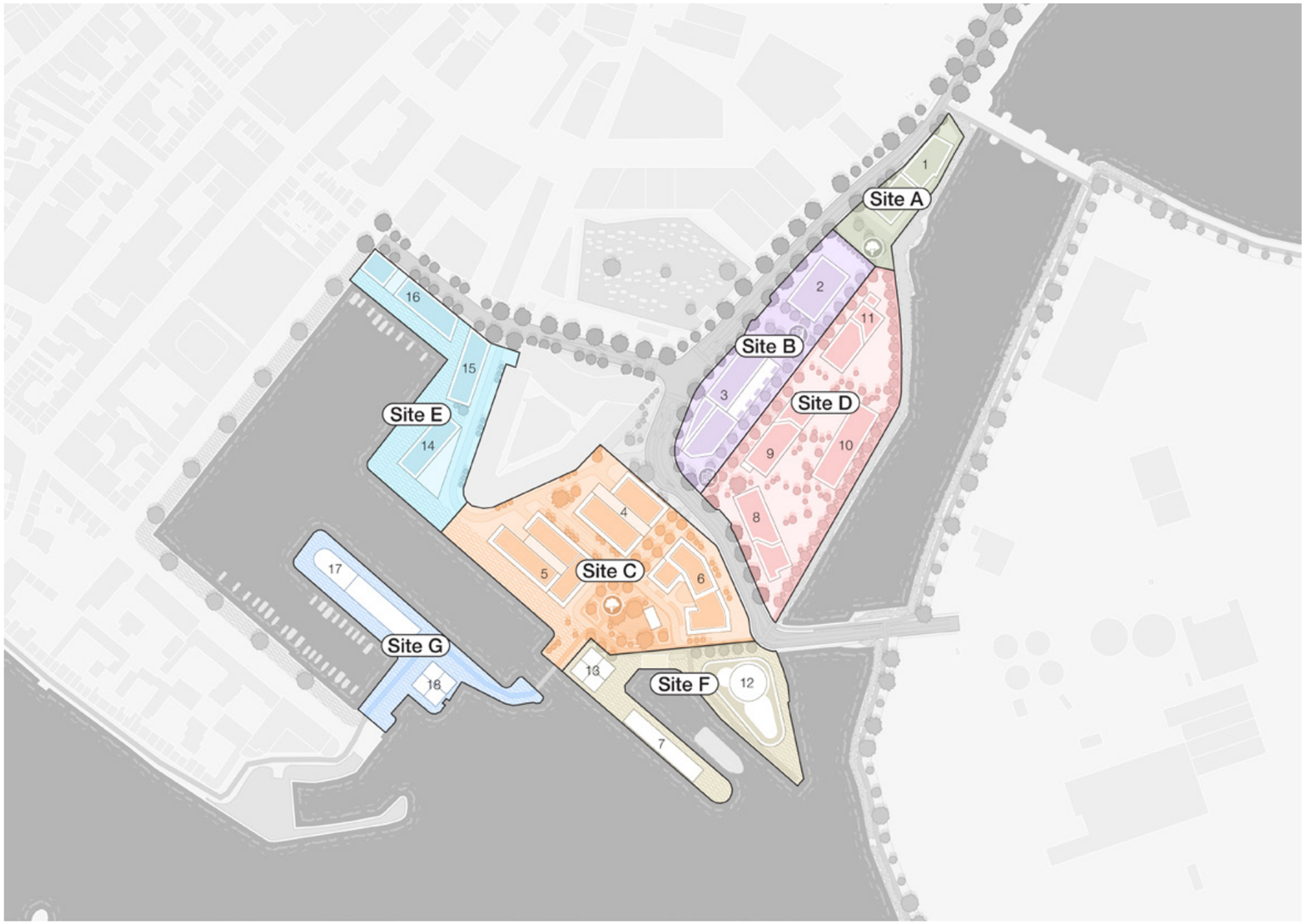


Fig. 111. Overall Masterplan with updated site development quantum.

3.16 Preliminary Site Development & Area Schedule

This Schedule is indicative to show compliance with the changing policy context including the National Planning Framework population projections and housing targets. Commercial covers a broad mix of uses including employment, hospitality, leisure, local and community services.

Building	Floorplate (GFA)	No. of Storeys	GFA	Residential	Student Accom.	Commercial						Total Building GFA	Est. No of Apts*	Est. No. of residents*	Min Communal Amenity Space (sqm)****
						Mixed Use	Employment	Hotel	Restaurant/ Bar/ Café	Exhibition/ Event	Retail/ Non-Retail				
1	1150	12	13,800		13,800							13,800			
2	875 875	5 1	4,375 875				4,375 875					5,250	44	175	306
3	240 450 785 655	1 1 6 8	240 450 4,710 5,240					240 450 4,710 5,240				10,640			
4	340 1035 1,460	1 1 5	340 1035 7,300				340 1,035 7,300					8,675			
5	230 1345 765 1,905	1 1 1 5	230 1,345 765 9,525				230 1,345 765 8,760		765			11,865			
6	450 785 765 2,035	1 1 1 6	450 785 765 12,210					450 785 765 12,210				14,210			
7	650	2	1,300						650	650		1,300			
8	900 970 595	1 5 3	900 4,850 1,785	7,105							430	7,535	71	284	497
9	915 990 970 630	1 5 2 3	915 4,950 1,940 1,890	9,295							400	9,695	93	372	651
10	900 945	1 5	900 4,725	5,625								5,625	56	225	394
11	815 830 775 490	1 5 3 4	815 4,150 2,325 1,960	9,250								9,250	93	370	648
12	1445 450	2 12	2,890 5,400				8,290					8,290			
13	110 220 330 440	1 1 1 19	110 220 330 8,360	110 220 330 7,920					440			9,020	85.80	343	601
14	445 720	1 6	445 4,320				3,600			1,165		4,765			
15	745	6	4,470				3,725		745			4,470	37	149	261
16	130 1045	1 5	130 5,225	4,180					130 1,045			5,355	42	167	293
17	1155	2	2,310							2,310		2,310			
18	110 220 330 440	1 1 1 19	110 220 330 8,360	110 220 330 7,920					440			9,020	85.80	343	601
TOTAL BUILDING AREA			**141,075**	**52,615**	**13,800**	**-**	**40,640**	**24,850**	**4,215**	**4,125**	**830**	**141,075**	**563**	**2,254**	
% of Total Building Area				37.30	9.78	0.00	28.81	17.61	2.99	2.92	0.59	100			

Building		Gross Site Area* **	Public Realm/ Infrastructure	Net Developable Area ***	Total Building Footprint	Estimated Open Space****	Total Building GFA	% Site Coverage	Plot Ratio**	dph (residential)
1	A	2,890	1,155	1,740	1,150	1,740	13,800	40%	4.78	
2	B	2560	505	2,045	3,005	1,705	15,890	64%	3.37	170.90
3		4,710	1,860	2,850						
4	C	15,895	7,145	2350	5,970	9,925	34,750	38%	2.19	
5				3,235						
6				3,165						
7	F	-	-	-	-	-		-	-	
8	D	13,415	3,310	10,100	3,613	9,802	32,105	31%	2.39	233.13
9										
10										
11										
12	F	7,045	690	3,700	4,075	2,970	18,610	58%	2.64	
13				2,660						
14	E	7,955	3,700	4,255	3,085	4,870	14,590	39%	1.83	154.37
15										
16										
17	G	5,855	2,175	2,825 860	1,595	4,260	11,330	27%	1.94	146.54
18										
TOTAL		**60,325**	**20,540**	**39,785**	**22,493**	**35,272**	**141,075**	**37%**	**2.34**	**206.94**

Building 1: Student Accommodation	No. of Beds	Accom	Circ.	Total
Ground Floor: Common/ Foyer/ Admin/ Plant/ Etc.		800	350	1,150
Typical Floor: 5no. 7 Bed clusters at 175sqm each plus 35sqm for study areas	35	910	90	1,000
11 No. Bedroom Floors	385	10,010	990	11,000
TOTAL GFA				**12,150**
Est. No. of residents (1 person per bedroom)	**385**			

PRELIMINARY

* Method of calculating development areas has been revised since 2021

** As defined in relation to Plot Ratio in 'Appendix 5 – Glossary and Acronyms', *Galway City Development Plan 2023-2029* (Galway: Galway City Council, 2023) p.353.

*** As defined in 'Appendix B: Measuring Residential Density', *Sustainable and Compact Settlements Guidelines for Planning Authorities* (Dublin: Dept. Housing, Local Government and Heritage, 2024) p. 68.

**** Includes parking space, bicycle storage, recycling amenities, pathways etc.

Residential Apartments Requirements (Refer Sustainable Residential Development and Compact Settlement Guidelines 2024)				
Buildings 8-11: Residential Apartments Phase 1				
* No. of apartments based on 100sqm GFA inc. circulation, services, communal space, etc. with average 2 bed/4person per unit of 78sqm	**Est No. of Apts***	313		
	Est. No. of residents*		1,251	
** Min Communal Amenity Space requirement (Ref. DHPLH Apartment Guidelines 2023): Two bed /4 person apartment: min: 7sqm	**Min Communal Amenity Space (sqm)****			2,189
Buildings 2, 15-16: Residential Apartments Phase 2				
* No. of apartments based on 100sqm GFA inc. circulation, services, communal space, etc. with average 2 bed/4person per unit of 74sqm.	**Est No. of Apts***	123		
	Est. No. of residents*		491	
** Min Communal Amenity Space requirement (Ref. DHPLH Apartment Guidelines 2023): Two bed /4 person apartment: min: 7sqm	**Min Communal Amenity Space (sqm)****			860
*** Estimate based on provisional 5sqm per apartment for Resident support facilities, services and amenities from GFA	**Est. Int. Communal Amenity Space*****			614
	Communal Roof Garden			450
Building 13/18: Serviced Residential Apartments Phase 2				
* No. of apartments based on 138sqm GFA inc. circulation, services, communal space, etc. with average 2 bed/4person per unit of 100sqm.	**Est No. of Apts***	86		
	Est. No. of residents*		343	
** Min Communal Amenity Space requirement (Ref. DHPLH Apartment Guidelines 2023): Two bed /4 person apartment: min: 7sqm	**Min Communal Amenity Space (sqm)****			601
*** Estimate based on provisional 7.5sqm per apartment for Resident support facilities, services and amenities from GFA	**Est. Int. Communal Amenity Space*****			644
	Communal Roof Garden			300
	TOTAL	**521**	**2,085**	

PUBLIC REALM	AREA (sqm)			Total Building Footprint		Total Building GFA	% Site Coverage	Plot Ratio
Phase 1a	**5,180**							
Phase 1b	**1,650**							
Phase 2a	**7,835**							
Phase 2b	**3,700**							
Phase 2c	**2,175**							
PUBLIC REALM AREA	**20,540**							
NET DEVELOPABLE AREA	**39,785**							
TOTAL	**60,325**			**22,493**		**141,075**	**37%**	**2.34**

OTHER INFRASTRUCTURE								
Dock Road (NW Dockside)	**5,660**							
Dock Street (SW Docksside)	**4,540**							
Port Access Road	**3,100**							
TOTAL INFRASTRUCTURE	**13,300**							
OVERALL TOTAL	**73,625**			**22,493**		**141,075**	**31%**	**1.92**

3.17 Implementation Strategy

This Masterplan provides for flexibility, evolution and change over time. This reflects the nature of cities, neighbourhoods and buildings and is fundamental to the resilience of the Masterplan in achieving the vision for the Inner Harbour area to become a living, responsive and vibrant part of the city centre, enabling growth and change for future generations.

The Masterplan provides a robust, flexible approach that allows for the detailed design, quantum and mix of uses to be easily varied for each plot in response to changing needs and requirements.

This Masterplan proposes a flexible implementation strategy based on availability of land for development.

It is proposed the first phase will be the Lough Atalia area where land is already available due to rationalisation of port activities already carried out ahead of the Port relocation.

The proposed initial Phase 1A is the residential area that enables the LDA to provide housing that meets local needs. This is followed by Phase 1B at the junction the Port Access Road and Lough Atalia Road and Phase 1C adjacent to the railway.

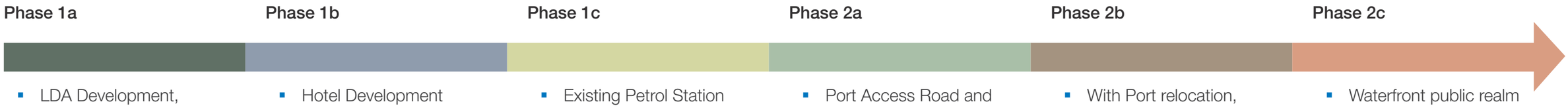
The second phase takes place with the Port relocation and provides for the delivery of the Port Access Road and associated infrastructure (including the ESB substation and the pump station) upgrades, which then opens the Phase 2A area to the south. This is followed by Phases 2B and 2C as the port activities are relocated.

This phasing strategy may be varied and later phases may come forward ahead of earlier phases subject to overall compliance with the Masterplan and assurances that the development will not prejudice other phases.

While the Masterplan has been developed to provide for development on a plot-by-plot basis, implementation is informed by the availability of land for non-port uses in the short-term and relocation of the port in the longer-term. It is also informed by a commercial approach that provides flexibility in terms of short and long-term uses, subject to the provision of infrastructure and adjacent development such as the Augustine Hill development, greenways, etc.

GHC will coordinate the economic and investment strategies for the delivery of services and infrastructure in collaboration with GCC.

This Masterplan recommends a coordinated public realm and cycle infrastructure plan to be prepared in collaboration with GCC.



Phase 1a

- LDA Development, communal spaces and SuDs
- The Lough Atalia Walk & Park
- Access to LDA Site (Plots 8-11) from Lough Atalia Road with a shared street between LDA Site and Plot 3.

Phase 1b

- Hotel Development
- Complete urban realm of access to LDA Site from Lough Atalia Road

Phase 1c

- Existing Petrol Station site
- Landmark building adjacent to railway bridge and proposed greenway
- Completion of Lough Atalia Walk & Park

Phase 2a

- Port Access Road and infrastructure relocation.*
- Development of mainly commercial bluildings with active ground floors, pocket parks
- Galway Harbour Park
- Public realm on the East side of the Docks

Phase 2b

- With Port relocation, development of north dock area with ground floor active uses (cafés/ market, etc.) with mixed-use above (e.g. work/live units).
- Public realm on the north, west and south sides of the Dock
- Event activities on the quays.

Phase 2c

- Waterfront public realm development
- Permanent Event/ cultural type spaces on the quays.
- Mixed-use tall landmark buildings
- Pedestrian/cycle bridge to new Port and marina

Fig. 112. Masterplan Phasing & Implementation Strategy Diagram. 1:2000.

4.0 PLANNING COMPLIANCE STATEMENT

4.1 Compact Growth and Regeneration

The National Planning Framework (NPF) and Draft Revision to the NPF require at least 40% of all new homes to be delivered within the built-up footprint of existing settlements and specifically 50% of these new homes should be delivered in the five main cities including Galway City. These national targets for infill and brownfield development recognise that there is significant capacity within existing urban settlements to accommodate a growing economy and a growing population through compact growth (NPO 6, Draft NPO 14). The Sustainable Residential Development and Compact Settlement Guidelines for Planning Authorities also strongly support the 'strengthening of city centres' through compact growth by regenerating brownfield land within the built-up footprint of existing urban areas.

The Galway Metropolitan Area Strategic Plan in the Regional Spatial and Economic Strategy for the Northern & Western Regional 2020-2032 (RSES) supports the delivery of 50% of new homes to be constructed within the existing city envelope, 40% of which are to be located on infill and/or brownfield sites (RPO 3.6.2). Specific to the Inner Harbour, RPO 3.6.4 states that: "*The Assembly support the regeneration and development of city centre sites at Galway Harbour, Ceannt Station and Headford Road (S/M).*"

The Galway City Development Plan 2023-2029 (GCDP) designates the Inner Harbour as a 'Strategic Regeneration Site'. GCDP Policy 10.2 seeks to "*facilitate and enable the redevelopment of Strategic Regeneration Sites to support the sustainable and compact growth of the city which will add value and create more attractive places in which people can live and work.*" Policy 10.2 states that the Council will "*give priority to the development of Strategic Regeneration and Opportunity Sites.*" GCDP Policy 6.9 states the Council will support "*the migration of industrial uses from the Inner Harbour area to suitable locations to enable regeneration of the Inner Harbour area in line with national and regional objectives.*" The section on the Inner Harbour Regeneration Site in the GCDP requires proposals to "*demonstrate how the regeneration of the site will deliver sustainable uses, in particular housing, enterprise and new public spaces of critical scale that will result in creating a successful place with a distinct identity.*"

Compliance with Compact Growth and Regeneration Policy

- The Masterplan proposes to regenerate a large area in Galway City which is an underutilised, brownfield site designated for regeneration to create a high-quality, sustainable, mixed-use urban quarter in the city.

- The Masterplan supports the principles of regeneration and compact and sustainable development of existing built-up areas and will significantly contribute towards meeting the targets for new development, in particular housing, to be delivered in the existing built-up footprint of Galway City.

- The rejuvenation of the Inner Harbour will provide residential accommodation including student accommodation; commercial development including for specialist industries; approx. 20,540 sq. m. of new public realm predominately adjacent to the waterfront; approx. 37,832 sq. m. of open space; community spaces including a creche and potentially a gym/fitness centre; recreational areas; exhibition/event spaces; a range of ground level activities including retail, restaurants, bars and cafes, a hotel and water-based tourism related development, all of which contribute to creating an attractive, diverse, liveable and high quality urban quarter with its own distinct identity.

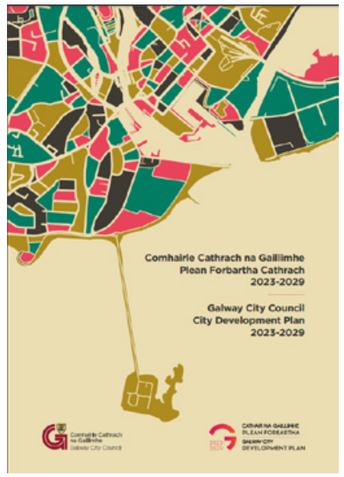


Fig. 113. NWRA Regional Spatial & Economic Strategy 2020-2032.

Fig. 114. Galway City Council City Development Plan 2023-2029.

4.2 Sustainable and Inclusive Neighbourhoods Policy

The NPF and Draft Revision to the NPF support "*the creation of attractive, liveable, well designed, high quality urban places that are home to diverse and integrated communities that enjoy a high quality of life and well-being*" (NPO 4, Draft NPO 12, NPO 28, Draft NPO 39). In city centres, development should consist of high intensity mixed-use development which includes residential, commercial, retail, cultural and community uses (Sustainable Residential Development and Compact Settlement Guidelines for Planning Authorities).

The GCDP promotes "*the development of compact, well designed, safe and attractive neighbourhoods that deliver efficient use of land and have effective integration with social and physical infrastructure, including public transport, that will enable the development of successful communities and facilitate the growth strategy for Galway City as envisioned in the NPF and RSES*" (GCDP 3.3). The GCDP also seeks to create a '15-minute city' where the daily needs of communities can be accessed within a 15-minute walk, cycle or by public transport (GCDP 3.3).

Compliance with Sustainable and Inclusive Neighbourhoods Policy

- The Masterplan will deliver a compact, well designed, safe and attractive mixed-use urban quarter in Galway City that will regenerate a large area of brownfield land and will be designed to encourage and facilitate sustainable and active travel rather than private car use.

- The location and proposed design of the Inner Harbour aligns with the concept of the 15-minute city', where people will be within a short walking or cycling distance of a range of open spaces, community spaces and recreational facilities.

- The Masterplan proposes the delivery of community and recreational facilities together with the delivery of residential and commercial uses to support the creation of a sustainable community. Accessible communal open space will be located throughout the development and is arranged to offer full connectivity between all the neighbourhood areas.

4.3 Climate Action Policy

The Climate Action Plan 2024 sets an overarching objective for Ireland to reduce its greenhouse gas emissions by 51% by 2030 and to achieve net-zero emissions no later than 2050. This will be achieved through the decarbonisation of the electricity system by increasing renewable energy; decreasing embodied carbon in materials; constructing new dwellings to the Nearly Zero Energy Buildings standard by 2025 and Zero Emission Buildings standard by 2030; supporting a modal shift in transport; and reducing municipal waste.

The NPF, Draft Revision to the NPF, RSES and the GCDP seek to implement climate change mitigation and adaptation measures through greater efficiency in land use; the regeneration of land and reuse of existing buildings; the greater use of sustainable and recyclable materials; the greater use of renewable resources; improving energy efficiency and conservation in the siting / layout / design / construction of development; reducing dependency on fossil-fuel powered vehicles; improving air quality; and enhancing sustainable mobility (NPO 53, Draft NPO 68, Draft NPO 71, NPO 56, Draft NPO 77, NPO 64, Draft NPO 90 RPO 4.21, RPO 6.19, RPO 6.26, GCDP 2.1, GCDP 2.2, GCDP 2.3, GCDP 2.4). Flood-risk management should also inform place-making by avoiding areas at risk of flooding and integrating sustainable water management solutions such as Sustainable Urban Drainage Systems (SuDS), green roofs/walls and nature-based solutions which will contribute towards climate resilience (NPO 57, Draft NPO 78, Draft NPO 79, RPO 3.10, GCDP 2.2, GCDP 5.1). Policy 2.2 of the GCDP requires a Climate Action Statement to be delivered as part of the Masterplan which considers energy, emissions and sustainable transport.

The section on the Inner Harbour Regeneration Site in the GCDP requires "*a detailed flood risk assessment to be carried out to demonstrate how any redevelopment will be resilient to the impacts of climate change.*" It also requires the Masterplan to "*include measures to support environmental sustainability and climate action including sustainable building design, green infrastructure and SuDs and the associated long term operation and management of these.*"

Compliance with Climate Action Policy

- The Masterplan directly aligns with climate action policies as it supports sustainable development and compact growth via the reuse and regeneration of brownfield lands close to the city centre to create a new urban quarter. The Masterplan supports the creation of a connected high quality public realm for urban living and active / sustainable transport links which supports the move away from private car dependency and its associated high levels of energy consumption and emissions.

- Buildings will be designed to be carbon neutral using sustainable and recyclable materials to minimise energy consumption and carbon emissions.

- Renewable energy technologies will be incorporated into the design of buildings to reduce the consumption of non-renewable sources of energy.

- Future development in the Masterplan area will incorporate adequately sized waste management facilities that will promote source segregation of waste streams i.e. organics, recyclable and residual waste.

- Sustainable drainage systems will be incorporated in all landscaped areas and public spaces to enable surface water run-off to be managed as near to its source as possible and to achieve wider benefits for biodiversity, water quality, local amenity and climate adaptation. Biodiversity-rich areas will be incorporated in the development which will be supported by the creation of blue/green corridors connecting to nearby wetland areas, increasing the resilience of nature to the effects of climate change. Other sustainable measures proposed include rainwater harvesting.

- The Masterplan supports the use of green infrastructure throughout the Inner Harbour area and nature-based solutions including green roofs, green walls, planting and green spaces for surface water retention purposes. The green infrastructure will help to create a high-quality urban environment, improving the quality of streets for pedestrians and cyclists and mitigating against the effects of air pollution from traffic. Specifically, it is proposed that the three main vehicular routes will become tree-lined Urban Boulevards which will help to absorb traffic emissions and improve air quality along these routes.

- The existing docks area has been identified as a flood risk area under the Western Catchment Flood Risk Assessment and Management (CFRAM) study. The Masterplan has been informed by a Flood Risk Assessment undertaken by Hydro Environmental Limited. The Masterplan proposes that flood protection measures are located along the harbour-front rather than around the inner dock as part of an integrated flood management, public realm and development strategy. It is noted that the Coirib go Cósta Galway City Flood Relief Scheme is being advanced by the City Council in conjunction with the Office of Public Works and that the Galway Harbour Company are a key stakeholder in this project.

- Any forthcoming planning application on foot of the Masterplan will be supported by a Climate Action Statement.

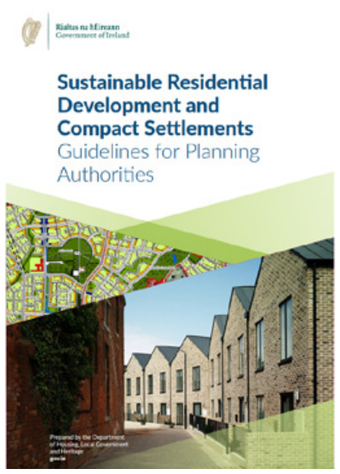


Fig. 115. Sustainable Residential Development and Compact Settlements.

Fig. 116. Climate Action Plan 2024.

4.4 Housing Policy

The NPF set a target for the delivery of 550,000 additional homes to 2040 (NPO 32). This figure was subsequently revised in the Housing for All Plan to an average of 33,000 new homes each year from 2021 to 2030. The Draft Revision of the NPF proposes an increased target of 50,000 additional homes per year to 2040 to meet the needs of the increased population (Draft NPO 43). The RSES and GCDP support compact growth and regeneration through the delivery of at least 50% of all new homes within the existing built-up footprint, 40% of which are to be located on infill and/or brownfield sites (RPO 3.6.2, GCDP 3.1)

The NPF, Draft Revision to the NPF and the Housing for All Plan prioritise the provision of new homes at locations that can support sustainable development and at an appropriate scale of provision relative to location (NPO 33, Draft NPO 44). National and regional policy supports increased residential density in settlements through a range of measures including the reuse of existing buildings, the regeneration of brownfield sites and increased building heights (NPO 35, Draft NPO 46, RPO 7.20).

The GCDP states that higher residential densities are required at appropriate locations to support population increases, to reflect national policy on compact growth and in order to render efficiencies from infrastructural investment. The GCDP encourages higher densities at appropriate locations including at the Inner Harbour Strategic Regeneration Site (GCDP 3.3). The application of density standards will be balanced with standards of layout and design, architectural quality, provision of open space and protection of existing residential amenity and character of these areas.

Planning authorities are required to have regard to the residential densities outlined in the Sustainable Residential Development and Compact Settlement Guidelines for Planning Authorities. In recognition of the Galway City Centre being a central and accessible location with the greatest intensity of land uses, residential densities generally in the range of 100 dwellings per hectare (dph) to 250 dph (net) will apply in the city centre. However, it is important to note that the Guidelines also state the following in relation to densities: "*The policies and objectives are intended as a tool to guide the appropriate scale of development at different locations, rather than as a prescriptive methodology. Flexibility is offered so that planning authorities can operate a plan-led approach and take the circumstances of a plan area or an individual site into account as part of the decision making processes prescribed under the Planning and Development Act 2000 (as amended).*"

National, regional and local policy supports the creation of sustainable communities which requires a diverse mix of housing and variety in residential densities in developments to facilitate compact growth and to meet the needs of single people, families, older people and people with disabilities (Sustainable Residential Development and Compact Settlement Guidelines for Planning Authorities, RPO 7.17, GCDP 3.1).

National, regional and local policy also support the provision of lifetime adaptable homes and the increased provision of social and affordable housing from 10% to 20% of lands zoned for residential use (Housing for All Plan, RPO 7.18, RPO 7.19, GCDP 3.1).

The section on the Inner Harbour Regeneration Site in the GCDP requires the Masterplan to "*detail the type, quantum and distribution of uses. The use mix shall provide for a minimum residential content on the site equivalent to 30% of the proposed gross floor area, in order to achieve a significant level of residential presence and a critical mass to create a new community.*"

Compliance with Housing Policy

- The development of the Inner Harbour will comprise a gross floor area of approx. 138,305 sq. m., of which 49% (39% for residential and 10% for student accommodation) will be allocated for residential uses which will significantly contribute towards the national housing target, exceeding the minimum requirement of 30% set by the GCDP.
- The Masterplan seeks to create a socially inclusive community by delivering a diverse range of apartment types, sizes and tenures which includes apartments (studio, 1, 2 and 3 beds) for single people, couples and families (Buildings 8-11); other residential accommodation types (student accommodation, serviced apartments, etc.) (Buildings 1, 13 and 18); and dock side apartments (Buildings 14, 15 and 16).
- The residential element of the Masterplan will apply residential densities generally in the range 100 dph to 250 dph in accordance with the Sustainable Residential Development and Compact Settlement Guidelines. Residential development densities will be balanced with standards of layout and design, architectural quality, provision of open space and protection of existing residential amenity and character of these areas.
- The Masterplan has been designed to maximise density and height and to make the most efficient use of land to deliver high-quality residential apartments as part of an overall mixed-use development.
- The residential element of the Masterplan will be designed with a Universal Design Approach, i.e. so that they can be readily accessed and used by everyone, regardless of age, disability, etc. Future development in the Masterplan area will also be Part M compliant and will include access for people with disabilities.
- Future development in the Masterplan area will comply with the Part V obligations and deliver social and affordable housing units.

4.5 Sustainable Mobility Policy

National, regional and local policy support compact growth where sustainable land use and transportation are integrated (i.e. the '15-minute city' concept and 'transport-oriented development') thus minimising transport by fossil-fuel powered vehicles (RPO 6.19, GCDP 4.1, GCDP 4.2). National, regional and local policy prioritises active travel and supports development that create a safe, permeable and legible urban environment which optimises movement for sustainable modes (walking, cycling and public transport) (RPO 6.26, GCDP 4.2). '

The RSES and GCDP strongly support the creation of new pedestrian/cycle routes and linkages to the Greenway Network (RPO 3.6.13, RPO 4.5, RPO 5.18, GCDP 4.4, GCDP 5.1, GCDP 5.5, GCDP 8.8). The section on the Inner Harbour Regeneration Site in the GCDP requires the Masterplan to "*include measures to ensure connections to the green network, including green and blue links, city cycle and pedestrian networks and ensure biodiversity gain within the site.*" It also requires the Masterplan to "*include for maximum public access and permeability throughout the site, give linkage and views to the waterfront and key coastal vistas and consider the challenge of transition areas bounding the site and anticipate opportunities for linkages and continuity in the design and layout of these sites. This will be particularly important with regard to the adjoining Ceannt Quarter [Augustine Hill] site where regeneration is also planned and where maximum advantage of the waterfront location can be delivered.*"

The Sustainable Residential Development and Compact Settlement Guidelines for Planning Authorities require the quantum of car parking in new developments to be minimised (excluding parking for EVs) in order to manage travel demand and to ensure that vehicular movement does not impede active modes of travel. In addition, all new housing schemes (including mixed-use schemes) are required to include safe and secure cycle parking and facilities.

Compliance with Sustainable Mobility Policy

- The redevelopment of the Inner Harbour will facilitate compact city growth and will comprise transport-oriented development, which reduces dependence on private car use and its associated emissions and encourages sustainable mobility.

- Sustainable mobility is prioritised in the Masterplan. A key component of the Masterplan is to develop a network of streets, routes and spaces based around active movement that connects with and extends the existing permeability of the city centre, Ceannt Quarter and the surrounding areas. The active travel network has been designed to maximise the views of the harbour waterfront and will include a series of public spaces and focal points.

- The Masterplan supports the creation of a strategic pedestrian/cycle route along the harbour waterfront that can connect with the green/blue corridors along the River Corrib, Lough Atalia and the coastline. The Masterplan proposes to connect with and extend existing Greenways, including linking to the Oranmore to Barna Greenway.

- The provision of car parking in the Masterplan is limited to encourage sustainable and active travel.

- All buildings will be provided with secure long-stay bicycle parking with direct access off main cycle and pedestrian routes and short-stay visitor bicycle parking, close to building entrances.

- All streets will be designed in compliance with the Design Manual for Urban Roads and Streets.

- All streets will be designed in compliance with the NTA Cycle Design Manual.

- The Galway Harbour planning team has consulted with the adjacent Augustine Hill landowner and their design consultants to agree a coordinated approach to the masterplans for both the Inner Harbour and the Augustine Hill area.

4.6 Economic and Employment Policy

The NPF sets a target for approximately 115,000 additional people to be employment in the Northern and Western Region by 2040 (NPF 1c). This will be achieved by developing cities of sufficient scale and quality to compete internationally and to be drivers of national and regional growth, investment and prosperity (NPO 5, Draft NPO 13). There is a "*presumption in favour of development that can encourage more people and generate more jobs and activity within existing cities*" (NPO 11, Draft NPO 20).

The National Ports Policy states that the "*Inner Harbour is an immensely attractive location for the development of marine tourism and leisure facilities, in particular a marina, as well as for urban redevelopment.*" The National Ports Policy endorses the development proposals outlined in the RSES and GCDP for marine tourism and leisure facilities, as well as for urban redevelopment regeneration.

Regional and local policy supports developments that enable Galway to function as a Regional City and driver of sustainable economic growth for the whole Northern and Western Region (GCDP 6.1). Specific to the Inner Harbour, Policy 6.2 in the GCDP will "*encourage and facilitate the regeneration of city centre sites at Ceannt Station [Augustine Hill] Quarter, the Inner Harbour and at Headford Road, to include for a range of uses including higher value order commercial office space capable of accommodating a business and technology enterprise.*" The section on the Inner Harbour Regeneration Site in the GCDP requires the Masterplan to deliver "*commercial, office, recreational and cultural uses.*" It also requires the Masterplan to include "*economic and investment strategies.*"

The RSES and GCDP strongly encourage development that will contribute to the tourist economy in Galway City, particularly through the provision of cultural facilities, the expansion of pedestrian/cycle routes and Greenways and the enhancement of the public realm (RPO 4.2, RPO 4.5, RPO 5.11, RPO 5.13, RPO 5.18, RPO 5.20, GCDP 6.8). The section on the Inner Harbour Regeneration Site in the GCDP states that "*potential for an iconic building should be explored in view of the significance of the site location and the proven record of such buildings for attracting tourist interest internationally.*"

Regional and local policy place a strong emphasis on developing the water-based leisure sector in the city (RPO 4.12). The section on the Inner Harbour Regeneration Site in the GCDP requires the Masterplan to "*ensure that opportunities for water–based recreational facilities are maximised and that public access is secured throughout the area and along the waterfront.*"

The GCDP seeks to enhance the city centre as the primary retail service centre in the Northern and Western Region through regeneration and by providing an increased mix of uses that are accessible by sustainable transport infrastructure (GCDP 6.11, 6.12).

The policy framework also supports the sustainable expansion of Galway Harbour and Galway Port as part of the overall vision to grow Galway as a City Region, subject to visual, transport and economic viability considerations and in compliance with the EU Habitats Directive (NPO 40, Draft NPO 51, RPO 4.36, GCDP 4.7).

Compliance with Economic and Employment Policy

- The Masterplan proposes a gross floor area of approx. 138,305 sq. m., with around 50% currently envisioned for commercial uses (incl. employment, hospitality, leisure, community serrvices, etc.), allowing for flexibility as the Masterplan development evolves. This will provide new employment opportunities and support economic growth in Galway City in a manner consistent with the goals and objectives of the NPF, RSES and GCDP.

- The Masterplan seeks to regenerate the Inner Harbour to create a vibrant, mixed-use urban quarter in the city centre that provides for a range of commercial uses/sectors including retail, general office, specialist industries, creative/cultural and water-based tourism related development.

- The redevelopment of the Inner Harbour presents an opportunity to create an urban quarter that will become a 'destination' space driving growth, investment and prosperity to Galway City. The Masterplan provides for a range of landmark buildings, large outdoor public spaces and buildings for exhibitions and events.

- The harbour waterfront will be transformed to a significant tourist and recreation destination, including for activities such as sailing, canoeing and paddle-boarding as well as for major international and national public events such as the Ocean Race and the Clipper Round-the-World Race.

- The Masterplan supports the delivery of new tourist facilities and assets such as a hotel, restaurants, bars, cafes, water-based tourism facilities, large outdoor public spaces, exhibition/ event spaces and pedestrian/cycle routes along the harbour waterfront that can connect with the green/blue corridors along the River Corrib, Lough Atalia and the coastline, all of which will significantly enhance Galway City's tourism offering.

- The Masterplan seeks to balance retail with other activities as part of an overall city centre 'destination' that complements the primary retail services provided in the city centre and also the proposed Ceannt Station development area.

- A key component of the Masterplan is enhancing public realm and developing a network of streets, routes and spaces based around active movement that connects with and extends the existing permeability of the city centre. This will enable access to commercial, retail and tourist services via active modes of travel.

- The relocation of the harbour functions at the Inner Harbour to the proposed major new port development to the east of the Inner Harbour will significantly expand the port, subject to visual, environmental, transport and economic viability considerations. This relocation will enable the redevelopment of the Inner Harbour Area as a new urban quarter which will make a significant contribution towards growing Galway as a City Region.

4.7 Building Height and Density Policy

National and regional policy supports compact growth of existing settlements which will be achieved by a range of measures including regeneration of brownfield sites, reuse of existing buildings and increasing densities and building heights (NPO 35, Draft NPO 46, RPO 7.20).

The Galway Urban Density and Building Heights Study establishes that the prevailing density of the Inner Harbour is typically around 3.0 floor area ratio (FAR) and "*it would be appropriate for densities here to be higher than those of the historic core if townscape impacts of new development are careful considered.*" It identifies that typical building heights are currently between 3 to 5 storeys, with modern larger developments tending to be taller. Within the Inner Harbour regeneration area, "*where large sites are capable of generating their own character, there is scope for greater height if designed carefully as demonstrated in emerging developments.*" The GCDP requires adherence to this study. It also requires proposals of buildings which are taller than the prevailing benchmark heights to consider their potential impacts on the historic environment, residential amenity and strategic views (GCDP 8.7).

The section on the Inner Harbour Regeneration Site in the GCDP requires the Masterplan to address critical issues such as building height, density and massing. It also requires the Masterplan to "*demonstrate where taller buildings and/or landmark buildings are part of the composition, how existing important views, vistas and landmarks are respected and show how such buildings contribute to aspects of urban design such as accessibility, enclosure, character, permeability and adaptability. Consider opportunities for innovative architecture or architecture by design competitions.*"

In relation to density and plot ratio, the Masterplan is required to "*include for a maximum plot ratio for CC zones of 2:1. Consideration for a higher plot ratio will be given to development proposals in excess of the normally permissible plot ratio where such proposals would contribute to sustainability, architectural quality, urban design, public realm, delivery of housing and make a significant contribution to urban character. This excess will be interpreted as a proportional increase only and will be assessed on performance-based outcomes and general standards.*"

Compliance with Building Height and Density Policy

- The Masterplan has been prepared to respond in a positive way to the established pattern and form of development and to the wider scale of development in the surrounding area. The height, scale and massing of development will respond positively to and enhance the established pattern of development (including streets and spaces).

- In preparing the Masterplan, it was noted that the prevailing six to eight storey buildings around the existing dock area relate well to both the wider city context and to the urban scale of space created by the existing dock. Therefore, most of the residential buildings proposed are between six to twelve storeys in height, with commercial buildings generally eight-storeys. The Masterplan also proposes several taller 'landmark' buildings to provide visual reference points and a degree of variation to the overall urban form at key 'gateway' locations - on the waterfront at the dock entrance, the Lough Atalia inlet and adjacent to the railway bridge as it enters the city centre. The Masterplan promotes development of the Inner Harbour which incorporates high quality sustainable and inclusive urban design, urban form and architecture that positively contributes to the city's character and heritage and does not have significant adverse impacts on historic buildings, residential amenity or strategic views.

- The Masterplan proposes a plot ratio of 2.4:1 which aligns with the Galway Urban Density and Building Heights Study. In terms of building height - residential buildings generally range from 6-12 storeys, with commercial buildings generally 6-8 storeys. There is scope for increased height along the waterfront with careful consideration and detailed visual analysis, in relation to views of the historic townscape of Long Walk from across the River Corrib.

- The Masterplan acknowledges that consideration for a higher plot ratio of 2:1 will be given to development proposals in excess of the normally permissible plot ratio where such proposals would contribute to sustainability, architectural quality, urban design, public realm, delivery of housing and make a significant contribution to urban character (Galway City Development Plan 2023-29, Section 10.6).

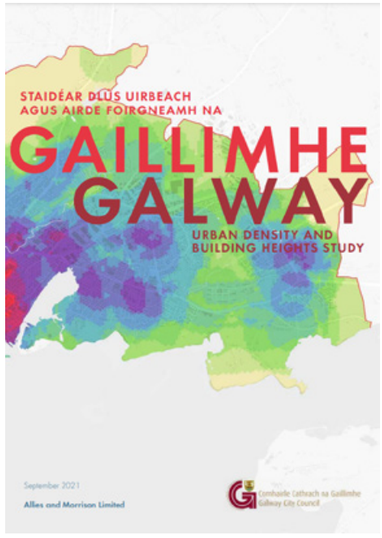


Fig. 117. Galway Urban Density and Building Heights Study.

- The redevelopment of the strategic regeneration site at the Inner Harbour would contribute to sustainability, architectural quality, urban design, public realm, delivery of housing and would make a significant contribution to urban character.

- The Masterplan has been prepared in accordance with the Galway Urban Density and Building Heights Study (2021).

4.8 Urban Design and Public Realm

National, regional and local policy requires new development to plan for an integrated network of multifunctional and interlinked urban green spaces; to promote green/blue infrastructure and nature-based solutions into the public realm; and to protect and enhance important natural features, biodiversity and landscapes within and around the site (RPO 3.5, GCDP 5.1, GCDP 8.8).

The GCDP requires communal open space at a rate of 15% of the gross site area. For developments over 100 units, a recreational facility is required to be provided as part of the communal open space and funded by the developer. Examples outlined in the GCDP include a playground, playing pitch, formal park. Planning authorities are also required to have regard to the Sustainable Residential Development and Compact Settlement Guidelines which require new developments to deliver public open space of between 10% and 15%, except in the development of strategic sites which will be determined on a plan-led basis.

Public open space should be high quality, accessible and proportionate to the area, with linkages to social, cultural and heritage sites and buildings (RPO 7.9, GCDP 5.1, GCDP 5.5, GCDP 5.8, GCDP 8.8). Regional and local policy also supports the creation and expansion of greenways which should incorporate biodiversity and greening (RPO 3.6.13, RPO 5.18 RPO 6.26, GCDP 5.5). The section on the Inner Harbour Regeneration Site in the GCDP requires the Masterplan to "*include measures to ensure connections to the green network, including green and blue links, city cycle and pedestrian networks and ensure biodiversity gain within the site.*"

The GCDP prioritises the creation of a high-quality environment through design of the public realm which promotes connectivity, accessibility and the principles of universal design. Specific to the Inner Harbour, Policy 8.8 of the GCDP requires the public realm and transport network to "*establish strong links between the city centre and regeneration areas of the Harbour, Ceannt Station and Headford Road and at Nuns Island.*"

The Masterplan is required to "*ensure a high quality urban design and demonstrate how redevelopment can connect into and extend the historic street pattern of the city centre. Show good relationship with the existing urban grain/structure and link public spaces.*" The Masterplan is also required to "*develop the public realm in a manner that maximises the benefits of the waterfront location, achieves a strong sense of place, achieves permeability and reflects a defined functionality and strong landscape impact. This element too should demonstrate how linkage with existing spaces can be achieved and where continuity with likely scenarios on the adjoining Ceannt Quarter site can be made.*" It is also required to "*demonstrate how a favourable amenity can be secured in the transition area edging the adjoining industrial lands at the Harbour Enterprise Park.*"

Overall, the Masterplan should "*address critical issues including sustainability, urban design context, maximum building heights, massing, appropriate use mixes and high quality public realm.*"

Compliance with Urban Design and Public Realm Policy

- The Masterplan has been sensitively designed to create a mixed-use urban quarter that is highly integrated yet a distinctive part of the city centre. The Masterplan will re-establish links between the city centre and the sea, protect and maximise the views of the harbour waterfront, reveal the maritime history of the docks and will include landmark buildings, public spaces and focal points to create a high-quality urban environment.

- The Masterplan has been prepared to respond in a positive way to the established pattern and form of development and to the wider scale of development in the surrounding area.

- The height, scale and massing of development will respond positively to and enhance the established pattern of development (including streets and spaces).

- The urban structure of new development in the Inner Harbour will strengthen the overall urban structure of Galway City.

- The transport network will comprise public transport connections and a network of streets, routes and spaces based around active movement (walking and cycling) that connect with and extend the existing permeability of the city centre, Ceannt Quarter and surrounding areas.

- Buildings will present well-defined edges to streets and public spaces to ensure that the public realm is well-overlooked with active frontages.

- New development in the Inner Harbour will embrace good modern architecture and urban design that is innovative and varied and respects and enhances local distinctiveness and heritage.

- Materials and finishes will be of high quality, respond to the local palette of materials and finishes and be highly durable.

- As part of the overall development, the Masterplan proposes approximately 20,540 sq. m. for public realm space / infrastructure and 37,832 sq. m. for open space. This includes dockside and waterfront areas, a linear green park and the Lough Atalia Walk and Park (adjacent to the residential area and between plot 1 and 2).

- The quality and types of public realm and amenity space within different character areas has been informed by the GCC Public Realm Strategy. The objective of the Masterplan's Public Realm Strategy is to provide a 'sense of place' for people, with a variety of attractive places and spaces that feel comfortable and pleasant for people to walk through, stay in and enjoy. Key aspects of the Public Realm Strategy are:

  - An overall public realm structure that creates a seamless extension to the existing city centre, that allows for natural wayfinding.

  - A series of character areas that relate to the surrounding context. These are the Docks, the Harbour Waterfront and the Lough Atalia Area.

  - A hierarchy of urban streets and spaces ranging from treelined boulevards with wider pavements that carry through traffic; shared surface pedestrian streets and arrival spaces providing local and service access; traffic-free spaces designed for pedestrians and cyclists with emergency access only; and residential amenity space where children can safely roam and play.

- Public open spaces will be designed so they can be used flexibly for different events and activities. These spaces include play areas, areas for passive and active recreation, informal areas for socialisation and relaxation, spaces for outdoor seating and dining, etc. They will retain and protect natural features and habitats of importance within the site and to maximise biodiversity gain. They will also provide linkages to social, cultural and heritage buildings / event spaces via active travel modes of transport.

- The public realm has been designed to connect the harbour waterfront with the green/blue corridors along the River Corrib, Lough Atalia and the coastline. The Masterplan also proposes to connect with and extend existing Greenways, including linking to the Oranmore to Barna Greenway. Biodiversity and greening will be incorporated into all active travel routes to create biodiversity corridors.

- Well-designed public realm will be incorporated in the transition area adjoining the industrial lands at the Harbour Enterprise Park. As part of the public realm design, a new pier will be created to the Galway Harbour Enterprise Park bridge and an embankment along Lough Atalia. Trees, planting, street furniture and high-quality robust pedestrian-friendly paving materials and finishes will create the high-quality urban environment required.

- The proposed design of the scheme has been informed by a Flood Risk Assessment, Engineering Assessment, Traffic and Transport Assessment and Seveso Optimisation Report.

- The Masterplan acknowledges the maritime heritage of the Galway Inner Harbour including the proposed restoration and display of the *Naomh Éanna* bow.

4.9 Community and Culture Policy

The Galway Metropolitan Area Strategic Plan in the RSES and the GCDP support the provision of childcare, education and health services within the same timeframes as the delivery of residential and employment development (RPO 3.6.10, GCDP 7.2, GCDP 7.5, GCDP 7.7). Regional and local policy also requires community, healthcare, educational and cultural/arts facilities to be integrated into designated regeneration sites and to be accessible via sustainable modes of transport (RPO 5.11, GDCP 7.2, GCDP 7.5, GCDP 7.7).

The section on the Inner Harbour Regeneration Site in the GCDP requires the Masterplan "*include for the provision of an arts/cultural facility at the developer's expense. A delivery and management regime that enables the long-term sustainable use of such a facility will be devised in collaboration with Galway City Council and other relevant stakeholders.*" It also requires the Masterplan to "*include a delivery strategy and phasing programme which demonstrates delivery of public benefits corresponding with each stage of construction such as a public square/ cultural facility.*"

Compliance with Community and Culture Policy

- The Masterplan supports the delivery of a wide range of community, health, educational, recreational and cultural/arts facilities as essential components of the mix of uses envisaged for the regeneration of the Inner Harbour. This includes indoor recreational spaces such as a gym/fitness centre; large outdoor public open spaces including recreational and amenity areas; cultural/event spaces and buildings; and community spaces which afford direct access to nature and amenity e.g. greenways. These facilities will be delivered in tandem with the development of the residential component of the Masterplan.

- The Masterplan provides the flexibility within the allocation of Commercial use (incl. employment, hospitality, leisure, community services, etc.) for the provision of healthcare facilities (healthcare clinics, GP practices, dentists, etc.), and other community uses.

- The location and proposed design of the Inner Harbour aligns with the concept of the '15-minute city', where people will be within a short walking or cycling distance of a range of open spaces and healthcare / education / community / recreational facilities.

- Future developments in the Inner Harbour area will be designed with a Universal Design Approach, i.e. so that buildings and open spaces can be readily accessed and used by everyone, regardless of age, disability, etc.

- The Masterplan outlines the potential phasing strategy for future development. Current rationalisation and relocation of activities to the Galway Harbour Enterprise Park has already freed up several sites for development in the immediate short-term (i.e. construction commencing in the next 2-3 years subject to planning approval). This includes Buildings 1, 3 (mixed-use), 8, 9, 10 and 11. The new port expansion development will allow all port operations to be relocated, enabling the full implementation of the Masterplan in the medium-to long-term. It is envisaged that Buildings 4, 5, 6 and 7 can be developed during new port construction, with other buildings (Buildings 12, 13, 14, 15, 16, 17 and 18) following when port operations are relocated.

4.10 Environmental Protection Policy

The policy framework requires flood risk management to inform place-making by avoiding inappropriate development in areas at risk of flooding (taking into account the potential impacts of climate change); and integrating sustainable water management solutions such as SuDS, non-porous surfacing, green roofs/walls, to create safe places (NPO 57, Draft NPO 78, RPO 3.10, GCDP 2.2, GCDP 5.1, GCDP 9.1, GCDP 9.4). The policy framework also seeks to protect and improve water quality in all waters, requiring the design of new development to be informed by the objectives of the River Basin Management Plan (RPO 8.18, RPO 8.19, GCDP 9.2). Specifically, the Masterplan is required to "*carry out detailed flood risk assessment and demonstrate how any redevelopment will be resilient to the impacts of climate change. There will also be a requirement to comply with the outcomes of the Coirib go Cósta Galway City Flood Relief Scheme being advanced by the City Council in conjunction with the Office of Public Works (OPW).*"

New development is required to support the retention and enrichment of biodiversity throughout the city (NPO 60, Draft NPO 87, GCDP 5.1, GCDP 5.2, GCDP 5.4). All plans, projects and activities requiring consent arising from the NPF, RSES or GCDP will be subject to relevant environmental assessment requirements including SEA, EIA and AA (NPO 75, Draft NPO 1, RPO 5.7, GCDP 5.2). Specifically, the Masterplan is required to "*include for assessment of the site in the context of the requirements of Article 6 of the Habitats Directive.*"

The policy framework seeks to protect and enhance the potential of the city's cultural and heritage assets and supports the adaptation and reuse of heritage buildings and places (NPO 60, Draft NPO 87, RPO 5.13, RPO 5.17, GCDP 8.1-GCDP 8.5). The section on the Inner Harbour Regeneration Site in the GCDP requires the Masterplan to "*include in the design concept, measures which reflect and protect the industrial heritage of the site.*"

Applicants of developments in the vicinity of a site under the Control of Major Accident Hazards Directive (Seveso III Directive) are required to consult with the Health and Safety Authority (GCDP 9.5). Specifically, the Masterplan is required to "*take cognisance of the proximity of the Seveso III site in the Harbour Enterprise Park.*"

To maintain air quality to a satisfactory standard, new development should be designed to reduce air pollution by increasing the use of sustainable transport modes and encouraging tree planting and the creation of green open spaces (GCDP 9.6). The design of new developments should also incorporate measures to minimise noise levels in their design (GCDP 9.6).

Compliance with Environmental Protection Policy

- Flood risk has been a key consideration in the design and layout of the Inner Harbour site which has been informed by a detailed Flood Risk Assessment. A combination of measures are proposed to integrate the proposed flood defence measures across the entrance to the Inner Harbour so that they contribute to and enhance the public realm. The measures include proposals for an embankment by the 'Old Dock' connecting with a defence wall along the Long Walk, a new flood wall to the edge of the outer dock with flood gates to the dock, continuation of the flood wall as part of the public realm design around the new pier to the Galway Harbour Enterprise Park bridge and an embankment along Lough Atalia. These will be well-designed and form an integral part of the character and use of the public realm spaces in the Masterplan. Any proposed development in the Inner Harbour area will be subject to Environmental Impact Assessment and will be in compliance with flood risk and water quality protection regulations.

- Sustainable drainage systems will be incorporated in all landscaped areas and public spaces to enable surface water run-off to be managed as near to its source as possible and to achieve wider benefits for biodiversity, water quality, local amenity and climate adaptation.

- The Masterplan also supports the use of green infrastructure throughout the Inner Harbour area including green roofs, green walls, planting and green spaces for surface water retention purposes.

- The Inner Harbour Area is located adjacent to areas of ecological sensitivity. The Masterplan has excluded those areas which are protected. Appropriate Assessments will be carried out prior to any infrastructural works or development works in these areas.

- The Masterplan seeks to reintroduce nature and biodiversity to the area with natural connections to nearby 'wetland' areas. This will be achieved through the creation of blue and green corridors and biodiversity-rich areas throughout the development.

- The Masterplan has been sensitively designed to create a mixed-use urban quarter that enhances and reveals the maritime trading history of the city, by transforming the use and character of the historic dock from a functional dock to become a highly integrated yet distinctive part of the city centre.

- The Masterplan outlines a circulation and movement strategy for the Inner Harbour which will provide excellent public transport connections and a network of streets, routes and spaces based around active movement (walking and cycling) that connect with and extend the existing permeability of the city centre. The proximity to the city centre, the creation of new active travel routes and the limited provision of car parking spaces will support a modal shift in transport and a reduction in emissions thereby benefiting air quality. Green infrastructure is proposed throughout the development which will help to create a high-quality urban environment, improving the quality of streets for pedestrians and cyclists and mitigating against the effects of noise and air pollution from traffic. Specifically, it is proposed that the three main vehicular routes will become tree-lined Urban Boulevards which will help to absorb traffic emissions, noise and improve air quality along these routes.

- A Seveso Optimisation Report was prepared by AWN Consulting to identify the extent of development restrictions due to the Seveso III zone in the Galway Harbour Enterprise Park. The Seveso III site is the Circle K Energy Galway Terminal located in the Galway Harbour Enterprise Park to the east of the Inner Harbour Masterplan area. The Seveso Optimisation Report identified that any associated development restrictions on the Masterplan area are minimal, which have been incorporated into the phasing strategy.

- The Masterplan been informed by a Flood Risk Assessment, Engineering Assessment, Traffic and Transport Assessment and Seveso Optimisation Report, to ensure it is sensitively designed and creates a high-quality environment.

- SEA has not been carried out because the Masterplan is not a “plan or programme” as defined by the relevant legislation, such that no SEA is required. No AA has been carried out because the Masterplan is not a “plan or project” as defined by the relevant legislation, such that no AA is required at this stage. If and when a planning application is made for development on the lands the subject of the Masterplan, the application will be subject to site-specific EIA and AA, as appropriate.

- If and when a planning application is made for development on the lands the subject of the Masterplan, the application will be subject to site-specific EIA and will have regard to the relevant legislation and EIA best practice guidance at the time of making the planning application.

5.0 APPENDICES

5.1 2021 Planning Framework

5.2 Biodiversity Plan

5.3 Environmental Screening

5.4 Galway Inner Harbour Masterplan Public Consultation Report

5.5 Statement of Consistency with Planning Policy

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