

Statement of Consistency with Planning Policy

Galway Inner Harbour
Masterplan





DOCUMENT DETAILS

Client: **Galway Harbour Company**

Project Title: **Galway Inner Harbour Masterplan**

Project Number: **240723**

Document Title: **Statement of Consistency with Planning Policy**

Document File Name: **240723 - Galway Inner Harbour Masterplan Statement of Consistency with Planning Policy - F9 - 2025.09.18**

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Rev	Status	Date	Author(s)	Approved By
D1	Draft report – policy tables only	12.11.2024	MMG	PH
D2	Draft final report	14.11.2024	MMG	PH
D3	Draft Final for Client Review	15.11.2024	MMG	PH
F1	Final – Clean Version	26.11.2024	MM/PH	PH
F2	Final – Minor edits	05.12.2024	MMG	PH
F3	Final – Minor edits	21.01.2025	MMG	PH
F4	Final – Minor edits	10.02.2025	MMG	PH
F5	Final – Addressing LDA comments	20.03.2025	MMG	PH
F6	Final (post public consultation)	22.07.2025	PH	PH
F7	Final (minor edits)	29.07.2025	PH	PH
F8	Final version (dated 08/09/2025) for Publication	08.09.2025	PH	PH
F9	Final version (dated 18.09.2025) for Publication	18.09.2025	MMG	MMG

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1.

STATEMENT OF CONSISTENCY WITH PLANNING POLICY

The original Galway Inner Harbour Planning Framework was prepared in 2021. Since the publication of the original Planning Framework, the strategic planning context in Ireland has changed dramatically with the focus shifting towards delivering compact and sustainable development, urban renewal and regeneration, sustainable mobility, decarbonisation, and accelerated housing delivery. The Galway Inner Harbour Masterplan has been comprehensively assessed against the relevant national, regional and local planning policy frameworks.

A summary of how the Masterplan complies with the policy framework is summarised below under the following themes: Compact Growth and Regeneration; Sustainable and Inclusive Neighbourhoods; Climate Action; Housing; Sustainable Mobility; Economic and Employment; Building Height and Density; Urban Design and Public Realm; Community and Culture; Environmental Protection.

Appendix 1: Detailed Policy Review contains detailed tables listing the relevant policies and a description of how the Masterplan has been prepared to be in compliance with these policies.

1.1

Compact Growth and Regeneration

The National Planning Framework: First Revision (2025) (NPF) requires at least 40% of all new homes to be delivered within the built-up footprint of existing settlements (NPO 7) and specifically 50% of these new homes should be delivered in the five main cities including Galway City (NPO 8). These national targets for infill and brownfield development recognise that there is significant capacity within existing urban settlements to accommodate a growing economy and a growing population through compact growth (NPO 14). The Sustainable Residential Development and Compact Settlement Guidelines for Planning Authorities also strongly support the ‘strengthening of city centres’ through compact growth by regenerating brownfield land within the built-up footprint of existing urban areas.

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

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

1.1.1

Compliance with Compact Growth and Regeneration Policy

- ✓ The Masterplan proposes to regenerate a large area in Galway City which is an underutilised, brownfield site designated for regeneration to create a high-quality, sustainable, mixed-use urban quarter in the city.
- ✓ The Masterplan supports the principles of regeneration and compact and sustainable development of existing built-up areas and will significantly contribute towards meeting the targets for new development, in particular housing, to be delivered in the existing built-up footprint of Galway City.
- ✓ The rejuvenation of the Inner Harbour will provide residential accommodation including student accommodation; commercial development including for specialist industries; approx. 20,540 sq. m. of new public realm predominately adjacent to the waterfront; approx. 37,832 sq. m. of open space; community spaces including a creche and potentially a gym/fitness centre; recreational areas; exhibition/event spaces; a range of ground level activities including retail, restaurants, bars and cafes, a hotel and water-based tourism related development, all of which contribute to creating an attractive, diverse, liveable and high quality urban quarter with its own distinct identity.

1.2

Sustainable and Inclusive Neighbourhoods Policy

The NPF supports “*the creation of attractive, liveable, well designed, high quality urban places that are home to diverse and integrated communities that enjoy a high quality of life and well-being*” (NPO 12). In city centres, development should consist of high intensity mixed-use development which includes residential, commercial, retail, cultural and community uses (Sustainable Residential Development and Compact Settlement Guidelines for Planning Authorities). The GCDP promotes “*the development of compact, well designed, safe and attractive neighbourhoods that deliver efficient use of land and have effective integration with social and physical infrastructure, including public transport, that will enable the development of successful communities and facilitate the growth strategy for Galway City as envisioned in the NPF and RSES*” (GCDP 3.3). The GCDP also seeks to create a ‘15-minute city’ where the daily needs of communities can be accessed within a 15-minute walk, cycle or by public transport (GCDP 3.3).

1.2.1

Compliance with Sustainable and Inclusive Neighbourhoods Policy

- ✓ The Masterplan will deliver a compact, well designed, safe and attractive mixed-use urban quarter in Galway City that will regenerate a large area of brownfield land and will be designed to encourage and facilitate sustainable and active travel rather than private car use.
- ✓ The location and proposed design of the Inner Harbour aligns with the concept of the ‘15-minute city’, where people will be within a short walking or cycling distance of a range of open spaces, community spaces and recreational facilities.
- ✓ The Masterplan proposes the delivery of community and recreational facilities together with the delivery of residential and commercial uses to support the creation of a sustainable community. Accessible communal open space will be located throughout the development and is arranged to offer full connectivity between all the neighbourhood areas.

1.3

Climate Action Policy

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

The NPF, RSES and the GCDP seek to implement climate change mitigation and adaptation measures through greater efficiency in land use; the regeneration of land and reuse of existing buildings; the greater use of sustainable and recyclable materials; the greater use of renewable resources; improving energy efficiency and conservation in the siting / layout / design / construction of development; reducing dependency on fossil-fuel powered vehicles; improving air quality; and enhancing sustainable mobility (NPO 67, NPO 70, NPO 76, NPO 93 RPO 4.21, RPO 6.19, RPO 6.26, GCDP 2.1, GCDP 2.2, GCDP 2.3, GCDP 2.4). Flood-risk management should also inform place-making by avoiding areas at risk of flooding and integrating sustainable water management solutions such as Sustainable Urban Drainage Systems (SuDS), green roofs/walls, and nature-based solutions which will contribute towards climate resilience (NPO 77, NPO 79, RPO 3.10, GCDP 2.2, GCDP 5.1). Policy 2.2 of the GCDP requires a Climate Action Statement to be delivered as part of the Masterplan which considers energy, emissions and sustainable transport.

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

1.3.1

Compliance with Climate Action Policy

- ✓ The Masterplan directly aligns with climate action policies as it supports sustainable development and compact growth via the reuse and regeneration of brownfield lands close to the city centre to create a new urban quarter. The Masterplan supports the creation of a connected high quality public realm for urban living and active / sustainable transport links which supports the move away from private car dependency and its associated high levels of energy consumption and emissions.
- ✓ Buildings will be designed to be carbon neutral using sustainable and recyclable materials to minimise energy consumption and carbon emissions.
- ✓ Renewable energy technologies will be incorporated into the design of buildings to reduce the consumption of non-renewable sources of energy.
- ✓ Future development in the Masterplan area will incorporate adequately sized waste management facilities that will promote source segregation of waste streams i.e. organics, recyclable and residual waste.
- ✓ Sustainable drainage systems will be incorporated in all landscaped areas and public spaces to enable surface water run-off to be managed as near to its source as possible and to achieve wider benefits for biodiversity, water quality, local amenity and climate adaptation. Biodiversity-rich areas will be incorporated in the development which will be supported by the creation of blue/green corridors connecting to nearby wetland areas, increasing the resilience of nature to the effects of climate change. Other sustainable measures proposed include rainwater harvesting.
- ✓ The Masterplan supports the use of green infrastructure throughout the Inner Harbour area and nature-based solutions including green roofs, green walls, planting and green spaces for surface water retention purposes. The green infrastructure will help to create a high-quality urban environment, improving the quality of streets for pedestrians and cyclists, and mitigating against the effects of air pollution from traffic. Specifically, it is proposed that the three main

- ✓ vehicular routes will become tree-lined Urban Boulevards which will help to absorb traffic emissions and improve air quality along these routes.
- ✓ The existing docks area has been identified as a flood risk area under the Western Catchment Flood Risk Assessment and Management (CFRAM) study. The Masterplan has been informed by a Flood Risk Assessment undertaken by Hydro Environmental Limited. The Masterplan proposes that flood protection measures are located along the harbour-front rather than around the inner dock as part of an integrated flood management, public realm and development strategy. It is noted that the Coirib go Cósta Galway City Flood Relief Scheme is being advanced by the City Council in conjunction with the Office of Public Works and that the Galway Harbour Company are a key stakeholder in this project.
- ✓ Any forthcoming planning application on foot of the Masterplan will be supported by a Climate Action Statement.

1.4

Housing Policy

The NPF sets a target for the delivery of 50,000 additional homes per annum to 2040 (NPO 42). The RSES and GCDP support compact growth and regeneration through the delivery of at least 50% of all new homes within the existing built-up footprint, 40% of which are to be located on infill and/or brownfield sites (RPO 3.6.2, GCDP 3.1)

The NPF and the Housing for All Plan prioritise the provision of new homes at locations that can support sustainable development and at an appropriate scale of provision relative to location (NPO 43). National and regional policy supports increased residential density in settlements through a range of measures including the reuse of existing buildings, the regeneration of brownfield sites, and increased building heights (NPO 45, RPO 7.20).

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

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

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

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

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

1.4.1

Compliance with Housing Policy

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

1.5

Sustainable Mobility Policy

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

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

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

1.5.1 Compliance with Sustainable Mobility Policy

- ✓ The redevelopment of the Inner Harbour will facilitate compact city growth and will comprise transport-oriented development, which reduces dependence on private car use and its associated emissions, and encourages sustainable mobility.
- ✓ Sustainable mobility is prioritised in the Masterplan. A key component of the Masterplan is to develop a network of streets, routes and spaces based around active movement that connects with and extends the existing permeability of the city centre, Ceannt Quarter and the surrounding areas. The active travel network has been designed to maximise the views of the harbour waterfront, and will include a series of public spaces and focal points.
- ✓ The Masterplan supports the creation of a strategic pedestrian/cycle route along the harbour waterfront that can connect with the green/blue corridors along the River Corrib, Lough Atalia, and the coastline. The Masterplan proposes to connect with and extend existing Greenways, including linking to the Oranmore to Barna Greenway.
- ✓ The provision of car parking in the Masterplan is limited to encourage sustainable and active travel.
- ✓ All buildings will be provided with secure long-stay bicycle parking with direct access off main cycle and pedestrian routes and short-stay visitor bicycle parking, close to building entrances.
- ✓ All streets will be designed in compliance with the Design Manual for Urban Roads and Streets, the Permeability Guide and the NTA.
- ✓ The Galway 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 and the Ceannt Quarter area.

1.6 Economic and Employment Policy

The NPF seeks to develop cities of sufficient scale and quality to compete internationally and to be drivers of national and regional growth, investment and prosperity (NPO 13). There is a *“presumption in favour of development that can encourage more people and generate more jobs and activity within existing cities”* (NPO 20).

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

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

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

Regional and local policy place a strong emphasis on developing the water-based leisure sector in the city (RPO 4.12). The section on the Inner Harbour Regeneration Site in the GCDP requires the

Masterplan to “ensure that opportunities for water-based recreational facilities are maximised and that public access is secured throughout the area and along the waterfront”.

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

The policy framework also supports the sustainable expansion of Galway Harbour and Galway Port as part of the overall vision to grow Galway as a City Region, subject to visual, transport and economic viability considerations and in compliance with the EU Habitats Directive (NPO 50, RPO 4.36, GCDP 4.7).

1.6.1

Compliance with Economic and Employment Policy

- ✓ The Masterplan proposes a gross floor area of approx. 138,305 sq. m., of which 51% will be allocated for commercial uses. This will provide new employment opportunities and support economic growth in Galway City in a manner consistent with the goals and objectives of the NPF, RSES and GCDP.
- ✓ The Masterplan seeks to regenerate the Inner Harbour to create a vibrant, mixed-use urban quarter in the city centre that provides for a range of commercial uses/sectors including retail, general office, specialist industries, creative/cultural, and water-based tourism related development.
- ✓ The redevelopment of the Inner Harbour presents an opportunity to create an urban quarter that will become a ‘destination’ space driving growth, investment and prosperity to Galway City. The Masterplan provides for a range of landmark buildings, large outdoor public spaces, and buildings for exhibitions and events.
- ✓ The harbour waterfront will be transformed to a significant tourist and recreation destination, including for activities such as sailing, canoeing and paddle-boarding as well as for major international and national public events such as the Ocean Race and the Clipper Round-the-World Race.
- ✓ The Masterplan supports the delivery of new tourist facilities and assets such as a hotel, restaurants, bars, cafes, water-based tourism facilities, large outdoor public spaces, exhibition/event spaces, and pedestrian/cycle routes along the harbour waterfront that can connect with the green/blue corridors along the River Corrib, Lough Atalia and the coastline, all of which will significantly enhance Galway City’s tourism offering.
- ✓ The Masterplan seeks to balance retail with other activities as part of an overall city centre ‘destination’ that complements the primary retail services provided in the city centre and also the proposed Ceannt Station development area.
- ✓ A key component of the Masterplan is enhancing public realm and developing a network of streets, routes and spaces based around active movement that connects with and extends the existing permeability of the city centre. This will enable access to commercial, retail and tourist services via active modes of travel.
- ✓ The relocation of the harbour functions at the Inner Harbour to the proposed major new port development to the east of the Inner Harbour will significantly expand the port, subject to visual, environmental, transport and economic viability considerations. This relocation will enable the redevelopment of the Inner Harbour Area as a new urban quarter which will make a significant contribution towards growing Galway as a City Region.

1.7

Building Height and Density Policy

National and regional policy supports compact growth of existing settlements which will be achieved by a range of measures including regeneration of brownfield sites, reuse of existing buildings, and increasing densities and building heights (NPO 45, RPO 7.20).

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

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

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

1.7.1

Compliance with Building Height and Density Policy

- ✓ The Masterplan has been prepared to respond in a positive way to the established pattern and form of development and to the wider scale of development in the surrounding area. The height, scale and massing of development will respond positively to and enhance the established pattern of development (including streets and spaces).
- ✓ In preparing the Masterplan, it was noted that the prevailing six to eight storey buildings around the existing dock area relate well to both the wider city context and to the urban scale of space created by the existing dock. Therefore, most of the residential buildings proposed are between six to twelve storeys in height, with commercial buildings generally eight-storeys. The Masterplan also proposes several taller ‘landmark’ buildings to provide visual reference points and a degree of variation to the overall urban form at key ‘gateway’ locations - on the waterfront at the dock entrance, the Lough Atalia inlet, and adjacent to the railway bridge as it enters the city centre. The Masterplan promotes development of the Inner Harbour which incorporates high quality sustainable and inclusive urban design, urban form and architecture that positively contributes to the city’s character and heritage, and does not have significant adverse impacts on historic buildings, residential amenity or strategic views.
- ✓ The Masterplan proposes a plot ratio of 2.4:1 which aligns with the Galway Urban Density and Building Heights Study. In terms of building height - residential buildings generally range from 6-12 storeys, with commercial buildings generally 6-8 storeys. There is scope for increased height along the waterfront with careful consideration and detailed visual analysis, in relation to views of the historic townscape of Long Walk from across the River Corrib.
- ✓ The redevelopment of the strategic regeneration site at the Inner Harbour would contribute to sustainability, architectural quality, urban design, public realm, delivery of housing and would make a significant contribution to urban character.
- ✓ The Masterplan has been prepared in accordance with the Galway Urban Density and Building Heights Study (2021).

1.8

Urban Design and Public Realm

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

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

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

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

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

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

1.8.1

Compliance with Urban Design and Public Realm Policy

- ✓ The Masterplan has been sensitively designed to create a mixed-use urban quarter that is highly integrated yet a distinctive part of the city centre. The Masterplan will re-establish links between the city centre and the sea, protect and maximise the views of the harbour waterfront, reveal the maritime history of the docks, and will include landmark buildings, public spaces and focal points to create a high-quality urban environment.
- ✓ The Masterplan has been prepared to respond in a positive way to the established pattern and form of development and to the wider scale of development in the surrounding area.
- ✓ The height, scale and massing of development will respond positively to and enhance the established pattern of development (including streets and spaces).

- ✓ The urban structure of new development in the Inner Harbour will strengthen the overall urban structure of Galway City.
- ✓ The transport network will comprise public transport connections, and a network of streets, routes and spaces based around active movement (walking and cycling) that connect with and extend the existing permeability of the city centre, Ceannt Quarter and surrounding areas.
- ✓ Buildings will present well-defined edges to streets and public spaces to ensure that the public realm is well-overlooked with active frontages.
- ✓ New development in the Inner Harbour will embrace good modern architecture and urban design that is innovative and varied, and respects and enhances local distinctiveness and heritage.
- ✓ Materials and finishes will be of high quality, respond to the local palette of materials and finishes and be highly durable.
- ✓ As part of the overall development, the Masterplan proposes approximately 20,540 sq. m. for public realm space / infrastructure and 37,832 sq. m. for open space. This includes dockside and waterfront areas, a linear green park, and the Lough Atalia walk and park (adjacent to the residential area and between plot 1 and 2).
- ✓ The quality and types of public realm and amenity space within different character areas has been informed by the GCC Public Realm Strategy. The objective of the Masterplan's Public Realm Strategy is to provide a 'sense of place' for people, with a variety of attractive places and spaces that feel comfortable and pleasant for people to walk through, stay in, and enjoy. Key aspects of the Public Realm Strategy are:
 - An overall public realm structure that creates a seamless extension to the existing city centre, that allows for natural wayfinding.
 - A series of character areas that relate to the surrounding context. These are the Old Docks, the Harbour Waterfront, and the Lough Atalia Walk.
 - A hierarchy of urban streets and spaces ranging from treelined boulevards with wider pavements that carry through traffic; shared surface pedestrian streets and arrival spaces providing local and service access; traffic-free spaces designed for pedestrians and cyclists with emergency access only; and residential amenity space where children can safely roam and play.
- ✓ Public open spaces will be designed so they can be used flexibly for different events and activities. These spaces include play areas, areas for passive and active recreation, informal areas for socialisation and relaxation, spaces for outdoor seating and dining, etc. They will retain and protect natural features and habitats of importance within the site and to maximise biodiversity gain. They will also provide linkages to social, cultural and heritage buildings / event spaces via active travel modes of transport.
- ✓ The public realm has been designed to connect the harbour waterfront with the green/blue corridors along the River Corrib, Lough Atalia, and the coastline. The Masterplan also proposes to connect with and extend existing Greenways, including linking to the Oranmore to Barna Greenway. Biodiversity and greening will be incorporated into all active travel routes to create biodiversity corridors.
- ✓ Well-designed public realm will be incorporated in the transition area adjoining the industrial lands at the Harbour Enterprise Park. As part of the public realm design, a new pier will be created to the Galway Harbour Enterprise Park bridge and an embankment along Lough Atalia. Trees, planting, street furniture and high-quality robust pedestrian-friendly paving materials and finishes will create the high-quality urban environment required.
- ✓ The proposed design of the scheme has been informed by a Flood Risk Assessment, Engineering Assessment, Traffic and Transport Assessment and Seveso Optimisation Report, to ensure it is sensitively designed and creates a high-quality environment.

1.9

Community and Culture Policy

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

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

1.9.1

Compliance with Community and Culture Policy

- ✓ The Masterplan supports the delivery of a wide range of community, health, educational, recreational, and cultural/arts facilities as essential components of the mix of uses envisaged for the regeneration of the Inner Harbour. This includes indoor recreational spaces such as a gym/fitness centre; large outdoor public open spaces including recreational and amenity areas; cultural/event spaces and buildings; and community spaces which afford direct access to nature and amenity e.g. greenways. These facilities will be delivered in tandem with the development of the residential component of the Masterplan.
- ✓ The location and proposed design of the Inner Harbour aligns with the concept of the ‘15-minute city’, where people will be within a short walking or cycling distance of a range of open spaces, and healthcare / education / community / recreational facilities.
- ✓ Future development in the Inner Harbour will be designed with a Universal Design Approach, i.e. so that buildings and open spaces can be readily accessed and used by everyone, regardless of age, disability, etc.
- ✓ The Masterplan outlines the potential phasing strategy for future development. Current rationalisation and relocation of activities to the Galway Harbour Enterprise Park has already freed up several sites for development in the immediate short-term (i.e. construction commencing in the next 2-3 years subject to planning approval). This includes Buildings 1, 3 (mixed-use), 8, 9, 10 and 11. The new port expansion development will allow all port operations to be relocated, enabling the full implementation of the Masterplan in the medium-to long-term. It is envisaged that Buildings 4, 5, 6 and 7 can be developed during new port construction, with other buildings (Buildings 12, 13, 14, 15, 16, 17 and 18) following when port operations are relocated.

1.10

Environmental Protection Policy

The policy framework requires flood risk management to inform place-making by avoiding inappropriate development in areas at risk of flooding (taking into account the potential impacts of climate change); and integrating sustainable water management solutions such as SuDS, non-porous surfacing, green roofs/walls, to create safe places (NPO 79, RPO 3.10, GCDP 2.2, GCDP 5.1, GCDP 9.1, GCDP 9.4). The policy framework also seeks to protect and improve water quality in all waters, requiring the design of new development to be informed by the objectives of the River Basin Management Plan (RPO 8.18, RPO 8.19, GCDP 9.2). Specifically, the Masterplan is required to *“carry out detailed flood risk assessment and demonstrate how any redevelopment will be resilient to the impacts of climate change. There will also be a requirement to comply with the outcomes of the Coirib go Cósta Galway City Flood Relief Scheme being advanced by the City Council in conjunction with the Office of Public Works (OPW)”*.

New development is required to support the retention and enrichment of biodiversity throughout the city (NPO 89, GCDP 5.1, GCDP 5.2, GCDP 5.4). All plans, projects and activities requiring consent arising from the NPF, RSES or GCDP will be subject to relevant environmental assessment requirements including SEA, EIA and AA (NPO 1, RPO 5.7, GCDP 5.2). Specifically, the Masterplan is required to *“include for assessment of the site in the context of the requirements of Article 6 of the Habitats Directive”*.

The policy framework seeks to protect and enhance the potential of the city’s cultural and heritage assets and supports the adaptation and reuse of heritage buildings and places (NPO 89, RPO 5.13, RPO 5.17, GCDP 8.1-GCDP 8.5). The section on the Inner Harbour Regeneration Site in the GCDP requires the Masterplan to *“include in the design concept, measures which reflect and protect the industrial heritage of the site”*.

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

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

1.10.1

Compliance with Environmental Protection Policy

- ✓ Flood risk has been a key consideration in the design and layout of the Inner Harbour site which has been informed by a detailed Flood Risk Assessment. A combination of measures are proposed to integrate the proposed flood defence measures across the entrance to the Inner Harbour so that they contribute to and enhance the public realm. The measures include proposals for an embankment by the ‘Old Dock’ connecting with a defence wall along the Long Walk, a new flood wall to the edge of the outer dock with flood gates to the dock, continuation of the flood wall as part of the public realm design around the new pier to the Galway Harbour Enterprise Park bridge, and an embankment along Lough Atalia. These will be well-designed and form an integral part of the character and use of the public realm spaces in the Masterplan. Any proposed development in the Inner Harbour area will be subject to Environmental Impact Assessment and will be in compliance with flood risk and water quality protection regulations.
- ✓ Sustainable drainage systems will be incorporated in all landscaped areas and public spaces to enable surface water run-off to be managed as near to its source as possible and to achieve wider benefits for biodiversity, water quality, local amenity and climate adaptation.
- ✓ The Masterplan also supports the use of green infrastructure throughout the Inner Harbour area including green roofs, green walls, planting and green spaces for surface water retention purposes.
- ✓ The Inner Harbour Area is located adjacent to areas of ecological sensitivity. The Masterplan has excluded those areas which are protected. Appropriate Assessments will be carried out prior to any infrastructural works or development works in these areas.
- ✓ The Masterplan seeks to reintroduce nature and biodiversity to the area with natural connections to nearby ‘wetland’ areas. This will be achieved through the creation of blue and green corridors and biodiversity-rich areas throughout the development.
- ✓ The Masterplan has been sensitively designed to create a mixed-use urban quarter that enhances and reveals the maritime trading history of the city, by transforming the use and character of the historic dock from a functional dock to become a highly integrated yet distinctive part of the city centre.
- ✓ The Masterplan outlines a circulation and movement strategy for the Inner Harbour which will provide excellent public transport connections, and a network of streets, routes and spaces

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

- ✓ A Seveso Optimisation Report was prepared by Awn Consulting to identify the extent of development restrictions due to the Seveso III zone in the Galway Harbour Enterprise Park. The Seveso III site is the Circle K Energy Galway Terminal located in the Galway Harbour Enterprise Park to the east of the Inner Harbour Masterplan area. The Seveso Optimisation Report identified that any associated development restrictions on the Masterplan area are minimal, which have been incorporated into the phasing strategy.
- ✓ The Masterplan been informed by a Flood Risk Assessment, Engineering Assessment, Traffic and Transport Assessment, and Seveso Optimisation Report, to ensure it is sensitively designed and creates a high-quality environment.
- ✓ No SEA has been carried out because the Masterplan is not a “plan or programme” as defined by the relevant legislation, such that no SEA is required. No AA has been carried out because the Masterplan is not a “plan or project” as defined by the relevant legislation, such that no AA is required at this stage. If and when a planning application is made for development on the lands the subject of the Masterplan, the application will be subject to site-specific SEA, EIA and AA, as appropriate.

APPENDIX 1: DETAILED POLICY REVIEW

Project Ireland 2040: The First Revision to the National Planning Framework

Chapter 1: The Vision

Section / Policy / Objective	Guidance / Requirement	Statement of Consistency
National Policy Objective 1	Ensure that all plans, projects and activities requiring consent arising from the National Planning Framework are subject to the relevant environmental assessment requirements including SEA, EIA and AA as appropriate.	<ul style="list-style-type: none"> ✓ No SEA has been carried out because the Masterplan is not a “plan or programme” as defined by the relevant legislation, such that no SEA is required. No AA has been carried out because the Masterplan is not a “plan or project” as defined by the relevant legislation, such that no AA is required at this stage. If and when a planning application is made for development on the lands the subject of the Masterplan, the application will be subject to site-specific EIA and AA, as appropriate.

Chapter 2: A New Way Forward

Section / Policy / Objective	Guidance / Requirement	Statement of Consistency
National Policy Objective 3	Northern and Western Region: approximately 150,000 additional people between 2022 and 2040 (c. 210,000 additional people over 2016-2040) i.e. a population of just over 1 million;	✓ The Masterplan proposes a gross floor area of approx. 138,305 sq. m., of which 39% will be allocated for residential uses which will contribute towards accommodating the projected increase in population in the Northern and Western Region.
National Policy Objective 4	A target of half (50%) of future population and employment growth will be focused in the existing five cities and their suburbs.	✓ The Masterplan proposes to deliver approx. 138,305 sq. m. of new residential and commercial development in the Inner Harbour area of Galway City and is therefore in accordance with NPO 4.
National Policy Objective 7	Deliver at least 40% of all new homes nationally, within the built-up footprint of existing settlements and ensure compact and sequential patterns of growth.	✓ The proposed mixed-use development is located in the Inner Harbour area of Galway City and would significantly contribute towards meeting the demands for housing in the existing built-up footprint of Galway City. The Masterplan supports the principles of regeneration and compact and sustainable development of existing built-up areas and is therefore in accordance with NPO 7 and 8.
National Policy Objective 8	Deliver at least half (50%) of all new homes that are targeted in the five Cities and suburbs of Dublin, Cork, Limerick, Galway and Waterford, within their existing built-up footprints.	

Chapter 4: Making Stronger Urban Places

Section / Policy / Objective	Guidance / Requirement	Statement of Consistency
National Policy Objective 12	Ensure the creation of attractive, liveable, well designed, high quality urban places that are home to diverse and integrated communities that enjoy a high quality of life and well-being.	<ul style="list-style-type: none"> ✓ The Masterplan proposes a high-quality, sustainable, mixed-use urban quarter in Galway City. It will provide residential accommodation including student accommodation; commercial development including for specialist industries; approx. 20,540 sq. m. of new public realm predominately adjacent to the waterfront; approx. 37,832 sq. m. of open space; community spaces including a creche and potentially a gym/fitness centre; recreational areas; exhibition/event spaces; a range of ground level activities including retail, restaurants, bars and cafes, a hotel and water-based tourism related development, all of which contribute to creating an attractive, diverse, liveable and high quality urban quarter. ✓ The principles of good urban design (character, legibility, ease of movement and connectivity, quality of the public realm, continuity and enclosure, diversity and adaptability, and environmental responsibility) have been applied in the design of the Masterplan. ✓ The proposed design of the scheme has 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.
National Policy Objective 13	Develop cities and towns of sufficient scale and quality to compete internationally and to be drivers of national and regional growth, investment and prosperity.	<ul style="list-style-type: none"> ✓ 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 (19-storey), large outdoor public spaces, buildings for exhibitions and events, and the redevelopment of the harbour waterfront as a tourist destination,

Section / Policy / Objective	Guidance / Requirement	Statement of Consistency
		including for major public events such as the Ocean Race and the Clipper Round-the-World Race.
National Policy Objective 14	Regenerate and rejuvenate cities, towns and villages of all types and scale as environmental assets that can accommodate changing roles and functions, increased residential population and employment activity, enhanced levels of amenity and design and placemaking quality, in order to sustainably influence and support their surrounding area to ensure progress toward national achievement of the UN Sustainable Development Goals.	✓ The Masterplan proposes to regenerate a large area in Galway City that is underutilised and is currently an open expanse of former and current commercial lands used by Galway Port. The rejuvenation of the Inner Harbour to accommodate new residential communities and mixed uses will add to the vitality and viability of the city centre. It also provides an opportunity to re-establish links between the city centre and the sea by creating a high quality, waterfront, mixed-use neighbourhood in the city centre.
National Policy Objective 16	*Target population growth for Galway City and Suburbs to 2040 is 36,000 people, with a minimum population target of 122,000 by 2040.	✓ The large-scale redevelopment of the Inner Harbour for high-quality residential and mixed-use developments will facilitate the projected increase in population of Galway City.
National Policy Objective 20	In meeting urban development requirements, there will be a presumption in favour of development that can encourage more people and generate more jobs and activity within existing cities, towns and villages, subject to development meeting appropriate planning standards and achieving targeted growth.	✓ The Masterplan is in accordance with NPO 20 as it proposes to regenerate the Inner Harbour which is a large brownfield site to create a new mixed-use neighbourhood in the city centre.
National Policy Objective 21	The Government will support the LDA, in association with Local Authorities, to fulfill its statutory mandate to deliver a significant number of homes on State lands in major mixed tenure developments, with a particular focus on brownfield and infill urban sites in the five main cities and regional centres as a priority.	✓ The LDA proposes to develop residential development in the Phase 1 area of the Masterplan.

Section / Policy / Objective	Guidance / Requirement	Statement of Consistency
National Policy Objective 22	In urban areas, planning and related standards, including in particular building height and car parking will be based on performance criteria that seek to achieve well-designed high quality outcomes in order to achieve targeted growth.	<ul style="list-style-type: none"> ✓ In preparing the Masterplan, it was noted that the prevailing six to eight storey buildings around the existing dock area relate well to both the wider city context and to the urban scale of space created by the existing dock. Therefore, most of the residential buildings proposed are between six to twelve storeys in height, with commercial buildings generally eight-storeys. The Masterplan also proposes several taller 'landmark' buildings to provide visual reference points and a degree of variation to the overall urban form at key 'gateway' locations - on the waterfront at the dock entrance, the Lough Atalia inlet, and adjacent to the railway bridge as it enters the city centre. ✓ The preferred approach for the Masterplan is to provide for sustainable modes of transport with minimal car parking provision. However, a certain element of parking will be needed by future occupants and therefore the Masterplan considers several options for car parking provision, including dedicated and shared parking for residents and other users related to each development area. These options may be considered on their own or in combination, depending on phasing and demand.

Chapter 6: People, Homes and Communities

Section / Policy / Objective	Guidance / Requirement	Statement of Consistency
National Policy Objective 37	Ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritising walking and cycling accessibility to both existing and proposed developments, and integrating physical activity facilities for all ages.	<ul style="list-style-type: none"> ✓ The Masterplan outlines a circulation and movement strategy for the Inner Harbour which comprises public transport connections, and a network of streets, routes and spaces based around active movement (walking and cycling) that connect with and extend the existing permeability of the city centre. The proximity to the city centre and the creation of new active travel routes reduces the need to travel by private vehicle and encourages future occupants to be more physically active. ✓ The Masterplan supports the delivery of a wide range of health, community and recreational facilities such as a gym/fitness centre; open spaces; and community spaces which afford direct access to nature and amenity e.g. greenways. The wide range of health and recreational facilities in close proximity to where people live and work will encourage future occupants to lead active, healthy lifestyles.
National Policy Objective 38	Plan for a more diverse and socially inclusive society that targets equality of opportunity and a better quality of life for all citizens, through improved integration and greater accessibility in the delivery of sustainable communities and the provision of associated services.	<ul style="list-style-type: none"> ✓ The Masterplan seeks to create a diverse and socially inclusive neighbourhood by providing for a range of apartment types (studio, 1, 2 and 3 beds) for single people, couples and young families (Buildings 8-11); student accommodation / other residential accommodation (Buildings 1, 13 and 18); and high-spec dock side apartments (Buildings 14, 15 and 16). ✓ Future development in the Masterplan area will comply with their Part V obligations and deliver social and affordable housing units. ✓ Future development in the Masterplan area will also be Part M compliant and will include access for people with disabilities.

Section / Policy / Objective	Guidance / Requirement	Statement of Consistency
		<ul style="list-style-type: none"> ✓ Communal open space will be located throughout the development and is arranged to offer full connectivity between all the neighbourhood areas. ✓ The Masterplan proposes the delivery of community, healthcare and recreational facilities together with the delivery of residential and commercial uses to support the creation of a sustainable community.
National Policy Objective 41	<p>Prioritise the alignment of targeted and planned population and employment growth with investment in:</p> <ul style="list-style-type: none"> • The provision and timely delivery of childcare facilities and new and refurbished schools on well-located sites within or close to existing built-up areas, including in support of infill and brownfield development, that meet the diverse needs of local populations and act as a key enabler for housing development, thereby contributing to the development of sustainable communities 	<ul style="list-style-type: none"> ✓ It is envisaged that childcare facilities can be provided as part of the overall development, with an assessment of the capacity of local schools to accompany any planning applications for large-scale residential development.
National Policy Objective 42	To target the delivery of housing to accommodate approximately 50,000 additional households per annum to 2040.	<ul style="list-style-type: none"> ✓ The Masterplan proposes to deliver a gross floor area of approx. 138,305 sq. m., of which 49% (39% for residential and 10% for student accommodation) will be allocated for residential uses which will significantly contribute towards the national housing target.
National Policy Objective 43	Prioritise the provision of new homes at locations that can support sustainable development and at an appropriate scale of provision relative to location.	<ul style="list-style-type: none"> ✓ The Masterplan proposes to deliver a gross floor area of approx. 138,305 sq. m., of which 49% (39% for residential and 10% for student accommodation) will be allocated for residential uses as part of the creation of a new mixed-use, urban quarter in Galway City. The new homes will be well served by sustainable modes of transport and will be in close proximity to new community / healthcare / recreational

Section / Policy / Objective	Guidance / Requirement	Statement of Consistency
		facilities, shops and employment opportunities, as well as being in close proximity to the city centre for a variety of wider services and facilities.
National Policy Objective 44	Support the provision of lifetime adaptable homes that can accommodate the changing needs of a household over time.	<ul style="list-style-type: none"> ✓ The Masterplan proposes a range of apartment types and sizes (studio, 1, 2 and 3 beds) to accommodate changes to household size. ✓ The residential element of the Masterplan will be designed with a Universal Design Approach, i.e. so that they can be readily accessed and used by everyone, regardless of age, disability, etc. ✓ Future development in the Masterplan area will be Part M compliant and will include access for people with disabilities.
National Policy Objective 45	Increase residential density in settlements, through a range of measures including reductions in vacancy, re-use of existing buildings, infill development schemes, area or site-based regeneration, increased building height and more compact forms of development.	<ul style="list-style-type: none"> ✓ The Masterplan has been designed to maximise density and height and to make the most efficient use of land to deliver high-quality residential apartments as part of an overall mixed-use development.

Chapter 7: Realising our Island and Marine Potential

Section / Policy / Objective	Guidance / Requirement	Statement of Consistency
National Policy Objective 50	Ensure that the strategic development requirements of Tier 1 and Tier 2 Ports, ports of regional significance, State Fishing Harbours and smaller harbours are addressed as part of Regional Spatial and Economic Strategies, and plans at local level to ensure the effective growth and sustainable development of the city regions and regional and rural areas, including, where appropriate, infrastructure to effectively support the development and maintenance of off-shore renewable electricity generating developments.	<ul style="list-style-type: none"> ✓ Galway Port is currently classed as a port of regional significance in the NPF. The relocation of the harbour functions at the Inner Harbour to the proposed major new port development to the east of the Inner Harbour will significantly expand the port which will enable it to diversify port activities, particularly for offshore wind energy developments.

Chapter 9: ‘Climate Transition and Our Environment’

Section / Policy / Objective	Guidance / Requirement	Statement of Consistency
National Policy Objective 67	Support the circular and bio economy including in particular through greater efficiency in land and materials management, promoting the sustainable re-use of existing buildings and structures, while conserving cultural and natural heritage, the greater use of renewable resources and by reducing the rate of land use change from urban sprawl and new development.	<ul style="list-style-type: none"> ✓ The Masterplan directly aligns with this objective as it supports the reuse and regeneration of brownfield lands close to the city centre to create a new urban quarter including the creation of a connected high quality public realm for urban living and active / sustainable transport links which supports the move away from private car dependency and its associated high levels of energy consumption.

Section / Policy / Objective	Guidance / Requirement	Statement of Consistency
		<ul style="list-style-type: none"> ✓ Buildings will be designed to be carbon neutral using sustainable, recyclable materials, built to passive house standards or equivalent, using renewable energy technologies. ✓ There is also potential for a renewable energy district heating system to be created to serve the port expansion area and the Inner Harbour area.
National Policy Objective 70	Promote renewable energy use and generation at appropriate locations within the built and natural environment to meet national objectives towards achieving a low carbon economy by 2050.	<ul style="list-style-type: none"> ✓ The Masterplan promotes the use of renewable energy technologies which will help to achieve a low carbon economy by 2050.
National Policy Objective 76	Sustainably manage waste generation including construction and demolition waste, invest in different types of waste treatment and support circular economy principles, prioritising prevention, reuse, recycling and recovery, to support a healthy environment, economy and society.	<ul style="list-style-type: none"> ✓ Buildings will be designed to be carbon neutral using sustainable and recyclable materials. ✓ Future development in the Masterplan area will incorporate adequately sized waste management facilities that will promote source segregation of waste streams i.e. organics, recyclable and residual waste.
National Policy Objective 77	<p>Enhance water quality and resource management by preventing or mitigating the risk of flooding by:</p> <ul style="list-style-type: none"> • Ensuring that River Basin Management Plan objectives are fully considered throughout the physical planning process. • Integrating sustainable water management solutions, such as Sustainable Urban Drainage (SUDS), non-porous surfacing and green roofs, and nature based solutions, to create safe places. 	<ul style="list-style-type: none"> ✓ The existing docks area has been identified as a flood risk area under the Western Catchment Flood Risk Assessment and Management (CFRAM) study. The Masterplan has been informed by a Flood Risk Assessment undertaken by Hydro Environmental Limited. The Masterplan proposes that flood protection measures are located along the harbour-front rather than around the inner dock as part of an integrated flood management, public realm and development strategy. ✓ The sustainable measures for the Masterplan include rainwater harvesting in buildings, sustainable drainage systems as landscape features to all landscaped areas and public spaces, as well as green roofs / walls.

Section / Policy / Objective	Guidance / Requirement	Statement of Consistency
National Policy Objective 79	Support the management of stormwater, rainwater and surface water flood risk through the use of nature-based solutions and sustainable drainage systems, including the retrofitting of existing environments to support nature based solutions.	<ul style="list-style-type: none"> ✓ Sustainable drainage systems will be incorporated in all landscaped areas and public spaces to enable surface water run-off to be managed as near to its source as possible and to achieve wider benefits for biodiversity, water quality, local amenity and climate adaptation. ✓ The Masterplan also supports the use of green infrastructure throughout the Inner Harbour area including green roofs, green walls, planting and green spaces for surface water retention purposes.
National Policy Objective 89	Conserve and enhance the rich qualities of natural, cultural and built heritage of Ireland in a manner appropriate to their cultural and environmental significance.	<ul style="list-style-type: none"> ✓ The Masterplan has been sensitively designed to create a 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. ✓ The Masterplan also seeks to reintroduce nature and biodiversity to the area with natural connections to nearby 'wetland' areas. This will be achieved through the creation of blue and green corridors and biodiversity-rich areas throughout the development. ✓ The Inner Harbour Area is located adjacent to areas of ecological sensitivity. The Masterplan has excluded those areas which are protected. Appropriate Assessments will be carried out prior to any infrastructural works or development works in these areas.

Section / Policy / Objective	Guidance / Requirement	Statement of Consistency
National Policy Objective 92	Ensure the alignment of planned growth with the efficient and sustainable use and development of water resources and water services infrastructure, in order to manage and conserve water resources in a manner that supports a healthy society, economic development requirements and a cleaner environment.	<ul style="list-style-type: none"> ✓ The Masterplan supports the sustainable and efficient use of water by including in the design rainwater harvesting in buildings, sustainable drainage systems as landscape features to all landscaped areas and public spaces, as well as green roofs / walls.
National Policy Objective 93	Improve air quality and help prevent people being exposed to unacceptable levels of pollution in our urban and rural areas through integrated land use and spatial planning that supports public transport, walking and cycling as more favourable modes of transport to the private car, the promotion of energy efficient buildings and homes, heating systems with zero local emissions, green infrastructure planning and innovative design solutions.	<ul style="list-style-type: none"> ✓ The Masterplan outlines a circulation and movement strategy for the Inner Harbour which will provide excellent public transport connections, and a network of streets, routes and spaces based around active movement (walking and cycling) that connect with and extend the existing permeability of the city centre. The proximity to the city centre, the creation of new active travel routes, and the limited provision of car parking spaces will support a modal shift in transport and a reduction in emissions. ✓ The Masterplan also seeks to minimise energy consumption and carbon emissions through various actions including net zero energy buildings, Near Zero Energy buildings or similar. ✓ Green infrastructure is proposed throughout the development which will help to create a high-quality urban environment, improving the quality of streets for pedestrians and cyclists, and mitigating against the effects of noise and air pollution from traffic. Specifically, it is proposed that the three main vehicular routes will become tree-lined Urban Boulevards which will help to absorb traffic emissions and improve air quality along these routes.

Housing for All – A New Housing Plan for Ireland

Section / Policy / Objective	Guidance / Requirement	Statement of Consistency
<p>Objective 1: Supporting homeownership and increasing affordability.</p> <p>Objective 2: Eradicating homelessness, increasing social housing delivery.</p> <p>Objective 3: Increasing new housing supply.</p> <p>Objective 4: Addressing vacancy and efficient use of existing stock.</p>	<ul style="list-style-type: none"> • Provide an average of 33,000 new homes each year from 2021 to 2030. • Provide more than 6,000 affordable homes each year. • Provide more than 10,000 social homes each year, with an average 9,500 newbuild Social Housing Homes to 2026. • Increase contributions by developers under Part V, from 10% to 20%, to include affordable housing and cost rental housing. • Adopt a Town Centre First approach for new housing which will help to regenerate cities, towns and rural areas. 	<ul style="list-style-type: none"> ✓ The development of the Inner Harbour will comprise a gross floor area of approx. 138,305 sq. m., of which 39% will be allocated for residential uses which will contribute towards the housing target. ✓ Future development in the Masterplan area will comply with the Part V obligations and deliver social and affordable housing units. ✓ The regeneration of the Inner Harbour supports the principles of the Town Centre First approach and will create a new urban quarter that is a vibrant and attractive location for people to live, work and visit, whilst also functioning as a service, social, cultural and recreational hub.

Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities

Chapter 3: Settlement, Place and Density

Section / Policy / Objective	Guidance / Requirement	Statement of Consistency
<p>Section 3.3.1 Cities and Metropolitan (MASP) Areas</p> <p>Description of Settlement</p>	<p>The key priorities for city and metropolitan growth in order of priority are to:</p> <ul style="list-style-type: none"> a) strengthen city, town and village centres, b) protect, restore and enhance historic fabric, character, amenity, natural heritage, biodiversity and environmental quality, c) realise opportunities for adaptation, reuse and intensification of existing buildings and for incremental brownfield and infill development, d) deliver brownfield and infill development at scale at suitable strategic and sustainable development locations within the existing built up footprint of the city and suburbs area or metropolitan towns, e) deliver sustainable and compact urban extension at scale at suitable strategic and sustainable development locations that are close to the existing built-up footprint of the city and suburbs area or a metropolitan town and served by existing or proposed high-capacity public transport, and f) deliver sequential and sustainable urban extension at suitable locations that are closest to the urban core and are integrated into, or can be integrated into, the 	<p>✓ The Masterplan directly supports this objective as it will deliver a compact, well designed, safe and attractive urban quarter in Galway City that will regenerate a large area of brownfield land in the city centre and will be designed to encourage and facilitate sustainable and active travel rather than private car use.</p>

Section / Policy / Objective	Guidance / Requirement	Statement of Consistency
	existing built-up footprint of the city and suburbs area or a metropolitan town.	
Section 3.3.1 Cities and Metropolitan (MASP) Areas Area and Density Ranges for Limerick, Galway and Waterford City	The city centres of Limerick, Galway and Waterford, comprising the city centre and immediately surrounding neighbourhoods, are the most central and accessible urban locations in their regions with the greatest intensity of land uses, including higher order employment, recreation, cultural, education, commercial and retail uses. It is a policy and objective of these Guidelines that residential densities in the range 100 dwellings per hectare (dph) to 250 dph (net) shall generally be applied in the centres of Limerick, Galway and Waterford.	✓ The residential element of the Masterplan will apply residential densities <u>generally</u> in the range 100 dph to 250 dph in accordance with these Guidelines. Residential development densities will respond to the receiving environment to ensure there is no significant adverse effect on character (including historic character), amenity or the natural environment.
Policy and Objective 3.1	It is a policy and objective of these Guidelines that the recommended residential density ranges set out in Section 3.3 are applied within statutory development plans and in the consideration of individual planning applications, and that these density ranges are refined further at a local level using the criteria set out in Section 3.4 where appropriate.	✓ As detailed above, the Masterplan has been prepared to be in compliance with Policy 3.1.

Chapter 4: Quality Urban Design and Placemaking

Section / Policy / Objective	Guidance / Requirement	Statement of Consistency
<p>4.4 Key Indicators of Quality Design and Placemaking</p> <p>(i) Sustainable and Efficient Movement</p>	<p>The following key principles should be applied:</p> <ul style="list-style-type: none"> a) New developments should, as appropriate, include a street network (including links through open spaces) that creates a permeable and legible urban environment, optimises movement for sustainable modes (walking, cycling and public transport) and is easy to navigate. b) New developments should connect to the wider urban street and transport networks and improve connections between communities, to public transport, local services and local amenities such as shops, parks and schools, where possible. c) Active travel should be prioritised through design measures that seek to calm traffic and create street networks that feel safe and comfortable for pedestrians and cyclists. d) The quantum of car parking in new developments should be minimised in order to manage travel demand and to ensure that vehicular movement does not impede active modes of travel or have undue prominence within the public realm. 	<ul style="list-style-type: none"> ✓ 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, thereby reducing the dependence on car transport. ✓ Sustainable mobility is prioritised in the Masterplan. A key component of the Masterplan is to develop a network of streets, routes and spaces based around active movement that connects with and extends the existing permeability of the city centre, Ceannt Quarter and the surrounding areas. The Masterplan supports the creation of a strategic pedestrian/cycle route along the harbour waterfront that can connect with the green/blue corridors along the River Corrib, Lough Atalia, and the coastline. The Masterplan proposes to connect with and extend existing Greenways, including linking to the Oranmore to Barna Greenway. ✓ The provision of car parking in the Masterplan is limited to encourage sustainable and active travel. ✓ All streets will be designed in compliance with the Design Manual for Urban Roads and Streets, the Permeability Guide and the NTA.

Section / Policy / Objective	Guidance / Requirement	Statement of Consistency
Policy and Objective 4.1	It is a policy and objective of these Guidelines that planning authorities implement the principles, approaches and standards set out in the Design Manual for Urban Roads and Streets, 2013 (including updates) in carrying out their functions under the Planning and Development Act 2000 (as amended) and as part of an integrated approach to quality urban design and placemaking.	<ul style="list-style-type: none"> ✓ As detailed above, the Masterplan has been prepared to be in compliance with Policy 4.1.
4.4 Key Indicators of Quality Design and Placemaking (ii) Mix and Distribution of Uses	<p>The following key principles should be applied:</p> <p>a) In city and town centres and at high capacity public transport nodes and interchanges (defined in Table 3.8), development should consist of high intensity mix-use development (residential, commercial, retail, cultural and community uses) that responds in scale and intensity to the level of accessibility. At major transport interchanges, uses should be planned in accordance with the principles of Transport Orientated Development.</p> <p>b) In city and town centres, planning authorities should plan for a diverse range of uses including retail, cultural and residential uses and for the adaption and re-use of the existing building stock (e.g. over the shop living). It is also important to plan for the activation of outdoor spaces and the public realm to promote more liveable city and town centres. Much of this can be achieved through the implementation of urban enhancement and traffic demand management</p>	<ul style="list-style-type: none"> ✓ The Masterplan proposes to regenerate the Inner Harbour to create a high-quality, sustainable, mixed-use urban quarter in Galway City. It will provide residential accommodation including student accommodation; commercial development including for specialist industries; approx. 20,540 sq. m. of new public realm predominately adjacent to the waterfront; approx. 37,832 sq. m. of open space; community spaces including a creche and potentially a gym/fitness centre; recreational areas; exhibition/event spaces; a range of ground level activities including retail, restaurants, bars and cafes, a hotel and water-based tourism related development, all of which contribute to creating an attractive, diverse, liveable and high quality urban quarter with its own distinct identity. ✓ The Masterplan proposes to deliver high density residential development which comprises a diverse range of apartment types, sizes and tenures including apartments (studio, 1, 2 and 3 beds) for single people, couples and young families (Buildings 8-11); student accommodation / other residential accommodation (Buildings 1, 13 and 18); and high-spec dock side apartments (Buildings 14, 15 and 16).

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	<p>measures that work together to free up space for active travel and create spaces that invite people to meet, mingle and dwell within centres.</p> <p>c) In areas that are less central, the mix of uses should cater for local services and amenities focused around a hierarchy of local centres that support residential communities and with opportunities for suitable non-residential development throughout.</p> <p>d) In all urban areas, planning authorities should actively promote and support opportunities for intensification. This could include initiatives that support the more intensive use of existing buildings (including adaption and extension) and under-used lands (including for example the repurposing of car parks at highly accessible urban locations that no longer require a high level of private car access).</p> <p>e) It will be important to align the integration of land uses and centres with public transport in order to maximise the benefits of public transport.</p> <p>f) The creation of sustainable communities also requires a diverse mix of housing and variety in residential densities across settlements. This will require a focus on the delivery of innovative housing types that can facilitate compact growth and provide greater housing choice that responds to the needs of single people, families, older people and people with disabilities,</p>	

Section / Policy / Objective	Guidance / Requirement	Statement of Consistency
	<p>informed by a Housing Needs Demand Assessment (HNDA) where possible. Development plans may specify a mix for apartment and other housing developments, but this should be further to an evidence-based Housing Needs and Demand Assessment.</p>	
<p>4 Key Indicators of Quality Design and Placemaking</p> <p>(iii) Green and Blue Infrastructure</p>	<p>The following key principles should be applied:</p> <ol style="list-style-type: none"> Plan for the protection, restoration and enhancement of natural features, biodiversity and landscapes, and ensure that urban development maintains an appropriate separation and setback from important natural assets. New development should seek to protect and enhance important natural features (habitats and species) within and around the site, should avoid the degradation of ecosystems and include measures to mitigate against any potential negative ecological impacts. Plan for an integrated network of multifunctional and interlinked urban green spaces. Promote urban greening and Nature-based Solutions (including Sustainable Drainage Systems and slow-the-flow initiatives) for the management of urban surface waters in all new developments and retrofitting in existing areas to ensure that the benefits of ecosystem services are realised. Planning authorities should adopt a nature-based approach to urban drainage that uses soft-engineering techniques 	<ul style="list-style-type: none"> ✓ The Masterplan seeks to reintroduce nature and biodiversity to the area with natural connections to nearby ‘wetland’ areas. This will be achieved through the creation of blue and green corridors and biodiversity-rich areas throughout the development. ✓ Sustainable drainage systems will be incorporated in all landscaped areas and public spaces to enable surface water run-off to be managed as near to its source as possible and to achieve wider benefits for biodiversity, water quality, local amenity and climate adaptation. ✓ The Masterplan supports the integration of nature-based solutions such as green roofs/walls, planting, as well as green and blue corridors throughout the Inner Harbour which will enhance visual amenity and the resilience of biodiversity.

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	<p>and native vegetation (including the protection of the riparian zone) to minimise the impact on natural river processes.</p> <p>d) The use of Nature-based Solutions at ground level may not be possible on certain brownfield sites due to historic land contamination. In such cases, alternative solutions such as green roofs and walls can be considered.</p>	
<p>4 Key Indicators of Quality Design and Placemaking</p> <p>(iv) Public Open Space</p>	<p>The public open space strategy in the development plan should include objectives relating to the provision of:</p> <p>b) Public open space provided as part of new development proposals. These spaces should be designed to retain and protect natural features and habitats of importance within the site and to maximise biodiversity gain. They should also form an integral part of the overall design. These spaces may be offered for taking in charge by the local authority following the completion of the development.</p>	<p>✓ As part of the overall development, the Masterplan proposes approximately 20,540 sq. m. for public realm space / infrastructure and 37,832 sq. m. for open space. This includes dockside and waterfront areas, a linear green park, and the Lough Atalia walk and park (the park is adjacent to the residential area and between plot 1 and 2). The public open spaces will be designed to retain and protect natural features and habitats of importance within the site and to maximise biodiversity gain. They will also provide linkages to social, cultural and heritage buildings / event spaces via active travel modes of transport. The public realm has been designed to connect the harbour waterfront with the green/blue corridors along the River Corrib, Lough Atalia, and the coastline.</p>
<p>4 Key Indicators of Quality Design and Placemaking</p> <p>(v) Responsive Built Form</p>	<p>The following key principles should be applied:</p> <p>a) New development should support the formation of a legible and coherent urban structure with landmark buildings and features at key nodes and focal points.</p> <p>b) New development should respond in a positive way to the established pattern and form of development and to the wider scale of development in the</p>	<p>✓ The Masterplan proposes a high-quality, sustainable, mixed-use urban quarter in Galway City.</p> <p>✓ It supports the formation of a legible and coherent urban structure with landmark buildings and features at key nodes and focal points.</p> <p>✓ The Masterplan has been prepared to respond in a positive way to the established pattern and form of development and to the wider scale of development in the surrounding area.</p>

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	<p>surrounding area. The height, scale and massing of development in particular should respond positively to and enhance the established pattern of development (including streets and spaces).</p> <p>c) The urban structure of new development should strengthen the overall urban structure and create opportunities for new linkages where possible.</p> <p>d) Buildings should generally present well-defined edges to streets and public spaces to ensure that the public realm is well-overlooked with active frontages.</p> <p>e) New development should embrace good modern architecture and urban design that is innovative and varied, and respects and enhances local distinctiveness and heritage.</p> <p>f) Materials and finishes should be of high quality, respond to the local palette of materials and finishes and be highly durable.</p>	<ul style="list-style-type: none"> ✓ The height, scale and massing of development will respond positively to and enhance the established pattern of development (including streets and spaces). ✓ The urban structure of new development in the Inner Harbour will strengthen the overall urban structure of Galway City and will create opportunities for new linkages with the city centre, Ceannt Quarter and surrounding areas. ✓ Buildings will present well-defined edges to streets and public spaces to ensure that the public realm is well-overlooked with active frontages. ✓ New development in the Inner Harbour will embrace good modern architecture and urban design that is innovative and varied, and respects and enhances local distinctiveness and heritage. ✓ Materials and finishes will be of high quality, respond to the local palette of materials and finishes and be highly durable.
Policy and Objective 4.2	It is a policy and objective of these Guidelines that the key indicators of quality urban design and placemaking set out in Section 4.4 are applied within statutory development plans and in the consideration of individual planning applications.	<ul style="list-style-type: none"> ✓ As detailed above, the Masterplan has been prepared to be in compliance with Policy 4.2.

Chapter 5: Development Standards for Housing

Section / Policy / Objective	Guidance / Requirement	Statement of Consistency
SPPR 1 - Separation Distances	<p>When considering a planning application for residential development, a separation distance of at least 16 metres between opposing windows serving habitable rooms at the rear or side of houses, duplex units and apartment units, above ground floor level shall be maintained. Separation distances below 16 metres may be considered acceptable in circumstances where there are no opposing windows serving habitable rooms and where suitable privacy measures have been designed into the scheme to prevent undue overlooking of habitable rooms and private amenity spaces.</p> <p>There shall be no specified minimum separation distance at ground level or to the front of houses, duplex units and apartment units in statutory development plans and planning applications shall be determined on a case-by-case basis to prevent undue loss of privacy. In all cases, the obligation will be on the project proposer to demonstrate to the satisfaction of the planning authority or An Bord Pleanála that residents will enjoy a high standard of amenity and that the proposed development will not have a significant negative impact on the amenity of occupiers of existing residential properties.</p>	<p>✓ The proposed residential development element of the Masterplan will adhere to the separation distances outlined in these Guidelines.</p>
SPPR 2 - Minimum Private Open Space Standards for Houses	<p>Apartments and duplex units shall be required to meet the private and semiprivate open space requirements set out in the Sustainable Urban Housing: Design Standards for New Apartments, Guidelines for Planning Authorities 2023 (and any subsequent updates).</p>	<p>✓ The proposed residential development element of the Masterplan will meet the private and semiprivate open space requirements set out in the Sustainable Urban Housing: Design Standards for New Apartments, Guidelines for Planning Authorities 2023 (and any subsequent updates).</p>

Section / Policy / Objective	Guidance / Requirement	Statement of Consistency
Policy and Objective 5.1 - Public Open Space	<p>It is a policy and objective of these Guidelines that statutory development plans include an objective(s) relating to the provision of public open space in new residential developments (and in mixed-use developments that include a residential element).</p> <p>The requirement in the development plan shall be for public open space provision of not less than a minimum of 10% of net site area and not more than a minimum of 15% of net site area save in exceptional circumstances.</p> <p>Different minimum requirements (within the 10-15% range) may be set for different areas. The minimum requirement should be justified taking into account existing public open space provision in the area and broader nature conservation and environmental considerations.</p> <p>In the case of strategic and sustainable development sites, the minimum public open space requirement will be determined on a plan-led basis, having regard to the overall approach to public park provision within the area.</p> <p>In the case of sites that contain significant heritage, landscape or recreational features and sites that have specific nature conservation requirements, a higher proportion of public open space may need to be retained. The 10-15% range shall not therefore apply to new development in such areas.</p>	<p>✓ As part of the overall development, the Masterplan proposes approximately 20,540 sq. m. for public realm space / infrastructure and 37,832 sq. m. for open space. This includes dockside and waterfront areas, a linear green park, and the Lough Atalia walk and park (the park is adjacent to the residential area and between plot 1 and 2). As stated in the Guidelines, in the case of areas of heritage, landscape or natural conversation significance, a higher proportion of open space may be retained. It is considered that the development of the Inner Harbour area would require a higher proportion of open space to be retained.</p>

Section / Policy / Objective	Guidance / Requirement	Statement of Consistency
SPPR 3 - Car Parking	<p>It is a specific planning policy requirement of these Guidelines that:</p> <p>(i) In city centres and urban neighbourhoods of the five cities, car-parking provision should be minimised, substantially reduced or wholly eliminated. The maximum rate of car parking provision for residential development at these locations, where such provision is justified to the satisfaction of the planning authority, shall be 1 no. space per dwelling.</p> <p>Applicants should be required to provide a rationale and justification for the number of car parking spaces proposed and to satisfy the planning authority that the parking levels are necessary and appropriate, particularly when they are close to the maximum provision.</p> <p>The maximum car parking standards do not include bays assigned for use by a car club, designated short stay on-street Electric Vehicle (EV) charging stations or accessible parking spaces. The maximum car parking standards do include provision for visitor parking.</p>	<p>✓ The provision of car parking in the Masterplan is limited to encourage sustainable and active travel. The Masterplan proposes a network of pedestrian and cycle routes to encourage more active and sustainable travel which will support a modal shift away from private car use.</p>
SPPR 4 - Cycle Parking and Storage	<p>It is a specific planning policy requirement of these Guidelines that all new housing schemes (including mixed-use schemes that include housing) include safe and secure cycle storage facilities to meet the needs of residents and visitors.</p>	<p>✓ 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.</p>

Section / Policy / Objective	Guidance / Requirement	Statement of Consistency
	<p>The following requirements for cycle parking and storage are recommended:</p> <ul style="list-style-type: none"> (i) Quantity – in the case of residential units that do not have ground level open space or have smaller terraces, a general minimum standard of 1 cycle storage space per bedroom should be applied. Visitor cycle parking should also be provided. Any deviation from these standards shall be at the discretion of the planning authority and shall be justified with respect to factors such as location, quality of facilities proposed, flexibility for future enhancement/enlargement, etc. It will be important to make provision for a mix of bicycle parking types including larger/heavier cargo and electric bikes and for individual lockers. (ii) Design – cycle storage facilities should be provided in a dedicated facility of permanent construction, within the building footprint or, where not feasible, within an adjacent or adjoining purpose-built structure of permanent construction. Cycle parking areas shall be designed so that cyclists feel safe. It is best practice that either secure cycle cage/compound or preferably locker facilities are provided. 	

Sustainable Urban Housing Design Standards for New Apartments Guidelines for Planning Authorities (revised July 2025)

Chapter 2: Apartments & Statutory Development Plans

Section / Policy / Objective	Guidance / Requirement	Statement of Consistency
Specific Planning Policy Requirement 1	<p>(A) With the exception of social housing developments, social/affordable housing provided for under Part V the Act or schemes to provide housing for older persons where a specific mix of unit sizes may be required, such as in accordance with a Housing Need and Demand Assessment (HNDA), there shall be no restrictions within statutory plans in relation to the mix of unit sizes or types to be provided within apartment developments. There shall be no minimum or maximum requirements for apartments with a certain number of bedrooms.</p> <p>(B) Where any such restriction or requirement is set out within a statutory plan, this Specific Planning Policy Requirement shall apply to any single apartment scheme and there shall be no restriction in relation to the mix of unit sizes or types and there shall be no minimum requirements for apartments with a certain number of bedrooms within the development, except in the circumstances set out above.</p>	<p>✓ Any forthcoming planning application which includes an element of residential use will be accompanied by a Housing Quality Audit to ensure compliance with the dwelling mix standard set out in the Guidelines.</p>
Specific Planning Policy Requirement 2	<p>The following minimum apartment floor areas shall apply and statutory plans shall not specify minimum floor areas that exceed the minimum floor areas set out below:</p>	<p>✓ Any forthcoming planning application which includes an element of residential use will be accompanied by a Housing Quality Audit to ensure compliance with the minimum floor areas set out in the Guidelines.</p>

Section / Policy / Objective	Guidance / Requirement	Statement of Consistency
	<ul style="list-style-type: none"> • Studio apartment (1 person) 32sq.m • 1-bedroom apartment (2 persons) 45 sq.m • 2 bedroom apartment (3 persons) 63 sq.m • 2-bedroom apartment (4 persons) 73 sq.m • 3-bedroom apartment (4 persons) 76 sq. m • 3-bedroom apartment (5 persons) 90 sq.m <p>The floor area parameters set out above shall generally apply to apartment schemes and do not apply to purpose-built and managed student housing.</p>	
Specific Planning Policy Requirement 3	<p>In relation to the minimum number of dual aspect apartments that may be provided in any single apartment scheme, the following shall apply:</p> <p>(i) A minimum of 25% of units within a development shall be required to be dual aspect. Statutory plans shall not specify minimum requirements that exceed the requirements of this Specific Planning Policy Requirement.</p>	<p>✓ Any forthcoming planning application which includes an element of residential use will be accompanied by a Housing Quality Audit to ensure compliance with the minimum dual aspect apartments standard set out in the Guidelines.</p>

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	(ii) For building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha, planning authorities may exercise further discretion to consider dual aspect unit provision at a level lower than the 25% minimum outlined above on a case-by-case basis, but subject to the achievement of overall high design quality in other aspects.	
Specific Planning Policy Requirement 4	Ground level apartment floor to ceiling heights shall be a minimum of 2.7m. For building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha, planning authorities may exercise discretion on a case-by-case basis, subject to overall design quality.	✓ Any forthcoming planning application which includes an element of residential use will be accompanied by a Housing Quality Audit to ensure compliance with the apartment floor to ceiling heights standard set out in the Guidelines.
Specific Planning Policy Requirement 5	There shall be no requirement within statutory plans or within an individual scheme in respect of a minimum number of units per floor per core.	✓ Any forthcoming planning application which includes an element of residential use will be accompanied by a Housing Quality Audit to ensure compliance with this standard.
Specific Planning Policy Requirement 6	The provision of new Communal, Community and Cultural facilities within apartment schemes shall only be required in specific locations identified within the development plan and shall not be required on a blanket threshold-based approach in individual apartment schemes.	✓ Any forthcoming planning application will have regard to any specific local planning policy requirements to include new Communal, Community and Cultural facilities within apartment schemes.

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Specific Planning Policy Requirement 7	There shall be a presumption against granting planning permission for shared accommodation/co-living development unless the proposed development is required to meet specific demand identified by a local planning authority further to a Housing Need and Demand Assessment (HNDA) process.	<ul style="list-style-type: none"> ✓ Any forthcoming planning application will have regard to any specific local planning policy requirements for shared accommodation/co-living development required to meet specific demand identified by a local planning authority further to a Housing Need and Demand Assessment (HNDA) process.
Specific Planning Policy Requirement 8	<p>(i) There shall be no requirement or restriction in relation to the provision of en-suite bathrooms for single study bedrooms within Purpose Built Student Accommodation schemes.</p> <p>(ii) The minimum required area for a single study bedroom without en-suite facilities is 8 sq.m and the minimum required area for a single study bedroom with en-suite facilities is 11.5 sq.m; and statutory plans may not set out minimum required areas that exceed the minimum required areas set out within this SPPR.</p> <p>(iii) The minimum space requirements for kitchen/dining/living areas serving 10 and 12 persons are 3.6 sq.m and 3.3 sq.m per person, respectively; and statutory plans may not set out minimum required areas that exceed the minimum required areas set out within this SPPR.</p> <p>(B) Where any other requirement or restriction is set out within a statutory plan, this Specific Planning Policy</p>	<ul style="list-style-type: none"> ✓ Any forthcoming planning application will have regard to this SPPR. ✓ Any forthcoming planning application will have regard to the minimum bedroom sizes and be accompanied by a Housing Quality Audit. ✓ Any forthcoming planning application will have regard to the minimum kitchen/living/dining room sizes and be accompanied by a Housing Quality Audit. ✓ Any forthcoming planning application will have regard to this SPPR.

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	Requirement shall apply to any single student accommodation scheme.	

Urban Development and Building Height Guidelines for Planning Authorities

Section 2 ‘Building Height & the Development Plan’

Section / Policy / Objective	Guidance / Requirement	Statement of Consistency
<p>Section 2.0 ‘Building Height and the Development Plan’</p> <p>Sections 2.1, 2.2 & 2.5</p>	<p>2.1 Implementation of the National Planning Framework requires increased density, scale and height of development in our town and city cores, including an appropriate mix of both the living, working, social and recreational space we need in our urban areas.</p> <p>2.2 At the same time, to meet the needs of a growing population without growing our urban areas outwards requires more focus in planning policy and implementation terms on reusing previously developed ‘brownfield’ land, building up urban infill sites (which may not have been built on before) and either reusing or redeveloping existing sites and buildings that may not be in the optimal usage or format taking into account contemporary and future requirements.</p> <p>2.5 Furthermore, while taller buildings will bring much needed additional housing and economic development to</p>	<ul style="list-style-type: none"> ✓ In preparing Masterplan, 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. Therefore, most of the residential buildings proposed are between six to twelve storeys in height, with commercial buildings generally eight-storeys. 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, and adjacent to the railway bridge as it enters the city centre. ✓ Because of their significant locations, Residential Buildings 1, 13 and 18 are proposed as taller, landmark buildings at 12-19 storeys which has informed the type of residential development proposed for these buildings.

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	well-located urban areas, they can also assist in reinforcing and contributing to a sense of place within a city or town centre, such as indicating the main centres of activity, important street junctions, public spaces and transport interchanges. In this manner, increased building height is a key factor in assisting modern placemaking and improving the overall quality of our urban environments.	

Design Manual for Urban Roads and Streets

Section / Policy / Objective	Guidance / Requirement	Statement of Consistency
Section 3.1 Integrated Street Networks	Sustainable neighbourhoods are areas where an efficient use of land, high quality urban design and effective integration in the provision of physical and social infrastructure such as public transport, schools, amenities and other facilities combine to create places people want to live in.	<ul style="list-style-type: none"> ✓ 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 and updated in July 2023. ✓ Any forthcoming planning application within the masterplan area will be accompanied by a Statement of Compliance with DMURS.
Section 3.2 Movement and Place	<p>Designers must consider the function of a street/street network. In general, as the movement function increases the street, designers:</p> <p>➤ Should optimise the movement of public transport.</p>	<ul style="list-style-type: none"> ✓ 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

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	<ul style="list-style-type: none"> ➤ Should cater for greater numbers of pedestrians and cyclists. ➤ May need to cater for higher volumes of traffic. 	<p>Masterplan area and reinforce connectivity within the Masterplan area, and with surrounding areas.</p> <ul style="list-style-type: none"> ✓ 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
Section 3.3 Permeability and Legibility	<p>The movement towards more integrated and sustainable forms of development will result in a shift away from dendritic street layouts to highly connected networks which maximise permeability, particularly for pedestrians and cyclists. When designing new street networks designers should implement solutions that support the development of sustainable communities. In general, such networks should:</p> <ul style="list-style-type: none"> ➤ be based on layouts where all streets lead to other streets, limiting the use of cul-de-sacs that provide no through access. ➤ maximise the number of walkable/ cycleable routes between destinations. 	<ul style="list-style-type: none"> ✓ 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.
Section 3.4 Management	<p>Integrated networks do not require the same degree of restrictions to be placed on the movement of vehicles as is applied to more conventional/segregated networks. A network of integrated/self-regulating streets provides the framework for higher levels of accessibility for slow modes (including motor vehicles at slow speed) and strategic continuity for cross-network modes at more moderate speeds (such as public transport)</p>	<ul style="list-style-type: none"> ✓ As noted above, 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. ✓ Any forthcoming planning application on the masterplan lands will be accompanied by a Mobility Management Plan.

Section / Policy / Objective	Guidance / Requirement	Statement of Consistency
Section 4.0 Street Design	<p>Building Height, Street Width and Street Trees</p> <p>Designers should seek to promote/maintain a sense of enclosure on all streets within cities:</p> <ul style="list-style-type: none"> ➤ A strong sense of enclosure should be promoted in large centres. The most effective way of achieving this is with a building height to street width ratio greater than 1:2 and street wall that is predominantly solid (allowing for intermittent gaps only). ➤ Within established areas creating a strong sense of enclosure may result in building heights that would conflict with those of the surrounding area. In such circumstances designers may emphasise enclosure through other design measures, such as the planting of street trees. ➤ The planting of street trees should also be considered as a retrospective traffic calming measure in existing contexts where levels of enclosure are traditionally weaker. <p>Active street edges</p> <p>Designers should seek to promote active street edges on all streets within cities:</p> <ul style="list-style-type: none"> ➤ To maximise activity in city centres the street edge should be lined with development that promotes a high level of activity and animation such as retail, commercial or other appropriate uses. To maximise the effectiveness 	<ul style="list-style-type: none"> ✓ 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. ✓ 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. ✓ Buildings will present well-defined edges to streets and public spaces to ensure that the public realm is well-overlooked with active frontages. ✓ Green infrastructure, including SuDS, is proposed throughout the development which will help to create a high-quality urban environment, improving the quality of streets for pedestrians and cyclists, and mitigating against the effects of noise and air pollution from traffic. Specifically, it is proposed that the three main vehicular routes will become tree-lined Urban Boulevards which will help to absorb traffic emissions, noise and improve air quality along these routes.

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	<p>of these uses, setbacks should be minimised (for example 0-3m) and a high frequency of entrances provided (for example every 5-10 metres).</p> <ul style="list-style-type: none"> ➤ Where larger retail/commercial floor plates are proposed at ground floor level an active street edge may be achieved by creating multiple entrances and/or wrapping them with smaller perimeter units that front on to the street. ➤ Greater flexibility in regard to setbacks may be needed in existing areas where they are defined by an existing pattern of building lines. <p>Street Furniture</p> <p>The placement of street furniture (public art, lighting, seating, cycle parking) should be considered as part of a wider strategy, such as part of an integrated landscape plan.</p> <p>Material and Finishes</p> <ul style="list-style-type: none"> ➤ When choosing surface materials, designers should: Use robust surfaces (such as natural stone, concrete block paving or imprinted asphalt) extensively throughout Centres and around Focal Points to highlight the importance of place, calm traffic and alert drivers of higher levels of pedestrian activity. <p>Planting</p> <ul style="list-style-type: none"> ➤ Within Centres a greater emphasis may be placed on using 'harder' landscape elements that define them as 	

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	<p>urban, allow greater freedom of movement and are able to withstand higher level of pedestrian traffic.</p> <p>➤ Streets also support an important drainage function within built-up areas. The incorporation of SUDs elements into the fabric of the street itself can also serve to increase legibility and add value to place.</p> <p>Historic Context</p> <p>➤ Historic features help reinforce an area's character/place value and may also play a role in managing speeds. The most appropriate course of action should be to minimise any level of intervention to existing historical features. An 'assessment of significance' should be prepared when dealing with interventions within historic core areas. This is seen as addressing/acknowledging essential elements of the historic urban environment which may have architectural, historical and technical significance.</p>	
Section 4.3 Pedestrian and Cyclist Environment	<p>Foot paths, pedestrian streets</p> <p>➤ Minimum footway widths are based on the space needed for two wheelchairs to pass each other (1.8m). In densely populated areas and along busier streets, additional width must be provided to allow people to pass each other in larger groups.</p> <p>➤ Designers should ensure that the design of vehicle crossings clearly indicate that pedestrians and cyclists have priority over vehicles.</p> <p>➤ The location and frequency of crossings should align with key desire lines and be provided at regular intervals.</p>	<p>✓ All streets will be designed in compliance with DMURS. A high-quality pedestrian-friendly public realm is proposed with attractive paving, planting, lighting, seating and street furniture. 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.</p>

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	<p>Within larger areas this may need to be addressed via a spatial analysis and supporting plan.</p> <ul style="list-style-type: none"> ➤ Designers should consider pedestrianised streets which fully segregate pedestrians and cyclists from motor vehicular movement. <p>Cycle Facilities</p> <ul style="list-style-type: none"> ➤ On lightly-trafficked/low-speed streets, designers are generally directed to create Shared Streets where cyclists and motor vehicles share the carriageway ➤ On busier/moderate speed streets, designers are generally directed to apply separate cycle lanes/cycle tracks. ➤ Cycle facilities on most streets within Centres, Neighbourhoods and Suburbs will need to be integrated with on-street parking. 	
Section 4.4 Carriageway Conditions	<p>Designers should minimise the width of the carriageway by incorporating only as many lanes as needed to cater for projected vehicle flows and by reducing the size of individual lanes to meet predominant user needs. The use of paving, imprinted or looser materials (combined with no kerbing) is one of the clearest ways of reinforcing a low-speed environment and of signalling to all users that the main carriageway is to be shared.</p>	<ul style="list-style-type: none"> ✓ 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.

Climate Action Plan 2025

The following objectives of the Climate Action Plan 2024 are of relevance to the Galway Inner Harbour Masterplan.

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Overarching Target	<ul style="list-style-type: none"> 51% reduction in greenhouse gas emissions from 2021 to 2030, and to achieve net-zero emissions no later than 2050. 	<ul style="list-style-type: none"> ✓ The Masterplan will directly contribute towards reducing the national GHG emissions target. The redevelopment of the Inner Harbour has been designed to deliver the '15-minute City' concept which reduces dependence on private car use and its associated emissions, and encourages sustainable mobility. It supports the delivery of a network of active travel routes and high-quality public realm which will enhance accessibility and connectivity. High energy performance buildings will be delivered, constructed using sustainable and recyclable materials. The Masterplan also supports the development of renewable and low-carbon energy on-site.
Electricity	2025 KPI: <ul style="list-style-type: none"> ✓ Decarbonise the electricity system by increasing the share of electricity generated from renewable sources to 50%. 	<ul style="list-style-type: none"> ✓ The Masterplan proposes that renewable energy sources will be used for the entire development.
Industry	2025 KPI: <ul style="list-style-type: none"> ✓ Decrease embodied carbon in construction materials produced and used in Ireland by 10% through product substitution. 	<ul style="list-style-type: none"> ✓ Buildings will be constructed using sustainable and recyclable materials.
Built Environment	2025 KPI:	<ul style="list-style-type: none"> ✓ To minimise energy consumption and carbon emissions, buildings will be designed to be carbon neutral, built to passive house standards or equivalent, using renewable energy technologies.

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	<ul style="list-style-type: none"> ✓ All new dwellings designed and constructed to Nearly Zero Energy Building standard ✓ Up to 0.8 TWh of district heating installed capacity across both the residential and commercial building stock by 2025, and up to 2.7 TWh by 2030. ✓ 170,000 new dwellings using heat pumps. 	<ul style="list-style-type: none"> ✓ There is also potential for a renewable energy district heating system to be created to serve the port expansion area and the Inner Harbour area.
Transport	<p>‘Avoid’ measures:</p> <ul style="list-style-type: none"> ✓ 20% reduction in total vehicle kilometres travelled relative to business-as-usual scenario and a 50% reduction in fuel usage by 2030. <p>‘Shift’ measures:</p> <ul style="list-style-type: none"> ✓ 50% increase in daily active travel journeys. ✓ 130% increase in daily public transport journeys. ✓ 25% reduction in daily car journeys. ✓ Shift in daily mode share: 53% (car), 19% (public transport), 28% (active travel). <p>‘Improve’ measures:</p> <ul style="list-style-type: none"> • Battery EV share of total passenger car fleet (30%), EV share of new registrations (100%), 845,000 private EVs. <p>‘Behaviour’ changes:</p>	<ul style="list-style-type: none"> ✓ The Masterplan outlines a circulation and movement strategy for the Inner Harbour which will provide excellent public transport connections, and a network of streets, routes and spaces based around active movement (walking and cycling) that connect with and extend the existing permeability of the city centre. The proximity to the city centre, the creation of new active travel routes, and the limited provision of car parking spaces will support a modal shift in transport and a reduction in emissions. ✓ Green infrastructure is also proposed throughout the development which will help to create a high-quality urban environment to encourage a modal shift to active travel.

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	<ul style="list-style-type: none"> Achieve 30% reduction in the share of current escort-to-education car journeys to sustainable modes. Achieve a 20% reduction in commuting private car kilometres. 	
Circular Economy	<ul style="list-style-type: none"> Reduce the amount of municipal waste landfilled to 10% by 2035. Reduce 65% of municipal waste by 2035. 	<ul style="list-style-type: none"> ✓ The Masterplan supports the use of sustainable and recyclable materials during construction which supports a circular economy. ✓ Future development in the Masterplan area will also incorporate adequately sized waste management facilities that will promote source segregation of waste streams i.e. organics, recyclable and residual waste, helping to reduce the volume of waste being landfilled.

National Ports Policy

Section / Policy / Objective	Guidance / Requirement	Statement of Consistency
Galway Harbour Company	<p>Galway Harbour is recognised as a Port of Regional Significance.</p> <p>The location of the harbour close to Galway's city centre limits its potential for further expansion in terms of increasing trade. However, the inner harbour is an immensely attractive location for the development of marine tourism and leisure</p>	<ul style="list-style-type: none"> ✓ The Masterplan aligns with the National Port Policy as it supports the redevelopment of the Inner Harbour to create a new urban quarter which will include a marina, marine tourism and leisure facilities, and urban redevelopment.

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	<p>facilities, in particular a marina, as well as for urban redevelopment.</p> <p>While there is no Exchequer support available for these developments, National Ports Policy 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. Furthermore, the</p> <p>Government notes the return of cruise tourist traffic to Galway harbour in 2012, and supports the company’s efforts to develop this business.</p>	

Northern and Western Regional Spatial and Economic Strategy 2020-2032

Chapter 3: People and Places

Section / Policy / Objective	Guidance / Requirement	Statement of Consistency
RPO 3.1	<p>Develop urban places of regional-scale through:</p> <ul style="list-style-type: none"> ➤ Delivering on the population targets for the Metropolitan and Regional Growth Centres through compact growth; ➤ Delivering significant compact growth in Key Towns; and 	<p>✓ The RSES proposes to increase the 2016 Census population of Galway City by 50-55% by 2040 which equates to 40,000-45,000 additional people in the city. The Masterplan proposes a gross floor area of approx. 138,305 sq. m., of which 39% will be allocated for</p>

Section / Policy / Objective	Guidance / Requirement	Statement of Consistency
	➤ Developing derelict and underutilised sites, with an initial focus within town cores.	residential uses which will contribute towards accommodating the projected increase in population in Galway City.
RPO 3.2	(a) Deliver at least 50% of all new city homes targeted in the Galway MASP, within the existing built-up footprint of Galway City and suburbs.	✓ The proposed mixed-use development is located in the Inner Harbour area of Galway City and would significantly contribute towards meeting the demands for housing in the existing built-up footprint of Galway City.
RPO 3.5	Identify and develop quality green infrastructure, within and adjacent to City, Regional Growth Centres and Key Towns.	✓ The Masterplan seeks to reintroduce nature and biodiversity to the area with natural connections to nearby 'wetland' areas. This will be achieved through the creation of blue and green corridors and biodiversity-rich areas throughout the development.
RPO 3.8	Support the design of new/replacement/ refurbished dwellings to high energy efficiency standards that fully avail of renewable technologies, maximise solar gain, utilising modern materials and design practices.	<ul style="list-style-type: none"> ✓ Buildings will be designed to be carbon neutral using sustainable, recyclable materials, built to passive house standards or equivalent, using renewable energy technologies. ✓ There is also potential for a renewable energy district heating system to be created to serve the port expansion area and the Inner Harbour area.
RPO 3.9	Identify suitable development opportunities for regeneration and development that are supported by a quality site selection process that also addresses environmental constraints and opportunities.	✓ The Masterplan directly aligns with objective RPO 3.9 as it outlines a detailed assessment of the Inner Harbour area, outlining the challenges, constraints and opportunities for regenerating the brownfield site.
RPO 3.10	Ensure flood risk management informs development by avoiding inappropriate development in areas at risk of flooding and integrate sustainable water management solutions (such as SUDS, non-porous surfacing and green roofs) to create safe places. Development plans should assess flood risk	✓ The existing docks area has been identified as a flood risk area under the Western Catchment Flood Risk Assessment and Management (CFRAM) study. The Masterplan has been informed by a Flood Risk Assessment undertaken by Hydro Environmental Limited. The Masterplan proposes that flood protection measures

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	by implementing the recommendations of the Planning System and Flood Risk Assessment Guidelines for Planning Authorities (2009) and Circular PL02/2014 (August 2014).	<p>are located along the harbour-front rather than around the inner dock as part of an integrated flood management, public realm and development strategy.</p> <ul style="list-style-type: none"> ✓ The sustainable measures for the Masterplan include rainwater harvesting in buildings, sustainable drainage systems as landscape features to all landscaped areas and public spaces, as well as green roofs / walls.

Section 3.6 Galway Metropolitan Area Strategic Plan

Section / Policy / Objective	Guidance / Requirement	Statement of Consistency
RPO 3.6.1	It is an objective to establish a collaborative approach between the Regional Assemblies (NWRA & SRA), the local authorities and other stakeholders to enable all their metropolitan areas to collaborate to harness their combined potential as an alternative to Dublin.	<ul style="list-style-type: none"> ✓ The Galway Harbour Company is working together with Galway City Council and other stakeholders to develop a Masterplan for the Inner Harbour which would transform the area into a new high-quality, sustainable, mixed-use urban quarter in Galway City.
RPO 3.6.2	The Assembly supports the proposition that 50% of new homes for the population targets will be constructed within the existing city development envelope, 40% of these shall be located on infill and/or brownfield sites.	<ul style="list-style-type: none"> ✓ The proposed mixed-use development is located in the Inner Harbour area of Galway City which is a brownfield site designated for regeneration. Its development would significantly contribute towards meeting the demands for housing in the existing built-up footprint of Galway City.

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		✓ The Masterplan supports the principles of regeneration and compact and sustainable development of existing built-up areas and is therefore in accordance with RPO 3.6.2.
RPO 3.6.4	The Assembly support the regeneration and development of city centre sites at Galway Harbour, Ceannt Station and Headford Road (S/M).	✓ The preparation of the Masterplan for the Inner Harbour area directly aligns with RPO 3.6.4.
RPO 3.6.10	Support the provision of Childcare, Education and Health Services within the same timeframes as the residential and employment uses outlined above.	✓ The Masterplan proposes the delivery of community, healthcare and recreational facilities together with the delivery of residential and commercial uses to support the creation of a sustainable community.
RPO 3.6.13	The Assembly supports the delivery of a strategic Greenway Network for the GTS to include National Dublin to Galway Cycleway, Oranmore to Bearna Coastal Greenway and the Galway to Clifden Greenway (S/M).	✓ The Masterplan supports the creation of a network of pedestrian/cycle routes, including a Greenway which could ultimately form part of the Oranmore to Barna Greenway.

Chapter 4: Growth Ambition 1: Economy and Employment – Vibrant Region

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RPO 4.2	To support the maintenance of, and enhanced access to state lands, such as National Parks, Forest Parks, Waterways together with Monuments and Historic Properties, for recreation and tourism purposes.	✓ The Masterplan supports the development of the harbour waterfront as a recreation and tourist destination, including for activities such as sailing, canoeing and paddle-boarding as well as for major public

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		events such as the Ocean Race and the Clipper Round-the-World Race.
RPO 4.5	To enhance access to our tourist assets, including the development of a Coastal Walking/Cycling Route along the Western Seaboard, which extends generally along the Route of the WAW, and incorporates existing resources, such as beaches, ports, harbours, piers and marinas.	<ul style="list-style-type: none"> ✓ The Masterplan supports the creation of new pedestrian/cycle routes along the harbour waterfront that can connect with the green/blue corridors along the River Corrib, Lough Atalia and the coastline. There is also potential for linking to the Oranmore to Barna Greenway.
RPO 4.12	Develop the water-based leisure sector in the region in a sustainable manner making the best use of existing and planned infrastructure and resources, in a manner that is sensitive to the natural and cultural heritage resources.	<ul style="list-style-type: none"> ✓ The Masterplan supports the development of the harbour waterfront as a recreation and tourist destination, including for activities such as sailing, canoeing and paddle-boarding as well as for major public events such as the Ocean Race and the Clipper Round-the-World Race.
RPO 4.21	Promote innovative new building design and retrofitting of existing buildings, both private properties, and publicly owned, to improve building energy efficiency, energy conservation and the use of renewable energy sources following National Regulations, and Policy.	<ul style="list-style-type: none"> ✓ Buildings will be designed to be carbon neutral using sustainable, recyclable materials, built to passive house standards or equivalent, using renewable energy technologies. ✓ There is also potential for a renewable energy district heating system to be created to serve the port expansion area and the Inner Harbour area.
RPO 4.36	To support the sustainable expansion and upgrade of Galway Harbour and Galway Port as part of the overall vision to grow Galway as a City Region, subject to visual, transport and economic viability considerations and in compliance with the EU Habitats Directive (which may necessitate consideration of IROPI).	<ul style="list-style-type: none"> ✓ The relocation of the harbour functions at the Inner Harbour to the proposed major new port development to the east of the Inner Harbour will significantly expand the port, subject to visual, environmental, transport and economic viability considerations. This relocation will enable the redevelopment of the Inner Harbour Area as a new urban quarter which will make a significant contribution towards growing Galway as a City Region.

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		<ul style="list-style-type: none"> ✓ 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 EIA and AA, as appropriate.

Chapter 5: Growth Ambition 2: Environment – Natural Region

Section / Policy / Objective	Guidance / Requirement	Statement of Consistency
RPO 5.7	Ensure that all plans, projects and activities requiring consent arising from the RSES are subject to the relevant environmental assessment requirements including SEA, EIA and AA as appropriate.	<ul style="list-style-type: none"> ✓ No SEA has been carried out because the Masterplan is not a “plan or programme” as defined by the relevant legislation, such that no SEA is required. No AA has been carried out because the Masterplan is not a “plan or project” as defined by the relevant legislation, such that no AA is required at this stage. If and when a planning application is made for development on the lands the subject of the Masterplan, the application will be subject to site-specific SEA, EIA and AA, as appropriate.
RPO 5.11	Support the provision and/or upgrade of cultural facilities (e.g. multi-purpose arts centres, theatres, galleries, libraries, museums etc) where the public, and visitors to the region,	<ul style="list-style-type: none"> ✓ The Masterplan supports the delivery of new cultural facilities such as large outdoor public spaces, as well as a range of buildings for

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	may enjoy and participate in cultural activities, with particular priority given to the City of Galway, Regional Growth Centres, Key Towns and to Gaeltacht Towns.	exhibitions and events. It is proposed that 3% of the gross floor area will be used for exhibitions / event spaces / public gatherings.
RPO 5.13	Protect, enhance and harness the potential of the region's cultural and heritage assets.	✓ The Masterplan has been sensitively designed to create a mixed-use urban quarter that enhances and reveals the maritime trading history of the city, by transforming the use and character of the historic dock from a functional dock to become a highly integrated yet distinctive part of the city centre.
RPO 5.17	Support the adaptation and re-use of heritage buildings and places.	
RPO 5.18	<p>The Regional Assembly shall collaborate with Local Authorities, Fáilte Ireland, Waterways Ireland, DTAS, and other relevant stakeholders in developing an integrated network of Greenways across the region's catchments. To support, and enable the development of sustainable Greenway projects, the NWRA will encourage and promote:</p> <p>(b) Prioritisation of Greenways of scale and appropriate standard that have significant potential to deliver an increase in activity tourism to the region and are regularly used by overseas and domestic visitors, and locals, thereby contributing to a healthier society through increased physical activity</p>	✓ The Masterplan supports the creation of new pedestrian/cycle routes along the harbour waterfront that can connect with the green/blue routes along the River Corrib, Lough Atalia and the coastline. There is also potential for linking to the Oranmore to Barna Greenway. This will increase activity tourism in Galway City as well as providing locals with active travel infrastructure which can contribute to increased physical activity and an overall healthier society.
RPO 5.20	To support and facilitate the continued development of the region's Blueways along existing waterways.	✓ The redevelopment of the Inner Harbour directly aligns with this objective as it supports the development of the harbour waterfront as a significant tourist and recreation destination, including for activities such as sailing, canoeing and paddle-boarding as well as for major international and national public events such as the Ocean Race and the Clipper Round-the-World Race.

Chapter 6: Growth Ambition 3: Connectivity – Connected Region

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RPO 6.19	Reduce dependency on fossil-fuel powered vehicles.	<ul style="list-style-type: none"> ✓ The Masterplan outlines a circulation and movement strategy for the Inner Harbour which comprises public transport connections, and a network of streets, routes and spaces based around active movement (walking and cycling) that connect with and extend the existing permeability of the city centre. The proximity to the city centre and the creation of new active travel routes reduces the need to travel by private, fossil-fuel powered vehicles. ✓ Car parking provision at the Inner Harbour will be minimal, and will include spaces and infrastructure for charging electric vehicles (EVs).
RPO 6.26	<p>The walking and cycling offer within the region shall be improved to encourage more people to walk and cycle, through:</p> <p>(a) Preparation and implementation of Local Transport Plans for Galway Metropolitan Area, Regional Growth Centres and Key Towns, which shall encourage a travel mode shift from private vehicular use towards sustainable travel modes of walking, cycling and use of public transport.</p> <p>(b) Safe walking and cycle infrastructure shall be provided in urban and rural areas, the design shall be informed by published design manuals, included the Design Manual for Urban Roads and Streets (DMURS) and the NTA Cycle Manual.</p>	<ul style="list-style-type: none"> ✓ Active travel is prioritised in the Masterplan. A key component of the Masterplan is to develop a network of streets, routes and spaces based around active movement that connects with and extends the existing permeability of the city centre. The Masterplan 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 Masterplan proposes to connect with and extend existing Greenways, including linking to the Oranmore to Barna Greenway. ✓ All streets will be designed in compliance with the Design Manual for Urban Roads and Streets.

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	(c) Development of a network of Greenways.	

Chapter 7: Growth Ambition 4: Quality of Life – Inclusive Region

Section / Policy / Objective	Guidance / Requirement	Statement of Consistency
RPO 7.9	Promote the provision of high-quality, accessible and suitably proportioned areas of public open spaces and promote linkage with social, cultural and heritage sites and buildings. In this process prioritise access for walking and cycling.	<ul style="list-style-type: none"> ✓ As part of the overall development, the Masterplan proposes approximately 20,540 sq. m. for public realm space / infrastructure and 37,832 sq. m. for open space. This includes dockside and waterfront areas, a linear green park, and the Lough Atalia walk and park (the park is adjacent to the residential area and between plot 1 and 2). The public open spaces will be designed to retain and protect natural features and habitats of importance within the site and to maximise biodiversity gain. They will also provide linkages to social, cultural and heritage buildings / event spaces via active travel modes of transport. This will create a high-quality environment which positively contributes to the health and wellbeing of residents and visitors to the area.
RPO 7.17	Ensure that the housing delivered meets the needs of the community in terms of social, affordable, private and sheltered in both urban and rural areas.	<ul style="list-style-type: none"> ✓ The Masterplan seeks to create a socially inclusive neighbourhood that meets the needs of the community by providing for a range of apartment types (studio, 1, 2 and 3 beds) for single people, couples and young families (Buildings 8-11); student accommodation / other

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		residential accommodation (Buildings 1, 13 and 18); and high-spec dock side apartments (Buildings 14, 15 and 16).
RPO 7.18	Support the development of housing to meet the population targets in this strategy using as wide a variety of funding mechanisms as possible including regeneration funds, Part V, direct public funding and Public/Private Partnerships.	<ul style="list-style-type: none"> ✓ The development of the Inner Harbour will comprise a gross floor area of approx. 138,305 sq. m., of which 39% will be allocated for residential uses which will help meet the housing target set in the RSES. ✓ Future development in the Masterplan area will comply with the Part V obligations and deliver social and affordable housing units in Galway City.
RPO 7.19	Support the provision of lifetime adaptable homes that can accommodate the changing needs of a household over time.	<ul style="list-style-type: none"> ✓ The Masterplan proposes a range of apartment types and sizes (studio, 1, 2 and 3 beds) to accommodate changes to household size. ✓ The residential element of the Masterplan will be designed with a Universal Design Approach, i.e. so that they can be readily accessed and used by everyone, regardless of age, disability, etc. ✓ Future development in the Masterplan area will be Part M compliant and will include access for people with disabilities.
RPO 7.20	Increase population living within settlements, through a range of measures including reductions in vacancy, re-use of existing buildings, in-fill development schemes, area or site-based regeneration, service site provision and increased building heights appropriate to the settlement, together with infrastructure provision.	<ul style="list-style-type: none"> ✓ The Masterplan has been designed to maximise density and height and to make the most efficient use of land to deliver high-quality residential apartments as part of an overall mixed-use development.

Chapter 8: Growth Ambition 5: Infrastructure – Enabling our Region

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RPO 8.18	Ensure the protection and improvement of all waters – rivers, lakes, groundwater, estuaries (transitional waters), coastal waters and their associated habitats and species throughout the region and implement measures to achieve at least Good Status in all water surface bodies.	✓ Any proposed development in the Inner Harbour area will be subject to Environmental Impact Assessment and will be in compliance with water quality protection regulations.
RPO 8.19	Implement the EC Environmental Objectives (Groundwater) Regulations, 2010 (S.I.No.9); the EC (Good Agricultural Practice for Protection of Waters) Regulations, 2009 (S.I. No.101), the Bathing Water Quality Regulations, 2008 (S.I.79) and EC (Quality of Shellfish Waters) Regulations 2006 and amendment Regulations.	

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Chapter 2: Climate Action

Section / Policy / Objective	Guidance / Requirement	Statement of Consistency
Policy 2.1 Circular Economy	(1) Support a successful transition to a circular economy where waste and resources are minimised in accordance with emerging legislation and national strategy including the Circular Economy Programme 2021-2027.	<ul style="list-style-type: none"> ✓ The Masterplan directly aligns with this policy as it supports the reuse and regeneration of brownfield lands close to the city centre to create a new urban quarter. The Masterplan supports the creation of a connected high quality public realm for urban living and active / sustainable transport links which supports the move away from private car dependency and its associated high levels of energy consumption. ✓ Buildings will be designed to be carbon neutral using sustainable, recyclable materials, built to passive house standards or equivalent, using renewable energy technologies. ✓ There is also potential for a renewable energy district heating system to be created to serve the port expansion area and the Inner Harbour area. ✓ Future development in the Masterplan area will incorporate adequately sized waste management facilities that will promote source segregation of waste streams i.e. organics, recyclable and residual waste.
Policy 2.2 Climate Action	(2) Support the implementation of national objectives for climate change adaptation and climate change mitigation to achieve a just transition to a climate resilient, biodiversity rich, environmentally sustainable, carbon neutral economy.	<ul style="list-style-type: none"> ✓ The Masterplan outlines a circulation and movement strategy for the Inner Harbour which comprises public transport connections, and a network of streets, routes and spaces based around active movement (walking and cycling) that connect with and extend the existing permeability of the city centre. The proximity to the city centre and the creation of new active travel routes reduces the need to travel by private vehicle and its associated emissions. ✓ Buildings will be designed to be carbon neutral using sustainable and recyclable materials. Renewable energy technologies will also be

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		<p>incorporated into the design of buildings to reduce the consumption of non-renewable sources of energy.</p> <ul style="list-style-type: none"> ✓ The Masterplan supports the integration of nature-based solutions such as sustainable urban drainage systems and green roofs/walls, as well as green and blue corridors throughout the Inner Harbour which will contribute to the city's climate resilience.
Policy 2.2 Climate Action	(8) Support the implementation of water management measures through mechanisms such as SuDS, rain water harvesting, use of grey water, water storage and nature based solutions to adapt to the impacts of climate change.	<ul style="list-style-type: none"> ✓ The sustainable measures for the Masterplan include rainwater harvesting in buildings, sustainable drainage systems as landscape features to all landscaped areas and public spaces, as well as green roofs / walls.
Policy 2.2 Climate Action	(15) Require a climate action statement that considers energy, emissions and sustainable transport as part of every Local Area Plan, Masterplan, Spatial Framework, and Regeneration and Opportunity Site.	<ul style="list-style-type: none"> ✓ Any forthcoming planning application on foot of the Masterplan will be The Masterplan is supported by a Climate Action Statement.
Policy 2.3 - Renewable Energy	(4) Promote small scale, on-site energy development, where energy generated is primarily required to meet the needs of households, communities and businesses to reduce their carbon emissions. Examples could include micro wind/solar energy generation, low carbon district heating, waste heating recovery and utilisation, geothermal and air to water energy technologies.	<ul style="list-style-type: none"> ✓ The Masterplan 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. ✓ There is also potential for a renewable energy district heating system to be created to serve the port expansion area and the Inner Harbour area. ✓ The overall approach proposed in the Masterplan is to create an 'environmentally closed loop strategy'.

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Policy 2.4 Sustainable Building Design and Construction	(1) Increase the energy performance of new buildings in the city by encouraging energy efficiency and energy conservation in the siting, layout, design, and construction of development.	✓ To minimise energy consumption and carbon emissions, buildings will be designed to be carbon neutral using sustainable, recyclable materials, built to passive house standards or equivalent, using renewable energy technologies.
Policy 2.4 Sustainable Building Design and Construction	(2) Encourage new development to limit greenhouse gas (GHG) emissions and make use of opportunities for renewable and low carbon energy including through design, layout, orientation and construction practices.	✓ The redevelopment of the Inner Harbour has been designed to deliver the '15-minute City' concept which reduces dependence on private car use and its associated emissions, and encourages sustainable mobility. It supports the delivery of a network of active travel routes and high-quality public realm which will enhance accessibility and connectivity. High energy performance buildings will be delivered, constructed using sustainable and recyclable materials. The Masterplan also supports the development of renewable and low-carbon energy on-site.
Policy 2.4 Sustainable Building Design and Construction	(6) Promote energy efficiency and sustainability in both existing and new buildings and support the implementation of the EU Energy Performance in Buildings Directive and the Building Energy Rating Certification (BER).	<ul style="list-style-type: none"> ✓ To minimise energy consumption and carbon emissions, high energy performance buildings will be constructed to be carbon neutral, built to passive house standards or equivalent. ✓ Renewable energy technologies will also be incorporated into the design of buildings to reduce the consumption of non-renewable sources of energy.
Policy 2.4 Sustainable Building Design and Construction	(7) Support flexibility, accessibility and adaptability in terms of layout and design of new housing.	<ul style="list-style-type: none"> ✓ The principles of good urban design (character, legibility, ease of movement and connectivity, quality of the public realm, continuity and enclosure, diversity and adaptability, and environmental responsibility) have been applied in the design of the Masterplan. ✓ The structure of the apartments will be designed to be flexible to allow for adaptation to meet the individual needs of the occupants.

Chapter 3: Housing and Sustainable Neighbourhoods

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Policy 3.1 Housing Strategy	(1) Ensure that sufficient suitable lands are zoned to meet the extent of housing needs identified in accordance with the National Planning Framework 2040 (NPF), the Regional Spatial and Economic Strategy (RSES) and the Metropolitan Area Strategic Plan (MASP) targeted population for Galway City, supporting compact growth and regeneration including the requirement that at least 50% of all new homes be delivered within the existing built-up footprint.	✓ The proposed mixed-use development is located in the Inner Harbour area of Galway City and would significantly contribute towards meeting the demands for housing in the existing built-up footprint of Galway City. The Masterplan supports the principles of regeneration and compact and sustainable development of existing built-up areas and is therefore in accordance with Policy 3.1.
Policy 3.1 Housing Strategy	(2) Require as provided for under the Affordable Housing Act 2021 and Part V of the Planning and Development Act 2000 (as amended) that 10% of lands zoned for residential use, or for a mixture of residential and other uses, and any land which is not zoned for residential use or a mix of residential and other uses but in respect of which permission for the development of houses is granted, be reserved for the purposes of social housing. A further 10% shall be reserved for affordable housing in accordance with the aforementioned Acts and any relevant Ministerial guidance and regulations. Any subsequent amendments to the legal requirement to deliver 'Part V' housing during the lifetime of the Housing Strategy will be complied with. Delivery of 'Part V' housing	✓ Residential development in the Masterplan area will comply with the Part V obligations and deliver social and affordable housing units.

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	shall be in accordance with relevant legislation and national, regional, and local policy.	
Policy 3.1 Housing Strategy	(5) Work in collaboration with the Land Development Agency to enhance delivery of the long term strategic needs for social, affordable and cost rental housing in the city. The delivery of social and affordable housing and cost rental housing on public lands will be prioritised.	✓ The Galway Harbour Company is working together with Galway City Council and the Land Development Agency to deliver a gross floor area of approx. 138,305 sq. m., of which 49% (39% for residential and 10% for student accommodation) will be allocated for residential uses, including social and affordable housing.
Policy 3.1 Housing Strategy	(7) Support a diverse range of housing types, size and tenures within the City Council's housing developments in the interests of achieving good integration and to allow for a choice of community for all persons.	✓ The Masterplan seeks to create a socially inclusive community by delivering a diverse range of apartment types, sizes and tenures which includes apartments (studio, 1, 2 and 3 beds) for single people, couples and young families (Buildings 8-11); student accommodation / other residential accommodation (Buildings 1, 13 and 18); and high-spec dock side apartments (Buildings 14, 15 and 16).
Policy 3.1 Housing Strategy	(10) Enable older people to continue to live in their own homes, through adaption where necessary or a home more suitable to their needs through rightsizing.	✓ The Masterplan proposes a range of apartment types and sizes (studio, 1, 2 and 3 beds) to accommodate changes to household size. ✓ The residential element of the Masterplan will be designed with a Universal Design Approach, i.e. so that they can be readily accessed and used by everyone, regardless of age, disability, etc. ✓ Buildings in the Masterplan area will be Part M compliant and will include access for people with disabilities.
Policy 3.1 Housing Strategy	(11) Promote life time adaptable homes that can accommodate the changing needs of a household over time.	
Policy 3.1 Housing Strategy	(17) Support the development of high quality and high standard purpose built student accommodation (PBSA) at appropriate locations and of appropriate design (including adequate communal facilities and external communal space) to meet the demand for student	✓ The Masterplan proposes high-quality student accommodation in Building 1.

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	housing in accordance with the National Student Accommodation Strategy (2017) and any subsequent updates.	
Policy 3.1 Housing Strategy	(18) Support the development of sustainable communities and ensure that all new housing developments – private, public and voluntary are carried out in accordance with the DECLG guidelines Sustainable Residential Developments in Urban Areas (2009) and where applicable to apartments, Section 28 Ministerial guidelines – Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities, (2020).	✓ The Masterplan has been prepared in accordance with relevant Government Guidelines.
Policy 3.1 Housing Strategy	(24) Ensure delivery of housing contributes to meeting the objectives for emission targets in line with national legislation and imminent National Climate Action Plan.	✓ Buildings will be designed to be carbon neutral using sustainable and recyclable materials. Renewable energy technologies will also be incorporated into the design of buildings to reduce the consumption of non-renewable sources of energy.
Policy 3.3 Sustainable Neighbourhood Concept	(1) Promote the development of compact, well designed, safe and attractive neighbourhoods that deliver efficient use of land and have effective integration with social and physical infrastructure, including public transport, that will enable the development of successful communities and facilitate the growth strategy for Galway City as envisioned in the NPF and RSES.	✓ The Masterplan directly supports this objective as it will deliver a compact, well designed, safe and attractive 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.
Policy 3.3 Sustainable Neighbourhood Concept	(2) Endeavour to contribute to decarbonisation and achievement of national emission targets in the housing	✓ The Masterplan will directly contribute towards reducing the national GHG emissions target. The redevelopment of the Inner Harbour has been designed to deliver the '15-minute City' concept

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	sector through encouraging sustainable densities in housing, adherence to sustainable practices in construction, use of materials and standards, facilitating retrofitting, re-use and effecting Decarbonisation Zones that include residential areas.	which reduces dependence on private car use and its associated emissions, and encourages sustainable mobility. It supports the delivery of a network of active travel routes and high-quality public realm which will enhance accessibility and connectivity. High energy performance buildings will be delivered, constructed using sustainable and recyclable materials. The Masterplan also supports the development of renewable and low-carbon energy on-site.
Policy 3.3 Sustainable Neighbourhood Concept	(3) Support neighbourhoods that can meet the needs of an aging and increasingly diverse society and that can accommodate social and physical inclusiveness and contribute to a good quality of life and general wellbeing.	<ul style="list-style-type: none"> ✓ The Masterplan seeks to create a socially inclusive community by delivering a diverse range of apartments, including social and affordable housing.. ✓ The residential element of the Masterplan will be designed with a Universal Design Approach, i.e. so that they can be readily accessed and used by everyone, regardless of age, disability, etc. ✓ Buildings in the Masterplan area will be Part M compliant and will include access for people with disabilities.
Policy 3.3 Sustainable Neighbourhood Concept	(4) Encourage sustainable neighbourhoods, through appropriate guidelines and standards and through the implementation of local area plans, masterplans / frameworks / area plans.	<ul style="list-style-type: none"> ✓ The preparation of this Masterplan for the Inner Harbour area directly supports Policy 3.3.
Policy 3.3 Sustainable Neighbourhood Concept	(5) Encourage higher residential densities at appropriate locations as guided by the Galway Urban Density and Building Height Study (2021). Such locations include strategic Regeneration and Opportunity Sites, and residential and mixed use zoned sites located close to public transport routes and routes identified in the Galway Transport Strategy as suitable for high frequency, public transport services.	<ul style="list-style-type: none"> ✓ The Masterplan directly contributes to this objective as it encourages high density development that is supported by a network of sustainable and active travel routes.

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Policy 3.3 Sustainable Neighbourhood Concept	(7) Ensure the design of residential developments have regard to the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (2009) and demonstrate compliance with the Urban Design Manual–A Best Practice Guide and the Design Manual for Urban Roads and Streets (2019).	✓ The Masterplan has been prepared in accordance with relevant national Guidelines and guidance manuals including those listed in Policy 3.3.
Policy 3.3 Sustainable Neighbourhood Concept	(8) Support through policy and design standards the concept of a '15 minute city' where the daily needs of communities can be accessed within a 15 minute walk, cycle or by public transport.	✓ 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.
Policy 3.7 City Centre Residential Areas	(1) Prioritise the provision of new homes on designated Regeneration and Opportunity Sites in the city centre at appropriate scales to enable the development of new sustainable city centre communities.	✓ The Masterplan is in accordance with Policy 3.7 as it supports the delivery of well-designed, high-density residential development as part of an overall mixed-use development which will create a socially inclusive and sustainable urban quarter in Galway City.
	(4) Encourage the expansion of the city centre residential community by requiring a residential content in new development proposals.	

Chapter 4: Sustainable Mobility and Transportation

Section / Policy / Objective	Guidance / Requirement	Statement of Consistency
Policy 4.1 General	(1) Develop a compact city, where sustainable land use and transportation are integrated and where there is choice and accessibility to a range of transport modes, with increasing support for a shift to more sustainable modes in line with national aims on climate action and where safety and ease of movement is provided to and within the City and onward to the wider area of the MASP, County Galway and the Northern and Western Region.	✓ The redevelopment of the Inner Harbour has been designed to deliver the '15-minute City' concept which reduces dependence on private car use and its associated emissions, and encourages sustainable mobility. It supports the delivery of a network of active travel routes and high-quality public realm which will enhance accessibility and connectivity.
Policy 4.2 Land Use and Transportation	(2) Support and facilitate the integration of land use and transportation in order to facilitate compact city growth, supported by sustainable modes of transport that will encourage economic well-being and ensure the movement of people and goods in a manner that is sustainable, safe and provides ease of access for all, enhances quality of life and supports a reduction in transport related greenhouse gas emissions.	✓ The redevelopment of the Inner Harbour will facilitate compact city growth which reduces dependence on private car use and its associated emissions, and encourages sustainable mobility. It supports the delivery of a network of active travel routes and high-quality public realm which will enhance accessibility and connectivity. The development will be highly permeable, with pedestrians and cyclists prioritised which will ensure their safety and will encourage future occupants to be more physically active.
Policy 4.2 Land Use and Transportation	(4) Promote effective sustainable residential densities in the city particularly along and close to the existing and planned public and sustainable transport route network.	✓ The Masterplan supports high density residential development at the Inner Harbour which will be supported by 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.
Policy 4.2 Land Use and Transportation	(5) In line with Core Strategy and to give direction for future settlement expansion prepare Local Area Plans	✓ The preparation of this Masterplan for the Inner Harbour area directly supports Policy 4.2.

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	and masterplans where appropriate that includes for integration of land use with transportation.	
Policy 4.2 Land Use and Transportation	(6) Aim to achieve the concept of a '15 minute city' where land use policies facilitate residents to access their daily needs within a 15 minute walk or bike ride and thereby reduce the dependence on car transport.	✓ 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, thereby reducing the dependence on car transport.
Policy 4.4 Sustainable Mobility - Walk and Cycle	(2) Support the Galway Transport Strategy proposals for a secondary cycle network and feeder links to facilitate safe and convenient local journeys and to afford linkage into the primary cycle network.	✓ Sustainable mobility is prioritised in the Masterplan. A key component of the Masterplan is to develop a network of streets, routes and spaces based around active movement that connects with and extends the existing permeability of the city centre. The Masterplan supports the creation of a strategic pedestrian/cycle route along the harbour waterfront that can connect with the green/blue corridors along the River Corrib, Lough Atalia, and the coastline. The Masterplan proposes to connect with and extend existing Greenways, including linking to the Oranmore to Barna Greenway. ✓ All streets will be designed in compliance with the Design Manual for Urban Roads and Streets, the Permeability Guide and the NTA.
Policy 4.4 Sustainable Mobility - Walk and Cycle	(3) Support the National Greenway Strategy and proposed Greenways as part of the primary cycle network and as part of links to Bearna, Oranmore, Maigh Cuilinn and Oughterard.	
Policy 4.4 Sustainable Mobility - Walk and Cycle	(4) Promote, facilitate and maintain maximum connectivity and permeability for pedestrians and cyclists in the design and management of new public and private projects and in upgrading and retrofitting existing developments in accordance with the Design Manual for Urban Roads and Streets (2019) and Permeability a Best Practice Guide, NTA (2015).	

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Policy 4.6 Road and Street Network and Accessibility	(8) Promote a permeable urban and suburban environment in accordance with best practice guidance as provided for in Permeability a Best Practice Guide (NTA 2015) and implement permeability schemes in existing areas where appropriate, permeability proof proposed developments and endeavour to retain existing local links with enhancements where needed.	✓ The Masterplan has been designed to be highly permeable, 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 the streets and spaces and that pedestrians and cyclists will be prioritised. The transport network in the Inner Harbour will connect with and extend the existing permeability of the city centre, Ceannt Quarter and surrounding areas.
Policy 4.7 Galway Port	(1) Support proposals for development and extension of port facilities and an extension of the rail line to the port, which are of strategic importance to the City and the northern and western region.	✓ The relocation of the harbour functions at the Inner Harbour to the proposed major new port development to the east of the Inner Harbour will significantly expand the port, subject to visual, environmental, transport and economic viability considerations.
Policy 4.8 Low Emission Infrastructure	(2) Support and facilitate the switch to Electric Vehicles through supporting the expansion of the Electric vehicle charging network at appropriate locations within the city in association with relevant agencies and stakeholders.	✓ The Masterplan supports the inclusion of car parking spaces and infrastructure for charging electric vehicles (EVs).

Chapter 5: Natural Heritage, Recreation and Amenity

Section / Policy / Objective	Guidance / Requirement	Statement of Consistency
Policy 5.1 Green Network and Biodiversity	(3) Support the retention and enrichment of biodiversity throughout the city in recognition of the need to protect and restore biodiversity to increase the resilience of natural and human systems to climate change.	✓ The Masterplan seeks to reintroduce nature and biodiversity to the area with natural connections to nearby ‘wetland’ areas. This will be achieved through the creation of blue and green corridors and biodiversity-rich areas throughout the development.
Policy 5.1 Green Network and Biodiversity	(5) Support climate action through implementation of nature based solutions that enhance biodiversity in the green network, including measures such as tree planting, SuDS, and the use of green infrastructure. Such measures will be informed by the Green Space Strategy.	<ul style="list-style-type: none"> ✓ Sustainable drainage systems will be incorporated in all landscaped areas and public spaces to enable surface water run-off to be managed as near to its source as possible and to achieve wider benefits for biodiversity, water quality, local amenity and climate adaptation. ✓ The Masterplan also supports the use of green infrastructure throughout the Inner Harbour area including green roofs, green walls, planting and green spaces for surface water retention purposes.
Policy 5.1 Green Network and Biodiversity	(6) Promote the integration of nature based solutions and green/blue infrastructure in all new developments as appropriate to contribute to the city’s climate resilience and require large scale development proposals to include a green infrastructure and biodiversity plan.	✓ The Masterplan supports the integration of nature-based solutions such as sustainable urban drainage systems and green roofs/walls, as well as green and blue corridors throughout the Inner Harbour which will contribute to the city’s climate resilience.
Policy 5.1 Green Network and Biodiversity	(7) Ensure sufficient recreation and amenity open space for the future development of the city.	✓ As part of the overall development, the Masterplan proposes approximately 20,540 sq. m. for public realm space / infrastructure and 37,832 sq. m. for open space. This includes dockside and waterfront areas, a linear green park, the Lough Atalia walk and park, and other recreational and amenity green spaces.

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Policy 5.1 Green Network and Biodiversity	(16) Promote the multi-use of indoor and outdoor (both private and public) recreation and leisure facilities and amenities to accommodate a diverse range of recreational needs.	✓ The Masterplan supports the delivery of a wide range of indoor and outdoor recreational and leisure facilities including potentially a gym/fitness centre, as well as numerous areas of open space for active and passive recreation.
Policy 5.1 Green Network and Biodiversity	(17) Enhance linkages and connectivity within the green network identified in Table 5.1.	✓ The Masterplan seeks to enhance linkages and connectivity to the green network by creating blue/ green corridors, green spaces, community gardens, etc.
Policy 5.1 Green Network and Biodiversity	(18) Promote public art, cultural events and exhibitions as an important part in the design of facilities, open space and amenities.	<ul style="list-style-type: none"> ✓ The Masterplan supports the delivery of new cultural facilities such as large outdoor public spaces, as well as a range of buildings for exhibitions and events. It is proposed that 3% of the gross floor area will be used for exhibitions / event spaces / public gatherings. ✓ A key component of the Masterplan is developing a network of streets, routes and spaces based around active movement that connects with and extends the existing permeability of the city centre. This will enable residents and visitors to access the proposed public spaces, focal points, and cultural/event spaces and buildings via active modes of travel.
Policy 5.1 Green Network and Biodiversity	(19) Ensure that all passive and active recreational proposals are considered in the context of potential impact on the environment, sites of ecological and biodiversity importance and general amenity.	✓ The Masterplan proposes that public and communal open space should include opportunities for both passive and active recreation. The location of these areas of open space will be considered in the context of the potential impact on the environment.
Policy 5.2 Protected Spaces: Sites of European, National and Local Ecological Importance	(1) Protect European sites that form part of the Natura 2000 network (including Special Protection Areas and Special Areas of Conservation) in accordance with the requirements in the EU Habitats Directive (92/43/EEC), EU Birds Directive (2009/147/EC) and associated national legislation.	<ul style="list-style-type: none"> ✓ The Inner Harbour Area is located adjacent to areas of ecological sensitivity, most notably the Inner Galway Bay SPA and the Galway Bay Complex SAC. The Masterplan has excluded those areas which are protected. ✓ No AA has been carried out because the Masterplan is not a “plan or project” as defined by the relevant legislation, such that no AA

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Policy 5.2 Protected Spaces: Sites of European, National and Local Ecological Importance	(4) Protect, conserve and support the development of an ecological network throughout the city which will improve the ecological coherence of the Natura 2000 network in accordance with Article 10 of the Habitats Directive.	is required at this stage. If and when a planning application is made for development on the lands the subject of the Masterplan, the application will be subject to site-specific AA, as appropriate.
Policy 5.2 Protected Spaces: Sites of European, National and Local Ecological Importance	(11) Ensure that plans and projects with the potential to have a significant impact on European sites (SAC or SPA) whether directly, indirectly or in combination with other plans or projects are subject to Appropriate Assessment, under Article 6 of the Habitats Directive (92/43EEC) and associated legislation and guidelines, to inform decision making.	
Policy 5.2 Protected Spaces: Sites of European, National and Local Ecological Importance	(13) Support the inclusion of natural features, such as trees, hedgerows, stone walls, ponds and the use of green design features and the incorporation of biodiversity measures in developments layouts.	✓ The Masterplan incorporates green infrastructure such as trees, planting, SuDS and biodiversity-rich areas throughout the development.

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Policy 5.3 Blue Spaces: Coast, Canals and Waterways	<p>(3) Develop and enhance the recreational and amenity potential of the city's waterways and coastal area, while not compromising the ecological importance of these areas.</p> <p>(4) Investigate the extensive water resource in the city with a view to exploring where public access and enjoyment can be improved and where potential sustainable uses and water based recreation can be developed to the benefit of the city, and have regard to ecological conservation and safety considerations.</p>	<p>✓ The Masterplan supports the development of the harbour waterfront as a recreation and tourist destination, including for activities such as sailing, canoeing and paddle-boarding as well as for major public events such as the Ocean Race and the Clipper Round-the-World Race. The Masterplan also supports the creation of a strategic pedestrian/cycle route along the harbour waterfront which will enhance public access and enjoyment of the harbour.</p> <p>✓ Appropriate Assessments will be carried out prior to any infrastructural works or development works in these areas to ensure there are no likely significant effects on the qualifying features of the protected European Sites.</p>
Policy 5.4 Green Spaces: Urban Woodlands and Trees	<p>(3) Integrate existing trees and hedgerows on development sites where appropriate and require tree planting, as part of landscaping schemes for new developments.</p>	<p>✓ Trees, hedgerows and other green infrastructure will be incorporated into the landscaping scheme of the new development.</p>
Policy 5.5 Community Spaces: Greenways, Boreens and Public Rights of Way	<p>(1) Continue to develop and improve the greenway network in the city, providing alternative accessible circulation routes</p> <p>(3) Facilitate linked greenways from the city into the county area in particular to Bearna, Oranmore and Maigh Cuillinn as identified in the Galway Transport Strategy and investigate the potential for an additional link to the Tonabrocky area.</p> <p>(6) Ensure biodiversity and greening is incorporated into all greenways, segregated cycleways and pathways where appropriate and ensure that paths and structures are constructed from suitable materials that contribute to aesthetics, sustainability and safety.</p>	<p>✓ A key component of the Masterplan is to develop a network of streets, routes and spaces based around active movement that connects with and extends the existing permeability of the city centre. The Masterplan supports the creation of a strategic pedestrian/cycle route along the harbour waterfront that can connect with the green/blue corridors along the River Corrib, Lough Atalia, and the coastline. The Masterplan proposes to connect with and extend existing Greenways, including linking to the Oranmore to Barna Greenway.</p> <p>✓ Biodiversity and greening will be incorporated into all active travel routes to create biodiversity corridors.</p>

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Policy 5.8 Community Spaces: Allotments, Community Gardens and Cemeteries	(1) Continue to provide and facilitate allotments and community gardens in the city subject to Council approval.	<ul style="list-style-type: none"> ✓ The Masterplan proposes social space around each apartment development which includes space for activities such as communal gardening and growing food. 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.

Chapter 6: Economy, Enterprise and Retail

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Policy 6.1 General policy	(1) Support and facilitate the role of Galway as a Regional City and driver of sustainable economic growth for the whole Northern and Western Region through the provision of balanced and sustainable economic and employment opportunities for development, enterprise, innovation and investment across all employment sectors consistent with the goals and objectives of the National Planning Framework and Regional Spatial and Economic Strategy, including Metropolitan Area Strategic Plan).	<ul style="list-style-type: none"> ✓ 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 proposes a gross floor area of approx. 138,305 sq. m., of which 51% will be allocated for commercial uses (i.e. office space, retail, tourism-related developments, etc.). This will provide new employment opportunities and support economic growth in Galway City in a manner consistent with the goals and objectives of the NPF and RSES.

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Policy 6.2 Commercial Sector	<ol style="list-style-type: none"> (1) Preserve the city centre as the prime focus for city centre commercial activities and enable complementary uses and activities, including compact residential development that will enhance the unique sense of place, the vitality and vibrancy of this area (2) 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. 	<p>✓ The Masterplan directly aligns with Policy 6.2 as it seeks to regenerate the Inner Harbour site to create a vibrant, mixed-use urban quarter in the city centre that provides for a range of commercial uses/sectors including retail, general office, specialist industries, creative/cultural, and water-based tourism related development.</p>
Policy 6.6 Office Sector	<ol style="list-style-type: none"> (1) Encourage a high quality of workplace environment through architectural design, layout, landscaping and facilities where these can contribute positively to the health and wellness of the workforce and to the urban landscape. 	<p>✓ As part of the overall development, the Masterplan proposes approximately 20,540 sq. m. for public realm space / infrastructure and 37,832 sq. m. for open space. This will create a high-quality environment which positively contributes to the health and wellbeing of the workforce.</p>

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Policy 6.8 Tourism Sector	<p>(1) Recognise the significant contribution that national and international tourism makes to the local economy and the vitality of the city and facilitate, in partnership with Fáilte Ireland and key stakeholders, the sustainable development of associated infrastructure, attractions, including a destination attraction of scale and events particularly where they reflect the distinctive history, culture and environment of Galway and highlight the significance of Galway as the only city on the “Wild Atlantic Way” and as a gateway to the Northern and Western Region.</p> <p>(3) Protect the distinctive built and natural heritage of the city and seek to maintain and implement improvements in the public realm that will sustain the attraction of the urban environment for visitors and citizens alike and will increase opportunities for the use of outdoor space and support events and gatherings.</p>	<p>✓ The Masterplan directly aligns with Policy 6.8 as it supports the development of the harbour waterfront as a significant tourist destination, including for activities such as sailing, canoeing and paddle-boarding as well as for major international and national public events such as the Ocean Race and the Clipper Round-the-World Race.</p> <p>✓ The Masterplan supports the delivery of new tourist facilities and assets such as a hotel, restaurants, bars, cafes, water-based tourism facilities, large outdoor public spaces, exhibition/event spaces, and pedestrian/cycle routes along the harbour waterfront that can connect with the green/blue corridors along the River Corrib, Lough Atalia and the coastline, all of which will significantly enhance Galway City’s tourism offering.</p>
Policy 6.9 Marine Sector & Renewable Energy	<p>(2) Support the migration of industrial uses from the inner harbour area to suitable locations to enable</p>	<p>✓ The Masterplan directly aligns with Policy 6.9 as it supports the migration of industrial uses from the Inner Harbour to enable the rejuvenation of the area to accommodate new residential</p>

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	regeneration of the inner harbour area in line with national and regional objectives.	communities and mixed uses which will add to the vitality and viability of the city centre.
Policy 6.11 Retail Strategy	<p>(2) Provide for an appropriate range and scale of retail services throughout the city at locations accessible by walking, cycling and public transport, in accordance with the settlement strategy and population target for the city.</p> <p>(4) Enhance the city centre as the primary retail service centre in the MASP area, through promotion of appropriate uses, regeneration, an increased mix in complementary uses including residential, leisure, cultural uses and through investment in public realm, amenities and sustainable transport infrastructure.</p> <p>(5) Improve access and permeability in the city centre and other designated centres with particular emphasis on improving the public realm with a focus on an increase in pedestrianisation and enhanced access by public transportation, cycling and walking.</p>	<p>✓ The Masterplan directly aligns with Policy 6.11 as it supports the delivery of retail services in the city centre through the regeneration of the Inner Harbour as a sustainable mixed-use urban quarter.</p> <p>✓ A key component of the Masterplan is enhancing public realm and developing a network of streets, routes and spaces based around active movement that connects with and extends the existing permeability of the city centre. This will enable access to retail services via active modes of travel.</p>
Policy 6.12 Retail Hierarchy	<p>(1) Protect and enhance the city centre, designated as the most important shopping area in the Galway MASP and county area and as a major centre in the Northern and Western Region and facilitate a mixed expansion</p>	<p>✓ The Masterplan directly aligns with Policy 6.12 as it supports the delivery of retail services in the city centre through the regeneration of the Inner Harbour as a sustainable mixed-use urban quarter.</p>

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	of services including high order comparison retailing in conjunction with service retailing, an enhanced shopping experience and cultural and entertainment facilities through appropriate and sensitive re-development, infill and development on designated regeneration in conjunction with implementation of key public realm and sustainable transport projects.	<ul style="list-style-type: none"> ✓ The Masterplan seeks to balance retail with other activities as part of an overall city centre ‘destination’ that complements the primary retail services provided in the city centre.

Chapter 7: Community and Culture

Section / Policy / Objective	Guidance / Requirement	Statement of Consistency
Policy 7.1 General Policies	<ol style="list-style-type: none"> (1) Support and facilitate the sustainable development of community, social and cultural infrastructure in collaboration with all stakeholders that affords inclusive opportunities for everyone to shape their own lives, enables communities to realise their full potential and that contributes to a high quality of life and wellbeing for all who live work and visit the city. (2) Support and facilitate key infrastructure and actions that encourages expanded development of the city’s culture, arts and creative industries and strengthens the linguistic heritage. 	<ul style="list-style-type: none"> ✓ The Masterplan supports the delivery of a wide range of community, health and recreational facilities including indoor recreational spaces such as a gym/fitness centre; open spaces including recreational and amenity areas; cultural/event spaces, and community spaces which afford direct access to nature and amenity e.g. greenways. The Masterplan 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. The Masterplan proposes that seating and play areas would be provided for both the public and residents, as part of achieving an intergenerational and child-friendly approach. The wide range of health, community and recreational facilities in close proximity to where people live and work will create a vibrant, high-quality community for all.

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		<ul style="list-style-type: none"> ✓ The Inner Harbour Masterplan 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 such as the Ocean Race and the Clipper Round-the-World Race.
Policy 7.2 Creative City	<p>(7) Enable expansion of accessible arts and culture infrastructure by requiring such facilities to be integrated into planned development on designated Regeneration and Opportunity Sites.</p> <p>(8) Ensure that future culture and arts facilities are located, designed and laid out to be accessible by walking, cycling and public transport, in particular the sustainable networks and associated proposals included for in the Galway Transport Strategy.</p>	<ul style="list-style-type: none"> ✓ The Masterplan directly contributes to Policy 7.2 as the incorporation of accessible arts and cultural facilities is an essential component of the mix of uses envisaged for the regeneration of the Inner Harbour. ✓ A key component of the Masterplan is developing a network of streets, routes and spaces based around active movement that connects with and extends the existing permeability of the city centre. This will enable residents and visitors to access the proposed public spaces, focal points, and cultural/event spaces and buildings via active modes of travel.
Policy 7.3 Inclusive City	<p>(1) Proactively promote all forms of social inclusion, where feasible in land use planning particularly in the built environment and public realm, housing, community facilities, employment opportunities, transport and accessibility</p> <p>(6) Facilitate the implementation of the Housing Strategy, in particular with regard to reducing undue segregation and in specialist housing provision.</p>	<ul style="list-style-type: none"> ✓ The Masterplan seeks to create a socially inclusive neighbourhood by providing for a range of apartment types (studio, 1, 2 and 3 beds) for single people, couples and young families (Buildings 8-11); student accommodation / other residential accommodation (Buildings 1, 13 and 18); high-spec dock side apartments (Buildings 15 and 16). ✓ Future development in the Masterplan area will also comply with their Part V obligations and deliver social and affordable housing units. ✓ Future development in the Masterplan area will also be Part M compliant and will include access for people with disabilities. ✓ Communal open space will be located throughout the development and is arranged to offer full connectivity for all between all the neighbourhood areas.
Policy 7.3 Inclusive City	<p>(7) Proactively promote all forms of social inclusion, where feasible in land use planning particularly in the</p>	<ul style="list-style-type: none"> ✓ The Masterplan seeks to create a socially inclusive neighbourhood by providing for a range of apartment types (studio, 1, 2 and 3 beds) for single people, couples and young families (Buildings 8-11); student

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	<p>built environment and public realm, housing, community facilities, employment opportunities, transport and accessibility</p> <p>(8) Facilitate the implementation of the Housing Strategy, in particular with regard to reducing undue segregation and in specialist housing provision.</p>	<p>accommodation / other residential accommodation (Buildings 1, 13 and 18); and high-spec dock side apartments (Buildings 14, 15 and 16).</p> <ul style="list-style-type: none"> ✓ Future development in the Masterplan area will also comply with their Part V obligations and deliver social and affordable housing units. ✓ Future development in the Masterplan area will also be Part M compliant and will include access for people with disabilities. ✓ Communal open space will be located throughout the development and is arranged to offer full connectivity for all between all the neighbourhood areas.
Policy 7.5 Community Facilities	<p>(9) Support the location and concentration of local community facilities and services in accordance with the aim to build sustainable, compact neighbourhoods in line with the '15-minute city' concept so that these can be easily accessible by walking and cycling. Where larger scaled facilities and services are provided these should be aligned with existing /proposed public transport links.</p> <p>(10) Ensure that all facilities designed for community use are suitable for use by people of all ages and abilities in accordance with the Building for Everyone – Universal Design Guidance.</p> <p>(11) Encourage and facilitate the provision of community facilities and local services of a nature and scale appropriate to serve the needs of the local community in tandem with the development of residential areas.</p>	<ul style="list-style-type: none"> ✓ The location and proposed design of the Inner Harbour aligns with the concept of the '15-minute city', where people will be within a short walking or cycling distance of a range of open spaces, and healthcare / education / community / recreational facilities. ✓ Future development in the Inner Harbour will be designed with a Universal Design Approach, i.e. so that buildings and open spaces can be readily accessed and used by everyone, regardless of age, disability, etc. ✓ The Masterplan supports the delivery of a wide range of community, health and recreational facilities to serve the needs of the local community in tandem with the development of the residential component of the Masterplan.

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Policy 7.7 Childcare	<p>(1) Facilitate the development of childcare facilities, including afterschool services, at a number of suitable locations, such as, within residential areas, places of employment, city centre, neighbourhood and district centres, schools, in the vicinity of educational and community establishments and adjacent to public transport nodes in consultation with the Galway Childcare Committee.</p> <p>(3) Contribute to the provision of childcare facilities by requiring that such facilities be provided in conjunction with residential developments over 75 dwelling units. An exception can only be considered where it can be clearly established and professionally supported that adequate childcare facilities already exist to service the area and where acceptable alternative arrangements to support childcare, play and or other child specific facilities are deemed acceptable.</p>	<p>✓ It is envisaged that childcare facilities can be provided as part of the overall development, with an assessment of the capacity of local schools to accompany any planning applications for large-scale residential development.</p>
Policy 7.8 Healthcare Facilities	<p>(1) Promote the delivery and enhancement of health care facilities in the city having regard to the designated role of Galway as a Regional City under the NPF/RSES.</p> <p>(2) Ensure healthcare facilities are delivered in tandem, and at an appropriate scale, with new residential development and in locations that are easily accessed by walking, cycling and public transport.</p>	<p>✓ The Masterplan supports the delivery of new healthcare facilities which will be easily accessed by walking, cycling and public transport.</p>

Chapter 8: Built Heritage, Placemaking and Urban Design

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Policy 8.1 Record of Protected Structures	(3) Ensure new development enhances the character or setting of a protected structure.	<ul style="list-style-type: none"> ✓ The Masterplan has been sensitively designed to create a 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. ✓ Any forthcoming applications will be accompanied by and Environmental Impact Assessment.
Policy 8.2 Architectural Conservation Areas	(1) Protect and enhance the character and special interest of designated Architectural Conservation Areas, in accordance with legislation and DEHLG Architectural Heritage Protection Guidelines 2011.	
Policy 8.3 Vernacular Heritage	(1) Encourage the conservation and rehabilitation, renovation and reuse of existing structures that contribute to the character of the city.	
Policy 8.4 Archaeology	(1) Protect, preserve and promote the archaeological heritage of the city including underwater archaeology in rivers, lakes, intertidal and subtidal environments.	
Policy 8.4 Archaeology	(2) Ensure that proposed development within the designated city centre Zone of Archaeological Notification is not detrimental to the character of an archaeological site or its setting.	
Policy 8.5 Industrial Archaeology	(1) Promote the protection of the varied industrial heritage of the city and encourage greater appreciation and public awareness of this heritage.	<ul style="list-style-type: none"> ✓ The principles of good urban design (character, legibility, ease of movement and connectivity, quality of the public realm,
Policy 8.7 Urban Design and Placemaking	(1) Encourage high quality urban design in all developments	

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Policy 8.7 Urban Design and Placemaking	(2) Improve qualitative design standards through the application of design guidelines and standards of the Development Plan, the Galway Public Realm Strategy (2019) and accompanying design, activity and delivery manuals, Galway Shopfront and Signage Design Guidelines (2012) and Design Guidelines Canopies (2011).	<p>continuity and enclosure, diversity and adaptability, and environmental responsibility) have been applied in the design of the Masterplan. The Masterplan delivers a vision for the Inner Harbour that will deliver well-designed buildings and a high-quality public realm to create an attractive, sustainable urban quarter. It maximises density and height and makes the most efficient use of land.</p> <p>✓ The Masterplan has been prepared in accordance with the Galway Urban Density and Building Heights Study (2021), Galway Public Realm Strategy (2019) and accompanying design, activity and delivery manuals, Galway Shopfront and Signage Design Guidelines (2012) and Design Guidelines Canopies (2011).</p> <p>✓ It is proposed that a detailed Public Realm Strategy is developed for materials and finishes, street furniture, signs and structures consistent with the Galway Public Realm Strategy.</p>
Policy 8.7 Urban Design and Placemaking	(3) Ensure that development delivers high quality urban design, place making and public realm that contributes to urban regeneration in the city and that is resilient to potential impacts of climate change.	
Policy 8.7 Urban Design and Placemaking	(4) Encourage innovation in architecture and promote energy efficiency and green design.	
Policy 8.7 Urban Design and Placemaking	(6) Prepare Local Area Plans, masterplans and spatial/design frameworks which provide an urban design framework to contribute to the development of sustainable, vibrant working and living environments.	
Policy 8.7 Urban Design and Placemaking	(7) Promote sustainable and inclusive urban design, urban form and architecture that positively contributes to the city's existing character and distinctiveness.	
Policy 8.7 Urban Design and Placemaking	(8) Adhere to the Galway City Urban Density and Building Height Study (2021) and promote development which incorporates high quality sustainable and inclusive urban design, urban form and architecture that positively	<p>✓ In preparing the Masterplan, it was noted that the prevailing six to eight storey buildings around the existing dock area relate well to both the wider city context and to the urban scale of space created by the existing dock. Therefore, most of the</p>

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	contributes to the city's character, heritage and neighbourhood areas.	<p>residential buildings proposed are between six to twelve storeys in height, with commercial buildings generally eight-storeys. The Masterplan also proposes several taller 'landmark' buildings to provide visual reference points and a degree of variation to the overall urban form at key 'gateway' locations - on the waterfront at the dock entrance, the Lough Atalia inlet, and adjacent to the railway bridge as it enters the city centre. The Masterplan promotes development of the Inner Harbour which incorporates high quality sustainable and inclusive urban design, urban form and architecture that positively contributes to the city's character and heritage, and does not have an adverse impact on historic buildings, residential amenity or strategic views.</p> <p>✓ The Masterplan has been prepared in accordance with the Galway Urban Density and Building Heights Study (2021).</p>
Policy 8.7 Urban Design and Placemaking	(9) Proposals for buildings which are taller than the prevailing benchmark heights will only be considered where they do not have an adverse impact on the context of historic buildings, ACA's, residential amenity or impinge upon strategic views, in accordance with the Urban Density and Building Height Study for the city.	
Policy 8.7 Urban Design and Placemaking	(10) Promote the reuse and adaptation of derelict and vacant buildings.	<p>✓ The Masterplan proposes to reuse existing buildings along Dock Road for new ground floor active uses such as restaurants, cafes, etc. It also supports the redevelopment of the existing transit shed (Building 13) to a high quality, multi-functional exhibition/event venue with 'destination' restaurants/bars/cafes.</p>
Policy 8.8 Public Realm	(2) Build upon Galway's distinctive materiality and character to inform the design of the public realm.	<p>✓ The Masterplan seeks to develop a series of character areas that relate to the surrounding context. These are the Old Docks, the Harbour Waterfront, and the Lough Atalia Walk.</p>
Policy 8.8 Public Realm	(3) Rationalise materials, street furniture and planting in Galway to create well-designed, coordinated public realm.	<p>✓ As outlined in the Masterplan, trees, planting, street furniture and high-quality robust pedestrian-friendly paving materials and finishes are essential to creating the high-quality urban environment required.</p>
Policy 8.8 Public Realm	(4) Prioritise the safe movement of people on streets and create a high quality environment through design	<p>✓ The Masterplan supports the delivery of a network of active travel routes and high-quality public realm which will enhance accessibility and connectivity. The development will be highly permeable, with pedestrians and cyclists prioritised which will</p>

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	promoting connectivity, accessibility and the principles of universal design.	ensure their safety and will encourage future occupants to be more physically active.
Policy 8.8 Public Realm	(5) Promote nature based SUDS solutions in the public realm where possible to enhance biodiversity and resilience to climate change.	<ul style="list-style-type: none"> ✓ Sustainable drainage systems will be incorporated in all landscaped areas and public spaces to enable surface water run-off to be managed as near to its source as possible and to achieve wider benefits for biodiversity, water quality, local amenity and climate adaptation. ✓ The Masterplan also supports the use of green infrastructure throughout the Inner Harbour area including green roofs, green walls, planting and green spaces for surface water retention purposes.
Policy 8.8 Public Realm	(6) Promote the important role that public space plays in providing for informal social interaction and maximise opportunities for outdoor gathering places, play areas, outdoor dining and living and outdoor public seating, where appropriate and in accordance with the Public Realm Strategy and accompanying manuals.	<ul style="list-style-type: none"> ✓ The Masterplan provides for a range of spaces that can be used flexibly for a range of events and activities. These spaces include play areas, areas for passive and active recreation, informal areas for socialisation and relaxation, spaces for outdoor seating and dining, etc. It is proposed that 3% of the gross floor area will be used for exhibitions / event spaces / public gatherings.
Policy 8.8 Public Realm	(8) Establish strong links between the city centre and regeneration areas of the Harbour, Ceannt Station and Headford Road and at Nuns Island.	<ul style="list-style-type: none"> ✓ The transport network proposed for the Inner Harbour will connect with and extend the existing permeability of the city centre, Ceannt Quarter and surrounding areas.
Policy 8.8 Public Realm	(9) Prioritise the creation of public spaces in the development of regeneration areas and opportunity sites and deliver high quality public realm.	<ul style="list-style-type: none"> ✓ As part of the overall development, the Masterplan proposes approximately 20,540 sq. m. for public realm space / infrastructure and 37,832 sq. m. for open space. This includes dockside and waterfront areas, green spaces, a linear green park, and the Lough Atalia walk and park (the park is adjacent to the residential area and between plot 1 and 2).

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Policy 8.8 Public Realm	(10) Promote high standards of design, materials and workmanship in the public realm. Ensure that such works adhere to the principles and guidance of the Public Realm Strategy and has regard to the distinctive character of an area.	<ul style="list-style-type: none"> ✓ The quality and types of public realm and amenity space within different character areas has been informed by the GCC Public Realm Strategy. ✓ The objective of the Masterplan's Public Realm Strategy is to provide a 'sense of place' for people, with a variety of attractive places and spaces that feel comfortable and pleasant for people to walk through, stay in, and enjoy. Key aspects of the Public Realm Strategy are: <ul style="list-style-type: none"> • 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 treelined boulevards with wider pavements that carry through traffic; shared surface pedestrian streets and arrival spaces providing local and service access; traffic-free spaces designed for pedestrians and cyclists with emergency access only; and residential amenity space where children can safely roam and play.

Chapter 9: Environment and Infrastructure

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Policy 9.1 Flood Risk	<p>(1) Support, in co-operation with the OPW, the implementation of EU Flood Risk Directive (2007/60/EC), the Flood Risk Regulations (SI No, 122 of 2010) and the DECLG and OPW Guidelines for Planning Authorities, the Planning System and Flood Risk Assessment Management (2009), updated/superseding legislation or departmental guidelines and have regard to the findings and relevant identified actions of the Corrib Catchment Flood Risk Management (CFRAM) Study.</p> <p>(3) Ensure the recommendations of the Strategic Flood Risk Assessment (SFRA) for the Galway City Development Plan 2023-2029 are taken into consideration in the assessment of developments in identified areas of flood risk and require site specific Flood Risk Assessment (FRA) and associated design and construction measures appropriate to the scale and nature of the development and the risks arising, in all areas of identified flood risk including on sites where a only small proportion of the site is at risk of flooding and adopt a sequential approach in accordance with the Planning System and Flood Risk Management Guidelines for Planning Authorities (2009).</p>	<p>✓ The existing docks area has been identified as a flood risk area under the Western Catchment Flood Risk Assessment and Management (CFRAM) study. As part of the preparation of the Masterplan, 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 will be well-designed and form an integral part of the character and use of the public realm spaces in the Masterplan.</p>

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	<p>(4) Protect and promote sustainable management and uses of water bodies and watercourses from inappropriate development, including rivers, streams, associated undeveloped riparian strips, wetlands and natural floodplains.</p> <p>(5) Ensure flood risk is incorporated into the preparation of any future local area plans, framework plans and masterplans in the city.</p>	<p>✓ Flood risk has been a key consideration in the design and layout of the Inner Harbour site as outlined above.</p>
Policy 9.2 Water Quality	<p>(1) Support the actions of the River Basin Management Plan 2018-2021 and future River Basin Management Plan in order to promote and achieve a restoration of good status, reduce chemical pollution and prevent deterioration of surface, coastal and groundwater quality, where appropriate.</p> <p>(3) Ensure development adheres to prevailing environmental standards and guidelines and accords with emerging legislation and strategy on the marine environment.</p>	<p>✓ Any proposed development in the Inner Harbour area will be subject to Environmental Impact Assessment; will be in compliance with water quality protection regulations; and will support the actions of the River Basin Management Plan.</p>
Policy 9.3 Water Services	<p>(4) Encourage all significant water users to use best practices in water conservation and continue to promote water conservation measures in the design of all new development in the city, such as rainwater harvesting and re-use of grey water, in liaison with Irish Water.</p>	<p>✓ The sustainable measures for the Masterplan include rainwater harvesting in buildings.</p>
Policy 9.4 Sustainable Urban Drainage Systems (SuDS)	<p>(1) Ensure the use of Sustainable Urban Drainage Systems (SuDS) and sustainable surface water drainage management, wherever practical in the design of</p>	<p>✓ 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</p>

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	<p>development to enable surface water run-off to be managed as near to its source as possible and achieve wider benefits such as sustainable development, water quality, biodiversity local amenity and climate adaptation.</p> <p>(2) Promote the use of green infrastructure e.g. green roofs, green walls, bioswales, planting and green spaces for surface water retention purposes as an integrated part of SUDS and to deliver all the ancillary benefits.</p>	<p>wider benefits for biodiversity, water quality, local amenity and climate adaptation.</p> <p>✓ The Masterplan also supports the use of green infrastructure throughout the Inner Harbour area including green roofs, green walls, planting and green spaces for surface water retention purposes.</p>
Policy 9.5 Safe Environment - Control of Major Accident Hazards Directive (Seveso III Directive)	<p>(1) Consult with the Health and Safety Authority (also known as the National Authority for Occupational and Health Standards) when changing any policies/objectives and assessing any proposed relevant developments in or in the vicinity of sites identified under the Control of Major Accident Hazards Directive (Seveso III Directive), in order to prevent major accidents involving dangerous substances and to limit their consequences to the environment and community.</p> <p>(2) Ensure that major developments comply with the requirements of the Galway City Major Emergency Plan.</p>	<p>✓ A Seveso Optimisation Report was prepared by AWN Consulting to identify the extent of development restrictions due to the Seveso III zone in the Galway Harbour Enterprise Park. The Seveso III site is the Circle K Energy Galway Terminal located in the Galway Harbour Enterprise Park to the east of the Inner Harbour Masterplan area. The Seveso Optimisation Report identified that any associated development restrictions on the Masterplan area are minimal, which have been incorporated into the phasing strategy.</p>
Policy 9.6 Air Quality and Noise	<p>(1) Maintain air quality to a satisfactory standard by regulating and monitoring atmospheric emissions in accordance with EU policy directives on air quality and Ambient Air Quality and Cleaner Air for Europe (CAFE) Directive (2008/50/EC) by promoting and supporting initiatives to reduce air pollution and by increasing the use of sustainable transport modes and developing urban woodlands, encouraging tree planting, conserving and creating green open space.</p>	<p>✓ The Masterplan outlines a circulation and movement strategy for the Inner Harbour which will provide excellent public transport connections, and a network of streets, routes and spaces based around active movement (walking and cycling) that connect with and extend the existing permeability of the city centre. The proximity to the city centre, the creation of new active travel routes, and the limited provision of car parking spaces will support a modal shift in transport and a reduction in emissions thereby benefiting air quality.</p>

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	(2) Ensure the design of development incorporates measures to minimise noise levels in their design and reduce the emission and intrusion of any noise or vibration which might adversely impact on amenities, in particular residential amenities where appropriate.	<ul style="list-style-type: none"> ✓ Green infrastructure is proposed throughout the development which will help to create a high-quality urban environment, improving the quality of streets for pedestrians and cyclists, and mitigating against the effects of noise and air pollution from traffic. Specifically, it is proposed that the three main vehicular routes will become tree-lined Urban Boulevards which will help to absorb traffic emissions, noise and improve air quality along these routes.
Policy 9.7 Light Pollution	(1) Ensure the design of external lighting minimises the incidence of light pollution, glare and spillage into the surrounding environment and has due regard to the visual and residential amenities of surrounding areas. (2) Require all new developments to be designed with the inclusion of energy efficient lighting schemes.	<ul style="list-style-type: none"> ✓ The location and design of lighting fittings and columns, including street lighting, security lighting, decorative lighting and floodlighting, will be outlined in detail in any forthcoming planning applications for the Inner Harbour. ✓ The Masterplan supports the delivery of energy efficient buildings which may include energy efficient lighting schemes.
Policy 9.8 Waste Management	(4) Ensure that adequate recycling facilities and bring facilities are provided within the city, including where those are required in association with the layouts of new residential, industrial and commercial developments and where they comply with the requirements of the Environment Section of the Council.	<ul style="list-style-type: none"> ✓ Future development in the Inner Harbour will incorporate adequately sized waste management facilities that will promote source segregation of waste streams i.e. organics, recyclable and residual waste.

Chapter 10: Compact Growth and Regeneration

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Policy 10.2 Strategic Regeneration and Opportunity Sites	<p>(1) Facilitate and enable the redevelopment of strategic Regeneration and Opportunity Sites in the city 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 and achieve alignment with the National Strategic Outcomes of the NPF and the Regional Policy Objectives of the RSES and implementation of the Core Strategy.</p> <p>(2) Give priority to the development of the strategic Regeneration and Opportunity sites in line with core strategy, in particular to deliver new residential neighbourhoods, on lands supported by a number of land use zonings including CC and CI, as referenced in the land use zoning objectives in Chapter 11.</p>	<p>✓ The redevelopment of the strategic regeneration site at the Inner Harbour directly aligns with Policy 10.2. The Masterplan proposes to regenerate a large area in Galway City that is underutilised and is currently an open expanse of former and current commercial lands used by Galway Port. The rejuvenation of the Inner Harbour to accommodate new residential communities and mixed uses on lands zoned as CC will add to the vitality and viability of the city centre. It also provides an opportunity to re-establish links between the city centre and the sea by creating a high quality, waterfront, mixed-use neighbourhood in the city centre.</p>
Section on Inner Harbour Regeneration Site	Set out a vision for the area and show compliance with the development plan and city council plans and strategies including the Galway Transport Strategy, Public Realm Strategy, Urban Density and Building Height Study, Heritage Plan, Biodiversity Action Plan and any future plans and strategies such as the Greenspace Strategy, Retail Strategy and the emerging new LECP.	<p>✓ This Masterplan sets out a vision for the Inner Harbour area and has been designed to be in compliance with the Galway City Development Plan, Galway Transport Strategy, Public Realm Strategy, Urban Density and Building Height Study, Heritage Plan, Biodiversity Action Plan, and the Galway Climate Action Plan.</p>
	Address critical issues including sustainability, urban design context, maximum building heights, massing, appropriate use mixes and high quality public realm.	<p>✓ The Masterplan proposes a high-quality, sustainable, mixed-use urban quarter in Galway City.</p>

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		<ul style="list-style-type: none"> ✓ It supports the formation of a legible and coherent urban structure with landmark buildings and features at key nodes and focal points. ✓ The Masterplan has been prepared to respond in a positive way to the established pattern and form of development and to the wider scale of development in the surrounding area. ✓ The height, scale and massing of development will respond positively to and enhance the established pattern of development (including streets and spaces). ✓ The urban structure of new development in the Inner Harbour will strengthen the overall urban structure of Galway City and will create opportunities for new linkages with the city centre, Ceannt Quarter and surrounding areas. ✓ Buildings will present well-defined edges to streets and public spaces to ensure that the public realm is well-overlooked with active frontages. ✓ New development in the Inner Harbour will embrace good modern architecture and urban design that is innovative and varied, and respects and enhances local distinctiveness and heritage. ✓ Materials and finishes will be of high quality, respond to the local palette of materials and finishes and be highly durable. ✓ The proposed design of the scheme has 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.
	Ensure that opportunities for water-based recreational facilities are maximised and that public access is secured throughout the area and along the waterfront.	<ul style="list-style-type: none"> ✓ The Masterplan supports the development of the harbour waterfront as a recreation and tourist destination, including for activities such as sailing, canoeing and paddle-boarding as well as

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		<p>for major public events such as the Ocean Race and the Clipper Round-the-World Race.</p> <ul style="list-style-type: none"> ✓ The Masterplan supports the creation of new pedestrian/cycle routes along the harbour waterfront that can connect with the green/blue corridors along the River Corrib, Lough Atalia and the coastline. There is also potential for linking to the Oranmore to Barna Greenway.
	Ensure a high quality urban design, and demonstrate how redevelopment can connect into and extend the historic street pattern of the city centre. Show good relationship with the existing urban grain/structure and link public spaces.	<ul style="list-style-type: none"> ✓ The Masterplan has been sensitively designed to create a mixed-use urban quarter that is highly integrated yet a distinctive part of the city centre. The Masterplan will 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 transport network will comprise public transport connections, and a network of streets, routes and spaces based around active movement (walking and cycling) that connect with and extend the existing permeability of the city centre, Ceannt Quarter and surrounding areas. The creation of a strategic pedestrian/cycle route along the harbour waterfront will also connect with the green/blue corridors along the River Corrib, Lough Atalia, and the coastline. The Masterplan also proposes to connect with and extend existing Greenways, including linking to the Oranmore to Barna Greenway.
	Include for maximum public access and permeability throughout the site, give linkage and views to the waterfront and key coastal vistas and consider the challenge of transition areas bounding the site and anticipate opportunities for linkages and continuity in the design and layout of these sites. This will be	<ul style="list-style-type: none"> ✓ The Masterplan outlines a circulation and movement strategy for the Inner Harbour which comprises public transport connections, and a network of streets, routes and spaces based around active movement (walking and cycling) that connect with and extend the existing permeability of the city centre, Ceannt Quarter and

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	particularly important with regard to the adjoining Ceannt Quarter site where regeneration is also planned and where maximum advantage of the waterfront location can be delivered.	<p>surrounding areas. The active travel network has been designed to maximise the views of the harbour waterfront, and will include a series of public spaces and focal points.</p> <ul style="list-style-type: none"> ✓ The Masterplan supports the creation of a strategic pedestrian/cycle route along the harbour waterfront that can connect with the green/blue corridors along the River Corrib, Lough Atalia, and the coastline. The Masterplan proposes to connect with and extend existing Greenways, including linking to the Oranmore to Barna Greenway.
	Demonstrate how a favourable amenity can be secured in the transition area edging the adjoining industrial lands at the Harbour Enterprise Park.	<ul style="list-style-type: none"> ✓ Well-designed public realm will be incorporated in the transition area adjoining the industrial lands at the Harbour Enterprise Park. As part of the new public realm design, a new pier will be created to the Galway Harbour Enterprise Park bridge and an embankment along Lough Atalia. Trees, planting, street furniture and high-quality robust pedestrian-friendly paving materials and finishes will create the high-quality urban environment required.
	Demonstrate where taller buildings and/or landmark buildings are part of the composition, how existing important views, vistas and landmarks are respected and show how such buildings contribute to aspects of urban design such as accessibility, enclosure, character, permeability and adaptability. Consider opportunities for innovative architecture or architecture by design competitions.	<ul style="list-style-type: none"> ✓ The principles of good urban design (character, legibility, ease of movement and connectivity, quality of the public realm, continuity and enclosure, diversity and adaptability, and environmental responsibility) have been applied in the design of the Masterplan. ✓ The Masterplan proposes several taller 'landmark' buildings to provide visual reference points and a degree of variation to the overall urban form at key 'gateway' locations - on the waterfront at the dock entrance, the Lough Atalia inlet next to the Port Road, and adjacent the railway bridge as it enters the city centre. These buildings will deliver a high architectural quality design, exceptional views of the harbour and beyond, and will be constructed using good quality materials and finishes.

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	Develop the public realm in a manner that maximises the benefits of the waterfront location, achieves a strong sense of place, achieves permeability and reflects a defined functionality and strong landscape impact. This element too should demonstrate how linkage with existing spaces can be achieved and where continuity with likely scenarios on the adjoining Ceannt Quarter site can be made.	<ul style="list-style-type: none"> ✓ As part of the overall development, the Masterplan proposes approximately 20,540 sq. m. for public realm space / infrastructure and 37,832 sq. m. for open space. This includes dockside and waterfront areas, a linear green park, and the Lough Atalia walk and park (the park is adjacent to the residential area and between plot 1 and 2). The public open spaces will be designed to retain and protect natural features and habitats of importance within the site and to maximise biodiversity gain. They will also provide linkages to social, cultural and heritage buildings / event spaces via active travel modes of transport. The public realm has been designed to connect the harbour waterfront with the green/blue corridors along the River Corrib, Lough Atalia, and the coastline.
	Carry out detailed flood risk assessment and demonstrate how any redevelopment will be resilient to the impacts of climate change. There will also be a requirement to comply with the outcomes of the Coirib go Cósta Galway City Flood Relief Scheme being advanced by the City Council in conjunction with the Office of Public Works (OPW).	<ul style="list-style-type: none"> ✓ The existing docks area has been identified as a flood risk area under the Western Catchment Flood Risk Assessment and Management (CFRAM) study. As part of the preparation of the Masterplan, 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

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		embankment along Lough Atalia. These will be well-designed and form an integral part of the character and use of the public realm spaces in the Masterplan.
	Demonstrate how the regeneration of the site will deliver sustainable uses, in particular housing, enterprise and new public spaces of critical scale that will result in creating a successful place with a distinct identity.	<ul style="list-style-type: none"> ✓ The Masterplan proposes to regenerate the Inner Harbour to create a high-quality, sustainable, mixed-use urban quarter in Galway City. It will provide residential accommodation including student accommodation; commercial development including for specialist industries; approx. 20,540 sq. m. of new public realm predominately adjacent to the waterfront; approx. 37,832 sq. m. of open space; community spaces including a creche and potentially a gym/fitness centre; recreational areas; exhibition/event spaces; a range of ground level activities including retail, restaurants, bars and cafes, a hotel and water-based tourism related development, all of which contribute to creating an attractive, diverse, liveable and high quality urban quarter with its own distinct identity.
	Detail the type, quantum and distribution of uses. The use mix shall provide for a minimum residential content on the site equivalent to 30% of the proposed gross floor area, in order to achieve a significant level of residential presence and a critical mass to create a new community. In certain limited cases, where a proposal on a portion of the overall site where residential content would not represent the optimum use for this specific site within the overall plan area, or where a specific development proposal might not in terms of urban design have a more beneficial use mix, the equivalent 30% requirement may be provided for at a more appropriate location within the overall site or as part of a different development. Any alternative measures to achieve the minimum residential content	<ul style="list-style-type: none"> ✓ The development of the Inner Harbour will comprise a gross floor area of approx. 138,305 sq. m., of which 49% will be allocated for residential uses (39% for residential and 10% for student accommodation). ✓ The Masterplan seeks to create a socially inclusive community by delivering a diverse range of apartment types, sizes and tenures which includes apartments (studio, 1, 2 and 3 beds) for single people, couples and young families (Buildings 8-11); student accommodation / other residential accommodation (Buildings 1, 13 and 18); and high-spec dock side apartments (Buildings 14, 15 and 16).

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	will be required to be part of the framework strategy for the overall development of the area. The commercial use mix shall include for both retail and modern office floorplates.	
	The distribution of other uses should include for commercial, office, recreational and cultural uses. Potential for an iconic building should be explored in view of the significance of the site location and the proven record of such buildings for attracting tourist interest internationally.	<ul style="list-style-type: none"> ✓ The Masterplan proposes a gross floor area of approx. 138,305 sq. m., of which 51% will be allocated for commercial uses including a range of commercial uses/sectors including retail, general office, specialist industries, creative/cultural, and water-based tourism related development. ✓ The Masterplan proposes several 'landmark' buildings to provide visual reference points and a degree of variation to the overall urban form at key 'gateway' locations - on the waterfront at the dock entrance, the Lough Atalia inlet next to the Port Road, and adjacent the railway bridge as it enters the city centre.
	Include measures to support environmental sustainability and climate action including sustainable building design, green infrastructure and SuDs and the associated long term operation and management of these.	<ul style="list-style-type: none"> ✓ Sustainable drainage systems will be incorporated in all landscaped areas and public spaces to enable surface water run-off to be managed as near to its source as possible and to achieve wider benefits for biodiversity, water quality, local amenity and climate adaptation. ✓ The Masterplan also supports the use of green infrastructure throughout the Inner Harbour area including green roofs, green walls, planting and green spaces for surface water retention purposes.
	Include measures to ensure connections to the green network, including green and blue links, city cycle and pedestrian networks and ensure biodiversity gain within the site.	<ul style="list-style-type: none"> ✓ A key component of the Masterplan is to develop a network of streets, routes and spaces based around active movement that connects with and extends the existing permeability of the city centre. The Masterplan supports the creation of a strategic pedestrian/cycle route along the harbour waterfront that can

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		<p>connect with the green/blue corridors along the River Corrib, Lough Atalia, and the coastline. The Masterplan proposes to connect with and extend existing Greenways, including linking to the Oranmore to Barna Greenway.</p> <ul style="list-style-type: none"> ✓ Biodiversity and greening will be incorporated into all active travel routes to create biodiversity corridors.
	Include in the design concept, measures which reflect and protect the industrial heritage of the site.	<ul style="list-style-type: none"> ✓ The Masterplan has been sensitively designed to create a 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. ✓ Any forthcoming planning application will be accompanied by a Cultural Heritage Assessment which outlines how the heritage and character of the site have been protected and enhanced.
	Take cognisance of the proximity of the Seveso III site in the Harbour Enterprise Park	<ul style="list-style-type: none"> ✓ A Seveso Optimisation Report was prepared by Awn Consulting to identify the extent of development restrictions due to the Seveso III zone in the Galway Harbour Enterprise Park. The Seveso III site is the Circle K Energy Galway Terminal located in the Galway Harbour Enterprise Park to the east of the Inner Harbour Masterplan area. The Seveso Optimisation Report identified that any associated development restrictions on the Masterplan area are minimal, which have been incorporated into the phasing strategy.
	Include for assessment of the site in the context of the requirements of Article 6 of the Habitats Directive.	<ul style="list-style-type: none"> ✓ The Inner Harbour Area is located adjacent to areas of ecological sensitivity, most notably the Inner Galway Bay SPA and the

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		<p>Galway Bay Complex SAC. The Masterplan has excluded those areas which are protected.</p> <p>✓ No AA has been carried out because the Masterplan is not a “plan or project” as defined by the relevant legislation, such that no AA is required at this stage. If and when a planning application is made for development on the lands the subject of the Masterplan, the application will be subject to site-specific AA, as appropriate.</p>
	<p>Include for a maximum plot ratio for CC zones of 2:1. Consideration for a higher plot ratio will be given to development proposals in excess of the normally permissible plot ratio where such proposals would contribute to sustainability, architectural quality, urban design, public realm, delivery of housing and make a significant contribution to urban character. This excess will be interpreted as a proportional increase only and will be assessed on performance based outcomes and general standards.</p>	<p>✓ The Masterplan proposes a plot ratio of 2.4:1 which aligns with the Galway Urban Density and Building Heights Study. In terms of building height - residential buildings generally range from 6-12 storeys, with commercial buildings generally 6-8 storeys. There is scope for increased height along the waterfront with careful consideration and detailed visual analysis, in relation to views of the historic townscape of Long Walk from across the River Corrib.</p> <p>✓ The redevelopment of the strategic regeneration site at the Inner Harbour would contribute to sustainability, architectural quality, urban design, public realm, delivery of housing and would make a significant contribution to urban character.</p>
	<p>Include for the provision of an arts/cultural facility at the developer’s expense. A delivery and management regime that enables the long term sustainable use of such a facility will be devised in collaboration with Galway City Council and other relevant stakeholders.</p>	<p>✓ The Masterplan supports the delivery of new cultural facilities such as large outdoor public spaces, as well as a range of buildings for exhibitions and events. It is proposed that 3% of the gross floor area will be used for exhibitions / event spaces / public gatherings.</p>
	<p>Include a delivery strategy and phasing programme which demonstrates delivery of public benefits corresponding with each stage of construction such as a public square/ cultural facility. The phasing programme should also be so designed</p>	<p>✓ The Masterplan outlines the potential phasing strategy for future development. Current rationalisation and relocation of activities to the Galway Harbour Enterprise Park has already freed up several sites for development in the immediate short-term (i.e.</p>

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	that it is sensitive to market changes and that development for each phase can be, as far as is feasible, completed to a level that is self-contained and will not result in a negative visual impact on any publicly exposed area for a prolonged period.	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 Masterplan in the medium- to long-term. It is envisaged that Buildings 4, 5, 6 and 7 can be developed during new port construction, with other buildings (Buildings 12, 13, 14, 15, 16, 17 and 18) following when port operations are relocated.
	Include economic and investment strategies which will include for the role of all agency involvement in the delivery of services and infrastructure to be clarified.	<ul style="list-style-type: none"> ✓ The Masterplan has been informed by economic and investment strategies, including an 'Economic Impact Assessment' and a 'Cost Benefit Analysis of the Harbour Extension Project' of the Port of Galway undertaken by Ernst & Young in July 2020. ✓ The Port of Galway is committed to ongoing collaboration with relevant agencies involved in delivering services and infrastructure related to the masterplan area.
Specific Objectives: Regeneration and Opportunity sites	<p>(5) Require the preparation of masterplans and spatial frameworks to inform development proposals.</p> <p>(6) Master plans, spatial frameworks and development proposals for the Ceannt Quarter, Inner Harbour, Nuns Island, Royal Tara Site, Shantalla Road and Eyre Square East Regeneration and Opportunity sites shall have regard to archaeological and cultural heritage and be informed by archaeological baseline studies and impact assessments and Policy 5.2 Protected Spaces: Sites of European, National and Local Ecological Importance.</p>	<ul style="list-style-type: none"> ✓ The preparation of this Masterplan for the Inner Harbor fulfils this objective. ✓ The proposed design of the scheme has 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. ✓ All forthcoming applications for development will be accompanied by an Environmental Impact Assessment and Appropriate Assessment.

Galway Urban Density and Building Heights Study

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City Centre	<p>Long Walk, Inner Harbour, Ceannt Station</p> <p>Prevailing densities:</p> <p>This is a mixed-use area and FAR is a more appropriate measure of urban density. FAR is typically around 3.0 revealing tight streets, solid building lines and small plots with little amenity space.</p> <p>Densities open to consideration:</p> <p>Already high density, the Long Walk area would be sensitive to dramatic increases in density. The harbour area is less sensitive, characterised by large buildings and surface car parks. It would be appropriate for densities here to be higher than those of the historic core if townscape impacts of new development are careful considered.</p> <p>Prevailing heights:</p> <p>Typically building heights are between 3 and 5 storeys, with the modern larger developments tending to be the taller.</p> <p>Heights open to consideration:</p> <p>Heights should respect prevailing heights in the historic core. Within Ceannt Station and the Inner Harbour regeneration areas where large sites are capable of generating their own</p>	<ul style="list-style-type: none"> ✓ In preparing the Masterplan, it was noted that the prevailing six to eight storey buildings around the existing dock area relate well to both the wider city context and to the urban scale of space created by the existing dock. Therefore, most of the residential buildings proposed are between six to twelve storeys in height, with commercial buildings generally eight-storeys. The Masterplan also proposes several taller ‘landmark’ buildings to provide visual reference points and a degree of variation to the overall urban form at key ‘gateway’ locations - on the waterfront at the dock entrance, the Lough Atalia inlet, and adjacent to the railway bridge as it enters the city centre. ✓ The Masterplan promotes development of the Inner Harbour which incorporates high quality sustainable and inclusive urban design, urban form and architecture that positively contributes to the city’s character and heritage, and does not have significant adverse impacts on historic buildings, residential amenity or strategic views. ✓ The Masterplan proposes a plot ratio of 2.4.1 which aligns with the Galway Urban Density and Building Heights Study. In terms of building height - residential buildings generally range from 6-12 storeys, with commercial buildings generally 6-8 storeys. There is scope for increased height along the waterfront with careful consideration and detailed visual analysis, in relation to views of the historic townscape of Long Walk from across the River Corrib. ✓ Any forthcoming planning applications will be accompanied by an Environmental Impact Assessment which will include a Landscape and Visual Impact Assessment.

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	character, there is scope for greater height if designed carefully as demonstrated in emerging developments.	

Galway Climate Action Plan 2024-2029

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Energy and Built Environment	<p>3. Implement the Galway City Development Plan 2023 – 2029 to deliver the cross cutting policies and measures which support and facilitate a just transition to a low carbon and climate resilient society.</p> <p>30. Support maximum utilisation of built environment throughout the city, support the upgrade of existing vacant and derelict residential and commercial properties schemes include buy and release, repair and lease, Croí Cónaithe Cities, and so on. including utilising legislative powers such as Compulsory Purchase Orders/ Acquisition to facilitate such reuse where possible.</p>	<p>✓ The redevelopment of the Inner Harbour has been designed to deliver the '15-minute City' concept which reduces dependence on private car use and its associated emissions, and encourages sustainable mobility. It supports the delivery of a network of active travel routes and high-quality public realm which will enhance accessibility and connectivity. High energy performance buildings will be delivered, constructed using sustainable and recyclable materials. The Masterplan also supports the development of renewable and low-carbon energy on-site.</p>