

Galway Inner Harbour Masterplan

Galway Inner Harbour
Masterplan Public
Consultation Report





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INTRODUCTION

This Public Consultation Report details the process undertaken to date to engage with various stakeholders and the public thus far as part of the process to develop and implement a masterplan for the regeneration of the Galway Inner Harbour to create a high-quality, sustainable, mixed-use urban quarter in the city. The entire development and regeneration of the Galway Inner Harbour is contingent on the redevelopment and expansion of the Port of Galway (“the Port”), the planning application of which is currently with An Coimisiún Pleanála since 2014, reference number PL07.PA0029. While this proposed development depends on the progression of the Port planning application, it is important to note that it is a separate project and is considered as such in this report. This report sets out the consultation methods undertaken, their goals and target audiences and a summary of the results from each method.

This report has been developed to capture and present the views, ideas and concerns of stakeholders regarding the future of the Inner Harbour, as envisioned in the Galway Inner Harbour Masterplan. The vision outlined for the Inner Harbour positions it as a dynamic hub for sustainable communities, economic activity, environmental sustainability, cultural heritage and community engagement, aligning with Galway’s identity as a thriving maritime city.

The consultation process sought to involve a wide range of participants, including residents, businesses, environmental groups, policymakers and visitors to ensure that the vision reflects shared values and priorities. Central to this effort is the ambition to create a development at the Inner Harbour that:

- **Drives sustainable economic growth**, fostering industries such as marine services, tourism and renewable energy.
- **Creates socially inclusive communities** by delivering a diverse range of apartment types, sizes and tenures.
- **Protects and enhances environmental integrity**, supporting biodiversity and addressing climate challenges.
- **Preserves cultural and historical significance**, maintaining its role as a gateway to Galway’s rich maritime heritage.
- **Creates a high-quality mixed-use urban quarter** that is highly integrated yet a distinctive part of the city.
- **Serves as a vibrant community space**, delivering a wide range of community, health, educational, recreational and cultural/arts facilities as an essential component of the mix of uses envisaged for the Inner Harbour.

This report summarises the findings from the consultation process, highlighting areas of consensus, points of divergence and key themes to guide the Inner Harbour’s future development. It represents an essential step in ensuring that the Galway Inner Harbour Masterplan becomes a shared and actionable blueprint, meeting the needs of the present while preparing for the opportunities and challenges of the future.



Figure 1: Galway Harbour. Source: The Planner

Project Vision



Figure 2: Redevelopment Area of Galway Harbour. Source: Galway Harbour

Key Features & Facts



Figure 3 Key Features and Facts. Source: Galway Inner Harbour Masterplan

The relocation of the port functions at the Inner Harbour to the proposed major new port development to the east of the Inner Harbour will significantly expand the Port and will enable the redevelopment of the Inner Harbour as outlined in the Galway Inner Harbour Masterplan (“the Masterplan”). 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 Masterplan supports the principles of regeneration and compact and sustainable development of existing built-up areas and will significantly contribute towards meeting the national targets for new development, in particular, housing, to be delivered in the existing built-up footprint of Galway City i.e. the National Planning Framework (NPF) requires 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.

The rejuvenation of the Inner Harbour will provide residential accommodation including student accommodation; commercial development, including for specialist industries; significant new public realm, predominately adjacent to the waterfront; community spaces, including a gym/fitness centre and creche; 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.



Figure 4: Project Vision. Source: Scott Tallon Walker Architects.

Sustainable mobility is prioritised in the Masterplan and 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. 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, Augustine Hill and surrounding areas. 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 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, catering 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 Inner Harbour will be designed to be resilient to the effects of climate change, both now and in the future. The proximity to the city centre, the creation of new active travel routes, the incorporation of green infrastructure throughout the development and the limited provision of car parking spaces will support a modal shift in transport and a reduction in emissions. Buildings will be designed to be carbon neutral using sustainable and recyclable materials to minimise energy consumption and carbon emissions. Renewable energy technologies such as PV panels will be incorporated into the design of buildings to reduce the consumption of non-renewable sources of energy. 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.

The Masterplan supports the delivery of a wide range of community, health, educational, recreational and cultural/arts facilities as an essential component 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 outlines the potential phasing strategy for future development.

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. Any new development relating to the Inner Harbour will be subject to site-specific SEA, EIA and AA, as appropriate.



Figure 5: 2025 Masterplan Principles. Source: Galway Inner Harbour Masterplan.



Figure 6: 2025 Masterplan. Source: Galway Inner Harbour Masterplan



Figure 7: Indicative Buildings in 2025 Masterplan. Source: Galway Inner Harbour Masterplan

Support for the Project in National, Regional and Local Planning Policy

The 'Statement of Consistency with Planning Policy' report, prepared to accompany the Masterplan, outlines in detail how the Masterplan aligns with relevant national, regional and local planning policy and, specifically, the key objectives set out in the Galway City Development Plan 2023-2029 for the redevelopment of the Inner Harbour. The following paragraphs summarise the key policies which support the redevelopment of the Inner Harbour.

The National Planning Framework: First Revision ("NPF") requires 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 (National Policy Objective 14). The Sustainable Residential Development and Compact Settlement Guidelines for Planning Authorities (2024) 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 (Regional Policy Objective 3.6.2). Specific to the Inner Harbour, Regional Policy Objective 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"*. Policy 6.2 in the GCDP will *"encourage and facilitate the regeneration of city centre sites at Ceannt Station 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 GCDP also includes a specific section on the redevelopment of the Inner Harbour and sets out criteria which must be addressed in any forthcoming Masterplan – this is addressed in detail in the 'Statement of Consistency with Planning Policy' report.



Figure 8: Project Summary. Source: Galway Harbour.

PUBLIC CONSULTATION STRATEGIES

The public consultation process for the Galway Inner Harbour Masterplan project was a key component of the planning phase, designed to ensure that the opinions of stakeholders, community members and the wider public were listened to and subsequently integrated into the vision for the Inner Harbour. Galway Inner Harbour is a vital economic, cultural and environmental asset and its transformation has implications for diverse groups across the city and region. This section outlines the consultation methods used, the feedback received and the key themes that emerged during this engagement process.

The consultation aimed to foster transparency, inclusivity and collaboration, providing multiple opportunities for participation. A range of approaches were employed to maximise outreach and engagement, including traditional media such as newspaper articles and radio interviews which informed the public about the project's scope and invited their input. In parallel, stakeholder engagement efforts targeted key groups with specific interests in the harbour, ensuring their unique insights and expertise were included. An online public consultation platform was also established, broadening accessibility and enabling individuals to contribute their perspectives at their convenience.

The feedback collected through these channels has been instrumental in shaping the project's direction. It has highlighted community priorities, identified potential challenges and revealed opportunities to align the Inner Harbour's development with Galway City's broader social, economic and environmental goals. This section provides an overview of these efforts and their outcomes, emphasising the critical role that public participation has played in envisioning a development at the Inner Harbour that serves all of Galway.

The main approaches to the public consultation are summarised below and discussed in more detail in the following sections:

- Stakeholder engagement.
- Online public consultation via a bespoke project website (www.galway-harbour.com)
- Media engagement via newspaper articles and radio interviews.
- Conferences.



Figure 9: Public Consultation. Source: Council of Europe Portal

Stakeholder Engagement

The development of the Inner Harbour represents a transformative opportunity for the city and surrounding region. However, its success depends heavily on inclusive, strategic and meaningful stakeholder engagement. Given the complexity and scale of the proposed works, engaging with a wide array of stakeholders ensures that diverse perspectives, needs and expertise are incorporated into the planning and decision-making processes. By consulting with key groups such as Galway City and County Councillors, regional and national policymakers, business leaders, cultural advocates and community organisations, the project can achieve greater alignment with the aspirations and priorities of those it impacts.

Stakeholder engagement comprised (1) detailed sessions at the time of the Vision launch in 2021 and (2) ongoing engagement with key stakeholders from 2021 onwards. These are discussed in more detail in the following sections.

Stakeholder Engagement at the launch of the Vision for the Inner Harbour

The Galway Inner Harbour project team successfully consulted and engaged with a range of key stakeholders at the time of the Vision launch in May 2021 as outlined in **Figure 10** (grouped by type, then listed alphabetically).



Figure 10: List of stakeholders

Details of the feedback received from these stakeholders, including feedback from the political engagements, are presented in **Chapter 3**.

2.1.2 Ongoing Engagement with Key Stakeholders

Ahead of and subsequent to the detailed engagement at the time of the launch of the Vision document, there is also frequent, ongoing engagement with the following stakeholders.

2.1.2.1 Galway City Council

The Galway Inner Harbour project team ensure regular engagement with Galway City Council. The Chairperson and CEO of Galway Harbour Company meet with the Chief Executive (CE) and Chief Financial Officer (CFO) of Galway City Council quarterly to provide an update on all Port and Inner Harbour related matters. The Chairman and CEO also meet with the Councillors annually to brief them on operations and projects and any associated updates. The annual meeting, which was intended to take place in 2024, is expected to be scheduled for early in 2025. These Councillor meetings are also attended by the media, which is significant in providing further project updates through relevant media streams.

In addition to the above, the project team engaged with the CE of Galway City Council and senior members of the Galway City Council leadership team ahead of the launch of the Vision for the Inner Harbour. The feedback obtained at these meetings informed the vision for the project which was shared with stakeholders and the public.

2.1.2.2 Business and Economic Stakeholders

Engaging with economic stakeholders such as Galway Chamber, IBEC, Galway City business groups and port customers is essential for ensuring the project meets the region's economic needs. These groups represent industries that depend on the harbour for trade, logistics and marine services. Their insights can inform infrastructure priorities, such as ensuring sufficient capacity for commercial shipping and enhancing facilities to attract investment. Organisations such as ISIF, the LDA, Enterprise Ireland, IDA Ireland and the EIB play a pivotal role in funding and strategic development. Early engagement with these entities helps to ensure that the Inner Harbour's vision aligns with their objectives.

2.1.2.3 Community and Cultural Voices

Galway City's unique identity is deeply intertwined with its cultural and community fabric. Stakeholders such as the arts community, the University of Galway and the Galway Community Forum provide essential input on how the Inner Harbour can serve as a space that reflects and enhances the city's cultural vibrancy. These engagements ensure that the Inner Harbour Masterplan prioritises public access, community use and the integration of artistic and cultural expressions. The inclusion of diverse voices, such as the cycling lobby and the Arts Community, helps to balance urban and environmental considerations, promoting a design of the Inner Harbour that aligns with Galway's quality of life aspirations.



Figure 11: Sea Fest. Source: Business Post.

2.1.2.4 Marine and Industry Experts

Key stakeholders such as the Marine Institute and the Navy provide critical expertise relating to marine operations, safety and environmental stewardship. Marina users and construction industry representatives also offers practical insights into the technical and operational challenges of the redevelopment of the Inner Harbour.

2.1.2.5 Strategic and National Advocacy

Engaging with the North-West Regional Assembly and its executive ensures that the Galway Inner Harbour Masterplan aligns with broader regional development strategies. Similarly, engagement with influential individuals such as Mary Lou McDonald (Leader of Sinn Féin and TD for the Dublin Central constituency) highlights the importance of garnering high-profile advocacy for the project.

By prioritising comprehensive and meaningful stakeholder engagement, the Inner Harbour redevelopment can ensure its legacy as a sustainable, inclusive and transformative project. Each stakeholder's unique perspective contributed to the vision outlined in the Galway Inner Harbour Masterplan for a new mixed-use urban quarter in the heart of Galway City.

2.2 Galway Inner Harbour Planning Framework Online Public Consultation 2021

Public consultation was delayed and significantly impacted by the Covid-19 pandemic. Stemming from this, the development of a bespoke website (<https://www.galway-harbour.com/>) was critical to facilitating public consultation on this project. The website provided the following benefits:

- **Accessible Online Information:** The website provided detailed project insights, including the vision for the Inner Harbour, sustainable development goals and layout designs. This transparency enabled individuals to stay informed and involved despite restrictions on public gathering
- **Interactive Feedback Channels:** The platform featured feedback mechanisms, ensuring stakeholders could voice their opinions conveniently from home.
- **Continuous Updates:** Regular updates on progress and plans, accessible through the website, helped maintain momentum and public interest throughout the consultation period.

The Galway Harbour Company conducted an online public consultation of the Galway Inner Harbour Planning Framework (as it was known at the time) in May 2021 for a six-week period. During this time, the country was subject to COVID-19 lockdown restrictions and, therefore, the website was a particularly useful tool to maintain engagement, when traditional face-to-face consultations were not possible. Presentations were delivered to 20 separate stakeholder groups, with 175 people in total attending these events. There were also over 600 individual visitors to a virtual consultation room and a total of 198 submissions were received. The output of the public participation informed the current version of the Galway Inner Harbour Masterplan.

The online public consultation for the Inner Harbour provided an accessible platform for community engagement, enabling diverse participation. By conducting consultations online, the project team reached a broader audience, including residents who might not have attended in-person sessions due to time constraints or physical distance. This format encouraged greater transparency and fostered trust by allowing participants to review detailed project proposals, ask questions and provide feedback at their convenience.

The consultation process was instrumental in addressing concerns about environmental impact, urban development and the integration of cultural and recreational spaces. It facilitated a dialogue on how the redevelopment of the Inner Harbour could best serve Galway's residents while preserving the city's maritime heritage. Key issues such as housing needs, sustainability measures and transport integration were shaped through public input, ensuring the project aligns with the community's vision.



Figure 12: Overview of Galway Harbour Development Area. Source: Galway Harbour.

Galway Inner Harbour Draft Masterplan 2025 Public Consultation

On 28th May 2025, Galway Harbour Company (GHC) and The Land Development Agency (LDA) undertook a joint consultation and stakeholder engagement process for the planned redevelopment of Galway Inner Harbour, which includes the proposed delivery of 350 affordable and social homes at Amharc Atalia, a planned new LDA housing development. The non-statutory consultation phase ran for a five-week period.

The GHC and the LDA sought views from the local community on the draft proposals to inform the final masterplan and the proposed planning application for Phase 1 ‘Amharc Atalia’ and encouraged residents, businesses and community groups to engage and contribute to the design process.

A dedicated project website, www.galway-harbour.com, was set up to provide information and updates on the draft plan. Multiple communication channels—including post, telephone, and email—were made available to allow the public to share their views. Additionally, two drop-in consultation clinics were held on Tuesday 3rd and Wednesday 4th June 2025, offering in-person opportunities for feedback and discussion.

Media Engagement

The media strategy undertaken was two-fold and comprised both the publication of articles in local and national newspapers and radio interviews.

Newspaper Articles

Media approaches included print articles in local newspapers and online articles in national newspapers. This ensured the broadest approach and reach for stakeholders and the public. **Appendix A** contains a list of certain articles published in relation to the redevelopment of the Inner Harbour.

Print articles were published in local newspapers, and online articles were published on the websites of several national newspapers. Details of the articles published in the various newspapers are referenced in **Section 3.3** of this report.

Local newspapers such as the Galway Advertiser and City Tribune have established readerships in Galway and are trusted sources of news for the local community. Publishing articles relating to the Inner Harbour redevelopment in these newspapers ensures that the communities most directly impacted by the proposed development are informed about its goals, progress and potential benefits. By also appearing in national newspapers, the project gains a broader audience. This can raise awareness beyond Galway City, potentially attracting support from individuals, organisations and businesses across Ireland who see value in the project for socio-economic enhancement on a local, regional and national scale.

Newspaper articles can strongly encourage public participation, including a clear call-to-action to engage in public meetings, submit feedback or complete surveys. This ensures that the project can reach communities and stakeholders who may not actively seek out information about the development but would still be affected by it. It is also important to note that not everyone in the community is active online or on social media, so newspapers provide an alternative way to reach those who may be less digitally connected, such as older members of the community and stakeholders. Ensuring that these groups of people can access and respond to consultation information increases the overall inclusivity of the process.



Figure 13: Render of proposed development in Galway Inner Harbour. Image reprinted in the Connacht Tribune



Figure 14: Render of proposed development in Galway Inner Harbour. Image reprinted in the Irish Times

2.4.2 Radio Interviews

Radio interviews were held on the following stations:

- Galway Bay FM with Keith Finnegan (8 May 2021)
- Newstalk Breakfast (Business) (6 May 2021)
- The Pat Kenny Show (7 June 2023)

Interviews on local radio stations, such as Galway Bay FM, were conducted which reached local listeners who live in and around Galway and will be directly or indirectly affected by the proposed development. This local reach ensured that those most impacted are fully informed and given an opportunity to voice their opinion about the project.

Interviews on national stations were also conducted which promoted national awareness of the project across Ireland. This attracted interest and support from a wider, regional-national level, further facilitating a breadth of public engagement.

Radio interviews allowed spokespeople for the project to clearly communicate the vision and goals of the Galway Inner Harbour Masterplan. This is especially valuable for listeners who may be unfamiliar with the project's potential benefits to the local, regional and national economy.

Open discussions about the development fostered transparency, which is crucial for building public trust. The questions and answer dialogue of a radio interview provided a platform to address concerns and hear suggestions, promoting public engagement. This ensured a level of transparency and accountability, showing that the Galway Inner Harbour project team is responsive and adaptable to public feedback.

Undertaking radio interviews therefore had a range of benefits in terms of promoting and facilitating public consultation, ensuring that a diverse range of stakeholders are successfully reached to accommodate both a breadth and depth of feedback on the project.

2.5 Conferences

2.5.1 Academy of Urbanism

The Academy of Urbanism is a UK-based organisation that brings together a network of professionals, academics and policy makers dedicated to improving the design, development and management of towns and cities. Founded in 2006, the Academy focuses on promoting sustainable urbanism and fostering environments that enhance the quality of life for communities.

Two conferences were held by the Academy of Urbanism in Galway in April 2023 and April 2024. Various sustainable urbanism projects around the world were presented and discussed at these conferences, including presentations on the Galway Harbour redevelopment. The session on the Galway Harbour redevelopment focused on the following:

- The proposed port extension.
- The port as an energy hub.
- Current site context.
- Proposed site context.
- Enhancing movement and connectivity.
- Potential building mix; restaurants, bars, hotels, residential, business / commercial and mixed-use.

Presenting to the Academy of Urbanism during the consultation process offered numerous advantages. The Academy comprises experienced urbanists including architects, planners and policy makers, whose expertise provided valuable feedback which enhanced the project's vision and implementation. Their involvement lends credibility to the consultation process, showing a commitment to high-quality, well-informed urban development. The Academy's focus on sustainable and people-centred design inspired innovating approaches to balancing economic growth, environmental sustainability and community priorities in redeveloping the Inner Harbour. Engaging with this respected organisation also demonstrates transparency and accountability, which can help build trust among the public and stakeholders. Additionally, the opportunity to collaborate with the Academy connected the project to a broader network of professionals and advocates who could offer further support or recognition. By integrating best practices promoted by the Academy, the Galway Inner Harbour project aims to become a model of sustainable and inclusive urban development.

2.5.2 JASPERS Stakeholder Conference

JASPERS (Joint Assistance to Support Projects in European Regions) is a partnership initiative between the European Investment Bank (EIB), the European Commission and other institutions. Its primary goal is to provide technical assistance to EU Member States, helping them prepare high-quality investment projects, especially those funded through EU grants. This support ensures that projects meet EU standards and are eligible for funding from various European structural and investment programs. JASPERS offers expertise in areas such as infrastructure development, environmental sustainability, energy and urban planning, guiding public authorities and other stakeholders through the technical, economic and regulatory complexities of project design and implementation. The EIB, through

JASPERS, are providing support and technical best practice advisory expertise to strengthen the impact of the redevelopment of the Inner Harbour.

The Galway Harbour Company was invited to deliver a presentation on the Inner Harbour at the JASPERS Stakeholder Conference on 8th November 2023. The presentation on the Galway Inner Harbour discussed the following items:

- The existing port.
- The proposed new port.
- The vision for inner dock development.
- The port as an energy hub.
- Alignment with EU, national, regional and local policy objectives.
- Urban regeneration.
- Enterprise Park.
- Enhanced road and rail connections, using Galway as an Urban Node.
- Cargo and Ferry services to the Aran islands.

Engaging with JASPERS throughout the Galway Inner Harbour consultation process ensures that the project aligns with EU priorities and regulations, increasing its chances of securing grants or loans under programs such as the Connecting Europe Facility or the Cohesion Fund. Their expert guidance on technical, financial and environmental aspects has assisted in ensuring that the development is sustainable, economically viable and community focused. Details of the feedback received is included in **Section 3.1** of this report.



Figure 15: Sketch of Project Vision. Source: Galway Harbour Vision Document.

2.5.3 Galway 2040 Forum

The Galway 2040 forum is an initiative focused on shaping the future development and growth of Galway City and its surrounding region in line with long-term strategic goals. Its primary objective is to envision and plan for a sustainable, vibrant and economically robust Galway 2040, integrating urban planning, economic development and social inclusion. Conor O'Dowd, the CEO of Port of Galway, is a founding member of the Forum. Other members of the Forum include the CEs of Galway City and County Councils, the Presidents of both local universities and various other key individuals from the public and private sectors.

The Forum seeks to address issues such as housing, transport and infrastructure, public spaces, cultural preservation and economic growth. By fostering dialogue and partnerships, it serves as a platform to ensure Galway evolves as a competitive and inclusive city, whilst enhancing its reputation as a desirable place to live, work and visit.

As part of the Galway 2040 Forum, two study trips were undertaken to Cambridge and Freiburg to use as case studies that would inform the sustainable development of Galway City:

- Cambridge - 16-17 May 2023

- Cambridge demonstrates how a city can modernise sustainably while preserving its cultural and architectural identity. It has a compact urban design, with good pedestrian and cycling infrastructure. The city integrates its medieval heritage, including iconic university buildings, with modern developments such as the Cambridge Biomedical Campus. There is also a wealth of high-quality green space, which enhances urban biodiversity, as well as the quality of life for residents, workers and visitors. The similarities between the two cities helps to visualise how the Galway Inner Harbour could be redeveloped to a modern, vibrant urban quarter whilst protecting and enhancing its natural and built heritage.
- Freiburg - 3-5 November 2022
 - Freiburg is a model of sustainable urban planning. It is renowned for its compact design that encourages walking and cycling, supported by excellent public transport. There is an abundance of green and open space, which blends with urban areas to enhance biodiversity and quality of life. The city prioritises community involvement in planning and development, fostering a strong sense of local identity. Freiburg exemplifies how cities can balance environmental sustainability, liveability and urban design for future resilience. It is an excellent example to inform the future development of the Inner Harbour, inspiring the compact city concept and promoting ease of movement through walkable, cyclable areas, supported by public transport. It provides a model example of how the redevelopment of the Inner Harbour can promote positive and sustainable planning and placemaking, in order to enhance the quality of life to residents, workers and tourists.



Figure 16: Cambridge

The Galway Forum 2040 also had significant involvement in the preparation and sign-off on the Greater Galway Charter. The Greater Galway Charter is a strategic document aimed at guiding the sustainable development and urban planning of Galway over the next 50 years. It also aims to stimulate similar discussions across other towns and cities which are looking to provide increased housing in safe, inclusive and low carbon neighbourhoods. The Greater Galway Charter has significantly informed the development and evolution of the Galway Inner Harbour Project, in ensuring that it meets the long-term strategic goals of Galway and continues to support the social, economic and environmental resilience of the city in the short, medium and long term.

Overall, the Port's membership of the Galway 2040 Forum has helped to inform the development of the Galway Inner Harbour Masterplan.

Political and Stakeholder Engagement

Political lobbying and engagement played a critical role in the public consultation strategy for the Inner Harbour Masterplan by building strategic support and ensuring alignment with governmental and regional planning objectives. The project was positioned as essential for Galway's economic and sustainable growth, aligning with national policies such as the National Planning Framework 2040, which emphasises urban regeneration and climate conscious development. Engagement with elected officials and policymakers was essential to secure their buy-in and to present the project as a driver of economic growth for the west of Ireland.



Figure 17: Political Participation. Source: Vector Stock.

Additionally, the support of local government leaders, such as the Mayor of Galway, helped amplify the project's vision. By integrating lobbying efforts with broader consultation strategies, the project gained the credibility and political backing needed to proceed with planning and public discussions.

Table 1 summarises the political engagements undertaken as part of the Public Consultation Strategy.

Table 1: Summary of political engagements

Consultation Period	Details of Communication
1st May 2021 – 31st August 2021	Virtual presentation on the Galway Harbour Company's vision for the potential development of the inner dock lands at Galway Harbour. Designated public officials lobbied included Galway City Councillors, TDs, MEPs and Councillors from other Counties.
1st September 2022- 31st December 2022	Meetings with Galway City Councillors, Senators and TDs to provide an update on the redevelopment of the Inner Harbour.
25th November 2022	Presentation delivered to Minister Hildegard Naughton (TD) on the redevelopment of the Inner Harbour.
1st January 2023- 30th April 2023	Meetings held with the following Ministers and TDs to provide an update on the proposed relocation of the port and the redevelopment of the Inner Harbour as a mixed-use urban quarter: <ul style="list-style-type: none"> - Senator Pauline O'Reilly - Minister Michael McGrath - Darren O'Rourke TD - Maria Walsh MEP - Noel Grealish TD - Dara Calleary TD - Senator Ollie Crowe - Minister Jack Chambers

Consultation Period	Details of Communication
1 st May 2023 -31 st August 2023	Meetings with Dara Calleary TD to provide an update on the planning application and redevelopment of the Inner Harbour.
1 st September 2023 – 31 st December 2023	Meetings held in the offices of Galway Harbour Company on 6 September 2023 with Martin Kenny TD and Mairéad Farrell TD, to provide an update on the development of the inner dock area at Galway Harbour and the proposed port expansion.
1 st September 2023 – 31 st December 2023	Update provided to Éamon O’Cuiv TD on the planning application and developments in relation to the inner dock area.
1 st May 2024 – 31 st August 2024	Meeting with Barry Cowen TD to discuss the proposed redevelopment of the Inner Harbour and the planning application for the extension of the port.
1 st May 2024 – 31 st August 2024	Letter provided to the following MEPs outlining the plans for the development of the Port of Galway and the redevelopment of the Inner Harbour: <ul style="list-style-type: none"> - Barry Cowen MEP - Ciaran Mullooly MEP - Maria Walsh MEP - Nina Carberry MEP
10 th June 2025	Galway Chamber of Commerce (attendance at Council meeting)
24 th June 2025	Barry Cowen MEP
24 th June 2025	Ciaran Mullooly MEP
25 th June 2025	Nina Carberry MEP
26 th June 2025	Maria Walsh MEP
27 th June 2025	IDA
18 th July 2025	North Western Regional Assembly

3.

FEEDBACK

3.1

Stakeholder Engagement Feedback

As demonstrated in **Section 2** of this report, engagement with stakeholders and the wider general public is key to the consultation process of this project.

3.1.1

Feedback from An Taoiseach

Following the publication of the Galway Harbour Vision Document, an invitation was extended on 6 May 2021 to the Taoiseach at the time, Deputy Micheál Martin, to visit the Port and the Inner Harbour. A letter in response was received dated 11 June 2021 on his behalf noting that, due to his schedule, he would not be able to facilitate a visit at this time. However, the letter explicitly referenced the Taoiseach's interest and support in the project, noting that it would bring about significant social and economic benefits for Galway and wider region. The letter stated that:

"The Taoiseach has asked me to let you know that he was very interested in your company's recently published vision for the redevelopment of Galway Port and the wider Galway Harbour site...He considers there is enormous potential for the development of Galway Harbour to stimulate economic growth and employment opportunities, as well as social benefits, not just in Galway but in the wider region more generally".

3.1.2

Feedback from the Minister for Housing, Local Government and Heritage

The Minister for Housing, Local Government and Heritage, Darragh O'Brien, TD, visited Galway Harbour on 19th February 2024 to formally announce the transfer of a 3-acre site, with the potential for over 250 homes, to the Land Development Agency (LDA).



Figure 18 Minister O'Brien visiting Galway Harbour

Commenting on the site transfer to the LDA and planned development, Minister Darragh O'Brien said: *"This is an exciting development for Galway and for the LDA and I look forward to construction getting underway. The Government set up the LDA to find underutilised sites, assess their potential and ultimately develop them for housing at a time of pressing need. For this process to achieve results, it is vital that the state agencies in charge of sites identified by the LDA engage constructively and where possible, facilitate the transfer of land. I would like to thank both Galway Harbour Company and Galway City Council for their constructive engagement with the LDA".*

3.1.3 Feedback from local residents

Galway Harbour Company received a letter from a management company representing certain existing local residents on 20 August 2024 expressing their interest in engaging throughout the consultation process. They welcome in principle the spatial development objectives for the Inner Harbour set out by Galway Harbour Company. However, the residents also requested that the preparation of a masterplan includes sufficient and agreeable spatial and qualitative safeguards to protect the amenities of the existing residents of Ce Na Mara in the future development proposals of the Harbour. The residents are keen to engage in a collaborative approach and formal engagement as stakeholders in order to offer constructive input.

3.1.4 JASPERS Feedback

GHC also engaged with EIB JASPERS, who reviewed the 2021 Planning Framework, and noted its compatibility with the guiding ideas of the New European Bauhaus (NEB), providing also a number of recommendations for enhancement. The EIB JASPERS Guidance Note advised that, while many aspects were found to be well-aligned with NEB principles, others lacked sufficient information or presented opportunities for further enhancement (see **Appendix B**). The Guidance Note states the following:

“The intention of the Planning Framework is to include a broad range of activities, for both residents and visitors... For residents there is a provision for local community gardens, roof gardens and softly landscaped areas for children’s play. There is also a provision of a network walking and cycling routes around Lough Atalia and Renmore Lagoon... The intention is to create high quality pedestrian-friendly public spaces with attractive paving, planting, lighting, seating and street furniture. It is also considered that anti-flood works, like the sea walls, should be integrated in the design as sculptural features that incorporate seating, rather than functioning purely for flood protection purposes... There is an intention to provide local amenity spaces close to residential buildings, such as soft landscaping grassed areas for children to play, areas for communal gardening and growing food and roof gardens, where residents can come together and build social networks. It is also mentioned that there is scope for a temporary community garden using land awaiting development, potentially by Lough Atalia or in the Galway Harbour Enterprise Park. Additionally, it is mentioned that the high quality of the new public spaces will be designed in a flexible way, being able to host a variety of outdoor activities”.

3.1.4.1 Sustainability

The Guidance Note notes the following in respect of ‘sustainability’:

- The compact city model and sustainable design of buildings, infrastructure and outdoor spaces are well aligned.
- Positive feedback was received on proposals for rainwater harvesting, solar PV panels, wind power and natural ventilation systems in new buildings.
- The development includes measures to support a flood defence strategy benefiting the area beyond the project zone.
- Circularity is prioritised, with reuse and regeneration of existing infrastructure, recyclable materials and shared use of services and resources receiving positive feedback.
- Suggestions were made to improve alignment with modular/upgradable building designs and integrate recycling flows and waste infrastructure.
- Biodiversity protection and enhancement align well with the project, though more evidence is needed on improving air, soil and water quality.
- Biodiversity corridors around Galway Harbour Enterprise Park and infrastructure connecting Lough Atalia and Renmore Lagoon aim to support native species and prevent biodiversity loss.
- There is strong integration of biodiversity into green-blue infrastructure networks.
- The project supports healthy lifestyles by creating dense mixed-use development, reducing car dependency and promoting sustainable multimodal mobility.

- Plans include pedestrian and cycle routes along the river and waterfronts, water-based leisure activities like canoeing and paddleboarding and communal gardening areas near residences.
- The design integrates activities fostering a connection to nature and encourages responsible consumption, supporting a sustainable perspective and habits.

3.1.4.2 Aesthetics

The Guidance Note notes the following in respect of ‘aesthetics’:

- The project emphasises co-design and inclusiveness to create an aesthetic, practical and usable space for diverse demographics, promoting community cohesion.
- Limited evidence of alignment to key design principles is noted at this stage but is expected to be addressed during the detailed design phase.
- Innovative technologies are planned for building designs to enhance sustainability, with specific details to be incorporated in later design stages.
- Public spaces may also benefit from the application of innovative technologies, demonstrating efforts to integrate key design principles at advanced stages.
- There is a current lack of evidence for alignment with design principles but it is assumed that these elements will be developed and evidenced later.



Figure 19: Render of Proposed Development. Source: Scott Tallon Walker Architects.

3.1.4.3 Inclusivity

The Guidance Note notes the following in respect of ‘inclusivity’:

- There is strong alignment with the key design principles through regeneration, mixed-use development and improved walking and cycling routes.
- The project emphasises strong connectivity, overcoming physical barriers and creating accessible, high-quality public spaces that are pedestrian and cycling-friendly.
- Key design elements, such as efficient lighting and detailed public space designs, will be comprehensively addressed in later stages, with sufficient consideration already evident.
- Features like pedestrian and cycling networks, active ground-floor uses and shared spaces enhance safety, co-presence and surveillance.
- Social access is well-integrated, including affordable housing, student accommodation, diverse apartment types and public amenities accessible without barriers.

- Flexible spaces for public interaction and personalisation are a key focus, with varied spaces designed for events, green areas and smaller "microspaces" tailored to different uses.
- The project aligns with the design principles for activities at a high level, with further assessment and development planned for later design stages.



Figure 20: Render of Proposed Development. Source: Scott Tallon Walker Architects.

3.2

Public Consultation Feedback 2021

The following graphs present the results of the online public consultation on the Galway Inner Harbour Planning Framework in May 2021 for a six-week period.

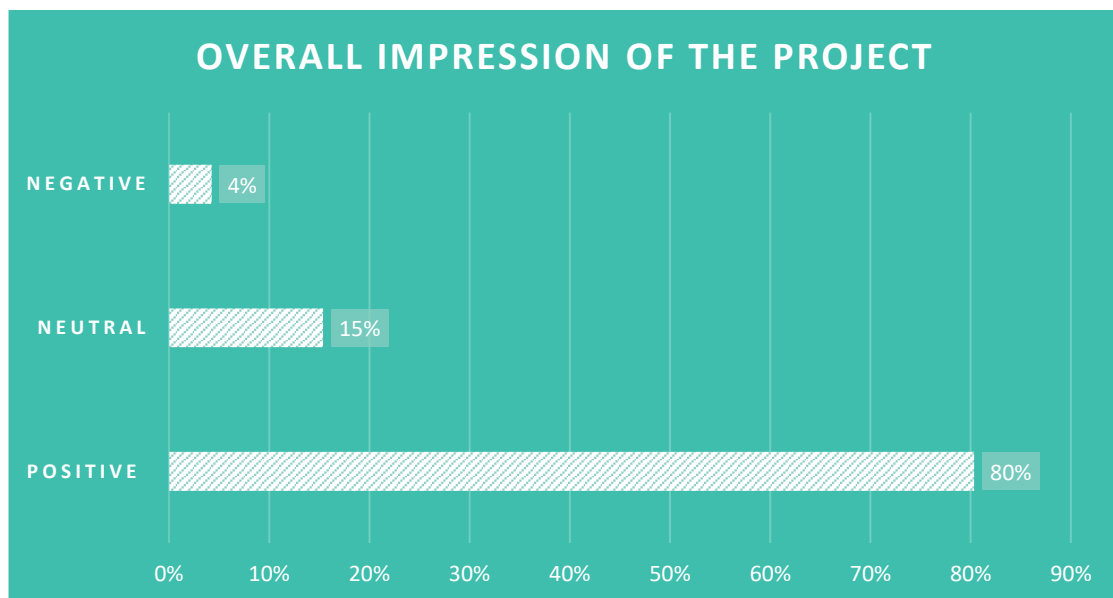


Figure 21: Overall impression of the project

The overall impression of the project was mostly positive, with 80% of respondents having a positive perception of the proposed redevelopment of the Inner Harbour in comparison to 4% of respondents who viewed it negatively. This highlights the public and stakeholder buy-in to the project and also presents an opportunity for negative perceptions of the project to be clarified or successfully addressed later in the design process.

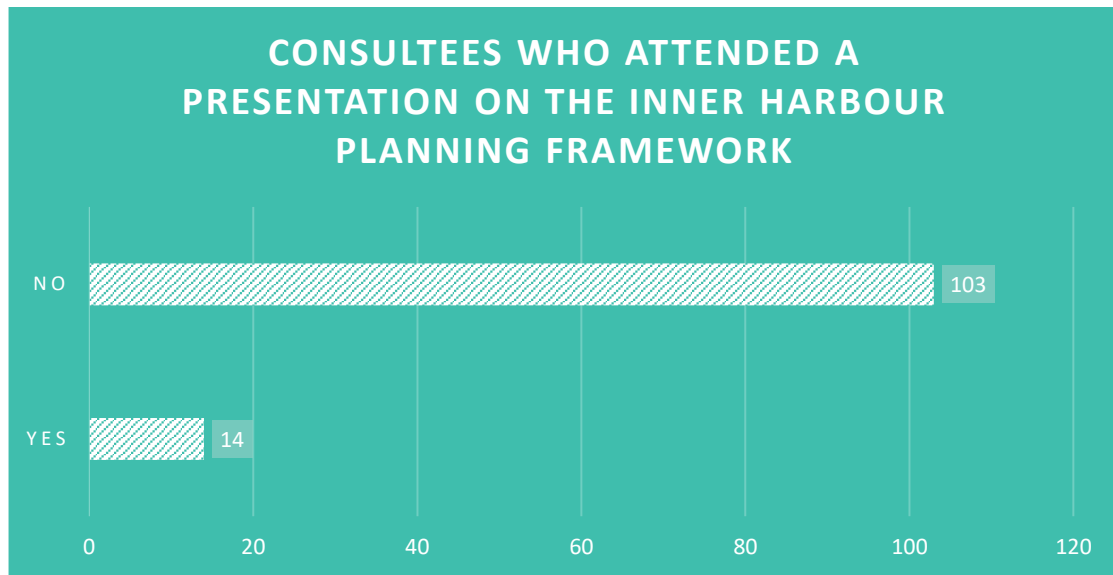


Figure 22: Consultees who attended a presentation on the Inner Harbour

The majority of consultees did not attend a presentation on the Inner Harbour Planning Framework, with only 14 out of 117 engaging at this stage of the consultation process. However, as noted in section 2.2, COVID-19 restrictions were in place during this time.

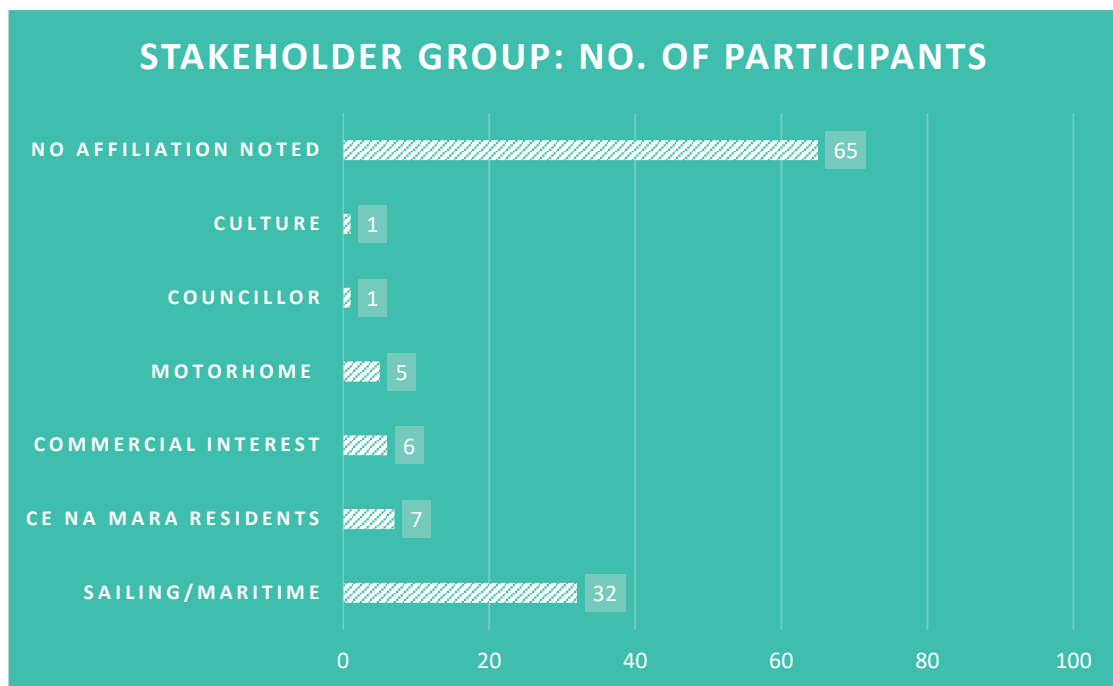


Figure 23: Number of participants in each stakeholder group

There was a large variety of stakeholder groups that engaged in the consultation. This was very positive as it ensured that several different community groups were adequately represented.

The majority of participants and consultees, 65 out of the total 117, noted no affiliation with a specific group. This mix ensured that particular groups and general members of the local community both had an opportunity to engage and express their thoughts and interests with regard to the project. It also ensured a balanced approach between the variety of groups, which will facilitate the delivery of the Inner Harbour in being a project for all.

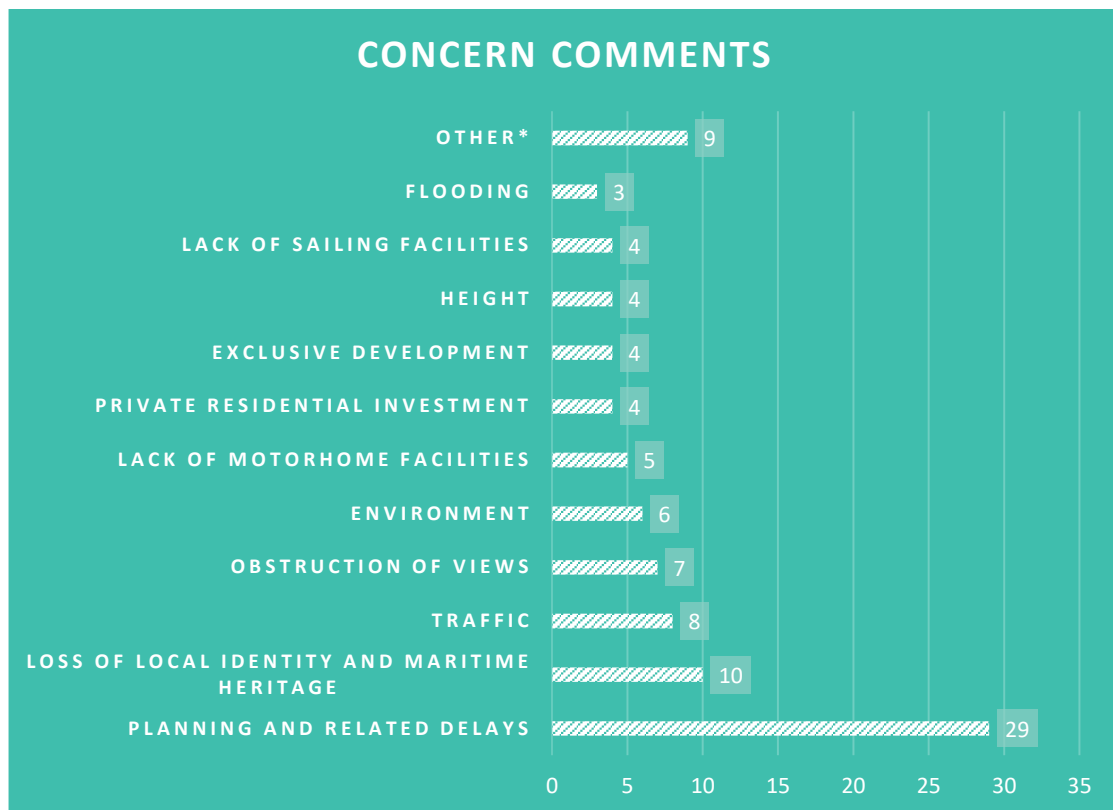


Figure 24: Concerns of Consultees

It is evident from the consultation that ‘planning and related delays’ are of most concern to respondents. Loss of local identity and maritime heritage; traffic; and obstruction of views were also highlighted as concerns by respondents. Amongst ‘other’ items of concern were the following:

- Negative impact of cruise ships.
- Lack of height.
- Anti-social activity.
- Concrete design.
- Connectivity.
- Lack of outdoor covered areas.

For certain items noted above, such as ‘planning and related delays’ and the ‘negative impact of cruise ships’, it is unclear whether respondents are referring to the proposed expansion of the Port (original application lodged to An Bord Pleanála in 2014) or the redevelopment of the Inner Harbour.

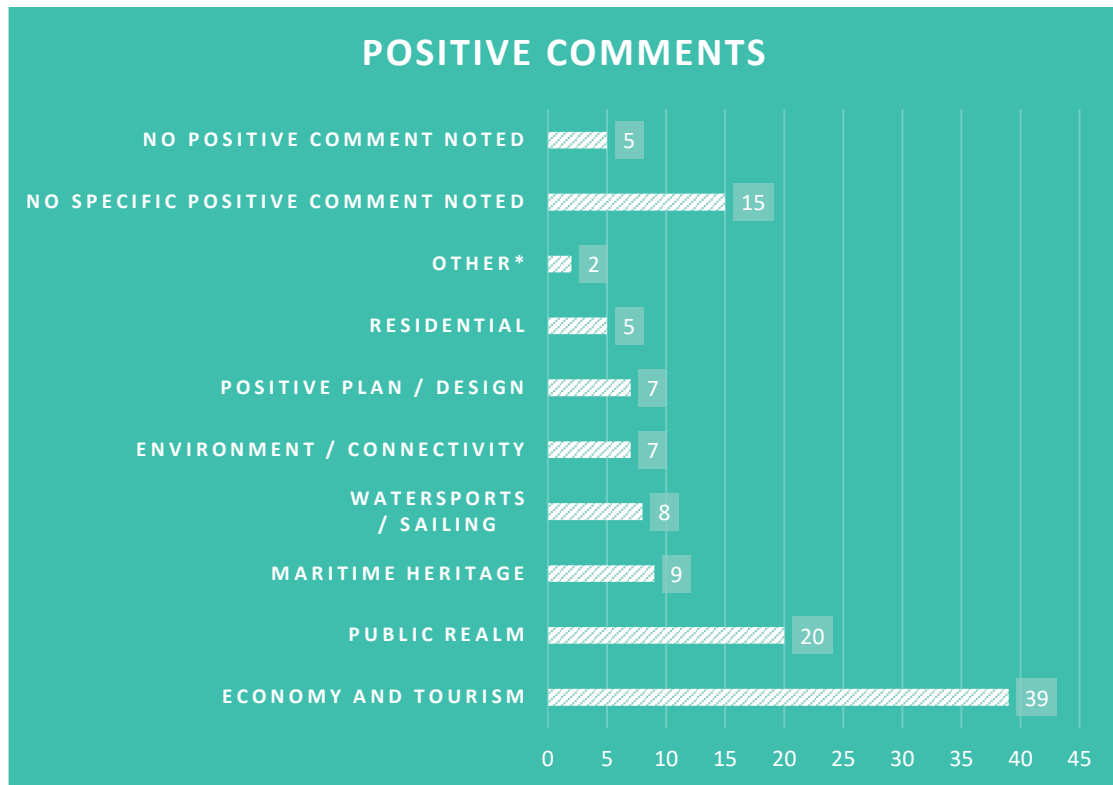


Figure 25: Positive Comments from Consultees

‘Economy and tourism’ are the most popular perceived benefits of the project. Next to this is the enhancement of the public realm, which aims to facilitate mixed-use development in order to foster a sense of community and wellbeing amongst residents, workers and visitors. Only 4% of respondents noted no positive points. ‘Other’ positive comments referenced included:

- Public engagement.
- Regional development.

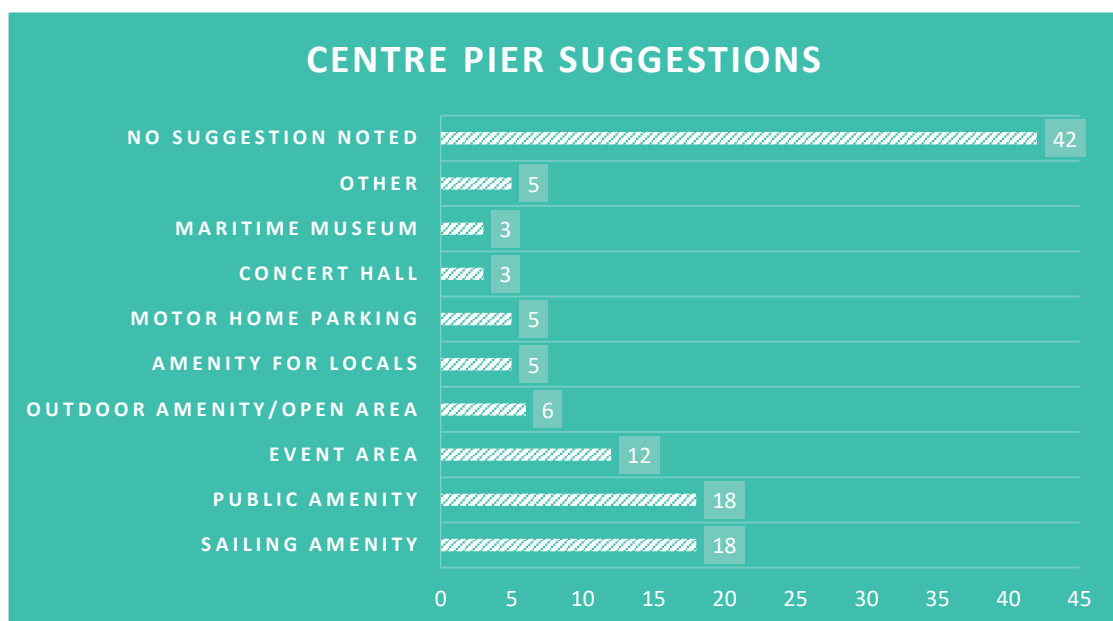


Figure 26: Centre Pier Suggestions.

As part of the consultation, consultees were asked to provide suggestions on their preference on the usage and function of the centre pier. Throughout the consultation period of the project, the opportunity to support maritime activities and water sports has been promoted, in order to align with previous ‘Sea Fests’ festivals that have been held in Galway City. Stemming from this, it is clear that

sailing and public amenities are the favoured use, with a combined total of 30% of respondents noting these as the preferred suggestion.

‘Other’ suggestions included:

- > Banqueting facility.
- > Commercial area.
- > Community area.
- > Naval facility.
- > Theatre.

Overall, it is evident that the public aim to see the centre pier used as a space that is accessible to the community, enhancing public open space within Galway City.



Figure 27 Indicative Building Uses and Functions. Source: Galway Inner Harbour Masterplan

3.3 Public Consultation Feedback 2025

As mentioned above in Section 2.3, the GHC and the LDA sought views from the local community on the draft proposals to inform the final masterplan and the planning application for Phase 1 ‘Amharc Atalia’ and encouraged residents, businesses and community groups to engage and contribute to the design process.

A dedicated project website, www.galway-harbour.com, was set up to provide information and updates on the draft plan. Multiple communication channels—including post, telephone, and email—were made available to allow the public to share their views. Additionally, two drop-in consultation clinics were held on Tuesday 3rd and Wednesday 4th June 2025, offering in-person opportunities for feedback and discussion.

In response to the valuable feedback received during the public consultation phase, the design team has carefully reviewed and considered all submissions to help shape the ongoing development of the Galway Inner Harbour Draft Masterplan 2025. The insights provided by members of the public and key stakeholders have played a central role in informing the next steps of the design process. Particular attention has been given to the key themes raised—such as sustainable building design, community use, accessibility and the overall masterplan layout—to ensure that the revised proposals reflect local priorities and aspirations.

The design team remains committed to an open, transparent and inclusive approach as the project progresses. GHC will continue to consider deploying next-generation public engagement techniques as future phases of the masterplan are brought forward, focus on creating inclusive, accessible and meaningful participation opportunities for diverse audiences.

Table 2: Emerging Feedback from 2025 Consultation

Emerging Themes		
Sustainable Building Design	Community Use	Participatory Design
Accessibility & Inclusion	Noise Pollution	Masterplan Design
Mix of Uses	Movement & Connections	Environmental Impact Assessment

A detailed synopsis of the feedback received and how the feedback from these various consultation activities was incorporated into the final design is provided in **Appendix 3** of this report. The summary of the submission has been anonymised to protect observers’ privacy and contact details.

Media Feedback

The qualitative feedback through media and stakeholder engagement was largely positive (see **Appendix A** for the articles referenced).

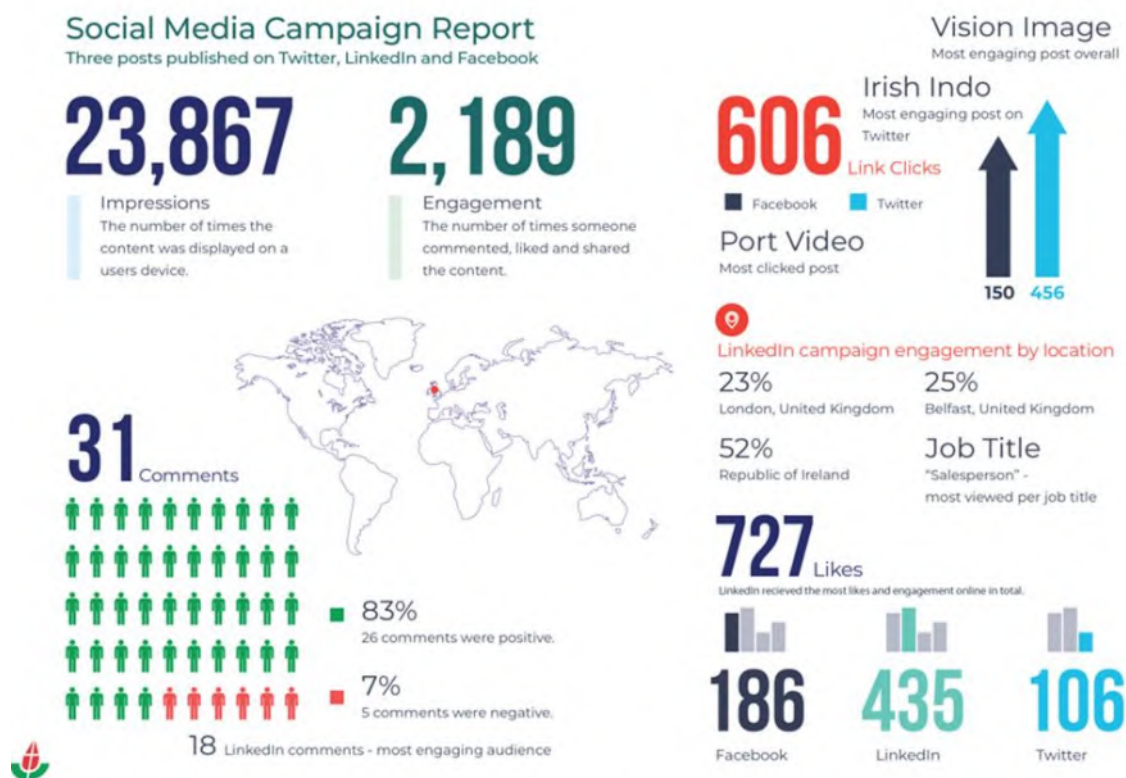


Figure 28: Social Media Campaign Report. Source: Port of Galway.

The infographic above illustrates the levels of engagement and efficacy of the social media campaign in the days following the launch of the Vision Document in May 2021. With a total of 727 likes and 31 comments, 83% of which were positive, this demonstrates how the proposed development was positively received. The benefit of social media campaign report also broadens the potential audience with 23% of engagement occurring in London and 25% in Belfast. A greater breadth of audience can increase the level of interest in the project, potentially enhancing project support. With only 7% of comments across the social media engagement being negative, this highlights how the proposed development appears to be well supported and positively perceived as a positive contribution to Galway, the western region and the country as a whole.

An article published by the Irish Independent (5th May 2021) headlined *"Distinctive and vibrant – ambitious plan to develop Galway Harbour launched"*, positively presents the project. The article references the Mayor of Galway, Mike Cubbard, who welcomed the proposed plan, stating that *"It is an exciting opportunity for the people of Galway and will provide an attractive destination for investment, job creation and sustainable living"*. Furthermore, within the article, the Mayor references the importance for local people to engage in the public consultation process, which promoted engagement numbers and submissions.

In an interview with Keith Finnegan, with Galway Bay FM, (8th May 2021), Conor O'Dowd, CEO of Port of Galway, discussed the vision for the Galway Inner Harbour to become a distinctive and vibrant neighbourhood for people to live, work and socialise. Conor O'Dowd also engaged in an interview with Joe Lynam on the Newstalk Breakfast Business Show on 19th May 2023 to discuss the mixed-use

benefits of the site, which will host residential, commercial, retail, community, health and recreational amenities, all of which will work together to create a vibrant urban quarter in the city.



Figure 29: Active Travel and Permeability. Source: Galway Inner Harbour Masterplan.

The Galway Advertiser published an online article in December 2022 headlined “*European Investment Bank advisory support to aid Galway Harbour redevelopment project*”, discusses project buy-in and support from a European level. The article states that “*Engagement with EIB JASPERS is a further positive step to realise the ambitious plans for our proposed new Port and inner city regeneration project*”. This positive article shapes the perception of the EIB engagement as one which will be critical to the successful delivery of the project.

The Irish Times published a notable section on 26 April 2023, titled “*Reimagining Ireland’s cities to make them sustainable and a pleasure to live in*”. This section details the significant social, economic and environmental potential of port and harbour upgrades. It references other European examples in order to highlight successful case studies that can illustrate the benefits of the project. It notes that “*A great example is the transformation of the River Saone and Rhone in Lyons, which now has very popular linear parks that extend from the historic city centre, connecting neighbourhoods and extending into the countryside. Lyons also has a superb food market where local people sell their produce grown either within or immediately around the city, supported by community allotments. A similar approach would transform Galway, attracting more local people into the city centre and improving the city’s ambience and identity*”. This assists readers in visualising the everyday benefits that this can facilitate, highlighting the vision for the project. The article also discusses the importance of high-quality urban design and placemaking, enhanced by green and blue infrastructure, all of which are key elements of the proposed project.

On 7th June 2023, an interview on the Pat Kenny Show, Newstalk, was held with Conor O’Dowd, CEO of Port of Galway. The interview discussed the wealth of benefits of the proposed Inner Harbour development, which will be facilitated by the relocation and expansion of the existing port facilities. This relocation will therefore allow for the regeneration of 17 acres of inner dock lands. It was discussed that the public consultations have been largely positive, with the vision for the inner dock redevelopment being very well received. Opportunities for economic growth, particularly in relation to the renewable energy sector, were discussed as being extraordinary opportunities, not only for Galway,

but for the country as a whole. The benefits of enhanced tourism were also recognised as part of the consultation and as part of this discussion, again highlighting further opportunity for economic development. Overall, the interview highlighted the development as one which is positive and has so far been well received throughout the consultation process, due to its prospective social, economic and environmental benefits.

An article published in the City Tribune headlined *“Plain Sailing for Harbour Deal”*, references the deal with the LDA which would pave the way for housing on the six-acre city centre site, with one-third of the lands due to be transferred to the LDA. This illustrates buy-in from public and state-run bodies, which can assist readers in developing a level of trust within the project, understanding that it will bring about significant enhancements for local communities. This ensures that the development of the project is backed by state-run bodies, which can place the project as one which will promote social, economic and environmental sustainability.

Despite the overwhelmingly positive feedback across the various media platforms, some concerns were raised through various articles published within the Galway City Tribune, however, these related to the proposal for the expansion of the Port and not the redevelopment of the Inner Harbour regeneration site. Articles with headlines such as *“Expanding Port makes little sense”*, *“Galway Port delays show it is a scheme dead in the water”* and *“No Plan B for future of Port, Harbour will close if redevelopment proposal does not get planning permission”*, reference concerns regarding the economic vitality of the Port relocation and expansion, significant traffic delays and issues pre-, during and post construction, as well as its proximity to the motorway. As noted above, these articles related to the expansion of the Port and not the regeneration of the Inner Harbour.

A number of local and national news outlets covered the launch of the Galway Inner Harbour Draft Masterplan public consultation. The Irish Independent featured an article on 28th May 2025 announcing the consultation by Galway Harbour Company and the Land Development Agency. The Connacht Tribune also reported the joint initiative on 29th May, highlighting its scope and the inclusion of affordable housing in the masterplan. Additionally, the Galway Advertiser ran a feature detailing how residents could “have your say” on the proposals and Galway Beo published a number of online pieces encouraging public engagement through the consultation website and drop-in clinics.

See **Appendix A** for the articles referenced



Figure 30: Galway Harbour. Source: Galway Harbour Website.

CONCLUSION

The public consultation process for the Galway Inner Harbour redevelopment has been thorough and wide-reaching collecting feedback from a diverse range of stakeholders via several channels, including radio, newspapers, stakeholder engagement sessions and an online survey. These efforts ensured broad participation and provided valuable insights into public sentiment and stakeholder perspectives.

The feedback has been overwhelmingly positive, reflecting strong support for the proposed development and its anticipated benefits for the region. Participants expressed enthusiasm about the potential for economic growth, enhanced maritime infrastructure and increased community engagement with the harbour area.

While some concerns were raised, these primarily focused on specific design elements and potential environmental impacts. Importantly, these issues appear to be manageable and can be effectively addressed in the upcoming design and planning stages. The engagement process has highlighted the importance of continuing dialogue with stakeholders and the community to refine solutions that align with their expectations.

The consultation has provided a robust foundation for moving forward with the Galway Inner Harbour redevelopment, ensuring that it progresses in a manner that reflects the aspirations and concerns of the community. This collaborative approach will be key to the project's ultimate success and its positive legacy for Galway City.



Figure 31: Galway Harbour Development Area. Source: Galway Harbour Vision Document.



APPENDIX 1

MEDIA ARTICLES

[Home](#) / [Irish News](#)

‘Distinctive and vibrant’ – ambitious plan to develop Galway Harbour launched



• • • • •



A plan to develop Galway Harbour has been launched which would provide around 5.5 acres of new public spaces for the city.

The Galway Harbour Project, led by the Galway Harbour Company would look at progressing 17 acres of land and repurposing the Inner Dock basin for marine recreation.

The Plan also discussed the need for a sustainable mixed-use urban quarter, the development of a cultural space on the Centre Pier site, and a realignment of the city to the sea.

CEO of the Galway Harbour Company, Conor O'Dowd, said he wishes to develop the area to be a “distinctive, vibrant, sustainable” neighbourhood.



“Our vision is aligned with the proposed development of our key regional cities as set out in Project Ireland 2040 - The National Planning Framework and we believe the Galway Harbour Project offers a once in a generation opportunity to reimagine

Galway and the West of Ireland,” he said.



Conor O'Dowd, CEO & Maurice O'Gorman, Chairperson of Galway Harbour Company pictured at the launch of the Galway Harbour Development project. Photo Martina Regan.

Mayor of Galway Councillor Mike Cubbard also welcomed the proposed plan, saying he encourages all Galwegians to engage in the public consultation process.

“The vision outlined for the Inner Dock lands will provide breathing space for our city by opening up the harbour as a public realm event space, by extending the city centre to Galway Harbour, and by creating green/blue links that connect up pedestrian and cycle routes along the river and waterfront,” he said.

“It is an exciting opportunity for the people of Galway and will provide an attractive destination for investment, job creation and sustainable living.”



Proposed public amenities include the development of cross-city walking and cycle routes, multi-purpose cultural and event spaces, recreational water sport facilities and a permeable city street network that “encourages natural orientation and wayfinding” along the waterfront.

The Port’s planning application for a new, deep water port is at an advanced stage. According to the Galway Harbour Project, the proposed port development project will also enable the installation and service of the offshore wind resource off the west coast.

A six-week non-statutory public consultation can be accessed at www.galway-harbour.com.

European Investment Bank advisory support to aid Galway harbour redevelopment project

BY DECLAN VARLEY
The European Investment Bank (EIB), through JASPERS, last night (Wednesday) agreed comprehensive support and technical best-practice advisory expertise to strengthen the impact of the planned redevelopment of Galway city's port and inner docklands projects by Galway Harbour Company.

Welcoming the announcement, Conor O'Dowd, CEO of GHC told the *Galway Advertiser* that following on from the positive news announced last week in relation to TEN-T, the engagement with EIB JASPERS is a further positive step to realise the ambitious plans for our proposed new Port and inner city regeneration projects.

"We look forward to leveraging EIB/JASPERS skills and experience to better realise our vision in a sustainable way for the benefit of our city, our region and all of our stakeholders," he said.

of Galway to maximize the benefits of future investment at the port."

David Minton, Director of the Northern & Western Regional Assembly said this is a significant development for Galway Port and for the entire west coast region.

Economic engine

"Galway is such a natural economic engine, blessed with physical, cultural and environmental resources that attracts talent from all over the world.

"With the aid of the EIB JASPERS expertise, Galway can become an international city and region of note. The Climate Action Plan clearly emphasises the urgent need to halt disruptive evolutions and to make the shift towards a carbon-neutral society.

"The ability to create genuine change drives more and more global ports to ambitious transition projects. The Port of Galway is acting now, and it's a courageous effort," he said.

The EIB's advisory

are being developed off the west coast of Ireland.

The JASPERS assignment will provide specific expertise to assist in the redevelopment of the inner docklands project with specific focus on the alignment of the development model with national and EU policy on urban redevelopment, and will include advice on funding options, project structuring and technical design approaches.

In particular, the engagement will focus on consideration of a planning-led integrated approach to urban regeneration of the docklands area incorporating smart/green aspects, as well as advice and support on related development objectives.

The Galway Harbour redevelopment project sets out the strengthening of the Port as a transport node of regional and national significance. The overall project includes:

— the construction of new Port infrastructure, open for 24 hours daily,



(L-R) Alan O'Brien, Senior Transport Advisor, EIB JASPERS and Conor O'Dowd, CEO, Galway Harbour Company

a focus on energy efficiency, sustainable living, the use of smart solutions and climate

Galway follows recent EIB investment backing at Dublin Port, the Port of Cork, as well as the ports of Rotterdam and Marseille.

JASPERS is one of the main advisory facilities of the EIB, jointly funded by the EU and the EIB, and provides advice for the preparation of projects intended for EU funding.

JASPERS has supported over 1500 major projects in the past 15 years across the EU, including both port development and urban regeneration projects.

In Ireland, JASPERS has supported the preparation of several key infrastructural projects under Project Ireland 2040 such as Metrolink, DART+ and BusConnects, as well as Smart City Pilot scheme in Sligo.

The European Investment Bank (EIB) is the long-term lending institution of the European Union owned by its Member States. It makes long-term finance available for sound investment in order to contribute towards EU policy goals.

Galway Harbour Company ("GHC") owns and operates the Port of Galway. GHC currently occupies 17 acres of prime inner city lands in the heart of Galway City. The current facilities operated by the Port are only operational for 4 hours daily and are incapable of handling large vessels. A relocated

and expanded Port would provide better export and import opportunities for businesses in the Port's hinterland.

Best wind speeds

The west coast of Ireland has the EU's best wind speeds. With the development of floating offshore wind, an expanded and relocated Port can play a critical role in the deployment and service of offshore wind off Ireland's Atlantic Coast.

The existing Port has developed considerable expertise in the renewable energy sector through its involvement in a number of onshore wind deployments.

From 2014 to 2021, the Port has been responsible for the deployment of 14% of Irish renewable energy deployment and, by the end of 2022, c. 0.5GW of onshore renewable energy will have been deployed through the Port.

The skills and relationships developed through the Port's work in the onshore wind sector will be invaluable in the context of the emerging offshore opportunity and a new and expanded Port facility will enable the Port to also carry out more work for the onshore wind sector in the years ahead.

The proposed Galway Harbour development includes the:

— Construction of a new Port complex in

deeper water, thereby facilitating the full redevelopment of the inner harbour.

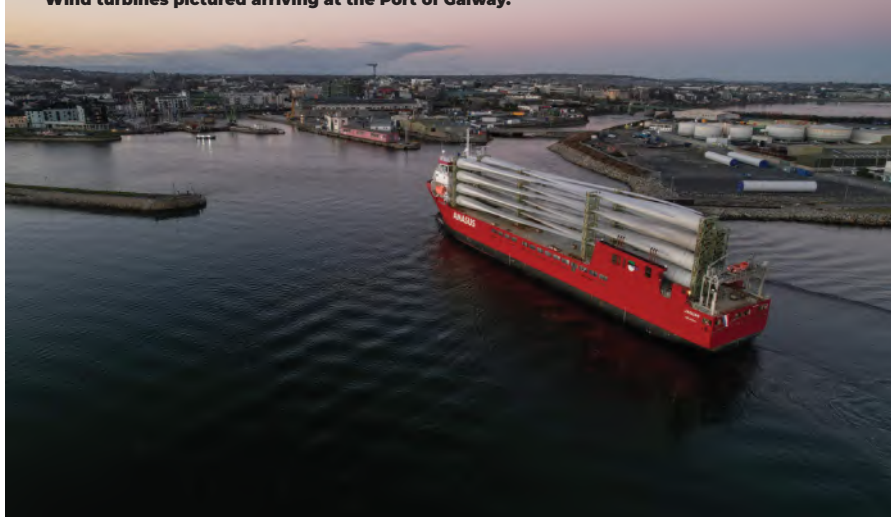
— Redevelopment of the inner harbour as a mixed use residential/commercial/recreational area, with a focus on delivering a smart, green and sustainable urban quarter.

— The development of a hydrogen hub in association with the GH2 consortium, a group formed to establish a Hydrogen Valley in Galway, which is expected to be located on lands owned by the Port. Members of the consortium include the Port, SSE, Bus Eireann, Colas, the University of Galway and companies involved in the transport of people and goods by air and sea to the Aran Islands.

— Redevelopment of part of the port lands as housing, supported by the Land Development Agency, thereby consolidating population growth in brownfield sites close to the city centre; and

— Other supporting measures to improve transport connections between the passenger function of the port, the city, the railway station and nearby bus services, in accordance with the designation of Galway as an Urban Node in the revised TEN-T regulation.

Wind turbines pictured arriving at the Port of Galway.



Commenting on the announcement Christian Kettel Thomsen, Vice President of the European Investment Bank said the European Investment Bank supports investment in ports across Europe and around the world that enhances maritime transport, unlocks regional economic development and cuts carbon emissions.

"We are pleased to agree, through JASPERS, a new dedicated advisory partnership with the Port

support through JASPERS follows the Port of Galway being added to the European TEN-T network in the General Approach, confirmed by European Union transport ministers on December 5.

This decision will strengthen the ability of the port to access grant funding under the EU's Connecting Europe Facility, in order to assist implementation of plans to strengthen specialist services for offshore renewable energy that

and with the ability to service larger cargo vessels than heretofore, to better serve businesses in the region. The new Port infrastructure will also enable the Port to provide facilities to the offshore wind sector and to build on existing work in respect of the deployment of onshore wind.

— the development of a new urban quarter, comprising residential, commercial and cultural facilities alongside new public realm with

adaptation, including flood risk management. The proposed urban regeneration is entirely consistent with national, regional and local policy and, specifically, is entirely aligned with the Irish National Planning Framework.

— the creation of an effective concept for a renewable hydrogen energy hub that will enable the deployment of green energy in the city and region.

The EIB - JASPERS support for the Port of

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Reimagining Ireland's cities to make them efficient, sustainable and a pleasure to live in

Galway can follow the lead of other European cities where everything residents could want or need is within easy walking distance

 Expand



A computer-generated image showing the redevelopment of Galway Inner Harbour.

Philip Jackson

Wed Apr 26 2023 - 05:50



The ambition of the National Planning Framework, published in 2018 by the government as part of [Project Ireland 2040](#) was clear: to plan for the evolution of our island in line with the rest of the world. It focuses on improving the quality of life for all citizens through the evolution of its cities, through 10 strategic outcomes including compact growth, strengthening rural economies and communities, enhancing connectivity, transiting to a low-carbon economy and sustainable mobility, and sustainable management of our environmental resources.

Since its publication, both city and county planning authorities have introduced new development plans that detail how they will achieve these goals. However, the pandemic, the war in Ukraine, housing and climate crises have slowed their

progress. With no time to waste, the pace of change needs to be accelerated. Now is the moment when we start transforming our cities, becoming a more sustainable, inclusive and better society.

This can be achieved through compact growth, repurposing our cities and town centres with high-quality urban residential neighbourhoods where people can walk or cycle to work, school, shops and local services, parks, space, and nature – enjoy life on their doorstep, without getting into a car or using public transport.

This is the model already being achieved across Europe in cities such as Freiburg, Aarhus, Cambridge and many others. This week, city planners from across Europe are coming together to present and discuss their experience at the Royal Institute of the Architects of Ireland/Academy of Urbanism’s “Reimagining the City” Conference in Galway.

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The health coach and the docklands property: A post-crash ownership tale



Henderson Park seeks €45m for Arena Centre in south Dublin



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Reimagining Ireland's cities to make them efficient, sustainable and a pleasure to live in



The intention is to draw upon their expertise and that of Irish urbanists, together with people in Galway, to envisage how Galway can be transformed from a low-density sprawl that is congested by traffic, into a sustainable and attractive city to live in. Presentations will be made on plans for several new urban neighbourhoods on existing brownfield lands within the existing city, including around Ceannt Station and Galway Docks – bringing people to live and work in the city centre.

Inspiration can be drawn from other European port cities such as Hamburg, Antwerp, and Trieste, which are integrating their working port areas into the urban fabric with linear parks and innovative leisure activities

Galway Port has a vital role in Galway's future, providing lands needed for energy generation for the city – such as wind turbines and waste-to energy plants – and logistical/distribution services for the growing region. Integrating these and other “industrial” areas into the city involves a shift away from traditional, single land-use based planning. Inspiration can be drawn from other European port cities such as Hamburg, Antwerp, and Trieste, which are integrating their working port areas into the urban fabric with linear parks and innovative leisure activities, while Copenhagen has incorporated a visitor centre and ski slope into its waste-to-energy plant.

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[[Unused planning permission for thousands of apartments a social housing opportunity, conference hears](#)]

Zurich has gone a step further with residential and start-up businesses being developed around functioning transport depots and railworks. This is possible using smart technology and good rail connectivity, underlining the need for flexible, innovative thinking on how we plan our cities and towns.

Increasing density is possible within existing towns and neighbourhoods without the need for new, costly infrastructure and in ways that make them very attractive places to live and work, while retaining their existing heritage, character and quality. Well-designed, infill development of unused open areas and back-land sites can be inserted into the existing urban fabric.

Quality of place

Key to all urban development is quality of place – that people have access to a variety of parks, nature, and biodiversity close to where they live, that they can walk along tree-lined streets with good-quality paving and be able to have a normal conversation rather than be deafened by noisy traffic. This can be achieved by a network of green corridors along rivers and waterfronts.

A great example is the transformation of the River Saone and Rhone in Lyons, which now has very popular linear parks that extend from the historic city centre, connecting neighbourhoods and extending into the countryside. Lyons also has a superb food market where local people sell their produce grown either within or immediately around the city, supported by community allotments. A similar approach would transform Galway, attracting more local people into the city centre and improving the city's ambience and identity.

[[Planning system from last century stalls housebuilding, report finds](#)]

Looking at other cities shows what is achievable, and what others are offering in a very economically competitive world. Economic investment is attracted to places where people want to live and can enjoy a high quality of life, but it can be inclusive and accessible to all. Leipzig is an excellent example of a city achieving this through qualitative assessment and affordable housing programmes that are improving existing neighbourhoods.

The key to achieving this is open governance and a flexible planning

system, designed to deliver greater efficiency and effectiveness

Reimagining Irish cities and towns is just the first step of the process. Achieving it involves a co-ordinated, proactive approach all-round. This requires raising awareness and actively including all those interested in improving where they live and their quality of life; a concerted effort by public authorities to support and lead the process with fully resourced professional teams; using the inventiveness, creative thinking, and added value of design professionals. These can quickly transform our cities and towns for the future.

The key to achieving this is open governance and a flexible planning system, designed to deliver greater efficiency and effectiveness. Rather than tweak the current legal-based planning system as proposed, the Government needs to take a big leap forward for Project Ireland 2040 to succeed.

Philip Jackson is a project director at Scott Tallon Walker, leading its urban design and master-planning team, and a director of the Academy of Urbanism.

Scott Tallon Walker

Academy of Urbanism

Reimagining the City

Galway

IN THIS SECTION



**The health coach and the docklands property:
A post-crash ownership tale**



**Henderson Park seeks €45m for Arena Centre
in south Dublin**

Plain sailing for harbour deal

Land Development Agency set to take ownership of Port lands for housing

BY STEPHEN CORRIGAN
stephen.corrigan@tribune.ie

GALWAY Harbour Company is almost ready to sign off on a deal with the Land Development Agency (LDA) which would pave the way for housing on a six-acre city centre site.

Chief Executive of the Port of Galway, Conor O'Dowd, told councillors in an update on the port's activities that the deal consisted of a transfer of one-third of harbour lands to the State-run development agency.

"The LDA has been engaging with us and we are at the final stages of due diligence for the opening of some land.

"It is fair to say that by the end of quarter one of 2024, we will have a transfer concluded with the LDA," said Mr O'Dowd.

It would be the LDA that would carry out detailed design for the site, he said, in consultation with the Harbour Company.

The lands in question are located adjacent to existing sheds on the site and would provide for partial development of the area for which there is broader

regeneration plans once the long-mooted Outer Harbour is complete.

A planning application for a deepwater port capable of taking larger vessels was lodged with An Bord Pleanála in January 2014, and despite almost 10 years having passed, no decision has been forthcoming.

Mr O'Dowd said he believed the application was advancing and the Board would make a de-

cision "within 12 to 15 months", adding that the current port could not keep up with demand.

The Harbour Company was on course to either match or exceed a record-breaking return last year but was having to turn away business - one area affected was the handling of on-shore wind turbines which have become a key element of the port's rude financial health.

Infrastructure for at least 20%

of the wind energy created in Ireland in the last year passed through Galway, said the Chief Executive, adding that the figure "is probably a lot more".

"We have a very significant wind turbine project in 2024," said Mr O'Dowd, but "business is being turned away because of the size of the port".

For this particular project, he said, Galway Port could handle the blades but was not large

Chief Executive of the Port of Galway, Conor O'Dowd: land will be developed for housing.



enough to process the associated towers.

This also limited Galway's potential to become a servicing hub for offshore wind farms, a sector which is set to expand rapidly off the West coast in the coming years.

"To carry out operation and maintenance for wind off-shore, you need to be a 24-hour port. We're currently operating for four hours a day.

"The viability of the port is dependent on the new port," said Mr O'Dowd.

Chairperson of Galway Harbour Company, Maurice O'Gorman, said all profits generated by the port were being used to fund the planning application and to advance the plans "once we receive our planning permission".

Cllr Declan McDonnell (Ind) said it was "very frustrating" that An Bord Pleanála had not yet made a decision on the application almost ten years after it was submitted.

Cllr Frank Fahy (FG) said the Port should be connected to the rail network and it was confirmed by Mr O'Dowd that the proposals for the expanded

deep-water port included for a rail spur.

Meanwhile, Cllr John Connolly (FF) requested that the Harbour Company, as well as the other stakeholders involved, come before Council to provide an update on the proposed hydrogen hub at the docks.

The hydrogen hub, known as 'GH2', will be used for research and the production and supply of clean, green, hydrogen fuel for public and private vehicles.

The 'Hydrogen Valley' was announced by then-Taoiseach Micheál Martin in April 2022, and is led by a seven-member consortium made up of University of Galway, the Port of Galway, CIÉ, Aran Island Ferries, Lasta Mhara Teo, Aer Arann Islands, and SSE Renewables.

Mr O'Dowd said that the project was "still live but it is being slightly reconfigured".

"Galway is required to have a hydrogen hub by 2030 in any event, and the port is the ideal location," he said.

He committed to bringing Cllr Connolly's proposal back to the consortium with a view to updating councillors.

Galway Port delays show it is a scheme dead in the water

With reference to the article in last week's paper ('Ten years on - no progress on plan to extend port', *Galway City Tribune*, October 27), this delay perhaps tells us another project is 'dead in the water'!

This would not just be the first such disappointment for Galway, as the city port has had a number of similar such knocks over the past 180+ years since the British Admiralty first envisaged building an outer deepwater harbour for transatlantic steam packet, carrying valuable Royal Mail Post contracts outside the city.

Local business interests didn't want the newly built city centre docks opened in 1843, to be so soon transferred to a new deepwater site at Furbo/Barna where an elaborate scheme was to have seen a branch line of the Galway-Clifden railway head out to connect the new port with regular trains to Dublin. A second Admiralty attempt in 1859 failed and again in 1885 when a proposal was put forward to use Mutton Island as part of deep water harbour anchorage. In 1913 further attempts were made to revive plans with access from lands at Blakes Hill. These were overtaken in Ireland by events of 1916 and WWI were quietly dropped.

How different Galway would have looked had any of these 'visionary' plans come to fruition?

David McWilliams' told us in the *Irish Times* recently that yet another attempt is to be made to relocate Dublin Port to a new deepwater site at Bremore, Co Meath, near Drogheda.

All of the locations he lists have already developed deepwater harbours - Barcelona, Bremen, Copenhagen, Amsterdam etc, both old and new, had the advantage of being redeveloped sites or were simply relocated outside of their built up city centre locations, just as were Cork Docks, downstream to Ringaskiddy with Limerick Docks activity moved to Foynes.

The current attempt to extend Galway Port would still have its location very much within the confines of a heavily trafficked and congested Galway City Centre, in shallow water very far from the motorway needed to feed product, whatever that may be, into and out of the port.

Anyone who has followed this project for the past twenty years or so of its gestation will have noted the regular reference to its vacation of shipping activity to the new pier would be leaving the Inner-Harbour (17 acres) ready for development with much profit expected from waterfront located apartments, hotels and restaurants etc.

Perhaps it would be wise for the new single shareholder in the Port Company, Galway City Council, to take its overdue substantial dividend today and use it to have built its own family size mix of medium density houses/apartments at the city centre?

With Foynes already getting significant government development funds and our own Ros a Mhíl, having recently secured €30m in funding already beginning development of its own deepwater quays, Galway Port with all its environmental and climate-driven sea level rise and predictable city flooding issues, is again likely to be left behind.

I often wonder about Capt Senen Meskeel, my wife's late great grand uncle who was Galway's former senior pilot for 40 years, the man credited with bringing transatlantic liners back to Galway in 1927. What would he have thought about today's plans? His 'Connacht Tribune' obituary - 28th April 1962, tells us "how intolerant he was of the comings and goings and speechmaking of public representatives and officials, all part of the general campaign, but to him a waste of time".

A favourite saying of his when officialdom and red

PEOPLE & VIEWS

tape irritated him was "my job is to keep clear water under her keel and not miss the tide". Perhaps Meskeel would have known that today's plans were indeed 'another waste of time' just more 'pie in the sky'?

Derrick Hambleton, Kingston.

Ireland must end complicity

I recently returned to Galway from the West Bank in occupied Palestine, having served there on a programme of the World Council of Churches. I was based in Masafer Yatta in the south of the West Bank. We provided protective presence to Palestinian communities vulnerable to attack from both the Israeli military, and Israeli settlers living in illegal settlements. We also monitored and reported breaches of International Human Rights and Humanitarian Law.

While the eyes of the world are on Israel and Gaza, Palestinians are under attack in the West Bank.

The combined area of the West Bank and East Jerusalem is 10% smaller than County Galway, where I live. According to the UN High Commissioner for Human Rights, there are now more than 700,000 Israeli settlers living in 279 settlements across the occupied West Bank and East Jerusalem. All of these settlements are illegal under international law. On 4 October, I saw yet another new Israeli settlement with a large flock of sheep. It appeared on Palestinian land on a hill near Tuba village in Masafer Yatta.

I witnessed the increasing levels of violence and harassment directed at Palestinian communities from Israeli settlers. I saw Palestinian shepherds being harassed as they grazed their flocks, forcing them off their land. I saw evidence of attacks on the water storage tanks, homes and animal shelters of the villagers. I witnessed the harassment of school children, sometimes by armed settlers, as they made their way to school on paths close to these illegal Israeli settlements.

The opinion of the villagers before 7 October was that "They are tightening the noose around us. They are making our lives impossible so that we have no choice but to leave. Then they will say that we left voluntarily."

Since 7 October, according to the UN, attacks on Palestinians in the occupied West Bank are surging, with at least 115 killed, more than 2,000 injured and nearly 1,000 others forcibly displaced from their homes because of violence and intimidation by Israeli forces and settlers. Among the dead are 33 children.

Although many Israeli settlers are already armed, the Israeli authorities have announced that, due to the "current security situation" they will distribute additional military-grade M-16 rifles to the settlers. This decision is likely to exacerbate violence against Palestinian civilians, especially those living in isolated villages such as those in Masafer Yatta.

The current escalation must be understood in the context of 55 years of Israeli military occupation of Palestinian land and 75 years of dispossession and oppression of the Palestinian people. It has been proven time and time again that there can be no military solution. Without an end to the occupation, without equality, and full dignified human rights for all, this cycle of violence will never end.

Our government has regularly criticised Israeli government policy, in particular, stating its strong opposition to Israeli construction and expansion of illegal settlements, the confiscation of Palestinians' land, demolition of Palestinians' homes and displacement of Palestinian civilians. However, Ireland has yet to take concrete action and continues to trade with businesses in the settlements. As a first step, Ireland must end its complicity by immediately passing the Occupied Territories Bill in Dáil Éireann.

Máire Ní Mheibhrí, Mionloch.

Send your letters to: Galway City Tribune, 21 Liosbán Business Park, Galway.
Tel: 091-536222 | Fax: 091-567242 | Email: letters@ctribune.ie



PEOPLE & VIEWS

OPINION

Expanding port makes little sense

BY DERRICK HAMBLETON

LAST week's *Galway City Tribune* carried a number of articles with clues as to why Galway's port will continue to turn away business.

It has to be remembered and can be confirmed by Galway historians, that attempts were being made almost two hundred years ago to convince the British Parliament to allow construction of a deepwater port at Bernal Long before Galway Docks as we know today were built.

As early as 1830, an alternative Galway location was being identified as a possible location by the Admiralty as a site for the main Steam Packet Station connecting the British Isles and North America. Any moves in this direction would not be possible unless first, Galway was connected by rail to Dun Laoghaire on the East Coast and secondly, development of the outer harbour in Galway as a safe refuge for ships took place.

Despite the completion of the Midland Great Western Railway into Galway, five months ahead of schedule by contractor William Dargan on the 20 July 1851, progress on developing an outer harbour, suitable for handling larger transatlantic steamships was constantly mired in vested-interest local, national and British Isles politics.

Galway city merchants also did not want to lose business, continuing to support the development of the port we still see today which had even before it was finished was already recognised, as being too small.

Then again in 1917, the British Admiralty had proposed building a huge naval port near Furbo at a cost of some £7m. This was during the Great War while Galway witnessed hostile maritime activity off its coast. However, the end of the war also saw an end to the plans which had been planned to connect back into Galway, via rail.

Today, many people living in Galway will have recognised sense in recent comments made by Deputy Sean Canney, Independent



TD, who in his letter 'Rail corridor will open up freight links along the Western seaboard' to your newspaper last week, wrote that the decision to reopen the Western Rail Corridor north from Athenry to Tuam and on to Claremorris "is now in the hands of Government."

Canney also mentions the "Recent government decision to build a rail link from Limerick junction to Foynes Port in the Shannon estuary now paves the way for a direct rail link from Mayo, Galway and Clare to the deep sea-port at Foynes to ship goods by rail freight".

This perhaps puts another nail in the coffin of Galway ever seeing, whatever about needing, a deepwater port built at the head of its shallow bay. It simply doesn't make economic sense when you know also that a contractor has already been appointed to commence a €25m plan to extend the quays at Ros a' Mhíl, from where any proposed offshore West coast wind developments can be more easily serviced without the need to bring heavy sections through Galway city. Contractors can more easily access Ros a' Mhíl from the sea, without need for heavy lorries cluttering the

already jammed streets of Galway City.

Galway's present port facilities can of course continue to accommodate servicing the appropriate needs for maritime business in the West.

If in fact the current unelected directors of the Galway Harbour Company wish to develop lands around the Inner-Harbour, they can re-apply to city council, its owners, to develop plans previously granted to build an outside berth for loading scrap metal and discharging bulk cargo.

With the possibility that it will also become a safer location for fuel deliveries, transferring the discharge terminal to the 40 acres site by so doing, would allow the single shareholder in Galway Port, the City Council to develop its own vision plans for future development of the 17 acres of land it now owns in the Inner-Harbour, at the heart of Galway's historic city core!

Slight of hand at the time the harbour was "transferred" to the local authority in 2020 was taken "as an executive function, not a reserve function of councillors".

The 'Due Diligence' report on which the decision was based was not made available to councillors, nor was it seen by the public. Still, we know Galway harbours annual tonnage throughput ensures the port still does not qualify it for anything other than Tier 3 status, which means it cannot qualify directly for European financial support. This, when despite the political efforts being made with delegations of developer interests and past directors of the Port Company who still canvass for change.

Nobody in Galway is against change, yet there is no City Council Plan therefore, there are concerns that new residential developments being spoken about today will be entirely developer-led and profit-driven by corporate speculators in property, could be entirely unaffordable for anyone needing a home in Galway city. Not a single house, of the 30% supposed to be constructed is yet built!

Derrick Hambleton is a member of An Taisce and several voluntary community groups, but wrote this opinion piece in a personal capacity.

OPINION

European Union – stronger together

BY BARBARA NOLAN

EUROPEAN democracy is sometimes taken for granted. However, our EU democracy is unique as it places citizens' well-being and rights at the heart of policymaking. We should treasure our values, freedoms and democratic systems, which are part and parcel of EU membership.

This message highlights the forthcoming State of the European Union address - the EU's most important annual policy speech. The speech is delivered every September by the President of the European Commission and takes stock of the past year, as well as setting out the Commission's priorities and ambitions for the year ahead.

On 14 September, President Ursula von der Leyen delivers her speech as the EU emerges from the coronavirus pandemic crisis but is now facing with a new crisis: Russia's unjustified war against Ukraine and its fallout, in-



Ursula von der Leyen

cluding pressing challenges in relation to energy supply.

The European Commission has successfully coordinated the EU's response to the COVID-19 pandemic and procured safe and effective vaccines. It also managed to preserve the right to free movement of people by developing the EU COVID Vaccination Cer-

tificate. This is proof that when countries work together - the outcome can be much better.

As we seek to modernise our economies after the pandemic, NextGenerationEU - Europe's recovery plan - has facilitated significant investment, giving new confidence to families, businesses and investors.

The European Union has shown unwavering support for Ukraine and introduced unprecedented sanctions against Russia, to reduce its capacity to wage war against Ukraine.

To ensure Europe's security of supply, the European Commission has presented the REPowerEU plan to phase out dependency Russian fossil fuels. This helps to accelerate the green transition, through massive investments in renewable energy.

The Commission has tabled ambitious plans to cut greenhouse gas emissions, invest in green technologies and protect the natural environment.

To advance Europe's digital decade, the Commission has proposed rules that will shape the digital age beyond our borders, based on safe and trusted technology.

And what is more, the EU empowers people to shape their future. Over the past year, citizens across the EU were invited to contribute to a joint vision for how Europe should respond to new challenges and meet people's evolving needs. Key ideas and feedback have been harvested and will be followed-up over the coming months and years.

In this year's State of the Union speech, President von der Leyen will outline the initiatives that will bring these ideas to life - this is what people-centred European democracy means. It is therefore no surprise that the latest Eurobarometer survey revealed that 83% of Irish people look upon the future of the European Union with optimism - the highest percentage of any country in the EU.

Barbara Nolan is Head of the European Commission Representation in Ireland.

[Galway\(/regionals/galway.\)](/regionals/galway/)

 [Change county\(/regionals/change-county.\)](/regionals/change-county/)

Galway Inner Harbour development – How to have your say on project as public consultation launched



The project includes the delivery of 350 affordable and social homes at Amharc Atalia.

Erika Sassone

Wed 28 May 2025 at 12:06



Public consultation over the long-awaited Galway Inner Harbour development has been launched as Galway Harbour Company (GHC) published the draft masterplan.

The announcement was made today, May 28, by GHC and The Land Development Agency (LDA) jointly.

This is Galway Newsletter

Galway's essential reads in local news and sport, straight to your inbox every week.

The GHC and the LDA have been working in partnership to develop proposals for the regeneration of the Galway Inner Harbour area. GHC, which owns and operates the Port of Galway, commissioned the masterplan to guide the transformation of Galway Inner Harbour.

The masterplan includes the construction of a new port complex in deeper water, thereby facilitating the full redevelopment of the inner harbour, but also the redevelopment of the inner harbour as a mixed-use residential, commercial and recreational area.

In particular, it includes the delivery of 350 affordable and social homes by LDA.

The housing development has been given the working title Amharc Atalia (or Atalia View in English). The homes will be built on a 1.4-hectare site within the inner harbour.

Read more

- [Lidl Galway customers warned not to feed local cat after pet food chaos \(/regionals/galway/news/lidl-galway-customers-warned-not-to-feed-local-cat-after-pet-food-chaos/a1273452727.html\)](/regionals/galway/news/lidl-galway-customers-warned-not-to-feed-local-cat-after-pet-food-chaos/a1273452727.html)
- [Concerns popular Galway town being 'bypassed' by tourists due to closure of iconic landmarks \(/regionals/galway/news/concerns-popular-galway-town-being-bypassed-by-tourists-due-to-closure-of-iconic-landmarks/a1670650331.html\)](/regionals/galway/news/concerns-popular-galway-town-being-bypassed-by-tourists-due-to-closure-of-iconic-landmarks/a1670650331.html)
- [Meet the Hawaiian pastry chef turning heads in Galway's cake scene – 'Pastry is a science, and that's why I love it' \(/regionals/galway/news/meet-the-hawaiian-pastry-chef-turning-heads-in-galways-cake-scene-pastry-is-a-science-and-thats-why-i-love-it/a2076065245.html\)](/regionals/galway/news/meet-the-hawaiian-pastry-chef-turning-heads-in-galways-cake-scene-pastry-is-a-science-and-thats-why-i-love-it/a2076065245.html)

The proposals include plans for cost rental and social housing, a creche and three retail or café units. The development will be located on New Dock Road and Lough Atalia Road.

As part of the consultation process, GHC and the LDA are encouraging residents, businesses and community groups to engage with and contribute to the proposals.

The draft masterplan document and new development brochure, Amharc Atalia, have been created for the public consultation process.

These documents outline the initial design plan, and their publication will be followed by a series of workshops and meetings, to be held over the coming weeks.

A range of communication channels have also been established to provide a forum for people to give their opinion.

Read more

- [Lidl Galway customers warned not to feed local cat after pet food chaos \(/regionals/galway/news/lidl-galway-customers-warned-not-to-feed-local-cat-after-pet-food-chaos/a1273452727.html\)](/regionals/galway/news/lidl-galway-customers-warned-not-to-feed-local-cat-after-pet-food-chaos/a1273452727.html)
- [Concerns popular Galway town being ‘bypassed’ by tourists due to closure of iconic landmarks \(/regionals/galway/news/concerns-popular-galway-town-being-bypassed-by-tourists-due-to-closure-of-iconic-landmarks/a1670650331.html\)](/regionals/galway/news/concerns-popular-galway-town-being-bypassed-by-tourists-due-to-closure-of-iconic-landmarks/a1670650331.html)
- [Meet the Hawaiian pastry chef turning heads in Galway’s cake scene – ‘Pastry is a science, and that’s why I love it’ \(/regionals/galway/news/meet-the-hawaiian-pastry-chef-turning-heads-in-galways-cake-scene-pastry-is-a-science-and-thats-why-i-love-it/a2076065245.html\)](/regionals/galway/news/meet-the-hawaiian-pastry-chef-turning-heads-in-galways-cake-scene-pastry-is-a-science-and-thats-why-i-love-it/a2076065245.html)



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Harbour company and LDA launch consultation phase of 350-home Inner Harbour development

Galway Advertiser, Thu, May 29, 2025



Galway Harbour Company (GHC) and The Land Development Agency (LDA) last evening (Wednesday) announced the launch of a joint consultation and stakeholder engagement process for the planned redevelopment of Galway Inner Harbour, which includes the proposed delivery of 350 affordable and social homes at Amharc Atalia, a planned new LDA housing development.

GHC and the LDA have been working in partnership to develop detailed proposals for the regeneration of the Galway Inner Harbour area. They are now seeking the views of the public and stakeholders on the overall draft masterplan and the proposed Phase 1 of development, which involves the LDA's delivery of about 350 affordable and social homes in the area.

The housing development has been given the working title Amharc Atalia/Atalia View in English. The homes will be built on a 1.4-hectare site within the inner harbour, the transfer of which was agreed in principle, with government approval, in 2024.

The proposals include plans for cost rental and social housing, a creche and three retail or café units. The development will be located on New Dock Road and Lough Atalia Road.

GHC, which owns and operates the Port of Galway, commissioned the masterplan to guide the transformation of Galway Inner Harbour.

It includes proposals to develop the area into a new sustainable and mixed-use city centre urban quarter. The completion of the draft masterplan is a requirement of the Galway City Development Plan and further develops the vision for the Inner Dock lands, which was published in May 2021

The masterplan is a vital component of GHC's broader development strategy which includes the relocation and extension of its port facilities. The LDA is working in partnership with GHC and is aligned with the following principles of the draft masterplan:

The urban structure, hierarchy of streets and amenity areas

Legibility, safety and activity

Character, look and feel, including heritage

Nature, biodiversity and climate

Development quantum and implementation

As part of the consultation process, GHC and the LDA are encouraging residents, businesses and community groups to engage with and contribute to the proposals.

The draft masterplan document and new development brochure, Amharc Atalia, have been created for the public consultation process. These documents outline the initial design plan, and their publication will be followed by a series of workshops and meetings, to be held over the coming weeks.

A range of communication channels have also been established to provide a forum for people to give their. More details and the full masterplan are available at galway-harbour.com



Phelim O'Neill, Director of Development at the LDA, said he is pleased to see plans for the development of new affordable homes reach this pivotal stage.

"In just over one year since terms were agreed to facilitate the land transfer, we have engaged with teams in Galway to design a new high quality and sustainable residential development in the heart of the city. I would like to thank Galway Harbour Company and Galway City Council for their support in helping us progress this much-needed project.

"We value the local community's engagement and feedback, and I am actively encouraging local residents, businesses and community groups to contribute to this important process as we strive to deliver a development that meets the needs of the city."

Conor O'Dowd, Chief Executive of Galway Harbour Company, said the plans to transform Galway Inner Harbour represent a once-in-a-generation opportunity to develop a new and sustainable urban quarter in Galway city and solidify Galway's position as a driver of economic growth for the West of Ireland.

"It will provide new housing and commercial outlets, in addition to recreational and cultural facilities along the water's edge, and the overall project will create new employment opportunities and boost tourism.

"We are pleased to partner with the LDA in launching this consultation process and look forward to hearing from all stakeholders on the draft masterplan and the proposals for Phase 1, which involves the LDA's Amharc Atalia development."

Leonard Cleary, Chief Executive of Galway City Council said Galway City Council is proud to play its part in the economic and social regeneration of the Inner Harbour area.

"The draft masterplan devised by Galway Harbour Company develops the vision for the Inner Harbour lands, which was published in May 2021. Galway City Council looks forward to engaging with Galway Harbour Company and the Land Development Agency in respect of the proposed regeneration of the area. In due course, the proposal will be submitted in accordance with the public planning process and considered in line with the Galway City Development Plan and proper planning."

The plans for the harbour site are just one of a number of projects the LDA is working on in Galway. The Agency, which specialises in unlocking underutilised land for the delivery of affordable housing, recently revealed ambitious plans to transform land surrounding Galway's Sandy Road into a new urban quarter involving up to 750 mixed tenure homes including social and affordable homes.

A draft spatial framework for the 24-acre site includes plans for a central park and a series of smaller garden courts, pocket parks and a public square. It also envisages high quality office and commercial space, alongside biodiverse landscaping and much-needed places to live, socialise and work close to Galway city centre.

The LDA is also seeking planning permission for 219 apartments and community amenities on a 1.75-acre site at Dyke Road in Galway City Centre, which has been identified for redevelopment by Galway City Council.

In January, the LDA announced the planned delivery of 345 new homes at Crown Square in Mervue in Galway City. The new homes have been secured under the LDA's Homebuilder Partnership initiative (Project Tosaigh) and are being delivered in partnership with JJ Rhatigan & Company.

Harbour masterplan includes 350 new affordable and social houses

Published: 29 May 2025



Plans for 350 affordable and social homes on Galway city's waterfront were unveiled this week – as part of the long-awaited plan to regenerate the Galway Inner Harbour area.

The 350 affordable and social homes at Amharc Atalia – launched by Galway Harbour Company and the Land Development Agency – are an integral part of the joint consultation and stakeholder engagement process for the planned redevelopment of Galway Inner Harbour, which has been eleven years in the planning process.

Both GHC and the LDA are now seeking the views of the public and stakeholders on the overall draft masterplan and this proposed first phase of development – the LDA's delivery of these 350 affordable and social homes.

It had already been revealed that An Bord Pleanála is due to decide on the planning application for a new Galway Port before the year's end – eleven years after it was submitted.

Meeting with Galway City Councillors earlier this month, Galway Port Company Chief Executive Conor O'Dowd, described it as a vital piece of infrastructure – and added that, without it, Galway has suffered 'lost opportunities', including the loss of major contracts to export rock to Europe and Africa.

He confirmed to the city councillors that the public consultation process for a new port finished in February, and a decision was expected before the end of 2025.

A response to submissions from the public and statutory bodies was sent by Galway Harbour recently to ABP, and the planning appeals board was now assessing the response.

Mr O'Dowd said the new larger port involved the relocation of the existing harbour to reclaimed land further out to sea. This would free up the inner dock to be developed for other purposes.

Having signalled this housing plan at the City Council meeting, this week put meat on the bones with confirmation that the proposal is to build the homes on a 1.4-hectare site within the inner harbour – the transfer of which was agreed in principle, with government approval, in 2024.

The proposals include plans for cost rental and social housing, a creche and three retail or café units. The development will be located on New Dock Road and Lough Atalia Road.

Caption: An artist's impression of the proposed Amharc Atalia affordable and social housing complex.

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Planned Galway Harbour redevelopment includes construction of 350 new homes

The homes will be built on a 1.4-hectare site

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The location of the proposed development (Image: LDA.ie)

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Galway Harbour Company (GHC) and The Land Development Agency (LDA) announced a joint consultation and stakeholder engagement process for the planned redevelopment today.

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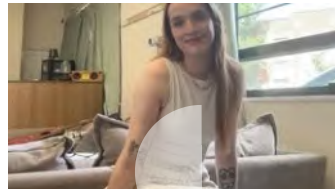
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GHC and LDA are now seeking the views of the public and stakeholders over the proposed Phase 1 of development, which involves the LDA's delivery of about 350 affordable and social homes.

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Currently, the development has been given the name Amharc Atalia/Atalia View and will be built on 1.4-hectare site within the inner harbour.

Among the proposed plans are cost rental and social housing, a creche and three retail or café units and it will be located on New Dock Road and Lough Atalia Road.



APPENDIX 2

EIB JASPERS GUIDANCE NOTE

Guidance Note 1

Assessment of the Galway Inner Harbour Planning Framework against the New European Bauhaus (NEB)

Date:	10 February 2023
JASPERS assignment(s) code:	2022 113 IE SCH ADV
Project title:	Redevelopment of Galway Docklands
Country(s)	Ireland
Prepared by:	JASPERS

1. Purpose of this Paper

The New European Bauhaus (NEB) is a creative and interdisciplinary initiative of the European Commission that aims to give a cultural dimension to the green transition and to connect the European Green Deal with our living spaces and experiences. It expresses EU's ambition of creating beautiful, sustainable, and inclusive places, products and ways of living. It promotes a new lifestyle where sustainability matches style, thus accelerating the green transition in various sectors of our economy such as construction, furniture, fashion and in our societies as well as other areas of our daily life. The aim is to provide all citizens with access to goods that are circular and less carbon-intensive, that support the regeneration of nature and protect biodiversity.

The Galway Harbour Company ('GHC') commissioned Scott Tallon Walker Architects to prepare the Galway Inner Harbour Planning Framework, a planning framework for the future development of the 'Inner Harbour lands' in relation to the development of the expansion of the port. Although this will be followed by a more detailed MasterPlan, the framework sets out some of the key planning principles and also a vision for the development of the lands. Although not specifically targeting NEB, it does incorporate many of the concepts, and as such the current paper has explored how the proposal as it stands aligns with the full spectrum of NEB principles.

The current working paper therefore aims to:

- translate the higher level NEB values into a series of design principles that can be interpreted by the design team across all the relevant sectors
- examine which aspects of the Galway Inner Harbour Planning Framework are best-aligned to NEB, and in which areas there may be potential to strengthen the alignment of the plan with the NEB principles.

2. New European Bauhaus

In January 2023 the European Commission published the New European Bauhaus Compass¹ as a guiding framework and an assessment tool for decision and project makers wishing to apply the NEB principles and criteria to their activities.

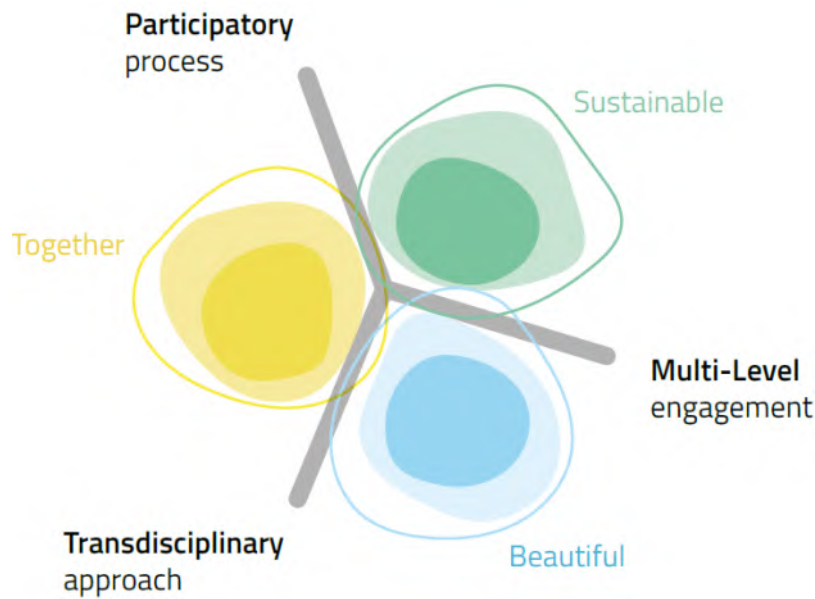
According to the NEB Compass there are three core values that guide NEB:

- **Sustainability**, from climate goals, to circularity, zero pollution, and biodiversity
- **Aesthetics**, quality of experience and style, beyond functionality
- **Inclusion**, from valorising diversity and equality for all, to securing accessibility and affordability

Additionally, a set of three cross-cutting principles characterise the NEB:

- **Strong participatory processes**, that empower communities to take decisions and self-govern.
- **Multidisciplinary approaches**, that take a collaborative approach to knowledge creation between local, traditional and academic knowledge holders.
- **Multi-level engagement**, that connects local place-based strategies to a global network of actors while considering the initiatives' wider global impact.

¹ See https://www.urban-initiative.eu/sites/default/files/2022-12/NEB_Compass_V1.pdf



For each one of the above core values and principles the NEB Compass sets three levels of ambition, which are explained through questions and exemplary projects that best illustrate the practical application of the NEB principles in a variety of sectors. The first ambition level sets the baseline. Only if this level is reached, a project can claim to be NEBish. The second and third levels reflect growing aspirations and higher ambitions. A variety of NEB projects across the EU can be found at the New European Bauhaus Dashboard².

3. NEB Gap Analysis

Elaborating on the above core values and principles based on both the NEB 'Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions'³, the New European Bauhaus Compass and adapting professional engineering, architectural and planning expertise, JASPERS derived a list of design principles that reflect the practical application of these core values. The alignment of the Galway Inner Harbour Planning Framework was assessed against those principles, as follows:

² See <https://web.jrc.ec.europa.eu/dashboard/NEB/index.html>

³ See [Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions New European Bauhaus Beautiful, Sustainable, Together](#)

1. Core Value: Sustainable

1.1. Climate change mitigation and adaptation

	Design Principle	Alignment to the Design Principle
1.1.1	Implementation of the compact city model that lessens the impact on the environment by protecting it from sprawling, shortening intra-urban distances and reducing the need for private car use, making infrastructure investments more effective and facilitating citizens' access to services	Concept is well-aligned to the design principle, as suggests the development of a high density mix use zone within the heart of an existing city.
1.1.2	Sustainable design of buildings, infrastructure, and outdoor spaces, in terms of construction techniques, materials and integrated technologies	As an intention the concept is well-aligned to the design principle, with buildings planned to be carbon neutral using sustainable, recyclable materials built to passive house standards or equivalent. No specifications are currently provided about the design of public spaces and infrastructure projects.
1.1.3	Efficient treatment and management of water and waste, ideally with re-use opportunities	Rainwater harvesting is foreseen for buildings and for all landscaped areas and public spaces. No specific treatment or management process is described for waste.
1.1.4	Integration of renewable energy sources	Concept includes the integration of PV panels, wind power and natural ventilation systems in the new buildings. The framework mentions the potential for a renewable energy district heating system but does not present any firm objective.
1.1.5	Integration of Nature-based Solutions in a way that offers value-for-money and provides simultaneous environmental, social and economic benefits	The need to prepare a flood defence strategy for the entrance of the Inner Harbour is recognised. According to the Planning Framework the measures included in the implementation of flood walls and embankments will be designed appropriately to enhance the public realm with seating areas, landscaping, etc. No other specific NbS are described in the Planning Framework.
1.1.6	Use of plant species that are resilient and can positively contribute to climate change mitigation, taking into account their ability to absorb water and CO2 emissions	No information provided.
1.1.7	Building resiliency to relevant future risks related to climate change	The development includes measures that can contribute to broader flood defence (which will benefit the area beyond just the zone of the current development). Nevertheless, it is not clear if the development proposal in itself incorporates such climate resilience.

1.2. Circularity

	Design Principle	Alignment to the Design Principle
1.2.1.	Prioritization of the re-use, regeneration, life extension and transformation of existing infrastructure, buildings or outdoor public spaces over the construction of new projects whenever feasible	The project is well-aligned to the principle, as it focuses on the reuse and intensification of brownfield lands close to the city centre.
1.2.2.	Modular, upgradable, and recoverable design of new buildings and infrastructure	No evidence of alignment to this principle.
1.2.3.	Use of materials that are recyclable and/or recycled	It is described that the design of new buildings will include recyclable materials. No information is included about materials used in infrastructure elements and open spaces.
1.2.4.	Retention and recovery of value and integration of recycling flows and infrastructure for resources and waste	No evidence of alignment to this principle.
1.2.5.	Shared use of services, assets and resources	Areas for communal gardens and growing food will be provided close to residential buildings. No further evidence of alignment to this principle is provided.

1.3. Protection and/or enhancement of biodiversity

	Design Principle	Alignment to the Design Principle
1.3.1.	Improvement of the quality of air, soil and water	Not enough evidence to provide assessment.
1.3.2.	Prevention of the loss of biodiversity and/or the enhancement of biodiversity through the protection or restoration of ecosystems	<p>The Planning Framework highlights the importance of the broader area in terms of biodiversity. The existing harbour area historically formed part of the natural wetlands that today consist of the area around Lough Atalia and the Renmore Lagoon. It is recognised that the Renmore Lagoon area should not be publicly accessible, due to impact on wildlife. However, a network of nodes could form a pedestrian route that connects with the pedestrian network around Lough Atalia. Also, biodiversity corridors are proposed around the Galway Harbour Enterprise Park and along the main infrastructure corridors that connect Lough Atalia and Renmore Lagoon to encourage native species and provide attractive public amenities.</p> <p>Inside the city of Galway new green corridors are also proposed, with trees and planting</p>

		providing environmental benefits (Lough Atalia Road, Bothar na Long and the Galway Harbour Enterprise Park Road).
1.3.3.	Integration of biodiversity into broader green-blue infrastructure networks	<p>The project is well-aligned to this design principle, as also described in Design Principle 1.3.2.</p> <p>Additionally, the Planning Framework mentions that Galway Harbour is at a pivotal location where three green/blue corridors converge, but do not connect. According to the proposed plan the three corridors will be connected, also opening the city to the waterfront.</p> <p>It is also suggested that it will be further investigated how to connect the Inner Harbour and Galway Harbour waterfront with the proposed Port expansion area, and the Renmore Lagoon nature reserve through pedestrian/cycle routes.</p> <p>An additional pedestrian/cyclist/running route is proposed towards and around Lough Atalia. The route will be softscaped further encouraging biodiversity, with seating and play areas where people can rest and relate to the water.</p>

1.4. Change of social habits

	Design Principle	Alignment to the Design Principle
1.4.1.	Support of healthy and active life-styles, and generation of new habits and patterns of care, including consuming more responsibly	<p>The Planning Framework is well-aligned to the design principle. It targets the creation of a dense mix-use development, the reduction of private car dependency and the promotion of sustainable multimodal mobility.</p> <p>The development zone is in a central part of the city, with good access to the railway and bus stations and the Aran Island Ferry. It is an extension of the central urban area and hence looks to benefit from the focus on walking as a dominant mode.</p> <p>An integrated network of walking and cycling routes is also proposed, that will connect the Inner Harbour to the rest of the city and to important green/blue zones outside the city.</p> <p>Also, all buildings will be provided with long-stay bicycle parking directly connected to cycling and pedestrian routes and short-stay visitor bicycle parking.</p> <p>The intention is also to provide high quality public spaces in the regenerated areas of the Old Docks and the Harbour Waterfront, prioritising pedestrian movement, supporting the development of a wide range of outdoor activities.</p> <p>More informal 'green' routes with points of interest are proposed along the bank of Lough Atalia, where people can sit, relax and enjoy the natural environment.</p>
1.4.2.	Integration of activities and products that convey a feeling of being part of nature and bring a change of perspective towards nature	<p>The Planning Framework envisages the creation of pedestrian and cycle routes along the river and waterfronts that allow the enjoyment of nature, the provision of a range of water-based leisure activities such as canoeing, paddle-boarding, etc. in the Old Docks area, and the integration of areas for communal gardening close to residential buildings.</p>

2. Core Value: Beautiful

2.1. Integration to natural and cultural context

	Design Principle	Alignment to the Design Principle
2.1.1.	Integration of project's aesthetic qualities to its natural and cultural environment, making sure that it engages in a meaningful dialogue with its surroundings	<p>At this level of design there is an intention to integrate the project to its natural, built and cultural environment, by defining building heights, supporting that the prevailing six to eight storey height of buildings around the existing dock area relates well to the wider city context and to the scale of space created by the existing dock. It is also considered that taller 'landmarks' should be carefully located as they significantly affect the city's skyline and have a considerable impact in the context of historic buildings, conservation areas, and areas of natural heritage importance. As a result, higher landmark buildings are only proposed at key 'gateway' locations.</p> <p>According to the sketches provided in the Planning Framework, the compact massing of the new buildings with continuous frontages does build above and over the existing urban context, although the transition has been carefully designed and has a high potential to create a feeling of urbanity in the new areas.</p> <p>The project is also well-connected to its natural environment, creating strong visual and physical connections to the waterfront and the surrounding green zones.</p> <p>Further details of the design that affect the aesthetic identity of the project should be defined at a later stage.</p>
2.1.2.	Integration of cultural assets (arts, history associated with the particular territory, heritage, local craft, know how, etc.), natural assets (landscape, natural resources, etc.) as opportunities to create a unique identity	Not enough information and detailed design is provided to assess alignment to this principle. The principle could be addressed at a later level of design.

2.2. Co-design and inclusiveness

	Design Principle	Alignment to the Design Principle
2.2.1.	Employment of aesthetic language that emerges through participatory design and combination of knowledge from different disciplines and from experts and non-experts, giving to 'doing' and 'thinking' the same level of importance	No evidence of alignment to this principle. See Design Principle 3.2.1.
2.2.2.	Employment of social or visual representations in the space that resonate with people and create sense of safety, comfort and empowerment (e.g. local art, cultural elements, historical representation)	No evidence of alignment to this principle. The principle could be addressed at a later level of design.
2.2.3.	Aesthetics should not create barriers to the affordability of environments, goods and services created	No evidence of alignment to this principle. The principle could be addressed at a later level of design.

2.3. Integration of innovative Design

	Design Principle	Alignment to the Design Principle
2.3.1.	Use of authentic aesthetic language that incorporates innovative technologies while serving today's needs	According to the Planning Framework innovative technologies will apply to the design of the buildings, to support their sustainability. Those elements should be specified at a later stage of design. Additionally, innovative technologies could also be employed for the design of public spaces.
2.3.2.	Use of solutions that build, reflect and support innovative design thinking or place-making	No evidence of alignment to this principle. The principle could be addressed at a later level of design.

3. Core Value: Together

3.1. Physical access

	Design Principle	Alignment to the Design Principle
3.1.1.	Regeneration of abandoned or challenged areas in cities aiming at overcoming segregation, giving access to places and connecting places	Strong alignment to this design principle, as the regeneration of the area will reactivate a strategically located brownfield area, significantly increasing the cohesion of the city.
3.1.2	Support the mix of land uses that reduces the distances between the vertices of the "home-work-services" triangle and allows for better accessibility of services for all	The Planning Framework is well-aligned to the principle, as it aims to create a mix use urban district that will host a variety of economic activities, including residential uses (30%), office spaces, hotels, market/event spaces, restaurants, cafes,

		bars, art spaces, retail and local services for residents.
3.1.3.	Strengthening or taking advantage of good public transport connectivity to facilitate access to or through the new environment	The development zone is in a central part of the city, with good access to the railway and bus stations and the Aran Island Ferry. It is an extension of the central urban area and hence looks to benefit from the focus on walking as a dominant mode. The details of public transport connectivity and walkability will emerge through the design.
3.1.4.	Strengthening of walking and cycling	<p>The project is well-aligned to the principle, considering the support of walking and cycling from various aspects – from the creation of permeable walking and cycling networks that connect the city to its surroundings, the design of shared surfaces and pedestrian zones, and the overall creation of a dense compact mix-use development that supports walking.</p> <p>The design and quality of pedestrian pavings is also considered, including choice of materials in the case of shared pedestrian streets, fully pedestrianised areas, and even for pedestrian crossings for local access junctions.</p> <p>See also Design Principle 1.4.1.</p>
3.1.5.	Physical integration of places to their surroundings	The project seems well-aligned to the principle, connected to its urban and natural surroundings through a continuous and dense network for pedestrian and cyclists.
3.1.6.	Overcoming physical barriers to ensure accessibility to and through the new environment by people of all ages and abilities	The overall intention is to provide high-quality public spaces that are pedestrian and cycling friendly. At this stage of design, it is not possible to comment on the accessibility of public spaces by all social groups, as this requires a more detailed level of design.
3.1.7.	Efficient lighting design, to ensure the safe and comfortable use of space at night whilst minimising excessive light pollution and resulting biodiversity impacts	To be defined at later stage of design.
3.1.8.	Development of legible spatial layouts within which users can easily navigate	Provided the level of detail, the legibility of the urban layout seems to be sufficiently taken into account in the Planning Framework, which aims for highly connected and permeable urban environments that allow natural orientation and wayfinding.
3.1.9.	Strategic arrangement of the various elements in space to create patterns of co-presence and surveillance and avoid the creation of invisible pockets	The dense well-connected network of pedestrian and cycling movement, the continuous active ground floor building frontages that will host a variety of uses, and the choice to design a significant part of the new public realm as shared pedestrian

		spaces that allow the co-existence of pedestrians and vehicles, contribute in creating patterns of co-presence and surveillance, and an increased feeling of safety. The detailed design of public spaces cannot be assessed at this stage.
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3.2. Social access

	Design Principle	Alignment to the Design Principle
3.2.1.	Engagement of future users in all their diversity in the decision making, design and operation of the place	<p>According to the Planning Framework, GHC conducted an on-line public consultation in 2021. The Vision Document of the Planning Framework was put in consultation, including presentations to 20 separate stakeholder groups, with 175 people in total attending these events. There were also over 600 individual visitors to a virtual consultation room and a total of 198 submissions were received from members of the public. The output of the public participation informed the current version of the Planning Framework.</p> <p>No detailed information is available for the consultations and how these informed the Planning Framework. Also, it is likely that the consultations focused on informative sessions and less on participatory design. However, there is potential for further integration of participatory design in the next levels of design.</p>
3.2.2.	Development of affordable places, without economic barriers to access or use of the space, and without obligation to consume	The project is well-aligned to the principle, as it includes many public outdoor areas and other amenities that will be open to the public and accessible to visitors without barriers or areas of limited access.
3.2.3	Design for social mix that promotes cohesion and interaction between different social classes in the same community	The design principle is addressed through a proposed residential mix that includes student accommodation, different typologies of apartments for single people, couples and young families, high-spec dock-side apartments with active uses at ground floor, and a mixed-use building with potential for assisted residential living. The locality also includes an element of social housing within the residential zone.
3.2.4.	Design of flexible spaces of various characteristics, that allow users to interact and to personalise them	According to the Planning Framework the vision is to create a range of different spaces that can be used for key public events, green spaces, and smaller 'microspaces' that provide variety in terms of how the public realm is used. The character of these spaces

		<p>will vary in terms of scale and proportion, planting, materials and finishes depending on their relative importance and proposed use.</p> <p>It is also mentioned that public spaces will be designed so that they will be able to function for a variety of uses, from the occasional user relaxing and enjoying the space, to large crowds of people attending markets and events.</p> <p>The alignment of the plan to the design principle should be further assessed at the next stages of design.</p>
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3.3. Activities

	Design Principle	Alignment to the Design Principle
3.3.1.	Provision of options for activities for all social groups, independent from gender, age, sexuality, ethnicity, and socioeconomic status	<p>The intention of the Planning Framework is to include a broad range of activities, for both residents and visitors. The Old Docks area will include spaces for major maritime events, a marina for 'mega-yachts' and small craft, and a range of water-based leisure activities such as canoeing, paddle-boarding, etc. The vision is also to transform the dockside into a high-quality public space with cafes, markets and active street frontages and multi-cultural exhibition/event venues.</p> <p>For residents there is a provision for local community gardens, roof gardens and softly landscaped areas for children's play.</p> <p>There is also a provision of a network walking and cycling routes around Lough Atalia and Remmore Lagoon.</p> <p>The alignment of the project to this design principle should be further assessed at the next detailed stages of design.</p>
3.3.2.	Provision of efficiently designed urban infrastructure that support a wide range of outdoor activities, including sitting areas, shaded areas, shelters from rain, bicycle racks, etc.	<p>The intention is to create high quality pedestrian-friendly public spaces with attractive paving, planting, lighting, seating and street furniture. It is also considered that anti-flood works, like the sea walls, should be integrated in the design as sculptural features that incorporate seating, rather than functioning purely for flood protection purposes. The alignment of the project to this design principle should be further assessed at the next detailed stages of design.</p>
3.3.3.	Encouragement and support of neighbourhood, grass roots initiatives,	<p>There is an intention to provide local amenity spaces close to residential buildings, such as</p>

	<p>artistic initiatives and festivals, education and learning initiatives, etc.</p>	<p>soft landscaping grassed areas for children to play, areas for communal gardening and growing food, and roof gardens, where residents can come together and build social networks. It is also mentioned that there is scope for a temporary community garden using land awaiting development, potentially by Lough Atalia or in the Galway Harbour Enterprise Park. Additionally, it is mentioned that the high quality of the new public spaces will be designed in a flexible way, being able to host a variety of outdoor activities.</p> <p>Although the general design principles that guide the design of public realm support the emergence of neighbourhood, grassroots initiatives, artistic or educational initiatives, there is no specific provision for the inclusion of such initiatives.</p>
3.3.4.	<p>Support of the development of activities or businesses that build on local culture, traditions, knowhow, craft and contemporary diversity and creativity (including fashion, furniture, interior design, food and other elements of daily life that carry a sense of belonging on a local scale)</p>	<p>Currently there is no evidence that such activities or businesses have been included in the plan.</p>



APPENDIX 3

**SUMMARY OF 2025 PUBLIC
CONSULTATION &
MASTERPLAN RESPONSE**



18183: Galway Inner Harbour Masterplan 2025

Summary of 2025 Public Consultation &
Masterplan Response

22/07/2025

Item	Source	Comment	Concern	Note	Action	Completed
1	Submission 1	"[...] meaningful participation of all communities in the decisions that affect their lives that goes beyond consultation and is without tokenism."	Participatory Design	Address in '1.6.4 Public Consultation on Draft Masterplan', and Appendix '5.4 Galway Inner Harbour Masterplan Public Consultation Report'	STW to add text.	<input checked="" type="checkbox"/>
2	Submission 1	"[Submission 1] proposes that <i>participatory methods in architecture and planning processes that meaningfully engage communities should be established</i> particularly in relation to infrastructure that facilitates cultural diversity."	Participatory Design	Add text to '1.6.6 Ongoing Engagement'	STW to add text.	<input checked="" type="checkbox"/>
3	Submission 1	"All public documents should be user friendly, accessible and contain glossaries of terms."	Accessibility & Inclusion	To add text to '1.6.6 Ongoing Engagement': "[...] As the Project progresses, it is also intended that public documents can be provided that are user friendly, accessible and include a glossary of terms. "	No further action.	<input checked="" type="checkbox"/>
4	Submission 1	"[...] it would be prudent to include a <i>community centre or hub</i> given the projected population density for the project."	Community	To add text specifying that Commercial covers broad mix of uses including community services, '3.16 Preliminary Site Development & Area Schedule' (p.75), '4.9 Community and Culture Policy' (p. 89), and elsewhere.	STW to add text.	<input checked="" type="checkbox"/>
5	Submission 1	"[...] a <i>public health care centre</i> that includes GP and dental services should be a priority for this project. "	Community	To add text specifying that Commercial covers broad mix of uses including community services, '3.16 Preliminary Site Development & Area Schedule' (p.75), '4.9 Community and Culture Policy' (p. 89), and elsewhere.	STW to add text.	<input checked="" type="checkbox"/>
6	Submission 1	"[Submission 1] asks what is the <i>definition of a green space</i> in the current plan?"	Question	Description amended to include public parks and green open spaces, '2.2 Masterplanning Principles' (p. 34).	STW to amend.	<input checked="" type="checkbox"/>

7	Submission 1	<i>"[Submission 1] proposes that all land use planning is accessibility and equality proofed. [...] those with visual, mobility and other impairments."</i>	Accessibility & Inclusion	Amend text. '4.9 Community and Culture Policy' reads as follows: <i>"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."</i>	No further action.	<input checked="" type="checkbox"/>
8	Submission 1	<i>"[Submission 1] proposes that recreation grounds, community centres and amenities are accessible, affordable, and available for use by all members of the community."</i>	Accessibility & Inclusion	Add text to '3.7.3 Accessibility & Social Inclusion' (p. 60).	STW to add text.	<input checked="" type="checkbox"/>
9	Submission 1	<i>"[Submission 1] also proposes that all public participation structures and processes designed to facilitate and enable community participation and the outcomes from such structures and processes are reviewed and evaluated."</i>	Accessibility & Inclusion	Add text to '1.6.6 Ongoing Engagement'	STW to add text.	<input checked="" type="checkbox"/>
10	Submission 1	<i>"[Submission 1] notes that previous public spaces in the Docks area were unsuccessful as the nightlife caused noise pollution which came into conflict with the residents in the area. [Submission 1] requests that this is taken into consideration for the public space."</i>	Pollution	Add text to '3.7.1 Street Level Activities' and '3.7.2 Arts & Cultural & Public Amenity' (p. 60).	STW to add text.	<input checked="" type="checkbox"/>
11	Submission 1	<i>"[Submission 1] proposes that safe travelling routes to amenities and recreational grounds are provided including for example, walking, and cycling routes away from traffic, pedestrian crossings that match desire lines, traffic calming systems, lowering of speed limits, and addressing 'rat runs'."</i>	Masterplan Design	Add text to '3.7.3 Accessibility & Social Inclusion' (p. 60).	STW to add text.	<input checked="" type="checkbox"/>
12	Submission 1	<i>"[Submission 1] expresses concern that the mixed used development element of the project contains 50% commercial usage while 40% is allocated to residential. [...] this ratio is too heavily weighted towards commercial [...] [they] also questions this ratio given the high percentage of vacant commercial space currently in Galway City Centre."</i>	Overall Mix	To add text specifying that Commercial covers broad mix of uses including community services, '3.16 Preliminary Site Development & Area Schedule' (p.75), '4.9 Community and Culture Policy' (p. 89), and elsewhere.	STW to add text. Emphasise that mix is flexible and not prescriptive, other than min. 30% Residential (p. 83).	<input checked="" type="checkbox"/>
13	Submission 1	<i>"[Submission 1] proposes that new housing developments must meet standards that minimise carbon footprint [...]"</i>	Sustainable Building Design	Reintroduce Energy Strategy from 2021 Framework. Add text to '3.11.4 Energy Strategy' (p. 68).	STW to add text.	<input checked="" type="checkbox"/>

14	Submission 1	<i>"[...] all social housing needs to be universally accessible in their design, and all social housing developments must be planned and built with the aim of building supportive age and disability appropriate accommodation ."</i>	Accessibility & Inclusion	Reintroduce Residential Mix & Local Services from 2021 Framework. Add text to '3.8 Residential Mix & Local Services' (p. 62).	STW to add text.	<input checked="" type="checkbox"/>
15	Submission 1	<i>Pp. 5-7. "The planned Bus Connects project is welcomed but does not seem to account for new developments such as this."</i>	Movement & Connections	Add new policy context section, '1.5 Transport Policy Context' (p. 23). Add text to '3.3 Spatial Hierarchy, Movement & Connectivity' (p. 46). Amend Fig. 35 to show indicative Galway Transport Strategy (GTS) 2016-2036 (BusConnects, greenways, etc.).	STW to add section, add text, amend drawing.	<input checked="" type="checkbox"/>
16	Submission 1	<i>Pp. 5-7. "The role of the inner harbour and the associated roads for cycle traffic in Galway city [...] Eurovelo1 [...] The Galway Public Bike Scheme [...] Cycling to the Train Station [...] The adverse impact of the Bus Connects Cross City link proposals."</i>	Movement & Connections	Add new policy context section, '1.5 Transport Policy Context' (p. 23). Add text to '3.3 Spatial Hierarchy, Movement & Connectivity' (p. 46). Amend Fig. 35 to show indicative Galway Transport Strategy (GTS) 2016-2036 (BusConnects, greenways, etc.).	STW to add section, add text, amend drawing.	<input checked="" type="checkbox"/>
17	Submission 1	<i>"Current proposals for traffic management around the inner harbour area are irreconcilable with its role as an international cycling route, an access route for various bike share stations, a cycling route to a key river crossing and a cycling route to the train station and private coach station. [Submission 1] requests that any proposals for the inner harbour should seek to remedy this situation. "</i>	Movement & Connections	Add new policy context section, '1.5 Transport Policy Context' (p. 23). Add text to '3.3 Spatial Hierarchy, Movement & Connectivity' (p. 46). Amend Fig. 35 to show indicative Galway Transport Strategy (GTS) 2016-2036 (BusConnects, greenways, etc.).	STW to add section, add text, amend drawing.	<input checked="" type="checkbox"/>
18	Submission 2	<i>"[...] the Draft Masterplan should include a commitment to maximise density subject to local constraints."</i>	Masterplan Design	Stated in '1.1 Background' (p. 14).	No further action.	<input checked="" type="checkbox"/>
19	Submission 2	<i>"However, it is considered that these Sections [3.2-3] would benefit from referencing the NTA Cycle Connects proposals for Galway both in the plan area and in the surrounding area clearly demonstrating linkages to/from the plan area."</i>	For Inclusion in Masterplan Document	Add new policy context section, '1.5 Transport Policy Context' (p. 23). Add text to '3.3 Spatial Hierarchy, Movement & Connectivity' (p. 46). Amend Fig. 35 to show indicative Galway Transport Strategy (GTS) 2016-2036 (BusConnects, greenways, etc.).	STW to add section, add text, amend drawing.	<input checked="" type="checkbox"/>

20	Submission 2	"[...] it is recommended that reference to the Cycle Deign Manual is included with a commitment that all cycle infrastructure and facilities proposed, including cycle parking, should comply with its requirements."	For Inclusion in Masterplan Document	Add new policy context section, '1.5 Transport Policy Context' (p. 23). Add text to '3.3 Spatial Hierarchy, Movement & Connectivity' (p. 46). Amend Fig. 35 to show indicative Galway Transport Strategy (GTS) 2016-2036 (BusConnects, greenways, etc.).	STW to add section, add text, amend drawing.	<input checked="" type="checkbox"/>
21	Submission 2	"[Submission 2] is also concerned that there is no reference to public transport in Section 3.3 , including accessibility to public transport from the proposed development area [...]"	Movement & Connections	Add new policy context section, '1.5 Transport Policy Context' (p. 23). Add text to '3.3 Spatial Hierarchy, Movement & Connectivity' (p. 46). Amend Fig. 35 to show indicative Galway Transport Strategy (GTS) 2016-2036 (BusConnects, greenways, etc.).	STW to add section, add text, amend drawing.	<input checked="" type="checkbox"/>
22	Submission 2	"[...] public transport can support sustainable trip patterns to/from the area and other key destinations."	For Inclusion in Masterplan Document	Add text to '3.3 Spatial Hierarchy, Movement & Connectivity' (p. 46).	STW to add text.	<input checked="" type="checkbox"/>
23	Submission 2	"[Submission 2 recommends] Including reference to the Cycle Deign Manual with a commitment that all cycle infrastructure and facilities proposed, including cycle parking, should comply with its requirements."	For Inclusion in Masterplan Document	Add text to '3.3 Spatial Hierarchy, Movement & Connectivity' (p. 46).	STW to add text.	<input checked="" type="checkbox"/>
24	Submission 2	"[Submission 2 recommends] Referencing the NTA Cycle Connects proposals for Galway both in the plan area and in the surrounding area clearly demonstrating linkages to/from the plan area."	For Inclusion in Masterplan Document	Add new policy context section, '1.5 Transport Policy Context' (p. 23). Add text to '3.3 Spatial Hierarchy, Movement & Connectivity' (p. 46). Amend Fig. 35 to show indicative Galway Transport Strategy (GTS) 2016-2036 (BusConnects, greenways, etc.).	STW to add section, add text, amend drawing.	<input checked="" type="checkbox"/>
25	Submission 2	"[Submission 2 recommends the] Inclusion of a Section on Public Transport (existing and proposed) including accessibility to public transport from the proposed development area and how public transport can support sustainable trip patterns to/from the area and other key destinations."	For Inclusion in Masterplan Document	Add new policy context section, '1.5 Transport Policy Context' (p. 23). Add text to '3.3 Spatial Hierarchy, Movement & Connectivity' (p. 46). Amend Fig. 35 to show indicative Galway Transport Strategy (GTS) 2016-2036 (BusConnects, greenways, etc.).	STW to add section, add text, amend drawing.	<input checked="" type="checkbox"/>

26	Submission 3	Same as Submission 1. "The role of the inner harbour and the associated roads for cycle traffic in Galway city [...] Eurovelo1 [...] The Galway Public Bike Scheme [...] Cycling to the Train Station [...] The adverse impact of the Bus Connects Cross City link proposals. "	Movement & Connections	Add new policy context section, '1.5 Transport Policy Context' (p. 23). Add text to '3.3 Spatial Hierarchy, Movement & Connectivity' (p. 46). Amend Fig. 35 to show indicative Galway Transport Strategy (GTS) 2016-2036 (BusConnects, greenways, etc.).	STW to add section, add text, amend drawing.	<input checked="" type="checkbox"/>
27	Submission 4	"[...] the recommendations indicated below provide only general guidance for the preparation of an EIAR [...]"	EIAR Preparation	Add text to section '4.10 Environmental Protection Policy' (p. 91). MKO to advise on wording.	MKO to advise of wording.	<input checked="" type="checkbox"/>
28	Submission 4	"Consultations should be had with the relevant Local Authority/National Roads Design Office with regard to locations of existing and future national road schemes."	EIAR Preparation	Add text to section '4.10 Environmental Protection Policy' (p. 91). MKO to advise on wording.	MKO to advise of wording.	<input checked="" type="checkbox"/>
29	Submission 4	"Consultations should be had with the relevant Local Authority with regard to locations of existing and future public transport and active travel schemes [...]"	EIAR Preparation	Add text to section '4.10 Environmental Protection Policy' (p. 91). MKO to advise on wording.	MKO to advise of wording.	<input checked="" type="checkbox"/>
30	Submission 4	"[Submission 4] would also recommend consultation with the NTA."	Movement & Connections	Add text to section '4.10 Environmental Protection Policy' (p. 91). MKO to advise on wording.	MKO to advise of wording.	<input checked="" type="checkbox"/>
31	Submission 4	"The developer should assess visual impacts from existing national roads."	EIAR Preparation	Add text to section '4.10 Environmental Protection Policy' (p. 91). MKO to advise on wording.	MKO to advise of wording.	<input checked="" type="checkbox"/>
32	Submission 4	"The developer should have regard to any Environmental Impact Statement and all conditions and/or modifications imposed by An Coimisiún Pleanála regarding road schemes in the area. The developer should, in particular, have regard to any potential cumulative impacts."	EIAR Preparation	Add text to section '4.10 Environmental Protection Policy' (p. 91). MKO to advise on wording.	MKO to advise of wording.	<input checked="" type="checkbox"/>
33	Submission 4	Other items related to EIAR.	EIAR Preparation	Add text to section '4.10 Environmental Protection Policy' (p. 91). MKO to advise on wording.	MKO to advise of wording.	<input checked="" type="checkbox"/>
34	Submission 5	"[...] cruise ship [...]"	Other	Relates to the Port relocation, not Masterplan.	No further action.	<input checked="" type="checkbox"/>

35	Submission 6	"This opportunity deserves strong support to ensure Galway retains its reputation as a dynamic, liveable city for generations to come."	Other	Positive response.	No further action.	<input checked="" type="checkbox"/>
36	Submission 7	"My main interest is the potential cycling infrastructure [...]"	Movement & Connections	Add new policy context section, '1.5 Transport Policy Context' (p. 23). Add text to '3.3 Spatial Hierarchy, Movement & Connectivity' (p. 46). Amend Fig. 35 to show indicative Galway Transport Strategy (GTS) 2016-2036 (BusConnects, greenways, etc.).	STW to add section, add text, amend drawing.	<input checked="" type="checkbox"/>
37	Submission 7	"[...] Galway Ceannt Masterplan specifies what I believe to be the only potential route for a segregated Greenway connection. "	Movement & Connections	Add new policy context section, '1.5 Transport Policy Context' (p. 23). Add text to '3.3 Spatial Hierarchy, Movement & Connectivity' (p. 46). Amend Fig. 35 to show indicative Galway Transport Strategy (GTS) 2016-2036 (BusConnects, greenways, etc.).	STW to add section, add text, amend drawing.	<input checked="" type="checkbox"/>
38	Submission 7	"The Queen Street Student Accommodation [...] a segregated cycle lane along Queen Street. This is significant as the development includes 345 bedrooms with zero parking spaces."	Movement & Connections	Add new policy context section, '1.5 Transport Policy Context' (p. 23). Add text to '3.3 Spatial Hierarchy, Movement & Connectivity' (p. 46). Amend Fig. 35 to show indicative Galway Transport Strategy (GTS) 2016-2036 (BusConnects, greenways, etc.).	STW to add section, add text, amend drawing.	<input checked="" type="checkbox"/>
39	Submission 7	"[...] Augustine Hill Development proposes a cycle lane along Lough Atalia Rd .[...] This section of road is particularly dangerous for cyclists as it is trafficked by many heavy vehicles serving Galway Harbour and the nearby bus depots."	Movement & Connections	Add new policy context section, '1.5 Transport Policy Context' (p. 23). Add text to '3.3 Spatial Hierarchy, Movement & Connectivity' (p. 46). Amend Fig. 35 to show indicative Galway Transport Strategy (GTS) 2016-2036 (BusConnects, greenways, etc.).	STW to add section, add text, amend drawing.	<input checked="" type="checkbox"/>
40	Submission 7	"[...] Summix Harbour Hotel Submission [...] It is also notably the only recent development in the vicinity not to include cycle infrastructure as part of the plans."	Movement & Connections	Add new policy context section, '1.5 Transport Policy Context' (p. 23). Add text to '3.3 Spatial Hierarchy, Movement & Connectivity' (p. 46). Amend Fig. 35 to show indicative Galway Transport Strategy (GTS) 2016-2036 (BusConnects, greenways, etc.).	STW to add section, add text, amend drawing.	<input checked="" type="checkbox"/>

41	Submission 7	<i>"Regarding the LDA Harbour development, I hope you can include cycling infrastructure as it will be crucial for future residents (particularly children and teenagers for accessing nearby schools)."</i>	Movement & Connections	Add new policy context section, '1.5 Transport Policy Context' (p. 23). Add text to '3.3 Spatial Hierarchy, Movement & Connectivity' (p. 46). Amend Fig. 35 to show indicative Galway Transport Strategy (GTS) 2016-2036 (BusConnects, greenways, etc.).	STW to add section, add text, amend drawing.	<input checked="" type="checkbox"/>
42	Submission 7	<i>"Other than this particular feedback, I fully support this development."</i>	Other	Positive response.	No further action.	<input checked="" type="checkbox"/>
43	Submission 8	<i>Operational issues. Capacity for Flood Management.</i>	Question	LDA noted that concerns from Submission 8 were addressed by Harbourmaster separately, and that no action was required by STW.	No further action.	<input checked="" type="checkbox"/>
44	Submission 9	<i>"Lough Atalia road is a shame, disgusting, embarrassing for a first world country city: [...] path walk is too small [...] no hard shoulder [...] no bicycle lane [...]"</i>	Movement & Connections	Add new policy context section, '1.5 Transport Policy Context' (p. 23). Add text to '3.3 Spatial Hierarchy, Movement & Connectivity' (p. 46). Amend Fig. 35 to show indicative Galway Transport Strategy (GTS) 2016-2036 (BusConnects, greenways, etc.).	STW to add section, add text, amend drawing.	<input checked="" type="checkbox"/>
45	Submission 9	<i>"Private owned land by the lake? [...] could be a marvellous green park by the lake where people could walk and sit on benches [...]"</i>	Other	Already addressed in Masterplan; Lough Atalia Walk & Park, and other amenities, provide green open space.	No further action.	<input checked="" type="checkbox"/>
46	Submission 9	<i>"You cannot build at this level without thinking about the people's movement and connection [...]"</i>	Movement & Connections	Add new policy context section, '1.5 Transport Policy Context' (p. 23). Add text to '3.3 Spatial Hierarchy, Movement & Connectivity' (p. 46). Amend Fig. 35 to show indicative Galway Transport Strategy (GTS) 2016-2036 (BusConnects, greenways, etc.).	STW to add section, add text, amend drawing.	<input checked="" type="checkbox"/>

47	Submission 10	<i>"Please take a long hard look at a similar development in Southampton inner docks area. This is the Ocean Village Development. [...] draughty alleyways between tall buildings, a lot of areas with no direct sunlight which remained cold, and damp and prone to moss and decay. [...] commercial developments which didn't work - creating empty restaurants and a ghostly feeling at night. [...] there was a blight on the older buildings that were cut off from the water which were once facing the shore. This is a high risk scheme and has great potential for a lot of damage to the character and quality of life in Galway."</i>	Environmental Design	Environmental Modelling to be carried out by developer at design stage.	No further action.	<input checked="" type="checkbox"/>
48	Submission 11	<i>"[...] plans for the sewage and surface water disposal plans for the above development."</i>	Other	Submission relates to the <i>Amharc Atalia</i> residential development by the LDA.	No further action.	<input checked="" type="checkbox"/>

Task	Initials	Signature	Date
Prepared by	CO'K	Conor O'Kelly	22.07.2025
Approved by	PJ	Philip Jackson	

Rev	Status	Initials	Date
A	P1 - Suitable for Information	CO'K	22.07.2025