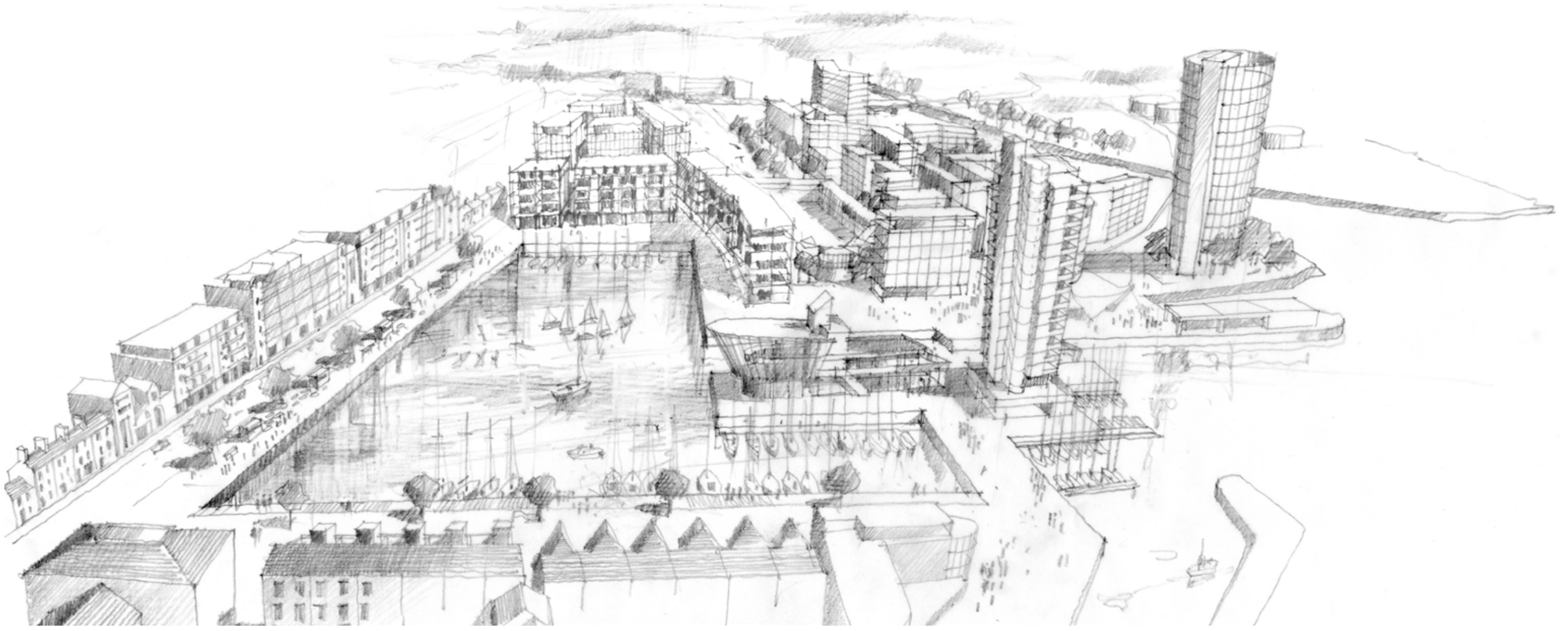
Scott Tallon Walker Architects

Galway Inner Harbour Planning Framework

Port of Galway
Calafort na Gaillimhe



24th September 2021

Project Team

Client
Galway Harbour Company

Architects & Urban Planners
Scott Tallon Walker Architects

Project Management, Planning & Environmental Consultants
MKO Planning & Environmental Consultants

Traffic and Transport Consultants
AECOM

Engineering Consultants - Civil & Structural, Services
TOBIN Consulting Engineers

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1.0 INTRODUCTION

1.1 Background

Galway Harbour Company ('GHC') commissioned Scott Tallon Walker Architects to prepare a comprehensive planning framework for the future development of the 'Inner Harbour lands' in conjunction with the development of a Port expansion for Galway.

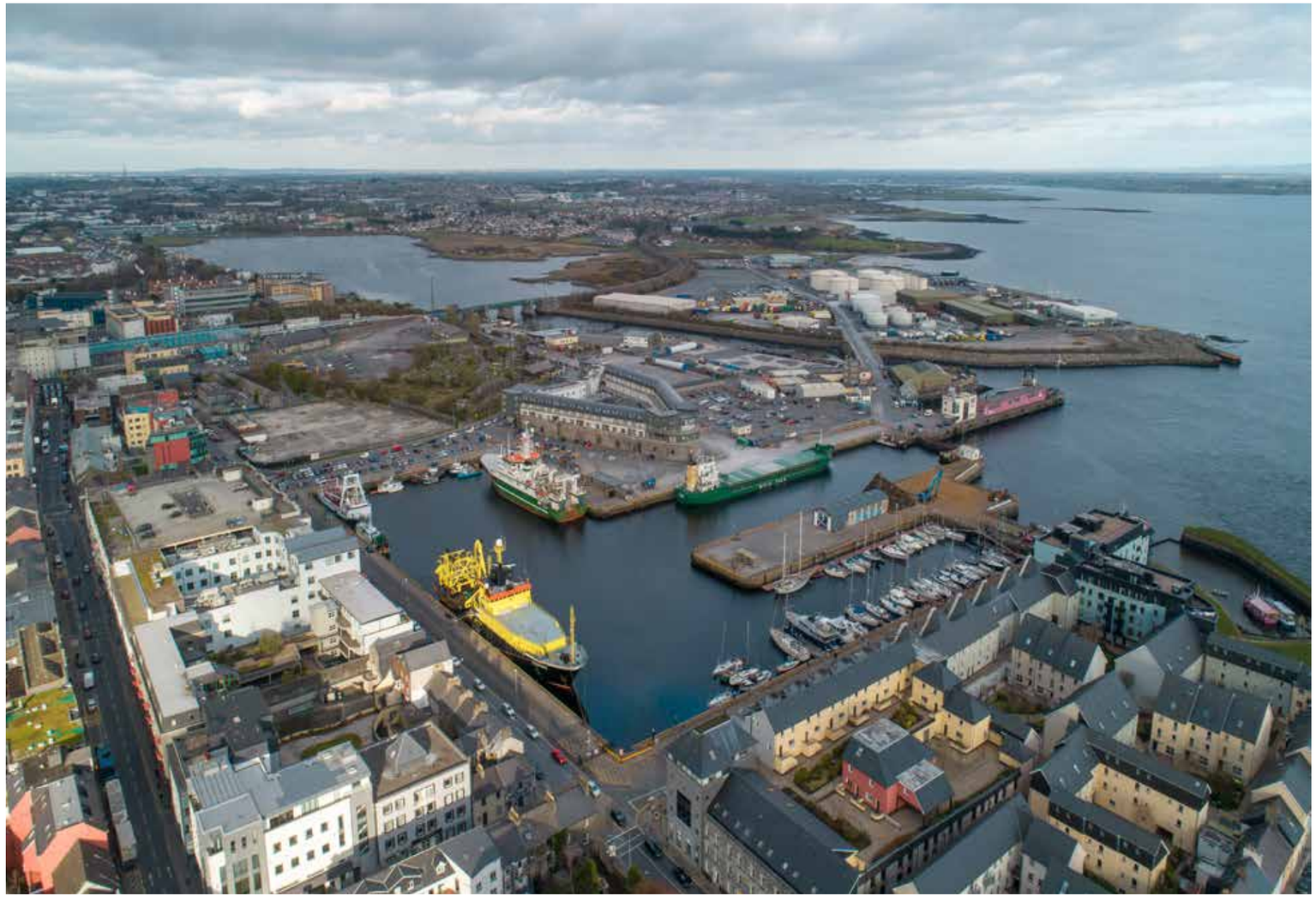
The intention is to enable the development of the Inner Harbour as a distinctive, vibrant, city-centre neighbourhood where people can work, live and play, with well-designed buildings and a high-quality walkable public realm that links into the city centre network of streets and to the wider city. The intention is that the development of the Inner Harbour will create an attractive sustainable urban quarter and destination in the city centre, that accords with best practice sustainable urban planning principles, which can be implemented over time as port activities relocate and sites become available with the development of the Port expansion area.

Scott Tallon Walker Architects has prepared this planning framework with input from an advisory team appointed separately by GHC. The advisory team comprises of:

- Tobin Consulting Engineers - Civil & Structural Engineering.
- Tobin Consulting Engineers - Services Engineering.
- MKO - Project Management.
- MKO - Planning & Environmental Consultants
- AECOM - Traffic & Transport Consultants.

GHC also commissioned the following studies which were made available to Scott Tallon Walker Architects and have informed the Planning Framework:

- Seveso Optimisation Report by AWN Consulting to identify the extent of SEVESO III zones and associated development restrictions.
- An Initial Traffic & Transport Assessment by AECOM.
- A Flood Risk Assessment by Hydro Environmental Limited.
- An Engineering Assessment by Tobin Consulting Engineers of site utilities & services.



The Existing Inner Harbour Area with Ceannt Station, Lough Atalia, Port of Galway Enterprise Park, Galway Bay (from left to right in background).

1.2 Planning Framework Requirements

Scott Tallon Walker Architects has prepared this Planning Framework to communicate the following:

- A detailed assessment of the site, outlining the challenges, constraints and opportunities.
- An overall vision for the development of the Inner Harbour Area as a sustainable urban quarter forming part of the city centre that aligns with the objectives for the area as set out in the Galway City Council ('GCC') Development Plan 2017 - 2023 for a sustainable urban quarter as part of the city centre.
- A public realm strategy setting out the extent, nature and activities around the proposed public realm within the Inner Harbour area, which aligns with GCC's wider Draft City Centre Public Realm Strategy and the public realm principles for the Ceannt Quarter development.
- A circulation and movement strategy that aligns with the objectives in the GCC Development Plan 2017-2023 and Galway Transport Strategy to minimise generating vehicular traffic in the city centre and also to facilitate cycling, including a Greenway which could ultimately form part of an Oranmore to Barna Greenway.
- A proposed mix of uses, consistent with the GCC Development Plan 2017-2023, that includes location and mix of uses, urban form and massing, quantum, residential mix and local services, car parking and phasing.
- A set of sustainable development goals and principles, relating to environmental quality, management and energy that are consistent with the objectives of the 17 UN Sustainability Goals and the Government Climate Action Plan 2019.

These requirements are consistent with the policies and objectives set out in the GCC Development Plan 2017-2023 and the planning requirements in Section 10.2.2 of that plan, including: *'In advance of specific proposals for development, a masterplan will be prepared for the overall site which will address the critical issues that will contribute to making the area a successful place'.*

This Planning Framework addresses the critical issues in the GCC Development Plan 2017-2023 Section 10.2.2 including: *'Sustainability, protection of adjoining European (environmental) sites, access, urban design context, maximum building heights, massing, appropriate use mixes, high quality public realm, industrial heritage, climate adaptation measures and likely phasing of construction'.*

1.3 Report Structure

The preparation of this Planning Framework has been undertaken in consultation with GHC and their team of consultants.

It includes an urban design site assessment that summarises the development and planned expansion of the Port, National and Local Planning Policies, the physical site context and the existing and future relationship with the surrounding city. These have informed the initial masterplanning principles to connect and integrate the Planning Framework area with the surrounding city and environment.

The site assessment is informed by an Initial Traffic & Transport study conducted by AECOM which considers the Planning Framework area within the transport policy context, including the Galway Transport Strategy and the Galway City Centre Transport Management Plan.

The Planning Framework provides an 'overall vision' for the Inner Harbour Area to create a sustainable mixed use urban quarter as an integral part of the city centre. The overall vision includes principles relating to:

- Sustainability, biodiversity and environmental protection.
- Access, movement and connectivity.
- Quality and types of public realm and amenity space with different character areas, informed by the GCC Draft Public Realm Strategy.
- Type, location and mix of uses, densities, building heights, massing and form.
- Car parking options, which have been reviewed by AECOM for their Initial Traffic & Transport assessment.
- Potential phasing of construction, informed by GHC Port operational requirements and the findings of the Seveso Optimisation Report prepared by AWN Consulting which assesses potential development restrictions due to the Seveso III zone identified in the Galway Harbour Enterprise Park.
- Environmental Management including energy, biodiversity, climate adaptation and flood protection measures, informed by the Flood Risk Assessment study by Hydro Environmental Limited which reviewed the 2016 CFRAM preliminary study of flood defence options.

This Planning Framework therefore addresses the critical issues identified in the GCC Development Plan 2017-2023 Section 10.2.2.

1.4 Consultations

As part of the masterplanning process, Scott Tallon Walker Architects has worked closely as a team with GHC and their consultants.

The Galway Inner Harbour masterplanning team has met with the relevant GCC Officials regarding planning, movement, transport, public realm, flood prevention and biodiversity.

Consultations have also taken place with adjacent landowners and their design consultants to agree a coordinated approach to the masterplanning for both the Inner Harbour area and the Ceannt Station area as required in the GCC Development Plan 2017-2023.

These consultations have informed the masterplanning process and resultant Planning Framework.

GCC commenced the statutory review process of the current Galway City Development Plan on 7th January 2021. GHC made a submission to GCC on the pre-draft stage of the Development Plan review and continues to engage in the review process as appropriate.

Public Consultation on this Planning Framework

GHC conducted a non-statutory public consultation online in 2021. The Vision Document for this Planning Framework was launched on the 5th of May and public consultation on this interactive exhibit concluded on the 16th June. The process was extensive and included the following:

- Presentations to 20 separate stakeholder groups. These events were attended by 175 people in total.
- There were over 600 individual visitors to the virtual consultation room, www.galway-harbour.com, and a total of 198 submissions were received from members of the public.

In general, the vision for the lands was well received by the public and stakeholders. Specifically, the response to the public realm strategy was extremely positive. GHC has written to participants expressing gratitude to everyone who participated in the process and in appreciation of the constructive advice which we received. This advice has informed the present version of our Planning Framework and will continue to help us as we develop our plans further.

2.0 SITE ASSESSMENT

2.1 Development of the Port

The Port has developed directly to the south-east of the old medieval walled city.

The Commercial Dock was built in 1832 by the Harbour Commissioners on what was a large pool. The lands were part of the Eyre family landholding around the city walls, which included Forthill Cemetery, as well as what is today, Ceannt Railway Station and Eyre Square.

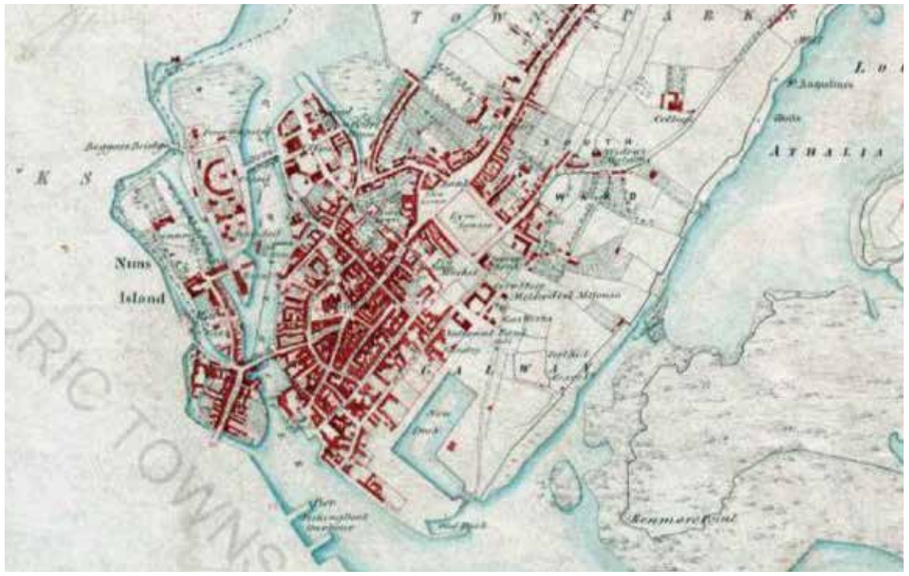
Further development of the docks took place over the next century, with more land gradually reclaimed from the sea. The 1898 OS map shows the Dun Aengus Dock and the Commercial Dock separated by a railway siding with a large grain store nearby (which is now the Cé Ná Márá apartment block). Ceannt Station, the Lough Atalia viaduct and a road along Lough Atalia serving the dock had also been constructed.

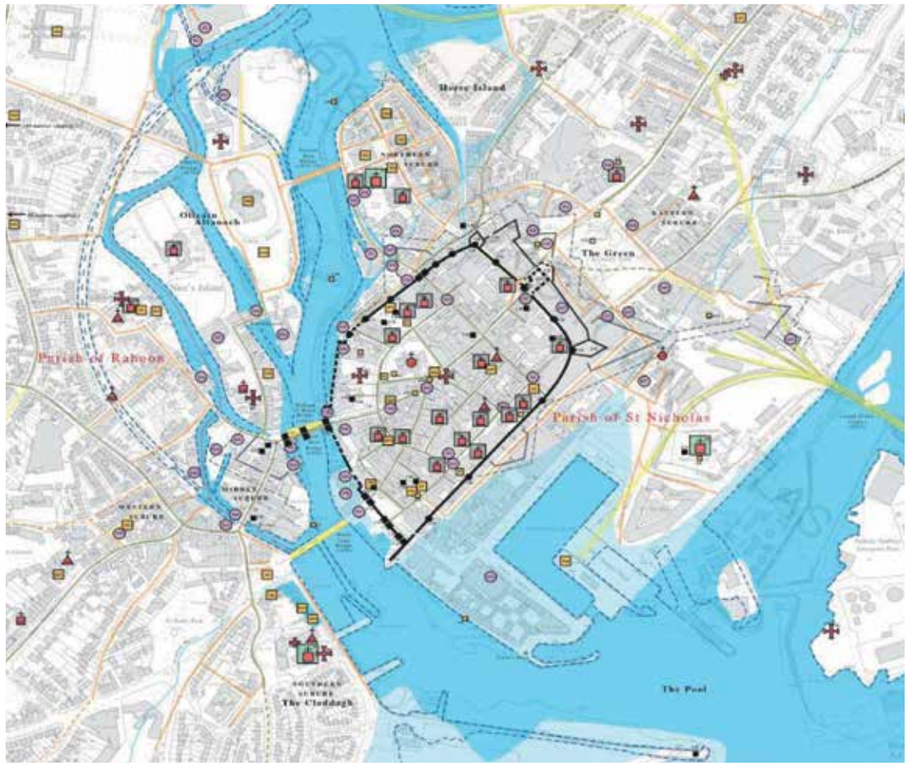
Uses related to the docks, including gasworks, coalyards and grain/ fertilizer store, etc. developed around the harbour and a railway siding connected with the main railway line to carry freight.

Over the past 20 years, many of these uses have gradually been replaced by apartments and office developments around the west and south side of the docks. The Harbour Hotel and apartments now occupy the site of the grain store between the docks and the Harbour lands to the east. 'Bothar na Long' has been constructed as a through road connecting Lough Atalia Road with Dock Road. Port activities have extended along Lough Atalia Road and also eastwards with the development of the Galway Harbour Enterprise Park.

In close proximity, the medieval city core, the Long Walk, St Nicholas Street and Nos. 1-6 Dock Road are designated as Architectural Conservation Areas in the Galway City Development Plan 2017-2023.

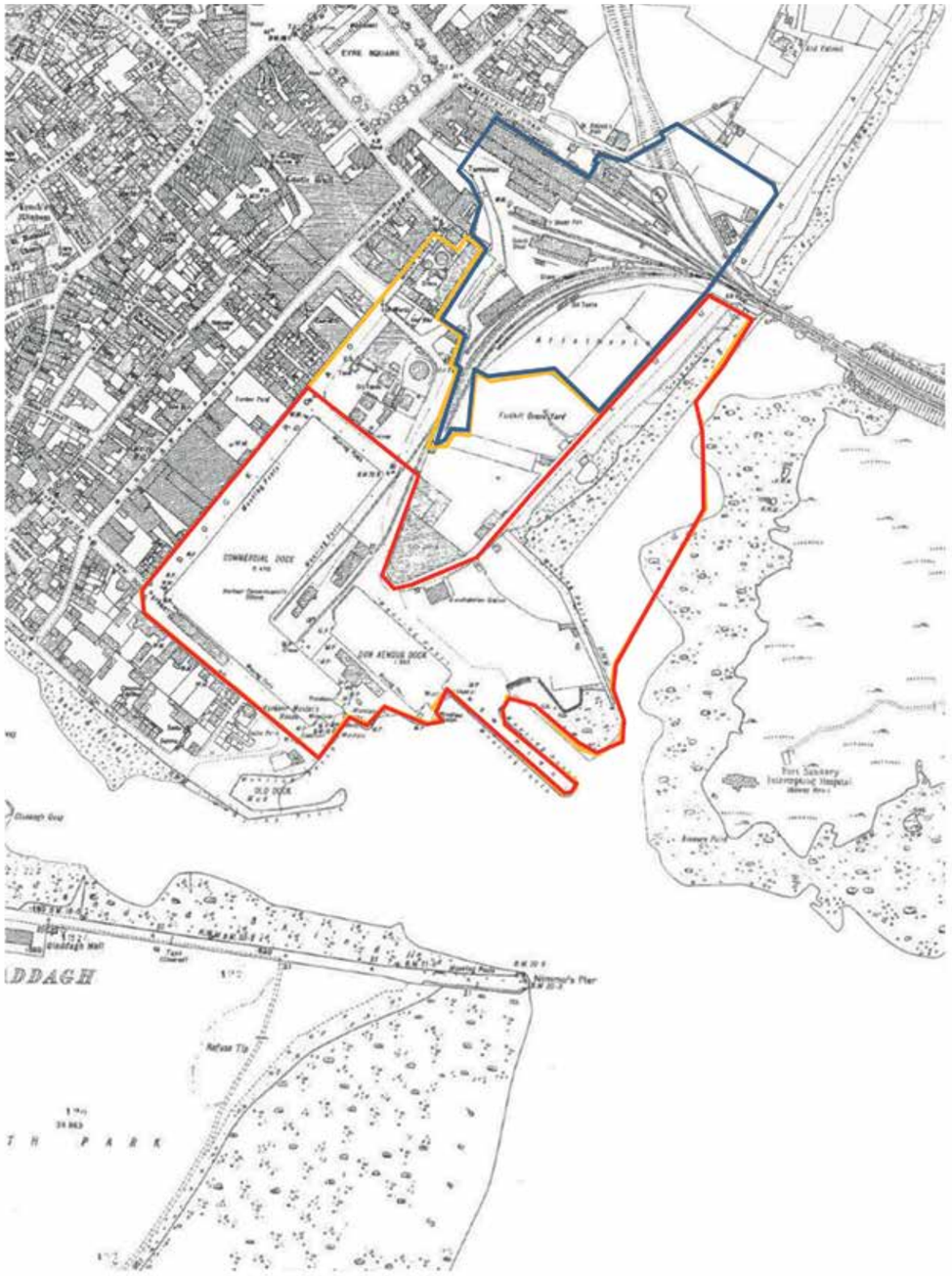
Buildings and Structures on the Record of Protected Structures maintained by GCC include Forthill Cemetery, (RPS-4401/NIAH-30319007), which is described as *'a graveyard established in 1500 and in continual use today'*. Of note are the cemetery walls and two monuments marking the site of an Augustinian Friary of 1508 and a Bastioned Fort of 1601.



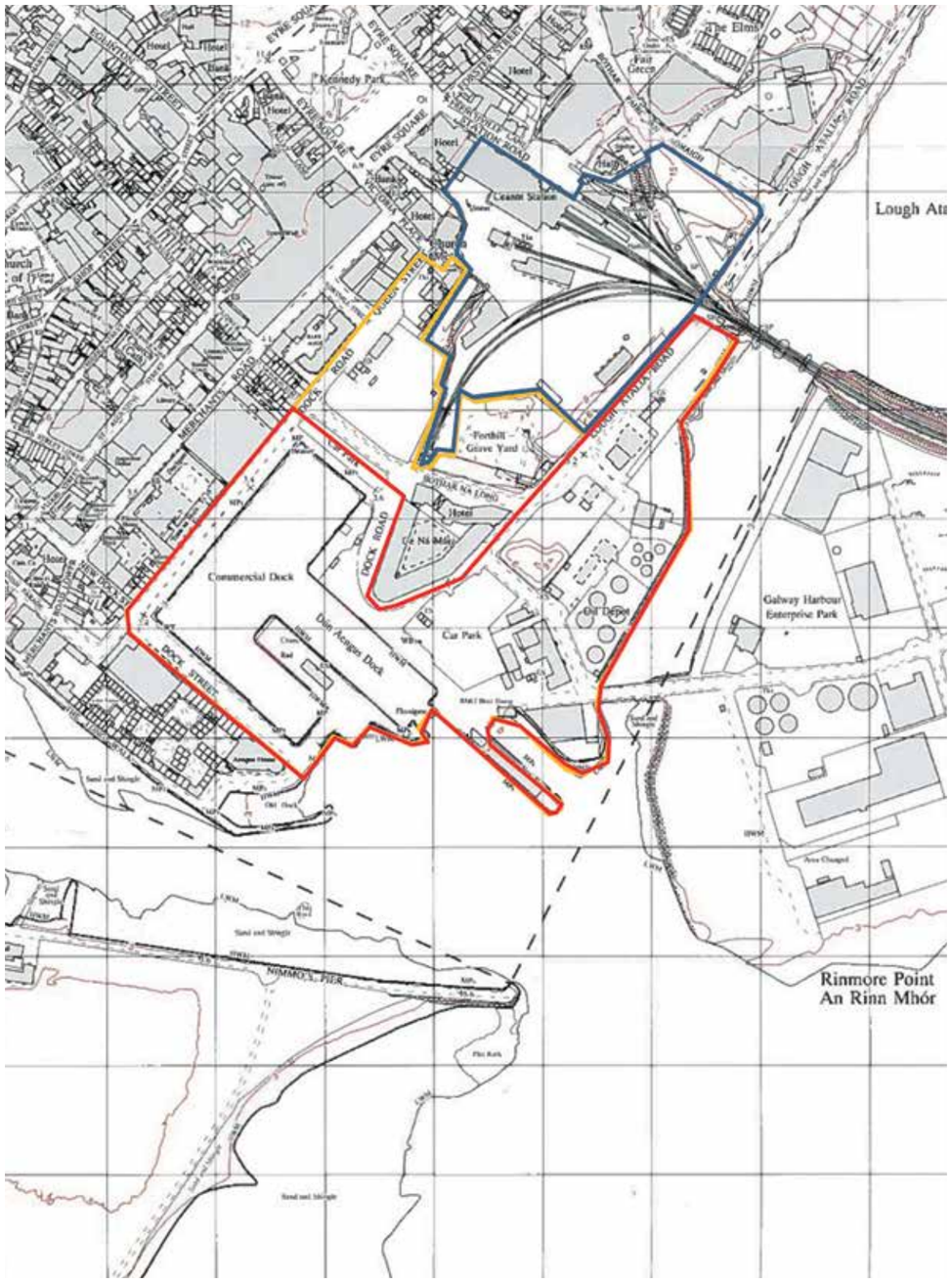


Extracts from Irish Historic Towns Atlas No. 28 (Galway) (Copyright IHTA)
Top: Extract 1839 Ordnance Survey Plan

Bottom: Extract showing Historical Development Pattern overlaid on 2014 Ordnance Survey Plan



Ordnance Survey Map 1944: Port of Galway Inner Harbour Area outlined in red. GCC Inner Harbour Area in Orange and Ceannt Station Area in blue



Ordnance Survey Map 2014: Port of Galway Inner Harbour Area outlined in red. GCC Inner Harbour Area in Orange and Ceannt Station Area in blue

2.2 Port Expansion

GHC has prepared plans for the expansion of the Port. An application has been made to An Bord Pleanála for the reclamation of approximately 24 ha of land from the sea, the creation of new deepwater dock facilities with associated breakwaters, storage areas, roads, rail and landscape infrastructure along with a new marina and boardwalk.

The proposed main vehicular access to the Port expansion area is currently the existing bridge connecting the Inner Harbour with Galway Harbour Enterprise Park, with provision also for a rail connection.

Aerial View showing Existing Context (Source: Google maps)

Aerial View overlaid with Proposed Port Expansion Superimposed (Source: Galway Harbour Company)

2.3 Policy Context

National Policy

The Government's National Planning Framework ('Project Ireland 2040') includes the objective for a 50-60% increase in the population and employment of Galway City by 2040. The objective is that this is achieved through imaginative urban regeneration by bringing life and jobs back into the city to enable people to live closer to where they work, moving away from the current unsustainable trends of increased commuting.

The National Ports Policy ('NPP') was published in 2013 by the Department of Transport, Tourism and Sport ('DTTAS').

On page 32 of the NPP the Galway Inner Harbour is identified as *'an immensely attractive location for the development of marine tourism and leisure facilities, in particular a marina, as well as for urban redevelopment' and 'endorses the development proposals in respect of the inner harbour, as referred to in the Regional Planning Guidelines for the West Region 2010–2022 and the Galway City Development Plan 2011–2017, for marine tourism and leisure facilities as well as for urban redevelopment and regeneration'.*

Section 4.5 of the NPP refers to the relationship between ports and the urban environment. It states:

'While the important role of ports in facilitating economic activity is frequently overlooked, their social role in shaping a city's development and indeed its history is often completely overshadowed by the seemingly conflicting demands of a port's development and the development of the city.

In Ireland the benefits to be gained from reintegration and rejuvenation of this relationship between port and city have been demonstrated with the success of events such as the Ocean Race in Galway, the Tall Ships events held in recent years in both Dublin and Waterford, and the increasing number of cruise vessel visits, with the associated knock-on beneficial economic effects in local areas'.

Galway City Council Development Plan 2017-2023

Section 1.4 of the GCC Development Plan 2017-2023 sets out the Core Strategy for Galway City. This includes a Development Strategy that focuses on the brownfield site opportunities offered by the Inner Harbour area and the adjacent Ceannt Station area stating:

'These areas, owing to their proximity to the city centre, their combined scale and attractive location on Galway Bay, offer great potential for a sustainable mixed use quarter. They offer a sequential solution to the expansion of the city centre, linked with a transportation hub, reinforcing the prime role of the city centre in both Galway City and the Gateway region. Expanding the city in this direction not only responds to future commercial floorspace demand it also can, with good design enhance the image of the city, the tourism function and allow for an expansion to a scale commensurate with Gateway designation. These regeneration areas are of large-scale and it is anticipated that development will occur over a period extending longer than the current development plan period. The development of these sites will be plan-led, with the benefit of masterplans which will complement and have regard to the interdependence of the sites'.

As stated above, the Galway Inner Harbour planning team has consulted with the adjacent 'Ceannt Quarter' landowner and their design consultants to agree a coordinated approach to the masterplans for both the Inner Harbour area and the Ceannt Station area as required in the GCC Development Plan 2017-2023.

Section 2.8 of the GCC Development Plan 2017-2023 requires a 30% residential content for the Inner Harbour area. This has been factored into the proposed Planning Framework (see Section 3.10).

Section 3.2 of the GCC Development Plan 2017-2023 considers integration of land-use and transport. It seeks sustainable transport strategies, where the reliance on private transport is reduced and where services are provided locally, allowing access by walking and cycling. The consolidation and concentration of development reduces travel demand, allows for the effective provision of services including public transport and enables sustainable patterns of travel. It seeks sustainable densities at locations adjacent to public transport routes. The proposed Planning Framework has incorporated these principles with appropriate densities, high quality public realm and good connectivity for pedestrians and cyclists with the city centre, transport hubs and wider city context that connect with the 'GTS -proposed cycle network'.

Chapter 4 of the GCC Development Plan 2017-2023 relates to natural heritage, recreation and amenity. The aim is *'to provide a green network in the city that allows for the sustainable use, management and protection of natural heritage, recreation amenity areas, parks and open spaces in an integrated manner'*. The 'green network' approach supports linkage between different multi-functional spaces within the city including:

- Blue Spaces of the city's coastal areas, rivers, lakes and canals,
- Protected Spaces of ecological and biodiversity importance,
- Green Spaces of woodland parks,
- Open Spaces including recreational and amenity and agricultural zoned lands and,
- Community Spaces which afford direct access by the community to nature and amenity eg. greenways.

The overall site masterplanning principles in Section 2.5 of this Planning Framework reinforce the 'green network' by connecting blue and green corridors to support and integrate biodiversity and nature as an integral part of the Planning Framework with community access. The Inner Harbour Area is located adjacent to areas of ecological sensitivity, The Inner Harbour Planning Framework has excluded those areas which are to be protected in accordance with the Galway City Biodiversity Action Plan 2014-2024. Appropriate assessments will be carried out prior to any infrastructural works or development works in these areas.

The 'Overall Vision' of this Inner Harbour Planning Framework has also considered the provision of greenways and green amenity spaces, including viewing points, play areas, etc. as an integral part of the proposed public realm, consistent with Section 4.7 of the GCC Development Plan 2017-2023.

Section 5 of the GCC Development Plan 2017-2023 identifies the potential for the Inner Harbour area to provide for a mix of uses including specialist industry (eg. ICT innovation, start-ups and scale-ups) and general office development with scope as part of the city centre for retail, the creative/cultural sector, speciality/artisan food sector and water-based tourism related development.

Policy 5.1 of the GCC Development Plan 2017-2023 includes the objective to *'encourage and facilitate the regeneration of city centre sites in particular at Ceannt Station Quarter and the Inner Harbour for a range of uses including high order commercial office space capable of accommodating a business and technology cluster.'*

Policy 5.1 of the GCC Development Plan 2017-2023 also includes the objective of *'the establishment of the city as a hub for creative and cultural industries and encourages a high quality workplace environment through architectural design, layout, landscaping and facilities that can contribute positively to the health and wellness of the workforce and to the urban landscape'.*

Section 6.7 of the GCC Development Plan 2017-2023 includes the Inner Harbour and Ceannt Station areas as part of the 'Core Shopping Area'. It states that '*the expansion of retailing to the regeneration areas would bring huge value and vitality through the additional footfall that the development of this area would attract and would also facilitate the co-location of retail, commercial enterprise and residential areas'*.

The Inner Harbour Planning Framework takes a mixed-use approach to retailing recognising the changing dynamic of retailing as a 'qualitative' experience. The Inner Harbour Planning Framework therefore seeks to balance retail with other activities as part of an overall city centre 'destination', that complements both the existing city centre and proposed Ceannt Station development area.

Section 8.7 of the GCC Development Plan 2017-2023 addresses the principles of good urban design (character, legibility, ease of movement and connectivity, quality of the public realm, continuity and enclosure, diversity and adaptability, environmental responsibility). These urban design principles have been applied throughout this Planning Framework and are demonstrated using plans, sketches and 3D modelling.

Section 8.7 of the GCC Development Plan 2017-2023 refers to the scale of development in terms of height and massing. It states: *'additional building height over and above the prevailing building height can usefully mark points of major activity such as business districts, civic functions and transport interchanges. They can also have a considerable impact in the context of historic buildings, conservation areas, areas of natural heritage importance and can detract from a city's skyline and impinge upon strategic views'.*

Section 8.7 of the GCC Development Plan 2017-2023 sets out the following principles for assessing development proposals in relation to capacity for height:

- *Protection of existing built and natural heritage and residential amenity,*
- *Creation of landmarks that enhance the city's legibility without eroding its innate character,*
- *Retention of existing benchmark heights so as to retain strategic views and to protect and enhance the general character of sensitive locations,*
- *Protection of higher density at centres/ nodes of activity, on large infill sites and along public transport corridors.*

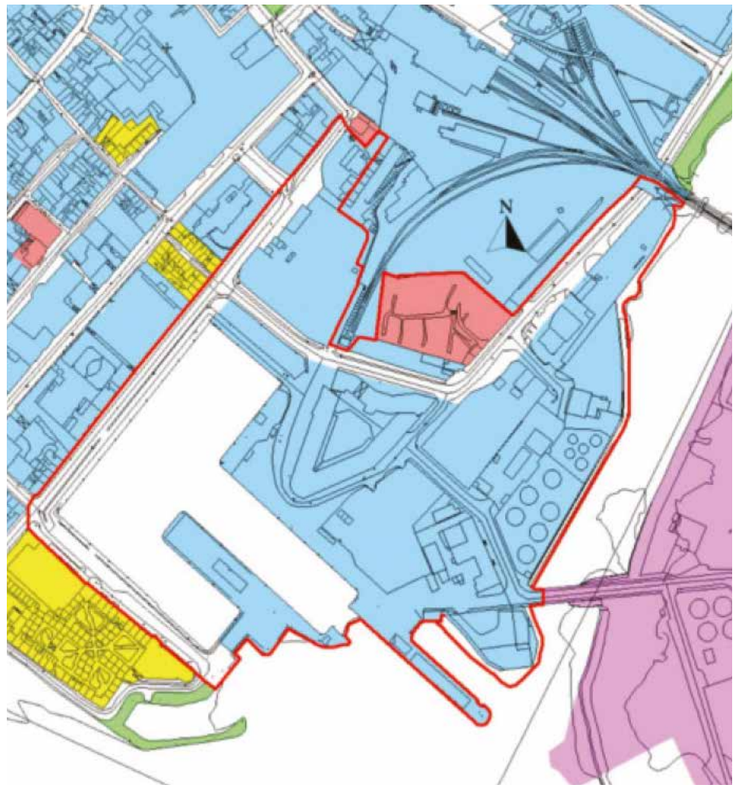
Section 8.7 of the GCC Development Plan 2017-2023 also states that '*areas where major change is anticipated, such as ...Ceannt Station and the Inner Harbour, may present opportunities for increased building height'.*

In preparing this Planning Framework, it was noted that the prevailing six to eight storey height of buildings around the existing dock area relates well to both the wider city context and to the urban scale of space created by the existing dock. It was also considered that several taller 'landmarks' would be appropriate at key 'gateway' locations - on the waterfront at the dock entrance, the Lough Atalia inlet next to the Port Link Road, and adjacent the railway bridge as it enters the city centre.

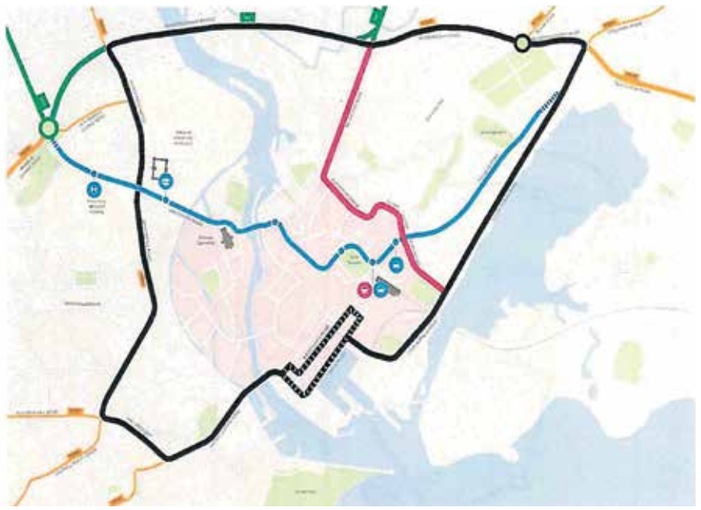
Section 9.9 of the GCC Development Plan 2017-2023 refers to the location of a Seveso III site, which is the Circle K Energy Galway Terminal located in the Galway Harbour Enterprise park to the east of the Inner Harbour Planning Framework area. The Seveso Optimisation Report by AWN Consulting identified any associated development restrictions on the Planning Framework area as minimal, which have been incorporated into the phasing strategy (see Section 3.8).

Chapter 10 of the GCC Development Plan 2017-2023 sets out the planning strategy for the city centre. This includes the integrated and sustainable development of the Inner Harbour regeneration area. A requirement is the incorporation of cultural facilities as part of the mix of uses envisaged in these areas. The Inner Harbour Planning Framework provides for a range of buildings for exhibitions and events, large outdoor public spaces, as well as the provision of the dock itself for a range of water-based activities including major public events.

The extent of the Inner Harbour Area is shown in Figure 10.3 of the GCC Development Plan 2017-2023 and includes the lands owned by GHC as well as adjacent lands for which permission has recently been granted (Bonham Quay and Ceannt Station).



Extract: GCC Dev. Plan 2017-2023 Section 10.2.2 Fig. 10.3 Inner Harbour Area



Extract: Galway City Centre Traffic Management Plan

Section 10.2.2 of the GCC Development Plan 2017-2023 requires that *'regeneration plans for the Ceannt Station area will have to be a parallel consideration in any redevelopment of the Inner Harbour in order to maximise the benefits to the city in both land use amenity and urban design terms'*.

Consultation has taken place with the development team for the Ceannt Station site as part of the preparation of this Inner Harbour Planning Framework. This informed urban movement principles and connections as set out in Sections 2.5 and 3.2. This has also informed the proposed mix of uses that complement the waterfront setting and which link to the wider city centre as set out in Section 3.5 of this Planning Framework and which enhance the experience of this area for both visitors and locals.

Section 3 of this Planning Framework provides an 'overall vision' for the Inner Harbour Area as a sustainable mixed use urban quarter that reveals the maritime trading history of the city, by transforming the use and character of the historic dock from a functional dock to become a highly integrated yet distinctive part of the city centre, and creates a high quality coastal edge linked to the city centre.

This Planning Framework addresses the following 'critical issues' identified in Section 10.2.2 of the GCC Development Plan 2017-2023: *'Sustainability, protection of adjoining European (environmental) sites, access, urban design context, maximum building heights, massing, appropriate use mixes, high quality public realm, industrial heritage, climate adaptation measures, and likely phasing of construction'.*

This Planning Framework is therefore consistent with both Policy 10.2 and the specific objectives for the city centre area in Section 10.7 of the GCC Development Plan 2017-2023.

Chapter 11 of the GCC Development Plan 2017-2023 contains Development Standards. Part A (Sections 11.1 and 11.2) contains Land Use Zoning Policies and Objectives, while Part B provides General Development Standards and Guidelines (Sections 11.3-11.12) and Specific Development Standards (11.13-11.31).

The Inner Harbour Area is covered by the city centre land use zoning objectives. Section 11.2.7 of the GCC Development Plan 2017-2023 provides the following specific development objectives for the city centre zoned lands in the Inner Harbour Area:

'The Council will consider the development of these lands for mixed use commercial development, including for commercial offices, recreation, retail and residential (equivalent to 30% of the total likely proposed floor area) in accordance with the requirements set out under Section 10.2.2.'

This Planning Framework provides this with a proposed mix of commercial uses which includes specialist industries (eg. ICT innovation, start-ups and scale-ups), general office development, recreational activities and exhibition/event spaces, over 30% residential accommodation, student accommodation, a range of ground level activities including retail, restaurants, bars and cafes, a hotel and water-based tourism related development. A summary of the proposed range if uses is scheduled in Section 3.10 of this Planning Framework.

Section 11.3.4(b) of the GCC Development Plan 2017-2023 provides development standards for city centre residential areas. This includes a requirement that *'an area equivalent 30% of the gross floor area of the residential content shall be provided as open space except in certain circumstances where the established form and layout would deem compliance with this standard inappropriate'.*

This requirement pre-dates the Guidelines for Planning Authorities for 'Sustainable Urban Housing: Design Standards for New Apartments' introduced by the Department of Housing, Planning and Local Government ('DHPLG') in March 2018. Appendix 1 of these guidelines provide minimum community amenity space requirements based on apartment size.

Section 3.10 of this Planning Framework shows the area available as external communal open space for each Development Area. These exclude open space that form part of the public realm. The DHPLG Guidelines have been applied to inform the residential mix. The Planning Framework is therefore consistent with both Section 11.3.4(b) of the GCC Development Plan 2017-2023 and the Guidelines for Planning Authorities for 'Sustainable Urban Housing: Design Standards for New Apartments' introduced by the Department of Housing, DHPLG in March 2018.

The Planning Framework provides that both public and communal open space should be high quality places that not only provide for safe play, passive recreation and relaxation but also contribute to a 'sense of place' and community. Areas should provide opportunities for both passive and active recreation, with provision for habitat and enhancement of biodiversity, linking with the green network, and as receptors for sustainable urban drainage systems. This Planning Framework proposes that seating and play areas would be provided for both public and residents, as part of achieving an intergenerational and child-friendly approach.

GCC Development Plan 2017-2023 Section 11.3.4(d) provides city centre car parking standards at a maximum 1 car parking space per dwelling. It also states:

'for new developments in the city centre residential areas where a reduction in car parking standards is considered acceptable by the Council on grounds of urban design or sustainability, a transport contribution will be levied in lieu of on-site parking spaces'.

It is also noted that Section 4.18 of the DHPLG Guidelines consider car parking provision for apartment developments in 'central and/or accessible urban locations'. Section 2.4 of the DHPLG Guidelines defines central and/or accessible urban locations' as:

- *'Sites within walking distance (ie. up to 15 minutes or 1,000-1,500m), of principal city centres, or significant employment locations, that may include hospitals and third-level institutions;*
- *Sites within reasonable walking distance (ie. up to 10 minutes or 800-1,000m) to/from high capacity urban public transport stops (such as DART or Luas); and*
- *Sites within easy walking distance (ie. up to 5 minutes or 400-500m) to/from high frequency (ie. min 10 minute peak hour frequency) urban bus services'.*

The location and proximity of the Inner Harbour Area is consistent with these criteria. Section 4.19 of the DHPLG Guidelines states:

'for larger-scale and higher density developments, comprising wholly of apartments in more central locations that are well served by public transport, the default policy is for car parking to be minimised, substantially reduced or wholly eliminated in certain circumstances. The policies would be particularly applicable in highly accessible areas such as in or adjoining city cores or at a confluence of public transport systems such as rail and bus stations located in close proximity'.

Table 11.5 of the GCC Development Plan 2017-2023 provides maximum city centre area parking requirements in relation to different use types.

Because of the highly accessible city centre location and proximity to public transport (rail and bus stations), this Planning Framework focuses on highly sustainable movement patterns emphasising walking and cycling to move about the city, and seeks to minimise additional vehicular traffic generation. Section 3.7 of this Planning Framework considers several options for car parking provision, including dedicated and shared parking for residents and other users related to each development area.

Chapter 11 Part B of the GCC Development Plan 2017-202 also provides relevant specific development standards to the Inner Harbour Planning Framework. These include: childcare, community and educational facilities; built heritage; renewable energy sources; green design; street furniture, signs and structures; access for all; recreation and sports facilities; arts/cultural amenity; flood risk management; student accommodation; Environmental Impact and Natura Impact Assessment.

It is envisaged that childcare and community facilities can be provided as part of the overall development as required, with an assessment of the capacity of local schools to accompany any planning applications for large-scale residential development.

This Planning Framework proposes that renewable energy sources will be used for the entire development with buildings constructed using sustainable best practice incorporating green roofs, walls and roof gardens. (See Section 3.9 of this Planning Framework).

It is proposed that a detailed public realm strategy for the Planning Framework area is developed for materials and finishes, street furniture, signs and structures consistent with the GCC Public Realm Strategy.

The Inner Harbour Area Planning Framework includes provision for various passive and active recreational uses, including water-based activities, children's play areas, a series of public spaces and areas for people to sit and relax. It is proposed that many features, such as bridges and seating areas are designed as art-pieces and sculptural forms that people can interact and engage with rather than as static objects.

The existing docks area has been identified as a flood risk area under the Western Catchment Flood Risk Assessment and Management (CFRAM) study. This Inner Harbour Area Planning Framework is informed by the Flood Risk Assessment study by Hydro Environmental Limited which has reviewed the 2016 CFRAM preliminary study of flood defence options.

This Planning Framework proposes that flood protection measures are located along the harbour-front rather than around the inner dock as part of an integrated flood management, public realm and development strategy. (See Section 3.9). Consultation between GHC, GCC and the OPW is ongoing in this regard.

Section 11.29 of the GCC Development Plan 2017-2023 includes provision for student accommodation. The Inner Harbour Planning Framework identifies a proposed location for student accommodation adjacent to the railway bridge as a landmark building. The location is suitable with good accessibility to educational facilities and proximity to public transport corridors and cycle routes. There is no potential impact on local residential facilities. The Planning Framework allows for good adjacency to amenity areas and open space, as well as space for good quality on-site facilities. The proposed location allows for a high-quality landmark building requiring a high architectural quality of the design, external layout, with good quality materials and finish. With little similar development in the immediate area, the proposed use is considered to be complementary to the overall Inner Harbour Area Planning Framework.

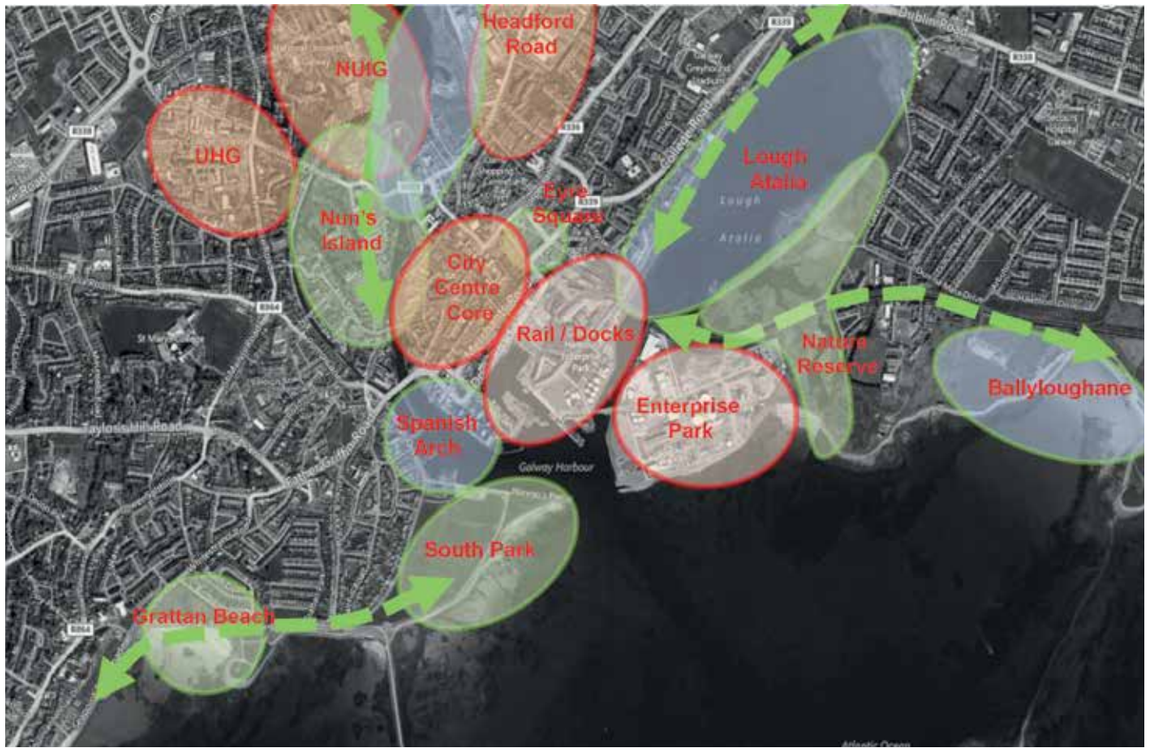
Sections 11.30 and 11.31 of the GCC Development Plan 2017-2023 refer to planning requirements for Environmental Impact Assessment and Appropriate Assessment. Because of the overall site area (7.6 ha), urban location and proximity to environmentally protected areas, it is anticipated that planning applications for the development of the Inner Harbour Planning Framework area will be accompanied by an Environmental Impact Assessment and Appropriate Assessment as required.

2.4 Physical Site Context

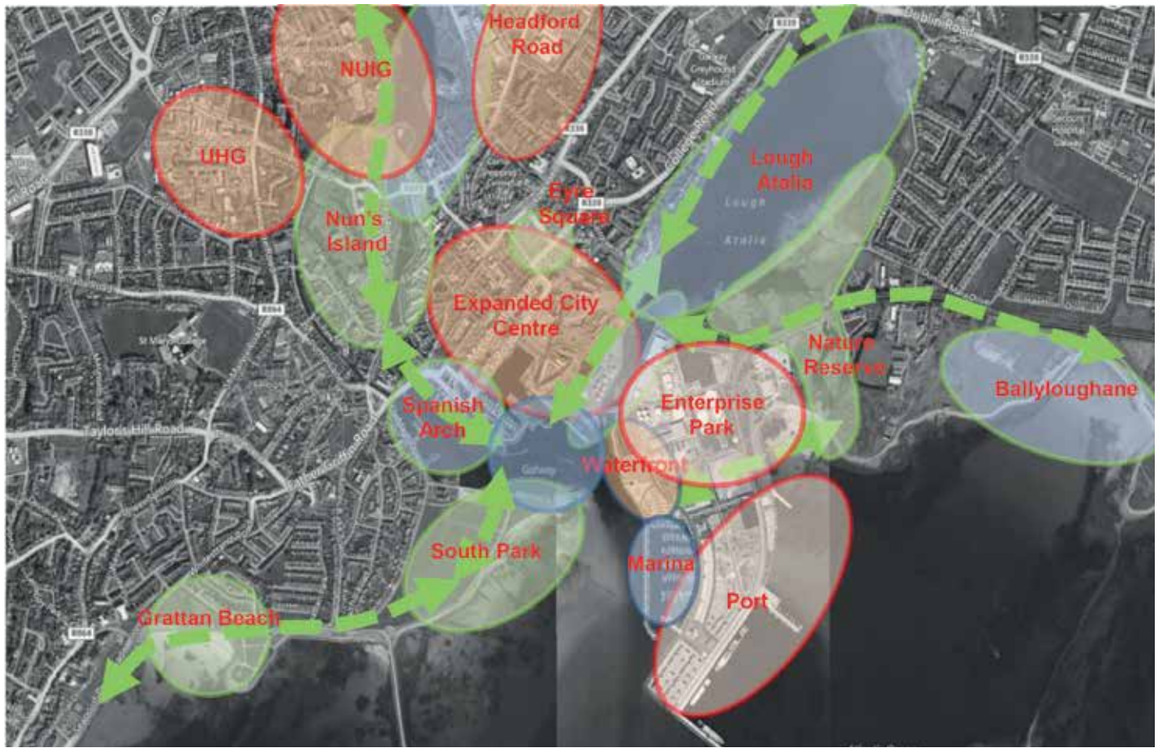
In contrast to the compact dense city centre core, Galway has established green/blue 'corridors' along the River Corrib, Lough Atalia and along the coastline that act as 'green lungs'. Galway Harbour is at a pivotal location where these corridors converge, but do not currently connect.

A route across the harbour front connecting these corridors would be transformative for the city. This connection will orientate the city to the waterfront and, from this route, enable the interpretation of the industrial heritage landscape that forms part of the character of the Inner Harbour.

As the city develops, there is also the potential to connect the Inner Harbour and Galway Harbour waterfront with the proposed Port expansion area, including the proposed Port marina, as an extension of the city waterfront amenity. Subject to further investigation as part of the Port expansion plan, this could also potentially connect with pedestrian/cycle routes and with biodiversity corridors that link with the Renmore Lagoon nature reserve. (See Section 3.9).



Existing Urban Relationships



Proposed Urban Relationships with Port Expansion and new Waterfront focus for City Centre and Green Networks

2.5 Masterplanning Principles

The Inner Harbour Planning Framework offers the opportunity to create a significant new sustainable urban quarter with a mix of uses and high-quality public realm, that extends the city centre to the waterfront. It is envisaged that this will be an attractive place for people to both live and work in the city centre, with good public transport connections and little need for private cars.

A key component of this Planning Framework is developing a network of streets, routes and spaces based around active movement (walking, cycling, etc.) that connects with and extends the existing permeability of the city centre.

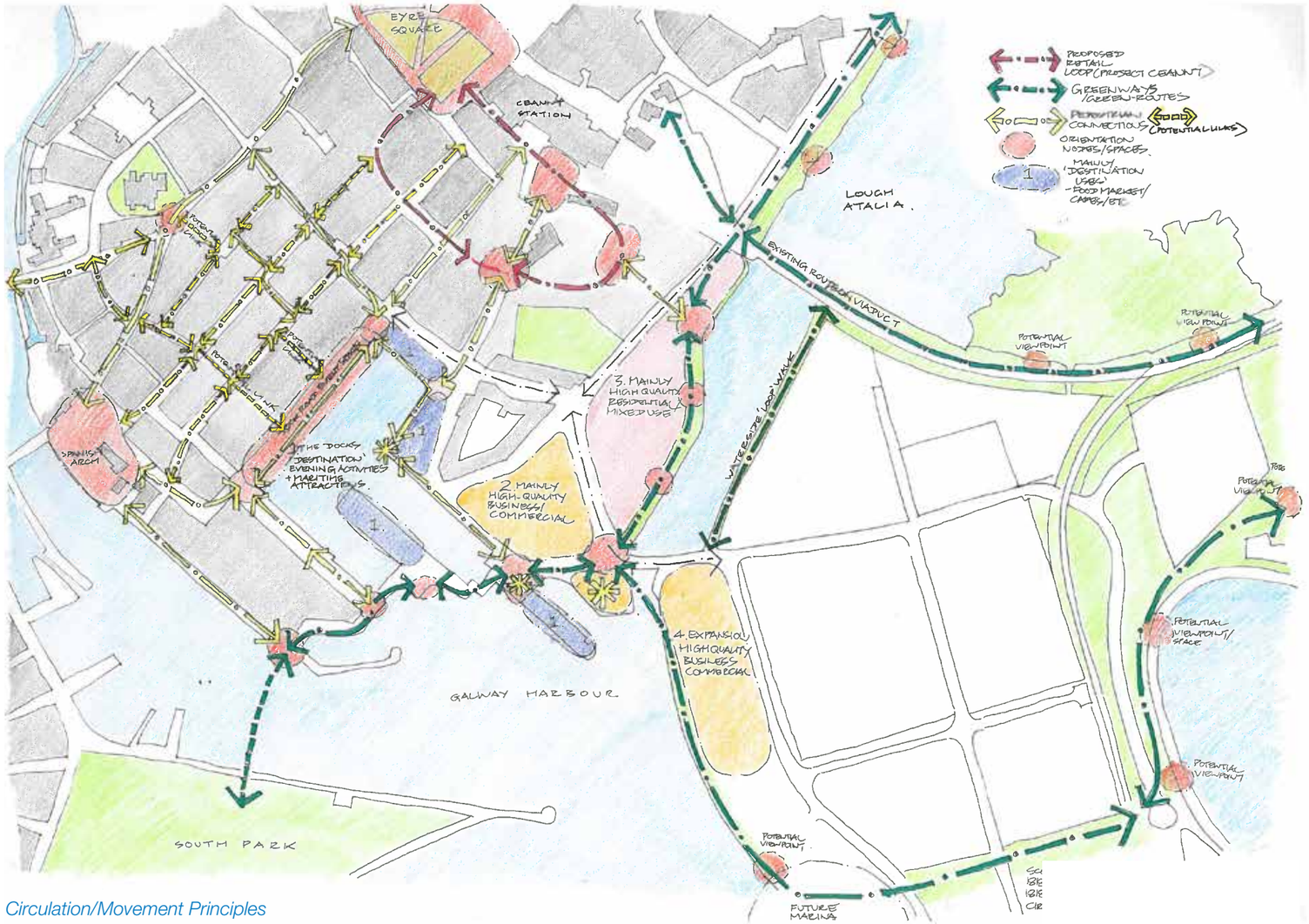
A permeable pedestrian network is proposed that connects with the City Centre, Ceannt Quarter and surrounding areas. This pedestrian network includes a series of public spaces and focal points with public-orientated 'destination' activities to attract people around the existing dock. These are principally located on the north and east sides of the dock as these areas enjoy aspect and most sunlight throughout the day.

People can then easily continue to explore by walking along the docks arriving at the Harbour Waterfront, where there are stunning views south across the harbour. Key attractions and landmark features proposed include cultural/event spaces and buildings as well as a bespoke opening bridge across the dock entrance.

This Planning Framework also provides for a more informal, landscaped walkway/cycle 'green' route with points of interest along the bank of Lough Atalia. These may include play spaces, art-works and informal places where people can sit, relax and quietly enjoy the natural environment. It is proposed that this area is connected with the Ceannt Quarter to form a looped pedestrian route.

The intention is that the character of place and activities will vary along these routes, with mainly 'destination' uses at ground floor around the existing docks, mainly commercial around the Harbour waterfront, with mainly residential towards Lough Atalia with a more natural aspect.

This Planning Framework provides a strategic pedestrian/cycle route along the harbour waterfront that can connect with the green/blue corridors along the River Corrib, Lough Atalia and the coastline. The proposed route for the Oranmore Greenway follows the railway line and viaduct where a cycle/footpath already exists. This provides a direct route into the city centre and could link with the cycle route along Lough Atalia Road and with the footpath on the east bank of Lough Atalia along the boundary of the Galway Harbour Enterprise Park.



Circulation/Movement Principles

Dock Road

The west and south side of the docks are wide spaces from the dock edge to the building line. These are owned by GHC and currently given over to port activities and car parking, with Dock Road also forming a main traffic route through the city.

The Galway Transport Strategy ('GTS') provides measures to manage and reduce private traffic in and around Galway city centre. The strategic objectives for transport in the city are:

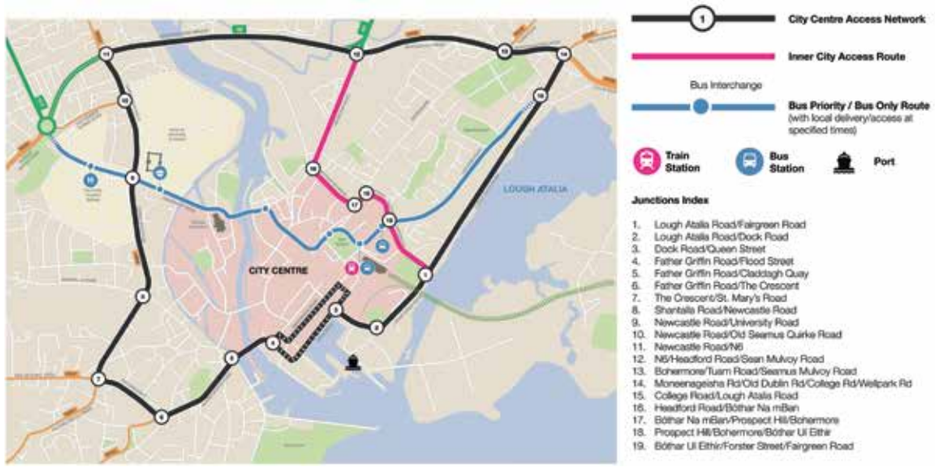
- To promote and encourage sustainable transport.
- To manage the traffic in a way which maximises mobility and safe movement.
- To maintain and develop/upgrade infrastructure.

It includes policy objectives to shift cross-city commuting from private car to more sustainable modes - walking, cycling and public transport. The strategy aims to remove non-essential motorised traffic from the core city area by providing a *'city centre access network'* on which car park access is facilitated. This route includes Lough Atalia Road and Bothar na Long as two-way streets and Dock Road as a one-way street.

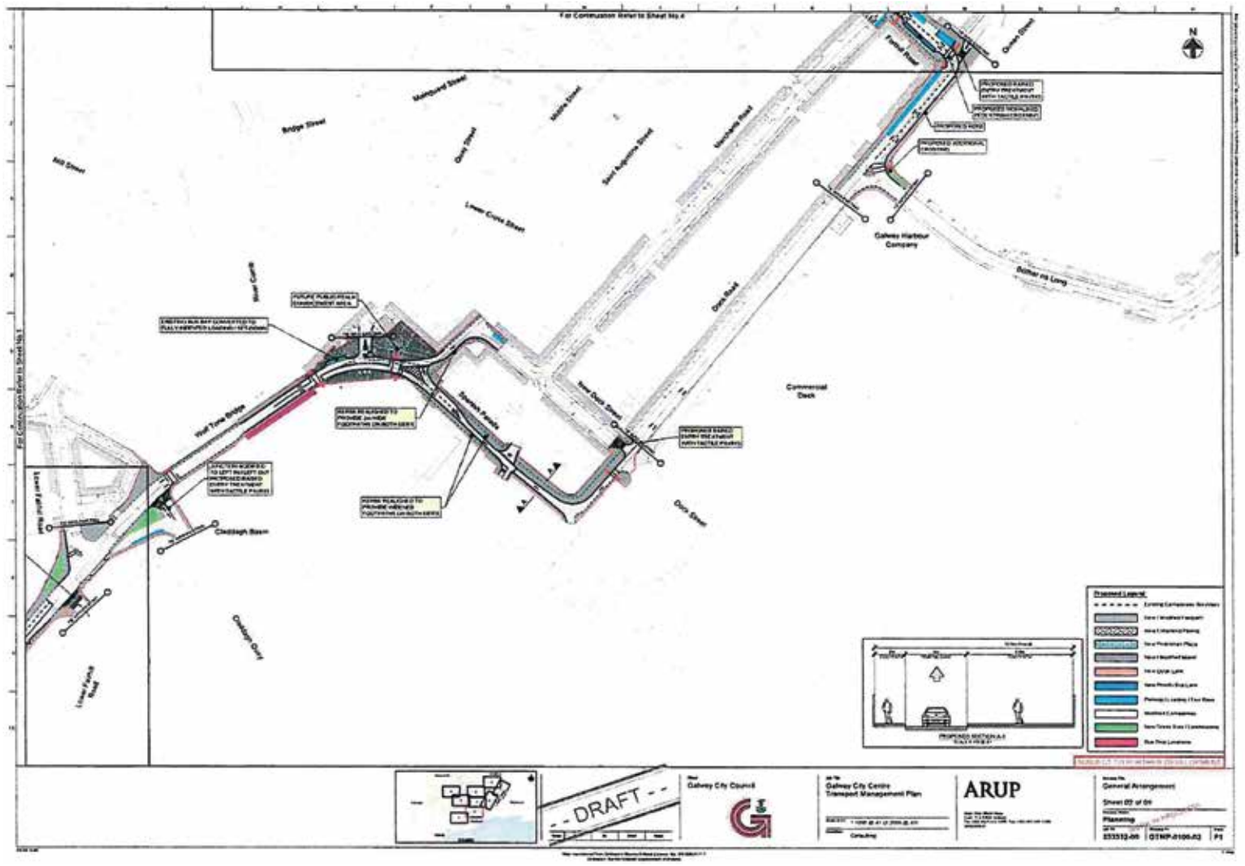
The design of the city centre access network is being progressed as the Galway City Centre Transport Management Plan ('GCCTMP') with engineered layouts for many of the existing city streets, with the exception of Dock Road between Bothar na Long and New Dock Street. The vehicle carriageway along Dock Road could potentially be reduced to one lane, which is as proposed in the 'GCCTMP' for the next section of the route along Spanish Parade and also as shown in the GCC Draft Public Realm Strategy.

This Planning Framework has identified Dock Road as having potential to be used as a public space for major special events such as the Clipper Round-the-World Race or the Ocean Race. This would involve temporary traffic closure of Dock Road. (See Section 3.3).

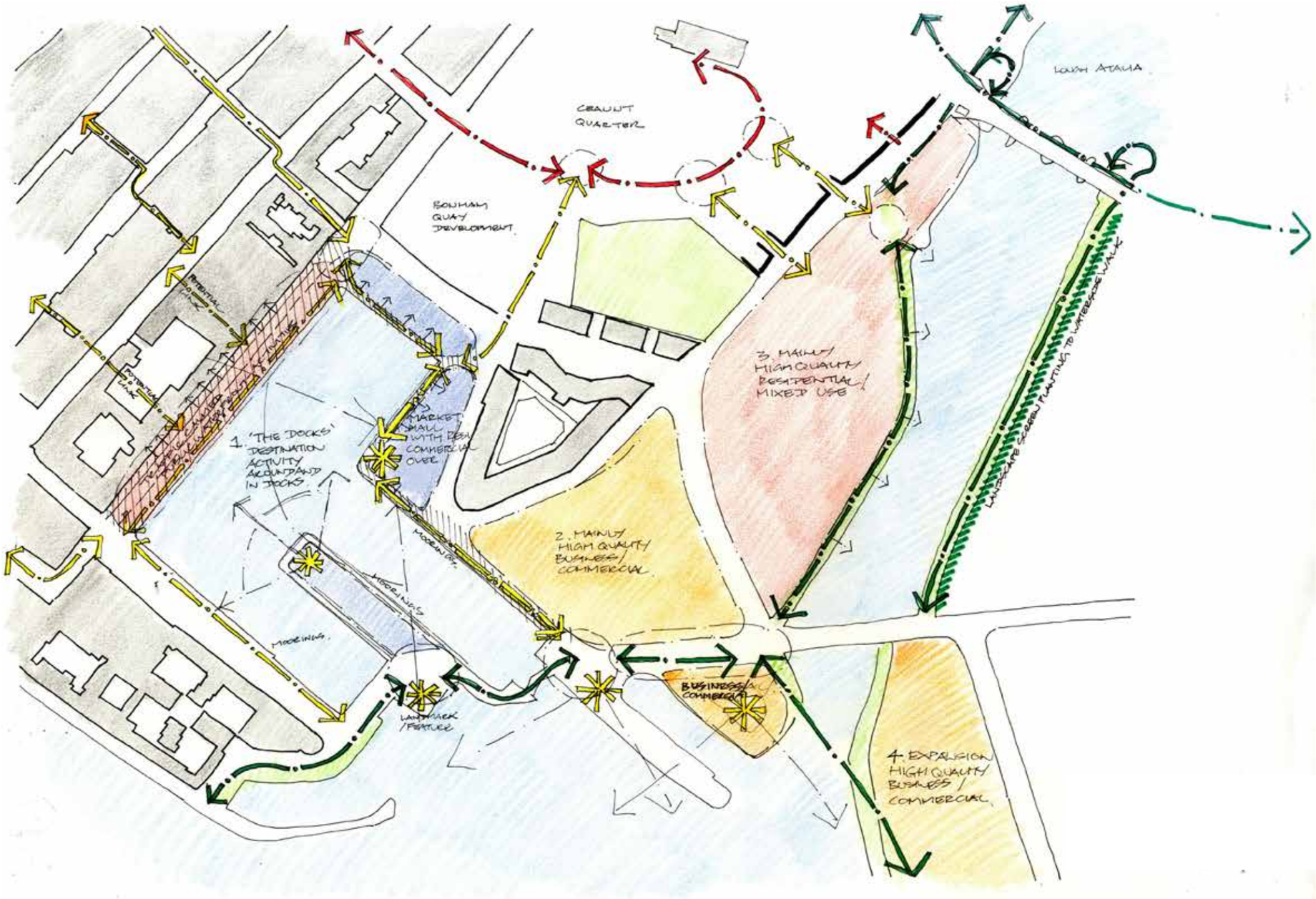
On a day-to-day basis, Dock Road would remain as a one-way traffic route. With the existing Inner Harbour repurposed for leisure craft moorings, the dockside along Dock Road can be upgraded with street furniture, planting, new surface materials and pavilions for small restaurants/cafes with external seating areas and storage. A boardwalk at street level cantilevered over the water at the northern end of the dock would significantly increase the pedestrian area so that people can naturally congregate and enjoy the southerly aspect across the dock.



Extract Galway Transport Strategy



Draft GCCTMP Layout of Dock Road/Spanish Parade showing single one-way lane on Spanish Parade.



Overall Site Planning Principles

3.0 OVERALL VISION

3.1 The Overall Vision

The Overall Vision proposes:

- To create a sustainable mixed-use urban quarter, a place to live, work and enjoy, integral to the city and city living.
- To provide a breathing space for the city, by opening up the docks as a public realm event space, by extending the city centre to Galway Harbour, and by creating 'green/blue links' connecting up pedestrian and cycle routes along the river and waterfronts.
- To provide a significant, marine event space in the heart of Galway. Potential events include the Ocean Race, Tall Ships Race, Small Ships Regatta, the Clipper Round the World Race and the America's Cup. These will raise the profile of the City across the world.
- To plan for flexible, adaptable growth, with development plots and blocks allowing a variety of uses, maximising infrastructural efficiency.
- To minimise the need and demand for vehicular movement by providing a mix of uses, with flexible parking provision that can be repurposed in response to people's changing behavioural patterns, as better modal options become available.
- To reintroduce nature and biodiversity with natural connections to nearby 'wetland' areas.
- To minimise energy consumption and carbon emissions through various actions including net zero energy buildings Near Zero Energy Buildings ('NZEB') or similar.

The proposed site layout follows the movement and circulation principles set out previously in Section 2.5. New buildings are proposed to be set back from the dock edge to maintain width for a high quality public realm around the docks, with a series of building block forms and a permeable street network that creates a spatial sequencing connecting with adjoining developments, such as Bonham Quay and Ceannt Quarter.

The large apartment block, Cé Ná Márá, and Harbour Hotel remain as existing. Active ground floor frontage is envisaged along the docks with a mix of office and residential above.

The proposed urban structure relates to existing site boundaries within the docklands to allow for phased development and to integrate with the established urban structure of the city centre core.

Overall Vision (for illustrative purposes only)

Overall View

3.2 Movement and Connectivity

At the core of the overall vision is the seamless integration of movement and public realm with the surrounding city. The objective is that the Planning Framework is in alignment with GCC's Cycling Network and Public Realm Strategy.

A key component of both the cycling and public realm strategy is the relationship that people have with the surrounding built and natural environment. The proposed Planning Framework provides for people to move through an urban landscape in some areas and through a natural environment in other areas. The intention of this Planning Framework is to provide the opportunity for both in close proximity.

Improving environmental quality, encouraging biodiversity and integrating active movement with the natural environment are all important objectives of this Planning Framework.

Cycling Network

The Galway City Development Plan 2017-2023 identifies existing and proposed main Cycle Routes and Greenways in and around the City Centre.

The Inner Harbour Planning Framework proposes to connect with and extend these into the Harbour Area. In doing so, there is the opportunity to connect with the existing and proposed main cycle routes into and around the city centre.

These include the 'Greenway' being developed from Oranmore to Barna, as well as main cycle routes along the River Corrib and Lough Atalia.

The cycle routes in the Inner Harbour form part of a fully integrated wider city cycling network with continuous routes connecting the main water bodies.

There is also the potential to connect the harbour waterfront with the proposed Port expansion area, including the proposed Port marina and the Oranmore Greenway. There is potential for a coastal route to Ballyloughane subject to environmental and other factors.

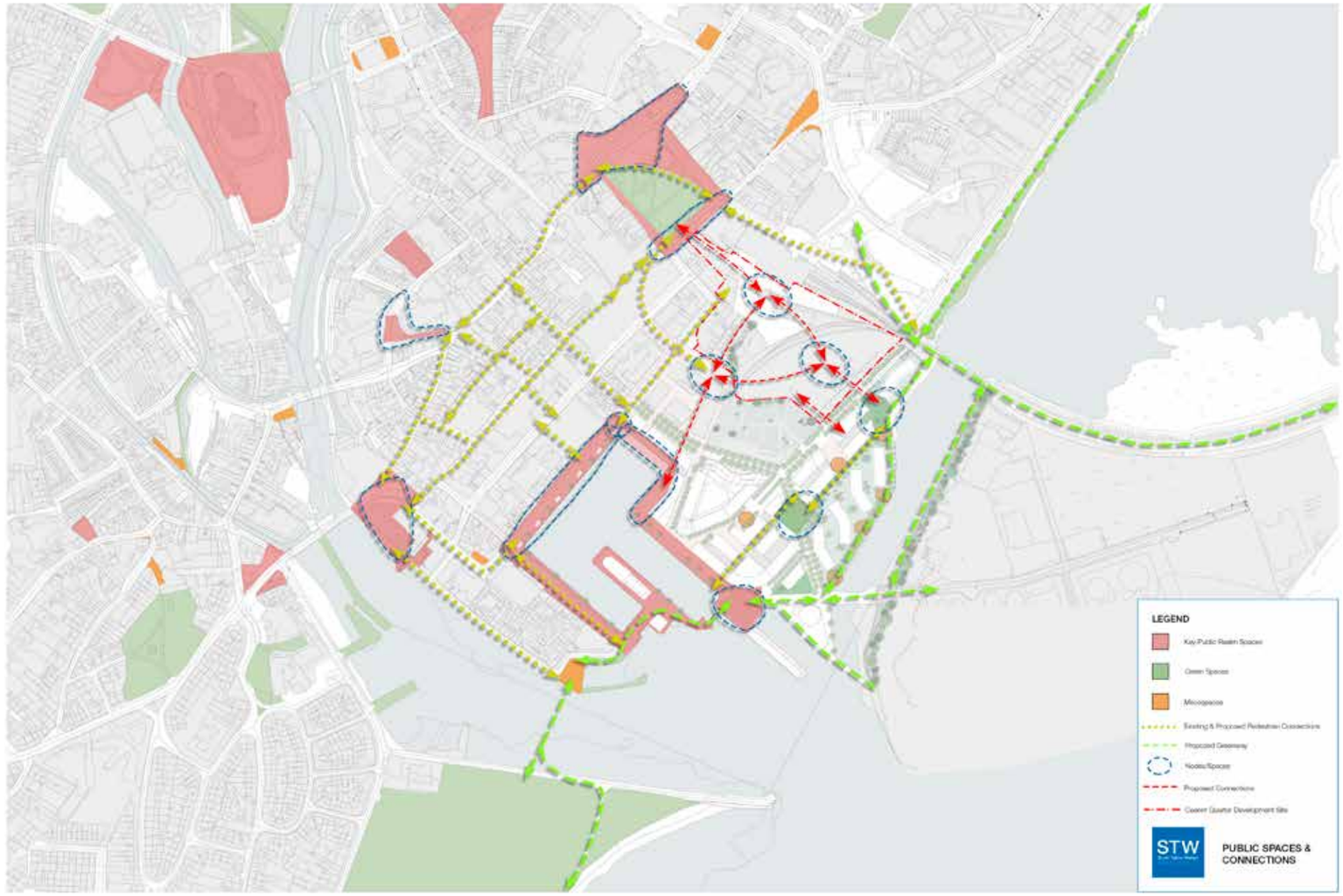
Existing & Proposed Cycle Routes and Greenways

City Spaces and Pedestrian Connections

The Draft Public Realm Strategy for Galway City Centre was published in September 2019 by GCC for public consultation. This sets out types of activities and a hierarchy of public spaces around the existing City Centre including Key Public Spaces, Microspaces and Green Spaces.

The Inner Harbour Area Public Realm Strategy (Section 3.3) is developed using similar public realm principles, which complement the public realm strategy as published by GCC. There will be a range of different spaces that can be used for key public events, green spaces, and smaller 'microspaces' to provide variety in terms of how the public realm is used.

The use, size and scale of these spaces relate to the wider pedestrian network across the city centre and adds to the existing and proposed provision of public space identified in the City's Public Realm Strategy. The Inner Harbour Area Planning Framework extends the overall city centre public realm and pedestrian network in alignment with the Public Realm Strategy for Galway City Centre.



Public Spaces and Connections

3.3 Public Realm Strategy

The objective of the public realm strategy is to provide a 'sense of place' for people, with a variety of attractive places and spaces that feel comfortable and pleasant for people to walk through, stay in, and enjoy.

Key aspects of the public realm strategy are:

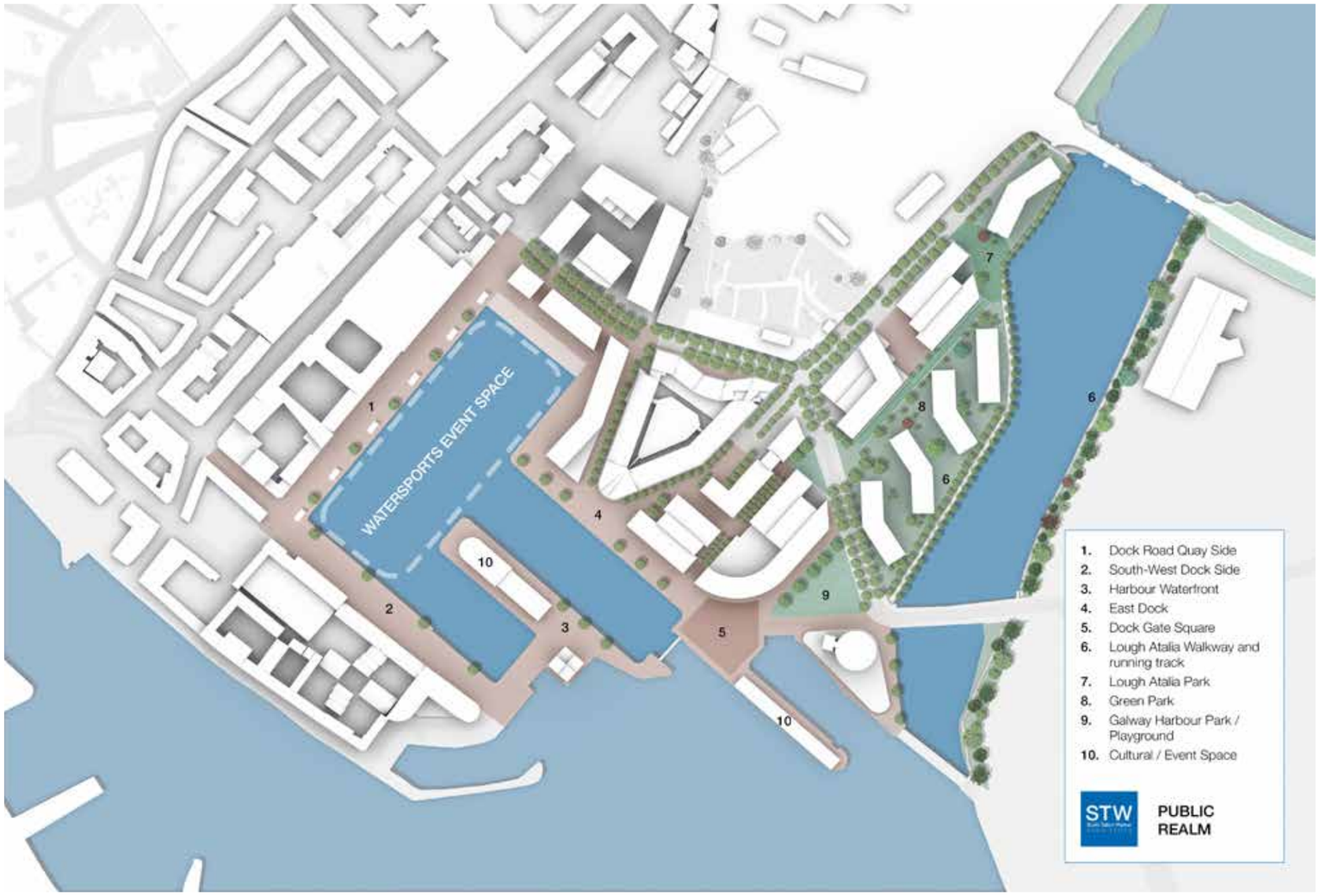
- An overall public realm structure that creates a seamless extension to the existing city centre, that allows for natural wayfinding.
- A series of character areas that relate to the surrounding context. These are the Old Docks, the Harbour Waterfront, and the Lough Atalia Walk.
- A hierarchy of urban streets and spaces ranging from tree-lined boulevards with wider pavements that carry through traffic; shared surface pedestrian streets and arrival spaces providing local and service access; traffic-free spaces designed for pedestrians and cyclists with emergency access only; and residential amenity space where children can safely roam and play.

The overall Planning Framework will be highly permeable with natural orientation and wayfinding, allowing pedestrians and cyclists to easily move through the network of streets and spaces. It is intended that local vehicular access can service each block using just some of these streets and spaces and that pedestrians and cyclists will be prioritised with high quality public realm, seating and planting.

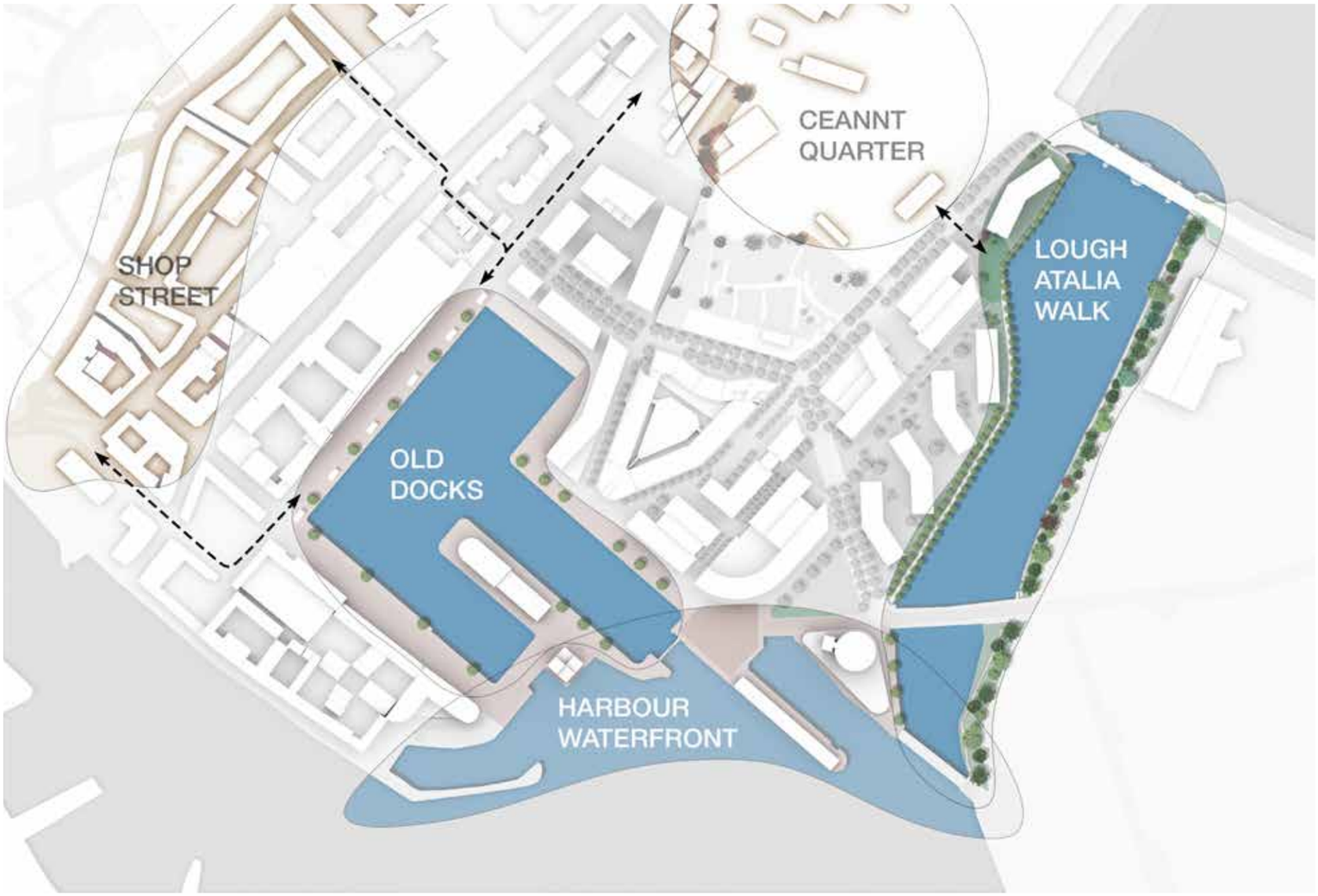
All streets will be designed in compliance with the Design Manual for Urban Roads and Streets ('DMURS') published by the Department of Transport, Tourism and Sport ('DTTAS') in 2013.

This Planning Framework is designed to provide a sequence of linked spaces along sight-lines that connect with the existing city streets and the proposed spaces in the Bonham Quay and Ceannt Quarter developments. This is intended to integrate the public realm with the existing urban fabric, help people's wayfinding and create places and spaces of a scale that relates well to people and that people find comfortable to use. The character of these spaces can vary in terms of scale and proportion, planting, materials and finishes depending on their relative importance and proposed use.

The Planning Framework provides a range of spaces that can be used flexibly for a range of events and activities at different times - some organised and others informal.



Overall Public Realm Structure



Main Character Areas

Docks: Aker Brygge, Oslo, Norway (Image: Tomasz-Majewski)

Waterfront: Bostanli, Izmir, Turkey (Image: Studio Evren Basbug Architects)

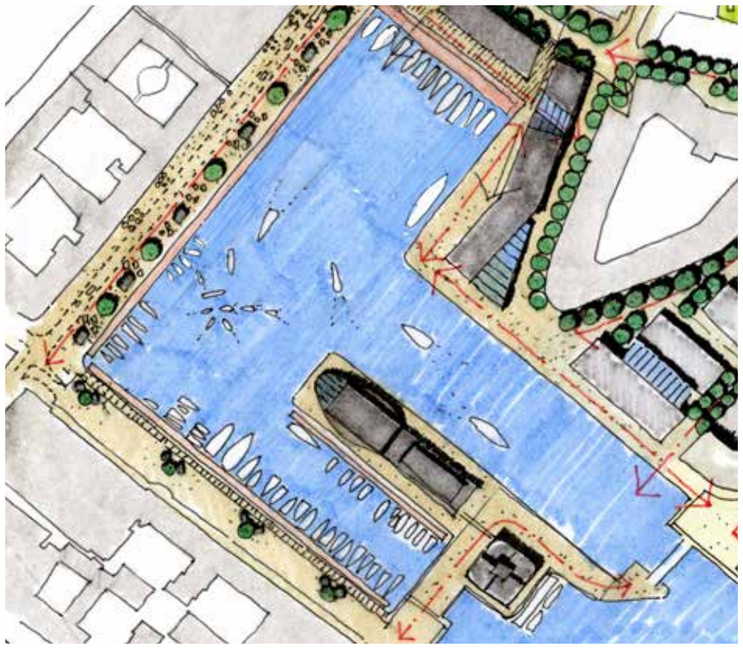
River Walk: Rives de Saône, Lyon, France (Image: Base Paysagistes)

The Old Docks

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

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

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



The Old Docks Area (for illustrative purposes only)

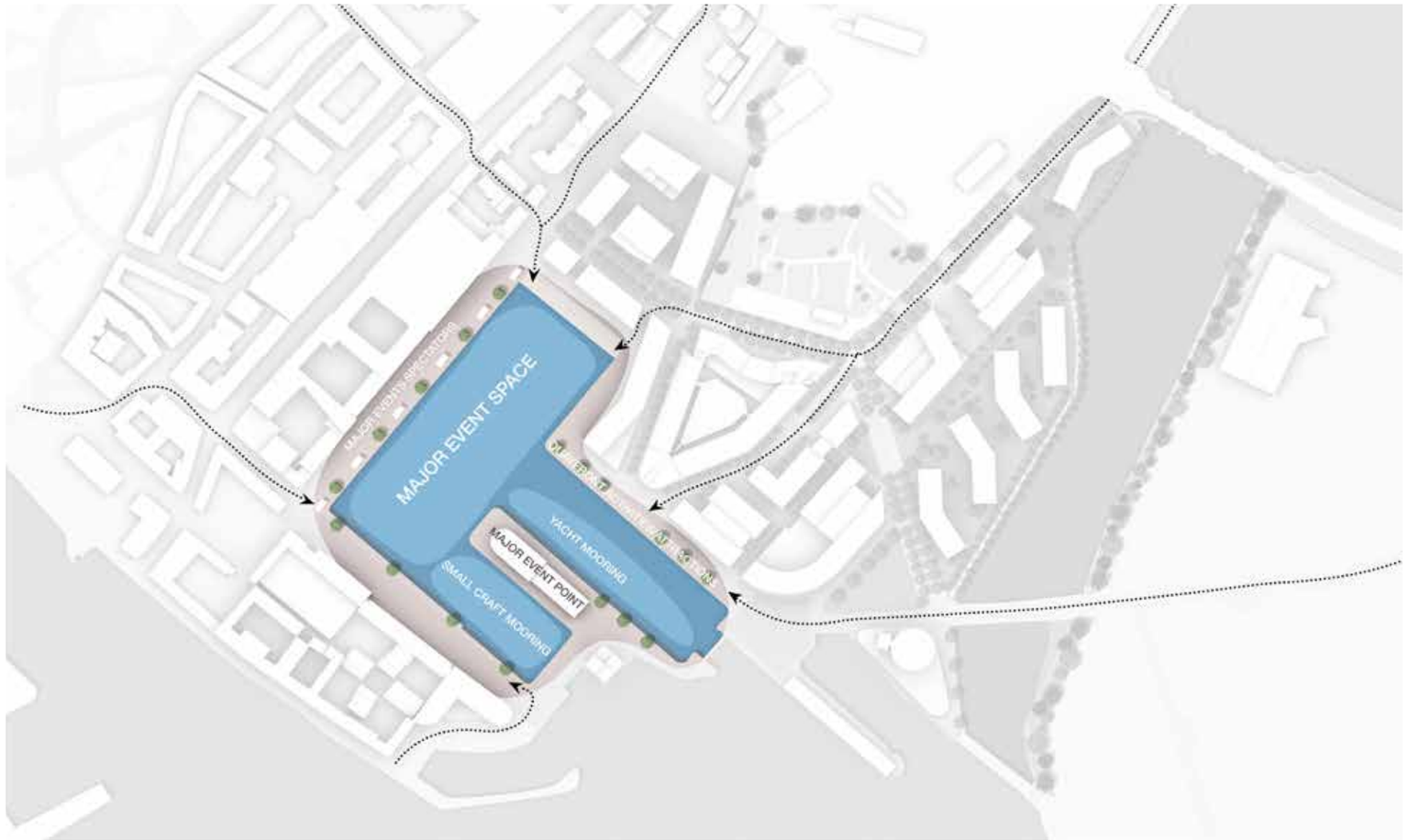
Lapp's Quay, Cork (Image: STW)

Lapp's Quay, Cork (Image: STW)

Galway Docks (Image: Yachting World)

Antwerp Docks (Image: STW)

Porto Dockyard (Image: STW)



Dock Activity Zones

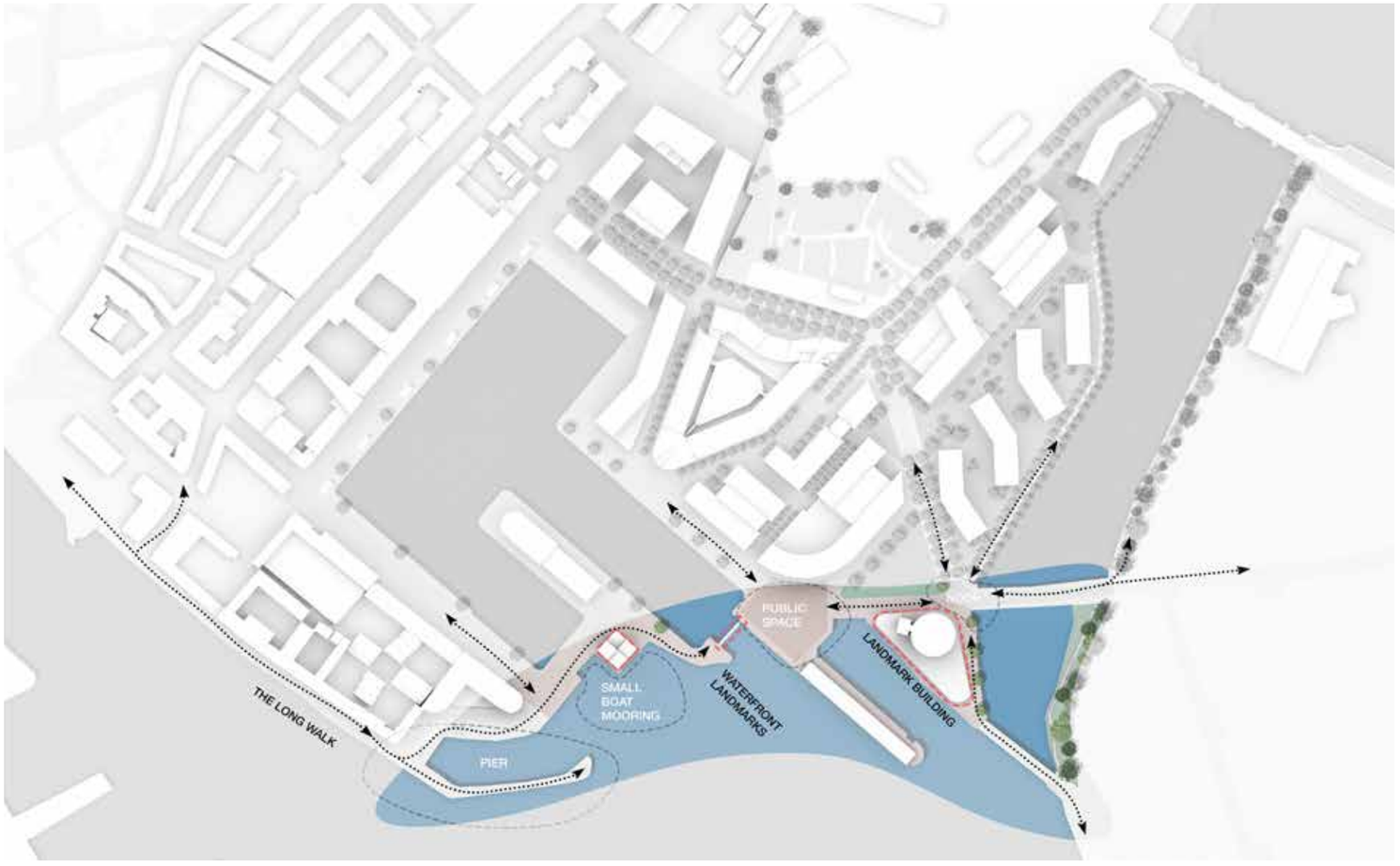
The Harbour Waterfront

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

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

Lisbon Waterfront (Image: STW)

The Harbour Waterfront Area (for illustrative purposes only)



Altro Vetro Building, Dublin (Both Images: Shay Cleary Architects)

Rolling Bridge, Paddington, London (Heatherwick Studio/ Packman Lucas Engineers)

Maersk Building, Copenhagen (Image: CF Moller)

Lough Atalia Walk

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

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

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

Hammaby Sjöstad, Stockholm (Image: STW)

River Rhone, Lyon, France (Image: STW)

River Rhone, Lyon, France (Image: STW)

The Lough Atalia Walk Area (for illustrative purposes only)

River Rhone, Lyon, France (Image: STW)

Riverside Walk (Image: Gehl Architects)

Urban Boulevards

The three main vehicular routes (Lough Atalia Road, Bothar na Long and the Galway Harbour Enterprise Park Road) form a key component of the hierarchy of streets and spaces.

It is proposed that these become tree-lined Urban Boulevards. As principal streets, these will provide a strong identity to the Planning Framework area and reinforce connectivity within the Planning Framework area, and with surrounding areas.

Trees and planting provide major environmental benefits and are critical to creating a high quality urban environment. They improve the quality of the streets for pedestrians and cyclists by offering shade and shelter to mitigate against the noise of traffic. Trees also help reduce traffic speed, can help to improve biodiversity and absorb carbon dioxide. Trees and planting have been identified as improving people's wellbeing and contributing to the attractiveness of a place. They will provide a long-term benefit that will be greatly appreciated by current and future generations.

The design and quality of pedestrian paving, including choice of materials will be an important consideration to creating an attractive pedestrian-friendly urban streetscape. A widely used and successful approach to creating pedestrian-friendly urban streets is to continue pedestrian paving across local access junctions. This a proven best practice traffic-calming measure and recommended in DMURS (noted previously).

Northumberland Road, Dublin (Image: STW)

Northumberland Road, Dublin (Image: STW)

Urban Boulevard, Lyon, France (Image: Gehl Architects)

Shared Pedestrian Spaces

Local vehicular access is provided from the urban boulevards into defined 'shared pedestrian spaces' - streets and courtyards that are clearly pedestrian-priority in which vehicles are 'guests' to provide vehicle drop-off to buildings and service access. In some instances these may have droppable bollards to limit vehicular access. Proposed areas include:

- Between Buildings 2 and 3 which utilises an existing access off Lough Atalia Road. This could also provide limited vehicle access to the residential development (Buildings 8 -11).
- A local vehicular access to the landmark office building (Building 12) and Hotel (Building 6).
- Service and car park access to Buildings 4-7.
- The existing Dock Road around the Cé Ná Márá apartment building (old Granary).
- A 'central space' midway along the urban boulevard as an address for Buildings 3, 4 and 7 with vehicle drop-off and which also provides additional relief and visual interest for people along a busy route.

These provide local vehicle access to all development plots in addition to those directly located alongside an Urban Boulevard. These spaces will be attractively designed for various activities and uses, with vehicular movement as secondary. Trees, planting, street furniture and high quality robust pedestrian-friendly paving materials and finishes are essential to creating the high quality urban environment required.

New Road, Brighton (Image: Gehl Architects)

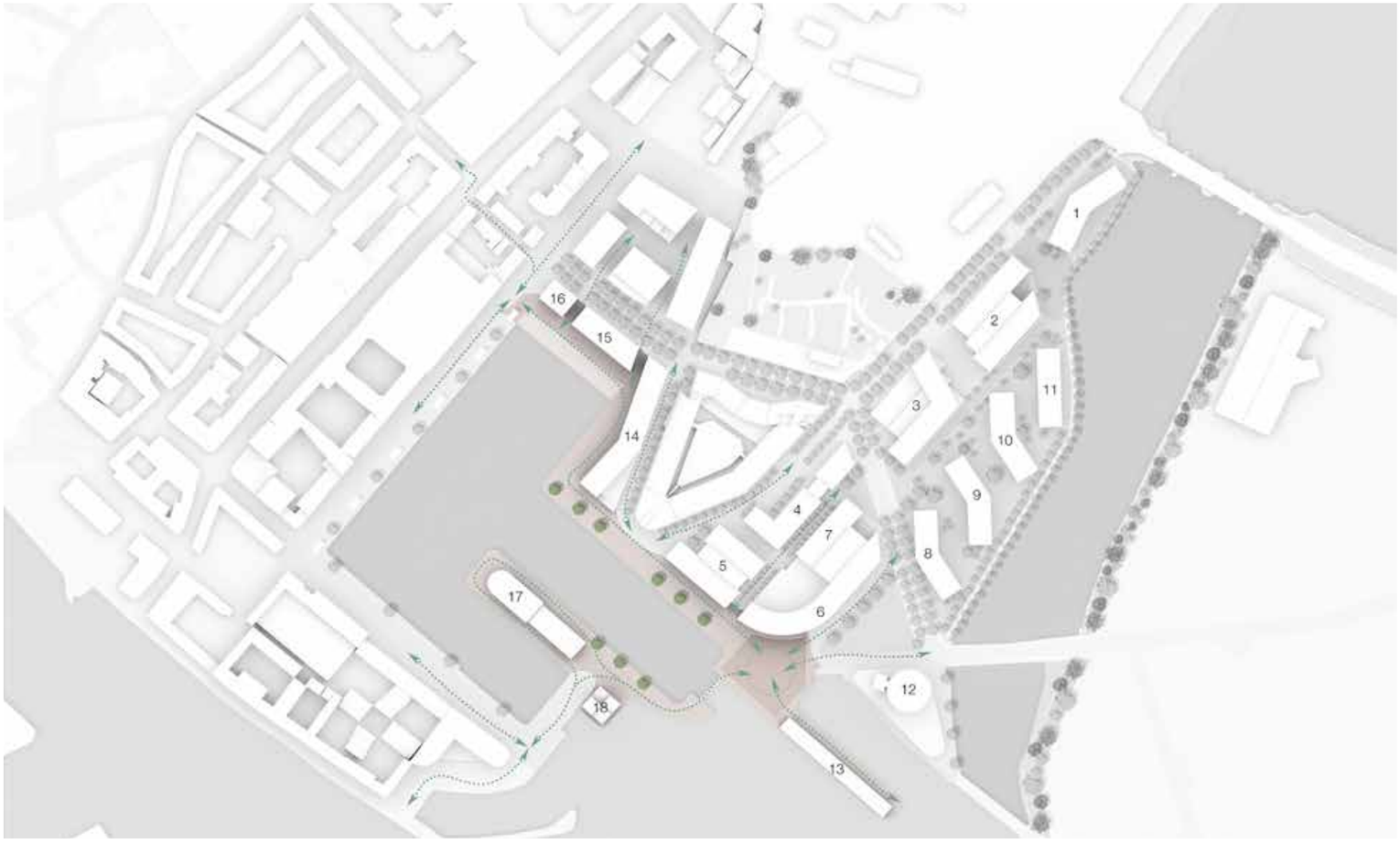
New Road, Brighton (Image: Gehl Architects)

Hafencity Hamburg (Image: STW)

Pedestrian Only Spaces

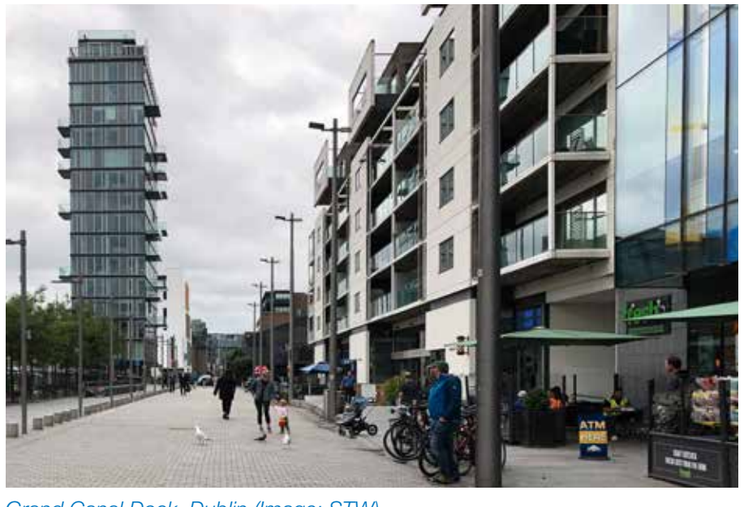
These are spaces that are primarily pedestrian focused which can be used for a variety of active and passive outdoor activities with vehicular access limited to maintenance and emergency vehicles.

Trees, planting, street furniture and high quality robust pedestrian-friendly paving materials and finishes are essential to creating the high quality urban environment required. This needs to be designed so that the spaces can function for a variety of uses, from the occasional user relaxing and enjoying the space, to large crowds of people attending markets and events.



Kroyers Plads, Copenhagen (Image: STW)

Veste Volgade, Copenhagen (Image: Gehl Architects)



Grand Canal Dock, Dublin (Image: STW)

People's Park, Dun Laoghaire (Image: menupages)

Residential Amenity Spaces

Residential amenity space, where people can come together, can help foster social networks, benefit people's individual wellbeing and quality of life, and create a self-sustaining community.

Social space around each apartment development includes space for residents to meet, both informally and through activities such as communal gardening, growing food, etc. (See Section 3.6).

The focus is on soft landscaping with grassed areas and areas for children to play, run around and explore. The residential amenity spaces are located around the residential buildings for convenience and to give a sense of ownership, with views from all apartments providing passive supervision and surveillance. Boundaries between private and shared spaces can be defined through soft landscaping, such as hedges, etc.

Flurstrasse, Zurich (Image: STW)

Rue Casimir Perier, La Confluence, Lyon (Image: STW)

Flurstrasse, Zurich (Image: STW)

3.4 Public Realm: Related Uses and Activities

Both the overall circulation and movement principles (Section 2.5, 3.2) and the public realm strategy (Section 3.3) inform the proposed ground floor uses of buildings and the location of main entrance points. Along the docks active ground floor uses can spill out from buildings into the public realm creating activity, variety and interest that will attract people into the area and to move from one space to the next. This includes:

- The wide boardwalk extending over the northern end of the dock, with ground floor restaurant/cafes with external seating areas extending out from Buildings 15 and 16.
- A double height 'market hall' space in Building 14 opens onto the dockside. This can be used for a range of events and activities that can extend around the dock. The floors above could be a creative/tech hub who may also programme events and activities for the space.
- Restaurants, bars in Buildings 5 and 6, possibly associated with the hotel, looking onto the dock and waterfront.
- Cultural/exhibition type use to Building 13 with entrance from the waterfront event space by the dock gates.
- Ground floor public orientated activities (eg. reception, meeting space, staff dining area) for Office Building 12.
- Local retail and services to Building 8 addressing and animating the urban boulevard.
- A small local cafe and retail element with external seating as part of the green space looking onto Lough Atalia near the proposed pedestrian crossing to the Ceannt Quarter development.

It is envisaged that the entire area will be highly permeable with natural orientation and wayfinding, allowing pedestrians and cyclists to easily move through the network of streets and spaces.

A high quality pedestrian-friendly public realm is proposed with attractive paving, planting, lighting, seating and street furniture. As stated previously all streets will be designed in compliance with DMURS.

Circulation Strategy with Ground Floor Active Frontages, Principal Entrances, Vehicular, Pedestrian and Cycle Main Circulation Routes

Allowance has been made for sustainable, active movement using the National Cycle Manual as a minimum standard. All buildings will be provided with secure long-stay bicycle parking with direct access off main cycle and pedestrian routes and short-stay visitor bicycle parking, close to building entrances.

Local vehicular access is provided to service each block using just some of these streets and spaces. Taxi drop-off/pick-up points and parking for visitors with disabilities are provided close to building entrances in compliance with Part M of the Building Regulations.

3.5 Location, Mix of Uses and Urban Form

The buildings around the dock will provide active ground floor frontages to both the docks and street with high-quality dual-aspect residential apartments and office accommodation on floors above, enjoying views across the dock. Proposed active ground-floor uses include flexible 'market/event spaces' (Building 14), restaurants, cafes, bars, etc. (Buildings 5,15,16)

Building 6 is a hotel building with a curved frontage that creates a directional change and addresses a public space at the dock entrance. Ground floor facilities (Reception, Restaurant, Bar, Lounge, etc.) will provide active street frontage.

Commercial/Mixed Use buildings are located by the existing apartments and along Lough Atalia Road (Buildings 2-5,7). Residential buildings are mainly located in a parkland setting by Lough Atalia (Buildings 1, 8-11).

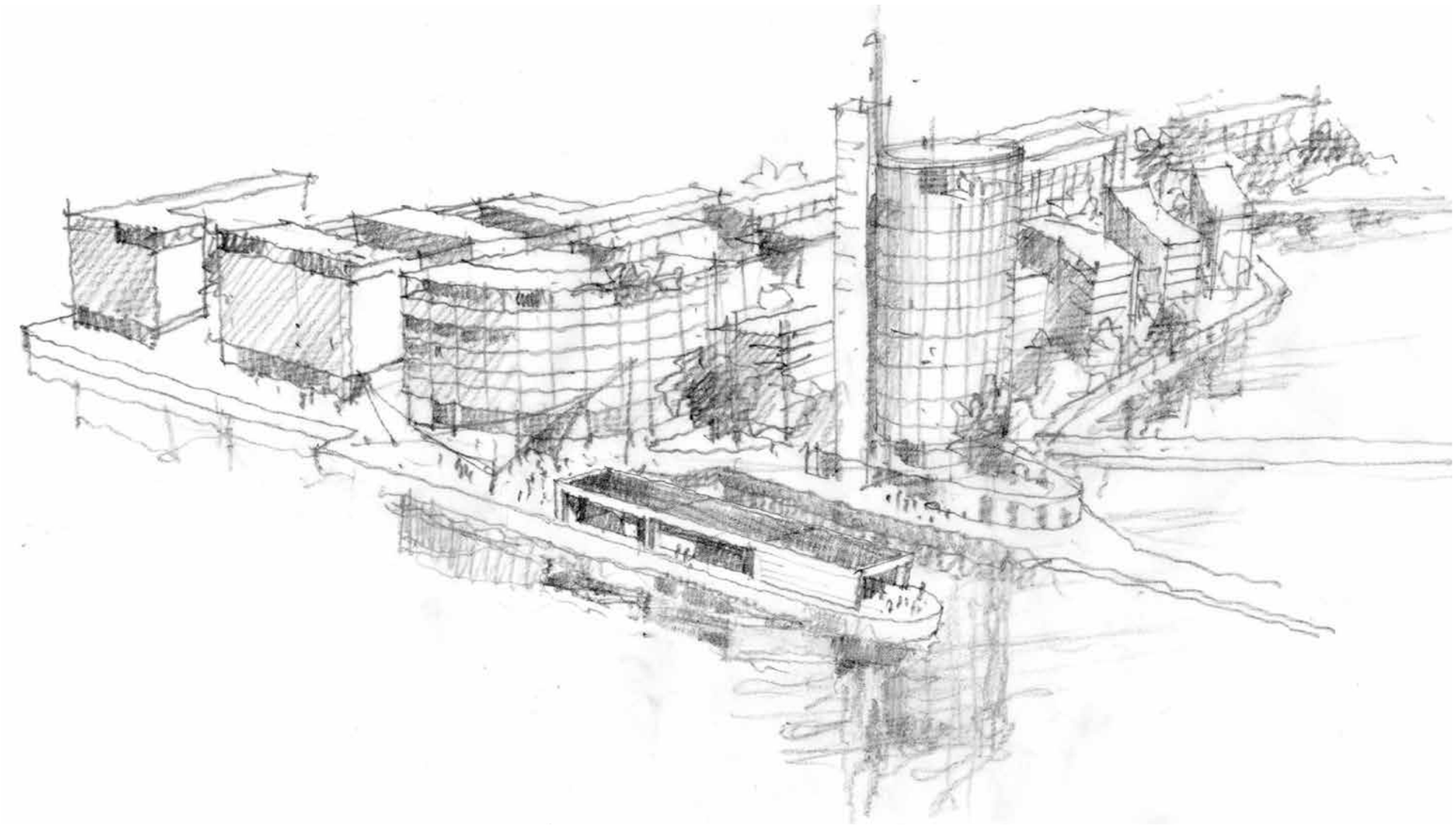
A landmark office building (Building 12) is proposed for the pivotal harbour-front site next to the Galway Harbour Enterprise Park bridge.

A future pedestrian/cycle bridge across the mouth of Lough Atalia continues the promenade around the harbour and creates a vehicle-free connection with the Port expansion area for pedestrians and cyclists. This connects with the future phase of development and the marina proposed as part of the Port expansion. (Ref. Section 2.5 - Masterplanning Principles).

It is envisaged that the existing transit shed (Building 13) next to the current Port offices could be either redeveloped or converted as a high quality multi-functional exhibition/event venue with 'destination' restaurant/bar/cafes. It could have a cultural vibe hosting small theatre productions, music (jazz,etc.) as well as being an art space.

Within the dock, Building 17 is a larger multipurpose performance/event building, subject to crowd capacity studies. It is envisaged that it should be a versatile space for large-scale cultural events, such as public gatherings, art exhibitions, banqueting, etc. It would also house support functions for the marina at the quayside. Adjacent to this an iconic residential landmark building (Building 18) provides views of both the existing 'Inner Harbour' docks and the outer Harbour.

Generally it is envisaged that buildings will be 6-8 storeys with some slightly taller elements to provide visual reference points and a degree of modelling and variation to the overall urban form. Buildings 12 and 18 provide visual features across the dock that will attract people to walk along the docks to the harbour waterfront. Building 1 provides a significant gateway building at the railway as it arrives into the city centre.



Proposed Development at Sullivan's Quay, Cork (STW)

Lapp's Quay, Cork (STW)

3.6 Residential Mix and Local Services

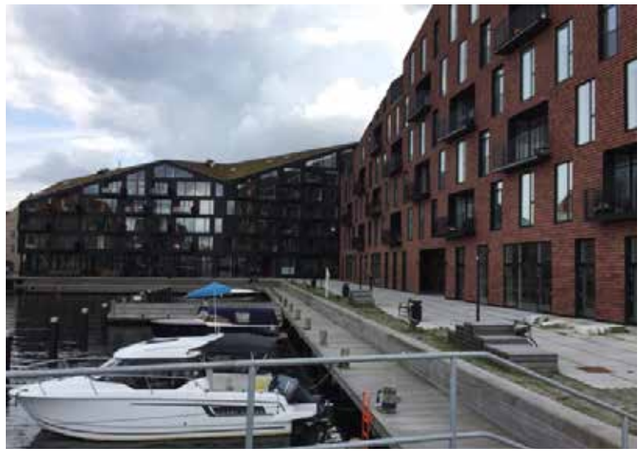
The proposed residential component proposed is over 30% of the total development in a range of building types. The proposed residential mix includes:

- Student accommodation (Building 1).
- Apartments (studio, 1, 2 and 3 bed) for single people, couples and young families (Buildings 8-11).
- Managed rental development, similar to the 'Altro Vetro' development in Dublin docklands (Building 18).
- High-spec dock-side apartments with active uses at ground floor (Buildings 15,16).
- A mixed use building with potential for assisted residential living over medical primary care centre with health-related community/ commercial element such as a gym/fitness centre and crèche. (Building 3).

Residential building heights will be generally between 6-8 storey as stated in Section 3.5. Because of their significant locations, Residential Buildings 1 and 18 are proposed as taller, landmark buildings at 12-14 storeys which has informed the type of residential development proposed for these buildings.

Hinterbergstrasse Zürich (Image: Gret Loewensberg Architekten)

Altro Vetro Building, Dublin (Image: Shay Cleary Architects)



Kroyers Plads, Copenhagen (COBE Architects)

Apartment Project, Paris-Titan Architects (Image: Air Studio)

Residential Services and Community

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

A small local convenience shop/cafe with fuel/charging station could be provided as part of the development of Building 2 subject to lease agreement. This would be ideally located to serve the northern part of the site and provide active frontage and passive supervision of the adjoining green space opening onto Lough Atalia. It would also benefit from passing trade with pedestrians walking to and from the Ceannt Quarter.

As stated in Section 3.3, residential amenity space around each apartment development will provide space for residents to meet and develop friendships and a sense of community. It is proposed that community gardens and/or roof gardens could form part of the residential amenity space related to the apartment building. There is also scope for a temporary community garden using land awaiting development and for a more permanent allotment scheme nearby, potentially by Lough Atalia or in the Galway Harbour Enterprise Park.

Main Image: Roof Garden, Nightingale Village, Melbourne (Image: Andrew Wuttke).
Lower Left: Temporary Community Garden, Aarhus (Image: STW).
Lower Middle: Roof Garden, Dublin. (Image: STW),
Lower Right: Allotment (Image:urbangreennewcastle)

3.7 Car Parking Option Studies

The preferred approach for this Planning Framework is to provide for sustainable modes of transport with minimal car parking provision. However it is recognised that parking provision will be needed and expected by future occupants.

National Government Planning Policy is to minimise and preferably eliminate parking provision in city centre locations with good public transport links. It is anticipated that GCC may take this approach and seek to restrict parking provision, as being consistent with the Galway Transport Strategy.

A precedent is the Bonham Quay development which provides 34,405sqm, mainly office, 131 car parking spaces and 330 long-term bicycle spaces in the basement and 52 short-term 'on-street' bicycle spaces. The application stated that the development will provide 2,600 jobs. The modal split based on this figure is 5% private car, 12% bicycle and 83% walking/public transport.

The following possible options for car-parking have been considered. These are related to each development area and may be considered on their own or in combination, depending on planning policy, phasing and demand.

Option 1 is to provide surface parking on the east side of Lough Atalia adjacent to the Galway Harbour Enterprise Park bridge. While this may avoid the costly construction of basements and/ or multistorey car parks, it will draw vehicular traffic through the development.

Option 2 uses the undercroft/ basement area under the apartments (Buildings 8, 9,10,11). Vehicle access would be directly from the shared space between Buildings 2 and 3 and directly off the urban boulevard at Building 8. This provides flexibility for different parking operating models. Direct residential access from parking areas to apartments may be possible. Another possible parking operating model could be using a car club operator with private spaces available to rent for those with cars. This would reduce the overall development cost for each apartment.

Option 3 considers intensifying the use of the existing available parking in the Cé Ná Márá apartment building (old Granary) for the adjoining developments around the docks.

Option 4 considers basement parking under the hotel and adjacent offices and/or multi-storey parking, replacing Buildings 4 and 7. Basement parking may increase development costs and is considered primarily as an alternative to Option 3. A multi-storey car park may also provide an alternative location for the commercial car club operator described in Option 2.

3.8 Phasing

The Inner Harbour area is currently an operational port used on a 24 hour basis. Main berthing, loading and unloading uses Dun Aengus Dock, with the main areas around used for short-term storage. GHC is gradually relocating some of these dock storage areas into the Galway Harbour Enterprise Park.

GHC is also planning the relocation of port operations as part of the planned port expansion development. GHC has considered several phasing scenarios for the development of the Inner Harbour Planning Framework which have informed the proposed phasing strategy.

Current rationalisation and relocation of activities to the Galway Harbour Enterprise Park has already freed up several sites for development in the immediate short-term (ie. construction commencing in the next 2-3 years subject to planning approval). This includes Buildings 1, 3, 8, 9, 10 and 11.

The new port expansion development will allow all port operations to be relocated, enabling the full implementation of the Planning Framework in the medium- to long-term.

The current plan is that Phase 1 of the port expansion is completed and operational by 2026, with all existing port operations from around Commercial and Dun Aengus Docks relocated.

On this basis, it is envisaged that Buildings 4 and 7 can be developed during new port construction, with other buildings (Buildings 5, 6, 12, 13, 14, 15, 16, 17 and 18) following when port operations are relocated from Commercial and Dun Aengus Docks.

3.9 Environmental Management

Sustainable Development Goals

The 2030 UN Agenda for Sustainable development sets out 17 Sustainable Development Goals ("SDGs") adopted by world's leaders including Ireland's government. Galway Harbour Company will develop a sustainable development roadmap over the course of the project informed by these goals. This roadmap will be a strategic plan that allows this vision plan to be realised as the development opportunities emerge before, during and after the relocation of port activities.

Climate Action Plan 2019

The Irish Government's National 'Climate Action Plan 2019 - To Tackle Climate Breakdown' sets out objectives and targets, including carbon-pricing, electricity and renewable energy capacity, buildings, transport, enterprise and adoption of low carbon technologies, the design of the built environment and buildings to eliminate carbon emissions, transport, land use, waste and the circular economy. The Climate Action Plan includes a requirement for the State/ Public Sector to lead by example. It is expected that the forthcoming 2021 Climate Action Plan will reinforce these principles and requirements through Key performance indicators for state and public bodies.

Energy Strategy

The objectives of the National Climate Action Plan provide an ideal opportunity for the Inner Harbour Planning Framework to be an innovative, urban, user-friendly, environmentally sustainable development that meets the needs of future generations.

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

Buildings are to be carbon neutral using sustainable, recyclable materials built to passive house standards or equivalent, using renewable energy with pv panels, wind power and natural ventilation systems. The potential for a renewable energy district heating system serving the Port expansion area and the Inner Harbour area may be explored.

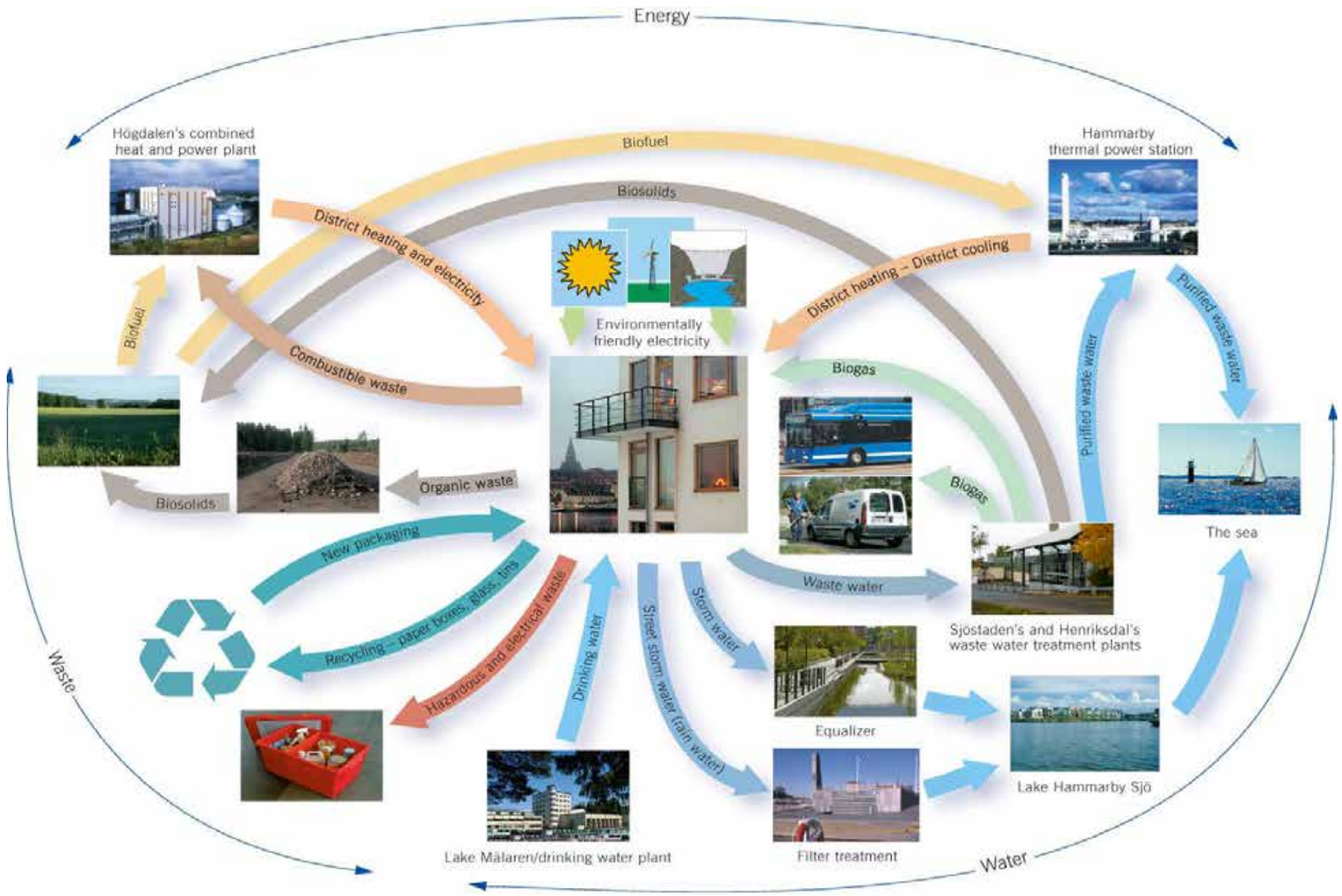
The overall approach is to create an environmentally closed loop strategy which can avail of the Climate Action Fund. The intention is that the Inner Harbour area will be a recognised 'best-practice' example in achieving the targets set out in the National Climate Action Plan and the UN's 17 SDGs.

Integrating Nature & Biodiversity

Improving environmental quality involves working with the natural environment and encouraging biodiversity from the outset.

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

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



'Closed Loop' Eco-Cycle: Energy, Water, Waste - Hammaby Sjöstad, Stockholm

Flood Management

The sustainable measures for this Planning Framework include rainwater harvesting in buildings and sustainable drainage systems as landscape features to all landscaped areas and public spaces.

As part of the preparation of the Planning Framework, a review was carried out by Hydro Environmental of the CFRAM preliminary engineering options report prepared in 2016 and the final Flood Risk Management Plan for the Corrib River Basin published February 2018. The review recommended that a strategy be developed for flood defence measures across the entrance to the Inner Harbour.

A combination of measures are proposed to integrate the flood defence measures so that they contribute to and enhance the public realm. The measures include proposals for an embankment by the 'Old Dock' connecting with a defence wall along the Long Walk, a new flood wall to the edge of the outer dock with flood gates to the dock, continuation of the flood wall as part of the public realm design around the new pier to the Galway Harbour Enterprise Park bridge, and an embankment along Lough Atalia.

These must be well-designed and form an integral part of the character and use of the public realm spaces in the Planning Framework. The design of the flood defence measures can enhance the quality of the public realm with seating areas, landscaping, etc. This will require further coordination and co-operation between GHC, GCC and the Office of Public Works who are responsible for carrying out engineering flood defence works.

Examples of Water Management and Flood Protection as part of Public Realm Design.
Lower Left: Hammaby Sjöstad, Stockholm.
Other images: Västra Hamnen, Malmö (All images STW)

3.10 Preliminary Site Development Quantums

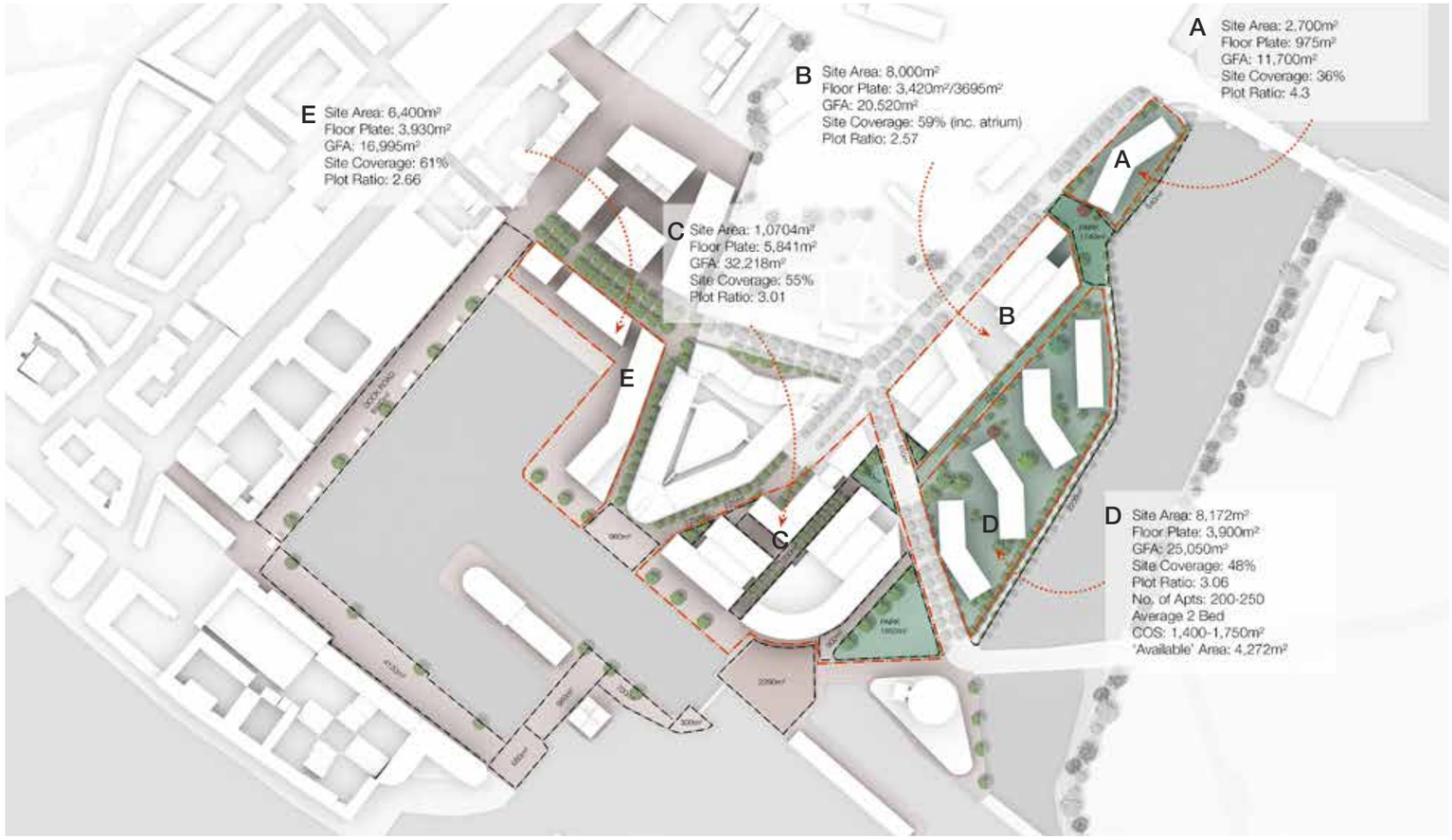
As part of the Planning Framework, a high-level preliminary estimate has been prepared of the potential development quantum, public space provision and infrastructure. This calculates:

- Overall Inner Harbour Planning Framework Area covers an area of approx. 76,174 sqm excluding water bodies.
- 25,310 sqm dedicated public realm space/infrastructure. This includes dockside and waterfront areas, a linear green park, and the Lough Atalia walk and park.
- 6,760 sqm dedicated road infrastructure (Port Link Road and vehicular roads either side of the Cé Ná Márá apartment building).
- 44,102 sqm of development sites containing one or more buildings. Within these development areas the Planning Framework has factored in further areas of public realm, communal amenity space and circulation areas around buildings.
- Overall proposed gross floor area is approx. 130,000 sqm.
- Overall development site coverage (excluding road and public realm infrastructure) of 51% and a plot ratio of 2.95.
- Mix of uses with approx. 30% of the proposed gross floor area as residential, 9% student accommodation, 58% commercial and 3% exhibition/event space.
- Approx. 360 - 390 apartments with potentially circa. 1,440 -1,560 residents (based on standards in DPHLG Apartment Guidelines 2018).

A preliminary breakdown of the development quantum, site coverage and plot ratios is provided for each of the development areas, and individual buildings. The site development plot ratio is generally between 2.00 and 3.00. As landmark buildings, Buildings 1, 12 and 18 have higher plot ratios while Buildings 13 and 17 have a lower plot ratio, reflecting their more cultural purpose.

Similarly, buildings located alongside the Docks and closer to the city centre generally have a higher site coverage of 70-80%, while the eastern part of the site the site coverage is 40%-50%.

Although these figures are preliminary, they confirm that this Masterplan is consistent with the policies and objectives in the GCC Development Plan 2017-2023 for the Inner Harbour Area.



Preliminary Layout Subject to Planning

Scott Tallon Walker Architects

www.stwarchitects.com

Dublin
19 Merrion Square, Dublin 2,
D02 VR80, Ireland
Tel: +353 (1) 669 3000
Email: michael.tallon@stwarchitects.com

London
10 Cromwell Place, London,
SW7 2JN, UK
Tel: +44 (207) 589 4949
Email: eoin.omorain@stwarchitects.com

Cork
72 South Mall, Cork,
T12 VX9A, Ireland
Tel: +353 (21) 432 0744
Email: david.flannery@stwarchitects.com

Galway
Odeon House, 7 Eyre Square,
Galway, H91 PX9K, Ireland
Tel: +353 (91) 56 4881
Email: bryan.roe@stwarchitects.com