Comhairle Chontae na Gaillimhe
Galway County Council

Draft Gort Local Area Plan
2025 - 2031

Chief Executive Report

Draft Gort Local Area Plan 2025 – 2031

Chief Executive Report on Submissions Received on the
Draft Gort Local Area Plan 2025 – 2031

Chief Executive Report

Forward Planning
Galway County Council
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Comhairle Chontae na Gaillimhe
Galway County Council

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1.0 Chief Executive's Report Introduction

1.1 Legislative Requirements Relating to the Local Area Plan

The Draft Gort Local Area Plan (LAP) 2025-2031 has been prepared in accordance with the legislative framework for planning and development, including the following:

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

Local Area Plans, including the Gort LAP 2025-2031, shall be consistent with the policy objectives of the Galway County Development Plan (GCDP) 2022 - 2028, its Core Strategy and the Regional Spatial and Economic Strategy for the North-West Region 2020-2032 and National Planning Framework 'Project Ireland 2040'. Local Area Plans must also have regard to Ministerial Guidelines under the Planning and Development Act 2000 (as amended) and be in accordance with National and European legislation.

1.2 Chief Executive's Report to the Elected Member

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

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

(i) List the persons who made submissions or observations.

(ii) Summarise the issues raised by the persons in the submissions or observations.

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

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

Where following the consideration of the Chief Executive's Report, it appears to the Members that the Draft LAP should be altered, and the proposed alteration would be a material alteration of the Draft Local Area Plan, the Planning Authority shall, not later than 3 weeks after passing of a resolution, publish notice of the proposed material alteration(s) in at least one newspaper circulating in the area and send notice of the proposed material alteration(s) to the Minister, the Board and prescribed authorities.
The Planning Authority shall also determine if a Strategic Environmental Assessment (SEA) or an Appropriate Assessment (AA) or both are required to be carried out in respect of one or more of such proposed material alterations to the Draft Local Area Plan. No later than 2 weeks after such a determination, the Chief Executive shall specify such a period that he or she considers necessary as being required to facilitate such an assessment(s).

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

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

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

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

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

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

1.3 Structure and Content of the Chief Executive's Report

1.3.1 Issues, Responses and Recommendations

The Draft Gort LAP 2025-2031 was placed on public display for 6 weeks, from Thursday 9th January 2025 until Thursday 20th February 2025 (inclusive). A public consultation drop-in session was held in Gort on Wednesday 5th February 2025. A Webinar Event was also held on Wednesday 12th February 2025. All events were well attended. A total of 121 submissions was received within the public consultation period, it is noted that 1 submission was withdrawn.

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

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

- Prescribed Authorities
- General Public and Other Persons/Bodies

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

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

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

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

1.3.2 Appendices

This includes a list of all submissions received on the Draft Gort LAP 2025-2031 including any late submission(s).

- Appendix A – Extract from Website titled - South Galway Vision –Gort Eco Park & Amenity Hub
  https://southgalwayvision.wordpress.com/2025/02/18/vision-gort-eco-park-amenity-hub/
- Appendix B – Extract from Website titled - Gort River Walk LAP Observations https://gortriverwalk.wordpress.com/gort-river-walk-lap-observations/)
- Appendix C - Local Transport Plan
- Appendix D –Environmental Reports
- Appendix E - List of Submissions Received

2.0 Submissions

Office of Planning Regulator **GLW-136-101**

The Office of Planning Regulator (OPR) acknowledges the considerable and evident work that was put into the preparation of the Draft LAP including the Local Transport Plan (LTP).
Recommendations issued by the OPR relate to clear breaches of the relevant legislative provisions of the national and regional policy framework and/or the policy of Government. The Planning Authority is required to implement or address recommendations made by the OPR to ensure consistency with relevant policy and legislative provisions.
Observations take the form of a request for further information, justification on a particular matter, or clarification regarding provisions of a plan on issues that are required to ensure policy alignment.

The Office comments the preparation of the Draft LAP which is consistent with the approach in the CDP and designates Gort as a Self-Sustaining Town (Tier 4) in the settlement hierarchy. The Office welcomes section 1.2.3 which outlines the requirement for the draft LAP to be consistent with the Core Strategy of the CDP, setting out clearly the housing projections for Gort Town which is 800 persons (460 residential units) over the plan period. However there is a need for Table 1 and other parts of the Draft LAP to clearly indicate the overall housing allocation for the town and how this has been allocated as Greenfield/Brownfield lands and distributed to the various zonings.

The Office commends the Planning Authorities approach in reviewing the settlement limit boundary from the last plan period which will support the sustainable growth of the town in areas with good access to existing facilities and amenities and making the most efficient use of existing infrastructure. However, the Office notes a more detailed table/matrix outlining the individual sites for both Residential Phase 1 (R1) and Residential Phase 2 (R2) is needed to clarify how the Greenfield land has been distributed consistent with the core strategy.

The Office notes the total area of land proposed to be zoned R1 is 12.8ha and appears to be consistent with that required to meet the core strategy of 460 units as allocated in the CDP.

The Office commends the approach to R1 lands zoned in the Draft LAP. The four sites zoned are well located to town centre, some very close to active travel public transport options and are well serviced, therefore providing good choice of sites for the town.

The Office notes however that the area of R2 zoned land is twice that of R1 and would significantly exceed the land requirements identified in the core strategy. Furthermore, Policy Objective GSST 6 of the Draft LAP may be read as facilitating all of the land becoming available within the plan period. The Office raises a number of concerns with this approach, particularly in relation to the peripheral location of one particular site on R460 Glenbrack Road (ref. R2d).

Policy Objectives GSST 16; 17 and 18 are welcomed, which ensure that there is appropriate development to support employment in the town. However, the Office is concerned regarding the accuracy of service availability information provided for on several sites, BEa; BTa; and Ib, which should be addressed.

The Office commends the focus of the Draft LAP on Town Centre First (TCF) Policies and Regeneration

proposals including GSST 9; 11 and 12 to promote the regeneration of the town as well as policy objectives protecting and enhancing the character and design of the town centre through GSST 32; 35; 38 and 39. However, the Office notes there is a lack of clarity, mapping or tables to highlight these positive interventions and to demonstrate how these proposals will be prioritised and phased to integrate with wide residential, employment and active travel proposals. Also the Office notes the high vacancy rates in Gort Town and it is important that the Local Area Plan addresses this issue and identifies critical measures and/or actions for vacant shops and buildings and not only underutilised land.

The Office welcomes the publishing of the Gort LTP and the LTP methodology, which supports the integration of land use and transport planning by including a range of measures to improve sustainable transport. Gort Town Centre Public Realm Enhancement Project Proposals, the Gort River Walk and Ennis Walkway improvements are to be all highly commended. The Office makes a number of recommendations to better integrate some LTP measures into the LAP and to highlight transport project priorities/phasing. Furthermore, although there are plans for car parking to be rationalised through the town centre public realm scheme, the overall quantum of car parking has increased by 23% which does not support our climate objectives by reducing greenhouse gas emissions.

The Office requests that particular attention be paid to the Office of Public Works recommendations generally and specifically to the recommendation to reconsider justification tests and review undeveloped zoned lands and consider amending or omitting part of, to remove potential risks as Opportunity site 01, existing housing zone at Tubber Road, and BTa and to ensure greater clarity and robustness in relation to protecting people, property and the environment.

It is within this context that the submission set out **4 Recommendations and 4 Observations under the following themes:**

- **Core Strategy and Residential Land Use Zoning**
- **Economy and Employment**
- **Town Centre and Regeneration**
- **Transport and Accessibility**
- **Flood Risk Management**
- **Implementation and Monitoring**

Consistency with the Regional Spatial and Economic Strategy

Submission provides overview of Gort as a Self Sustaining Town. It is stated that these settlements require targeted catch up investment to become self-sustaining and the strategy is to consolidate their role in the hierarchy to support their employment expansion while residential development will be facilitated to support sustainable growth of these towns.

RPO 3.13 of the RSES is a key policy for the LAP which aims to support the role of smaller towns such as Gort and highlight their role in terms of service provision and employment for their catchment within the County of Galway. RPO 3.2 seeks to follow the NPF to aim to deliver 30% of all new homes in settlements within existing built up footprints of populations of at least 1,500 which would apply to Gort.

The Office welcomes the selection of opportunity sites and proposals but in order to encourage and ensure delivery, these proposals should be set out more clearly, particularly how this integrates and is phased with the proposed residential and employment lands.

The Draft LAP is therefore considered to be broadly consistent with the policies and objectives of the RSES, except as may otherwise be identified below.

Core Strategy and Residential Land Use Zoning

Table 1 identifies the core strategy population figure but has omitted the overall housing supply target of 460 as set out in the core strategy of the CDP.

The Office has concerns with respect to the approach to the R2 zoned lands. These lands comprise more than double the extent of the R1 land and together with Policy Objective GSST 6 which facilitates the granting of planning permission on these lands and have the potential to undermine the provision of a clear overall strategy for residential development in the town.

The Office notes three recent extant planning permissions for residential developments on these lands comprising c. 320 units over the 50% of the core strategy housing target. As such, PO GSST 6 which states that 'Development on residential (phase 2) lands will normally only be considered where 50% of the lands in Residential Phase 1 are committed to the development' could be read to mean that planning permission can be granted on the R2 zoned lands from the outset, making the distinction between these lands and the preferably located R1 zoning lands mute.

The Office is of the view therefore, that proposed Policy Objective GSST 6 should be reviewed to ensure that R1 lands will not be over taken/leapfrogged by Phase 2 lands contrary to the delivery of compact growth and the sequential approach to zoning whereby the most spatially centrally located development sites in settlements are prioritised for new development first, with more spatially peripherally located development sites being zoned subsequentially.

The Office also considers that the current 'exceptional circumstances' criteria may be difficult to apply through the development management process.

While acknowledging the need to provide for local choice and flexibility to meet the core strategy housing targets, it is important that this is facilitated in a manner that ensures the compact and sustainable growth of the town and supports sustainable mobility. In this regard, some of the R2 lands are more preferably located than others in terms of compact growth and infrastructure capacity.

The Office also notes that no detail is provided in terms of the housing yield of the land zoned for Residential or Mixed Use, which could usefully be illustrated in table 4 of the draft Local Area Plan and in the Infrastructure Assessment on Residential and Employment Lands which accompanies the draft Local Area Plan. Together with a review of the Infrastructure Assessment to clarify the most up to date position regarding water and sewerage capacity, this would assist in clearly identifying the lands most suitable for the R2 zoning objective.

Submission states particular and significant concern regarding zoning objective R2d (11.6ha) on R460 Glenbrack Road due to its peripheral location and scale relative to the requirement for 12.9ha of Greenfield land specified in table 1 of the draft LAP. Furthermore Uisce Eireann has indicated that the site will require localised upgrades for both water and wastewater and significant extensions up to 150m for water and sewer. It also appears that the lands are not served by a continuous footpath along the R460 between the site and the town centre.

The Office has a particular concern regarding objective R2a (1.1ha) on lands off R458 north of Cuirt Bhreac housing estate due to its peripheral location and the need for significant connections into water and waste, which may require a 325 length extension for water and sewer if not feasible to connect through adjoining Cuirt Bhreac housing estate as identified by Uisce Éireann.

Submission recommends that further consideration is given to the approach to R2 zoned lands to ensure the draft LAP provides a clear and transparent strategy for residential development consistent with the core strategy of the CDP, the principles of compact growth and the sequential approach to zoning and the infrastructure capacity of the subject lands.

Recommendation 1 – Core Strategy and residential land use zoning
Having regard to the provision of new homes at locations that can support compact and sustainable development and the co-ordination of housing delivery and infrastructure, and in particular to: RPO 3.1, RPO 3.2 , RPO 3.4 of the RSES; the core strategy of the Galway County Development Plan 2022–2028 (the County Development Plan); Policy ObjectivesCS1, CS2, CS3, CS5 and C57 of the County Development Plan regarding sequential and compact development; Policy Objectives WS1, WW1, WW2 of the County Development Plan regarding infrastructure capacity and delivery; the policy and objective that planning authorities adopt a sequential approach when zoning lands for development under section 6.2.3 of the Development Plans, Guidelines for Planning Authorities (2022) (the Development Plans Guidelines); and the policy and objective for zoned land to be informed by a Settlement Capacity Audit under section 6.2.1 of the Development Plans Guidelines the Planning Authority is recommended to: (i) amend table 1 of section 1.2.3 of the draft Gort Local Area Plan 2025-2031 (the draft Local Area Plan) to include the housing supply target for Gort consistent with the County Development Plan core strategy;

(ii)amend table 4 of section 1.7.2of the draft Local Area Plan to include the housing yield of the land zoned for Residential or Town Centre and Mixed Use /Commercial;

(iii)review the Infrastructure Assessment which accompanies the draft Local Area Plan to include the potential housing yield of the land zoned for residential or mixed use and to update the information, in particular regarding water and wastewater capacity;

(iv) omit zoning objectives if they cannot be reasonably or cost effectively serviced within the plan period;

(v) omit the R2d zoning objective which is peripherally and non-sequentially located at R460 /Glenbrack Road, is not adequate serviced, and is inconsistent with the core strategy of the County Development Plan;

(vi) omit the R2a zoning objective which is peripherally located and non-sequentially located on R458 north of Cuirt Bhreac, is not adequately serviced and is inconsistent with the Core Strategy of the Development Plan;and

(vii)amend the wording of proposed Policy Objective GSST6of the Local Area Plan to ensure that R1 lands will not be overtaken/leapfrogged by Phase 2 lands contrary to the delivery of compact growth and the sequential approach to zoning whereby the most spatially centrally located development sites in settlements are prioritised for new development first, with more spatially peripherally located development sites being zoned subsequently.

The Planning Authority is advised to engage with Uisce Éireann in relation to (iii) and (iv) above

Chief Executive's Response

(i) It is proposed to amend Table 1 to include the housing supply target

(ii) It is not considered appropriate or necessary to update Table 4 of the Draft LAP to include the housing yield of the land zoned for residential or town centre and mixed use commercial. Such an exercise will be carried out on a County wide basis as part of the review of the County Development Plan. To carry out this additional step at this stage would place the Gort Local Area Plan out of sync with the other adopted LAP's in County Galway. The housing unit allocation will be added to Table 1. A suitable methodology for the estimation of numbers of residential units to be derived from Town Centre and Commercial/Mixed Use zonings will be formulated thereafter and applied on a County wide basis.

(iii) The Infrastructure Assessment template is based on that previously used in LAP's for other

towns in County Galway. It is recognised that additional detail could be added to the existing Infrastructure Assessments. This will be done on a County wide basis ahead of the County Development Plan review. The structure and content of the draft Infrastructure Assessment proposed as part of the Gort LAP is consistent with that of the other LAP's in County Galway and shall remain as such until a County wide infrastructure assessment is undertaken in the larger towns including Gort across County Galway. This will be undertaken in consultation and close collaboration with key stakeholders including UÉ.

(iv) The planning authority have reviewed the previous Gort LAP and carefully examined the settlement boundary and the zonings contained therein. The zoning objectives within the plan have been prepared with the best information available. Lands have been zoned in accordance with the Core Strategy. Galway County Council will continue to engage with relevant stakeholders such as UÉ to support the delivery of services within the plan area.

(v) The previous Gort Local Area Plan 2013 – 2023 had in excess of 72 hectares of lands zoned for Residential Phase 2. The quantum of R2 zoned lands has been reduced significantly in the Draft Plan. In addition the ratio of Residential Phase 2 lands to Residential Phase 1 lands is consistent with other LAP's that have been reviewed in the last 3 years. The site in question (R2d) is the next bank of land sequentially for development in this part of Gort town.

In their submission to the Draft Plan, Uisce Éireann have advised that localised upgrades are likely to be required for both water and wastewater as well as longer extensions between 50 – 150m for the water network and 150m approx. to the sewer network. In this respect, UÉ advise that further investigations are required. Therefore, omission of these lands is not justified.

(vi) Site identified as R2a adjoins an existing housing estate to the south Cúirt Bhreac and therefore would be somewhat sequential. Its removal is not justified. Water and wastewater may be feasible through the existing Cúirt Bhreac, this detail would be investigated further through the Development Management process.

(vii) The wording of Policy Objective GSST 6 of the Draft Local Area Plan remains unchanged from that of the Galway County Development Plan and the four additional Local Area Plans for County Galway (Ballinasloe, Tuam, Athenry, Loughrea). The PO clearly states that 'where it is apparent that R1 lands cannot or will not be developed for residential purposes within the plan period, residential development may be considered in limited cases in a phased manner on suitable R2 lands in exceptional circumstances.

The PO goes on to state that development on R2 lands will normally only be considered where 50% of the lands in R1 are committed to development. In addition Residential developments on R2 lands will be subject to compliance to the core strategy…connectivity…the sequential approach…avoidance of leap frog development. In addition, the development will only be permitted where a substantiated evidence based case has been made to the satisfaction of the Planning Authority.

Given the strict parameters of this PO, it is considered that the PO shall remain unchanged.

Chief Executive's Recommendation

(i)

Settlement Typology	CSO 2016	Core Strategy Allocation	Housing Allocation 2022 - 2028	Residential Units to be Delivered on Greenfield Sites	Residential Units to be Delivered on Brownfield/Infill Sites	Density	Quantum of Greenfield Land Required for Residential Development
Self-Sustaining Town	2,994	800	**460**	322	138	25	12.9

Table 1: GCDP 2022 – 2028 Core Strategy

(ii) No Change.

(iii) No Change

(iv) No Change.

(v) No Change.

(vi) No Change.

(vii) No Change.

3. Economy and Employment

Submission welcomes focus on the promotion of economic development given the Self Sustaining Town designation. In particular, it highlights the role promoting a TCF approach to attract new businesses for retail/service functions, promotion of tourism to tap into the local potential assets and amenities as well as capitalising on Gort's strategic location and proximity to strong road and rail network links. It also highlights the desire to create sustainable employment opportunities on appropriately zoned lands.

Submission welcomes employment related policy objectives from the Draft LAP. There are five main land use zonings identified in the draft LAP of various scale and in a mixture of Brownfield and Greenfield sites.

However, although an Infrastructure Assessment has been carried out for the five sites, this does not appear to be consistent with the Uisce Eireann submission which identifies the need for localised upgrades into the Water Network at Employment Lands sites Id and extension over 100m to site BEa and also the requirement of sewer network extensions over 100m at sites BEa and BTa. Also a potential issue with site BTa flooding on a small area of the zoned land, all of which needs review and consideration.

It is not clear how much of this quantum is existing and land remaining for future employment land use purposes. Inclusion of this information would be of benefit in terms of delivering on the objectives for economic growth and to guide future potential development of the lands.

Recommendation 2 – Employment Zoned Lands
Having regard to the co-ordination of land use zoning and infrastructure, and in particular to: RPO 9.3 of the RSES; Policy Objectives WS1, WW1, WW2 of the Galway County Development Plan 2022-2028 (the County Development Plan) regarding infrastructure capacity and delivery; and Policy Objectives SS4 (Self-Sustaining Towns –Level 4) of the County Development Plan ES1, SC01 and S C02, the Planning Authority is recommended to: (i)review of availability of services of Water, Sewers and Flood risk for each zoning identifying any infrastructure requirements, details of the delivery of the required services, and/ or capacity to support new development; and (ii)review the Infrastructure Assessment for the Employment Zoning Lands providing clarity on the scale of each site, extent of land uptake to date and the available lands remaining of each of the zonings.

Chief Executive's Response

(i) In response to point (i) above, the planning authority has noted the water, wastewater and flood risk for each zoning.

Site	**Water**	**Wastewater**	**Flood Risk**
Ia	UE have not indicated any issue with water supply.	UE have advised that localised network upgrades may be needed, depending on the scale of the planned development.	Site is located within Flood Zone C
Ib	Site may need localised network upgrades depending	Extensions >100m may be required for	Site is located within Flood Zone C.

	on the scale of the planned development.	Ib.	
Ic	Site may need localised network upgrades depending on the scale of the planned development.	Depending on the scale and sequencing of development, upgrading of the river crossing and sewer on Georges Street may be required to cater for sites to the east of the river including [Ic].	Site is located within Flood Zone C.
BEa	Extensions >100m maybe required.	Extensions >100m maybe required.	Site is within Flood Zone C.
BTa	Site may need localised upgrades depending on the scale of the planned development.	Extensions >100m may be required for BTa.	A portion of the site is Flood Zone A. See Chief Executive's response to GLW-C136-94 in relation to updated Justification Test Table in the SFRA.

The table above outlines the infrastructure status of each of the employment sites within the plan area with respect to Water Supply and Wastewater. It appears that some upgrade works to the water/wastewater network may be required. In some cases this depends on the scale of the planned development. On that basis, further specific detail regarding infrastructure requirements will be established as proposals come forward for development through the DM process.

(ii) The Draft Infrastructure Assessment is in keeping with the Infrastructure Assessments that have been carried out for the previous Local Area Plans in County Galway that have been adopted in the last 2 years. The Planning Authority is committed to developing the Infrastructure Assessments further, however, this will be done on a County wide basis during the review of the County Development Plan. To alter the format and content of the Infrastructure Assessment for employment lands in Gort at this stage would put it out of sync with the Infrastructure Assessments that have been carried out for other LAPs in County Galway to date.

Chief Executive's Recommendation
(i) No change

(ii) No change

4. Town Centre and Regeneration
The Office welcomes the overall objectives of the draft Local Area Plan regarding its focus on Town Centre First and aim to deliver sustainable regeneration for the town, and its identification of four

key Opportunity Sites within the town centre.

One of the main characteristics of Gort is its traditional market town form and the extent of built heritage, and the Office also welcomes the key objective to promote tourism and capitalise on Gort's tourist potential as an economic driver by enhancing both built heritage and natural heritage assets.

Also commendable are key proposals for the regeneration of the public realm in the town centre. Some of these proposals are detailed in the Gort LTP which is considered in the Transport section of this submission.

The Draft LAP addresses the TCF Plan. It highlights a summary of key themes and proposals ranging from conservation/heritage proposals, connectivity/wayfinding proposals, multi sports improvements, enhancement of parks/greenways for the town. The draft Local Area Plan policy objectives GSST 9 -Protecting the town centre; GSST11 -Supporting Town Centre First policy and GSST 12 -promotion of protection and enhancement of traditional shop front designs were appropriate, are all to be welcomed.

The Office notes however that there is no specific section, table or maps which clearly identify and combine the details of the potential regeneration proposals, delivery timelines and priority phasing, the Draft LAP misses the opportunity to demonstrate the positive impact this will bring to the town centre and how this will integrate into the implementation of wider residential and economic zonings and benefit residents and tourists.

Observation 1 – Delivery of Regeneration Projects
Having regard to the need for compact growth and town centre regeneration, and in particular to: • RPO 3.4, RPO 3.6, RPO 3.9, RPO 4.45, RPO 4.47, RPO 7.20 of the RSES; and • Policy Objectives CS1, CS2, CS3, CS4, CS5, CS7 of 2.3.14 of the Galway County Development Plan 2022-2028, the Planning Authority is advised to: (i) review and enhance section 1.2.5 Town Centre First and link with sections 2.8 Transport and Movement and 3.0 Opportunity Sites of the draft Gort Local Area Plan 2025 –2031; and (ii) provide clearer policies and objectives, including detailed table /mapping, regarding the timelines and phasing of the delivery of various proposed built heritage, town centre and community facility based projects

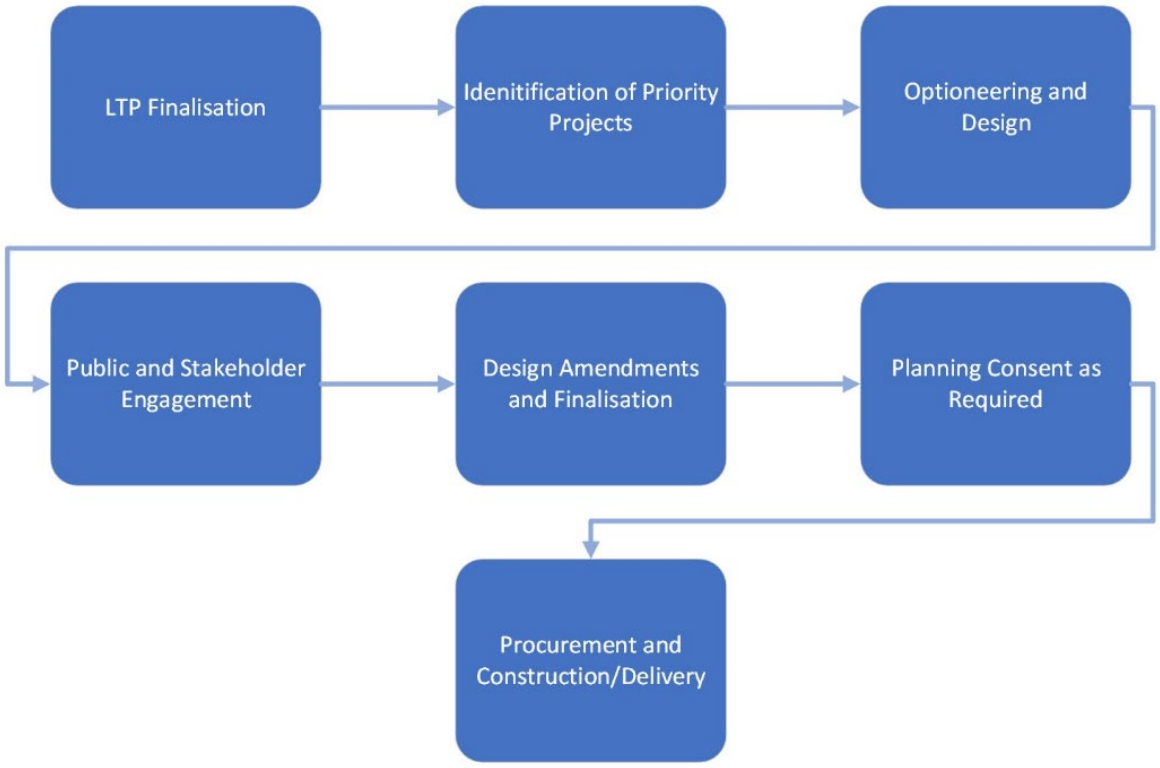
Chief Executive's Response

(i) Additional text and flow chart is proposed to be added to the end of Section 1.2.5 of the Draft LAP

Four Opportunity Sites have been identified in the Draft Plan. These seek to complement the aspirations of the TCF Plan. The Opportunity Sites are set out in Section 3 of the LAP.

A working group will be set up between the Planning, Active Travel and Town Regeneration Office to maintain consistency between the respective plans and where possible create a synergy and unity in delivery of the projects of the TCF and LTP plans which complement each other. The flow chart further illustrates how the LTP projects in particular will be delivered. This includes stakeholder engagement, which will include collaboration with the TCF Team, other stakeholders and key Local Authority Directorates.

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Explanatory Note

LTP Finalisation: Local Transport Plan is finalised, incorporating changes from the public consultation process and Material Alterations passed by elected members. The LTP now forms part of the statutory Local Area Plan.

Identification of Priority Projects: Galway County Council (GCC), collaborating with the elected members, the NTA, and other stakeholders such as the Town Regeneration Office and funding bodies, identifies priority projects arising from the measures within the LTP for which the implementation process should begin.

Optioneering and Design: Engineering consultants are engaged and commence a detailed optioneering and design process. In line with project management guidelines stipulated by funding

bodies, most projects must complete an optioneering process from scratch, incorporating all options which could fulfil the project objectives. Key constraints that could affect the design are identified at this stage and environmental surveys will take place if required. This may see the chosen option for a given project take a different route than that indicated in the LTP. Following a decision on the Emerging Preferred Option, preliminary design is undertaken which can be presented for public and stakeholder engagement to give an idea of the shape and impact of the proposed scheme.

Public and Stakeholder Engagement: The elected members are taken through the options selection process and the preliminary design which will go to either full public consultation or more limited stakeholder engagement depending on the scale of the project. This may include public consultation with the TCF team.

Design Amendments and Finalisation: Amendments required to the design arising from the engagement process are made.

Planning Consent as Required: The planning process and additional engagement on the final design required will depend on the scheme. Some schemes will require Part X approval including statutory consultation and formal vote by elected members. Some schemes may go to An Board Pleanála, some schemes may proceed via Section 38 of the Road Traffic Act, 1994. For schemes where the chosen options involves more limited intervention, additional statutory consultation on the scheme is not required.

Procurement and Construction/Delivery: Following grant of planning consent, detailed design drawings which will be issued to construction contractors are produced. Invitations to tender for construction contracts are issued. If construction traffic management plans are required, these will be decided in collaboration with GCC. Briefings and engagement with elected members will take place.

It is proposed to update Section 2.8 Transport and Movement to include the following text

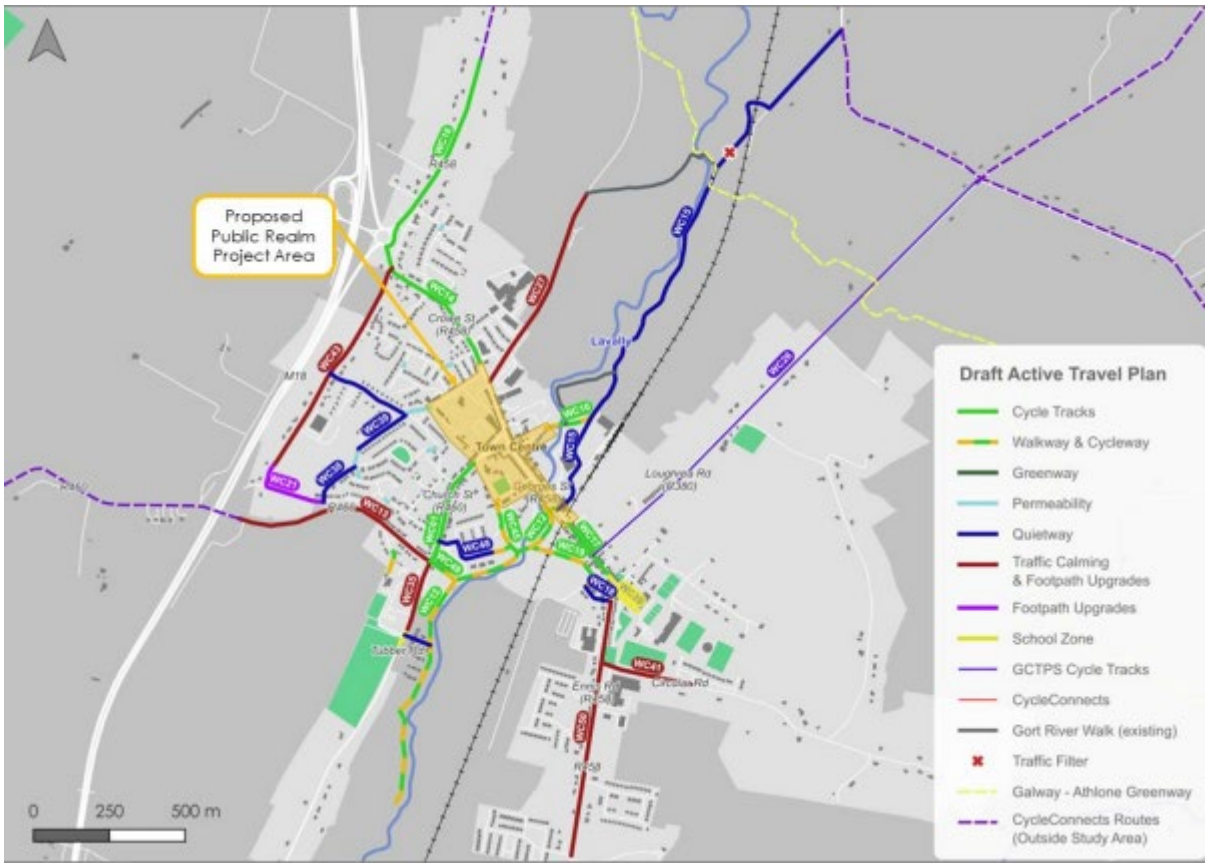
The TCF proposed public realm improvement includes a range of measures that will support the objectives of the LTP. As referenced in the LTP, these measures include:

- Wider Footpaths
- Cycle infrastructure
- Reduced town centre carparking
- Additional pedestrian crossing points
- New public open space

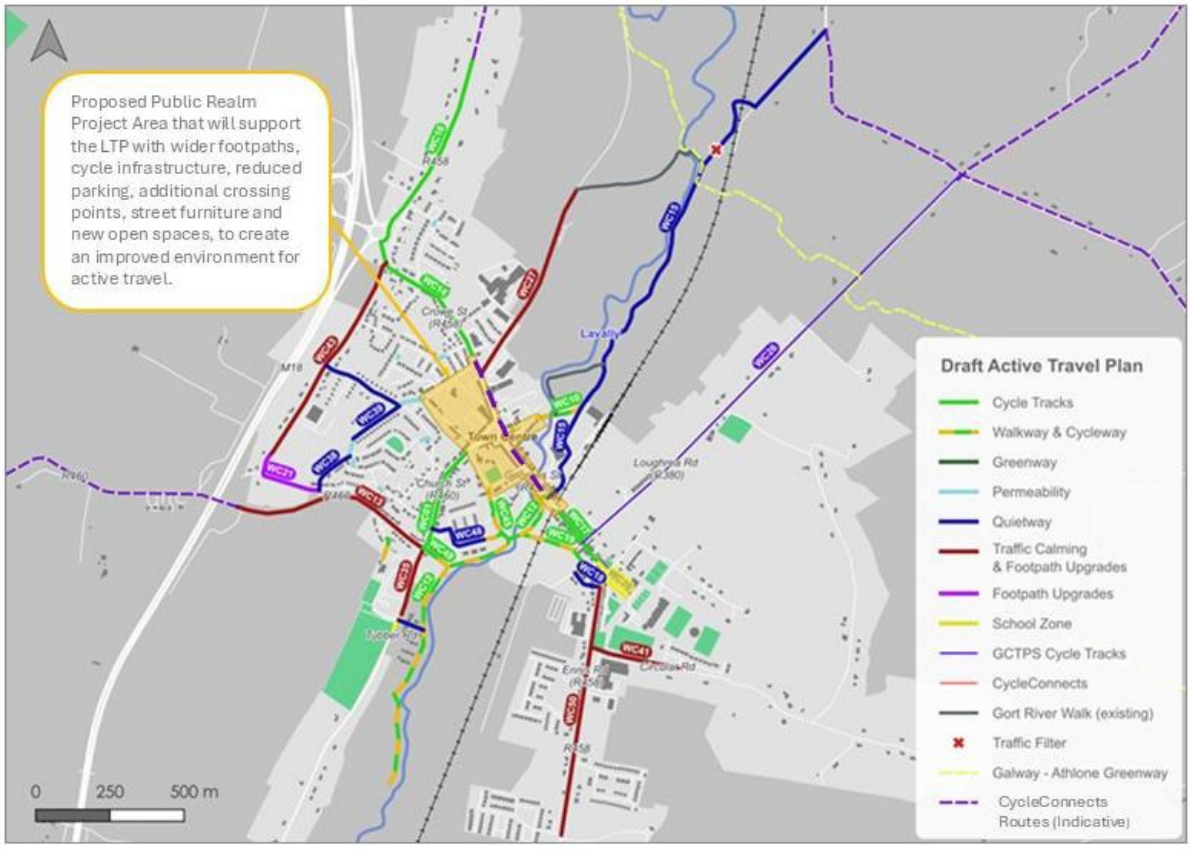
The TCF Plan and proposed public realm improvements shall complement the objectives of the LTP.

Insert Amended Figure 5 below to LAP as per LTP.

From


Proposed Public Realm Project Area
Draft Active Travel Plan
Cycle Tracks
Walkway & Cycleway
Greenway
Permeability
Quietway
Traffic Calming & Footpath Upgrades
Footpath Upgrades
School Zone
GCTPS Cycle Tracks
CycleConnects
Gort River Walk (existing)
Traffic Filter
Galway - Athlone Greenway
CycleConnects Routes (Outside Study Area)
0
250
500 m

To


Proposed Public Realm Project Area that will support the LTP with wider footpaths, cycle infrastructure, reduced parking, additional crossing points, street furniture and new open spaces, to create an improved environment for active travel.
Draft Active Travel Plan
Cycle Tracks
Walkway & Cycleway
Greenway
Permeability
Quietway
Traffic Calming & Footpath Upgrades
Footpath Upgrades
School Zone
GCTPS Cycle Tracks
CycleConnects
Gort River Walk (existing)
Traffic Filter
Galway - Athlone Greenway
CycleConnects Routes (Indicative)
0
250
500 m

(ii) The Planning Authority consider that it would be misleading to attempt to provide details with respect to timelines and phasing of projects that are beyond the scope of this LAP. There are many variables with projects such as land acquisition, funding and relevant consents which can significantly impact timelines.

It is reasonable to assume that many of the various proposed built heritage, town centre and community facility based projects will be brought forward through the development management process, including Part 8 applications where applicable.

However, the TCF Plan includes a list of proposals to be delivered as part of TCF together with a timeframe (short, medium, long term) for each proposal. It should be noted that the timescales set out are indicative.

The existing suite of policy objectives contained within the Draft LAP and CDP are considered sufficient to support the delivery of appropriate projects within the town.

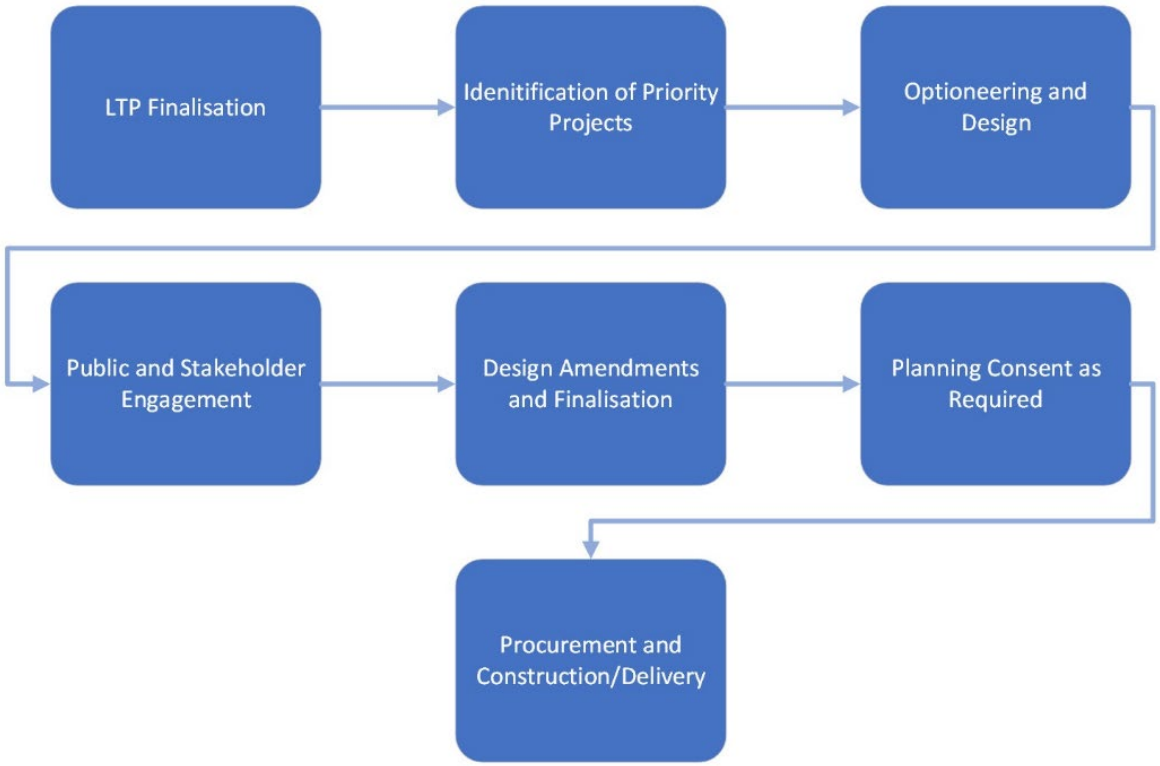
In addition a concerted effort will be made to ensure projects are monitored and measured against the policy objectives of the CDP and LAP.

Chief Executive's Recommendation

(i) Additional text is proposed to be added to the end of Section 1.2.5 of the Draft LAP
Four Opportunity Sites have been identified in the Draft Plan. These seek to complement the aspirations of the TCF Plan. The Opportunity Sites are set out in Section 3 of the LAP.

A working group will be set up between the Planning, Active Travel and Town Regeneration Office to maintain consistency between the respective plans and where possible create a synergy and unity in delivery of the projects of the TCF and LTP plans which complement each other. The flow chart further illustrates how the LTP projects in particular will be delivered. This includes stakeholder engagement, which will include collaboration with the TCF Team, other stakeholders and key Local Authority Directorates.

Insert Chart at end of Section 1.2.5



Update Section 2.8 Transport and Movement to include the following text

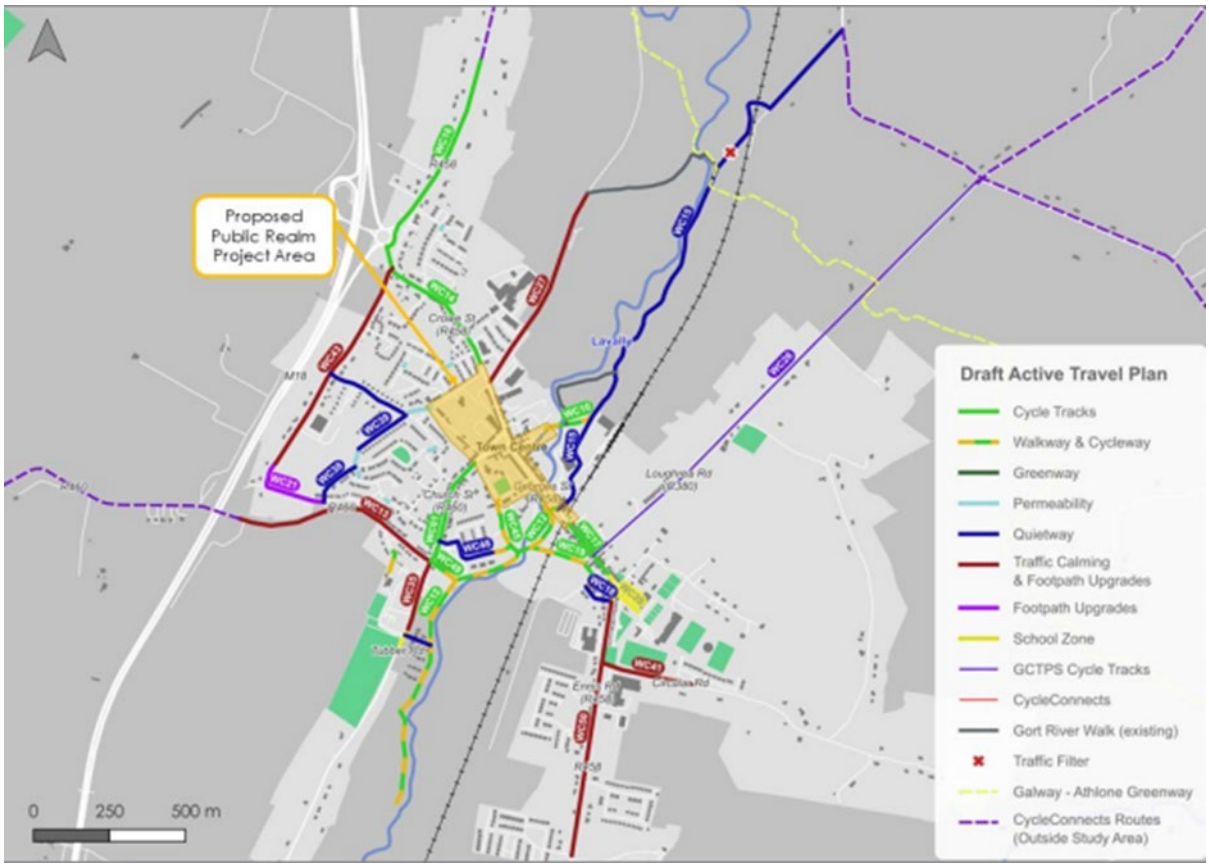
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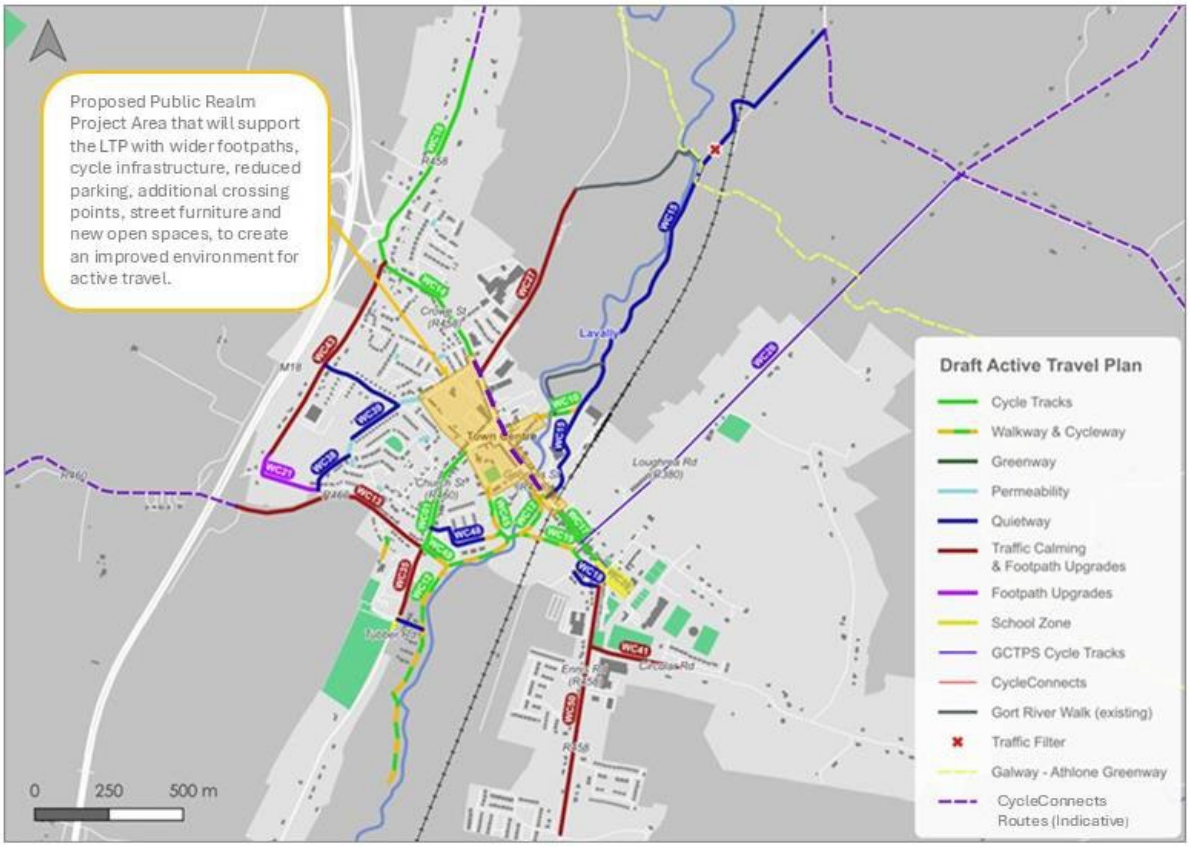
The TCF Plan and proposed public realm improvements shall complement the objectives of the LTP.

Insert Amended Figure 5 below to LAP as per LTP.

From


Proposed
Public Realm
Project Area
Draft Active Travel Plan
Cycle Tracks
Walkway & Cycleway
Greenway
Permeability
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Traffic Calming
& Footpath Upgrades
Footpath Upgrades
School Zone
GCTPS Cycle Tracks
CycleConnects
Gort River Walk (existing)
Traffic Filter
Galway - Athlone Greenway
CycleConnects Routes
(Outside Study Area)
0
250
500 m

To



(ii) No change

Vacancy

The Office notes that Gort has been identified as having a commercial vacancy rate of 15.7% and a residential vacancy of 5.6% by the NWRAs Regional Vacancy and Dereliction Analysis (2022). The Office acknowledges the CDP Policy Objectives CGR 3, CGR4, CGR8 and CGR 13. However, given the extent of the vacancy in the town it is important that this issue is specifically acknowledged and addressed at a local level in relation to Gort by identifying the critical measures and /or actions the Planning Authority will use to address vacancy. This should apply not only to under utilised lands but also vacant shops and /or vacant buildings.

In order to demonstrate the effectiveness of the Planning Authorities approach, the draft LAP should also include measurable targets for the resolution of vacancy and proposals for monitoring same.

Observation 2 – Vacancy
Having regard to the reversal of rural decline in the core of small towns through sustainable targeted measures to address vacancy, and in particular to: RPO 3.4, RPO 3.6, RPO 4.45, RPO 4.47 of the RSES; • Policy Objectives CSA2, CSA3, CGR2, CRG3, CGR4, CGR8 Town Centre, CGR13 Town Centre first of the Galway County Development Plan 2022-2028; and • The Town Centre First, A Policy Approach for Irish Towns (2022),

the Planning Authority is advised to include additional or stronger policy objectives setting out measures and /or actions to address vacancy and measurable targets for the reduction of vacancy during the plan period and a strategy for the monitoring of same.

Chief Executive's Response
Noted. The Local Authority acknowledges the importance of Active Land Management in promoting and facilitating the re-use and redevelopment of vacant and under utilised lands. As outlined in the comments from the OPR there are Policy Objectives in the CDP and in the Draft LAP that seek to address vacancy in town centres including Gort. In addition to these policy objectives, it is expected that a review of the Galway County Development Contribution Scheme will consider having measures available that would encourage the use of these town centre brownfield sites with a reduced development contribution scheme. It is also considered that ongoing collaboration with the Town Regeneration Office and other council Directorates such as Housing will be established. This cross directorate working group will be an effective measure to examine the issues surrounding vacancy in the towns across County Galway including Gort and the tools available to the LA to bring them back into use. This would also be in accordance with Policy Objective CS4 of the County Development Plan. In addition, vacancy rates will also be recorded and investigated as part of the existing Development Plan monitoring.

Chief Executive's Recommendation
No change.

Transport and Accessibility
The Office welcomes the publishing of the Gort LTP in tandem with the draft Local Area Plan, consistent with Objective ILUTP 3 of the Galway County Development Plan, 2022 –2028, RPO 6.27 of the RSES and within the context of National Sustainable Mobility Policy, mandatory climate change objectives under the Climate Act and the actions relating to transport under the Climate Action Plan 2024. The Office notes and welcomes the preparation of the LTP using the ABTA methodology, which supports the integration of land use and transport planning by including a range of measures to improve sustainable transport.

The LTP indicates one of its main objectives is the creation of an environment which encourages a modal shift from private car to sustainable modes during the plan period. This will be essential to achieving national mandatory climate action targets to reduce greenhouse gas emissions by 51% by 2030. Having clear modal shift objectives would assist with achieving these targets and the Office recommends the inclusion of ambitious but realistic mode share targets for the town, together with an effective monitoring programme within the draft Local Area Plan.

While the LTP sits alongside the draft Local Area Plan, the Office is concerned that the LTP measures and strategy have not been adequately integrated into the draft Local Area Plan. While policy objectives GSST 44 to GSST 53 of the draft Local Area Plan are noted, it is recommended that stronger and more explicit policy support for the implementation of the preferred strategy and associated interventions is included, in line with RPO 6.28of the RSES, which requires the incorporation of LTP measures into local area plans. The draft Local Area Plan should also provide clear mapping of the active travel network. Clarity is also required around GSST 44 which refers to the implementation of the LTP as set out in section 3. Section 3 of the draft Local Area Plan though related to Opportunity Sites.

Another key requirement of LTPs, as outlined in section 6.3 of the RSES, Enabling Plans –Local Transport Plans, is to set out the transport priorities for the plan area. The Office welcomes the identification of an emerging preferred strategy together with a wide range of sustainable transport measures in the LTP. The Office recommends however that the priority projects to be progressed during the plan period are highlighted within the LTP and draft Local Area Plan, together with implementation timeframes.

The Office commends the progression of Town Centre First initiatives and in particular the public realm enhancements proposed for the town centre as detailed under section 6.2.2 and figure 6-3 of the LTP. There are a number of areas though where stronger coordination and consistency is recommended between the Town Centre First initiatives and the LTP, the County Development Plan and the RSES, particularly in the areas of car parking provision, public transport and cycle infrastructure.

Section 2.3.4 of the LTP indicates a 23% increase in car parking within town centre areas under Town Centre First initiatives. This is inconsistent with Policy NNR 8 of the CDP. In addition, section 6.3 of the LTP highlights the proposed relocation of town centre bus stops to more peripheral locations and also indicates that cycle infrastructure proposed in the LTP is not to be extended through town centre areas, including along a significant length of the R458. The Office is concerned that these issues, together with the overall level of parking and traffic circulation envisaged in the town centre public realm proposals, are not consistent with RPO 6.29 of the RSES, which indicates that the management of space in town centres, should deliver a high level of priority and permeability for walking, cycling and public transport modes to create accessible, attractive, vibrant and safe places. It is recommended therefore that the public realm initiatives are revised to improve coordination and consistency with the LTP and with RPO 6.29 of the RSES.

Section 3.5.2 of the LTP highlights that the cycle mode shares for school trips at 0.2% is well below the national average of 2.4%. The Office therefore welcomes in particular, the Gort River Walk and Queen Street to Ennis Road initiative, which is highlighted in section 6.2.4 and figure 6-5 of the LTP as a key active travel proposal under the TCFP, providing connections to residential areas, the town centre and schools, while also addressing the severance caused by the river and the railway line. In accordance with policy objective NNR5, School Travel Plans of the CDP, it is recommended that this initiative is referenced directly in the Emerging Preferred Strategy of the LTP with explicit policy support for its implementation included within the draft LAP.

Recommendation 3 – Integrated transport and land use planning
Having regard to the integration of land use and sustainable transport, and in particular to: • RPO 6.26, RPO 6.27, RPO 6.28, RPO 6.29, RPO 6.30, RPO 6.31 & RPO 6.32 of the RSES; • Policy Objectives GCTPS 3, ILUTP 1, ILUTP 3, WC 1, WC 3, WC 4, WC 5, PT 1, PT 2, NNR 5, NNR 8 of the Galway County Development Plan 2022 –2028 (County Development Plan); and • The Climate Action and Low Carbon Development Act 2015, as amended,

mandatory target to reduce greenhouse gas emissions by 51%, and the Climate Action Plan 2024, and associated actions including the National Sustainable Mobility Policy (2022) targets to reduce vehicle kilometres travelled per year and the National Investment Framework for Transport in Ireland (2021),

the Planning Authority is recommended to:

(i) incorporate the measures and proposed modal networks of the LTP and include clear mapping and policy support for the proposed interventions within the draft Gort Local Area Plan 2025-2031 (draft Local Area Plan);

(ii) include mode share targets for the settlement together with an effective monitoring programme;

(iii) identify priority active travel projects to be progressed during the plan period together with implementation timeframes;

(iv) revise the town centre public realm initiatives in order to improve coordination and consistency with the LTP, the County Development Plan and with RPO 6.29 of the RSES, having particular regard to the provision of car parking, bus stops and cycle infrastructure; and

(v) amend the LTP's Emerging Preferred Strategy to directly reference the Gort River Walk and Queen Street to Ennis Road active travel initiative and include explicit policy support for its implementation within the draft Local Area Plan

Chief Executive's Response

(i) Policy Objective GSST 44 of the LAP expressly supports the implementation of the LTP as set out in accordance with proper planning and sustainable development. In terms of incorporating measures proposed modal networks, Figure 3 of the Draft LAP relates to the Emerging Preferred Strategy for Gort. It includes proposal modal network details including foot path upgrades; school zones and traffic calming. The measures of the proposed Draft LTP are set out therein which is considered appropriate. The LAP refers to the LTP throughout the Written Statement. It is considered that the mapping and policy support contained within the LAP is sufficient. Note that it is proposed to modify the wording of GSST 44 as part of submission GLW-C136-19.

(ii) The level of information of mode share targets are in line with what was conducted for the previous Local Area Plans of Loughrea and Athenry. Therefore, in the interest of consistency no change is proposed in this instance.

(iii) This matter has been addressed under Section 7 of the LTP. See updated (Section 7) LTP at Appendix C

In addition, where new development is proposed to take place within the settlement boundary of Gort, active travel and public transport measures proposed within the LTP serving the relevant development will be delivered in a timely fashion to support the sustainable development of these areas. Through the planning process, all new major residential or employment developments in Gort will be required to provide active travel infrastructure throughout the respective development, integrated within the wider active travel network and the proposed set of measures outlined in the LTP. This is to ensure future residents/employees are provided with a choice of sustainable transport modes at the outset, and that connectivity across the network is maintained as Gort develops into the future. The preparation of the LTP is a joint initiative and collaboration between the Planning Directorate and the Infrastructure and Operations Directorate and this partnership will remain throughout the implementation and advancement of the LTP measures.

Furthermore, in terms of implementation and project delivery with respect to WC 21 (Glenbrack footpath upgrades) of the LTP has progressed in that the NTA have given their approval for footpath works for Galway County Council to proceed with this project.

(iv) The Draft LTP has been prepared taking due cognizance of the existing Town Centre First Plan for Gort. The TCF plan has been in place since November 2023. The proposed town centre public realm enhancement scheme includes measures that will complement and co-ordinate with the LTP. The proposals include:

- Wider Footpaths
- Cycle infrastructure
- Reduced town centre carparking
- Additional pedestrian crossing points
- New public open space

The proposed public realm enhancement measures include street furniture, trees, additional pedestrian crossings. It will create a safer active travel environment in the town centre of Gort. The LTP and TCF Plan have been prepared separately. The emphasis of the TCF plan is on the Town Centre and the emphasis of the LTP is seeking out how the transport needs of the town can be met in a manner that reflects overarching national policy in improving the provision of Active Travel. The proposed public realm enhancement scheme from the TCF plan will create an attractive environment in the town centre with an improved experience for the pedestrian with widened footpaths and reduced carparking in the town centre. The pedestrian experience will further be enhanced with additional pedestrian crossing points. Cycle infrastructure is also proposed as part of the public realm improvements under the TCF plan.

The LTP references the TCF Plan at Section 2.2.3. In addition, the LTP includes Figure 6-5; an image taken from the TCF plan which includes active travel routes connecting schools and residential areas via Queen Street, New Bridge and extended River Walk. It is considered that the town centre public realm initiatives will complement the Draft LTP. The Planning, Active Travel and Town Regeneration Teams will seek to complement delivery of projects where possible.

Additional detail pertaining to the proposed public realm works have been incorporated into the Draft LTP.

See also response to Observation 1 with respect to Section 2.8 of the Draft Plan.

Additional active travel details of the proposed public realm scheme for Gort have been incorporated into the Draft LTP (Appendix C).

(v) Section 6.2.4 of the Draft LTP makes reference to the Gort River Walk and Queen Street to Ennis Road Proposal connecting with LTP measures (WC12, WC19, WC27, WC45). The narrative set out in Section 6.2.4 is considered sufficient. In addition, the Draft Plan supports the LTP and the TCF plan through supporting policy objectives GSST 44 Local Transport Plan and GSST 11 Gort Inse Guaire Town Centre First Plan.

Chief Executive's Recommendation
(i) No Change

(ii) No Change.

(iii) See updated Section 7 of LTP. Appendix C

(iv) See updated LTP Appendix C. See also response to Observation 1 with respect to Section 2.8 of the Draft LAP.

(v) No Change

Flood Risk Management
Office welcomes the SFRA preparation and PO's GSST19, GSST 58-60, GSST 63, GSST 66 and GSST 73 to provide additional support for the management and sustainable use of the flood risk areas. The Office welcomes inclusion of Flood Map Zoning Map 3 and Constrained Land Use Zone comprising a combination of Flood Zone A and B overlaid on the land use zoning Map 1A. However, Flood Zones A and B and are not separately identifiable on the Land Use Zoning Map and it is difficult therefore to consider if the sequential approach has been applied appropriately.

The Office also welcomes the Plan Making Justification Tests (JT) in the Draft LAP. However, the Office is concerned where sites have not satisfied the JT, the approach of the authority has been to rely on PO GSST 25 Constrained Land Use to limit inappropriate development on lands. Measures such as this may be appropriate particularly where already developed lands overlap with areas of identified flood risk, and the zoning is retained to reflect existing usage and where opportunities to develop further is limited. However, this is not appropriate in the case of undeveloped lands which have not satisfied the sequential approach to avoid development or amend/substitute to a zoning with an appropriate level of flood risk.

The Office has identified several areas/part zonings in the draft Local Area Plan that appear to be fully or partially undeveloped, for which it has not been demonstrated that the criteria of the Plan making Justification Test have been satisfied, and which have been zoned for vulnerable uses including:

- Part of Opportunity Site 4
- Zoned Existing Housing Development on Tubber Road
- Zoning BTa – Business and Technology Park at Glenbrack Road

The OPW has also raised concerns with the zoning of these lands in areas at risk of flooding.

The Office notes that the OPW has raised a concern regarding Agriculture Zoned Lands in the draft Local Area Plan. Land and buildings used for agriculture have been defined as less vulnerable development in table 3.1 of the Flood Guidelines, which is not appropriate in Flood Zone A unless all criteria of the Plan Making JT have been satisfied. Furthermore, Agriculture zoned lands cannot satisfy the Plan Making JT, due to the requirement that lands are essential in achieving compact and sustainable urban growth. It would be appropriate therefore to incorporate an objective, or an amendment to the zoning matrix (Table 5), limiting any less vulnerable development such as Agricultural Building or Mart/Co-op in Flood Zone A. Objective GSST 23 should also be updated to clarity that highly vulnerable development such as one off housing would not be appropriate in Flood Zones A or B.

The OPW submission also identifies a number of issues in respect of the SFRA, including updating the National Indicative Fluvial Mapping and identifying the potential future flood extents included in Appendix II of the SFRA on the land use Zoning Map 1A in the draft LAP to highlight any development that could potentially be affected by climate change.

Recommendation 4 – Flood Risk Management

Having regard to the need for flood risk management and in particular to:

- RPO 3.10 of the RSES to avoid inappropriate development in areas of risk of flooding and assess flood risk in accordance with the Planning System and Flood Risk Management Guidelines for Planning Authorities (2009) (Flood Guidelines);

- RPO 3.11 of RSES to ensure that flood risk management policies and infrastructure are progressively implemented

- Policy Objectives FL3 of the Galway County Development Plan 2022-2028 to avoid development that will be at risk of flooding or that will increase the risk elsewhere where possible substitute less vulnerable uses, and Policy ObjectivesFL1, FL2 andFL3 to implement the guidelines of the Flood Guidelines; and

- the Flood Guidelines,

the Planning Authority is recommended to:

(i) Part of Opportunity Site 4 (Community Lands) – omit the Community Facilities zoning objective on that part of the lands within Flood Zone A or B;

(ii) Existing housing development along Gort River, off southern section of Tubber Road – omit the Existing Residential zoning objective on that part of the lands within Flood Zone A or B;

(iii) Zoning BTa – Business and Technology Park at Glenbrack Road – omit the

Business & Technology Park zoning objective on that part of the lands located within Flood Zone A or B;

(iv) Include an objective or amend the zoning matrix to restrict less vulnerable development such as Agricultural Buildings or Mart/Co-Op in Flood Zone A

(v) amend Objective GSST23 to ensure that highly vulnerable development such as one off housing is not facilitated in Flood Zones A or B;

(vi) include a policy objective to acknowledge the ongoing design planning and implementation of the Gort Lowlands Flood Relief Scheme;

(vii) include a policy objective to ensure that development proposals do not prevent the progression of maintenance of drainage scheme schemes, including the Gort River (Bridge Street) scheme;

(viii) overlay the extent of the Flood Zones A and B (separately) on the land use Zoning Map 1A in the draft Gort Local Area Plan (2025-2031) to clearly inform zoning decisions and provide for greater transparency;

(ix) overlay the potential future flood extents included in Appendix II of the SFRA on the land use Zoning Map 1A in the draft Gort Local Area Plan (2025-2031) to highlight any development that could potentially be affected by climate change;

(x) Update the SFRA to include the latest published version of the National Indicative Fluvial Mapping System.

The Planning Authority should consult with the OPW regarding this Recommendation.

Chief Executive's Response

(i) See Chief Executive's response to GLW-C136-94 in relation to Supplied Justification Tests.

(ii) See Chief Executive's response to GLW-C136-94 in relation to Supplied Justification Tests.

(iii) See Chief Executive's response to GLW-C136-94 in relation to Supplied Justification Tests.

(iv) See Chief Executive's response to GLW-C136-94 in relation to Agricultural Zoned Lands.

(v) See Chief Executive's response to GLW-C136-94 in relation to Agricultural Zoned Lands.

(vi) See Chief Executive's response to GLW-C136-94 in relation to Gort Flood Relief Scheme.

(vii) See Chief Executive's response to GLW-C136-94 in relation to Gort Flood Relief Scheme.

(viii) See Chief Executive's response to GLW-C136-94 in relation to Flood Zone Mapping.

(ix) See Chief Executive's response to GLW-C136-94 in relation to Consideration of Climate Change Impacts.

(x) See Chief Executive's response to GLW-C136-94 in relation to National Indicative Fluvial Mapping.

Chief Executives Recommendation
(i) See Chief Executive's response to GLW-C136-94 in relation to Supplied Justification Tests.

(ii) See Chief Executive's response to GLW-C136-94 in relation to Supplied Justification Tests.

(iii) See Chief Executive's response to GLW-C136-94 in relation to Supplied Justification Tests.

(iv) See Chief Executive's response to GLW-C136-94 in relation to Agricultural Zoned Lands.

(v) See Chief Executive's response to GLW-C136-94 in relation to Agricultural Zoned Lands

(vi) See Chief Executive's response to GLW-C136-94 in relation to Gort Flood Relief Scheme.

(vii) See Chief Executive's response to GLW-C136-94 in relation to Gort Flood Relief Scheme.

(viii) See Chief Executive's response to GLW-C136-94 in relation to Flood Zone Mapping.

(ix) See Chief Executive's response to GLW-C136-94 in relation to Consideration of Climate Change Impacts.

(x) See Chief Executive's response to GLW-C136-94 in relation to National Indicative Fluvial Mapping

Observation 3 – SuDs and nature based solutions
Having regard to the integration of climate action into the planning system, the Planning Authority is advised to include a robust framework and guidance in relation to the identification and use of SuDs, appropriate SuDs techniques and nature based solutions, including green infrastructure objectives, and in particular would be beneficial to assess on the four Opportunity Sites identified in section 3.0 of the draft Gort Local Area Plan 2025-2031

Chief Executive's Response
See Chief Executive's response to GLW-C136-94 in relation to Sustainable Urban Drainage Systems.

Chief Executive's Recommendation
No change.

Implementation and Monitoring
Having reviewed the Draft LAP, the OPR notes and welcomes that GSST 74, Implementation and Monitoring, provides for the monitoring of the core strategy. The OPR notes that, there is however, no other implementation and monitoring policy objectives included in the Local Area Plan. Section 6.5 of the LAP Guidelines states that planning authorities are encouraged to periodically review the success or otherwise of the implementation of the policies and objectives of a local area plan by effective monitoring systems. Furthermore, the review of the development plan as required by section 15 of the Act, will provide and opportunity to review the policy objectives of the LAP, particularly where policy objectives overlap between the development plan the adopted LAP.

Observation 4 – Implementation and Monitoring
Having regard to the duty and function of the Planning Authority under section 15(1) and 15(2) of the Planning and Development Act 2000, as amended, the Planning Authority is advised to provide for plan implementation monitoring as part of the draft Gort Local Area Plan 2025-2031. Note: Chapter 10 of the Development Plans, Guidelines for Planning Authorities (2022) provides useful guidance in this regard.

Chief Executive's Response
The Planning Authority actively monitors the existing policy objectives set within the CDP and LAP's. This will form part of the mid term review. In addition, ongoing monitoring of planning applications including residential development assist with informing plan implementation. This monitoring also applies to Gort. Furthermore, additional monitoring of permitted and commenced development will be carried out on a County wide basis as resources permit.

Chief Executive's Recommendation

No Change.

Prescribed Authorities			
Submission No.	**Submission Name**	**Summary of Issues Raised in Submission**	**Chief Executive's Response**
GLW-C136-94	Office of Public Works	The OPW, as lead agency for flood risk management in Ireland, welcomes the opportunity to comment on the Draft Gort Local Area Plan for the period 2025 - 2031. This submission is made specifically concerning flood risk management. Further submissions on the Material Alterations may be made by the OPW concerning the estate portfolio, heritage and other areas of responsibility. The OPW welcomes the acknowledgement of the Guidelines and the preparation of a Strategic Flood Risk Assessment (SFRA). In particular the OPW welcomes: • Policy objective GSST 19 which, among other measures, seeks to promote appropriate management and use of any flood risk areas within the open space and amenity zoning type • Policy objectives GSST 58 – 60 regarding implementation of and compliance with the requirements of the Guidelines, and requiring Site Specific Flood Risk Assessments in areas where there has been an identified or potential risk of flooding or that could give rise to flooding elsewhere • Policy objective GSST 63 regarding protection of Flood Zones from inappropriate development in accordance with the Guidelines and Development Management Standards 2 and 3 • Policy objective GSST 66 regarding requirements for specification of flood risk mitigation measures in planning applications	**Chief Executive's Response:**

		• Policy objective GSST 73 regarding application of provisions of development management standards and guidelines as set out in the LAP The following comments highlight opportunities for the Draft Plan before it is finalised. While the OPW notes and welcomes the inclusion of Flood Zone mapping, and Constrained Land Use Zone comprising a combination of Flood Zones A and B overlaid on the land use zoning mapping, the Flood Zones themselves have not been overlaid on the land use zoning. It is difficult to assess whether the sequential approach has been followed without the inclusion of Flood Zone mapping overlaid on lands use zoning mapping. **Gort Flood Relief Scheme** The OPW has a statutory duty to maintain flood relief schemes completed under the Arterial Drainage Acts, 1945-1995, including the Gort River (Bridge Street) drainage scheme which was	The flood zones were overlaid to review, and it is considered that the mapping as per the Draft Plan is appropriate and is similar to the suite of LAPs that have been prepared and adopted by MDs in the last 3 years. All mapping once the LAP is adopted is available on the GIS Map view and Galway County Council Open Portal data which is available for all interested parties to view. The layers are clearly identifiable, where the appropriate layers can be selected which differentiate Flood Zone A and B. It is considered appropriate to include an additional Policy Objective which states the following: **GSST 60 B Gort Lowlands Flood Relief Scheme** The Council will have full regard to the ongoing design planning and implementation of the Gort Lowlands Flood Relief Scheme, and the maintenance

		completed in 1997. In addition to this scheme, the Gort Lowlands flood relief scheme is currently at stage 1, scheme development and preliminary design. The OPW requests that Galway County Council has full regard to the ongoing design planning and implementation of the Gort Lowlands Flood Relief Scheme, and the maintenance requirements of the Gort River (Bridge Street) drainage scheme to ensure zoning or development proposals do not impede or prevent the progression or maintenance of the schemes, and that a specific objective in this regard is included in the plan. Galway County Council might consider including a register of key flood risk infrastructure in the plan where it would not otherwise be readily identified and protected from interference or removal.	requirements of the Gort River (Bridge Street) drainage scheme to ensure zoning or development proposals do not impede or prevent the progression or maintenance of the schemes. Following the completion of the Gort Lowlands Flood Relief Scheme, the Council will consider the integration of a register of key flood risk infrastructure into the Plan/future land use plans for the town.
		Submission advises to amend National Indicative Fluvial mapping year.	Amend Table 3 of the SFRA to National Indicative Fluvial Mapping (NIFM) 2020 ~~2021~~
		Sustainable Urban Drainage Systems The OPW welcomes policy objective GSST 61 which promotes the use of SuDS in all new developments and requires surface water runoff to be limited to pre-development levels, and that applications for developments provide details of surface water drainage and SuDS proposals. In addition, the OPW welcomes the discussion on Sustainable Drainage Systems and Surface Water Guidance and Strategy in Section 3.5 of the SFRA. The Guidelines recommend that the SFRA provide guidance on the likely applicability of different SuDS techniques for managing surface water run-off at key development sites, and also that the	Policy Objective GSST 61 Surface Water Drainage and Sustainable Drainage Systems (SuDs) from the Draft Plan is to: "Maintain and enhance, as appropriate, the existing surface water drainage system in Gort. Ensure that new developments are adequately serviced with surface water drainage infrastructure and promote the use of Sustainable Drainage Systems in all new developments. Surface water runoff from

		SFRA identifies where integrated and area based provision of SuDS and green infrastructure are appropriate in order to avoid reliance on individual site by site solutions. It is noted that Section 3.5 of the SFRA provides a list of opportunity sites, a list of various SuDS techniques, and discussion on the types of features that might be appropriate at various different types of site. This includes sites with high groundwater levels, steeply sloping, very flat, and sites that include areas of floodplain. It might be beneficial if the listed opportunity sites were assessed in order to ascertain whether any of the above referenced characteristics influencing choice of SuDS feature are applicable, and which techniques would therefore be appropriate.	development sites will be limited to pre-development levels and planning applications for new developments will be required to provide details of surface water drainage and Sustainable Drainage Systems proposals. To maximise the capacity of existing collection systems for foul water, the discharge of additional surface water to combined (foul and surface water) sewers is not permitted. Refer also to Section 3.5 of the accompanying SFRA, "Sustainable Urban Drainage Systems and Surface Water Guidance and Strategy". As detailed under Section 3.5 "Sustainable Drainage Systems and Surface Water Guidance and Strategy" of the SFRA: "As provided for by measures integrated into the existing, already in force, Galway County Development Plan and the Draft Local Area Plan (including the measures reproduced at Section 4 of this report), new developments will be required to incorporate the requirement for Sustainable Urban Drainage Systems (SuDS) where appropriate. In combination, these provisions contribute towards a sustainable drainage strategy for the Plan area. It is likely that some or all of the following SuDS techniques will be applicable to opportunity sites within Gort, including to manage surface water run-

			off: • Rainwater harvesting • Green roofs • Infiltration systems • Proprietary treatment systems • Filter strips • Filter drains • Swales • Bioretention systems • Trees • Pervious pavements • Attenuation storage tanks • Detention basins • Ponds and wetlands Each land use zoning objective, including those for opportunity sites, allows for a range of possible uses and the Local Area Plan, and associated County Development Plan, allow for a range of scales, heights, densities configurations/layouts and designs. The application of different SuDS techniques will be dependent on a combination of the site's characteristics and the development (when known) being considered. Because of the infinite range of land use types and associated developments and designs that could occur on sites within the Plan area under this type of

			Plan, the guidance from this SFRA is to consider the full range of SUDs available, taking into account the recommendations and information provided above and below. On key development/opportunity sites, in particular, integrated and area-based provision of SuDS and green infrastructure may be appropriate in order to avoid reliance on individual site by site solutions. Some sites, such as those for which guidance is provided for below, will pose particular challenges for SuDS. The best practice manuals cited at the end of this sub-section should be considered in determining solutions at these and other development sites. At sites with high groundwater levels: • Infiltration techniques may be particularly challenging and shallow infiltration basins or permeable pavements, may be most appropriate. • Storage and conveyance systems need to be kept above maximum groundwater levels and membranes of appropriate robustness should be used to line any tanks • Locating storage tanks or lined sub-base systems below the maximum likely groundwater level can cause result in flotation

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

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

			• Effective utilisation of SuDS storage capacity should be considered, which can benefit from aligning with contours of roads and other structures, where these sites are terraced. Terraced car-parking areas can allow for storage of water through pervious pavements. Basins on terraces can provide open space. The runoff catchment on these sites can also be divided into smaller sub catchments. • Velocities in swales and basins due to the steep slope can be managed by using check dams in swales or in storage layers, such as below permeable pavements. • The possibility of infiltrating water resurfacing downslope or to increase pressure on downslope structures, such as walls, causing them to fail should be considered. SuDS are effective technologies, which aim to reduce flood risk, improve water quality and enhance biodiversity and amenity. The systems should aim to mimic the natural drainage of the application site to minimise the effect of a development on flooding and pollution of existing waterways. SuDS include devices such as swales, permeable pavements, filter drains, storage ponds, constructed wetlands, soakways and green roofs. The integration of nature-based solutions,

			such as amenity areas, ecological corridors and attenuation ponds, into public and private development initiatives, is applicable within the provisions of the Plan and should be encouraged. Applications for development should take into account, as appropriate, the Department of Housing, Local Government and Heritage's (2022) "Nature-based Solutions to the Management of Rainwater and Surface Water Runoff in Urban Areas - Water Sensitive Urban Design - Best Practice Interim Guidance Document". In some exceptional cases, and at the discretion of the relevant Council, where it is demonstrated that SuDS devices are not feasible, approval may be given to install underground attenuation tanks or enlarged pipes in conjunction with other devices to achieve the required water quality. Such alternative measures will only be considered as a last resort. Proposals for surface water attenuation systems should include maintenance proposals and procedures. Urban developments, both within developments and within the public realm, should seek to minimise and limit the extent of hard surfacing and paving and require the use of sustainable drainage techniques for new development or for extensions to existing developments, in order to reduce the potential

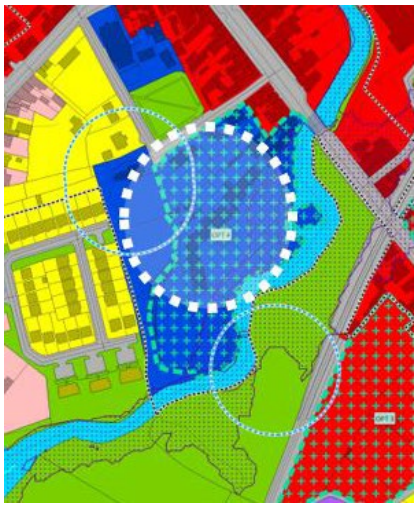
			impact of existing and predicted flood risk. Development proposals should be accompanied by a comprehensive SuDS assessment that addresses run-off rate, run-off quality and its impact on the existing habitat and water quality. For larger sites (i.e. multiple dwellings or commercial units) master planning should ensure that existing flow routes are maintained, through the use of green infrastructure. In addition, where multiple individual proposals are being made SUDS should be integrated where appropriate and relevant. All proposed development, should consider the impact of surface water flood risks on drainage design e.g. in the form of a section within the flood risk assessment (for sites in Flood Zone A or B) or part of a surface water management plan. Pluvial flood risk is likely to be present in local areas, however; it is not taken into account in the delineation of flood zones. Furthermore, PFRA indicative pluvial maps (2012) are not considered to be reliable for the purposes of zoning or decision-making. Particular attention should be given to development in low-lying areas which may act as natural ponds for collection of run-off. The drainage design should ensure no increase in flood risk to the site, or the downstream catchment. Where possible,

			and particularly in areas of new development, floor levels should be at an appropriate height above adjacent roads and hard standing areas to reduce the consequences of any localised flooding. Where this is not possible, an alternative design appropriate to the location may be prepared. Further to the above, proposals for development should consider the Construction Industry Research and Information Association (CIRIA) SuDS Manual 2015 and any future update of this guidance and Greater Dublin Strategic Drainage Study documents in designing SUDS solutions, including the New Development Policy, the Final Strategy Report, the Code of Practice and "Irish SuDS: guidance on applying the GDSDS surface water drainage criteria".
		Section 50 The Local Transport Plan references a new active travel bridge over the Gort River connecting the Ennis Road and Queen Street, and a new bridge from Crowe Street to the Gort River Walk. It should be noted that there are restrictions on the construction, replacement or alteration of bridges and culverts over any watercourse, and that appropriate consent from the Commissioners is required under Section 50 of the Arterial Drainage Act 1945.	Noted.
		Consideration of Climate Change Impact The OPW welcomes the discussion on Climate Change in section 3.4	Noted.

		of the SFRA, the inclusion of Future Scenarios Mapping in Appendix II of the SFRA, and policy objective GSST 64 regarding flood risk assessment and climate change. It is noted that this guidance is primarily focused on consideration of climate change at the development management stage. In line with the Guidelines, while Flood Zones are defined on the basis of current flood risk, planning authorities need to consider such impacts in the preparation of plans, such as by avoiding development in areas potentially prone to flooding in the future, providing space for future flood defences, specifying minimum floor levels and setting specific development management objectives. The potential future flood extents included in Appendix II of the SFRA might be shown overlaid with the land use zonings, to highlight any developments that could potentially be affected by climate change.	The future flood extent maps shown in the SFRA are considered to be sufficient in the instance for comparison with the accompanying zoning maps and in accordance with the Flood Risk Management Guidelines - Guidelines for Planning Authorities 2009.

		Agricultural Zoned Land Land and buildings used for agriculture have been defined as less vulnerable development in Table 3.1 of the Guidelines, which is not appropriate in Flood Zone A unless all criteria of the Plan Making Justification Test have been satisfied. Agriculture zoned lands cannot satisfy the Plan Making Justification Test, due to the requirement that lands are essential in achieving compact and sustainable urban growth. Therefore, it may be appropriate to incorporate an objective, or an amendment to the zoning matrix, limiting any less vulnerable development such as Agricultural Building or Mart/Co-Op in Flood Zone A. Objective GSST 23 might be updated to clarify that highly vulnerable development such as one off housing would not be appropriate in Flood Zones A or B.	**Agricultural Zoned Land** The Plan's GSST 25 "Constrained Land Use" applies to all agricultural lands in Flood Zone A and B: "To facilitate the appropriate management and sustainable use of land within Flood Zones A and B. New development in these areas will generally be limited (apart from where the Plan-level Justification Test outlined in the accompanying SFRA has been passed or where the uses comprise minor developments in existing developed areas, as outlined in Section 5.28 of the Guidelines as amended by Circular PL 2/2014) to water-compatible uses in Flood Zone A, and less vulnerable or water compatible uses in Flood Zone B, and a detailed site-specific Flood Risk Assessment will be required in these areas. This limitation shall take primacy over any other provision relating to land use zoning objectives. The Plan-level Justification Test has been passed for the lands zoned Town Centre overlapping within Flood Zone A or B."
		Supplied Justification Test The OPW welcomes the provision of the Plan Making Justification Test in the Draft Plan. Part 3 of the plan making justification test should show, in the	**Supplied Justification Test** Noted. Noted.

		context of the specific zoning which is being subjected to the test, that zoning lands at risk of flooding for usage of a vulnerability type inappropriate to the level of flood risk identified can be justified on the basis that it can be demonstrated that risk to the specific zoned lands can be mitigated to an acceptable level. Structural or non-structural means by which this risk might be mitigated should be identified. Given that the level and nature of risk and vulnerability will vary from site to site it is to be expected that suitable mitigation measures, and thus part 3 of different Plan Making Justification Tests included in the plan, will also vary. It is noted that the Plan Making Justification Test has been deemed to have been satisfied for Town Centre zoned lands. As set out in the Land Use Matrix table included in section 1.7.1 of the draft plan, highly vulnerable uses such as guesthouse, hotel, apartments and childcare facilities are permitted in principle under this zoning type. Part 3 of a Justification Test justifying a zoning which allows such development in areas where flood risk has been identified might provide some detail as to how the identified risk can be mitigated sufficiently to allow such development to proceed safely. Where sites have not satisfied the Justification Test, the approach has been to rely on Policy Objective GSST 25 Constrained Land Use to limit inappropriate development on lands. Measures such as this are appropriate particularly where already developed lands overlap with areas of identified flood risk, where the zoning is retained to reflect existing usage, but as the Justification Test has not been passed, further development is limited. In the case of undeveloped lands which have not satisfied all criteria of the Justification Test however, it is preferable to avoid development, and if development	The limitation provided by Policy Objective GSST 25 "shall take primacy over any other provision relating to land use zoning objectives". The means, as detailed under Policy Objective GSST 25, that "New development in these areas will generally be limited (apart from where the Plan-level Justification Test outlined in the accompanying SFRA has been passed or where the uses comprise minor developments in existing developed areas, as

		cannot be avoided, to substitute a zoning of vulnerability appropriate to the level of flood risk identified. Several areas that appear to be undeveloped and for which it has not been demonstrated that the criteria of the Plan Making Justification Test have been satisfied have been zoned for vulnerable usage, as detailed in Table 1. 	outlined in Section 5.28 of the Guidelines as amended by Circular PL 2/2014) to water-compatible uses in Flood Zone A, and less vulnerable or water compatible uses in Flood Zone B, and a detailed site-specific Flood Risk Assessment will be required in these areas". The zoning objectives provided for, in all instances, can realistically allow for appropriate usage. In order to make the approach followed clearer, it is proposed to amend the narrative for the failed Justification Tests. This is indicated on the accompanying updated SFRA. This submission requests change to zoning to lands that are mostly within areas of elevated flood risk (Flood Zones A and B as identified by the SFRA). The submission acknowledges the elevated flood risk at these lands. Land use zoning in the Draft Plan has been informed by the SFRA, as is required by the Flood Risk Management Guidelines. The Guidelines require that

			SFRAs identify areas of elevated flood risk (Flood Zones A and B) and that this information is taken into account in the Plan's land use zoning. The Draft Plan zoning is in compliance with the detailed requirements set out in the Flood Risk Management Guidelines. Town centre uses (as requested by the submission) for both the School Site and the Railway site (where overlaps with Flood Zones A and B occur) would not be considered in compliance with the Flood Risk Management Guidelines (the Justification Test set out in the Guidelines would be failed). **Chief Executive's Recommendation** Amend Policy Objective GSST 60 Principles of Flood Risk Management Guidelines to **GSST 60 A** Insert policy objective GSST 60B **GSST 60 B Gort Lowlands Flood Relief Scheme** The Council will have full regard to the ongoing design planning and implementation of the Gort Lowlands Flood Relief Scheme, and the maintenance

			requirements of the Gort River (Bridge Street) drainage scheme to ensure zoning or development proposals do not impede or prevent the progression or maintenance of the schemes. Following the completion of the Gort Lowlands Flood Relief Scheme, the Council will consider the integration of a register of key flood risk infrastructure into the Plan/future land use plans for the town. Amend Table 3 of the SFRA to National Indicative Fluvial Mapping (NIFM) 2020 ~~2021~~ **SUDS** No change. **Section 50** No change. **Agricultural Zoned Land** To add Agricultural land use zonings to the Justification Text Table in the SFRA report as appended to this report. **Supplied Justification Test** To amend Part 3 of the Justification Test to list the potentially applicable flood risk management related provisions including structural and non structural measures.

			To amend the narrative for the failed Justification Tests in the SFRA Report as shown below. The constrained land use legend on the zoning map will be updated to include reference to GSST 25. See proposed amendments to SFRA at Appendix D. Add text See Policy Objective GSST 25 to zoning map legend.
GLW-C136-64	Uisce Éireann	**Sustainable Drainage and Green Blue Infrastructure** Uisce Éireann (UE) encourages PA objectives supporting the implementation of SuDS and the enhancement of green/blue infrastructure. Both are encouraged in new developments including public realm and retrofitted in existing developed areas. These measures can provide a cost effective and sustainable means of reducing pollution and flooding risk at source by limiting or removing surface water inflows to combined sewers while providing multiple additional benefits such as improved air quality, biodiversity amenity and noise reduction. Removal of surface water from combined sewers increases capacity for foul drainage. UE state they are happy to engage with PA's interested in progressing nature-based rainwater management initiatives in line with the recently issued nature-based solutions to the Management of Rainwater and surface water runoff in urban areas best practice interim guidance document. **Planned Road and Public Realm Projects** Submission states that planned pubic realm, active travel and road projects have the potential to impact on UE assets and projects.	**Chief Executive's Response:** Submission Noted Submission noted.

		This includes the local transport initiatives and public realm works proposed under the LTP and TCF plan. Development in the vicinity of UE assets must be in accordance with our Standard Details and Codes of Practice. Diversion Agreements will be required where a UE asset needs to be diverted or altered. Where planned development may impact on UE assets, early engagement is requested to ensure public water services are protected and access is maintained and to enable UE to plan works accordingly and ultimately minimise disruption to the public. **Availability of Water Services** **Zoning** Regarding zoning, localised network extensions may be required to service some zoned sites. Depending on the extent of development realized, localised network upgrades may also be required, particularly in areas served by sewers with a diameter of 150mm or less, or watermains with a diameter of 80mm or less. In the water network the following sites may need localised upgrades depending on the scale of the planned development Opt1, Opt2, R1b, R1c, R1d, R2b, R2c, R2d, R2e, R2f, BTa, Ib, Ic (site references as per Infrastructure Assessment). Depending on the scale and sequencing of development, the watermains in these roads will require localised upgrades. Extensions >100m may be required for R2d, BEa; while a shorter extension may be required for Opt3(~40m).	Submission noted. Submission noted.

		In the wastewater network, the following sites may need localised network upgrades depending on the scale of the planning development: Opt 2 and Ia. Extensions >100m may be required for Bea, BTa and Ib. Depending on the scale and sequencing of development, upgrading of the river crossing and sewer on Georges Street may be required to cater for sites to the east of the river including Opt1, Opt3, Opt4, R1b, R1c, R1d, R2c, R2e, R2f, Bea and Ic.	Submission noted.
		<u>Site R2a</u> Likely connection would be to the water and wastewater network in the adjacent estate of Cuirt Bhreac, localised upgrades may be required. Alternatively, connection may be feasible via the R458 with upgrade and extension of the water and sewer networks respectively as far as the Crowe St junction (~325m in length).	Submission noted.
		<u>R2d</u> Localised upgrades are likely to be required for both water and waste water as well as longer extensions, between 50m -150m for the water network and 150m approx. to the sewer network.	Submission noted.
		Submission queries the need for the quantum of Residential Phase 2 lands proposed. A more focused approach would assist in long-term planning for future infrastructure needs.	Submission noted. The quantum of Residential Phase 2 zoned land is considered to be appropriate for this Self Sustaining Town.
		Submission notes that some of the sites overlap with indicative flood zoning polygons eg Business and Technology and Flood Zone B and Opportunity Site 4 and Flood Zone A. Water and wastewater	Submission Noted.

		connections would need to take account of any mitigation required when servicing these sites.	
		To maximise use of existing water services, phased sequential development is encouraged in areas of existing water services infrastructure and spare capacity. To maximise the capacity of existing collection systems for foul water, the discharge of additional surface water to combined (foul and surface water) sewers is not permitted and the separation of stormwater from combined sewers is strongly recommended.	Submission noted.
		Where network enforcements (upgrades/extensions) are required, these shall be developer driven unless there are committed UE projects in place to progress such works.	Submission noted.
		Submission outlines New Connections Process - New residential/commercial/industrial developments wishing to connect to the UE network will be assessed on a case by case basis. New connections to UÉ networks are subject to Connections Charging Policy.	Submission noted.
		Submission states that third party agreement will be required where it is proposed to service a new development via private property or private water services infrastructure such as backland sites, housing estates with private network.	Submission noted.
		Where UE assets are within a proposed development eg. Opt 1, Opt 2, R1b, these assets must be protected and/or diverted. If there is a possibility that UE assets will need to be altered or diverted as a	Submission noted.

		result of a proposed development, a diversion agreement may be required. **Wastewater Infrastructure** Submission advises that the Gort WWTP was upgraded in recent years and it is currently compliant with the EPA Waste Water Discharge Licence. Current capacity to cater for the majority of the projected growth. Further information is available in the latest Wastewater Treatment Capacity Register. Submission notes however that there is housing under construction and connection enquiries are currently being processed which will lead to a reduction in available capacity. A Stage 1 assessment has commenced to understand the needs in terms of compliance, growth and service risk and to develop options to address these. There is no project currently committed for progression in UE's current investment plan. **Wastewater Networks** Uisce Éireann and Galway County Council are continually progressing sewer rehabilitation activities, capital maintenance activities, etc. Uisce Éireann and Galway County Council will continue to monitor the performance of the networks to ensure that the most urgent works are prioritised as required. **Water Supply** Potential spare capacity available to cater for the population allocation and level of service improvements may be required as demand increases. Capacity constraints exist, connection applications will be assessed on an individual basis considering	Submission noted Submission noted. Galway County Council will continue to engage with UE. Comment noted.

		their specific demand requirements. A new reservoir was constructed in recent years and works on the intake to improve security of supply are planned for this year. Works to provide additional capacity and upgrade the water treatment plant are at an early stage. **Water Networks** UE and GCC are continually progressing leakage reduction, mains rehabilitation activities and capital maintenance activities. UE and GCC will continue to monitor the performance of the networks to ensure that the most urgent works are prioritized as required. No major known constraints in the distribution network in Gort. Some localised upgrades will be required to serve zoned sites. **Other comments and Suggestions on the Draft Plan** The contents of the submission should be taken account of in the Environmental Reports and Infrastructure Assessment. **Protection of Drinking Water** Gort WTP water is supplied by an abstraction from the river and boreholes, all of which are within the LAP area. Relevant water quality protection objectives of both the Draft LAP and the County Development Plan shall apply to ensure the drinking water sources are adequately protected e.g. GSST65. Consideration should be given to a zoning of Public Utility for the existing borehole(s). Further engagement with UÉ is requested in this regard. **GSST 2 Service Led Development** It is suggested to add the following text to GSST 2	Comment noted. Comment noted. Uisce Éireann have not provided maps showing the locations of the existing boreholes. In addition, such requests would not previously have been forthcoming. The proposed additional wording is not necessary as new development is subject to the provisions of DMS

		Connections to the UE network shall be subject to an executed Connection Agreement.	36, Policy Objectives WW 4 and WS 4 of the Galway County Development Plan 2022 – 2028. The Draft PO is also consistent with the existing suite of LAPs in County Galway. **Chief Executive's Recommendation** No change.
GLW-C136-88	Department of Environment, Climate Change and Communication	A comprehensive submission has been received which gives a detailed overview of the department's roadmap in ensuring Irelands climate change obligations are reached in the coming years. Submission requests that the LA take a number of points into consideration when finalizing the Gort LAP which align with the Departments Statement of Strategy 2024 – 2025 which sets out the vision, mission and six strategic goals in key policy areas. Submission also requests that consideration be given to the framework of Agenda 2020, the sustainable Development Goals and their respective targets.. Objectives at County level *inter alia* Climate Action, Renewable Energy Infrastructure, Communications Infrastructure should be reflected by objectives and actions of the LAP. Submission provides a number of recommendations which it considers are an opportunity to further strengthen objectives of the LAP. **Climate Action** Submission states that the draft LAP makes no reference to CAP	**Chief Executive's Response:** Submission noted. The Galway County Development Plan makes

		2024. The LAP should include reference to; supports the implementation of and is consistent with the CAP 24 in accordance with Section 15(1) of the Climate Action and Low Carbon Development Act 2015 (as amended). Department welcomes inclusion of GSST 54 of the Draft Plan. <u>Recommendation 1</u> Department recommends inclusion of an objective or policy to support the implementation of CAP 24 and annual revisions thereof. **National Adaptation Framework** <u>Recommendation 2</u> Recommends an objective /policy to support the implementation of the NAF. **Local Authority Climate Action Plan** <u>Recommendation 3</u> Recommends that the LAP include objectives/policies to ensure the implementation of the Galway County Council LACAP and related actions, thereby ensuring consistency and alignment between both plans. **Renewable Energy** Submission states that the LA should note the updates in the national policy context, in particular the CAP24, including Government's renewable electricity generation targets: Solar PV Capacity Targets of 8GW by 2030. Onshore wind capacity of 9GW by 2030. In addition to the commitment to supporting at least 500	reference to the Climate Action Plan and states that it is adhered to. In addition, Chapter 14 Climate Change, Energy and Renewable Resource supports the National Policy Position on Climate Action and Low Carbon Development as set out in the Strategic Context section of that chapter. The Local Transport Plan supports the implementation of CAP24. In addition, as stated in the County Development Plan – Climate action policy objectives including mitigation and adaption policy objectives are outlined in each chapter. Policy objective CC4 Local Authority Climate Action Plan sought to support the preparation of a Climate Action Plan for County Galway. This policy objective will be reviewed under the auspices of the CDP review. Noted.

		MW of local community based renewable energy projects and increased levels of new micro generation and small scale generation. Department notes the positive policy objectives in the GCDP 2022 – 2028 and welcomes GSST 72 of the Draft Gort LAP. Submission further states that it is crucial that all future development seeks to increase their contribution to the national renewable electricity generation target and where possible, aim for development that are carbon or energy use neutral. <u>Recommendation 4</u> Recommends that the Draft LAP should make reference to: Shaping our Electricity Future 1.1 Eirgrids updated roadmap for the development of the transmission grid out to 2030 to deliver on the 80% renewable energy targets. ESB's Networks Strategy Network for Net Zero which sets out ESB Networks' role in enabling the delivery of the Governments CAP 2023 and supports the decarbonization of the electricity system by 2040. <u>Recommendation 5</u> Reference to GRID25 in the SEA Environmental Report for the Draft LAP should be updated to Shaping Our Electricity Future 1.1.	Noted. The overarching County Development Plan contains a suite of policy objectives and supporting text which make reference to renewable energy targets. Policy Objective RE1 seeks to facilitate and support appropriate levels of renewable energy generation and ancillary facilities in the country to meet national, regional and county renewable energy targets to facilitate a reduction in CO2 emissions and the promotion of a low carbon economy. Section 1.1 of the SEA ER will be updated to reflect this.

		Built Environment and Heating CAP24 includes measures to support the electrification of heating by strengthening our existing Building Regulations and implementing an ambitious National Residential Retrofit Plans. Targets set are 45,000 existing dwellings using heat pumps by 2025 and 400,000 by 2030. National Residential Retrofit Plan commits the Government to retrofit 120,000 dwellings to B2 or cost optimal by 2025 and 500,000 by 2030. Submission notes policy of the NWRA RSES and GCDP 2022- 2028 which states: • 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. • It is a Policy Objective of the Planning Authority to support the transition to a competitive, low carbon, climate resilient and environmentally sustainable economy by 2050, by way of reducing greenhouse gases, increasing renewable energy and improving energy efficiency. <u>Recommendation 6</u> Consider including policy to support the ambitions of the National Residential Retrofit Plan, in particular the development of the electrification of heating, having regard to the CAP24, GCDP and RSES.	Noted. Noted. The Planning Authority supports the ambitions of the National Residential Retrofit plan through for example, policy objective CC2 of the County Development Plan which supports the transition to a competitive, low carbon climate resilient and environmentally sustainable economy by 2050, by

			way of reducing greenhouse gases, increasing renewable energy and improving energy efficiency.
		Compact Growth and District Heating Submission states that due regard should be given to the ambition of the NPF and RSES which requires the achievement of compact growth and explicitly recognises the potential for such compact growth to facilitate the development of low carbon district heating. Examples include: NPF: District Heating networks will be developed where technically feasible and cost effective, to assist in meeting renewable heat targets and reduce Ireland's GHG emissions. RPO 4.20 Support and encourage the development of the bio-economy sector and facilitate its development for energy production, heat and storage distribution, in particular advocating Combined Heat and Power Units integrated into District Heating networks, in combination with Pyrogenic Carbon Capture and Storage (PyCCS) or Bio Energy Carbon capture and storage (BECCS) all to be done in collaboration with EPA and other regulators.	Noted.
		<u>Recommendation 7</u> Recommends that LA examine the potential of district heating, including DH derived from waste heat, where available, technically feasible and cost effective and commit to carrying out a feasibility exercise and the use of heat mapping in support of same in the draft policies, having regard to the RSES, NPF and the National Heat Study. As such, policies in support of same are encouraged in the	The local authority is fully committed to all forms of low carbon heating, including district heating as evidenced through Policy Objective CC2 listed above. In addition, the Garraun Urban Framework Plan recognises that there is potential to develop district heating infrastructure for Garraun that would further

		draft LAP.	enhance its long term environmental credentials. This will be examined further across the County as resources permit.
		Circular Economy and Waste Submission includes Policy Objective WM 2 of the GCDP. Reference also to new Best Practice guidelines for the preparation of resource & waste management plans for construction & demolition projects EPA 2021. Purpose of these guidelines is to provide a practical approach to construction and demolition waste. It is further stated that the implementation of this best practice is consistent with Government policy under the National Waste Management Plan for a Circular Economy 2024 – 2030 and the Circular Economy Programme 2021 2027. <u>Recommendation 8</u> Department recommends that the draft LAP includes objectives and or policies to support circular economy principles and includes reference to EPA's Best Practice Guidelines for the preparation of resource and waste management plans for construction & demolition projects 2021. In this regard, it is advised that the LA consult with their Regional Waste Management Planning Office regarding development of the LAP particularly in relation to any policies which may preclude the continued use of existing waste management infrastructure or development of new waste management infrastructure. Submission requests that the Council have regard to the targets set out in the SDGs. Particularly SDG 12 – Responsible Consumption and Production.	Noted Noted Policy objective WM2 referenced in the Department's submission is contained within the CDP which applies to Gort and other areas. Noted. Noted.

		Telecommunications Submission states that the facilitation and support of the development of telecommunications infrastructure is crucial to the development of the modern economy. In this regard, NSO 6 of the NDP states that high-quality, secure and reliable connectivity to global telecommunications networks is of significant strategic importance to the Irish State. In addition, Harnessing Digital – the Digital Ireland Framework (Dept of the Taoiseach 2022) recognises the importance of supporting 5G rollout across all populated areas of Ireland by 2030. Department welcomes the policy of the Draft LAP which facilitates the sustainable delivery of a high capacity ICT infrastructure within the plan area (GSST 69). <u>Recommendation 9</u> That the Draft LAP includes further objectives and or policies to support and facilitate the development of telecommunications infrastructure in line with Government policy, including the rollout of 5G. **Air Quality** Department encourages the Local Authority to have regard to the Clean Air Strategy for Ireland, bearing in mind the impacts of measures adopted in the draft LAP on current and future air quality. Air quality data is available on www.airquality.ie This gives details of all monitoring stations currently in operation, along with real-time and historic date from each station.	Noted. Noted The Draft LAP and existing CDP contain sufficient policy objectives that support the development of telecommunications infrastructure. Noted.

			Chief Executive's Recommendation: See updated SEA Environmental Report.
GLW-C136-24	Department of Education	The submission notes that the Department made its submissions to the draft CDP regarding Gort on the basis of the potential population growth within the town and its environs between 2022 and 2031. the department notes the housing target of 460 for Gort as outlined in section 1.2.3. Allowing for the Census 2022 average per household figures of 2.81 identified for County Galway, the population could increase by c. 1,293 persons. The submission confirms that there are three schools (2 primary and 1 post-primary) in Gort, and that it would be the Department's preference to expand these existing facilities (if possible) should there be a requirement for additional school places resulting from planned population increases. It also confirms that the school place demand based on the projected population can be accommodated through the respective planned expansions for Gort National School and Gort Community School. The submission welcomes the inclusion of GSST 47 Pedestrian and Cycle Networks and GSST 48 Pedestrian Crossings, and supports the measures in the Draft LTP which seek to develop school zones near	**Chief Executive's Response:** The Planning Authority welcome the submission from the Department of Education and will continue to engage and collaborate with the Department of Education as necessary. Efforts will also continue to accommodate additional school places on existing campus sites in accordance with proper planning and sustainable development. **Chief Executives Recommendation** No Change.

		school entrances on R460/Tubber Road and on Ennis Road at Georges St junction to create a safer environment for walking and cycling. The Department notes that it has to be mindful of potential unforeseen circumstances such as the Ukrainian crisis when assessing current and future capacity of schools, which can put pressure on school place provision, and confirms that the department will engage with the Council where the findings of an assessment require a review of existing or future school site provision within a specific location. The Department welcomes the continued engagement with the Council regarding the development of both new and existing schools, as appropriate, and emphasises the critical importance of the ongoing work of the Council in ensuring sufficient land is zoned for this purpose.	
GLW-C136-16	Department of Transport	The submission relates to the requirements relevant to accessible, integrated, and sustainable public transport which the Department of Transport (DoT) considers should be reflected in the proposals of the Gort Lap 2025-2031. It is requested that the following policy documents would be referenced in the plan as follows: • The "whole of Government" National Disability Inclusion Strategy (NDIS) 2017-2022; • The United Nations Convention on the Rights of Persons with Disabilities (UNCRPD); To make public transport fully accessible to people with disabilities requires a 'whole journey approach'. This refers to all elements	**Chief Executive's Response:** Submission noted. This NDIS Strategy is referenced in Chapter 6 Transport and Movement of the Galway County Development Plan 2022 – 2028. The UNCRPD is referenced in Chapter 11 Community Development and Social Infrastructure of the Galway County Development Plan 2022 – 2028.

		that constitute a journey from the starting point to destination; • The Sustainable Mobility Policy contains a number of specific actions and commitments underpinning this approach. • The Design Manual for Urban Roads and Streets (DMURS) Interim Advice Note – Covid-19 Pandemic Response • The Connecting Ireland Rural Mobility Plan (2022-2025) which is a major national public transport initiative with the aim of increasing public transport connectivity, particularly for people living outside the major cities and towns. The submission highlights that the Climate Action Plan sets an ambitious target to shift 30% of the fleet to electric by 2030, with fleet electrification expected to provide the largest share of emission abatement in the short to medium term. Zero Emission Vehicles Ireland (ZEVI) published the EV Infrastructure Strategy 2022-2025 which sets a roadmap for the delivery of Ireland's EV charging infrastructure by 2025. The submission notes that all Local Authority County Development Plans and area plans should include for provision of EV infrastructure under these Plans. The submission proposes that it would be useful to include reference to the need for EV infrastructure as appropriate under Section 1.7 Transportation Infrastructure and policy objectives GSST 44,45 or 46.	DMS1 (Applicable to All Development) of the GCDP refers to Universal Access and universal design is described as the design of an environment so that it can be accessed, understood and used to the greatest extent possible to all people regardless of their age, size, ability or disability. The draft LAP and LTP would not hinder the aims and objectives of the Connecting Ireland Rural Mobility Plan which expires this year. See updated Appendix A of the LTP. Section 6.5.2.3 of the CDP supports the provision of electric vehicles. It is further stated that the Plan supports the installation of charging points at appropriate locations throughout the County to enable the transition to electric vehicles to become more accessible. In addition, policy objective EV1 Electric Vehicles Charging Infrastructure in the GCDP, seeks to support and facilitate the switch to Electric Vehicles through supporting the roll out of additional electrical charging points at appropriate locations within the County in association with all relevant agencies and stakeholders.

			Chief Executive's Recommendation See updated Appendix A to LTP. This Draft LTP is Appendix C
GLW-C136-18	Transport Infrastructure Ireland	The submission acknowledges the significant work undertaken in preparing and publishing the LAP which has incorporated an LTP review into an integrated local sustainable planning and transport framework for Gort. The Draft Local Area Plan area, the M18, national road, and associated junction are part of the strategic national road network, providing important regional and inter-regional linkages. Policies and objectives included in the Draft Local Area Plan are required, in accordance with the provisions of official policy outlined above, to maintain the strategic capacity and safety of the network of national roads. The following observations have been made for the Council's consideration; **1. DEVELOPMENT STRATEGY AND NATIONAL ROADS** **Regional Policy Objective 6.5/NPO74/NSO2** TII would welcome the Draft Plan incorporating an amendment to reflect the foregoing national objectives in Section 4.0 'Policy Objectives' which it is noted makes no reference to the M18, national road, and which can be summarised by the following two	**Chief Executive's Response:** A detailed submission has been received from the TII. Noted. Policy Objective NR1 Protection of Strategic Roads in the GCDP, seeks to protect the strategic transport function of national roads and associated national road junctions, including motorways through the

		proposed objectives; • to maintain the strategic function, capacity and safety of the national roads network, including planning for future capacity enhancements, in the local plan area, and • to ensure that the existing transport networks in the local area plan area, which have been greatly enhanced, are maintained to a high level to ensure quality levels of service, safety, accessibility and connectivity to transport users. **2. LOCAL AREA PLAN/LOCAL TRANSPORT PLAN INTEGRATION** **Regional Policy Objective 6.27 and 6.28/NPO 74/NSO 1 Compact Growth/NSO 4 Sustainable Mobility** The submission notes that the Local Transport Plan, like the Local Area Plan, does not include a specific objective with reference to safeguarding the function of the strategic national road network in the area. It is acknowledged that Section 4.2 of the LTP Outlines that an overarching aim in the development of all LTP transport measures is the need to safeguard the strategic function, capacity and safety of the existing national road network in the Plan area. TII notes and welcomes that the LTP confirms in the footnote to Table 2-1 that where proposed measures do interact with the strategic road network, the application of the TII Publication 'The Treatment of Transition Zones to Towns and Villages on National Roads' (TII Publications DN-GEO-03084) will be applied in relation to design standards to national roads and national road junctions, as well as the DMURS.	implementation of the Spatial Planning and National Roads Guidelines for Planning Authorities DECLG 2012 and the Trans European Networks (TEN-T) Regulations. In this regard Policy Objective NNR 2 Safeguard Regional and Local Roads seek to safeguard the carrying capacity and safety of the County's regional and local road network. As outlined above, there are Policy Objectives contained in the GCDP which aim to support the function of the strategic road network. Noted.

		The submission notes Measure WC16 in the LTP interfaces with the eastern roundabout at the M18/R458 junction. Having regard to the strategic national road function of the M18 and associated roundabout junctions it is critical that Local Transport Plan measures proceed complementary to safeguarding the strategic function and levels of safety on the national road and associated junctions for all road users. It is noted that access north to the R458 could be provided via the local access road that bypasses the roundabout junction without any requirement to interface with the roundabout junction. • The submission requests the Council consider review of Measure WC16 of the LTP in the interests of safeguarding the strategic function of the national road network and in the interests of the safety of all road users. **3. MAINTAINING THE STRATEGIC CAPACITY AND SAFETY OF THE NATIONAL ROAD NETWORK** TII requests that the Council gives due consideration to reflecting the requirements of Section 3 of the DoECLG Spatial Planning and National Roads Guidelines in the Local Area Plan and Local Transport Plan prior to finalisation, in particular; i. Traffic and Transport Assessment (TTA) and Road Safety TII welcomes that the LAP includes an objective related to the	See updated Local Transport Plan Appendix C. Noted. This has been considered in the preparation of Chapter 6 Transport and Movement of the GCDP and as such has been considered in the preparation of the Draft Gort LAP.

		requirements for TTA and RSA in Objective GSST 49. ii. Signage The TII issued the policy on the Provision of Tourist & Leisure Signage on National Roads (March 2011). The purpose of the document was to outline TII's policy on the provision of tourist and leisure information signs on national primary and national secondary roads. With respect to the Draft LAP, the Planning Authority is also referred to Section 3.8 of the DoECLG's Spatial Planning and National Roads Guidelines which indicates a requirement to control the proliferation of non- road traffic signage on and adjacent to national roads. • It is requested that the provisions of the TII Policy and the DoECLG Guidelines are incorporated into the Draft Local Area Plan relating to signage impacting national roads. iii. Safeguarding national road drainage regimes TII would welcome consideration being given to including a new objective associated with safeguarding investment in the national road network relating to protection of national road drainage regimes. • The submission requests consideration of a new objective included in the LAP outlining; *'The capacity and efficiency of the national road network drainage regimes in Galway will be safeguarded for national road drainage purposes'* iv. Renewable Energy and Grid Connection	Noted. Noted Noted *DM standard 32 Controls of Signage along Public Roads of the GCDP 2022 – 2028 incorporates the provisions of the TII policy and the EOECLG Guidelines.* DMS 67 Sustainable Drainage Systems (SuDS) and Policy Objective WW7 Sustainable Drainage Systems of the GCDP 2022 – 2028 requires the use of SuDS measures to be incorporated into all new development. Furthermore, all development proposals shall be accompanied by a comprehensive SuDS assessment.

		For all renewable energy developments requiring grid connection to the national grid, TII recommends that an assessment of all alternatives to grid connection routing should be assessed. It is considered inappropriate to utilise the national road as a grid connection route when alternatives are available • It is requested that consideration be given to including an objective in the Local Area Plan, in relation to renewable energy and in relation to safeguarding the national road network, indicating that grid connection cable routing should seek to utilise available alternatives, as opposed to being placed along the strategic national road network contrary to the provisions of official policy except where such routing represents the 'optimal solution' in accordance with CAP24. v. Noise Official policy requires that development proposals identify and implement noise mitigation measures when introducing noise sensitive uses in the environs of existing and planned national roads, where such mitigation is warranted. The costs of implementing mitigation measures shall be borne by the developer, as the Authority will not be responsible for the provision of additional noise mitigation. • It is requested that reference is made to the requirements of S.I. No. 140 of 2006 Environmental Noise Regulations in the Draft Local Area Plan. vi. Other Matters	Noted. Noted. It is considered that policy objective NR1 of the County Development Plan would be sufficient in this instance. Chapter 7 Infrastructure, Utilities and Environmental Protection in the GCDP, includes reference to Environmental Nosie Regulations. A Noise Action Plan has recently been prepared by the Local Authority.

		In relation to Greenway and Active Travel proposals, consultation with the Councils own internal project and/or design staff is recommended	The Local Authority are happy to continue engagement with the TII as necessary. **Chief Executive's Recommendation** See updated Local Transport Plan Appendix C.
GLW-C136-19	National Transport Authority	A comprehensive submission has been received from the NTA which includes a policy overview covering National Investment Framework for Transport in Ireland (NIFTI); National Sustainable Mobility Policy; Climate Action Plan 2024; National Planning Framework; and RSES. The submission made the following observations and recommendations which in the view of the NTA could serve to further strengthen the Draft Gort LAP. **Transport and Movement (Section 2.8)** The NTA sets out a number of recommendations including; • It is requested that the Draft LTP Objectives be included in Section 2.8 of the LAP • It is requested that the LAP explicitly list, the priority/short term transport measures from the LTP; • It is requested that supporting measures identified in the Draft LTP be referenced in Section 2.8 of the LAP • The statement relating to collaboration with the NTA in the preparation of the LAP should be removed. **Policy Objectives** **GSST 4, 5, 6, 7, 8 & 9**	**Chief Executive's Response** The Draft LTP Policy Objectives are included in Section 4 of the written statement These are listed in the LTP which form part of the Gort Local Area Plan It is not considered necessary to replicate information set out in the LTP within the Written Statement. It is proposed to amend Section 2.8 of the LTP. ~~The LTP has been prepared in collaboration with the National Transport Authority (NTA) and Transport Infrastructure Ireland (TII).~~

		The NTA supports proposed Objectives GSST 4-9 of the Draft Plan which provide for the sequential and compact development of Gort. **GSST 44-52 Transport Policy Objectives** The NTA notes and supports Draft Transport Policy Objectives 43 - 52 in the LAP which, it is considered, will contribute to achieving the broader Objectives of the Draft LTP. The NTA requests the rewording of GSST 44 as per below; 'Support the implementation of the Local Transport Plan as set out in ~~Section 3~~ **the accompanying LTP document**, in accordance with proper planning and sustainable development. The NTA recommends that Priority/short term measures from the LTP should be included in the LAP as explicit objectives. **Draft Gort LTP** The NTA welcome the preparation and publication of the Draft Gort LTP, the NTA has made the following observations and recommendations for the Council's consideration. **Town Centre** The NTA raises a number of concerns regarding 'Market Square Draft Public Realm Proposals' illustrated in Fig 6-3 in the LTP and suggests that there is an opportunity to further maximise the	Noted. Revise wording of GSST 44 as per NTA submission. Support the implementation of the Local Transport Plan as set out in ~~Section 3~~ the accompanying LTP document, in accordance with proper planning and sustainable development. The Planning Authority considers that Policy Objective GSST 44 supports the implementation of the LTP which is sufficient in this instance. Noted. See updated Figures 6-1 and 6-2 of the Draft LTP in

		design to support sustainable travel in the town centre public realm. The submission sets out several recommendations with regard to the town centre; • It is requested that the LTP set out measures for the entire area including the town centre. • It is requests that the LTP include networks by mode for the full plan area. • Strengthen the integration between the public realm	Appendix C. The town centre public realm enhancement scheme includes measures that will complement and co-ordinate with the LTP. These include: • Wider Footpaths • Cycle infrastructure • Reduced town centre carparking • Additional pedestrian crossing points • New public open space A Part 10 planning application for the town centre area of Gort is currently being prepared by the LA Regeneration Team. The proposal seeks to compliment the Draft LAP and LTP. It seeks to create a more Active Travel friendly environment. Section 6.2.4 of the Draft LTP includes details

		design proposals and the LTP	pertaining to the proposed Gort River Walk and Queen Street to Ennis Road proposal. The Draft LTP advises that in line with the Gort TCF, the LTP proposes to support the walk by filtering traffic on Pound Road (WC15) and traffic calming and upgrading footpaths along Kinincha (WC27). In addition, Sections 1.2.5 Gort Town Centre First Plan and 2.8 Transport and Movement – Local Transport Plan are proposed to be amended to improve integration between the TCF Plan (including proposed public realm improvements) and the LTP. See Chief Executive's Response to See response to GLW-C136-101 Observation 1 and Recommendation 3.
		• The 'Market Square Draft Public Realm Proposals 'as illustrated in Fig 6-3 should be re-examined and revised to demonstrate consistency with the Objectives of the LTP and the wider transport policy to support and prioritise sustainable modes and should be re-examined in this context.	See revised LTP Appendix C.
		• The draft proposed public realm area design appears to be car dominated with a significant quantum of car parking and circulation space. Further consideration should be given to this in the context of the modal hierarchy set out in NIFTI and there is an opportunity to maximise the design	It is understood that within the public realm project area, there are 252 existing on street car parking spaces. In the proposal, there are 165 proposed on-street car parking spaces. This represents a loss of 87 on-street spaces. However, within the Barrack Street

		to support sustainable travel.	off-street car park and new off-street car park behind Lowry's Lane, there will be a total of 100 spaces. This represents a net gain of 13 spaces overall, or a 5% increase. Additionally, 4 of these spaces are for RVs, which would be a new offer. It is considered that the proposed scheme would rationalise on street car parking with the provision of new, public use off street car park. Removing some of the parking spaces can enhance pedestrian experience. This will support the revitalisation of the town centre.
		• Measures should be developed for the town centre that prioritise walking, cycling and public transport. • The creation of off-street parking should facilitate a significant reduction in on-street parking with the reallocation of space to walking, cycling and public transport. The provision of an overall increase in town centre parking should be reassessed in the context of national and regional policy.	See response to GLW-C136-101 Observation 1 and Recommendation 3.
		• Clarity is sought in relation to proposals for bus. The existing bus stops in in the town centre should be maintained and this should be reflected throughout the Draft LTP document.	See amended LTP Appendix C Submission Noted.
		Public Transport The submission requests for the following recommendations to be	

		considered with regard to public transport; • Sections 6.3 'Public Transport' and any associated text/proposed measures in the Draft LTP should be re-examined and revised as appropriate in the context of the above and in consultation with the NTA. • The existing bus stops and associated facilities in the town centre should be maintained and any relevant Figures and text in the LTP should be amended to reflect this (i.e. Fig 6.3). • The submission request for the wording 'request stops' to be removed • Consideration should be given to the provision of additional stops on the R458 north of the Loughrea Road and, in conjunction reconsider the proposed location of stops on the Ennis Road • Consideration should be given to the need for turning facilities on the Ennis Road to support the extension of the R434. • Consideration should be given to any potential areas for the future expansion of bus services in Gort. • It is requested that LTP objective Public Transport Measure PTB01 should be replaced with the following: '*Work with the NTA, and other stakeholders as appropriate, to review bus stop locations and assess the need for bus infrastructure including turning facilities to support bus usage in Gort*'	See updated LTP Appendix C See updated LTP at Appendix C. Noted. See updated LTP at Appendix C. See updated LTP at Appendix C. Noted. See updated LTP at Appendix C. Noted. See updated LTP.

		Car Parking The submission requests the development of a Parking Management Strategy, which would consider the quantum and cost of parking within the town in the longer term, is included as a measure within the LTP. **Implementation** The submission recommends that further detail should be provided in relation to proposed implementation timeframes (short, medium, longer term) for the proposed measures in the LTP.	See updated LTP at Appendix C. See updated LTP at Appendix C. **Chief Executive's Recommendation:** See Appendix C – Updated Local Transport Plan It is proposed to amend Section 2.8 of the LTP. ~~The LTP has been prepared in collaboration with the National Transport Authority (NTA) and Transport Infrastructure Ireland (TII).~~ Revise wording of GSST 44 as per NTA submission.

			Amend GSST 44 Local Transport Plan to Support the implementation of the Local Transport Plan as set out in ~~Section 3~~ the accompanying LTP document, in accordance with proper planning and sustainable development. See response to GLW-C136-101 Observation 1 and Recommendation 3.
GLW-C136-81	ESB	Electricity Supply Board (ESB) is supportive of the updated Land Use Zoning, Public Utilities on the Substation at Glenbrack Road, Gort. The submission requests an amendment to the wording of Policy Objective GSST 71 Electricity Supply as follows; 'Support the provision of an adequate supply of electricity, through enhanced development of secure and reliable electricity transmission and distribution infrastructure, and gas to developments in the Plan Area, to the requirements of the relevant service provider.' The submission notes that integrating elements from Policy Objective EG 1 Enhancement of Electricity Infrastructure outlined in Chapter 7, Section 7.7 from the Galway County Development Plan 2022-2028 would reinforce Policy Objective GSST 71 Electricity Supply. The submission expressed support for Energy Objective GSST 70 Open Access Fibre Ducting and notes that early engagement at the	**Chief Executive's Response:** Noted A suite of policy objectives relating to Electrical Infrastructure is set out in Chapter 7, Infrastructure, Utilities and Environmental Protection of the GCDP 2022-2028. Both the narrative and supporting Policy Objectives sufficiently cover the protection and enhancement of Electrical Infrastructure. Furthermore, the wording of GSST 71 is considered to be sufficient in this instance. Note that the policy objectives of the GCDP are applicable to the Gort LAP. Noted.

		design stage of key public infrastructure projects will provide ducting/underground cabling in the most economically efficient way and limit disruption in local services. The submission also requests that the EU Energy Performance of Buildings and Directive standard be considered in the Gort LAP to increase the usage of Electrical vehicles. The submission also supports GSST46 Sustainable Transportation but notes that the final plan should consider the EU Energy Performance of Buildings Directive standard.	Noted. Policy objective EV 1 of the GCDP seeks to support and facilitate the switch to electric vehicles through supporting the roll out of additional electrical charging points. See proposed update to LTP. EV requirements proposed to be updated in Appendix 2 Policy Report. Section 6.5 of the Draft LTP. Galway County Council will continue to engage and collaborate with ESB. **Chief Executive's Recommendation:** See updated LTP at Appendix C. .
GLW-C136-1	EPA	The Environmental Protection Agency (EPA) raise several issues in their submission as follows: EPA note that the guidance document '*SEA of Local Authority Land Use Plans – EPA Recommendations and Resources'* should be taken into account. It is suggested that the Council should ensure that the Plan aligns with key relevant higher-level plans and programmes and is	**Chief Executive's Response:** A detailed submission has been received from the EPA. Noted. This has been taken into consideration in preparing the Draft Gort Local Area Plan. Cognisance has been taken of the NPF, RSES and

		consistent with the NPF and the RSES. Recommendations below are suggested for incorporation into the Environmental Report of the Plan: **Content of the Environmental Report** **Assessment of Alternativesa** Describe the alternatives considered and how the selection and assessment of these has led to the selection of the preferred alternative. Assess the alternatives against the SE Objectives in the SEA ER. **Assessment of Environmental Effects** Assess and document the full range of likely significant environmental effects of implementing the plan, including the potential for cumulative effects in combination with other relevant plans/programmes and projects. **Mitigation Measures** Where you have identified the potential for likely significant effects, you should provide appropriate mitigation measures to avoid or minimise these. You should ensure that the plan includes clear commitments to implement the mitigation measures. **Monitoring** It is recommended that the Monitoring Programme should be flexible to take account of specific environmental issues and unforeseen adverse impacts should they arise. It is recommended that the possibility of cumulative effects should be considered and dealt with. In addition, it recommends that the monitoring of both	Section 28 Guidelines in preparing the Draft Gort Local Area Plan. Noted. Noted. Submission noted. Appropriate mitigation measures have been identified where necessary. Submission noted regarding the monitoring programme.

		positive and negative effects should be considered and dealt with. Monitoring programme should set out the various data sources, monitoring frequencies and responsibilities. It is noted that if the monitoring identifies adverse impacts during the implementation of the Plan it should be ensured that suitable and effective remedial action is taken. Submission references 'Guidance on Strategic Environmental Assessment (SEA) related Monitoring' available on the EPA website. **Ireland State of the Environment Report 2024** It is recommended that in implementing the Plan, the '*Ireland's State of the Environment Report 2024'* report should be considered and integrated as appropriate. **Future Amendments to the Plan** It is recommended that any future amendments to the Plan should be screened for likely significant effects, utilising the same method of assessment applied in the "environmental assessment" of the Plan. SEA Statement - "Information on the Decision" It is noted that once the Plan is adopted an SEA Statement should be prepared that summarises the following 4 no. points: • How environmental considerations have been integrated in the Plan; • How the Environmental Report, submissions, observations and consultations have been taken into account during the	The recommendations, key issues and challenges described in '*Ireland's State of the Environment Report 2024'* will be considered appropriately. Noted. Submission noted. Future amendments to the plan will be screened for likely significant effectives as appropriate. Noted.

		preparation of the Plan; • The reasons for choosing the Plan adopted in the light of other reasonable alternatives dealt with; and, • The measures decided upon to monitor the significant environmental effects to any environmental effects of implementation of the Plan. It is noted that a copy of the SEA Statement should accordingly then be sent to any environmental authority consulted during the SEA process. **Environmental Authorities** It is noted that under the SEA Regulations, the following bodies should be consulted: • Environmental Protection Agency; • Minister for Housing, Local Government and Heritage; • Minister for Environment, Climate and Communications; • Minister for Agriculture, Food and the Marine; • Any adjoining Planning Authority whose area is contiguous to the area of a Planning Authority which prepared a draft plan, proposed variation or local area plan. **SEA of LA Land Use Plans – EPA Recommendations and Resources 2025 (Version 1.25)** Submission is accompanied by EPA recommendations and resources. It provides recommendations on the key environmental recommendations to consider in carrying out SEA on lands use plans including CDP's and LAP's.	Noted. Noted. Noted.

		Environmental recommendations are provided which relate to Drinking Water; Waste Water; Water Framework Directive; Protection of Groundwater Resources; Water Framework Directive and Biodiversity; Flooding; Climate Change/Climatic Factors; Monitoring; Role of OPR with respect to Climate Change. Other areas covered relate to: Air; Noise; Waste Management; Radon. Biodiversity; Energy Conservation and Renewable Energy; Landscape; Geology/Geomorphology; Human Health/Quality of Life; Transportation; Infrastructure Planning; EIA. Links are provided to environmental guidance/reports and spatial environmental resources.	Reference to integrated Traffic Management Plans has been included in section 6.5 and in Appendix C of the Draft LTP. **Chief Executive's Recommendation:** See updated LTP at Appendix C (Appendix 2 Strategy Measures of LTP).
GLW-C136-66	Heritage Council	Detailed submission received from the Heritage Council pertaining to built and natural heritage. It welcomes the publication of the Draft Plan. Submission references relevant NSO and NPO's of the NPF alongside Development Plan guidelines and the requirement to reflect these in the LAP. Submission references the 4th edition of the National Biodiversity Action Plan 2023-2030 and the need for it to be aligned and integrated into statutory land use plans. Submission references Action 22 policies on supports for urban biodiversity and tree planting; 26 support nature based solutions for land use management and 37 integrate heritage considerations into urban and rural regeneration to ensure that	**Chief Executive's Response** Noted. Noted.

		built and natural heritage objectives underpin the planning and development process and inform the 'TCF Policy Approach' of the Heritage Ireland 2030. Submission makes reference to PA guidelines on Architectural Heritage Protection and the OPR guidance on Archaeology in the Planning Process. Reference also made to RPO's 5.13 – 5.17 of the RSES . Submission also makes reference to the GCDP with respect to Chapter 10 Natural Heritage, Biodiversity and Green Infrastructure and Chapter 12 Architectural, Archaeological and Cultural Heritage. Submission recognises the importance of towns such as Gort and references HC supported projects in Gort including the Gort Town Hall Project. Submission encourages GCC to ensure the full potential of the town is maximized so that Gort has a sustainable development trajectory. Submission states that an overarching aim for each of the thematic policy areas in Section 2.0 should be inserted. A clear and specific objective in terms of housing, natural heritage etc is needed. Submission states that there is a need to group policy objectives by theme. It is stated that the current listing is not conducive to easy navigation for development management purposes. Insert key diagram of the town in the 'Profile of Gort' with the key planning environmental features illustrated. Submission states that there is no contextual/baseline information on natural heritage, nor the benefits that biodiversity has both intrinsically and for people. Need to note designated	Noted. Noted. The Planning, Regeneration and Heritage sections all work in collaboration to ensure that towns like Gort realise their full potential. The Strategic Aims of the Plan are set out in Section 1.1.1 of the Written Statement. There are a number of policy objectives in the Draft LAP and GCDP which relate to housing and natural heritage. The draft policy objectives as set out in the written statement are considered appropriate. The Draft LAP documents contain a suite of graphics and tables that are considered to be sufficient. Policy Objective NHB 1 of the CDP seeks to protect and where possible enhance the natural heritage sites designated under EU and National legislation. This PO

		sites and biodiversity features in the town itself including the Cannahowna/Gort River and its riparian zone and flood plain. Submission states that habitats should be illustrated in the maps for the town. It is also recommended that the county's biodiversity and heritage officers be consulted to ensure that the key natural features are reflected in the LAP. Submission states that greater context could be provided on the importance of archaeological and cultural heritage baselines. References that there are several monuments listed on the SMR in the town and well as ZAP. Opportunity Sites Submission states that there is a need to identify the environmental constraints that are in and around each opportunity area. It is recommended that all the heritage assets be identified in each opportunity site. Ecological constraints should also be detailed which will inform the development considerations for the site. Submission states some of the designations on the suggested opportunity sites should be included. It is suggested that each opportunity site map should have the zoning map legend. Policy Objectives **GSST 3 Environmental Assessment** Clarification needed for policy objective GSST 3. Submission commends policy objectives GSST 4, GSST 5	also seeks to support the protection, conservation and enhancement of natural heritage and biodiversity. The Council's Open Data Portal contains a range of maps for public viewing, which include designated sites. Noted. Noted. It is considered that the established format of the opportunity sites are in keeping with the wider zoning plan. Any site designations or constraints can be found through further investigation. Noted

		Opportunity Sites, GSST 8 Sequential Development and GSST 26 Active Land Management in Gort and it is stated that sites, in particular town centre sites and sites free of environmental and flooding constraints next to public transport infrastructure should be preferred. **GSST 7 Residential Infill Development** Submission states that policy objective GSST 7 Residential Infill Development appears to be overly restrictive. Submission calls for a greater degree of flexibility in this regard. Submission proposes revised wording for policy objective GSST 7 which it considers is more supportive. **GSST 11 Gort Inse Guarie TCF Plan; Policy GSST 44 Local Transport Plan** Submission states that the current policy is not sufficient. It is stated that the most pertinent elements of the TCF Plan should be drafted and integrated into the Draft LAP. **GSST 12 Shop Front Design** Submission commends and supports this policy. **GSST 22 The River Walk** Submission supports this policy objective. However it is stated that it should be expanded to all species and habitats, including all other protected species. Revised Policy Objective is suggested in this regard. *"Protect and enhance walkways along the Cannahowna/Gort River including the Kinincha and Pound Road in a sustainable manner where possible.* ***Any proposals must have regard to the ecological potential of the area. Proposals that***	The planning authority consider that policy objective GSST 7 pertaining to residential infill development has been appropriately formulated. The Draft Local Area Plan supports the aspirations of the TCF Plan. This is demonstrated through policy objective GSST 11. Noted. The wording of policy objective GSST 22 pertaining to the river walk is considered appropriate. The CDP contained high level policy objectives relating to ecology.

		may have an impact on ecology should be accompanied by an Ecological Assessment which should include locally important habitats and protected species including *Regard should be had to the protection of Otters and Otter and their breeding and* ***resting*** *sites and resting places along the river walk"*	
		GSST 33 Public Spaces and Streets It is suggested to amend this policy objective to include biodiversity features, tree planting and soft landscaping. Additional wording is suggested for Policy Objective GSST 33 to reflect this.	GSST 33 is considered to be appropriately worded. Additional policy objectives are set out within the CDP which relate to biodiversity.
		GSST 38 Design Statements Submission welcomes the qualifying statement at the end of GSST 38 regarding flexibility of design and DM standards. Submission expresses concern that other planning considerations may be compromising more important strategic planning objectives such as vacancy and dereliction in the historic environment. Submission calls for quantitative DM standards not to be applied bluntly to heritage buildings, designated and non-designated. Relates to parking, privacy distances and amenity standards etc. Submission stated that the challenges associated with bringing heritage assets back to use may be considerable and a more hospitable planning environment is needed. Submission commends the recognition of the need for flexibility.	Noted. The Planning Authority will continue to engage and support, where possible the reuse of heritage buildings.
		GSST 39 Architectural Heritage Submission suggests additional text to the end of GSST 39 to include DM standards will be applied flexibly for protected structures and non-designated built heritage assets to encourage new uses to such buildings.	Noted. However, this additional wording would not be appropriate.

		Submission supports policy objectives GSST 40 and GSST 41. Submission recommends that some description is given of what is meant by 'areas of special interest' in GSST 40. Additional amendments to GSST 40 are also suggested to include wording to support the avoidance of demolition.	Noted.
		Submission supports policy objective **GSST 53 Climate Change.** Additional wording for this PO is suggested which relates to: • Efficient use of greenfield land, whilst providing the mix of homes necessary and having densities and facilities that are conducive to public transport roll out and walking. • Prefer sites that have poor ecological potential • Existing brownfield sites and well located sites are preferred in a sequential approach to development. • Reuse of existing building stock.	Noted. The additional wording proposed is not considered to be necessary given the suite of policy objectives in the existing CDP.
		GSST 55 European Sites Submission queries the necessity to include the detail on the requirements of Article 6 of the Habitats Directive set out in this PO.	Noted.
		Submission supports policy objectives **GSST 56 Trees, Parkland/Woodland and Hedgerows and GSST 57 Biodiversity and Ecological Networks**. With respect to GSST 56, submission suggests there should be a policy that identifies trees worthy of Tree Preservation Orders and that another bullet point should be included with GSST 56 which seeks to retain natural features as part of design proposals.	In this regard, the planning authority has considered the contents of Tree Preservation – Guidelines for Planning Authorities. Retention of natural features such as hedgerows, trees are considered on a case by case basis through the DM process.
		GSST 62 Protection of Waterbodies and Watercourses Submission recommends that Inland Fisheries Guidance be included in the plan. Submission suggests removal of reference to	Noted.

		coastal areas. **Schedule of Maps** Submission welcomes Map 2 on built and archaeological heritage. It calls for reference to it in section 2.5 of the written statement. Submission states that Natural Heritage is not fully represented in any of the maps. It is further stated that it should be possible to also illustrate the ecological importance of such areas. Submission makes reference to flooding, and natural habitats which should be allowed to replenish in these flood plains. It states that flood plains and their riparian zone should be the 'low hanging fruit' for ecological restoration measures. This land use is also likely to overlap generally with open space zoning. This, it is suggested could be alluded to elsewhere in the LAP and reflected in mapping. In conclusion the Heritage Council strongly encourage Galway County Council to continue to acknowledge the primacy of Gort's heritage resource. The built and natural heritage of the town should be the focus for guiding any future strategy. Submission recommends that this important heritage and character continues to guide a sustainable future development trajectory for the town and its environs.	Noted. Noted. The Planning Authority will continue to recognise the heritage resource of Gort and other towns. The PA will continue to engage with the Heritage Council in this regard. **Chief Executive's Recommendation** No change.

Councillors			
Submission No.	**Submission Name**	**Summary of Issues Raised in Submission**	**Chief Executive's Response**
GLW-C136-99	Cllr. Geraldine Donohue	Submission makes reference to Specific Local Objective SLO No. 1. Reference GSST 28 Housing for Older Persons. Housing for People with Special Needs – submission states that there is a demand in Gort for people to Right size – Downsize – this is also in line with Housing for All. <u>SLO No. 2</u> To encourage the development of vacant and derelict buildings <u>SLO No. 3</u> To ensure that new design is in keeping with the character, scale and heritage of Gort.	**Chief Executive's Response** Submission noted. In this respect, Policy Objective CGR 8 of the County Development Plan seeks to encourage and support a range of appropriate uses in town and village centres that will assist in the regeneration and reuse of vacant and under-utilised buildings and land and will re-energise the town and village centres, subject to a high standard of development being achieved Noted. Policy Objective PM 10 Design Quality requires that new buildings are of exceptional architectural quality and are fit for their intended use or function, durable in terms of design and construction, respectful of setting and the environment and to require that the overall development is of high quality, with a well- considered public realm.

		SLO No. 4 To ensure that new residential development will comprise of a choice of high quality new homes with a mix of dwelling types, sizes and tenures.	Policy Objective UL 3 of the CDP promotes a mix of house types and sizes that appeal to all sectors of the community and contribute to a healthy neighbourhood.
		SLO No. 5 To manage future transport demands for the town and support the need for better connectivity.	Noted. This will continue to be carried out in collaboration with the Active Travel Team and other key stakeholders such as the NTA.
		SLO No. 6 To increase the provision of public open space and green infrastructure which is known to improve the health and wellbeing of those living and working in the area.	Noted. Open space standards will be continued to be adhered to as per the Development Management Standards of the CDP. Note that Policy Objective CC10 Green Infrastructure seeks to promote the benefit of open spaces and implement the integration of green infrastructure/networks into new development and regeneration proposals in order to mitigate and adapt to climate change.
		SLO No. 7 Ennis Road – Bus Stop Shelter – that the Council collaborate with the NTA and TII for the installation of a covered bus shelter on the Ennis Road Gort as there is significant demand for same.	Noted.
		SLO No. 8	

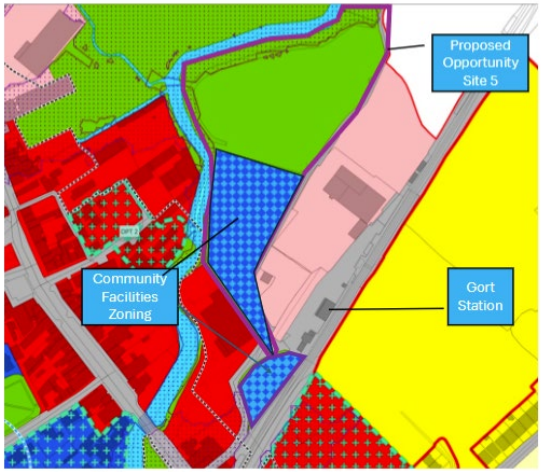
		Active Travel Measures – Footpaths – Gort – Loughrea Road – enhance the existing footpath and put in place public lighting.	Noted.
		<u>SLO No. 9</u> Approve Active Travel loop walks within the town.	Noted.
		<u>SLO No. 10</u> Provide for a range of typologies, including houses, apartments, own door units and housing suitable for older persons and people with disability.	DM standard 2 of the CDP requires all residential schemes to ensure an appropriate mix of housing typologies and units sizes to support the provision of a variety of household types and tenures. In addition Policy Objective GSST 28 of the Draft LAP seeks to facilitate housing for older persons, people with disabilities and people with special needs in accordance with proper planning and sustainable development.
		Planning Promote universal design in all proposals for community facilities and publicly accessible buildings and spaces in order to ensure that all buildings and associated public realm can be utilised to the greatest extent possible by all people, regardless of age, ability or disability. In this regard, proposed development should have regard to the provisions of 'Building for Everyone'.	Noted. Policy Objective GSST 13 seeks to promote Universal Design to ensure that all individuals have access to goods, services and buildings to assist them to participate and contribute to all aspects of a vibrant life in Gort.
		Prioritise the building of the Civic Amenity for Gort Town.	Noted. Specific projects requiring planning permission will be assessed on a case by case basis through the DM process.
		Gort Bio-Gas Submission states that the proposed Gort Biogas plant has	Noted.

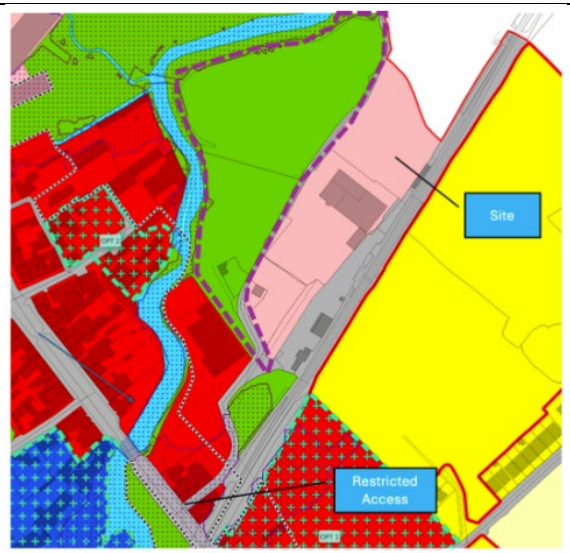
		caused many years of upset, stress and concern to the people of Gort and hinterland and is not compatible with the tremendous environmental work that has taken place with the Gort River Walk and various enhancements. Such a development by reason of its excessive scale, bulk and massing would be out of character with the pattern of development in the vicinity.	**Chief Executive's Recommendation** No change.
GLW-C136-118	Cllr Gerry Finnerty	Submission requests that site on Loughrea road which has a live planning all in as R1 lands revert back to town centre as in original plan for the town. Can the town boundary remain as was in the old plan. Can plot removed from R1 at Crowe Street across from Corrib oil revert to R1. And a plot on Circular road at Rindifin revert to R1.	**Chief Executive's Response** The Town Centre zoning and plan boundary for Gort have been carefully considered for the Draft Plan and are considered to be appropriate in this instance. Residential Phase 1 lands have been identified in line with the requirements of the Core Strategy as per the requirements of the CDP. **Chief Executive's Recommendation** No change

Community Facilities – Gort River Walk Submission			
GLW-C136-26	Gort River Walk Development Group (David	A comprehensive submission received which has been split into two parts. These are two documents that are attached to this submission. 1. Observations on Gort Draft LAP 2025-2031	**Chief Executive's Response** The Planning Authority acknowledge the initiative taken by the community group in respect of the detail and design of an eco park and amenity hub for Gort, however it should be

	Murray)	2. South Galway Vision –Gort Eco Park & Amenity Hub 1. Observations on the Draft Gort LAP 2025-2031 The observations highlighted in the submission are detailed under the following points. • The proposal of an Eco Park and amenity hub that aligns with remediation of the old Gort Landfill site. • Dedicated Galway-Athlone Cycleway Linkage • Additional Amenity Linkage • More explicit support for Amenity Network development • Protection from negatively impactful developments close to the town/river walk o The proposal of an Eco Park and amenity hub that aligns with remediation of the old Gort Landfill site. o The site subject to the submission is currently zoned Open Space/ Recreation & Amenity in the Draft Gort LAP 2025-2031, the submission requests for the lands to be rezoned Community & Mixed-Use to support the delivery of a Gort Eco Park and Amenity Hub Project, as detailed and designed by the Gort River Walk Community Group. o Dedicated Galway-Athlone Cycleway Linkage o The submission outlines concerns with regard to cycleway proposals in the Draft Gort LTP, including; - The changing of the 'quiet' Gort River Walk to a busy cyclist-dominated cycleway. - The misalignment of Galway to Athlone cycleway policy of a segregated road for cyclists.	highlighted at this juncture that any project specific proposals would be considered on a case-by-case basis through the Development Management process. The response to the submission is therefore limited to considering the overarching land use and plan-based issues which can be addressed through the Local Area Plan process, as set out in the relevant guidance and legislation. For clarity, the CE response will consider the submission under the following headings: • Land Use Zoning and Opportunity Sites and Development Management and Enforcement Procedures • Active Travel • Heritage • Environmental and Biodiversity • Funding and Land Activation • Land Use Zoning and Opportunity Sites and Development Management and Enforcement Procedures The submission relates to 2 separate land parcel zoning requests: 1. Rezone lands proposed to be zoned Open Space/Recreation & Amenity in the Draft LAP to Community Facilities and Town Centre/mixed use. 2. Rezone lands proposed to be zoned Commercial Mixed Use in the Draft LAP to Open Space. The zonings set out in the Draft LAP are considered to be appropriate in this instance.

		- The lack of direct connection between the cycleway and Barrack St (WC10). The submission requests that the following changes are made to the LTP; - Include a WC option similar to WC15 of a direct and segregated link between the cycleway and Gort Town Centre/Cycle hub/Station. - Modify WC10 route thorough old Gort Landfill and connect to WC15/new WC. o Additional Amenity Linkage The submission considers that the Ennis Road lacks a dedicated connection to the wider active travel network, and requests for the following recommendations to be considered; - Ensure GSST 45 in the LAP explicitly includes new active travel links for the Ennis Road area. - Outline a new WC network to develop a direct pedestrian and cycle path from Ennis Road to the wider amenity network. o More explicit support for Amenity Network development The submission raises concerns regarding the lack in land provision for open spaces, recreation, and community facilities in the Gort LAP, and sets a number of requests to address this issue; - Establish a Clear Land Provision Strategy - Strengthen GSST 19 to Include Proactive Land Provision - Develop an Amenity Network Strategy - Remove Barriers for Community-Led Initiatives to ensure that land access issues are addressed at the planning level	It is noted that the Gort River Walk transverses the subject lands. The Draft Gort LAP supports the sustainable management and use of amenity lands under policy objective GSST 19 Open Space, Recreation and Amenity and seeks to protect and enhance the River Walk, a specific policy objective GSST 22 The River Walk is included in this respect. The Local Authority have duly considered the identification of 4 no. deliverable opportunity sites within the lifetime of the Draft LAP Draft Plan and are of the opinion that the lands subject to this submission would not warrant designation as an opportunity site at this time as result of the site constraints and overarching local planning policy objectives. The Planning Authority consider that the proposed Open Space/ Recreation & amenity zoning in the Draft Gort LAP is appropriate in this location having regard to the receiving contextual environment, limited accessibility and the proper planning and sustainable development of the settlement. The Planning Authority consider the subject site to contribute to the green infrastructure network within the settlement creating a green corridor along the river. It is envisaged that this natural feature is a significant community asset to the town, which has the opportunity to deliver a range of recreational spaces for the community while also protecting the biodiversity and wider environment.

		- Enable Funding and Strategic Planning for Amenity Networks - Include a new objective - *GSST 19(A)–Land Provision for Open Space, Recreation, and Community Facilities* *The Council will proactively identify, secure, and acquire lands (through purchase, lease, or wayleave agreements) for the development of open space, recreation, and community facilities, ensuring permanent public access and long-term sustainability of the amenity network in Gort.* o Protection of Existing Heritage The submission request for the ACA to be extended to include the Cavalry Barracks and Gort Moat. o Protection from negatively impactful developments close to the town and river walk The submission considers that the provisions of the Draft Gort LAP 2025-2031 does not adequately shield the river and surrounding amenities from potential impacts of large industrial developments (e.g., Biogas plants). This submission requests for the following changes to be made to objectives in the Gort LAP; - Revised wording of GSTT 9,10–replace "vitality and viability" with *"vitality, viability and sustainability"* - New objective - *GSST 22-Protection of Gort River & Amenity Spaces - This plan will protect key amenity sites, including the Gort River Walk and prohibit the development of large-scale industrial facilities that can have an adverse impact on these facilities. This plan will ensure that any development within or adjacent to the Gort River Walk, Gort River, or associated floodplains is assessed for its environmental impact, recreational value, and*	 (source: Extract from submission page 16) 1. The submission requests lands proposed to be zoned Commercial Mixed Use in the Draft LAP be changed to Open Space/Recreation and Amenity/Community Facility. The Planning Authority considers the proposed zoning of in the Draft LAP is appropriate in this instance with open space zoning set out in the Draft LAP to the west of the Commercial/Mixed use site (see below).

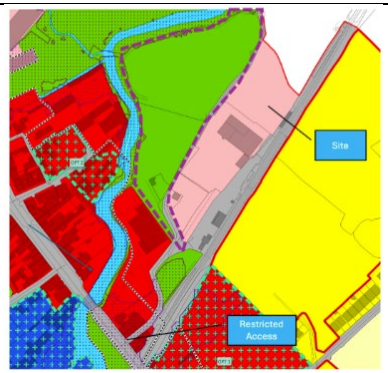
		compatibility with biodiversity objectives - Revised Wording of GSST 18 Industrial - Promote the sustainable development of **small scale** industrial and industrial related uses, including manufacturing, processing of materials, warehousing and distribution on suitable lands, with adequate services and facilities and a high level of access to the major road networks and public transport facilities. (**Bold is new wording**) - - Inclusion of new wording under GSST 46 **- For significant development along the R458 restricted regional road, the restrictions should include assessment of 'essential needs' against the Gort Town Centre First Plan, the referenced Needs and Justification report and the Gort LAP.** 2. South Galway Vision – Gort Eco Park & Amenity Hub The submission includes a comprehensive document outlining a Gort Eco Park & Amenity Hub project concept, detailed and designed by the Gort River Walk Development Group. The lands subject to the submission are currently zoned Open Space/ Recreation & Amenity in the Draft Gort LAP 2025-2031. The submission considers that an Eco Park & Amenity Hub will support; • Rehabilitation of the Gort Landfill. • Additional amenities in proximity to Gort River Walk • Direct link to Galway-Athlone Cycleway • Sports/Recreational facilities • Cycle /hub with bike hire, bicycle repair, showers,	 • Active Travel Galway County Council welcome and actively encourage sustainable modes of travel, the Draft LTP sets out a clear strategy to facilitate improvements to the active travel network in Gort and is supported by policy objectives in the Draft Gort LAP. The Planning Authority considers that WC15 proposed in the Draft LTP appropriately links the settlement of Gort with a future connection to the Galway – Athlone Cycleway. WC15 is proposed as a quietway which is defined in the Draft LTP as '*a low-trafficked street (typically <2,000 Annual Average Daily Traffic (AADT)) and low-speeds meaning cyclists can safely share the carriageway.'* The planning authority notes that WC10 will provide a direct active travel route from Barrack St to Station Road, and

		storage amenities • Biodiversity and greening • Heritage Enhancement and preservation of Flowervale House • Accessible connections • Remote working hub in proximity to Gort Station The Key Aspects of the suggested Ecopark project are illustrated in the diagram below, as included at page 4 of the submission:  The key features of the project include: • Cycle Hub & Facilities • Greenway & Connectivity • Community & Recreational Spaces • Sustainable Accommodation & Remote Working • Heritage, Cultural & Environmental Features • Strategic Transport Integration The submission includes a justification section which presents reasoning on how the community group	furthermore provides connections to the wider cycling network such as the future Galway to Athlone Cycleway via the quietway proposed under WC15. The Planning Authority note that WC10 adjoins the lands previously utilised as a landfill which has a direct connection to WC15. The proposed WC10 route would provide for the most efficient connection to Barracks Street and the wider town centre and it is therefore considered that a deviation from the route shown would not be in the interests of the proper planning and sustainable development of this aspect of the plan. In addition, the Draft LTP recognises the opportunities for cycle tourism in the town and is supported by WC15 in this regard. Figure 1-2: Active Travel Measures Map of the Draft LTP– central Gort area identifies a network of active travel routes that provide valuable links to key locations within the settlement including the town centre and train station. The Planning Authority highlight that where feasible, fully segregated cycle facilities are proposed to improve safety for cyclists. Where segregation is not possible given space constraints, particularly within the town centre, measures have been proposed to provide a safe, low speed, traffic calmed environment for sections of cycle trips which must be made on-road. The Draft LTP includes a number of specific measures which support sustainable active travel from/to Ennis Road including WC19, WC20, WC 41, WC50. The Planning Authority consider that the measures outlined in the Draft LTP are supported in the Draft LAP through Policy Objective GSST 44 Local Transport Plan.

		proposed Ecopark project aligns with national regional and local policy. • It considers that the project aligns with Themes 1-9 in the Gort TCF Plan • GCDP 2022- 2028 – identifies Gort as a SST and it is stated that it supports cycling and greenway infrastructure as part of Galway's sustainable transport network • Northern & Western Regional Spatial and Economic Strategy (RSES) - Emphasises compact growth, improved mobility, and climate resilience The document considers that the community group proposed Eco park project would have many benefits for the Town including; • Sustainable Tourism & Economic Growth – through Boosting Local Business & Employment and Enhancing Gort's Role as a Cycling Destination • Climate Change Resilience & Sustainable Mobility – through Promoting Low-Carbon Travel, Green Energy & Low-Impact Infrastructure and Transforming a Former Landfill into Green Space • Biodiversity & Environmental Enhancement – through Strengthening Local Ecosystems and Enhancing the Gort River Walk & Community Spaces • Cultural & Heritage Promotion – through Restoring Flowervale House as a Heritage & Community Hub and Leveraging Nearby Attractions • Community Well-Being & Recreation – through Providing Inclusive Recreational Spaces and Encouraging Social Interaction The submission sets out a number of funding opportunities which could support the project concept, including;	• Heritage Appendix 7: Architectural Conservation Areas in the Galway County Development Plan 2022 -2028 has identified the Gort ACA in accordance with Section 81 of the Planning and Development Act 2000 (as amended). The Planning Authority note that the Draft Gort LAP is required to be consistent with the contents of the Architectural Conservation Area as defined in Appendix 7 Architectural Conservation Areas in the GCDP 2022-2028. • Environmental and Biodiversity The planning authority are supportive of developments with the principles of environment, biodiversity, and climate change at the forefront. The Draft LAP contains a suite of policy objectives that will work together to support the strategic aim to 'Protect and enhance the heritage and character of Gort, including the natural assets, environment, built heritage, public realm, local character, and amenity for the benefit of current and future generations'. These policy objectives include GSST 3, GSST 35, GSST 53, GSST 54, GSST 55, GSST 56, GSST 57, GSST58, GSST 59, GSST 60, GSST 61, GSST 62, GSST 63, GSST 64, GSST 65, GSST 66, GSST 67 and GSST 68. • Funding and Land Activation By ensuring good policy alignment with EU, national, and regional policy this plan can drive investment that is targeted towards identified priorities and leverage funding

		• Urban & Rural Regeneration Funds • Environmental & Circular Economy Grants • EU & Climate Action Funds • Greenway & Tourism-Related Funds The submission sets out the following considerations for the LAP; • There is a missed opportunity to identify Opportunity Sites for Amenity focused development. • The LAP and LTP fail to demonstrate how pedestrian and cycling networks will integrate seamlessly with the town centre • The LAP does not adequately integrate the Local Transport Plan (LTP)objectives. • The LAP does not include a fully integrated cycle network or a cycle-friendly transport hub. There is no cycleway linking the town centre to the proposed Galway-Athlone-Dublin Cycleway • The LAP does not leverage Gort Railway Station's potential to support rail-cycle tourism. • The LAP designates the landfill site as "Amenity" but does not outline how this space could be transformed into a functional public asset. • The LAP does not specify what types of facilities will be provided in the amenity zone in the landfill • There is no vision for community engagement, such as outdoor classrooms, biodiversity gardens, or wellness spaces. • The zoning of all land (landfill site and land north of Aldi) is too restrictive for the community group suggested Gort Ecopark and Amenity Hub	and partnership opportunities at a local level. The Planning Authority highlight the following policy objectives contained in the overarching Galway County Development Plan 2022 – 2028 in respect of funding CC 7 Climate Action Fund and PM 2 Regeneration. The Planning Authority welcome community-led initiatives by voluntary and community groups as supported by policy objective SCI5 of the Galway County Development Plan 2022. The Planning Authority note the request for the inclusion of a policy objective 'GSST 19A' however having regard to existing provisions in the legislation and national, regional and local planning policy its inclusion is not considered to be justified. **Chief Executive's Recommendation** No Change

		The submission sets out the following recommendations for the draft LAP; • Include the site subject to the submission as 'Opportunity Site 5' • Rezone the land north of Aldi from Open Space/Recreation & Amenity to Community Facilities or Town Centre • Outline a dedicated cycle path from the Galway-Athlone-Dublin Cycleway into the town centre • Enhance rail-cycle integration, making Gort a key stop for slow tourism • Include LTP Objectives under Section 2.8 of LAP • Include objectives for restoration of Flowervale into an interpretive centre, café, with ancillary community meeting rooms. • Include objective which supports Cycle hub, accommodation, remote working, storage facilities to create vibrant Amenity Hub • Update GSST 19 to support land provision • The submission references the site illustrated below (page 17 of the submission) and notes that it is subject to planning enforcement. The submission suggests that the site could be used for amenity and requests for it to be rezoned from Commercial/Mixed Use to Open Space / Recreation and Amenity, it also requests that the lands are designated as a constrained land use	

		 The submission concludes by reiterating the request for the site to be identified as Opportunity Site 5 in the LAP.	
GLW-C136-25	Dianne Kirk	The submission wishes to support the inclusion of the 'Gort Landfill Site and adjoining sites' as an opportunity site as outlined in a WordPress website entitled Vision: Gort Eco Park & Amenity Hub which was linked in the submission. https://southgalwayvision.wordpress.com/2025/02/18/vision-gort-eco-park-amenity-hub/ The submission outlines details of a Gort Ecopark & Amenity Hub project which seeks to create a community, recreation, and tourism asset. The submission considers that the project would provide recreational area for residents and visitors, supporting sustainable tourism and active travel, remote working while enhancing Gort's natural environment. A Screenshot of the website was taken by Galway County Council at 4.01pm on 20th of February 2024 after the closing date and time for submissions on the Public Consultation of the Draft Gort LAP 2025-2031. This	**Chief Executive's Response** *See Chief Executives Response to GLW-C136-26* **Chief Executive's Recommendation** *See Chief Executives Recommendation to GLW-C136-26*

		screenshot is included in Appendix A of this Report. The contents of the webpage was attached to submission GLW-C136-26 in the document "South Galway Vision –Gort Eco Park & Amenity Hub" and is summarised thereunder.	
GLW-C136-27	Gabrielle Bolster	The submission wishes to support the inclusion of the 'Gort Landfill Site and adjoining sites' as an opportunity site as outlined in a WordPress website entitled Vision: Gort Eco Park & Amenity Hub which was linked in the submission. The submission outlines details of a Gort Ecopark & Amenity Hub project which seeks to create a community, recreation, and tourism asset. The submission considers that the project would provide recreational area for residents and visitors, supporting sustainable tourism and active travel, remote working while enhancing Gort's natural environment. A Screenshot of the website was taken by Galway County Council at 4.01pm on 20th of February 2024 after the closing date and time for submissions on the Public Consultation of the Draft Gort LAP 2025-2031. This screenshot is included in Appendix A of this Report. The contents of the webpage was attached to submission GLW-C136-26 in the document "South Galway Vision –Gort Eco Park & Amenity Hub" and is summarised thereunder.	**Chief Executive's Response** *See Chief Executives Response to GLW-C136-26* **Chief Executive's Recommendation** *See Chief Executives Recommendation to GLW-C136-26*
GLW-C136-29	Nadin Reichel	The submission wishes to support the inclusion of the 'Gort Landfill Site and adjoining sites' as an opportunity site as outlined in a WordPress website entitled Vision: Gort Eco Park Amenity Hub which was linked in the submission. The	**Chief Executive's Response** *See Chief Executive's Response to GLW-C136-26*

		submission outlines details of a Gort Ecopark & Amenity Hub project which seeks to create a community, recreation, and tourism asset. The submission considers that the project would provide a recreational area for residents and visitors, supporting sustainable tourism and active travel, remote working while enhancing Gort's natural environment. A Screenshot of the website (https://southgalwayvision.wordpress.com/2025/02/18/vision-gort-eco-park-amenity-hub/) was taken by Galway County Council at 4.01pm on 20th of February 2024 after the closing date and time for submissions on the Public Consultation of the Draft Gort LAP 2025-2031. This screenshot is included in Appendix A of this Report. The contents of the webpage was appended to submission GLW-C136-26 in the document "South Galway Vision –Gort Eco Park & Amenity Hub" and is summarised thereunder.	**Chief Executive's Recommendation** *See Chief Executive's Recommendation to GLW-C136-26*
GLW-C136-34	Sheena Monaghan	The submission wishes to support the inclusion of the 'Gort Landfill Site and adjoining sites' as an opportunity site as outlined in a WordPress website entitled Vision: Gort Eco Park Amenity Hub which was linked in the submission. The submission outlines details of a Gort Ecopark & Amenity Hub project which seeks to create a community, recreation, and tourism asset. The submission considers that the project would provide a recreational area for residents and visitors, supporting sustainable tourism and active travel, remote working while enhancing Gort's natural environment. A Screenshot of the website (https://southgalwayvision.wordpress.com/2025/02/18/vision-gort-eco-park-amenity-hub/) was taken by Galway	**Chief Executive's Response** *See Chief Executive's Response to GLW-C136-26* **Chief Executive's Recommendation** *See Chief Executive's Recommendation to GLW-C136-26*

		County Council at 4.01pm on 20th of February 2024 after the closing date and time for submissions on the Public Consultation of the Draft Gort LAP 2025-2031. This screenshot is included in Appendix A of this Report. The contents of the webpage was appended to submission GLW-C136-26 in the document "South Galway Vision –Gort Eco Park & Amenity Hub" and is summarised thereunder. The submission also wishes to support the recommendations outlined in a WordPress website entitled Gort River Walk LAP Observations which was linked in the submission. A Screenshot of the website (https://gortriverwalk.wordpress.com/gort-river-walk-lap-observations/) was taken by Galway County Council at 4.01pm on 20th of February 2024 after the closing date and time for submissions on the Public Consultation of the Draft Gort LAP 2025-2031. This screenshot is included in Appendix B of this Report. The contents of the webpage was appended to submission GLW-C136-26 and is summarised thereunder. It is noted that the contents of the webpages are appended to the submission.	
GLW-C136-35	Jillian O'Halloran	The submission wishes to support the inclusion of the 'Gort Landfill Site and adjoining sites' as an opportunity site as outlined in a WordPress website entitled Vision: Gort Eco Park Amenity Hub which was linked in the submission. The submission outlines details of a Gort Ecopark & Amenity Hub project which seeks to create a community, recreation, and tourism asset. The submission considers that the project would provide a recreational area for residents and visitors, supporting sustainable tourism and active travel, remote working while enhancing Gort's natural environment.	**Chief Executive's Response** *See Chief Executive's Response to GLW-C136-26* **Chief Executive's Recommendation** *See Chief Executive's Recommendation to GLW-C136-26*

		A Screenshot of the website (https://southgalwayvision.wordpress.com/2025/02/18/vision-gort-eco-park-amenity-hub/) was taken by Galway County Council at 4.01pm on 20th of February 2024 after the closing date and time for submissions on the Public Consultation of the Draft Gort LAP 2025-2031. This screenshot is included in Appendix A of this Report. The contents of the webpage was appended to submission GLW-C136-26 in the document "South Galway Vision –Gort Eco Park & Amenity Hub" and is summarised thereunder.	
GLW-C136-36	Anna Stuart	The submission wishes to support the inclusion of the 'Gort Landfill Site and adjoining sites' as an opportunity site as outlined in a WordPress website entitled Vision : Gort Eco Park Amenity Hub which was linked in the submission. The submission outlines details of a Gort Ecopark & Amenity Hub project which seeks to create a community, recreation, and tourism asset. The submission considers that the project would provide a recreational area for residents and visitors, supporting sustainable tourism and active travel, remote working while enhancing Gort's natural environment. A Screenshot of the website (https://southgalwayvision.wordpress.com/2025/02/18/vision-gort-eco-park-amenity-hub/) was taken by Galway County Council at 4.01pm on 20th of February 2024 after the closing date and time for submissions on the Public Consultation of the Draft Gort LAP 2025-2031. This screenshot is included in Appendix A of this Report. The contents of the webpage was appended to submission GLW-C136-26 in the document "South Galway Vision –Gort Eco Park & Amenity Hub" and is summarised thereunder. The submission also wishes to support the	**Chief Executive's Response** *See Chief Executive's Response to GLW-C136-26* **Chief Executive's Recommendation** *See Chief Executive's Recommendation to GLW-C136-26*

		recommendations outlined in a WordPress website entitled Gort River Walk LAP Observations which was linked in the submission. The submission particularly supports the proposals relating to, additional amenity linkages, dedicated Galway-Athlone Cycleway linkage, more support of Amenity network development, and protection from negatively impactful developments. A Screenshot of the website (https://gortriverwalk.wordpress.com/gort-river-walk-lap-observations/) was taken by Galway County Council at 4.01pm on 20th of February 2024 after the closing date and time for submissions on the Public Consultation of the Draft Gort LAP 2025-2031. This screenshot is included in Appendix B of this Report. The contents of the webpage was appended to submission GLW-C136-26 and is summarised thereunder.	
GLW-C136-37	Sara Jane Kingston	The submission wishes to support the inclusion of the 'Gort Landfill Site and adjoining sites' as an opportunity site as outlined in a WordPress website entitled Vision : Gort Eco Park Amenity Hub which was linked in the submission. The submission outlines details of a Gort Ecopark & Amenity Hub project which seeks to create a community, recreation, and tourism asset. The submission considers that the project would provide a recreational area for residents and visitors, supporting sustainable tourism and active travel, remote working while enhancing Gort's natural environment. A Screenshot of the website (https://southgalwayvision.wordpress.com/2025/02/18/vision-gort-eco-park-amenity-hub/) was taken by Galway County Council at 4.01pm on 20th of February 2024 after the closing date and time for submissions on the Public Consultation of the Draft Gort LAP 2025-2031. This	**Chief Executive's Response** *See Chief Executive's Response to GLW-C136-26* **Chief Executive's Recommendation** *See Chief Executive's Recommendation to GLW-C136-26*

		screenshot is included in Appendix A of this Report. The contents of the webpage was appended to submission GLW-C136-26 in the document "South Galway Vision –Gort Eco Park & Amenity Hub" and is summarised thereunder. The submission also wishes to support the recommendations outlined in a WordPress website entitled Gort River Walk LAP Observations which was linked in the submission. The submission particularly supports the proposals relating to, additional amenity linkages, dedicated Galway-Athlone Cycleway linkage, more support of Amenity network development, and protection from negatively impactful developments. A Screenshot of the website (https://gortriverwalk.wordpress.com/gort-river-walk-lap-observations/) was taken by Galway County Council at 4.01pm on 20th of February 2024 after the closing date and time for submissions on the Public Consultation of the Draft Gort LAP 2025-2031. This screenshot is included in Appendix B of this Report. The contents of the webpage was appended to submission GLW-C136-26 and is summarised thereunder.	
GLW-C136-38	Patricia Farrell	The submission wishes to support the inclusion of the 'Gort Landfill Site and adjoining sites' as an opportunity site as outlined in a WordPress website entitled Vision : Gort Eco Park Amenity Hub which was linked in the submission. The submission outlines details of a Gort Ecopark & Amenity Hub project which seeks to create a community, recreation, and tourism asset. The submission considers that the project would provide a recreational area for residents and visitors, supporting sustainable tourism and active travel, remote working while enhancing Gort's natural environment.	**Chief Executive's Response** *See Chief Executive's Response to GLW-C136-26* **Chief Executive's Recommendation** *See Chief Executive's Recommendation to GLW-C136-26*

		A Screenshot of the website (https://southgalwayvision.wordpress.com/2025/02/18/vision-gort-eco-park-amenity-hub/) was taken by Galway County Council at 4.01pm on 20th of February 2024 after the closing date and time for submissions on the Public Consultation of the Draft Gort LAP 2025-2031. This screenshot is included in Appendix A of this Report. The contents of the webpage was appended to submission GLW-C136-26 in the document "South Galway Vision –Gort Eco Park & Amenity Hub" and is summarised thereunder. The submission also wishes to support the recommendations outlined in a WordPress website entitled Gort River Walk LAP Observations which was linked in the submission. The submission particularly supports the proposals relating to, additional amenity linkages, dedicated Galway-Athlone Cycleway linkage, more support of Amenity network development, and protection from negatively impactful developments. A Screenshot of the website (https://gortriverwalk.wordpress.com/gort-river-walk-lap-observations/) was taken by Galway County Council at 4.01pm on 20th of February 2024 after the closing date and time for submissions on the Public Consultation of the Draft Gort LAP 2025-2031. This screenshot is included in Appendix B of this Report. The contents of the webpage was appended to submission GLW-C136-26 in the document and is summarised thereunder.	
GLW-C136-39	Marguerite Earls	The submission wishes to support the inclusion of the 'Gort Landfill Site and adjoining sites' as an opportunity site as outlined in a WordPress website entitled Vision : Gort Eco Park Amenity Hub which was linked in the submission. The	**Chief Executive's Response** *See Chief Executive's Response to GLW-C136-26* **Chief Executive's Recommendation** *See Chief Executive's Recommendation to GLW-C136-26*

		submission outlines details of a Gort Ecopark & Amenity Hub project which seeks to create a community, recreation, and tourism asset. The submission considers that the project would provide a recreational area for residents and visitors, supporting sustainable tourism and active travel, remote working while enhancing Gort's natural environment. A Screenshot of the website (https://southgalwayvision.wordpress.com/2025/02/18/vision-gort-eco-park-amenity-hub/) was taken by Galway County Council at 4.01pm on 20th of February 2024 after the closing date and time for submissions on the Public Consultation of the Draft Gort LAP 2025-2031. This screenshot is included in Appendix A of this Report. The contents of the webpage was appended to submission GLW-C136-26 in the document "South Galway Vision –Gort Eco Park & Amenity Hub" and is summarised thereunder	
GLW-C136-40	Karen O'Neill - O'Neill Holiday Homes	The submission wishes to support the inclusion of the 'Gort Landfill Site and adjoining sites' as an opportunity site as outlined in a WordPress website entitled Vision : Gort Eco Park Amenity Hub which was linked in the submission. The submission outlines details of a Gort Ecopark & Amenity Hub project which seeks to create a community, recreation, and tourism asset. The submission considers that the project would provide a recreational area for residents and visitors, supporting sustainable tourism and active travel, remote working while enhancing Gort's natural environment. A Screenshot of the website (https://southgalwayvision.wordpress.com/2025/02/18/vision-gort-eco-park-amenity-hub/) was taken by Galway County Council at 4.01pm on 20th of February 2024 after the closing date and time for submissions on the Public	**Chief Executive's Response** *See Chief Executive's Response to GLW-C136-26* **Chief Executive's Recommendation** *See Chief Executive's Recommendation to GLW-C136-26*

		Consultation of the Draft Gort LAP 2025-2031. This screenshot is included in Appendix A of this Report. The contents of the webpage was appended to submission GLW-C136-26 in the document "South Galway Vision –Gort Eco Park & Amenity Hub" and is summarised thereunder. The submission also wishes to support the recommendations outlined in a WordPress website entitled Gort River Walk LAP Observations which was linked in the submission. The submission particularly supports the proposals relating to, additional amenity linkages, dedicated Galway-Athlone Cycleway linkage, more support of Amenity network development, and protection from negatively impactful developments. A Screenshot of the website (https://gortriverwalk.wordpress.com/gort-river-walk-lap-observations/) was taken by Galway County Council at 4.01pm on 20th of February 2024 after the closing date and time for submissions on the Public Consultation of the Draft Gort LAP 2025-2031. This screenshot is included in Appendix B of this Report. The contents of the webpage was appended to submission GLW-C136-26 and is summarised thereunder.	
GLW-C136-41	John Pio	The submission wishes to support the inclusion of the 'Gort Landfill Site and adjoining sites' as an opportunity site as outlined in a WordPress website entitled Vision : Gort Eco Park Amenity Hub which was linked in the submission. A Screenshot of the website (https://southgalwayvision.wordpress.com/2025/02/18/vision-gort-eco-park-amenity-hub/) was taken by Galway County Council at 4.01pm on 20th of February 2024 after the closing date and time for submissions on the Public Consultation of the Draft Gort LAP 2025-2031. This	**Chief Executive's Response** *See Chief Executive's Response to GLW-C136-26* **Chief Executive's Recommendation** *See Chief Executive's Recommendation to GLW-C136-26*

		screenshot is included in Appendix A of this Report. The contents of the webpage was appended to submission GLW-C136-26 in the document "South Galway Vision –Gort Eco Park & Amenity Hub" and is summarised thereunder.	
GLW-C136-44	Aileen Walsh	The submission wishes to support the inclusion of the 'Gort Landfill Site and adjoining sites' as an opportunity site as outlined in a WordPress website entitled Vision : Gort Eco Park Amenity Hub which was linked in the submission. The submission outlines details of a Gort Ecopark & Amenity Hub project which seeks to create a community, recreation, and tourism asset. The submission considers that the project would provide a recreational area for residents and visitors, supporting sustainable tourism and active travel, remote working while enhancing Gort's natural environment. A Screenshot of the website (https://southgalwayvision.wordpress.com/2025/02/18/vision-gort-eco-park-amenity-hub/) was taken by Galway County Council at 4.01pm on 20th of February 2024 after the closing date and time for submissions on the Public Consultation of the Draft Gort LAP 2025-2031. This screenshot is included in Appendix A of this Report. The contents of the webpage was appended to submission GLW-C136-26 in the document "South Galway Vision –Gort Eco Park & Amenity Hub" and is summarised thereunder. The submission also wishes to support the recommendations outlined in a WordPress website entitled Gort River Walk LAP Observations which was linked in the submission. The submission particularly supports the proposals relating to, additional amenity linkages, dedicated Galway-Athlone Cycleway linkage, more support of Amenity network development, and	**Chief Executive's Response** *See Chief Executive's Response to GLW-C136-26* **Chief Executive's Recommendation** *See Chief Executive's Recommendation to GLW-C136-26*

		protection from negatively impactful developments. A Screenshot of the website (https://gortriverwalk.wordpress.com/gort-river-walk-lap-observations/) was taken by Galway County Council at 4.01pm on 20th of February 2024 after the closing date and time for submissions on the Public Consultation of the Draft Gort LAP 2025-2031. This screenshot is included in Appendix B of this Report. The contents of the webpage was appended to submission GLW-C136-26 and is summarised thereunder.	
GLW-C136-48	Tom Donnellan	The submission wishes to support the inclusion of the 'Gort Landfill Site and adjoining sites' as an opportunity site as outlined in a WordPress website entitled Vision : Gort Eco Park Amenity Hub which was linked in the submission. The submission outlines details of a Gort Ecopark & Amenity Hub project which seeks to create a community, recreation, and tourism asset. The submission considers that the project would provide a recreational area for residents and visitors, supporting sustainable tourism and active travel, remote working while enhancing Gort's natural environment. A Screenshot of the website (https://southgalwayvision.wordpress.com/2025/02/18/vision-gort-eco-park-amenity-hub/) was taken by Galway County Council at 4.01pm on 20th of February 2024 after the closing date and time for submissions on the Public Consultation of the Draft Gort LAP 2025-2031. This screenshot is included in Appendix A of this Report. The contents of the webpage was appended to submission GLW-C136-26 in the document "South Galway Vision –Gort Eco Park & Amenity Hub" and is summarised thereunder.	**Chief Executive's Response** *See Chief Executive's Response to GLW-C136-26* **Chief Executive's Recommendation** *See Chief Executive's Recommendation to GLW-C136-26*
GLW-C136-	Barbara	The submission wishes to support the inclusion of the 'Gort	**Chief Executive's Response**

49	McMullan	Landfill Site and adjoining sites' as an opportunity site as outlined in a WordPress website entitled Vision : Gort Eco Park Amenity Hub which was linked in the submission. The submission outlines details of a Gort Ecopark & Amenity Hub project which seeks to create a community, recreation, and tourism asset. The submission considers that the project would provide a recreational area for residents and visitors, supporting sustainable tourism and active travel, remote working while enhancing Gort's natural environment. A Screenshot of the website (https://southgalwayvision.wordpress.com/2025/02/18/vision-gort-eco-park-amenity-hub/) was taken by Galway County Council at 4.01pm on 20th of February 2024 after the closing date and time for submissions on the Public Consultation of the Draft Gort LAP 2025-2031. This screenshot is included in Appendix A of this Report. The contents of the webpage was appended to submission GLW-C136-26 in the document "South Galway Vision –Gort Eco Park & Amenity Hub" and is summarised thereunder.	*See Chief Executive's Response to GLW-C136-26* **Chief Executive's Recommendation** *See Chief Executive's Recommendation to GLW-C136-26*
GLW-C136-50	Els Woods (E. Van Hout)	The submission wishes to support the recommendations outlined in a document entitled Observations on Gort Draft LAP 2025 – 2031 which was attached to the submission. The contents of the document was appended to submission GLW-C136-26 and is summarised thereunder.	**Chief Executive's Response** *See Chief Executive's Response to GLW-C136-26* **Chief Executive's Recommendation** *See Chief Executive's Recommendation to GLW-C136-26*
GLW-C136-51	Carol Arcos Derreen	The submission wishes to support the inclusion of the 'Gort Landfill Site and adjoining sites' as an opportunity site as outlined in a WordPress website entitled Vision: Gort Eco Park Amenity Hub which was linked in the submission. The submission outlines details of a Gort Ecopark & Amenity Hub project which seeks to create a community,	**Chief Executive's Response** *See Chief Executive's Response to GLW-C136-26* **Chief Executive's Recommendation** *See Chief Executive's Recommendation to GLW-C136-26*

		recreation, and tourism asset. The submission considers that the project would provide a recreational area for residents and visitors, supporting sustainable tourism and active travel, remote working while enhancing Gort's natural environment. A Screenshot of the website (https://southgalwayvision.wordpress.com/2025/02/18/vision-gort-eco-park-amenity-hub/) was taken by Galway County Council at 4.01pm on 20th of February 2024 after the closing date and time for submissions on the Public Consultation of the Draft Gort LAP 2025-2031. This screenshot is included in Appendix A of this Report. The contents of the webpage was appended to submission GLW-C136-26 in the document "South Galway Vision –Gort Eco Park & Amenity Hub" and is summarised thereunder.	
GLW-C136-52	St Colman's Basketball Club (Sinéad Burke Secretary)	The submission wishes to support the inclusion of the 'Gort Landfill Site and adjoining sites' as an opportunity site as outlined in a WordPress website entitled Vision: Gort Eco Park Amenity Hub which was linked in the submission. The submission outlines details of a Gort Ecopark & Amenity Hub project which seeks to create a community, recreation, and tourism asset. The submission considers that the project would provide a recreational area for residents and visitors, supporting sustainable tourism and active travel, remote working while enhancing Gort's natural environment. A Screenshot of the website (https://southgalwayvision.wordpress.com/2025/02/18/vision-gort-eco-park-amenity-hub/) was taken by Galway County Council at 4.01pm on 20th of February 2024 after the closing date and time for submissions on the Public Consultation of the Draft Gort LAP 2025-2031. This screenshot is included in Appendix A of this Report.	**Chief Executive's Response** *See Chief Executive's Response to GLW-C136-26*

		The contents of the webpage was appended to submission GLW-C136-26 in the document "South Galway Vision –Gort Eco Park & Amenity Hub" and is summarised thereunder The submission highlights that outdoor basketball courts would be welcomed as the only outdoor basketball courts in the town are on private school grounds.	Noted. **Chief Executive's Recommendation** *See Chief Executive's Recommendation to GLW-136-26*
GLW-C136-53	Els Woods (E. Van Hout)	The submission wishes to support the inclusion of the 'Gort Landfill Site and adjoining sites' as an opportunity site as outlined in a WordPress website entitled Vision: Gort Eco Park Amenity Hub which was linked in the submission. The submission outlines details of a Gort Ecopark & Amenity Hub project which seeks to create a community, recreation, and tourism asset. The submission considers that the project would provide a recreational area for residents and visitors, supporting sustainable tourism and active travel, remote working while enhancing Gort's natural environment. A Screenshot of the website (https://southgalwayvision.wordpress.com/2025/02/18/vision-gort-eco-park-amenity-hub/) was taken by Galway County Council at 4.01pm on 20th of February 2024 after the closing date and time for submissions on the Public Consultation of the Draft Gort LAP 2025-2031. This screenshot is included in Appendix A of this Report. The contents of the webpage was appended to submission GLW-C136-26 in the document "South Galway Vision –Gort Eco Park & Amenity Hub" and is summarised thereunder	**Chief Executive's Response** *See Chief Executive's Response to GLW-C136-26* **Chief Executive's Recommendation** *See Chief Executive's Recommendation to GLW-C136-26*
GLW-C136-54	James T Fahy	The submission wishes to support the inclusion of the 'Gort Landfill Site and adjoining sites' as an opportunity site as outlined in a WordPress website entitled Vision: Gort Eco Park Amenity Hub which was linked in the submission. The	**Chief Executive's Response** *See Chief Executive's Response to GLW-C136-26*

		submission outlines details of a Gort Ecopark & Amenity Hub project which seeks to create a community, recreation, and tourism asset. The submission considers that the project would provide a recreational area for residents and visitors, supporting sustainable tourism and active travel, remote working while enhancing Gort's natural environment. A Screenshot of the website (https://southgalwayvision.wordpress.com/2025/02/18/vision-gort-eco-park-amenity-hub/) was taken by Galway County Council at 4.01pm on 20th of February 2024 after the closing date and time for submissions on the Public Consultation of the Draft Gort LAP 2025-2031. This screenshot is included in Appendix A of this Report. The contents of the webpage was appended to submission GLW-C136-26 in the document "South Galway Vision –Gort Eco Park & Amenity Hub" and is summarised thereunder. The submission notes that the local boxing club is looking for a permanent site and the proposed cycle hub could also be utilised by the boxing club.	Noted. **Chief Executive's Recommendation** *See Chief Executive's Recommendation to GLW-C136-26*
GLW-C136-55	Therese Mulligan	The submission wishes to support the inclusion of the 'Gort Landfill Site and adjoining sites' as an opportunity site as outlined in a WordPress website entitled Vision : Gort Eco Park Amenity Hub which was linked in the submission. The submission outlines details of a Gort Ecopark & Amenity Hub project which seeks to create a community, recreation, and tourism asset. The submission considers that the project would provide a recreational area for residents and visitors, supporting sustainable tourism and active travel, remote working while enhancing Gort's natural environment. A Screenshot of the website	**Chief Executive's Response** *See Chief Executive's Response to GLW-C136-26* **Chief Executive's Recommendation** *See Chief Executive's Recommendation to GLW-C136-26*

		(https://southgalwayvision.wordpress.com/2025/02/18/vision-gort-eco-park-amenity-hub/) was taken by Galway County Council at 4.01pm on 20th of February 2024 after the closing date and time for submissions on the Public Consultation of the Draft Gort LAP 2025-2031. This screenshot is included in Appendix A of this Report. The contents of the webpage was appended to submission GLW-C136-26 in the document "South Galway Vision –Gort Eco Park & Amenity Hub" and is summarised thereunder. The submission also wishes to support the recommendations outlined in a WordPress website entitled Gort River Walk LAP Observations which was linked in the submission. The submission particularly supports the proposals relating to, additional amenity linkages, dedicated Galway-Athlone Cycleway linkage, more support of Amenity network development, and protection from negatively impactful developments. A Screenshot of the website (https://gortriverwalk.wordpress.com/gort-river-walk-lap-observations/) was taken by Galway County Council at 4.01pm on 20th of February 2024 after the closing date and time for submissions on the Public Consultation of the Draft Gort LAP 2025-2031. This screenshot is included in Appendix B of this Report. The contents of the webpage was appended to submission GLW-C136-26 in the document and is summarised thereunder.	
GLW-C136-56	Mairead McKnight	The submission wishes to support the inclusion of the 'Gort Landfill Site and adjoining sites' as an opportunity site as outlined in a WordPress website entitled Vision : Gort Eco Park Amenity Hub which was linked in the submission. The submission outlines details of a Gort Ecopark & Amenity	**Chief Executive's Response** *See Chief Executive's Response to GLW-C136-26* **Chief Executive's Recommendation** *See Chief Executive's Recommendation to GLW-C136-26*

		Hub project which seeks to create a community, recreation, and tourism asset. The submission considers that the project would provide a recreational area for residents and visitors, supporting sustainable tourism and active travel, remote working while enhancing Gort's natural environment. A Screenshot of the website (https://southgalwayvision.wordpress.com/2025/02/18/vision-gort-eco-park-amenity-hub/) was taken by Galway County Council at 4.01pm on 20th of February 2024 after the closing date and time for submissions on the Public Consultation of the Draft Gort LAP 2025-2031. This screenshot is included in Appendix A of this Report. The contents of the webpage was appended to submission GLW-C136-26 in the document "South Galway Vision –Gort Eco Park & Amenity Hub" and is summarised thereunder. The submission also wishes to support the recommendations outlined in a WordPress website entitled Gort River Walk LAP Observations which was linked in the submission. The submission particularly supports the proposals relating to, additional amenity linkages, dedicated Galway-Athlone Cycleway linkage, more support of Amenity network development, and protection from negatively impactful developments. A Screenshot of the website (https://gortriverwalk.wordpress.com/gort-river-walk-lap-observations/) was taken by Galway County Council at 4.01pm on 20th of February 2024 after the closing date and time for submissions on the Public Consultation of the Draft Gort LAP 2025-2031. This screenshot is included in Appendix B of this Report. The contents of the webpage was appended to submission	

		GLW-C136-26 and is summarised thereunder.	
GLW-C136-57	Mairead McKnight	The submission wishes to support the inclusion of the 'Gort Landfill Site and adjoining sites' as an opportunity site as outlined in a WordPress website entitled Vision : Gort Eco Park Amenity Hub which was linked in the submission. The submission outlines details of a Gort Ecopark & Amenity Hub project which seeks to create a community, recreation, and tourism asset. The submission considers that the project would provide a recreational area for residents and visitors, supporting sustainable tourism and active travel, remote working while enhancing Gort's natural environment. A Screenshot of the website (https://southgalwayvision.wordpress.com/2025/02/18/vision-gort-eco-park-amenity-hub/) was taken by Galway County Council at 4.01pm on 20th of February 2024 after the closing date and time for submissions on the Public Consultation of the Draft Gort LAP 2025-2031. This screenshot is included in Appendix A of this Report. The contents of the webpage was appended to submission GLW-C136-26 in the document "South Galway Vision –Gort Eco Park & Amenity Hub" and is summarised thereunder. The submission also wishes to support the recommendations outlined in a WordPress website entitled Gort River Walk LAP Observations which was linked in the submission. The submission particularly supports the proposals relating to, additional amenity linkages, dedicated Galway-Athlone Cycleway linkage, more support of Amenity network development, and protection from negatively impactful developments. A Screenshot of the website (https://gortriverwalk.wordpress.com/gort-river-walk-lap-	**Chief Executive's Response** *See Chief Executive's Response to GLW-C136-26* **Chief Executive's Recommendation** *See Chief Executive's Recommendation to GLW-C136-26*

		observations/) was taken by Galway County Council at 4.01pm on 20th of February 2024 after the closing date and time for submissions on the Public Consultation of the Draft Gort LAP 2025-2031. This screenshot is included in Appendix B of this Report. The contents of the webpage was appended to submission GLW-C136-26 and is summarised thereunder. It is noted that the two documents referenced in the webpages are also attached to the submission.	
GLW-C136-58	Marie Grealish	The submission wishes to support the inclusion of the 'Gort Landfill Site and adjoining sites' as an opportunity site as outlined in a WordPress website entitled Vision : Gort Eco Park Amenity Hub which was linked in the submission. The submission outlines details of a Gort Ecopark & Amenity Hub project which seeks to create a community, recreation, and tourism asset. The submission considers that the project would provide a recreational area for residents and visitors, supporting sustainable tourism and active travel, remote working while enhancing Gort's natural environment. A Screenshot of the website (https://southgalwayvision.wordpress.com/2025/02/18/vision-gort-eco-park-amenity-hub/) was taken by Galway County Council at 4.01pm on 20th of February 2024 after the closing date and time for submissions on the Public Consultation of the Draft Gort LAP 2025-2031. This screenshot is included in Appendix A of this Report. The contents of the webpage was appended to submission GLW-C136-26 in the document "South Galway Vision –Gort Eco Park & Amenity Hub" and is summarised thereunder. The submission also wishes to support the	**Chief Executive's Response** *See Chief Executive's Response to GLW-C136-26* **Chief Executive's Recommendation** *See Chief Executive's Recommendation to GLW-C136-26*

		recommendations outlined in a WordPress website entitled Gort River Walk LAP Observations which was linked in the submission. The submission particularly supports the proposals relating to, additional amenity linkages, dedicated Galway-Athlone Cycleway linkage, more support of Amenity network development, and protection from negatively impactful developments. A Screenshot of the website (https://gortriverwalk.wordpress.com/gort-river-walk-lap-observations/) was taken by Galway County Council at 4.01pm on 20th of February 2024 after the closing date and time for submissions on the Public Consultation of the Draft Gort LAP 2025-2031. This screenshot is included in Appendix B of this Report. The contents of the webpage was appended to submission GLW-C136-26 in the document and is summarised thereunder.	
GLW-C136-59	Burren Lowlands CLG (Megan Flynn Dixon)	The submission wishes to support the inclusion of the 'Gort Landfill Site and adjoining sites' as an opportunity site as outlined in a WordPress website entitled Vision : Gort Eco Park Amenity Hub which was linked in the submission. The submission outlines details of a Gort Ecopark & Amenity Hub project which seeks to create a community, recreation, and tourism asset. The submission considers that the project would provide a recreational area for residents and visitors, supporting sustainable tourism and active travel, remote working while enhancing Gort's natural environment. A Screenshot of the website (https://southgalwayvision.wordpress.com/2025/02/18/vision-gort-eco-park-amenity-hub/) was taken by Galway County Council at 4.01pm on 20th of February 2024 after the closing date and time for submissions on the Public	**Chief Executive's Response** *See Chief Executive's Response to GLW-C136-26*

		Consultation of the Draft Gort LAP 2025-2031. This screenshot is included in Appendix A of this Report. The contents of the webpage was appended to submission GLW-C136-26 in the document "South Galway Vision –Gort Eco Park & Amenity Hub" and is summarised thereunder. It notes that Burrow Lowlands operate a Forgeworks, a Connected Hub facility as a social enterprise, in addition to supporting business networking efforts and a seasonal, volunteer run tourist office in the Gort Market Square.	Noted. **Chief Executive's Recommendation** *See Chief Executive's Recommendation to GLW-C136-26*
GLW-C136-60	Lucy O'Halloran	The submission wishes to support the inclusion of the 'Gort Landfill Site and adjoining sites' as an opportunity site as outlined in a WordPress website entitled Vision : Gort Eco Park Amenity Hub which was linked in the submission. The submission outlines details of a Gort Ecopark & Amenity Hub project which seeks to create a community, recreation, and tourism asset. The submission considers that the project would provide a recreational area for residents and visitors, supporting sustainable tourism and active travel, remote working while enhancing Gort's natural environment. A Screenshot of the website (https://southgalwayvision.wordpress.com/2025/02/18/vision-gort-eco-park-amenity-hub/) was taken by Galway County Council at 4.01pm on 20th of February 2024 after the closing date and time for submissions on the Public Consultation of the Draft Gort LAP 2025-2031. This screenshot is included in Appendix A of this Report. The contents of the webpage was appended to submission GLW-C136-26 in the document "South Galway Vision –Gort Eco Park & Amenity Hub" and is summarised thereunder.	**Chief Executive's Response** *See Chief Executive's Response to GLW-C136-26* **Chief Executive's Recommendation** *See Chief Executive's Recommendation to GLW-C136-26*

		The submission also wishes to support the recommendations outlined in a WordPress website entitled Gort River Walk LAP Observations which was linked in the submission. The submission particularly supports the proposals relating to, additional amenity linkages, dedicated Galway-Athlone Cycleway linkage, more support of Amenity network development, and protection from negatively impactful developments. A Screenshot of the website (https://gortriverwalk.wordpress.com/gort-river-walk-lap-observations/) was taken by Galway County Council at 4.01pm on 20th of February 2024 after the closing date and time for submissions on the Public Consultation of the Draft Gort LAP 2025-2031. This screenshot is included in Appendix B of this Report. The contents of the webpage was appended to submission GLW-C136-26 in the document and is summarised thereunder.	
GLW-C136-62	Tanya Stares	The submission wishes to support the inclusion of the 'Gort Landfill Site and adjoining sites' as an opportunity site as outlined in a WordPress website entitled Vision : Gort Eco Park Amenity Hub which was linked in the submission. The submission outlines details of a Gort Ecopark & Amenity Hub project which seeks to create a community, recreation, and tourism asset. The submission considers that the project would provide a recreational area for residents and visitors, supporting sustainable tourism and active travel, remote working while enhancing Gort's natural environment. A Screenshot of the website (https://southgalwayvision.wordpress.com/2025/02/18/vision-gort-eco-park-amenity-hub/) was taken by Galway County Council at 4.01pm on 20th of February 2024 after	**Chief Executive's Response** *See Chief Executive's Response to GLW-C136-26* **Chief Executive's Recommendation** *See Chief Executive's Recommendation to GLW-C136-26*

		the closing date and time for submissions on the Public Consultation of the Draft Gort LAP 2025-2031. This screenshot is included in Appendix A of this Report. The contents of the webpage was appended to submission GLW-C136-26 in the document "South Galway Vision –Gort Eco Park & Amenity Hub" and is summarised thereunder. The submission also wishes to support the recommendations outlined in a WordPress website entitled Gort River Walk LAP Observations which was linked in the submission. The submission particularly supports the proposals relating to, additional amenity linkages, dedicated Galway-Athlone Cycleway linkage, more support of Amenity network development, and protection from negatively impactful developments. A Screenshot of the website (https://gortriverwalk.wordpress.com/gort-river-walk-lap-observations/) was taken by Galway County Council at 4.01pm on 20th of February 2024 after the closing date and time for submissions on the Public Consultation of the Draft Gort LAP 2025-2031. This screenshot is included in Appendix B of this Report. The contents of the webpage was appended to submission GLW-C136-26 and is summarised thereunder.	
GLW-C136-63	Jacinta Leech	The submission wishes to support the inclusion of the 'Gort Landfill Site and adjoining sites' as an opportunity site as outlined in a WordPress website entitled Vision : Gort Eco Park Amenity Hub which was linked in the submission. The submission outlines details of a Gort Ecopark & Amenity Hub project which seeks to create a community, recreation, and tourism asset. The submission considers that the project would provide a recreational area for residents and visitors, supporting sustainable tourism and	**Chief Executive's Response** *See Chief Executive's Response to GLW-C136-26* **Chief Executive's Recommendation** *See Chief Executive's Recommendation to GLW-C136-26*

		active travel, remote working while enhancing Gort's natural environment. A Screenshot of the website (https://southgalwayvision.wordpress.com/2025/02/18/vision-gort-eco-park-amenity-hub/) was taken by Galway County Council at 4.01pm on 20th of February 2024 after the closing date and time for submissions on the Public Consultation of the Draft Gort LAP 2025-2031. This screenshot is included in Appendix A of this Report. The contents of the webpage was appended to submission GLW-C136-26 in the document "South Galway Vision –Gort Eco Park & Amenity Hub" and is summarised thereunder.	
GLW-C136-68	Geraldine Nolan	The submission wishes to support the inclusion of the 'Gort Landfill Site and adjoining sites' as an opportunity site as outlined in a WordPress website entitled Vision : Gort Eco Park Amenity Hub which was linked in the submission. The submission outlines details of a Gort Ecopark & Amenity Hub project which seeks to create a community, recreation, and tourism asset. The submission considers that the project would provide a recreational area for residents and visitors, supporting sustainable tourism and active travel, remote working while enhancing Gort's natural environment. A Screenshot of the website (https://southgalwayvision.wordpress.com/2025/02/18/vision-gort-eco-park-amenity-hub/) was taken by Galway County Council at 4.01pm on 20th of February 2024 after the closing date and time for submissions on the Public Consultation of the Draft Gort LAP 2025-2031. This screenshot is included in Appendix A of this Report. The contents of the webpage was appended to submission GLW-C136-26 in the document "South Galway Vision –Gort Eco Park & Amenity Hub" and is summarised thereunder.	**Chief Executive's Response** *See Chief Executive's Response to GLW-C136-26* **Chief Executive's Recommendation** *See Chief Executive's Recommendation to GLW-C136-26*

GLW-C136-77	Bryan Brennan	The submission wishes to support the inclusion of the 'Gort Landfill Site and adjoining sites' as an opportunity site as outlined in a WordPress website entitled Vision : Gort Eco Park Amenity Hub which was linked in the submission. The submission outlines details of a Gort Ecopark & Amenity Hub project which seeks to create a community, recreation, and tourism asset. The submission considers that the project would provide a recreational area for residents and visitors, supporting sustainable tourism and active travel, remote working while enhancing Gort's natural environment. A Screenshot of the website (https://southgalwayvision.wordpress.com/2025/02/18/vision-gort-eco-park-amenity-hub/) was taken by Galway County Council at 4.01pm on 20th of February 2024 after the closing date and time for submissions on the Public Consultation of the Draft Gort LAP 2025-2031. This screenshot is included in Appendix A of this Report. The contents of the webpage was appended to submission GLW-C136-26 in the document "South Galway Vision –Gort Eco Park & Amenity Hub" and is summarised thereunder. The submission notes that this project could be an opportunity to create a major amenity for the county.	**Chief Executive's Response** *See Chief Executive's Response to GLW-C136-26* Noted. **Chief Executive's Recommendation** *See Chief Executive's Recommendation to GLW-C136-26*
GLW-C136-78	Gaie Stewart	The submission wishes to support the inclusion of the 'Gort Landfill Site and adjoining sites' as an opportunity site as outlined in a WordPress website entitled Vision : Gort Eco Park Amenity Hub which was linked in the submission. The submission outlines details of a Gort Ecopark & Amenity Hub project which seeks to create a community, recreation, and tourism asset. The submission considers	**Chief Executive's Response** *See Chief Executive's Response to GLW-C136-26* **Chief Executive's Recommendation** *See Chief Executive's Recommendation to GLW-C136-26*

		that the project would provide a recreational area for residents and visitors, supporting sustainable tourism and active travel, remote working while enhancing Gort's natural environment. A Screenshot of the website (https://southgalwayvision.wordpress.com/2025/02/18/vision-gort-eco-park-amenity-hub/) was taken by Galway County Council at 4.01pm on 20th of February 2024 after the closing date and time for submissions on the Public Consultation of the Draft Gort LAP 2025-2031. This screenshot is included in Appendix A of this Report. The contents of the webpage was appended to submission GLW-C136-26 in the document "South Galway Vision –Gort Eco Park & Amenity Hub" and is summarised thereunder. The submission also wishes to support the recommendations outlined in a WordPress website entitled Gort River Walk LAP Observations which was linked in the submission. The submission particularly supports the proposals relating to, additional amenity linkages, dedicated Galway-Athlone Cycleway linkage, more support of Amenity network development, and protection from negatively impactful developments. A Screenshot of the website (https://gortriverwalk.wordpress.com/gort-river-walk-lap-observations/) was taken by Galway County Council at 4.01pm on 20th of February 2024 after the closing date and time for submissions on the Public Consultation of the Draft Gort LAP 2025-2031. This screenshot is included in Appendix B of this Report. The contents of the webpage was appended to submission GLW-C136-26 and is summarised thereunder.	
GLW-C136-	Tanya Stares	The submission wishes to support the inclusion of the 'Gort	**Chief Executive's Response**

79		Landfill Site and adjoining sites' as an opportunity site as outlined in a WordPress website entitled Vision : Gort Eco Park Amenity Hub which was linked in the submission. The submission outlines details of a Gort Ecopark & Amenity Hub project which seeks to create a community, recreation, and tourism asset. The submission considers that the project would provide a recreational area for residents and visitors, supporting sustainable tourism and active travel, remote working while enhancing Gort's natural environment. A Screenshot of the website (https://southgalwayvision.wordpress.com/2025/02/18/vision-gort-eco-park-amenity-hub/) was taken by Galway County Council at 4.01pm on 20th of February 2024 after the closing date and time for submissions on the Public Consultation of the Draft Gort LAP 2025-2031. This screenshot is included in Appendix A of this Report. The contents of the webpage was appended to submission GLW-C136-26 in the document "South Galway Vision –Gort Eco Park & Amenity Hub" and is summarised thereunder. The submission also wishes to support the recommendations outlined in a WordPress website entitled Gort River Walk LAP Observations which was linked in the submission. The submission particularly supports the proposals relating to, additional amenity linkages, dedicated Galway-Athlone Cycleway linkage, more support of Amenity network development, and protection from negatively impactful developments. A Screenshot of the website (https://gortriverwalk.wordpress.com/gort-river-walk-lap-observations/) was taken by Galway County Council at 4.01pm on 20th of February 2024 after the closing date	*See Chief Executive's Response to GLW-C136-26* **Chief Executive's Recommendation** *See Chief Executive's Recommendation to GLW-C136-26*

		and time for submissions on the Public Consultation of the Draft Gort LAP 2025-2031. This screenshot is included in Appendix B of this Report. The contents of the webpage was appended to submission GLW-C136-26 and is summarised thereunder.	
GLW-C136-82	Flor Burke	The submission wishes to support the inclusion of the 'Gort Landfill Site and adjoining sites' as an opportunity site as outlined in a WordPress website entitled Vision : Gort Eco Park Amenity Hub which was linked in the submission A Screenshot of the website (https://southgalwayvision.wordpress.com/2025/02/18/vision-gort-eco-park-amenity-hub/) was taken by Galway County Council at 4.01pm on 20th of February 2024 after the closing date and time for submissions on the Public Consultation of the Draft Gort LAP 2025-2031. This screenshot is included in Appendix A of this Report. The contents of the webpage was appended to submission GLW-C136-26 in the document "South Galway Vision –Gort Eco Park & Amenity Hub" and is summarised thereunder. The submission also wishes to support the recommendations outlined in a WordPress website entitled Gort River Walk LAP Observations which was linked in the submission. The submission particularly supports the proposals relating to, additional amenity linkages, dedicated Galway-Athlone Cycleway linkage, more support of Amenity network development, and protection from negatively impactful developments. A Screenshot of the website (https://gortriverwalk.wordpress.com/gort-river-walk-lap-observations/) was taken by Galway County Council at 4.01pm on 20th of February 2024 after the closing date and time for submissions on the Public Consultation of the	**Chief Executive's Response** *See Chief Executive's Response to GLW-C136-26* **Chief Executive's Recommendation** *See Chief Executive's Recommendation to GLW-C136-26*

		Draft Gort LAP 2025-2031. This screenshot is included in Appendix B of this Report. The contents of the webpage was appended to submission GLW-C136-26 and is summarised thereunder.	
GLW-C136-83	Flor Burke	The submission wishes to support the inclusion of the 'Gort Landfill Site and adjoining sites' as an opportunity site as outlined in a WordPress website entitled Vision : Gort Eco Park Amenity Hub which was linked in the submission. A Screenshot of the website (https://southgalwayvision.wordpress.com/2025/02/18/vision-gort-eco-park-amenity-hub/) was taken by Galway County Council at 4.01pm on 20th of February 2024 after the closing date and time for submissions on the Public Consultation of the Draft Gort LAP 2025-2031. This screenshot is included in Appendix A of this Report. The contents of the webpage was appended to submission GLW-C136-26 in the document "South Galway Vision –Gort Eco Park & Amenity Hub" and is summarised thereunder. The submission also wishes to support the recommendations outlined in a WordPress website entitled Gort River Walk LAP Observations which was linked in the submission. The submission particularly supports the proposals relating to, additional amenity linkages, dedicated Galway-Athlone Cycleway linkage, more support of Amenity network development, and protection from negatively impactful developments. A Screenshot of the website (https://gortriverwalk.wordpress.com/gort-river-walk-lap-observations/) was taken by Galway County Council at 4.01pm on 20th of February 2024 after the closing date and time for submissions on the Public Consultation of the Draft Gort LAP 2025-2031. This screenshot is included in	**Chief Executive's Response** *See Chief Executive's Response to GLW-C136-26* **Chief Executive's Recommendation** *See Chief Executive's Recommendation to GLW-C136-26*

		Appendix B of this Report. The contents of the webpage was appended to submission GLW-C136-26 and is summarised thereunder.	
GLW-C136-84	Marion Marion Edler submitted by Flor Burke	The submission wishes to support the inclusion of the 'Gort Landfill Site and adjoining sites' as an opportunity site as outlined in a WordPress website entitled Vision : Gort Eco Park Amenity Hub which was linked in the submission. A Screenshot of the website (https://southgalwayvision.wordpress.com/2025/02/18/vision-gort-eco-park-amenity-hub/) was taken by Galway County Council at 4.01pm on 20th of February 2024 after the closing date and time for submissions on the Public Consultation of the Draft Gort LAP 2025-2031. This screenshot is included in Appendix A of this Report. The contents of the webpage was appended to submission GLW-C136-26 in the document "South Galway Vision –Gort Eco Park & Amenity Hub" and is summarised thereunder. The submission also wishes to support the recommendations outlined in a WordPress website entitled Gort River Walk LAP Observations which was linked in the submission. The submission particularly supports the proposals relating to, additional amenity linkages, dedicated Galway-Athlone Cycleway linkage, more support of Amenity network development, and protection from negatively impactful developments. A Screenshot of the website (https://gortriverwalk.wordpress.com/gort-river-walk-lap-observations/) was taken by Galway County Council at 4.01pm on 20th of February 2024 after the closing date and time for submissions on the Public Consultation of the Draft Gort LAP 2025-2031. This screenshot is included in Appendix B of this Report.	**Chief Executive's Response** *See Chief Executive's Response to GLW-C136-26* **Chief Executive's Recommendation** *See Chief Executive's Recommendation to GLW-C136-26*

		The contents of the webpage was appended to submission GLW-C136-26 and is summarised thereunder.	
GLW-C136-91	David Murray	The submission wishes to support the recommendations outlined in two documents attached to the submission entitled titled "Observations on Gort Draft LAP 2025 - 2031" and "South Galway Vision – Gort Eco park & Amenity Hub". The same documents were included with submission GLW-C136-26 and are summarised thereunder.	**Chief Executive's Response** *See Chief Executive's Response to GLW-C136-26* **Chief Executive's Recommendation** *See Chief Executive's Recommendation to GLW-C136-26*
GLW-C136-92	Sean O'Connor	The submission wishes to support the inclusion of the 'Gort Landfill Site and adjoining sites' as an opportunity site as outlined in a WordPress website entitled Vision : Gort Eco Park Amenity Hub which was linked in the submission. A Screenshot of the website (https://southgalwayvision.wordpress.com/2025/02/18/vision-gort-eco-park-amenity-hub/) was taken by Galway County Council at 4.01pm on 20th of February 2024 after the closing date and time for submissions on the Public Consultation of the Draft Gort LAP 2025-2031. This screenshot is included in Appendix A of this Report. The contents of the webpage was appended to submission GLW-C136-26 in the document "South Galway Vision –Gort Eco Park & Amenity Hub" and is summarised thereunder. The submission also wishes to support the recommendations outlined in a WordPress website entitled Gort River Walk LAP Observations which was linked in the submission. The submission particularly supports the proposals relating to, additional amenity linkages, dedicated Galway-Athlone Cycleway linkage, more support of Amenity network development, and protection from negatively impactful developments. A Screenshot of the website	**Chief Executive's Response** *See Chief Executive's Response to GLW-C136-26* **Chief Executive's Recommendation** *See Chief Executive's Recommendation to GLW-C136-26*

		(https://gortriverwalk.wordpress.com/gort-river-walk-lap-observations/) was taken by Galway County Council at 4.01pm on 20th of February 2024 after the closing date and time for submissions on the Public Consultation of the Draft Gort LAP 2025-2031. This screenshot is included in Appendix B of this Report. The contents of the webpage was appended to submission GLW-C136-26 and is summarised thereunder.	
GLW-C136-93	Martin Aherne	The submission wishes to support the inclusion of the 'Gort Landfill Site and adjoining sites' as an opportunity site as outlined in a WordPress website entitled Vision : Gort Eco Park Amenity Hub which was linked in the submission. A Screenshot of the website (https://southgalwayvision.wordpress.com/2025/02/18/vision-gort-eco-park-amenity-hub/) was taken by Galway County Council at 4.01pm on 20th of February 2024 after the closing date and time for submissions on the Public Consultation of the Draft Gort LAP 2025-2031. This screenshot is included in Appendix A of this Report. The contents of the webpage was appended to submission GLW-C136-26 in the document "South Galway Vision –Gort Eco Park & Amenity Hub" and is summarised thereunder. The submission also wishes to support the recommendations outlined in a WordPress website entitled Gort River Walk LAP Observations which was linked in the submission. The submission particularly supports the proposals relating to, additional amenity linkages, dedicated Galway-Athlone Cycleway linkage, more support of Amenity network development, and protection from negatively impactful developments. A Screenshot of the website	**Chief Executive's Response** *See Chief Executive's Response to GLW-C136-26* The Planning Authority note that the Draft Gort LAP 2025-2031 identifies appropriately zoned land to accommodate 'Industrial' type development. Any specific development proposals will be considered on a case-by-case basis under the Development Management Process. **Chief Executive's Recommendation** See Chief Executive's Recommendation to GLW-C136-26. No Change.

		(https://gortriverwalk.wordpress.com/gort-river-walk-lap-observations/) was taken by Galway County Council at 4.01pm on 20th of February 2024 after the closing date and time for submissions on the Public Consultation of the Draft Gort LAP 2025-2031. This screenshot is included in Appendix B of this Report. The contents of the webpage was appended to submission GLW-C136-26 and is summarised thereunder. The submission also highlights that there should be strict restriction to impactful heavy industry that is not part of the community's interest.	
GLW-C136-103	Agata Prinii	The submission wishes to support the inclusion of the 'Gort Landfill Site and adjoining sites' as an opportunity site as outlined in a WordPress website entitled Vision : Gort Eco Park Amenity Hub which was linked in the submission. A Screenshot of the website (https://southgalwayvision.wordpress.com/2025/02/18/vision-gort-eco-park-amenity-hub/) was taken by Galway County Council at 4.01pm on 20th of February 2024 after the closing date and time for submissions on the Public Consultation of the Draft Gort LAP 2025-2031. This screenshot is included in Appendix A of this Report. The contents of the webpage was appended to submission GLW-C136-26 in the document "South Galway Vision –Gort Eco Park & Amenity Hub" and is summarised thereunder.	**Chief Executive's Response** *See Chief Executive's Response to GLW-C136-26* **Chief Executive's Recommendation** *See Chief Executive's Recommendation to GLW-C136-26*
GLW-C136-108	Toni Kelli	The submission includes a link to a webpage entitled Vision : Gort Eco Park Amenity Hub. A Screenshot of the website (https://southgalwayvision.wordpress.com/2025/02/18/vision-gort-eco-park-amenity-hub/) was taken by Galway	**Chief Executive's Response** *See Chief Executive's Response to GLW-C136-26* **Chief Executive's Recommendation** *See Chief Executive's Recommendation to GLW-C136-26*

		County Council at 4.01pm on 20th of February 2024 after the closing date and time for submissions on the Public Consultation of the Draft Gort LAP 2025-2031. This screenshot is included in Appendix A of this Report. The contents of the webpage was appended to submission GLW-C136-26 in the document "South Galway Vision –Gort Eco Park & Amenity Hub" and is summarised thereunder.	
GLW-C136-114	Flor Burke	The submission wishes to support the inclusion of the 'Gort Landfill Site and adjoining sites' as an opportunity site as outlined in a WordPress website entitled Vision : Gort Eco Park Amenity Hub which was linked in the submission. A Screenshot of the website (https://southgalwayvision.wordpress.com/2025/02/18/vision-gort-eco-park-amenity-hub/) was taken by Galway County Council at 4.01pm on 20th of February 2024 after the closing date and time for submissions on the Public Consultation of the Draft Gort LAP 2025-2031. This screenshot is included in Appendix A of this Report. The contents of the webpage was appended to submission GLW-C136-26 in the document "South Galway Vision –Gort Eco Park & Amenity Hub" and is summarised thereunder. The submission also wishes to support the recommendations outlined in a WordPress website entitled Gort River Walk LAP Observations which was linked in the submission. The submission particularly supports the proposals relating to, additional amenity linkages, dedicated Galway-Athlone Cycleway linkage, more support of Amenity network development, and protection from negatively impactful developments. A Screenshot of the website (https://gortriverwalk.wordpress.com/gort-river-walk-lap-observations/) was taken by Galway County Council at	**Chief Executive's Response** *See Chief Executive's Response to GLW-C136-26* **Chief Executive's Recommendation** *See Chief Executive's Recommendation to GLW-C136-26*

		4.01pm on 20th of February 2024 after the closing date and time for submissions on the Public Consultation of the Draft Gort LAP 2025-2031. This screenshot is included in Appendix B of this Report. The contents of the webpage was appended to submission GLW-C136-26 and is summarised thereunder.	
GLW-C136-120	Flor Burke	The submission includes a link to a webpage e entitled Vision : Gort Eco Park Amenity Hub A Screenshot of the website (https://southgalwayvision.wordpress.com/2025/02/18/vision-gort-eco-park-amenity-hub/) was taken by Galway County Council at 4.01pm on 20th of February 2024 after the closing date and time for submissions on the Public Consultation of the Draft Gort LAP 2025-2031. This screenshot is included in Appendix A of this Report. The contents of the webpage was appended to submission GLW-C136-26 in the document "South Galway Vision –Gort Eco Park & Amenity Hub" and is summarised thereunder.	**Chief Executive's Response** *See Chief Executive's Response to GLW-C136-26* **Chief Executive's Recommendation** *See Chief Executive's Recommendation to GLW-C136-26*
GLW-C136-121	Jory Bertler	The submission wishes to support the inclusion of the 'Gort Landfill Site and adjoining sites' as an opportunity site as outlined in a WordPress website entitled Vision : Gort Eco Park Amenity Hub which was linked in the submission. The submission outlines details of a Gort Ecopark & Amenity Hub project which seeks to create a community, recreation, and tourism asset. The submission considers that the project would provide a recreational area for residents and visitors, supporting sustainable tourism and active travel, remote working while enhancing Gort's natural environment. A Screenshot of the website (https://southgalwayvision.wordpress.com/2025/02/18/vision-gort-eco-park-amenity-hub/) was taken by Galway County Council at 4.01pm on 20th of February 2024 after	**Chief Executive's Response** *See Chief Executive's Response to GLW-C136-26* **Chief Executive's Recommendation** *See Chief Executive's Recommendation to GLW- C136-26*

		the closing date and time for submissions on the Public Consultation of the Draft Gort LAP 2025-2031. This screenshot is included in Appendix A of this Report. The contents of the webpage was appended to submission GLW-C136-26 in the document "South Galway Vision –Gort Eco Park & Amenity Hub" and is summarised thereunder.	
Support of Gort River Walk Submission- Addresses Other Issues Also			
GLW-C136-33	Michael and Anne O'Hara	The submission wishes to support the community proposed 'Eco park & Amenity Hub Project' . The submission lists a number of issues with the Draft Gort LAP including; • The Plan lacks a clear cycling and pedestrian network that connects to the town centre. • No dedicated, safe cycling route links Gort to the Galway-Athlone Cycleway. • Old former landfill site is designated as "Amenity", but there is no vision for how it will be developed into a community asset. • Gort Railway Station is not leveraged as a key access point for rail-cycle tourism. • The zoning of land north of Aldi is too restrictive and does not allow for key facilities such as a café, cycle hub, or remote working space The submission supports the community proposed 'Eco park & Amenity Hub Project' and lists a number of the key features of the project including; • Cycle hub • Direct cycle link to the Galway-Athlone Cycleway • Restoration of Flowervale House	**Chief Executive's Response** Submission noted. Noted. Noted.

		• Outdoor community spaces • hostel and remote working hub. The submission provides reasoning why it considers the project would be an opportunity for Gort, including; • Supports Active Travel & tourism • Transforms lanfill site • Boosts the local economy • Enhances Gort's appeal as a destination. The submission outlines 4 requests for changes to the Draft LAP, including; 1. Identify the subject lands as 'Opportunity Site 5 Eco park & Amenity Hub' 2. Rezone land north of Aldi to allow for community facilities such as a café, cycle hub, hostel, and remote working space.	1. The Local Authority have duly considered the identification of 4 no. deliverable opportunity sites within the Draft Plan and are of the opinion that the lands subject to this submission would not warrant designation as an opportunity site at this time as result of the site constraints and overarching local planning policy objectives. 2. The Planning Authority consider that the proposed Open Space/ Recreation & amenity zoning in the Draft Gort LAP is appropriate in this location having regard to the receiving contextual environment, limited accessibility and the proper planning and sustainable development of the settlement. The Planning Authority consider the subject site to contribute to the green infrastructure network within the settlement creating a green corridor along the river. It is envisaged that this natural feature is a significant community asset to the town, which has the opportunity to deliver a range of recreational spaces for the community while also protecting the biodiversity and wider environment

		3. Include a dedicated Cycle and Pedestrian Bridge linking the Cycleway to Gort Town Centre. 4. Provide clear development plan for the landfill site.	3. Galway County Council welcome and actively encourage sustainable modes of travel, the Draft LTP sets out a clear strategy to facilitate improvements to the active travel network in Gort. The Planning Authority considers that WC15 proposed in the Draft LTP appropriately links the settlement of Gort with a future connection to the Galway – Athlone Cycleway. WC15 is proposed as a quietway which is defined in the Draft LTP as 'a low-trafficked street (typically <2,000 Annual Average Daily Traffic (AADT)) and low-speeds meaning cyclists can safely share the carriageway.' The Planning Authority notes that WC10 will provide a direct active travel route from Barrack St to Station Road, and furthermore provides connections to the wider cycling network such as the future Galway to Athlone Cycleway via the quietway proposed under WC15. 4. Having regard to regard to national, regional and local planning policies, the planning authority consider that the inclusion of a development plan for the 'landfill' site in the LAP would not be justified. **Chief Executive's Recommendation** No Change
GLW-C136-45	Karen O'Neill	A comprehensive submission entitled Observations on Gort LAP Draft by Gort River Walk Development Group. The following key points are discussed; 1. Mixed-Use Community & Amenity Hub at the Gort River Walk Entrance The site subject to the submission considers that the currently zoned Open Space/ Recreation & Amenity in the Draft Gort LAP 2025-2031, is too restrictive and the submission requests for the lands to be rezoned	**Chief Executive's Response** 1. The submission requests for the lands proposed as Open Space/Recreation & Amenity in the Draft LAP to be rezoned Community Mixed Use. It is noted that the Gort River Walk transverses the subject lands. The Draft Gort LAP supports the sustainable management

		Community & Mixed-Use. It outlines a number of reasons why it considers the Community use to be an appropriate zoning including; • Enhancing Economic Growth & Remote Work • Celebrating Heritage & Tourism • Restoring Flowervale House as a Key Cultural & Community Asset • Supporting Active Travel & Cycling Infrastructure • Creating an Integrated Community & Amenity Space	and use of amenity lands under policy objective GSST 19 Open Space, Recreation and Amenity and seeks to protect and enhance the River Walk, a specific policy objective GSST 22 The River Walk is included in this respect. The Planning Authority consider that the proposed Open Space/ Recreation & amenity zoning in the Draft Gort LAP is appropriate in this location having regard to the receiving contextual environment, limited accessibility and the proper planning and sustainable development of the settlement. The Planning Authority consider the subject site to contribute to the green infrastructure network within the settlement creating a green corridor along the river. It is envisaged that this natural feature is a significant community asset to the town, which has the opportunity to deliver a range of recreational spaces for the community while also protecting the biodiversity and wider environment.
		2. Amenity Networks The submission outlines concerns with regard to cycleway proposals in the Draft Gort LTP, including; • The changing of the 'quiet' Gort River Walk to a busy cyclist-dominated cycleway. • The misalignment of Galway to Athlone cycleway policy of a segregated road for cyclists. • The submission suggests that the LTP and the LAP must also consider Cycleway links to the north of the town (Along the Kinincha Road (Gort's Golden Mile). • It notes that WC27 could be impacted by a	2. Galway County Council welcome and actively encourage sustainable modes of travel, the Draft LTP sets out a clear strategy to facilitate improvements to the active travel network in Gort and is supported by policy objectives in the Draft Gort LAP. The Planning Authority considers that WC15 proposed in the Draft LTP appropriately links the settlement of Gort with a future connection to the Galway – Athlone Cycleway. WC15 is proposed as a quietway which is defined in the Draft LTP as 'a low-trafficked street (typically <2,000 Annual Average Daily Traffic (AADT)) and low-speeds meaning cyclists can

		proposed recycling centre. • The submission requests additional linkages.	safely share the carriageway. The planning authority notes that WC10 will provide a direct active travel route from Barrack St to Station Road, and furthermore provides connections to the wider cycling network such as the future Galway to Athlone Cycleway via the quietway proposed under WC15. The Planning Authority note that WC10 adjoins the lands previously utilised as a landfill which has a direct connection to WC15. The proposed WC10 route would provide for the most efficient connection to Barracks Street and the wider town centre and it is therefore considered that a deviation from the route shown would not be in the interests of the proper planning and sustainable development of this aspect of the plan. In addition, the Draft LTP recognises the opportunities for cycle tourism in the town and is supported by WC15 in this regard. The Planning Authority note WC27 in the Draft LTP proposes traffic calming measures along Kinincha Road including footpaths.
		3. Protection of Existing Heritage The submission request for the ACA to be extended to include the Cavalry Barracks and Gort Moat. • Recognizing Cultural & Historical Significance • Preventing Visual & Environmental Intrusions • Supporting Sustainable & Appropriate Development • The submission references a refused planning application for a telecommunications mast, with particular	3. Appendix 7: Architectural Conservation Areas in the Galway County Development Plan 2022 -2028 has identified the Gort ACA in accordance with Section 81 of the Planning and Development Act 2000 (as amended). The Planning Authority note that the Draft Gort LAP is required to be consistent with the contents of the Architectural Conservation Area as defined in Appendix 7 Architectural Conservation Areas in the GCDP 2022-2028.

		note of its visual impact on Gort. 4. Protection from negatively impactful developments close to the town The submission raises concerns on how industrial developments (eg large biogas plant) could impact the river walk amenity including: • Adverse Traffic impacts • Ensuring Compatibility with Gort's Economic & Tourism Vision. • It requests policy safeguard to ensure any external industrial developments do not negatively impact Gort's environment, traffic, or public health.	4. In the interest of clarity, the Planning Authority highlight that the project referenced in the submission (large biogas plant) is outside of the boundary of the Gort Local Plan Area, and therefore would not fall under the scope of the Draft Gort LAP 2025-2031. It is noted that any specific project proposal will be considered on a case-by-case basis under the Development Management Process and must align with national, regional, and local planning policy. **Chief Executive's Recommendation** No change.
GLW-C136-47	Karen O'Neill	The submission includes a comprehensive document outlining an Opportunity Project - Gort Eco Park & Amenity Hub. The lands subject to the submission are currently zoned Open Space/ Recreation & Amenity in the Draft Gort LAP 2025-2031. The Key Aspects of the suggested Ecopark project are illustrated in the diagram below, as included at page 4 of the submission:	**Chief Executive's Response** The Planning Authority acknowledge the initiative taken by the community group in respect of the detail and design of an eco park and amenity hub for Gort, however it should be highlighted at this juncture that any project specific proposals would be considered on a case-by-case basis through the Development Management process. The Planning Authority welcome community-led initiatives by voluntary and community groups as supported by policy objective SCI5 of the Galway County Development Plan 2022. The response to the submission is therefore limited to considering the overarching land use and plan-based issues which can be addressed through the Local Area Plan making process, as set out in the relevant guidance and legislation. The CE Response considers the submission under the following;

		 The key features of the project include: • Cycle Hub & Facilities • Greenway & Connectivity • Community & Recreational Spaces • Sustainable Accommodation & Remote Working • Heritage, Cultural & Environmental Features • Strategic Transport Integration The document considers that the community group proposed Eco park project would have many benefits for the Town including; • Sustainable Tourism & Economic Growth – through Boosting Local Business & Employment and Enhancing Gort's Role as a Cycling Destination • Climate Change Resilience & Sustainable Mobility – through Promoting Low-Carbon Travel, Green Energy & Low-Impact Infrastructure and Transforming a Former Landfill into Green Space • Biodiversity & Environmental Enhancement – through Strengthening Local Ecosystems and Enhancing the Gort River Walk & Community Spaces	• Land Use Zoning and Opportunity Sites The submission requests for the lands proposed to be zoned Open Space/Recreation & Amenity in the Draft LAP to Community Mixed Use. It is noted that the Gort River Walk transverses the subject lands. The Draft Gort LAP supports the sustainable management and use of amenity lands under policy objective GSST 19 Open Space, Recreation and Amenity and seeks to protect and enhance the River Walk, a specific policy objective GSST 22 The River Walk is included in this respect. The Local Authority have duly considered the identification of 4 no. deliverable opportunity sites and are of the opinion that the lands subject to this submission would not warrant designation as an opportunity site at this time as result of the site constraints and overarching local planning policies. The Planning Authority consider that the proposed Open Space/ Recreation & amenity zoning in the Draft Gort LAP is appropriate in this location having regard to the receiving contextual environment, limited accessibility and the proper planning and sustainable development of the settlement. The Planning Authority consider the subject site to contribute to the green infrastructure network within the settlement creating a green corridor along the river. It is envisaged that this natural feature is a significant community asset to the town, which has the opportunity to deliver a range of recreational spaces for the community while also protecting the biodiversity and wider environment.

		• Cultural & Heritage Promotion – through Restoring Flowervale House as a Heritage & Community Hub and Leveraging Nearby Attractions • Community Well-Being & Recreation – through Providing Inclusive Recreational Spaces and Encouraging Social Interaction The submission sets out a number of funding opportunities which could support the project concept, including; • Urban & Rural Regeneration Funds • Environmental & Circular Economy Grants • EU & Climate Action Funds • Greenway & Tourism-Related Funds The submission considers that there is a missed opportunity to identify Opportunity Sites for Amenity focused development and suggests the project proposal provides an opportunity to establish an eco-park as part of landfill remediation to provide an amenity space to the community, that connects the town square to the emerging Galway-Dublin cycleway and promotes a remote-working environment for the community and visitors. The submission sets out the following recommendations for the draft LAP; • Include the site subject to the submission as 'Opportunity Site 5' • Rezone the land north of Aldi from Open Space/Recreation & Amenity to Community Facilities or Town Centre The submission concludes by reiterating the request for the site to be identified as Opportunity Site 5 in the LAP.	• Active travel Galway County Council welcome and actively encourage sustainable modes of travel, the Draft LTP sets out a clear strategy to facilitate improvements to the active travel network in Gort and is supported by policy objectives in the Draft Gort LAP. The Planning Authority considers that WC15 proposed in the Draft LTP appropriately links the settlement of Gort with a future connection to the Galway – Athlone Cycleway. WC15 is proposed as a quietway which is defined in the Draft LTP as 'a low-trafficked street (typically <2,000 Annual Average Daily Traffic (AADT)) and low-speeds meaning cyclists can safely share the carriageway. The Planning Authority notes that WC10 will provide a direct active travel route from Barrack St to Station Road, and furthermore provides connections to the wider cycling network such as the future Galway to Athlone Cycleway via the quietway proposed under WC15. • Funding By ensuring good policy alignment with EU, national, and regional policy this plan can drive investment that is targeted towards identified priorities and leverage funding and partnership opportunities at a local level. The Planning Authority highlight the following policy objectives contained in the overarching Galway County Development Plan 2022-2028 in respect of funding CC 7 Climate Action Fund and PM 2 Regeneration. **Chief Executive's Recommendation** No Change.

GLW-C136-86	Paula Street	The submission wishes to support the inclusion of the 'Gort Landfill Site and adjoining sites' as an opportunity site as outlined in a WordPress website entitled Vision: Gort Eco Park Amenity Hub which was linked in the submission. The submission outlines details of a Gort Ecopark & Amenity Hub project which seeks to create a community, recreation, and tourism asset. The submission considers that the project would provide a recreational area for residents and visitors, supporting sustainable tourism and active travel, remote working while enhancing Gort's natural environment. A Screenshot of the website (https://southgalwayvision.wordpress.com/2025/02/18/vision-gort-eco-park-amenity-hub/) was taken by Galway County Council at 4.01pm on 20th of February 2024 after the closing date and time for submissions on the Public Consultation of the Draft Gort LAP 2025-2031. This screenshot is included in Appendix A of this Report. The contents of the webpage was appended to submission GLW-C136-26 in the document "South Galway Vision –Gort Eco Park & Amenity Hub" and is summarised thereunder. The submission also wishes to support the recommendations outlined in a WordPress website entitled Gort River Walk LAP Observations which was linked in the submission. The submission particularly supports the proposals relating to, additional amenity linkages, dedicated Galway-Athlone Cycleway linkage, support of an amenity network within local planning and protection from negatively impactful developments. A Screenshot of the website (https://gortriverwalk.wordpress.com/gort-river-walk-lap-observations/) was taken by Galway County Council at	**Chief Executive's Response** Submission noted. *See Chief Executive's Response to GLW-C136-26*

		4.01pm on 20th of February 2024 after the closing date and time for submissions on the Public Consultation of the Draft Gort LAP 2025-2031. This screenshot is included in Appendix B of this Report. The contents of the webpage was appended to submission GLW-C136-26 and is summarised thereunder. The submission also raises concerns regarding road safety at Gort national school on the tubber road.	The Draft Gort LTP 2025-2031 highlights that improvements are required to create a safer environment for walking and cycling near the school entrances on R460/Tubber Road under section 6.2. 6 Gort Boys NS and Gaelscoil na Bhfilí (p67). The Strategy proposes several measures to create a safer walking environment along the Tubber Road, including WC35 which recommends traffic calming along Tubber Road from Church Street to Gort Boys National School, and WC36 which proposes a School Zone at entrance to School. **Chief Executive's Recommendation** *See Chief Executive's Recommendation to GLW-C136-26* No Change
GLW-C136-95	Gort Biogas Concern Group CLG (Ciaran O'Donnell)	A comprehensive submission which discusses several key points in relation to the Draft Gort LAP 2025-2031. 1. Background The submission notes that community groups previously engaged with local councillors in 2023 regarding the development of a new LAP for Gort, this was followed by a community meeting held in January 2024.The submission considers that a pre-draft consultation with community groups would have been warranted and details the disappointment of community group regarding the limited consultation during the pre-draft stage of the plan making	**Chief Executive's Response** Submission noted. 1. The Planning authority note that Elected Members were informed of the preparation of the Draft Gort LAP 2025-2031 by the Planning Authority in the Loughrea MD meeting on 25th November 2024. It is highlighted that the Planning and Development Act sets out the following under Section 20(1) "A planning authority shall take whatever steps it considers necessary to consult the public before preparing, amending or revoking a local area plan". It is noted that the Planning Authority duly

		process. 2. Change in Classification The submission notes that the classification of Gort within the Settlement Hierarchy has changed from Key Town in the 2013 Gort Lap to 'Self-Sustaining Town' in the Draft Gort LAP 2025-2031, the submission considers that a clear definition should be included in the type of business/industry type most suited to ensuring delivery of the LAP. The submission suggests that 'low impact/light industry and technology parks would be suitable for Gort, yet considers that large scale industrial developments would not fit the town. 3. Linkage to CDP and NDP The submission considers that there should be additional clear links to the CDP and NDP goals and policies. 4. Architectural Conservation Area The submission considers that the ACA needs to be extended to include all of the previous Gort Castle and Cavalry Barracks land. The submission includes a number of reasons to justify the extension of the boundary including, recognising the cultural and historical significance, preventing visual and environmental intrusions and supporting sustainable and appropriate development. 5. The submission considers that the Draft LAP does not consider the wider catchment area outside of the town. It notes that large scale development outside of the town boundary could impact the delivery of the LAP, such	consider all submissions by community groups submitted during the statutory draft public consultation stage of the local area plan making process. 2. The Planning Authority note the Draft Gort LAP 2025-2031 land use zoning map clearly identifies lands that have been zoned to facilitate economic type developments including 'Business & Enterprise', 'Business & Technology' and 'Industrial'. The Land Use Zoning Matrix in Table 3 of the Plan clearly sets out type of development that would be 'permitted in principle', 'open to consideration' or 'not normally permitted' under each zoning. 3. The planning Authority highlight that the development strategy and planning policy objectives outlined in the Gort Local Area Plan 2025-2031 have been drafted to align with National, Regional and Local planning policies and which are referenced under the relevant headings where necessary. 4. Gort Architectural Conservation Area is set out and defined in Appendix 7 Architectural Conservation Areas of the GCDP 2022-2028. The Planning Authority is mindful that the ACA boundary in a Local Area Plan must be consistent with the County Development Plan, therefore it is considered that an extension of the ACA boundary would not be warranted at this stage. 5. The planning authority are supportive of developments with the principles of environment, biodiversity, and climate change at the forefront. The Draft LAP contains a suite of policy objectives that will work

		as impact on traffic, economic growth and tourism potential. The submission suggests that the Draft Plan lacks strong policy protections for amenity spaces, biodiversity, and environmental resilience, leaving Gort vulnerable to the negative impacts of large-scale industrial development. This submission requests for the following changes to be made to policy objectives in the Gort LAP; - Revised wording of GSTT 9,10–replace "vitality and viability" with "vitality, viability and sustainability - New objective - GSST 22-Protection of Gort River & Amenity Spaces - This plan will protect key amenity sites, including the Gort River Walk and prohibit the development of large-scale industrial facilities that can have an adverse impact on these facilities. This plan will ensure that any development within or adjacent to the Gort River Walk, Gort River, or associated floodplains is assessed for its environmental impact, recreational value, and compatibility with biodiversity objectives - Revised Wording of GSST 18 Industrial - Promote the sustainable development of small scale industrial and industrial related uses, including manufacturing, processing of materials, warehousing and distribution on suitable lands, with adequate services and facilities and a high level of access to the major road networks and public transport facilities. (Bold is new wording) - Inclusion of new wording under GSST 46 - For significant development along the R458 restricted regional road, the restrictions should include assessment of 'essential needs' against the Gort Town Centre First Plan, the referenced Needs and Justification report and the Gort LAP.	together to support the strategic aim to 'Protect and enhance the heritage and character of Gort, including the natural assets, environment, built heritage, public realm, local character, and amenity for the benefit of current and future generations'. These policy objectives include but are not limited to GSST 3, GSST 35, GSST 53, GSST 54, GSST 55, GSST 56, GSST 57, GSST58, GSST 59, GSST 60, GSST 61, GSST 62, GSST 63, GSST 64, GSST 65, GSST 66, GSST 67 and GSST 68 . 6. The planning authority notes that WC10 of the Draft LTP will provide a direct active travel route from Barrack St

		6. Amenity networks - Galway-Athlone Cycleway The submission suggests that separate cycleway should be provided utilising the railway line, it requests for the following changes are made to the LTP; • Include an WC option similar to WC15 of a direct and segregated link between the cycleway and Gort Town Centre/Cycle hub/Station. • Modify WC10 route thorough old Gort Landfill and connect to WC15/new WC. 7. Gort Eco Park and Amenity Hub The submission supports the community proposed Gort Eco Park and Amenity Hub project and request for the land to be rezoned from Open Space/Recreation and Amenity to Community & Mixed Use to allow for development of this land to the benefit of the community and meet the goals of the LAP.	to Station Road, and furthermore provides connections to the wider cycling network such as the future Galway to Athlone Cycleway via the quietway proposed under WC15. The Planning Authority note that WC10 adjoins the lands previously utilised as a landfill which has a direct connection to WC15. The proposed WC10 route would provide for the most efficient connection to Barracks Street and the wider town centre and it is therefore considered that a deviation from the route shown would not be in the interests of the proper planning and sustainable development of this aspect of the plan. In addition, the Draft LTP recognises the opportunities for cycle tourism in the town and is supported by WC15 in this regard. *7. See Chief Executive's Response to GLW-C136-26* **Chief Executive's Recommendation** No Change *See Chief Executive's Recommendation to GLW-C136-26*
GLW-C136-107	Els Woods (E. Van Hout)	The submission expresses support for the submission made by Gort Biogas Concern Group (GLW-C136-95). The submission iterates that the community is strongly opposed to a planning application under planning reference 19/1812. It considers a large industrial development like the one proposed under the application would have a huge impact on the town. The submission attached the same observation document that is included with submission GLW-C136-95 and is summarised	**Chief Executive's Response** *See Chief Executive's Response to GLW-C136-95* **Chief Executive's Recommendation** *See Chief Executive's Recommendation to GLW-C136-95*

		thereunder.	
GLW-C136-109	Els Woods (E. Van Hout)	It is noted that this submission contains the same information as GLW-C136-107. The submission expresses support for the submission made by Gort Biogas Concern Group (GLW-C136-95). The submission iterates that the community is strongly opposed to a planning application under planning reference 19/1812. It considers a large industrial development like the one proposed under the application would have a huge impact on the town. The submission attached the same observation document that is included with submission GLW-C136-95 and is summarised thereunder.	**Chief Executive's Response** *See Chief Executive's Response to GLW-C136-95* **Chief Executive's Recommendation** *See Chief Executive's Recommendation to GLW-C136-95*
GLW-C136-116	Ciaran O'Donnell	The submission attached the same observation document that is included with submission GLW-C136-95 and is summarised thereunder.	**Chief Executive's Response** *See Chief Executive's Response to GLW-C136-95* **Chief Executive's Recommendation** *See Chief Executive's Recommendation to GLW-C136-95*
GLW-C136-97	Education for Sustainable Development Team at Gort Community School (GCS)	• The submission outlines support for the proposal for Gort Eco Park& Amenity Hub (for clarity the planning authority consider that the proposal referenced is the project detailed under submission GLW-C136-26) • It supports the submission by St. Colemans Basketball club (GLW-C136-52) • It supports the submission by Clara Blodau (GLW-C136-3)	**Chief Executive's Response** Submission noted. The Planning Authority note that the Education for Sustainable Development Team at Gort Community School support the community group proposed Gort Eco Park & Amenity Hub project. • *See Chief Executive's Response to GLW-C136-26.* • *See Chief Executive's Response to GLW-C136-52* • *See Chief Executive's Response to GLW-C136-3* • *See Chief Executive's Response to GLW-C136-20*

		• It supports the submission by Gort Resource Centre (GLW-C136-20) The submission goes on to demonstrate how the community group proposed Gort Eco Park & Amenity Hub project would mirror the vision and values of Gort Community School (GCS) , highlighting; GCS received recognition for its commitment to student well-being in 2022, when shortlisted in the top 10 for the "Supporting Healthy Lives" category of the "T4 World's Best School Prizes" global program and GCS received the WWGS Global Passport Special Award for excellence in Global Citizenship Education (GCE). GCS is a leader in the Green-Schools Programme coordinated by An Taisce, achieving the following Green-Schools Flags since 2016 A project like the Gort Eco Park & Amenity Hub provides an opportunity for students and staff to engage in local sustainability actions. The submission outlines how GCS currently engages with the river walk, noting that it is a valuable education space, for example - Outdoor learning and ecology studies - Hands-on biodiversity projects - Creative arts initiatives - Opportunities for active travel The submission sets out a number of reasons on how community group proposed Gort Eco Park & Amenity Hub project would benefit the school by supporting activities such as biodiversity workshops, transition year programmes- eco-tourism initiatives, cycling, walking &	**Chief Executive's Recommendation** • *See Chief Executive's Recommendation to GLW-C136-26* • *See Chief Executive's Recommendation to GLW-C136-52* • *See Chief Executive's Recommendation to GLW-C136-3* • *See Chief Executive's Recommendation to GLW-C136-20*

		other outdoor initiatives, creative arts projects, litter-picking & community clean-ups, citizen science & bio-surveys, work experience & youth employment and internships & volunteering. The submission outlines a number of grants that would be relevant to the proposal. The submission concludes by reiterating support for the community group proposed Gort Eco Park& Amenity Hub.	
GLW-C136-100	Pavel Bajiteanu	The submission raises concerns regarding the safety of the Tubber Road especially for school children, and references the submission made by Agata Prinni (GLW-C136-11) which raises the same concerns. The submission highlights a number if concerns including, speeding cars, lack of signage for the school and illegal parking on the road twice daily during the school term. The submission raises concerns regarding a project for a Biogas Plant that has been previously refused planning permission. The submission considers that the town of Gort is unsuitable for such a development. The submission also highlights an issue in relation to residential development, noting that it hopes that new builds do not consist of multiple minute flats or apartments to be rented. The submission wishes to support the inclusion of the 'Gort Landfill Site and adjoining sites' as an opportunity site as outlined in a WordPress website entitled Vision : Gort Eco Park Amenity Hub which was linked in the submission. A Screenshot of the website (https://southgalwayvision.wordpress.com/2025/02/18/vision-gort-eco-park-amenity-hub/) was taken by Galway County Council at 4.01pm on 20th of February 2024 after	**Chief Executive's Response** • *See Chief Executive's Response to GLW-C136-11* • In the interest of clarity, the Planning Authority highlight that the project site referenced in the submission is outside of the boundary of the Gort Local Plan Area, and therefore would not fall under the scope of the Draft Gort LAP 2025-2031. It is noted that any specific project proposal will be considered on a case-by-case basis under the Development Management Process and must align with national, regional, and local planning policy. • The Planning Authority seek to promote the delivery of a mix of housing types and sizes to meet the needs of the whole community, this is supported through policy objective UL 3 – Housing Mix in the GCDP 2022-2028. • *See Chief Executive's Response to GLW-C136-26.* **Chief Executive's Recommendation**

		the closing date and time for submissions on the Public Consultation of the Draft Gort LAP 2025-2031. This screenshot is included in Appendix A of this Report. The contents of the webpage was appended to submission GLW-C136-26 in the document "South Galway Vision –Gort Eco Park & Amenity Hub" and is summarised thereunder.	• *See Chief Executive's Recommendation to GLW-C136-11* • No change • No change • *See Chief Executive's Recommendation to GLW-C136-26*
GLW-C136-105	Kathleen Cox	• The submission raises concerns regarding the safety of the Tubber Road especially for school children. The submission highlights a number if concerns including, speeding cars, lack of signage for the school and lack of safety measures in place such as traffic lights or speed bumps. The submission recognises that the plans for the new school include a range of proposals to make the road safer but requests that temporary measures are put in place in the meantime. • The submission raises concerns regarding a project for a Biogas Plant that has been previously refused planning permission. The submission highlights concerns regarding the risks with the project noting that safety precautions that would need to be in place and stringently carried out at all times. • The submission wishes to support the inclusion of the 'Gort Landfill Site and adjoining sites' as an opportunity site as outlined in a WordPress website entitled Vision : Gort Eco Park Amenity Hub which was	**Chief Executive's Response** Submission noted • The Draft Gort LTP 2025-2031 highlights that improvements are required to create a safer environment for walking and cycling near the school entrances on R460/Tubber Road under section 6.2. 6Gort Boys NS and Gaelscoil na Bhfilí (p67). The Strategy proposes several measures to create a safer walking environment along the Tubber Road, including WC35 which recommends traffic calming along Tubber Road from Church Street to Gort Boys National School, and WC36 which proposes a School Zone at entrance to School. • In the interest of clarity, the Planning Authority highlight that the project site referenced in the submission is outside of the boundary of the Gort Local Plan Area, and therefore would not fall under the scope of the Draft Gort LAP 2025-2031. It is noted that any specific project proposal will be considered on a case-by-case basis under the Development Management Process and must align with national, regional, and local planning policy. • *See Chief Executive's Response to GLW-C136-26*

		linked in the submission. A Screenshot of the website (https://southgalwayvision.wordpress.com/2025/02/18/vision-gort-eco-park-amenity-hub/) was taken by Galway County Council at 4.01pm on 20th of February 2024 after the closing date and time for submissions on the Public Consultation of the Draft Gort LAP 2025-2031. This screenshot is included in Appendix A of this Report. The contents of the webpage was appended to submission GLW-C136-26 in the document "South Galway Vision –Gort Eco Park & Amenity Hub" and is summarised thereunder. The submission also wishes to support the submission made by Gort Resource Centre GLW-C136-20.	• *See Chief Executive's Response to GLW-C136-20* **Chief Executive's Recommendation** • No Change • No Change • *See Chief Executive's Recommendation to GLW-C136-26* • *See Chief Executive's Recommendation to GLW-C136-20*
GLW-C136-111	Jim Ricks on behalf of Gort Tidy Town	The submission sets out 3 observations to be addressed; 1.The submission wishes to support the inclusion of the 'Gort Landfill Site and adjoining sites' as an opportunity site as outlined in a WordPress website entitled Vision : Gort Eco Park Amenity Hub which was linked in the submission. A Screenshot of the website (https://southgalwayvision.wordpress.com/2025/02/18/vision-gort-eco-park-amenity-hub/) was taken by Galway County Council at 4.01pm on 20th of February 2024 after the closing date and time for submissions on the Public Consultation of the Draft Gort LAP 2025-2031. This screenshot is included in Appendix A of this Report. The contents of the webpage was appended to submission GLW-C136-26 in the document "South Galway Vision –Gort Eco Park & Amenity Hub" and is summarised thereunder. 2. The submission proposes a community garden project for Opportunity Site 3. The vision for the project includes a pocket woodland, community garden,	**Chief Executive's Response** 1. *See Chief Executive's Response to GLW-C136-26* 2. The Planning Authority acknowledge the initiative of the community group to create a project proposal for the site. The Planning Authority highlight that the

		composting system, water harvesting, dog park, gathering/workshop space, accessible pathways, sensory garden areas, and more. The submission sets out 7 step delivery program for the project comprising, 1. Pre-project reporting, 2. Fencing to protect sensitive areas, 3. Plant fast growing pocket woodland, 4. Rotovate and sow cover crops with high phytoremediation potential, 5. Build up soil in Garden area, 6. Build tool shed, raised beds, water harvesting, greenhouse/polytunnel and compost area, and 7. Develop workshop + seeding/nursery area. The submission also includes bios of individuals who could lead the project. There is also a list of funding streams that could be utilised to deliver the project. 3. The submission raises road safety concerns along Bridge Street. The submission suggests making the following changes to Bridge St. and Georges St. safer, and without losing any parking. - Widen area in front of Doctors entrance. Remove section of wall and expand entrance. It raises safety concerns regarding cars exiting and entering on a dangerous blind bend. - Widen in non-parking spaces, add island, add STOP sign, make a proper zebra crossing. - Widen foot path at corner in no parking area. Help reduce illegal parking making this blind turn safer.	site is identified as 'Opportunity Site 3' with the supporting objective to "bring forward a sustainable, plan-led solution to integrate these undeveloped backlands as part of the town centre, with a mix of commercial and residential units". However, 'Recreational/Cultural Activities' are 'open for consideration' on Town Centre zoned lands under the Land Use Matrix Table in Table 3 of the Draft LAP. It is noted that any specific project proposals would be considered on a case-by-case basis under the Development Management Process. 3. The public realm enhancement works under Town Centre First Plan proposes carriageway narrowing to facilitate additional spill out space for located premises with parallel parking interjected by new vegetation. **Chief Executive's Recommendation** 1. See Chief Executive's Recommendation to GLW-C136-26 2. No Change 3. No change

GLW-C136-117	Gort Town Team	A comprehensive submission which sets out a number of key points to be addressed including; • Alignment with the Gort Town Centre First Plan (TCFP) • Lack of a Funding Framework Chapter • Land Provision & Acquisition Strategy • Convent Redevelopment as a Priority Project • Expanding Opportunity Site 4 • Stronger Protections Against Large-Scale Industrial Developments • Support for Gort Eco Park & Amenity Hub • Support for Gort River Walk TCF Plan Objectives - The submission considers that the objective supporting the TCFP is very generic. The submission notes that the Gort TCFP sets out proposals and timelines and considers that there are areas that the council could greatly assist the process in collaboration with different teams. Funding Framework Strategy - The submission highlights that the Gort TCFP sets out funding needs, yet the LAP doesn't reference funding or outline financial mechanisms to support development - The submission suggests the inclusion of a Funding framework strategy to outline potential financial sources, ensuring that the objectives and projects proposed in the LAP are realistically achievable. Land Provision Strategy - The submission notes that many of the projects	**Chief Executive's Response** Submission noted. Alignment with the Gort TCFP - The Planning Authority highlight that the Gort Local Area Plan is the Statutory Land Use Plan for the settlement of Gort, which sets out clear land use zonings with supporting planning policy objectives. - The Planning Authority considers that the objective GSST 11 in the draft Gort LAP 2025-20231 effectively supports the implementation and delivery of the Gort TCFP. Funding and Land Provision Strategy - The Planning Authority consider that by ensuring good policy alignment with EU, national, and regional policy this plan can be used to drive investment that is targeted towards identified priorities and leverage funding and partnership opportunities at a local level. - The Planning Authority highlight the following policy objectives contained in the overarching Galway County Development Plan 2022-2028 in respect of funding, CC 7 Climate Action Fund and PM 2

		proposed in the Gort TCFP require land in order to be implemented, it sets out that funding schemes and grants are available but many of these require that land is secured before grants can be awarded. The submission considers that this is a key blocker to many of the Gort TCFP projects. The submission requests that there should be a specific objective to support land acquisition, through purchase, lease agreements, or land swaps Convent as a Priority Project - The submission outlines a number of keys steps to deliver the 'Convent Project' that is detailed in the Gort TCFP, including o Acquisition and Restoration- secure funding to purchase and restore main Convent building and School. o Proposed uses – A community hub, innovation and enterprise hub and a cultural space o Implementation and delivery - Short term – secure purchasing and funding; medium term – progress planning application and funding; long term – full scale development/ - The submission outlines concerns regarding the Convent development, including o Lack of specific redevelopment plans – the submission notes that the LAP does not set out a commitment to innovation hubs, arts spaces or social services integration as per the Gort TCFP. o No funding strategy o No land acquisition strategy o Weak social services integration o Access restrictions o Additional facilities. The submission considers that additional community facilities should be identified for Opportunity site 4	Regeneration. - The Planning Authority consider the inclusion of a specific policy objective relating to land acquisition would not be justified having regard to existing provisions in the legislation and national, regional and local planning policy. Convent As a Priority Project - The Planning Authority acknowledge the commitment of the community group in seeking to deliver the 'Convert Project' as outlined in the Gort TCFP. The Planning Authority highlight that the site is identified as 'Opportunity Site 4' with the supporting opportunity to "support the redevelopment and consolidation of important historical buildings and lands in the heart of Gort Town Centre to provide for social, cultural and community needs" in the Draft Gort LAP 2025-2031. Furthermore, the site has been zoned 'Community' in the Draft LAP and the uses proposed in the project would be 'permitted in principle' under this zoning application as per the Land Use Zoning Matrix.

		including healthcare centres, sports facilities, swimming pool, community garden etc. Protection of Gort from Large Scale Industrial Developments - The submission considers that the Gort LAP must incorporate a stronger policy protections for biodiversity, safeguard amenity spaces, and regulate industrial development that impact sensitive areas such as the Gort River and town centre and should include development outside of the Gort LAP boundary. The submission references the Biogas project that is addressed under the Gort TCFP 'Threats – Biogas'. The submission suggests that 'needs' for development should be assessed against the GTCFP and the related needs and justification report. Gort Eco-Hub - The submission wishes to support the inclusion of the 'Gort Landfill Site and adjoining sites' as an opportunity site as outlined in a WordPress website entitled Vision : Gort Eco Park Amenity Hub which was linked in the submission. - The submission outlines details of a Gort Ecopark & Amenity Hub project which seeks to create a community, recreation, and tourism asset. The submission considers that the project would provide recreational area for residents and visitors, supporting sustainable tourism and active travel, remote working while enhancing Gort's natural environment. - A Screenshot of the website was taken by Galway County Council at 4.01pm on 20th of February 2024 after the closing date and time for submissions on the Public Consultation of the Draft Gort LAP 2025-2031. This	Protection of Gort from Large Scale Industrial Developments - The Planning Authority recognise the concerns raised in the submission, however it is an objective of the LAP to support the sustainable development of industrial and industrial related uses on appropriately zoned land under policy objective GSST 18. Gort Eco-Hub - *See Chief Executive's Response to GLW-C136-26*

		screenshot is included in Appendix A of this Report. - The contents of the webpage was appended to submission GLW-C136-26 in the document "South Galway Vision –Gort Eco Park & Amenity Hub" and is summarised thereunder. Gort River Walk Support - The submission wishes to support the recommendations outlined in a WordPress website entitled Gort River Walk LAP Observations which was linked in the submission. - A Screenshot of the website was taken by Galway County Council at 4.01pm on 20th of February 2024 after the closing date and time for submissions on the Public Consultation of the Draft Gort LAP 2025-2031. This screenshot is included in Appendix B of this Report. - The contents of the webpage was appended to submission GLW-C136-26 in the document and is summarised thereunder. Recommendations The submission sets out a number of recommendations to be included in the Draft Gort LAP 2025-2031; • Inclusion of a funding framework strategy and a funding objective – "Work in partnership with community groups for the regeneration and revitalisation of Gort, and to actively seek and secure funding and investment under available national and regional investment and funding programmes in line with the development strategy as set out." • Reword GSST 11 – "Galway County Council shall support the delivery of the key Gort Inse Guaire Town Centre First Plan proposals within the proposed	Gort River Walk Support - *See Chief Executive's Response to GLW-C136-26* Recommendations - The Planning Authority note the request for the inclusion of a number of policy objectives in the LAP under the 'recommendations' section of the submission, however having regard to the suite of policy objectives within the existing CDP and Draft LAP, the existing provisions in legislation, national and regional policy their inclusion is not considered to be justified.

		timeframes and helping securing funding sources, resources and land provision for relevant projects." • Inclusion of an objective to commit to proactive land provision /acquisition. • Update Opportunity Site 4 to increase the scope of potential community services • Support Gort River Walk proposal • Support Gort Eco Park and Community hub proposals • Update LAP to emphasise that large-scale developments should be assessed to the 'essential needs' of Town and reference the LAP, the Gort Town Centre First plan and related 'Needs and justification report' • Inclusion of a new objective 'GSST XX - Sustainable Restoration & Repurposing of Gort Convent"	**Chief Executive's Recommendation** No change
Transportation & Movement – Local Transport Plan			
GLW-C136-2	Michael Walsh	The submission welcomes the Draft Gort LAP and LTP. The submission outlines support for the proposals listed in the Draft Gort LTP, specifically those related to active travel and traffic calming measures in particular: • Town Centre Public Realm Improvements and Associated Active Travel Proposals; • Gort River Walk and Queen Street to Ennis Road Proposal (WC12, WC19, WC27, WC45), and; • R460 and Glenbrack Road (WC13, WC21, WC43). It is suggested for traffic calming measures:	**Chief Executive's Response** Submission Noted. The Planning Authority note that measures SM-02 of the

		• A 30km/h zone in town centre and zebra crossings with lights instead of traffic lights in Market Square; • Speed warning, road narrowing and cycle lane instead of speed bumps for the noise and damage caused to vehicles. The submission supports regeneration measures in the Draft LAP and encourages the development of infill sites for housing and Opportunity Site 1 for community and recreation use. It is also noted that some land zoned Residential Infill or Residential Phase 2 are sequentially closer to the town centre than some zoned Residential Phase 1.	Draft Gort LTP seeks to introduce a slow zone (30km/h) on town centre streets. Noted The Planning Authority note that Residential Phase 1 land has been examined, and zoned accordingly having regard to several factors in addition to sequential development including connections to infrastructure and access to existing and planned services. **Chief Executive's Recommendation** No change.
GLW-C136-3	Clara Blodau	The submission raised issues regarding the lack of cycle infrastructure within Gort, particularly to the Gort Community School. The submission notes that the roads are unsuitable for cyclists and raises safety concerns. The submission references a petition in support of new cycleways in Gort, however this was not included in the submission. The submission lists other interested parties that have an interest in the development f new cycleways including Gort Cycle Trails, Burren Lowlands, Gort River Walk, Burren Nature Sanctuary, Forgeworks, Gort Biogas Concern Group ,and Coole Park The submission requests for cycle route improvements to be made along the following roads to enhance access to	**Chief Executive's Response** Submission noted. Noted. The Planning Authority submit that the Draft LTP for Gort includes a number of measures that seek to deliver cycle

		the Gort Community School; • Scariff Road • Ennis Road • Loughrea Road	paths/tracks on the Loughrea Road and the Ennis Road referenced in the submission, including WC16, WC26 and WC50. It is noted that the Scarriff Road (R461) is located outside of the boundary of the Local Area Plan. **Chief Executive's Recommendation** No Change
GLW-C136-8	Jacinta Leech	Submission request for a request bus stop along Ennis Road. Submission highlights the multi residential units in local area and that bus users have to walk to the square (20 minutes at least) even though buses travel that 20-minute route. This is also an issue for elderly who it is stated are hampered from using public transport without a long walk for most to access bus routes to hospital appointments etc.	**Chief Executive's Response** The Draft Gort Local Transport Plan 2025-2031 highlights improvements in alignment with the National Transport Authority's Connecting Ireland Strategy. This strategy includes the proposed relocation of bus stops within the town Centre, with potential locations of 'requested stops' illustrated in Figure 6-12: Proposed additional bus stops (p.72). In addition, The Local Transport Plan outlines several proposed public transport measures, including Option Ref. PTB01, which focuses on additional bus stops. It states that The Local Authority will collaborate with the NTA and Bus Eireann to establish additional bus stops in safe locations on Ennis Road and Crowe Street. **Chief Executive's Recommendation** No change
GLW-C136-10	Bernie Coen	The submission requests that the bus stop is not changed or moved from its current location as many pensioners depend on it for transport. The submission also requests that a second bus stop is provided.	**Chief Executive's Response** Submission noted. The Draft LTP for Gort seeks to increase the number of bus stops in Gort with additional stops to the north-east and south-west of the town centre. The

			proposed stops are illustrated in Figure 6-12 in the Draft LTP. It is noted that the Draft LTP does not propose any changes to the existing bus stop location in Market Square **Chief Executive's Recommendation** No Change.
GLW-C136-11	Agata Prinii	The submission relates to traffic calming measures near Gort National School on the Tubber Road. The submission highlights safety issues for children walking to school due to the lack of traffic calming measures along the Tubber Road, including no marked crossroad, the car park entrance to the school has no footpath and the closest traffic lights are on Church Street. The submission also sets out that there is limited signage pointing to the Gort National School from the town centre. The submission proposes a virtual speeding ramp road marking, coloured sign pole covers on the existing school sign and adding a school banner on the nearby lamp post in accordance with Safe Routes to School Design Guide Version 1.2. The submission notes that the planning permission for the new school building under reference 22/1185, proposes new footpaths, a zebra crossing, with some road realignment works along the Tubber Road, however, suggests that the above road safety measures should be implemented as a temporary solution until the new school building development is completed.	**Chief Executive's Response** Submission noted. The Draft Gort LTP 2025-2031 highlights that improvements are required to create a safer environment for walking and cycling near the school entrances on R460/Tubber Road under section 6.2. 6Gort Boys NS and Gaelscoil na Bhfilí (p67). The Strategy proposes several measures to create a safer walking environment along the Tubber Road, including WC35 which recommends traffic calming along Tubber Road from Church Street to Gort Boys National School, and WC36 which proposes a School Zone at entrance to School. **Chief Executive's Recommendation** No Change
GLW-C136-12	Gabrielle Fennessy	The submission requests for Slipper Street to be pedestrianised with limited access to home/business owners on the street. The submission suggests that this will complement the Gort Town Centre First Plan and enhance the Conservation Management Plan for the Cavalry Stables and Barracks. The submission also notes	**Chief Executive's Response** Submission noted. Pedestrianisation of streets would be considered by the Council's Infrastructure and Operations Team. The Draft Gort LAP 2025-2031 recognises the importance of

		that elimination of traffic on the street will protect the remaining old stone walls.	a safe walking environment and it is a Strategic Aim of the Plan to "*Actively encourage sustainable mobility, including walking and cycling*", this is supported by policy objective GSST 47 Pedestrian and Cycle Network which seeks to *"Facilitate the improvement of the pedestrian and cycling environment and network so that it is safe and accessible to all".* **Chief Executive's Recommendation** No Change
GLW-C136-20	Gort Resource Centre CLG	The submission notes that the Gort Resource Centre is a registered charity and outlines that it operates a FOODCLOUD project. This entails a food van delivering food to us from the Oranmore FOODCLOUD Hub on a weekly basis. The users of the charity that are in need of food support collect their food parcels from the drop in /reception premises every Wednesday. • The submission requests to change the disability parking area across the road from the church to a loading bay and suggests an alternative disability parking area down Queen Street along the side of the Church. • The submission also raises safety concerns regarding the speed of cars along Georges Street and suggests that slow ramps could be put in place to reduce traffic speed. • The submission raises concerns regarding the capacity	**Chief Executive's Response** Submission noted. The GCDP 2022-2028 sets out the parking standards for the county, DM Standard 31: Parking Standards sets out that disabled and mobility impaired parking "*should be located in the most convenient locations for ease of uses."* The Planning Authority note that car parking provisions would be considered on a case-by-case basis through the Development Management process. Submission noted. The LTP and TCF plans include proposals that seek to reduce reliance on the private car and promote a safe active travel environment in Gort. The Planning Authority note that planning permission was

		of the existing recycling facilities on the Kinincha Road. The submission notes that the bus stop on the Ennis Road is essential for the elderly in the area and requests a hop-on hop-off bus service for the town. It also requests for additional bus and train services from Gort to Galway to be put in place.	granted in 2021 for a new civic amenity/recycling centre by An Bord Pleanála under planning reference ABP-310203-21. The Draft Gort LTP seeks to increase the number of bus stops in Gort with additional stops to the north-east and south-west of the town centre. The proposed stops are illustrated in Figure 6-12 in the Draft LTP. **Chief Executive's Recommendation** No change
GLW-C136-21	Els Woods	This submission provides support for the submission by the Gort Resource Centre (GLW-C136-20). The submission also reiterates the safety concerns regarding traffic situations noted in the submission. The submission suggests that double line parking should be at least twice the current length all over the country and that a maximum speed limit of 30km/hr could improve safety.	**Chief Executive's Response** *See Chief Executive's Response to GLW-C136-20* The Planning Authority note that the Draft Gort LTP include measure SM-02 Slow Zones which supports the introduction of 30kph on town centre streets and on residential streets in the Study Area and anticipates that this will be undertaken in line with the current national speed limit review. **Chief Executive's Recommendation** *See Chief Executive's Recommendation to GLW-C136-20* No Change
GLW-C136-31	Renee Brennan	The submission includes two queries relating to pedestrian safety in Gort; 1. What safety measures will be in place for the new Gort national school regarding children crossing the busy road 2. The submission highlights safety concerns at the	**Chief Executive's Response** Submission noted. The Draft Gort LTP 2025-2031 highlights that improvements are required to create a safer environment for walking and cycling near the school entrances on R460/Tubber Road

		pedestrian crossing on the Loughrea road and queries if traffic lights would be a more suitable option?	under section 6.2. 6 Gort Boys NS and Gaelscoil na Bhfilí (p67). The Strategy proposes several measures to create a safer walking environment along the Tubber Road, including WC35 which recommends traffic calming along Tubber Road from Church Street to Gort Boys National School, and WC36 which proposes a School Zone at entrance to School. The LTP supports the delivery of a safe walking environment along the Loughrea Road. Under **6.2.9 Loughrea Road** of the LTP it states *"It is proposed that as development occurs, the road boundary is widened along Loughrea Road to create either a shared use walking and cycle path or footpaths and segregated cycle tracks linking to George's Street*" and this is supported by measure WC26 in the LTP. **Chief Executive's Recommendation** No Change
GLW-C136-32	Gort Cycle Trails (Katleen Bonjean)	The submission wishes to support the inclusion of the 'Gort Landfill Site and adjoining sites' as an opportunity site as outlined in a WordPress website entitled Vision : Gort Eco Park Amenity Hub which was linked in the submission. The submission outlines details of a Gort Ecopark & Amenity Hub project which seeks to create a community, recreation, and tourism asset. The submission considers that the project would provide a recreational area for residents and visitors, supporting sustainable tourism and active travel, remote working while enhancing Gort's natural environment. A Screenshot of the website (https://southgalwayvision.wordpress.com/2025/02/18/vision-gort-eco-park-amenity-hub/) was taken by Galway County Council at 4.01pm on 20th of February 2024 after	**Chief Executive's Response** *See Chief Executive's Response for GLW-C136-26*

		the closing date and time for submissions on the Public Consultation of the Draft Gort LAP 2025-2031. This screenshot is included in Appendix A of this Report. The contents of the webpage was appended to submission GLW-C136-26 in the document "South Galway Vision –Gort Eco Park & Amenity Hub" and is summarised thereunder. The submission also wishes to support the recommendations outlined in a WordPress website entitled Gort River Walk LAP Observations which was linked in the submission. The submission particularly supports the proposals relating to, additional amenity linkages, dedicated Galway-Athlone Cycleway linkage, support of an amenity network and protection from negatively impactful developments. A Screenshot of the website (https://gortriverwalk.wordpress.com/gort-river-walk-lap-observations/) was taken by Galway County Council at 4.01pm on 20th of February 2024 after the closing date and time for submissions on the Public Consultation of the Draft Gort LAP 2025-2031. This screenshot is included in Appendix B of this Report. The contents of the webpage was appended to submission GLW-C136-26 and is summarised thereunder. Additionally the submission makes reference to the submission that Gort Cycle Trails to the National Cycle Network. The submission notes that Gort is a major connection point for cyclists both short and long distance cyclists. The submission sets out a number of suggestions for improvement of the wider cycle network; • Cycling needs to be enabled and facilitated rather than encouraged The submission highlights that providing cycling	• The adopted CDP contains a suite of policy objectives to encourage the development of active travel measures

		infrastructure can enable pupils and teachers to cycle to school. It notes that local roads are designed for cars and other road users are not part of the design. • Gort-Loughrea R380 It is requested to consider upgrading the Gort to Loughrea road for cyclists • Gort & Athlone to Galway Cycleway (Greenway) & Eurovelo2) The submission request for cycle provisions to be put in place for Gort/Kinvara/Ballinderreen, Kilcolgan/Clarinbridge. The submission includes an extract of text from the expired Gort LAP 3013-2018 (as extended) which seeks to promote Gort as a mini hub for walking and cycling in South Galway. • Coole Park The submission outlines that there is no cycle infrastructure to get to Coole Park and people have to drive to get there The submission concludes by stating Gort Cycle Trails would be happy to work with Galway CoCo. and the NTA when future drafts of this plan are being developed.	such as cyclings. The development of Green Infrastructure in appropriate locations is also supported in the CDO which further enables cyclists. • Noted. The LTP proposes school zones and additional cycling infrastructure in the town of Gort. • The Gort-Loughrea Road has been identified as a Quietway in the Draft LTP which is identified as a measure to be implemented in the short term. WC 26 of the Draft LTP states that a cycle track is proposed here as an interurban route in the Galway County Transportation Planning Study; cycle tracks to be built out connecting to George's Street as land is developed, which would be subject to further consent. • See amended Draft LTP at Appendix C with respect to Gort Town. The public realm improvement scheme proposed under the TCF plan proposes some cycle infrastructure which is subject to further assessment and consideration through the Development Management process. • The Athlone to Galway Cycleway Preferred Route passes just north of Gort and links to Coole Park. • Noted. **Chief Executive's Recommendation** • *See Chief Executive's Recommendation for GLW-C136-26* • No Change

GLW-C136-61	Geraldine Cunningham	The submission raises concerns regarding trees in the Town, citing that during a recent storm fallen trees had a significant effect on residents including power outages. It also raises safety concerns when leaves fall off trees and create slippery walking surfaces. The submission requests for no more trees to be sown on the pavements in the town. The submission also highlights road safety concerns on the Tubber Road at the Entrance to the Gort NS and suggests that parents of children should not be using Ballyhugh Estate as they are pulling out in front of R460 car users. The submission also requests for parking not to be taken away from the Square in the Town Centre.	**Chief Executive's Response** The Planning Authority highlight that the Draft LAP supports the protection of trees and biodiversity under GSST 56 Trees, Parkland/Woodland and Hedgerows and GSST 57Biodiverity & Ecological Networks. The Draft Gort LTP 2025-2031 highlights that improvements are required to create a safer environment for walking and cycling near the school entrances on R460/Tubber Road under section 6.2. 6Gort Boys NS and Gaelscoil na Bhfilí (p67). The Strategy proposes several measures to create a safer walking environment along the Tubber Road, including WC35 which recommends traffic calming along Tubber Road from Church Street to Gort Boys National School, and WC36 which proposes a School Zone at entrance to School. The Planning Authority note that there are no policy objectives in the Draft Gort LAP that seek to reduce car parking in the Town Square. It should be highlighted that the Draft Gort LTP references the Gort Town Centre Public Realm Enhancement Project Proposals in Section 2.3.4, this project seeks to reconfigure the car parking in the Town Centre, however this will be considered under the Development Management Process. **Chief Executive's Recommendation** No Change
GLW-C136-67	Francis Farrell	The submission relates to active travel considerations along the Ennis Road. The submission raises a number of	**Chief Executive's Response** Submission noted.

		concerns regarding pedestrian safety along the Ennis Road due to the speed of traffic. The submission notes that there are proposed traffic calming and footpath upgrades included in the Draft LTP however these are unspecified. The submission makes a number of traffic calming suggestions that could be accommodated on the Ennis Road, including, scope for a cycleway and a reduced speed limit. The submission requests for the following measures to be incorporated on the Ennis Road; 1. Reduction of speed limit to 30km/h 2. Road narrowing measures at the edge of town before Slieve Carran estate. 3. A raised traffic calming junction at the Rindfin Road Junction 4. A raised traffic calming junction at the entrance to the community school from Ennis Road with pedestrian crossing 5. Potentially an unsegregated or stepped cycle lane both north and south. The road including paths currently has a width of 11.5m to 12m, so it is unlikely to have space for a segregated cycle lane. The submission also expresses support for the proposal of pedestrian access to town and the new pedestrian bridges. It also suggests that that traffic calming could be provided in some of the housing estates where there is an existing 30kmh speed limit.	The Draft LTP for Gort includes a number of traffic calming measures to encourage active travel along the Ennis Road, these include; • WC20 - which seeks to provide a 'school zone' on the Ennis Road for Gort Community School and Gaelscoil na bhFilí. A School Zone comprises "front of school works to prioritise safe pedestrian and cycle access to the school, improving school visibility through signposting & placemaking, reducing vehicle congestion and preventing illegal parking in the area"(page 60 Draft LTP). • WC41 - Traffic calming and widening of footpaths between Ennis Road and Rinn Dúin • WC50 - Traffic calming and footpath upgrades along Ennis Road. The Draft Gort LAP 2025-2031 supports the implementation of the measures outlined in the Draft Gort LTP under policy objective GSST 44 Local Transport Plan. It should be highlighted that any project specific traffic calming proposals along the Ennis Road will be considered on a case-by-case basis under the Development Management Process. **Chief Executive's Recommendation** No Change

GLW-C136-72	Brian and Margaret Honan	The submission raises concerns that they cannot make an observation on new the Pedestrian Bridge and entrance from River Walk to Barrack St as the aerial photographs and maps are unclear. The submission requests that a detailed plan of the Pedestrian Bridge must be provided before development can progress as they do not know how the development will affect their premises.	**Chief Executive's Response** Submission noted. The planning authority highlight that specific projects such as the delivery of a pedestrian bridge would be subject to the Development Management process which would be considered on a case-by-case basis having regard to the Local Area Plan, GCDP 2022-2028 and Regional and National policies. Submissions or observations can be made in this regard also. **Chief Executive's Recommendation** No Change.
GLW-C136-74	Bryan Brennan	The submission raises concerns regarding pedestrian safety on the Tubber Road and sets out that a pedestrian crossing is required along the road to cater for the children attending the school. The submission notes that the development of the new school which has been approved will greatly increase the number of children attending school the Tubber Road site as junior to 2nd class children will also be attending the school and this group need the most support when crossing a busy road,	**Chief Executive's Response** The Draft Gort LTP 2025-2031 highlights that improvements are required to create a safer environment for walking and cycling near the school entrances on R460/Tubber Road under section 6.2.6 Gort Boys NS and Gaelscoil na Bhfilí (p67). The Strategy proposes several measures to create a safer walking environment along the Tubber Road, including WC35 which recommends traffic calming along Tubber Road from Church Street to Gort Boys National School, and WC36 which proposes a School Zone at the entrance to the School. **Chief Executive's Recommendation** No Change
GLW-C136-80	Els Woods (E. Van Hout)	The submission raises several issues with regard to the Draft Gort LTP, including; • It is proposed that there should be more public bike stands near community facilities in the town. The submission considers that the current bike stands located in the town centre are not easy to notice.	**Chief Executive's Response** Submission noted. • The Planning Authority note that measure SM-C1 in the Draft LTP supports the development and implementation of a Gort Cycle Parking Strategy. It is intended that this will provide a range of bicycle parking options in the town including short-stay, longer

			stay and ebike/escooter parking.
		• More public transport services. The submission requests additional bus services every half hour between Galway and Gort /Ennis. It considers that this would be more beneficial compared to an additional service that comes from Cork. It also requests more bus services earlier in the morning and later in the evening with double-deckers during rush hours.	• Measures PTRB01 "Rail and Bus Services towards Limerick" and PTRB02 "Rail and Bus Services towards Galway" in the Draft Gort LTP seek to support the NTA and Irish Rail "to increase service frequency, with particular focus on earlier and later services to expand pattern of trips served".
		• The submission raises concerns of potential traffic safety hazards through the town centre if the proposed biogas plant goes ahead, and considers that the development proposed under plan reference 20/2010 should be considered a threat under the Gort LTP SWOT analysis.	• While the Planning Authority understand the concerns relating to traffic hazards from proposed developments, such concerns would be considered on a case-by-case basis under the Development Management Process.
		• The submission suggests that car users should actively be directed onto the Glenbrack road after exiting the M18 when travelling towards the Tubber side of the town, so as to alleviate traffic in Crowe Street, The Square and Church Street	• The Draft Gort LTP recognises that the Glenbrack Road "acts as a bypass to the town centre for traffic travelling between Tubber Road and the M18/R458" (page 67). As it is a residential road the Draft LTP also proposes traffic calming along the road under measure WC 43.
		• Quiet walking and cycleways should restrict access to electric bikes and scooters to allow for the safety of buggy's, strollers, wheelchairs, mobility scooter users and pedestrians.	• The GCDP 2022-2028 recognises that E-bikes and E-Scooters are "a more sustainable low carbon option to the conventional private motor vehicle" and supports a modal shift towards more sustainable modes of transport under policy objective PT 1 Sustainable Modes of Transport. Restricting the use of such vehicles along the active travel network is not considered to be justified.
		• The submission suggests that Irish Rail should allow folded up bikes to be taken on the train free of charge	• The Planning Authority note that allowing bicycles on trains would be the responsibility of Irish Rail, and would not fall under the scope of a Local Area Plan. It is noted

		to make public transport more attractive to commuters. It also considers that an efficient low cost bike rental scheme at main railway stations like Galway, Ennis and Limerick, should be in place so that commuters can cycle rental bikes to work, instead of waiting for a bus to continue the journey to work. • To encourage commuters to reduce the use of their private cars a car parking site near the M18 roundabout should be utilised for Carpooling and bike racks for commuters. Improvement should be made to roads, crossings and footpaths in the town to make them suitable for stroller, wheelchair, mobility scooter users and pedestrians.	the Transport Infrastructure Ireland operates TFI Bikes which is a bike rental scheme in the cities of Limerick, Cork, Galway and Waterford. • In the interest of promoting a modal shift towards sustainable transport in line with GCDP objective PT 1 Sustainable Modes of Transport, the planning authority consider that emphasis should be placed on enhancing the public transport and active travel network, to encourage a shift away from private car usage. • The Draft Gort LTP includes a number of measures which support footpath upgrades in the town including; WC01, WC14, WC16, WC17, WC21 and WC43. **Chief Executive's Recommendation** No Change
GLW-C136-85	Flor Burke	The submission references a discussion at the public consultation in Gort. The submission makes the suggestion to stop large tourist buses from using the Kilcolgan to Kinvara road to ease the traffic, and to encourage buses to stop in Gort Town. The submission considers this should allow a smaller fleet of mini buses to transport tourist from the Gort Hub. It highlights that there is an opportunity to create a space for the downsizing of a large section of our tourist transportation in the mid- west of Ireland. The submission highlights a number of features of the surrounding area that may encourage visitors take time to	**Chief Executive's Response** The Planning Authority note the submission, and that Policy Objective 21 supports appropriate tourism opportunities in the town of Gort, however the use of private buses for tourism purposes do fall under the remit of a Local Area Plan. **Chief Executive's Recommendation** No Change

		appreciate life and all the elements that support that.	
GLW-C136-110	River Walk Residents Committee	The submission states that the residents committee for River Walk estate disagree with the plan for a cycle and walk way route through the estate. The submission notes that the estate is managed privately and that the propose thruway would add litter and noise to the estate.	**Chief Executive's Response** Submission noted. The Planning Authority note that any measures proposed under the Draft Gort LTP would be considered on a case-by-case basis under the Development Management Process. **Chief Executive's Recommendation** No change.
GLW-C136-113	Orchard Services - BOCSI CLG Teresa Mannion	The submission raises a number of concerns that have been raised by people availing of the services from Brothers of Charity Services Ireland (BOCSI). This includes challenges on gaining access to local shops, banks and businesses which makes it harder to live independently. The submission makes a request for a bus parking bus to be assigned to BOCSI along Queen Street, as it would benefit people supported and staff to gain access to the building in a safer manner. It notes that currently cars illegally park alongside the entrance and blocking access for staff and people who utilise the day service which supports people with mobility issues.	**Chief Executive's Response** Submission noted The planning Authority recognises that there is a need to support universal design to ensure areas are accessible for people with disabilities. This is supported under policy objective PDU 1 Universal Design Approach and PDU 2 Recognised Special Needs in the GCDP 2022-2028. The Planning Authority note that the provision of a bus parking space would be considered on a case-by-case basis through the Development Management process. Parking Standards are set out under DM Standard 31 in the GCDP 2022-2028. **Chief Executive's Recommendation** No change.
General Submissions			
GLW-C136-4	Bryan Brennan	The submission relates to community and education facilities.	**Chief Executive's Response** Submission noted.

		In terms of community facilities, the submission requests that reference to 'Gort rugby pitches' is changed to St Colemans Park as the facility is open to different sporting activities. In terms of education facilities, the submission advises that the Gort National School has a second location along Queen Street in addition to its location on the Tubber Road which is referenced in the Draft LTP. The submission notes that planning was granted in 2023 for a new school on the Tubber Road which would merge the two sites into one, and requests further investigation into why no progress has been made in building the new school.	Amend section 2.4 of the LAP by to Gort Rugby Pitches Gort Rugby Football Club/Saint Colmans Park Submission noted. Specific details pertaining to the new school are dealt with by the Department of Education as a specific project which does not form part of the plan making process. **Chief Executive's Recommendation** Amend section 2.4 of the LAP to ~~Gort Rugby Pitches~~ Gort Rugby Football Club/Saint Colmans Park
GLW-C136-5	Eamonn O'Hara	Submission Withdrawn	**Chief Executive's Response** **Chief Executive's Recommendation**
GLW-C136-6	Eamonn O'Hara	The submission relates to a number of queries set out below; • Can a site which is subject to enforcement be proposed for rezoning? • With regards to development in locations vulnerable to flooding, is drainage to soakaways an acceptable practice if subsoil is karst limestone? • Submission states soakaways are not recommended in soils without clay, especially on Burren karst lands, with vulnerable water tables. The submission requests the LAP to address this	**Chief Executive's Response** The Planning Authority note that there are no provisions in the Planning & Development Act 2000 (as amended) to exclude any sites from the zoning process within a Local Area Plan under Section 19 of the Act. The Planning Authority note that any site-specific development proposals would be considered on a case by case basis under the Development Management Process. Planning applications in areas at elevated risk of flooding, are required to undertake a Site-Specific Flood Risk Assessment(FRA) under policy objective "FL 8 Flood Risk Assessment for Planning Applications and CFRAMS" in the

		issue, site by site, with recommendations or qualifying zoning provisions as per climate change laws. Submission states that sewage lines in Gort are vulnerable to flooding specifically along Crowe Street and highlights part of Gort town are not serviced by stormwater drainage systems, and request this to be addressed in the LAP.	GCDP 2022-2028. It is noted that all development proposals are also to be accompanied by comprehensive SuDS assessment including run-off quantity, run off quality and impacts on habitat and water quality under policy objective "WW 7 Sustainable Drainage Systems" in the GCDP 2022-2028. Having regard to national, regional and local planning policy, the Planning Authority consider addressing the issues raised in the submission 'site by site' is not justified. Each site would be dealt with at specific project level to determine which solution works best for the site in question. Uisce Éireann have provided a comprehensive submission with respect to waste water and water supply infrastructure. The OPW have also made a detailed submission on the Draft Plan. The Draft Plan seeks to 'Maintain and enhance as appropriate the existing surface water drainage system in Gort as required by Policy Objective GSST 61. **Chief Executive's Recommendation** No change
GLW-C136-14	Hugh O'Donnell	The submission requests for a private bus drop off and pick up point at Market Square to increase footfall. The submission also requests for the number of trees in the Market Square to be reduced, and for the following buildings to be more lit up, the church, the town hall, the courthouse, the old tech and the statue of Christ the King.	**Chief Executive's Response** Submission noted. The Draft Gort LAP 2025-2031 supports the provision of essential transport infrastructure, including bus stops under policy objective GSST 45 Transportation Infrastructure. The Planning Authority note that the Draft LAP supports the protection of trees and biodiversity under GSST 56 Trees, Parkland/Woodland and Hedgerows and GSST 57Biodiverity. **Chief Executive's Recommendation** No Change
GLW-C136-22	Els Woods (E. Van Hout)	A comprehensive submission which raises four key points detailed below.	**Chief Executive's Response** Submission noted.

		1. Extension of the ACA Boundary The submission requests for the ACA Boundary to be extended to include all of the previous Gort Castle and Cavalry Barracks land, to guide appropriate development on those lands, recognising cultural significance of intact walls etc. The submission notes that extending the boundary will provide many benefits to the town including, supporting the Conservation Management Plan for the Cavalry Barracks and Stables included in the Gort Town Centre First plan; Protect the lands adjourning present ACA boundaries but presently not included in ACA and Protect the Eir Exchange Site from any future applications for new telecommunication masts or any other development that will negatively impact the heritage heart of Gort / ACA. 2. Appoint the wider area of the historical Barracks/Castle/Cavalry stables an Archaeological Notification Status. The submission requests for the LAP to give the wider Barracks area a special archaeological conservation protection because of historical and archaeological national importance. And that any plans for development, groundwork and foundation works in this wider Barracks area will need archaeological assessment	1. Gort Architectural Conservation Area is defined in Appendix 7 Architectural Conservation Areas in the GCDP 2022-2028. The Planning Authority is mindful that the ACA boundary in a Local Area Plan must be consistent with the County Development Plan, therefore it is considered that an extension of the ACA boundary would not be warranted at this stage. 2. Zones of notification are identified by the National Monuments Service. Recorded monuments and places surrounded by a zone. The zones do not define the exact extent of the monuments but rather are intended to identify them for the purposes of notification under Section 12 of the National Monuments Act (1930-2004): each is referred to as a "zone of notification". Extending the boundary of a zone of notification would therefore be out of the scope of the Local Area Plan Process. The planning Authority note that planning applications for proposed development on, or in the vicinity of a known archaeological monument (whether or not protected under the National Monuments Acts) is likely to be referred to the Department of Housing, Local Government and Heritage. Also, proposals for large-scale development, even if not impacting on a known

			archaeological site or monument, are likely to be referred.
		3. Requests to extend the Local Area Plan Boundary with lands of both sides of the Golden Mile, with destinations: amenity, tourism, protection of biodiversity and conservation of traditional farming. The submission considers that extending the boundary of the plan area protect Gort town and it's delicate environment, the river etc., from large scale industrial development at the edge of Gort town, including the biogas plant which is currently under consideration by ABP.	3. The Draft Local Area Plan is guided by National, Regional and Local Policy, the Planning Authority note that promoting sustainable compact growth of urban settlements a key priority throughout the tiered hierarchy of plans and this is supported by objective GSST 4 Compact Growth in the Draft Gort LAP. Extending the boundary of the plan would be contrary to national policy objective NPO 3, Regional Policy Objective RPO 3.7.2 and GCDP 2022-2028 policy objective CS2 Compact Growth.
		4. The submission requests for infill sites nearest to the Town Centre to be designated for residential development for older persons and for people with special needs. The submission considers designating sites for residential development for elderly and people with special needs can guarantee that these houses will be built in the town centre.	4. The Draft Local Area Plan is guided by National, Regional and Local Policy, the Planning Authority note that promoting sustainable compact growth of urban settlements a key priority throughout the tiered hierarchy of plans and this is supported by objective GSST 4 Compact Growth in the Draft Gort LAP. Extending the boundary of the plan would be contrary to national policy objective NPO 3, Regional Policy Objective RPO 3.7.2 and GCDP 2022-2028 policy objective CS2 Compact Growth. **Chief Executive's Recommendation** No change
GLW-C136-42	Karen O'Neill	The submission attached the same document that was included with submission GLW-C136-22 and is summarised thereunder.	**Chief Executive's Response** See Chief Executive's response to GLW-C136-22 **Chief Executive's Recommendation** See Chief Executive's Recommendation to GLW-C136-22

GLW-C136-70	Pearse and Noelle Piggott	The submission raises objections to any cell tower mast applications and specifically references planning reference 20/2010. The submission strongly objects the erection of any further cellular towers in the vicinity of their properties. The submission also includes the same document that was attached to submission number GLW-C136-22.	**Chief Executive's Response** Submission noted. The Planning Authority note that the GCDP 2022-2028 sets out a several policy objectives regarding telecommunication antennae infrastructure (ICT 3-ICT6) and include DM Standard 42- Telecommunication Masts. Any planning application for telecommunication masts will be considered on a case-by-case basis and will have to be consistent with the policy objectives and development standards set outlined the GCDP. *See Chief Executive's Response to GLW-C136-22* **Chief Executive's Recommendation** No Change *See Chief Executive's Recommendation to GLW-C136-22*
GLW-C136-71	Mary-Anne Jacobs	The submission raises objections to any cell tower mast applications and specifically references planning reference 20/2010. The submission strongly objects the erection of any further cellular towers in the vicinity of their properties. The submission also includes the same document that was attached to submission number GLW-C136-22.	**Chief Executive's Response** *See Chief Executive's Response to GLW-C136-70* *See Chief Executive's Response to GLW-C136-22* **Chief Executive's Recommendation** *See Chief Executive's Recommendation to GLW-C136-70* *See Chief Executive's Recommendation to GLW-C136-22*
GLW-C136-23	Kevin Heery	A comprehensive submission was received which provides observations under six headings. 1. Housing and infrastructure The submission requests for the inclusion of specific zoning for affordable, well -located rental housing for essential	**Chief Executive's Response** Submission noted. 1. The Draft Gort LAP 2025-2031 has zoned 12.9ha of Residential Phase 1 lands to accommodate the housing needs for all stages of the life cycle, including but not limited to essential workers and

		workers and to designate centrally located sites near train stations, medical facilities, and social amenities for accessible housing for older people and people with special needs. 2. Zoning Changes and Transparency The submission requests for all zoning changes to include a detailed analysis of planning, environmental and infrastructural impacts and evidence that changes align with national, regional and local policies. It requests for consultations to be had with landowners when rezoning land from Town Centre to Green Zoning, and to engage with landowners during the preparation of the Draft Local Area Plan. 3. Alignment with the Town Centre First Policy The submission requests further alignment with the Gort TCF policy, including zoning of underutilized brownfield sites, provision of incentives for town centre revitalization projects that align with TCF principles including affordable and accessible housing, and designate centrally located housing with proximity to train, medical, and walking facilities to cater to senior citizens and individuals with challenges. 4. Transport and Accessibility The submission requests that Gort Walk is retrofitted to include disability access features, such as wheelchair accessible paths and rest areas.	older people and people with special needs. The Planning Authority supports the provision of housing for older people and people with special needs. Policy Objective SH4 Adaptable Housing in Chapter 2 Core Strategy, Settlement Strategy and Housing Strategy in the GCDP 2022-2028 sets out the following "*Promote and support the development of sustainable housing for older people and those with disabilities or learning disabilities, the concept of independent living will also be promoted.*" 2. The Draft LAP has been prepared with regard to National, Regional and Local Planning policies and has been informed by the accompanying SFRA, SEA and LTP. The public consultation on the Draft Gort LAP ran for 6 weeks which provided landowners and members of the public with the opportunity to make observations regarding the zoning of land. 3. The Gort Town Centre First Plan sets out a number of objectives to support the regeneration of the town centre. It is noted that any planning scheme which is prepared as a result of the Gort TCF Plan must undergo the planning application process and will be assessed with regard to National, Regional and Local Planning policy. 4. Alteration of access and changes to the Gort River walk design would be considered on a case-by-case basis through the Development Management

		The submission also requests for cycling routes to connect to the train station which should be supported by infrastructure including bike parking facilities. It also suggests that the role of the Park-and-Ride facility could be enhanced by improving access and providing amenities for commuters. 5. Environmental Sustainability and Flood Mitigation The submission requests for a robust stormwater management plan to be developed, incorporating nature based solutions and assess and upgrade sewage and stormwater infrastructure to prevent flooding in critical locations 6. Public Engagement and Legislative Compliance The submission requests for all proposed policies and changes to be evidenced based, and for enhanced engagement with stakeholders, including landowners, community groups, and accessibility advocates, to foster meaningful and inclusive participation	process. The Draft Gort LTP recommends a Quietway along Station Road/Pound Road under measure WC 15, to allow cyclists to safely share the carriageway. 5. The Draft Gort LAP has been informed by the Strategic Flood Risk Assessment (SFRA) included with Section 2 of the Plan. The SFRA has informed zoning and policy objectives in the plan. The Planning Authority note that flooding and stormwater drainage would be considered on a case-by-case basis through the Development Management process. 6. Noted **Chief Executive's Recommendation** No change.
GLW-C136-28	Eamonn O'Hara	The submission relates to the historic landfill in Gort. The submission queries why there is no reference to the landfill or its remediation in the Draft LAP, it notes that remediation effects and post remediation effects need to be considered, including their effects on neighbouring lands. The submission sets out the following objectives to be included in the Gort LAP. • *To Remediate Gort historic land, operated by GCC, and owned by GCC, as a priority item, immediately, and to be completed within the lifetime of this Plan, as required under the EU 1996 Waste*	**Chief Executive's Response** The Planning Authority note that it is the role of the Environmental Protection Agency (EPA) to process applications from local authorities in relation to historic landfills in accordance with the Waste Management (Certification of Historic Unlicensed Waste Disposal and Recovery Activity) Regulations, 2008. An application has been made to the EPA by Galway County Council in this regard for Gort Historic Landfill. Under the Development Management process any project proposal pertaining to contaminated land would be required

		Directive. • *To identify and zone the Landfill site, as appropriate to environmental laws and proper planning, including the land areas effected by this Landfill, and what restrictions for development are relevant on neighbouring lands.* • *To identify the effects of remediation, including the importation of capping materials along the restrictive Station Rd/Pound rd., including the effects on Gort River Walk, and potential link to the Galway to Athlone to Dublin greenway.* • *To compensate the parties directly affected by this Historic Landfill , while under the ownership and operation by GCC as an unregulated or unmanaged landfill*	to have regard to policy objective SQ 3 Soil Protection, Contamination and Remediation in the GCDP 2022-2028 and prepare an application accordingly. This would be considered on a case by case basis. The Planning Authority note the request for the inclusion of several policy objectives in the LAP, however having regard to existing provisions in the legislation and national, regional and local planning policy its inclusion is not considered to be justified. **Chief Executive's Recommendation** No Change
GLW-C136-30	Kevin Heery	The submission contains the same observations that are detailed in submission GLW-C136-28 which is summarised thereunder.	**Chief Executive's Response** *See Chief Executive's Response GLW-C136-28* **Chief Executive's Recommendation** *See Chief Executive's Recommendation GLW-C136-28*
GLW-C136-75	Eamonn O'Hara	The submission requests that the lands to the west of the Gort river, stretching from Lidl to the Waste Water treatment plant and adjoining Gort River be considered as tertiary/reed bed waste water/brown water treatment lands. Th submission notes that reedbed systems would be used to treat the leachate coming from the Landfill, now and when remediated. The submission highlights that leachate should not be directed to the Gort River. The submission suggests that the reedbed systems could cater for much of Gort's brown water runoff.	**Chief Executive's Response** The Planning Authority support the incorporation of Sustainable Drainage Systems in development proposals under policy objective GSST 61 Surface Water Drainage and Sustainable Drainage Systems (SuDs) in the Draft Gort LAP 2025-2031. Any specific development proposal, i.e. for a reed bed wastewater treatment system, would be considered on a case by case basis under the Development Management Process and regard would be given to the aforementioned policy objective. **Chief Executive's Recommendation**

			No Change
GLW-C136-76	Howard Konick	The submission makes a number of comments on the Draft Gort LAP 2025-2031 1. The town boundary does not include the site of proposed methane digester. The submission suggests that this site would provide an opportunity for residential development. 2. Gort has become a centre of music and provision should be made for a music venue that would be large enough to accommodate the Coole Music School, Gort student and adult choirs. The submission suggests that this could be located on original Georgian house at Coole, or the former convent on the river in the centre of town. 3. The present one way traffic routing and car parking in the town square work well as they exist. The submission suggests the inclusion of a landscaped area every 10-15 parking spaces. The present one way traffic movement system works well, and provides a far safer situation for vehicles reversing out into the moving traffic lanes. 4. The submission presents that there is an	**Chief Executive's Response** Submission noted 1. The Draft Local Area Plan is guided by National, Regional and Local Policy, the Planning Authority note that promoting sustainable compact growth of urban settlements a key priority throughout the tiered hierarchy of plans and this is supported by objective GSST 4 Compact Growth in the Draft Gort LAP. Extending the boundary of the plan to include the site reference under point 1 of the submission, would be contrary to national policy objective NPO 3, Regional Policy Objective RPO 3.7.2 and GCDP 2022-2028 objective CS2 Compact Growth. 2. The Draft Gort LAP 2025-2031 includes a number of sites zoned for 'Community' use, including the Former Convent site which has been identified as Opportunity Site 4 in the Plan, and it is considered by the planning authority that these lands could accommodate a range of community uses, including a music venue. The Planning Authority highlight that any specific development proposals would be considered on a case-by-case basis under the Development Management Process. 3. Noted. The Draft LAP supports the delivery of green infrastructure in the town under policy objective GSST 35 Green Infrastructure in the Draft Gort LAP 2025-2031, however it is noted that any specific development proposals would be considered on a case-by-case basis under the Development Management Process. 4. The Planning Authority note that any specific development proposals would be considered on a

		opportunity to provide underground car parking below Cannon Quin Park. 5. The submission considers that the train stop should be relocated to opposite the convent, this would mean passengers would have direct access to Georges Street.	case-by-case basis under the Development Management Process, however it should be highlighted that car park developments on land zoned for 'Open Space/ Recreation and Amenity' are Not Normally Permitted (N) under the Land Use Zoning Matrix in Table 3 (page 16) of the Draft Gort Local area Plan 2025-2031. 5. The planning authority consider that the current location of the train station is acceptable in Gort due to its close proximity to the town centre, the Draft Gort LTP includes the measure PTRB07, "To improve the cycling and walking connection from George's Street along Station Road, enabling users to better access the station via the dedicated off-road walkway linking Station Road to the rail station." It is considered that these active travel measures will further enhance the connectivity between the train station and the town centre. **Chief Executive's Recommendation** No Change
GLW-C136-96	Els Woods	The submission expresses support for submission GLW-C136-75 and considers that this aligns with the Heritage Council's submission (GLW-C136-66) regarding opportunities for ecological restoration of flood plains. The submission considers that reedbeds could enhance the River Walk experience and could provide an alternative to traditional wastewater systems. The submission includes the extract proposal from submission GLW-C136-75 and a section of text under 'Schedule of Maps' from page 8 of the Heritage Council's submission (GLW-C136-66).	**Chief Executive's Response** Submission noted. *See Chief Executive's Response to GLW-C136-75* *See Chief Executive's Response to GLW-C136-66* **Chief Executive's Recommendation.** *See Chief Executive's Recommendation to GLW-C136-75* *See Chief Executive's Recommendation to GLW-C136-66*

GLW-C136-104	Swifts Local Network: Swifts and Planning Group (Michael Priaulx)	The submission welcomes the inclusion of Policy objective GSST 57 Biodiversity & Ecological Networks; however, it notes that there are 'building dependent 'wildlife including red-listed bird species that inhabit buildings in Gort. The submission requests for 'buildings' to be added to the list of elements of the ecological network under GSST 57. The submission also requests for the following to be added to the text in the Draft Gort LAP 2025-2031, "Swift bricks are a universal nest brick for small bird species and should be installed in new developments including extensions in accordance with best-practice guidance. Artificial next cups for house martins may be installed instead of swift bricks were recommended by an ecologist." And "Existing nest sites for building-dependent species such as swifts and house martins should be protected, as these endangered red-listed species which are present but declining in Gort, return annually to traditional nest sites. Mitigation should be provided if these nest sites cannot be protected". The submission includes reference material describing 'swift bricks' and their benefits.	**Chief Executive's Response** Submission noted. It is considered that the suite of policy objectives and supporting text relating to biodiversity and ecology in the County Development Plan are sufficiently robust such that additional wording to Policy Objective GSST 57 in this local area plan is not merited in this instance. Any additional biodiversity steps to be taken to protect and enhance biodiversity would be assessed and considered on a case by case basis through the DM process. **Chief Executive's Recommendation** No Change
GLW-C136-106	Jim Ricks	The submission is set out under the following headings as described below; 1. Executive Summary	**Chief Executive's Response** Submission noted. 1. The Planning Authority acknowledge the initiative taken in respect of the detail and design of the

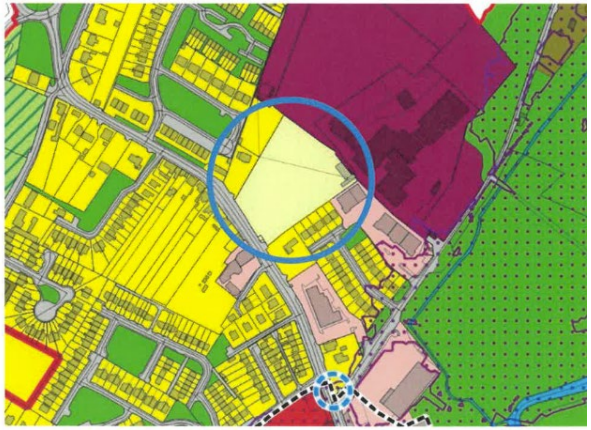
		The submission sets out a project proposal for the development of Opportunity Site 4 in the Draft Gort LAP 2025-2031. The proposal for the site includes; • Construction of residential units that harmonise with the existing architecture • Creation of workshop spaces to support small business • Development of a riverside walkway with a modern art sculpture park • Conversion of the derelict school building to apartments • Expansion of the cemetery with a new mausoleum. 2. Addressing Flood Risk The submission notes that the subject lands last flooded more than 3 decades ago and since then it has been straightened and widened downstream. The submission suggests that the current flood zone classification is not appropriate and a detailed flood risk assessment, utilising the most up-to-date data and modelling techniques, should be conducted to determine the precise current risk of the potential extent and severity of any flooding. The submission considers that it would likely produce a reclassification to Flood Zone C. The submission lists several potential flood mitigation measures for the project including raised floor levels, flood defences, sustainable drainage systems (SuDS), and the use of flood-resistant material. 3. Housing Development The submission considers that the development proposed would increase housing supply in a sustainable manner,	project proposal for Opportunity Site 4, however it should be highlighted at this juncture that any project specific proposals would be considered on a case-by-case basis through the Development Management process. The response to the submission is therefore limited to considering the overarching land use and plan-based issues which can be addressed through the Local Area Plan process, as set out in the relevant guidance and legislation. 2. The Planning Authority highlight that a Stage 2 Strategic Flood Risk Assessment has been undertaken as part of the plan preparation process for the Draft Gort LAP 2025-2031. This level of assessment is considered appropriate and has informed the land use zoning and written provisions contained in the Plan. Therefore, the Flood Zone classifications on the site are justified and appropriate. 3. The Planning Authority recognise that the subject lands have historically been used as community facilities including a former religious institution and

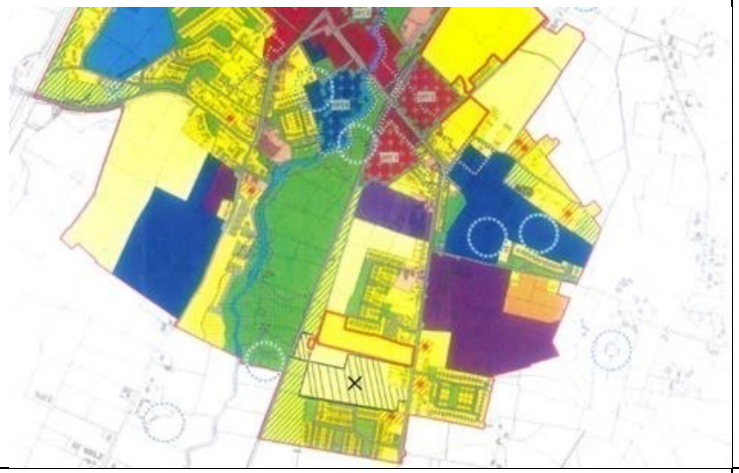
		suggesting that houses will be designed to complement the existing architecture. The submission suggests that such a development would contribute to meeting the housing needs of Gort, provide homes for families and individuals and the design would prioritise modern living standards while respecting the towns heritage.	school, it considers that the 'Community' zoning in the Draft LAP will support regeneration of the site to be utilitised for community benefit once more. The Draft Gort LAP has identified these lands as 'Opportunity Site 4' and it is a policy objective to "support the redevelopment and consolidation of important historical buildings and lands in the heart of Gort Town Centre to provide for social, cultural and community needs." The Planning Authority consider that there is a sufficient quantum of land zoned to accommodate residential development elsewhere within the Plan area.
		4. Workshop Spaces The submission considers that workshop spaces for small businesses and start-ups will foster entrepreneurship and create local jobs. It highlights that this could benefit artisan's, craftspeople, tradesmen, designers and small manufacturers.	4. The Draft Gort LAP 2025-2031 includes lands that are zoned for 'Business & Enterprise' 'Business and Technology' and 'Industrial' which could potentially accommodate workshop developments and support economic development, it is noted that any specific proposals would be considered on a case by case basis under the Development Management Process.
		5. Riverside Walkway and Sculpture Park The submission proposes a riverside walkway and sculpture park which it considers will create a valuable public amenity, providing a space for recreation, relaxation, and cultural engagement. The open space will be accessible to all members of the community, promoting social interaction and well-being. The modern art sculpture park will add a unique cultural dimension, showcasing contemporary art in a beautiful natural setting.	5. The Draft Gort LAP 2025-2031 supports the sustainable development of community facilities and recreational spaces under policy objective GSST 14.
		6. Former School Redevelopment The submission proposes to redevelop the former school building to loft apartments which it considers would	6. See response to item 3.

		revitalise the site and create much needed housing. The submission also motes that improved road access would enhance connectivity and accessibility to this area, creating an attractive and convenient place to live. 7. Cemetery Expansion The submission considers that an extension of the existing cemetery to include a new mausoleum will address the long term needs of the community for burial spaces and a space for ashes of cremated loved ones. The submission notes that the cemetery is nearly full and this would provide an opportunity to meet the needs of Gort's community. 8. Alignment with the Local Area Plan The submission outlines a number of reasons why it considers that the proposed project would align with the Gort LAP. • Regeneration of the town centre • Provision of a range of housing types • Provision of economic development by supporting small businesses • Enhancement of public realm • Protection of architectural heritage. A weblink has also been provided with this submission.	7. The Planning Authority note that the GCDP supports the development of new burial ground and extension of existing cemeteries at appropriate locations under policy objective PWB 2 Burial Grounds. Any specific project proposals for this type of development would be considered on a case-by-case basis under the Development Management Process. 8. Noted **Chief Executive's Recommendation** No Change
GLW-C136-112	Els Wood (E. Van Hout)	The submission expresses support for the following submissions; GLW-C136-2, GLW-C136-3, GLW-C136-10, GLW-C136-11, GLW-C136-12, GLW-C136-30, GLW-C136-31, GLW- C136-33, GLW-C136-67, GLW-C136-70, GLW-C136-71, GLW-C136-6, GLW-C136-7, GLW- C-136-28, GLW-C136-75, GLW-C136-76, GLW-C136-4, GLW-C136-74, GLW-	**Chief Executive's Response** *See Chief Executive's Response for GLW-C136-2, GLW-C136-3, GLW-C136-10, GLW-C136-11, GLW-C136-12, GLW-C136-30, GLW-C136-31, GLW- C136-33, GLW-C136-67, GLW-C136-70, GLW-C136-71, GLW-C136-6, GLW-C136-7, GLW- C-136-28, GLW-C136-75, GLW-C136-76, GLW-C136-4, GLW-C136-*

		C136-77, GLW-C136-85.	*74, GLW-C136-77, GLW-C136-85.* **Chief Executive's Recommendation** *See Chief Executive's Recommendation for GLW-C136-2, GLW-C136-3, GLW-C136-10, GLW-C136-11, GLW-C136-12, GLW-C136-30, GLW-C136-31, GLW- C136-33, GLW-C136-67, GLW-C136-70, GLW-C136-71, GLW-C136-6, GLW-C136-7, GLW- C-136-28, GLW-C136-75, GLW-C136-76, GLW-C136-4, GLW-C136-74, GLW-C136-77, GLW-C136-85.*
GLW-C136-119	Flor Burke	Blank Submission	**Chief Executive's Response** **Chief Executive's Recommendation**
		Rezoning Requests	
GLW-C136-7	Eamonn O'Hara	A comprehensive submission relating to the lands off Station Road, which currently support part of the Gort River Walk route. The submission requests for the lands to be zoned Town Centre to allow for a mix of uses including residential, commercial and community. The submission notes that the Gort River Walk requires disability access which the owner of the site could provide and highlights that the new TCF footbridge proposed for Gort town Centre proposes using this site for access and development. The submission makes reference to a proposed mixed-use development for the site to include; • Residential housing • Rental accommodation • Tourism accommodation • A water source district heating system • Integration with key amenities.	**Chief Executive's Response** Submission noted. The submission requests for the lands proposed as Open Space/Recreation & Amenity in the Draft LAP to be rezoned Town Centre to allow for a mix of residential, commercial and community uses. It is noted that the Gort River Walk transverses the subject lands. • The Draft Gort LAP supports the sustainable management and use of amenity lands under policy objective GSST 19 Open Space, Recreation and Amenity and seeks to protect and enhance the River Walk, a specific policy objective GSST 22 The River Walk is included in this respect. The Planning Authority consider that the proposed Open Space/ Recreation & amenity zoning in the Draft Gort LAP is appropriate in this location having regard to the receiving contextual environment, limited accessibility and the proper planning and sustainable development of the settlement. The Planning Authority consider the subject

		The submission sets out the following key requests; • Prioirtisation of residential infill development, and support infill as a sustainable alternative over greenfield expansion. • Reinforce Town Centre zoning to allow for compact, high density housing developments that optimise landuse, and support the redevelopment of vacant, derelict or underutilised sites • Notes that the site subject to the submission is located in the town centre, referenced in the Gort Town Centre First Plan, and strategically located to integrate with active travel and public transport routes. • Request that water, wastewater, and road infrastructure investment in town centre is prioritized. • Requests a dedicated objective in the LAP to enhance accessibility on Station Road. • To include objectives which support infill development and compact growth. • Reinforce Town Centre Zoning objective to allow for mix of residential, commercial, and community uses • Include policies to support mix of housing types and support rental housing for essential workers • Include objectives which support sustainability and climate resilient residential development	site to contribute to the green infrastructure network within the settlement creating a green corridor along the river. It is envisaged that this natural feature is a significant community asset to the town, which has the opportunity to deliver a range of recreational spaces for the community while also protecting the biodiversity and wider environment. • The Planning Authority note that policy objective GSST 4 Compact Growth in the Draft Gort LAP supports infill development as an alternative to greenfield expansion. • Policy Objective GSST 9 in the Draft Gort LAP support the sustainable compact development of the town centre and seeks to ensure that it remains the primary retail, commercial and mixed use centre of Gort. • Noted. • The Planning Authority note that measure PTRB07 in the Draft Gort LTP seeks to improve the cycling and walking connection from George's Street along Station Road to enhance accessibility between the town and the train station. Policy objectives GSST 4 Compact Growth and GSST7 Residential Infill Development in the Draft Gort LAP support infill development and compact growth. The Draft Gort LAP 2025-2031 has zoned 12.9ha of Residential Phase 1 lands to accommodate the housing needs for all stages of the life cycle, including but not limited to essential works and older people and people with special needs. This is supported by policy objective GSST 6 in the

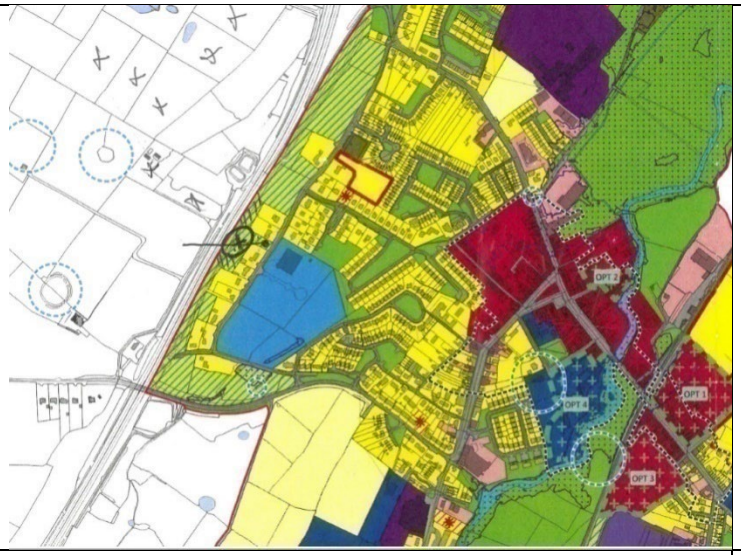
		The submission requests the inclusion of the following policies in the Gort LAP that; • Prioritise residential infill and redevelopment of underutilised sites in the town centre. • Ensure timely servicing of strategically zoned lands • Enhance multi-modal access along Station Road to support connectivity and accessibility.	Draft Gort LAP. **Chief Executive's Recommendation** No Change
GLW-C136-15	Grealish Glynn & Associates on behalf of Rita Lundon	The submission relates to a parcel of land along Crowe Street. The submission requests for the land to be rezoned from Residential Phase 2 to Residential Phase 1. The submission highlights that the site is suitable for residential development as it is within 400m of the Town Centre and is serviced by water and public sewer. 	**Chief Executive's Response** The Draft Gort LAP 2025 – 2031 was prepared in accordance with the Core Strategy of the GCDP 2022 – 2028. As part of the review of the Local Area Plan, the quantum of Residential Phase 1 was examined. There is a requirement of 12.9ha of Residential Phase 1 lands and the Planning Authority has zoned accordingly. It is considered that the lands should be retained as Residential Phase 2 per the Draft Gort LAP 2025– 2031. **Chief Executive's Recommendation** No Change
GLW-C136-17	Joe Roche on behalf of the	The submission relates to a parcel of land along the Ennis Road. The submission requests for the land to be rezoned	**Chief Executive's Response** The Draft Gort LAP 2025 – 2031 was prepared in accordance

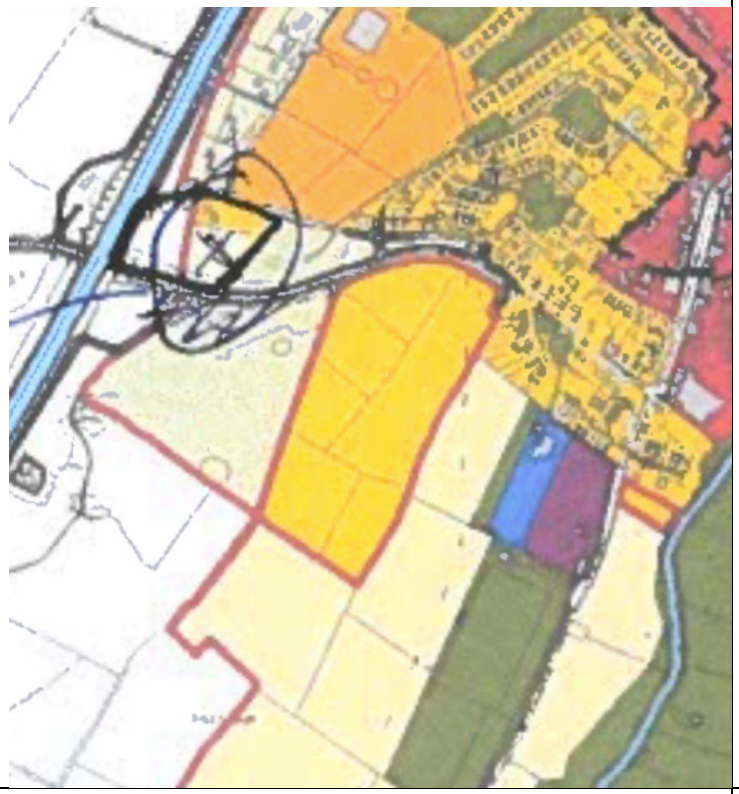
	Roche Family	from Residential Phase 2 to Residential Phase 1. 	with the Core Strategy of the GCDP 2022 – 2028. As part of the review of the Local Area Plan, the quantum of Residential Phase 1 was examined. There is a requirement of 12.9ha of Residential Phase 1 lands and the Planning Authority has zoned accordingly. It is considered that the lands should be retained as Residential Phase 2 per the Draft Gort LAP 2025– 2031. **Chief Executive's Recommendation** No Change
GLW-C136-43	MKO on behalf of Gort Homes Developments Limited	The submission relates to lands zoned Residential Phase 1 in the Draft Gort LAP, and outlines a number of items to be addressed in the submission including; 1. Rezoning of subject lands from 'C1-Town Centre/Commercial' and 'R-Residential (Phase 1)' in the Gort Local Area Plan 2013-2023 to Residential Phase 1 in the Draft Gort LAP. 2. Planning history of the site. 3. The need to increase residential density 4. The suitability of the site to accommodate a greater quantum of residential development. 5. Concern regarding the reservation of land in the absence of clarity on the timeline and design of the proposed future link road. 1. Rezoning of subject lands from 'C1-Town Centre/Commercial' and 'R-Residential (Phase 1)' in the Gort Local Area Plan 2013-2023 to Residential Phase 1 in the Draft Gort LAP.	**Chief Executive's Response** Submission noted. 1. The Planning Authority confirm that the provisions of the Draft Gort Local Areas must be consistent with the GCDP 2022-2028. The Core Strategy Table in the GCDP 2022-2028 sets out the density

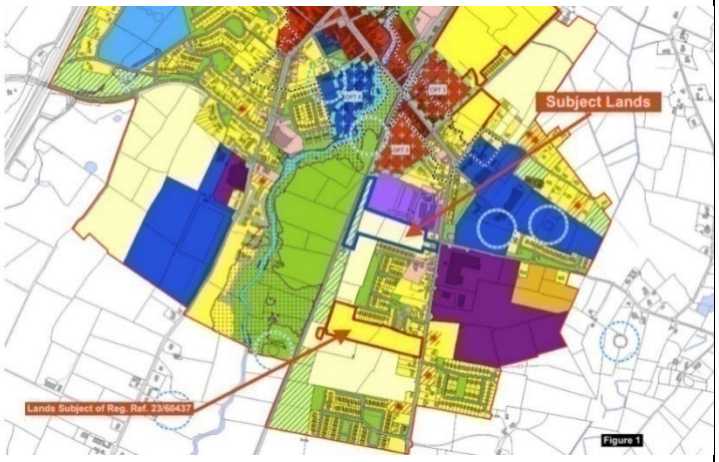
		The submission fully supports the rezoning for the land to Residential Phase 1 in the Draft Gort LAP and respectfully requests for this zoning to be adopted. The submission considers that the site could accommodate an increased quantum of residential development. The submission considers that the Core Strategy in the GCDP 2022-2028 is outdated and will need to be amended to reflect the national and regional population projections.  Figure 4: Proposed Zoning of the Subject (outlined in black) as per the Draft Gort Local Area Plan 2025-2031 2. Planning history of the site. The submission sets out a detailed planning history for the site, which was recently granted permission 24/60115 for a mixed use development including 220 no. residential units. It provides details of the application including pre-planning meetings with GCC. The submission considers that additional residential units could be accommodated on site. The submission suggests that residential development on the site with a mix of uses provided on Opportunity site 1 would create *"lively and active town centre by locating retail and services in close proximity to where people live".* 3. The need to increase residential density The submission references the two different approaches	standard of 25 units per hectare in Self Sustaining Towns and this is considered acceptable, and is in accordance with National and Regional Policy. 2. The planning history for the site is noted.

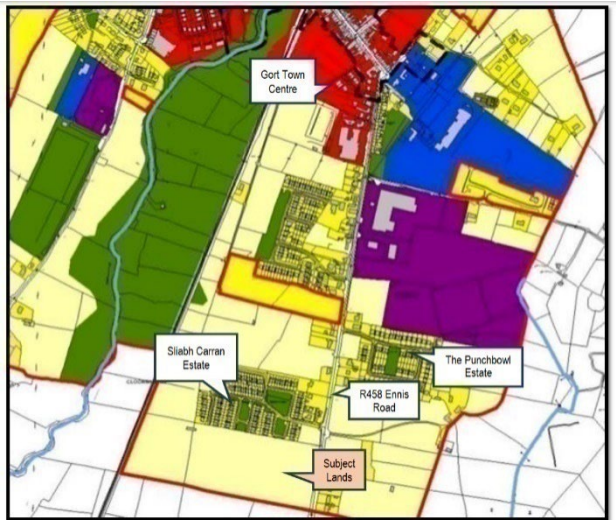
		set out in the expired Gort LAP 2013-20218 (as extended) and the Draft Gort LAP 2025-2031, with regard to density standards. The expired Gort LAP considers a hierarchical approach to density whereas the Draft Gort LAP applies a 25 dwellings per hectare standard to Gort as a Self-Sustaining Town in the GCDP 2022-2028. The submission argues that a hierarchical approach to density is required to ensure appropriate sites can accommodate high levels of density, and considers that the density of 25 units per hectare is contrary to the overarching GCDP. The submission also suggests that the proposed density standard is contrary to national policy on compact growth, including The Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities 2024, which recommends a and density range of 25-40 units per hectare for towns with a population between 1,500 and 5,000. The submission highlights that within the context of the subject site planning permission was granted at a density of approximately 28 dwellings per hectare under Pl. Ref. 24/60115, and considers that the site has the potential to accommodate a higher density. 4. The suitability of the site to accommodate a greater quantum of residential development. The submission reiterates that the zoning of the site as Residential Phase 1 offers the opportunity to increase the quantum off residential development on the site. It notes that subject site is consistent with the sequential approach given the close proximity to Gort Town Centre, Gort Railway Station and the M18. The submission highlights the opportunity to increase the quantum of residential development and achieve a higher density on the subject	3. It is noted planning permission was granted at a density of c. 28units per hectare for the subject site under reference 24/60115. Having regard to the receiving environment and density standard set out in the GCDP 2022-2028 for Gort as a Self-Sustaining Town, this is considered an acceptable density by the Planning Authority. 4. Noted

		site. 5. Concern regarding the reservation of land in the absence of clarity on the timeline and design of the proposed future link road. The submission notes the Draft Local Transport Plan seeks to reserve land in order to provide a corridor link from the Loughrea Road to the R458, and highlights that route has been relocated further east compared to the expired Gort LAP 2013-2018 (as extended). The submission references that residential units were required to be omitted from the 24/60115 planning application to accommodate the link road which was indicatively located along at the edge of the subject site in the expired Gort LAP. The submission welcomes the additional set back of the proposed road in the Draft LAP, however, raises concerns regarding the need to reserve land for the proposed road when there is no detailed design or indication of the required setbacks. The submission request further detail of the proposed road to be included in the Draft Gort LAP. The submission concludes with a summary of the points raised within the submission.	5. Submission noted. The indicative route for the road has been altered in the Draft Plan. The delivery of this piece of infrastructure is subject to further consent and funding as appropriate. Therefore, the timeline with respect to its delivery is unclear. **Chief Executive's Recommendation** No Change
GLW-C136-46	Liam Fahey	The submission requests for lands zoned Agriculture in the Draft Gort LAP 2025-2031 to be rezoned to Residential Infill. The submission notes that the site will be used for residential development for a family member who will be taking over farming of adjoining agricultural lands.	**Chief Executive's Response** Submission noted. The Planning Authority note that under DM Standard 29: Building Lines in the GCDP 2022-2028, residential developments must be set back 90 metres from motorways, in the interest of residential amenity, rural amenity, public safety and to allow for any future road widening or

			realignment. The planning authority has measured the distance from the M18 motorway to the western boundary residential units which adjoin the subject lands to the north and south, and they are between 67mand 70m set back from the motorway which is significantly under the 90m required under DM standard 29. Having regard to the proximity of the site to the M18 Motorway, Agricultural zoning is considered to be most appropriate at this location. **Chief Executive's Recommendation** No Change
GLW-C136-65	Colman Roche	The submission requests for lands zoned Agriculture in the Draft Gort LAP 2025-2031 to be zoned Residential. The submission notes that the site was zoned Residential in the expired Gort LAP2013-2018 (as extended), and references that there was previously planning permission granted on the site for residential units under planning reference 12/69.	**Chief Executive's Response** Submission noted. In the interest of clarity, the Planning Authority note that the site subject to the submission was zoned Residential Phase 2 in the expired Gort LAP 2013-2018 (as extended). The Draft Gort LAP 2025 – 2031 was prepared in accordance with the Core Strategy of the GCDP 2022 – 2028. As part of the review of the Local Area Plan, the quantum of Residential Phase 2 land was examined, and has been zoned accordingly, having regard to several factors including promoting sequential development, connections to infrastructure and access to existing and planned services. The list of factors considered are set out under Section 2.1 Residential Development of the Draft LAP. Having regard to the location of the subject lands, it is considered that the lands should be retained as Agricultural per the Draft Gort LAP 2025– 2031.

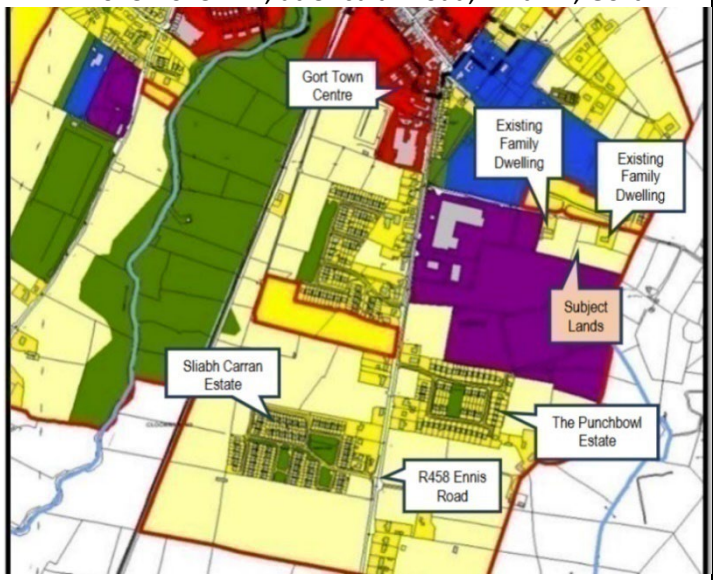
			**Chief Executive's Recommendation** No Change
GLW-C136-69	Dianne McDonogh, Town & Country Resources Limited on behalf of Ralph Keane	The submission relates to lands zoned 'Existing Residential', 'Residential Phase 2' and 'Agricultural' in the Draft Gort LAP 2025-2031. The submission includes a map 'Figure 1' included below which shows the subject site.	**Chief Executive's Response** Submission noted. The Draft Gort LAP 2025 – 2031 was prepared in accordance with the Core Strategy of the GCDP 2022 – 2028. As part of the review of the Local Area Plan, the quantum of Residential Phase 1 was examined. There is a requirement of 12.9ha of Residential Phase 1 lands and the Planning Authority has zoned accordingly. It is considered that the lands should be retained as Residential Phase 2 per the Draft

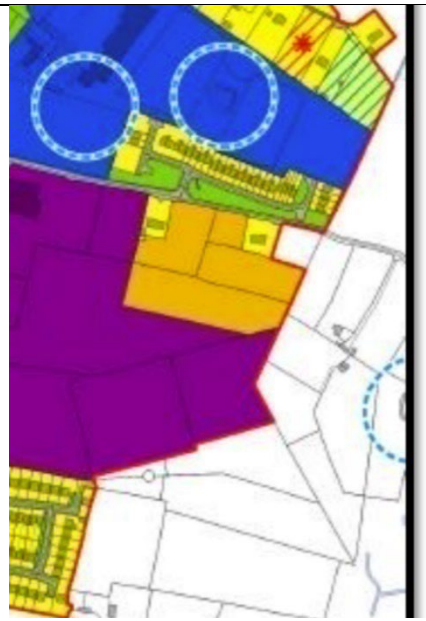
		 The submission also draws attention to lands zoned Residential Phase 1 in the Draft LAP, and notes that planning permission was granted on this parcel of land in 2024 under planning reference 23/60437, this site is also illustrated in the map. The submission considers that development is set to commence on this site. The submission requests for the subject lands to be rezoned from Residential Phase 2 to Residential Phase 1, noting that the site is in close proximity to the town centre, education and community resources. A residential feasibility analysis was carried out as part of the submission and considers that the lands could accommodate up to 50 residential units at a density of 30/ha. The submission considers that the lands present an opportunity to provide for compact growth, in line with Objective GSST 8 Sequential Development of the	Gort LAP 2025– 2031. The Planning Authority acknowledge that the submission considers that development is set to commence on the land granted planning permission under reference 23/60437, however, at this time no commencement notice has been received and the site remains to be greenfield. **Chief Executive's Recommendation** No Change

		Draft LAP. The submission concludes by reiterating the request to change the zoning of the lands from Residential Phase 2 to Residential Phase 1.	
GLW-C136-89	Enviroplan Ltd on behalf of Pat Malone	A comprehensive submission which sets out two rezoning requests; 1. Re-instate c.7.3ha of land within the Plan Boundary as per the 2013-2023LAP at Ennis Road, Cloonnahaha, Gort. 2. Re-instate c.7.3ha of land zoned "R-Residential (Phase 2)"as per the 2013-2023LAP at Ennis Road, Cloonnahaha, Gort.  Zoning in Expired Gort Lap 2013-2018 (as extended) The submission provides a detailed description of the site location and context of the subject lands, including;	**Chief Executive's Response** The Draft Local Area Plan is guided by National, Regional and Local Policy, the Planning Authority note that promoting sustainable compact growth of urban settlements a key priority throughout the tiered hierarchy of plans and this is supported by objective GSST 4 Compact Growth in the Draft Gort LAP. At this time, the Planning Authority consider that extending the boundary of the plan to include the site referenced in the submission, would be contrary to national policy objective NPO 3, Regional Policy Objective RPO 3.7.2 and GCDP 2022-2028 policy objective CS2 Compact Growth. The Draft Gort LAP 2025 – 2031 was prepared in accordance with the Core Strategy of the GCDP 2022 – 2028. As part of the review of the Local Area Plan, the quantum of Residential Phase 2 land was examined, and has been zoned accordingly, having regard to several of factors including promoting sequential development, connections to infrastructure and access to existing and planned services. Having regard to the location of the subject lands, the Planning Authority consider that zoning the lands Residential Phase 2 is not justified at this time. **Chief Executive's Recommendation** No change

		• Site is located adjacent to an established residential area to the south of the town. • The subject lands are bounded to the north by the "Sliabh Carran" housing estate • Public mains water supply and the public foul sewer network is located within close proximity along the Ennis Road • Existing footpath could be extended to the site. The submission sets out a number of 'locational advantages' of the subject lands to cater for residential development, including; • Lands were previously zoned Residential Phase 2 in the expired Gort Local Area Plan 2013-2018 (as extended). • Lands are serviceable by public mains, public sewage infrastructure, footpaths and public lighting, which can be extended to serve the lands for future development • Site is within walking distance to town centre and other amenities • Notes that planning permission was previously granted for residential development on the site. • No environmental or flood risk designations on the site The submission highlights that all of the subject lands are within the 2022 CSO Census Boundary and notes that whilst the Gort town boundary has been reduced the site is within the "Built Up Area" for Gort Town. It then submits that the requested "R-Residential (Phase 2) zoning" is consistent with the principles of consolidated urban	

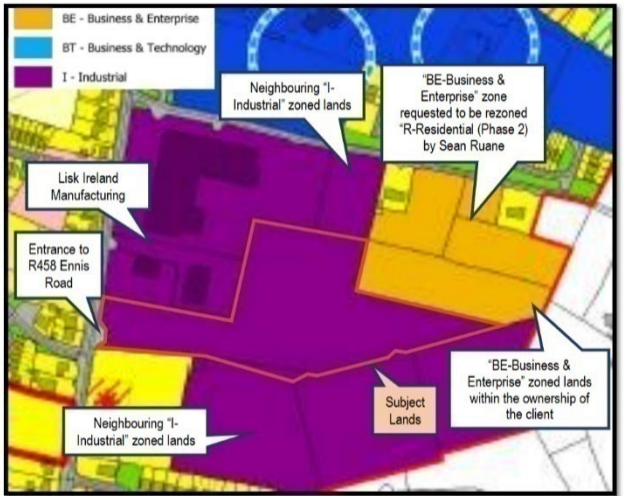
		development. The submission provides a planning history of the site, to illustrate that the principle of residential development is established on the site; • Pl. Ref. No. 05/4142: Permission granted for 124 no. residential units. • P l. Ref. No. 11/22: Extension of duration of planning permission granted under Pl. Ref. No. 05/4142. The submission highlights that there is a limited availability of Residential Phase 1 lands as a majority of the R1 lands have the benefit of planning permission. It also considers that there is a need to identify suitable "R-Residential (Phase 2 "zoned lands to cater for demand in the future in advance of the review of the Core Strategy. The submission considers that rezoning of the lands to Residential Phase 2 would be in line with national, regional and local policy objectives, including; • National – NPO3a, NPO 4, NPO 6, NPO 11 and NPO 36. • Regional – RPO 7.17 and RPO 7.20 Local – The submission considers that proposed zoning would not affect the zoned land allocation outlined in Table 2.11 of the GCDP 2022-2028 and it will not affect the "Quantum of Greenfield Land Required for Residential Development as this refers to Residential Phase 1 land only.	
GLW-C136-90	Enviroplan Ltd on behalf of Sean Ruane	A comprehensive submission which sets out two rezoning requests 1. Rezone 1.2ha of land from "BE-Business &	**Chief Executive's Response** The Draft Gort LAP 2025 – 2031 was prepared in accordance with the Core Strategy of the GCDP 2022 – 2028. As part of

		Enterprise "to "R-Residential (Phase 2)",as per the 2013-2023 LAP, at Circular Road, Rindifin, Gort. 2. Include c.0.2ha of land within the Plan boundary and zone as "R-Residential (Phase 2)", as per the 2013-2023 LAP, at Circular Road, Rindifin, Gort  Zoning in expired Gort LAP 2013-2018 (as extended)	the review of the Local Area Plan, the quantum of Residential Phase 2 land was examined, and has been zoned accordingly, having regard to several of factors including promoting sequential, compact growth, connections to infrastructure and access to existing and planned services. Having regard to the strategic function of Gort as a Self Sustaining Town, the location of the subject lands, which adjoins 'Industrial' zoned lands to the south, it is considered appropriate that the lands should be retained as Business & Enterprise and the settlement boundary should remain as per the Draft Gort LAP 2025– 2031. **Chief Executive's Recommendation** No change

		 Zoning in 2025 Draft Gort LAP 2025-2031 The submission provides a detailed description of the site location and context of the subject lands, including; • site is located adjacent to an established residential area to the east of the town • Public mains water supply and the public foul sewer network is located within close proximity along Circular Road. • Connections to the existing footpath across the road can also be readily extended in the future to serve the subject lands. The submission sets out a number of 'locational advantages' of the subject lands to cater for residential development, including;	

		• Lands were previously zoned Residential Phase 2 in the expired Gort Local Area Plan 2013-2018 (as extended). • Lands are serviceable public mains, public sewage infrastructure, footpaths and public lighting, which can be extended to serve the lands for future development • Site is within walking distance to town centre and other amenities • Site is adjacent to the 60kmph urban speed limit, where adequate sightlines are achievable in each direction • No environmental or flood risk designations on the site The submission highlights that all of the subject lands are within the 2022 CSO Census Boundary and notes that whilst the Gort town boundary has been reduced the site is within the "Built Up Area" for Gort Town. It then submits that the requested "R-Residential (Phase 2) zoning" is consistent with the principles of consolidated urban development. The submission then discusses the 'unsuitability' of the subject lands for 'Business & Enterprise' Development and objects to this proposed zoning. The submission highlights that the development along Circular Road is primarily residential. Circular road currently consists of a county road, and it would be unsuitable to zone intervening lands for "Business and Enterprise" uses.	

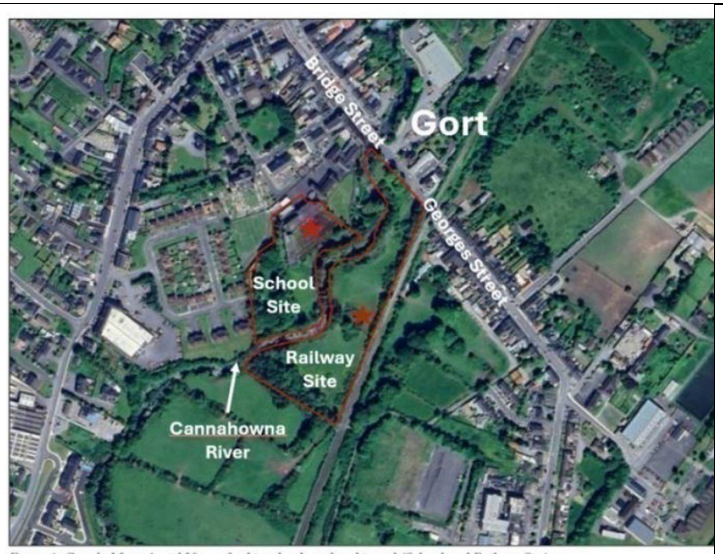
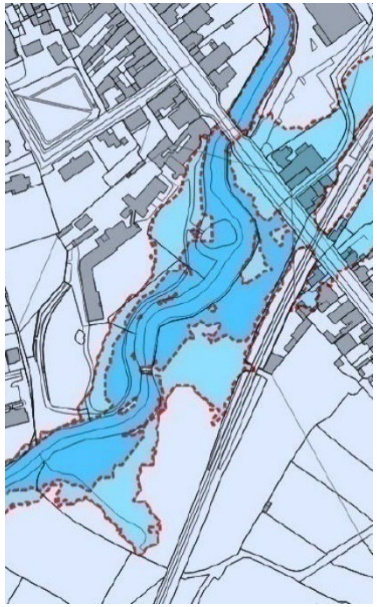
		The submission highlights that there is a limited availability of Residential Phase 1 lands as a majority of the R1 lands have the benefit of planning permission. It also considers that there is a need to identify suitable "R-Residential (Phase 2 "zoned lands to cater for demand in the future in advance of the review of the Core Strategy The submission considers that rezoning of the lands to Residential Phase 2 would be in line with national, regional and local policy objectives, including; • National – NPO3a, NPO 4, NPO 6, NPO 11 and NPO 36. • Regional – RPO 7.17 and RPO 7.20 Local – The submission considers that proposed zoning would not affect the zoned land allocation outlined in Table 2.11 of the GCDP 2022-2028 and it will not affect the "Quantum of Greenfield Land Required for Residential Development as this refers to Residential Phase 1 land only.	
GLW-C136-98	Enviroplan Ltd on behalf of Riverside Foods Limited	A comprehensive submission which sets out the following rezoning request 1) Rezonec.3haof land from "I-Industrial "to "BE-Business & Enterprise" at Rindifin, Gort.	**Chief Executive's Response** The Draft Gort LAP 2025 – 2031 was prepared in accordance with the Core Strategy of the GCDP 2022 – 2028. As part of the review of the Local Area Plan, the quantum of Business & Enterprise land was examined, and has been zoned accordingly, having regard to several of factors including promoting sequential development, connections to infrastructure and access to existing and planned services. Having regard to the location of the subject lands, the planning authority highlight that if rezoned to "Business and Enterprise" the 'Industrial' zoned lands to the south of the site would be inaccessible from the road network, and this is not considered to be appropriate.

		 The submission provides a detailed description of the site location and context of the subject lands, including; • Subject site is located adjacent to an established commercial/industrial area to the south-east of the town • Subject lands are bounded by the "Lisk Ireland Manufacturing" site to the north-west, low density residential development along Circular road to the north-east, undeveloped lands to the east and south east • Public mains water supply network and public foul sewer network is available along the Ennis Road The submission sets out a number of 'locational advantages' of the subject lands to cater for Business & Enterprise development, including; • Lands have the benefit of a permitted access onto	The Planning Authority consider that the lands should be retained as Industrial per the Draft Gort LAP 2025– 2031. **Chief Executive's Recommendation** No Change

		the R458 Ennis Road • Lands are serviceable public mains, public sewage infrastructure, footpaths and public lighting along the Ennis Road • Site is within walking distance to town centre and other amenities • The submission considers that there is not a "significant difference" between the range of uses which are allowable within the "I-Industrial" and the range of uses allowable within the "BE-Business & Enterprise" zone. • The submission iterates that the subject lands have the ability accommodate "BE-Business & Enterprise" development in the short term and consider that the rezoning request from Industrial to Business & Enterprise is justifiable The submission highlights that all of the subject lands are within the 2022 CSO Census Boundary and notes that whilst the Gort town boundary has been reduced the site is within the "Built Up Area" for Gort Town. It then submits that the requested ""BE-Business & Enterprise zoning" is consistent with the principles of consolidated urban development. The submission then discusses the 'suitability' of the subject lands for 'Business & Enterprise' Development. The submission highlights that the site has access onto the Ennis Road, is served by public infrastructure, and has no environmental/flood risk designations. It considers that the site is readily developable in the near future. It notes that the requested Business & Enterprise zoning is proposed in	

		lieu of the of land which is zoned BE-Business & Enterprise along the Circular Road in the Draft LAP. The submission considers that the requested rezoning of the subject lands from Industrial to Business & Enterprise would compensate for the loss of Business & Enterprise zoning along Circular Road, it also notes that the proposed rezoning request will not result in a shortfall of Industrial zoned lands within the Plan area. The submission provides a planning history of the site, outlining applications on the site, including; • Pl. Ref. No. 23/61429 – permission granted for 2 no. Warehouse Units with entrance via existing site entrance onto the Ennis Road R458 and all associated site works. • Pl. Ref. No. 07/3857: - permission granted for 8 no. industrial buildings of various sizes and all associated site works • Pl. Ref. No. 12/1089 – Extension of Duration granted for development granted under Pl. Ref. No. 07/385 The submission considers that the principle for commercial development is established on the site. The submission considers that rezoning of the lands to Business & Enterprise would be in line with national, regional and local policy objectives, including; • National – NPO6, NPO 7 and NPO 11 • Regional – RPO 6.26 • Local – The submission considers that proposed zoning would be consistent with the facilitation of sustainable growth within the town and expansion of the employment base,	

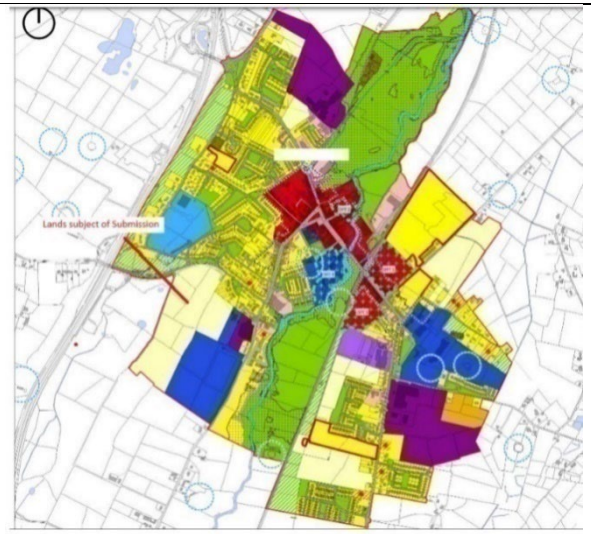
		as envisaged under Section 2.4.8 of the GCDP 2022-2028.	
GLW-C136-102	MKO on behalf of Eliosha Lydon of Lydon Developments	The submission relates to rezoning requests for two parcels of lands, for clarity the parcels of land are defined as the following; • School Site: Lands to the northwest of Gort River currently comprising the unused secondary school. • Railway Site: Lands immediately east of Gort River bounded to the east by the rail line. The submission makes the following rezoning requests; 1. Rezone the School site from 'Community' to Town Centre 2. Rezone the Railway Site from Open Space/ Recreation & Amenity to Town Centre The submission wishes to submit rationale and justification for rezoning of the site to Town Centre and intends to address more specifically the feasibility for; 1. Regeneration of the vacant school building on the School Site in the context of residential adaptation; 2. Examination of development potential for the Railway Site against each of their current zoning configurations.	**Chief Executive's Response** Submission noted. The Planning Authority have considered the rezoning request for the two parcels of land subject to the submission (School Site and Railway Site). In terms of the School Site, the Draft Gort LAP has identified these lands as 'Opportunity Site 4' and it is an objective to "support the redevelopment and consolidation of important historical buildings and lands in the heart of Gort Town Centre to provide for social, cultural and community needs." The Planning Authority recognise that these lands have historically been used as community facilities including a former religious institution and school, it considers that the Community Facilities zoning in the Draft LAP will support regeneration of the site to be utilitised for community benefit once more. The Planning Authority consider that the lands should be retained as Community Facilites as per the Draft Gort LAP 2025– 2031. In terms of the Railway Site, the Planning Authority is mindful that the majority of these lands are located within Flood Zones A & B and have been identified as Constrained Land Use in the Draft Gort LAP 2025-2031 which is supported by policy objective GSST 25. Given the extent of the flood zone within the site and access issues, the Planning Authority consider that the lands should

		 *Figure 1: Google Maps Aerial View of subject lands outlined in red (School and Railway Site)* The submission provides a detailed description of the site location and context of the subject lands, including; • Total site area (School site + Railway Site) is 8.5 acres • pedestrian bridge over the Cannahowna River facilitates linkage between the two sites • The School Site accommodates a vacant school building (last occupied in the early 1990's) comprising an overall footprint of approximately 1115 m². The submission discusses the impacts of the Draft Gort LAP 2025-2031 zoning designations on the subject lands • Impact on the School Site The submission considers that the Community Facilities zoning renders the lands and building limited in terms of	remain zoned as Open Space/Recreation & amenity as per the Draft Gort LAP 2025-2031.  **Chief Executive's Recommendation** No Change

		compact urban settlement and regeneration. It also submits that the zoning will restrict development to that of cultural / recreational / religious or educational. • Impact on Railway Site The submission considers that the Open Space/Recreation & Amenity zoning places considerable restriction on this town centre location and suggests that there would be no potential for future development. The submission goes on to discuss future development potential for the sites. • It is submitted that the owner of the site is examining the regeneration of the School Site under the zoning of Town Centre which facilitates residential development. It notes that a range of uses are 'permitted in principle' or 'open for consideration' under town centre zoning, such as community uses including; o Community Facility (Permitted) o Cultural Recreational Building (Permitted) o Library (Permitted) o Leisure (Permitted) o Education (Permitted) o Recreational / Cultural Facilities (Open for Consideration) • The submission notes that subject landholding does not extend to the adjacent historical convent building and submits that the adaptation of 'historical buildings 'in terms of the objectives for Community Facilities would not apply to our owner's national school building, it then reiterates the request for the lands to be zoned town centre.	

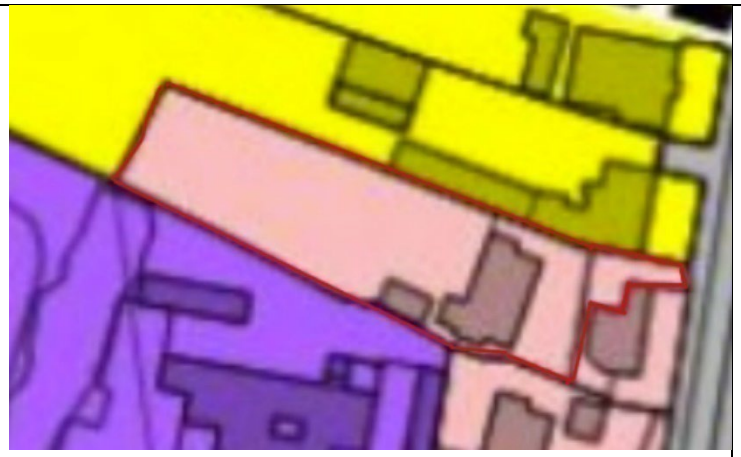
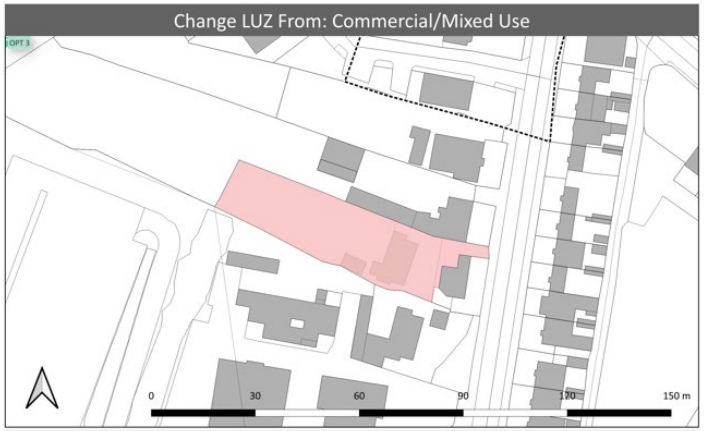
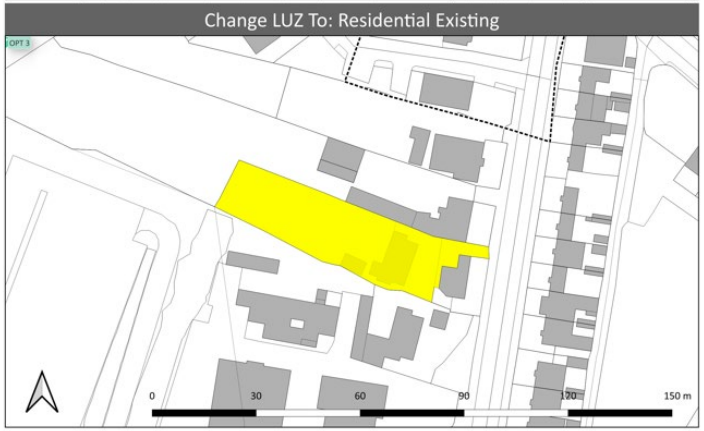
		• In terms of the Railway Site, the Submission highlights that there is a substantial amount of open space in the town centre, and submits that the provision of additional Open Space within the town centre would be contrary to national, regional and local policies. • The submission acknowledges that a large portion of the Railway site is located in Flood Zones B and C and notes that residential use can be permitted in these zones. The submission proposes that commercial and mixed-use developments can be applied to the ground floor of Flood Zone B with residential over and considers that a justification Test would be passed for such a development. • The submission considers that Town Centre zoning of the Railway site has the potential to create a development that in a mirrored configuration with the School Site, would encase the natural open space around the river. The submission references National, Regional and Local planning policy which it considers supports the change of zoning to Town Centre; • NPF – The submission highlights that the NPF supports compact urban growth and acknowledges the impact that dispersal of settlements is having on the population which ultimately contributes to the 'social, economic and physical decline' of towns like Gort. • RSES The submission highlights the RSES target to deliver 30% of all new homes in urban areas with a population of at least 1500.	

		• - GCDP 2022-2028 – The submission references that the GCDP supports residential units on appropriately zoned land, most particularly 'encouraging sequential and compact growth in the town' and highlights that the 'reuse of existing buildings 'for residential use is also encouraged. The submission concludes by reiterating the request to rezone: 1. Rezone the School site from 'Community' to Town Centre 2. Rezone the Railway Site from Open Space/ Recreation & Amenity to Town Centre	
GLW-C136-115	Declan Hayes submitted via Brendan Slevin & Associates	A comprehensive submission which relates to lands comprising approximating 6.7 hectares situated on the northwestern fringe of Gort town along the R460. The submission requests for the lands to be rezoned from Residential Phase 2 to Residential Phase 1 in the Draft Gort LAP 2025-2031.	**Chief Executive's Response** Submission noted. The Draft Gort LAP 2025 – 2031 was prepared in accordance with the Core Strategy of the GCDP 2022 – 2028. As part of the review of the Local Area Plan, the quantum of Residential Phase 1 was examined. There is a requirement of 12.9ha of Residential Phase 1 lands and the Planning Authority has zoned accordingly. It is considered that the lands should be retained as Residential Phase 2 per the Draft Gort LAP 2025– 2031.

		 The submission considers that a majority of the residential Phase 1 lands have been granted planning permission and 'will soon be brownfield'. The submission highlights that a portion of the lands allocated Residential Phase 1 on the Loughrea Road already have been granted planning under Town Centre Zoning, and notes that commercial development is contained within the application. The submission considers that there has been a mis calculation on this site in terms of what is permitted under residential development. In terms of the subject lands, the submission notes that it is served by a newly realigned regional road. It highlights that the owner of the subject lands has control over adjoining lands to the south and could facilitate the extension of the public footpath. It states that the lands are served by water infrastructure and that provision has	**Chief Executive's Recommendation** No Change

		been left for a future Wastewater connection to the Irish Water Network via the Gort Na Ri Estate. The submission concludes by reiterating the request to rezone the lands to Residential Phase 1.	
GLW-C136-9	Grealish Glynn & Associates on behalf of Paddy and Maura Grealish	The submission refers to a parcel of land within the Punchbowl Estate. The submission requests for the land that is re-zoned from Open Space / Recreation and Amenity to Residential Infill. 	**Chief Executive's Response** Following a review of the planning history of the subject lands it is noted that a parcel of land at the south of the site was identified for 'Civic Amenity' in the site layout plan which was granted planning permission under reference 99/5447. The remainder of the site appears to be within the bounds of the B1 residential dwelling in the same site layout plan. Given the legacy zoning of the site as Existing Residential, it is considered to amend the zoning of the Draft Plan to Existing Residential. **Chief Executive's Recommendation** Rezone lands in question from Open Space/Recreation and Amenity to Existing Residential.

			
GLW-C136-13	O'Neill - O'Malley Ltd On behalf of Alan and Olivia O'Grady.	The submission refers to a parcel of land along the Ennis Road. The submission requests for the land to be rezoned from Commercial/Mixed Use to Existing Residential.	**Chief Executive's Response** Following a review of the lands subject to the submission, the Planning Authority consider that the unit behind the commercial unit fronting onto the Ennis Road is in residential use, therefore land should be rezoned to Existing Residential. **Chief Executive's Recommendation** Rezone lands in question from Commercial/Mixed Use to Existing Residential.

			 
GLW-C136-73	MKO on behalf of Riverside Foods Ltd.	The submission provides a preamble and a detailed site location and context description prior to raising the queries to be addressed in the submission. The submission makes two requests with regard to the Draft Gort LAP 2025-203, discussed below; 1. Provision of Industrial Zoning on the full extent	**Chief Executive's Response** Submission noted. Following a review of the lands subject to the submission, the Planning Authority consider that the remaining extent of the lands subject to the submission should be zoned 'Industrial'.

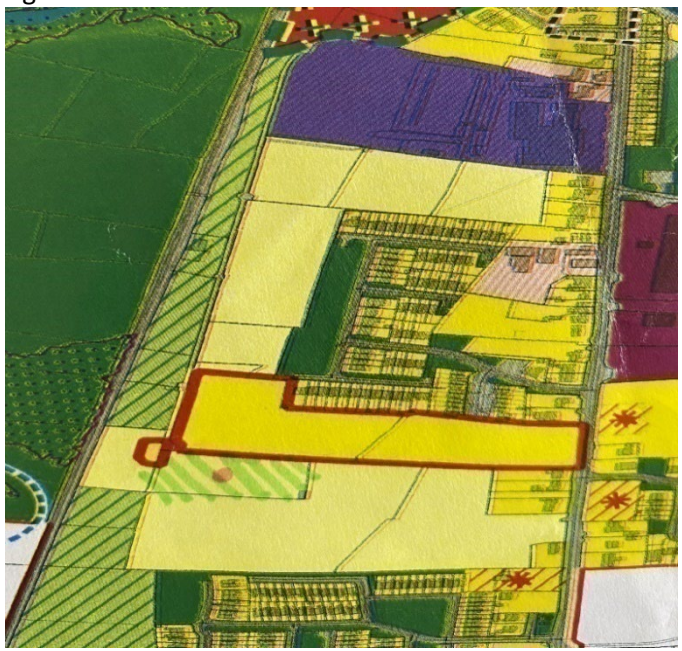
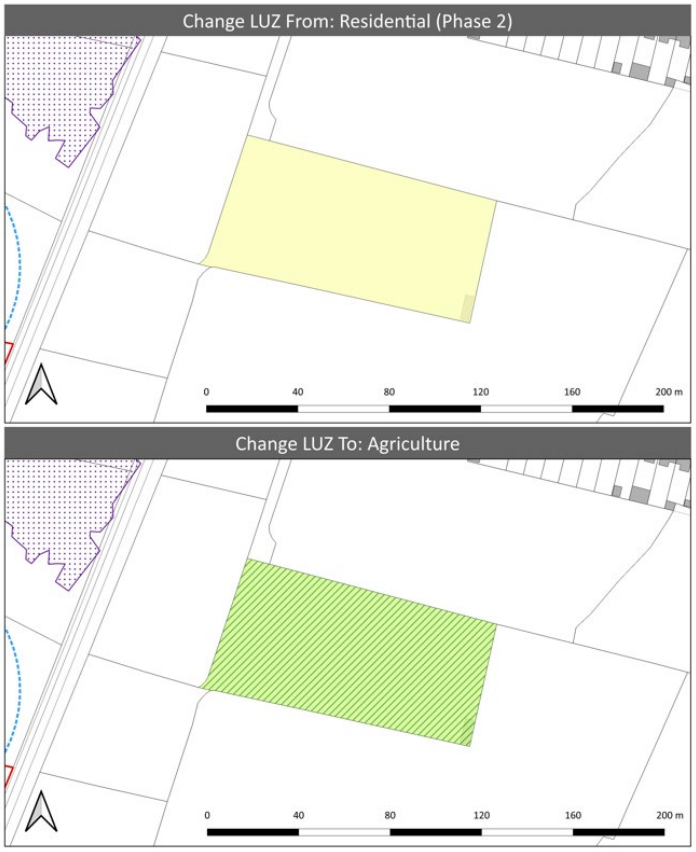
		of the owner's landholding  *Figure 1 - Proposed alteration to the Industrial zoning of the subject site* The submission highlights that the full extent of the owner's landholding was zoned 'Industrial' in the expired Gort LAP 2013-2018 (as extended), whereas the Draft Gort LAP 2025-2031dezoned 1.6 acres with 2.2 acres remaining as 'Industrial' zoned land. The submission also notes that the Draft Gort LTP proposes the provision of a road corridor / safeguard zone which goes through the subject lands , illustrated on Figure 6-13 of the LTP, and suggests that Any future development proposal on the subject lands would be required to provide a development buffer around the link road alignment or alternatively, deliver a section of the proposed link road. The submission raises concerns that the development potential of the retained lands, in the scenario described above, would be significantly impacted. The submission considers that the owners landholding at this location is a strategic opportunity site at the confluence of the R458 and the future link road, as well as being located in immediate proximity to the M18 interchange. The submission requests for the provision of Industrial land use zoning on the full extent of our client's landholding in	

		the Adopted Gort LAP2025-2031 . 2. Inclusion of a specific objective which designates the subject site as the preferred location for a new 'off-line' service area. The submission discusses the subject lands potential for future development for an 'Off-Line Service Area' which would in effect serve traffic flow entering and egressing from the M18 Motorway. It is considered that the proposal would also potentially incorporate ancillary food / retail outlet services typically encountered in developments of this type, noting that two pre-planning meetings have been held with Galway County Council to discuss the project proposal. The submission raises the point that a proposed offline service area would be feasible if the landowner can avail of the full extent of the site of 3.79 acres to meet the development standards set out under TII Guidelines. The guidelines relate to sufficient car parking, rest stop areas and adequate capacity for HCV's. The submission suggests that the inclusion of a site specific objective to develop an off-line service on the subject lands "will act to improve traffic flow through Gort by acting as a diversionary service, thereby preventing excessive traffic entering the town centre." It considers that including this objective will in tandem act as a collaborative and integrative objective with EU, GCDP and TII policies in that it will serve to enhance road safety along a national corridor. The submission sets out national, regional and local	The Planning Authority note the request for the inclusion of a specific policy objective supporting the provision of an off-Line Service Area on the subject lands, however having regard to existing provisions in the legislation and national, regional and local planning policy its inclusion is not considered to be justified.

		policies which it considers to provide a justified rationale to support the development proposed for the subject lands, including; • Spatial Planning and National Roads Guidelines 2012 The guidelines state the following in respect of Service Areas; Off-line Motorway Service Areas at National Road Junctions 'In the preparation of their plans, planning authorities may consider policies for the provision of off-line motorway service area facilities with reference to the requirements and advice included in the most up to-date NRA guidance on the location and layout of the NRA's service areas and also similar type existing or planned privately promoted service facilities within existing towns / settlements and located in the general environs of the relevant road corridor'. • Transport Infrastructure Ireland 2023-Service Area Policy Section 3.2 of the TII Service Area Policy document defines 'Off-Line' Service Areas as follows; 'Off-line service areas are located adjacent to the mainline carriageway but accessed via a junction Motorway / dual carriageway. The provision of off-line service areas is subject to local development plan policies and the requirements of national planning policy stated in the Spatial Planning and National Road Guidelines for Planning Authorities (Department of Environment, Community and Local Government) 2012." Offline services can provide extensive services including; o Parking for cars and HCDs o Convenience to Motorway Junctions with national and regional roads o Remain open 24hrs per day, 7 days a week o Permit commercial vehicles to park for longer	Noted.

		periods ○ Provide safety and security equipment and appropriate facilities The submission highlights that the guidelines specifically reference that the M17/M18 corridor has been identified as having no service area in place. • GCDP 2022-2028 The submission considers that the GCDP aligns with national development and transport policy, around service areas, through the inclusion of Objective GCTPS 7: Improvements to Road Network - 'The County will manage and maintain the efficient and safe operation of the road network under its control, and will work with TII and NTA to identify locations on the national network where targeted improvements may be required to address specific issues'.	**Chief Executive's Recommendation** Zone remaining extent of lands illustrated in the submission to 'Industrial'.

			
GLW-C136-87	Patrick Brady	The submission requests for lands zoned 'Residential Phase 2' in the Draft Gort LAP 2025-2031 to be rezoned to	**Chief Executive's Response** Following a consideration of the submission, the planning

		Agriculture. 	Authority consider it appropriate to rezone the lands in question from Residential Phase 2 to Agriculture. **Chief Executive's Recommendation** Rezone lands from Residential Phase 2 to Agriculture. 

Comhairle Chontae na Gaillimhe
Galway County Council

Draft Gort Local Area Plan
2025 - 2031

Chief Executive Report
Appendices

Comhairle Chontae na Gaillimhe
Galway County Council

Draft Gort Local Area Plan 2025 - 2031

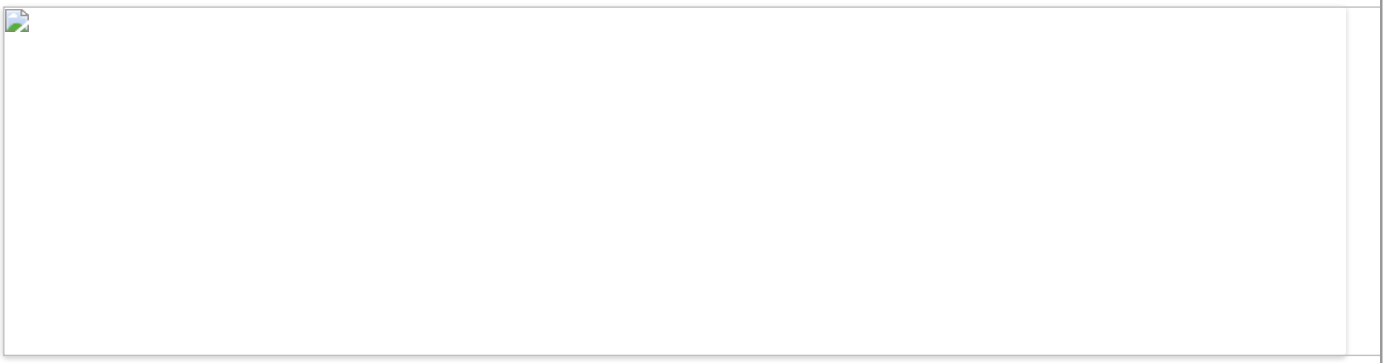
Chief Executive Report
Appendix A South Galway Vision

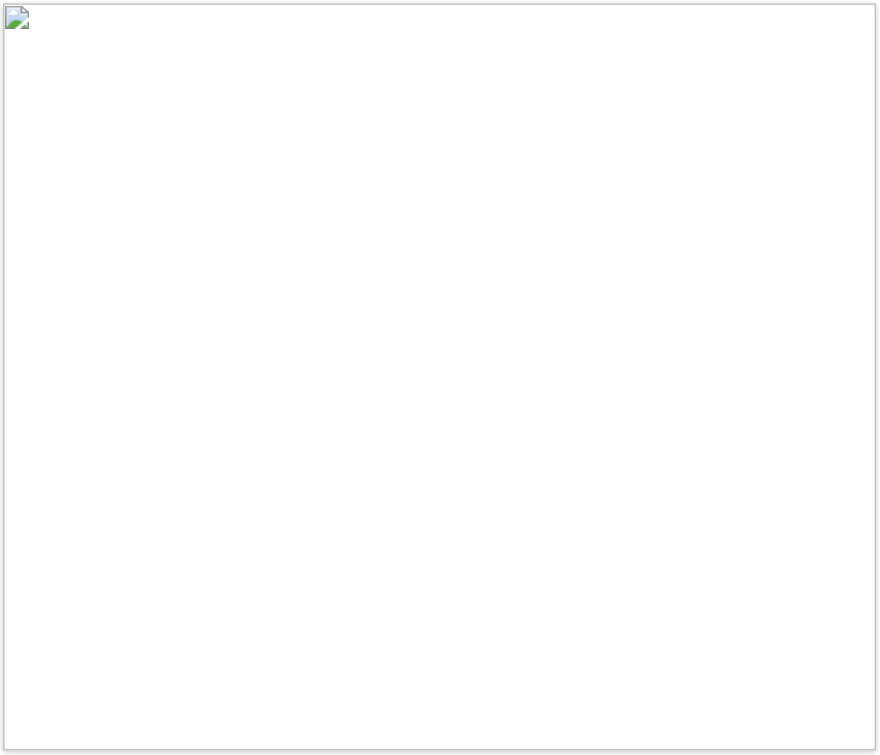
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South Galway Vision

A site for exploring and collaborating on the vision of what South Galway as a community can become





Vision : Gort Eco Park & Amenity Hub

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In the near future the Gort Landfill will be the focus of a remediaion process (recapping) and there is a significant opportunity to transform a previously unusable landfill site into a vibrant community, recreation,

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and tourism asset. Now is the perfect time to reimagine this space as a biodiversity-friendly ecopark that includes walking and cycling trails, green open spaces, a cycle hub, and community facilities. This project would provide a much-needed recreational area for residents and visitors, supporting sustainable tourism and active travel while enhancing Gort's natural environment. However, for this vision to become a reality, it must be explicitly recognized as a distinctive opportunity within the Gort Local Area Plan (LAP). By securing this designation, Gort can maximize funding opportunities and ensure that this site is developed in a way that benefits both the local community and the wider region. Now is the time to seize this once-in-a-generation chance to turn a former landfill into a thriving ecopark that enhances Gort's future.

This EcoPark and Amenity Hub will support:

- Rehabilitation of the Gort Landfill.
- Additional amenities in Proximity to Gort River Walk
- Direct link to Galway-Athlone Cycleway
- Sports/Recreational facilities
- Cycle /hub with bike hire, bicycle repair, showers, storage amenities
- Biodiversity and greening
- Heritage Enhancement and preservation of Flowervale House
- Accessible connections and pedestrian
- Remote working hub in proximity to Gort Station

Opportunity for Gort

A proposed Gort Eco Park and Amenity Hub at the Gort River Walk Entrance is presented as a transformative opportunity for tourism, active travel, and community engagement. With the Galway-Athlone Cycleway nearing Gort, this project will serve as a key gateway for cyclists and visitors exploring the region, offering seamless connectivity to the Wild Atlantic Way and beyond.

Situated just 50m from Gort Railway Station, the hub will integrate sustainable transport options, providing bicycle rental, repair, and storage services, as well as shower facilities, a café, a remote working space, and a small hostel. This initiative directly aligns with national, regional, and local development strategies, supporting active travel, climate resilience, and economic regeneration.

Imagine cycling into Gort along the scenic Galway-Athlone Cycleway, arriving at a modern Cycle Hub just minutes from the town centre. Here, you can secure your bike, refresh with a hot shower, and relax in a welcoming heritage café before setting off to explore. The cycleway will bring people on a dedicated route right into Gort's town centre.

Visitors can wander through Gort's historic streets, the town's vibrant market square and local shops or continue their journey and visit cultural landmarks like Coole Park, Kilmacduagh, Thoor Ballylee, and the Kiltartan Gregory Museum. When you're ready to continue your journey, the Gort Railway Station—just 50 metres away—offers seamless connections to Galway, Ennis, Limerick, and Dublin, or stay another night in a vibrant hostel. Whether you're on a long-distance cycling adventure or a day trip, Gort provides the perfect stop to recharge, experience local culture, and effortlessly transition from saddle to station.

Gort Mill – Its likes will never be seen again
Thoor Ballylee – The Power of an Enduring Vision
Application for proposed Biogas Plant in Gort has been withdrawn
Vision Remembered: Guaire Magazine
Trail 1 : Gort's Golden Mile
Gorgeous Gort's Greenways – Bringing back the river
A vision for Gort – The Slurry Capital of Ireland?
A vision for South Galway

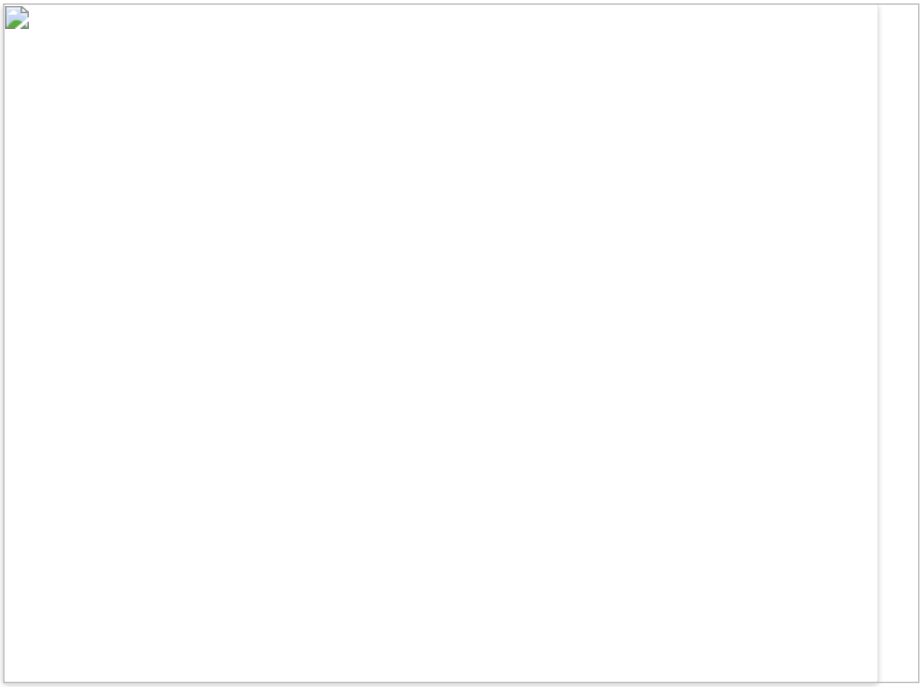


Figure 2 : Restored Flowervale house – cafe and interpretive centre

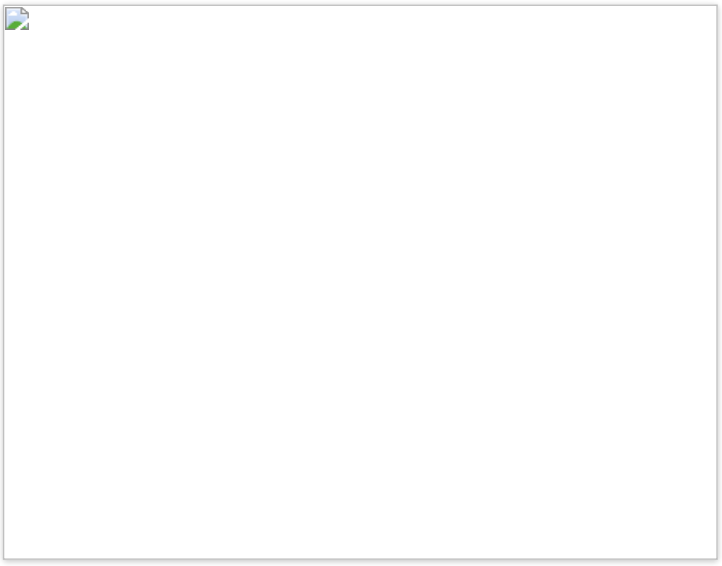
Driving factors

Gort Town becomes a key access point for the Galway-Dublin Cycleway which will provide a dedicated direct link to the town and be easily accessible for pedestrian/cyclists utilising the train.

Gort Town can also become a unique destination for remote workers that want to spend a day or 2 in the area and to work. The Gort River walk is within easy access for a stroll or a 1 minute walk into the town can offer shops, restaurants and cafes.

The Gort municipal landfill site is due for remediation in the near future and within the timeline of this LAP, there is a significant opportunity to redevelop this site from wasteland to a vibrant amenity and offer recreational facilities to the community and visitors.

The river walk and Amenity Hub will be the focus for increased community social activities, including meeting for a coffee with the sound of the river in the background. Meeting rooms with a biodiversity and nature focus will offer services for schools and adults as an education centre.



Key Aspects

The following represents a vision that should be captured as part of a Gort LAP Opportunity Site.

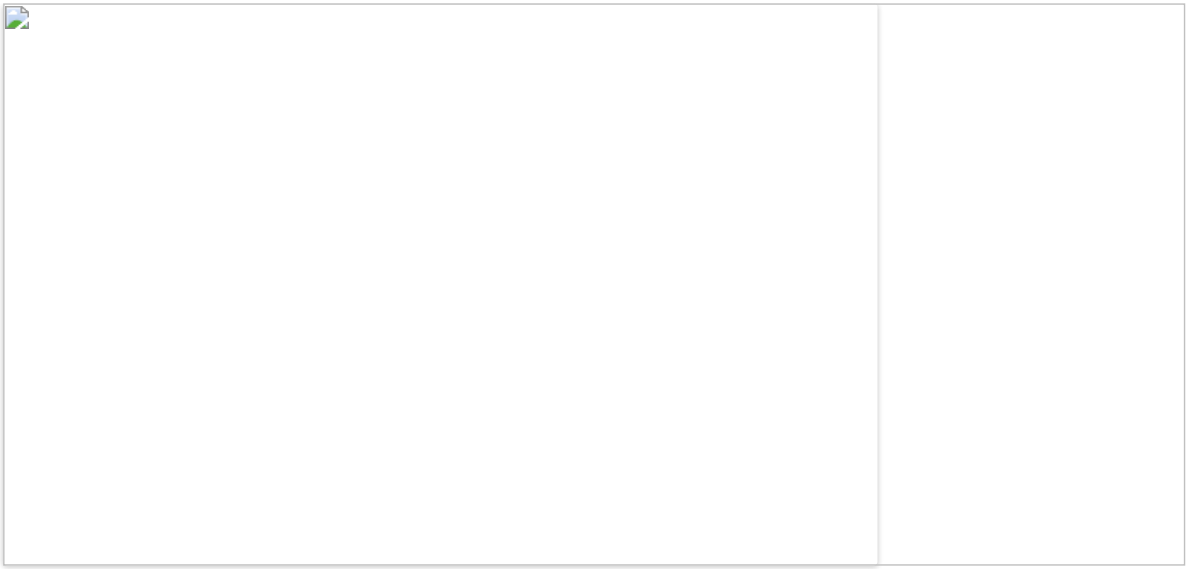


Figure 3 : The Galway-Athlone cycleway with direct connection to Gort and Amenity Hub

The Gort Eco Park & Amenity Hub development integrates key infrastructure and amenities to enhance sustainable tourism, active travel, and community engagement. The main features include:

Cycle Hub & Facilities

While the LAP acknowledges cycling, it does not include a fully integrated cycle network or a cycle-friendly transport hub. A dedicated Cycle Hub should be included in the LAP including:

- Bike rental, repair, and secure storage facilities for cyclists.
- Showers and changing rooms for visitors freshening up before exploring Gort.
- E-bike charging stations to support long-distance and sustainable travel.
- Cycling training and safety information area

This Cycle Hub should be developed with pedestrian/cyclist access to Gort Railway Station for seamless rail-bike integration.

Greenway & Connectivity

- Direct, safe and dedicated link to the Galway-Athlone Cycleway, making Gort a prime stop for cyclists including a new pedestrian and cycle bridge connection to Gort, (part of the Gort Town Centre First Plan) . This dedicated link limits the shared-use of cycleway with traffic, a key policy of the Galway-Athlone cycleway.

- Upgraded walking and cycling paths linking the hub to the Gort River Walk and local amenities including the key proposals of active travel of the LTP enable safe connectivity of most of Gort to the cycleway.
- Enhanced accessibility for Gort River Walk and pedestrian link between station and Ecopark.

Community & Recreational Spaces

- Restoration of Flowervale House as a community café and interpretive centre, celebrating local heritage.
- Installation of more accessible entrances to Gort River Walk
- A nature-focused meeting area that can be used by the community (community school, scouts, local groups) for biodiversity training and nature workshops
- Children's bike pump track, encouraging cycling among younger visitors.
- Designated picnic areas with seating, offering relaxing spaces along the river.
- Green open spaces for nature engagement and social interaction.
- An additional walking loop around the old Gort landfill with exercise stations
- Tennis courts and additional sports facilities.
- The inclusion of a walking labyrinth for meditative recreation
- Service buildings (requested by Gort River Walk Development Group) to store equipment for trail maintenance and scout storage.
- Scout Den building to host the Gort Scouts, who are involved in the Gort River Walk.

Sustainable Accommodation & Remote Working

- A small hostel for cyclists and eco-tourists seeking overnight stays.
- Potential for a remote working hub (depending on other community projects), allowing commuters and digital nomads to work in a scenic, vibrant, and well-connected location

Heritage, Cultural & Environmental Features

- Restoration of Flowervale House with interpretive centre for Gort River and Burren lowlands karst landscape
- Integration of biodiversity areas and riverbank restoration to enhance natural surroundings.
- Water feature with a pavilion, creating a scenic focal point for visitors and community gatherings.
- A welcoming Art installation greets amenity users and is visible from train users as they arrive in Gort.

Strategic Transport Integration

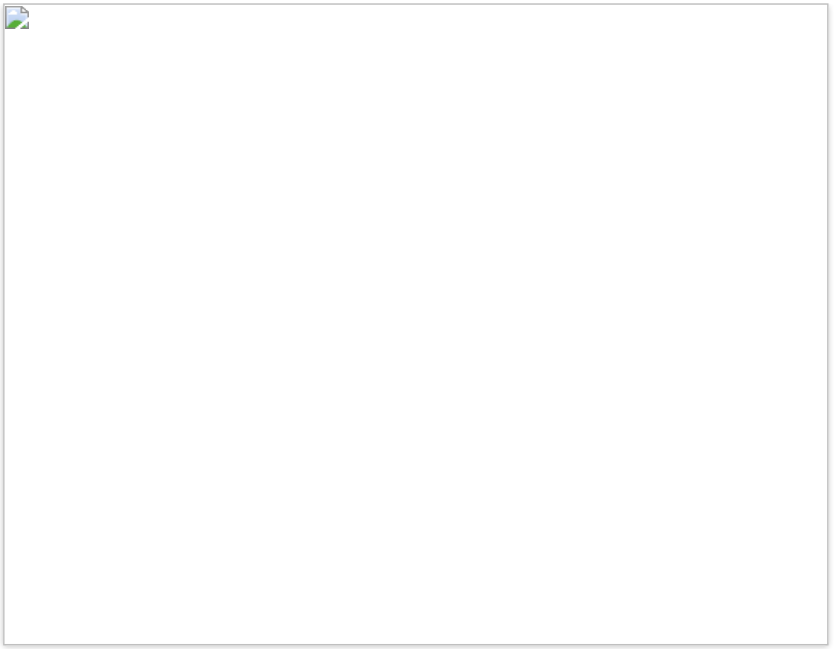
- Located just 50m from Gort Railway Station, ensuring seamless train-bike connectivity.
- Located 120m from Gort Bus stop
- No car access required, promoting active and sustainable travel options.

It is envisaged that most buildings would include solar panels and generate their own electricity and be fully sustainable.

This multi-functional hub aligns with the Gort Town Centre First Plan and Gort LAP 2025-2031, making it a landmark project for active tourism, heritage preservation, and local economic revitalization.

Key users of the Park/hub

Target Audience & Slow Tourism Appeal



The project will attract visitors who prioritize sustainable, experience-based travel, aligning with the growing trend of slow tourism, which focuses on immersive and environmentally conscious travel experiences.

Key Visitor Groups:

- Cyclists & Eco-Tourists – Using the Galway-Athlone Cycleway as a low-carbon way to explore the region.
- Remote Workers & Digital Nomads – Seeking co-working spaces with strong transport links.
- Cultural & Heritage Visitors – Visiting Coole Park, Thoor Ballylee, and the Kiltartan Gregory Museum.
- Families & Outdoor Enthusiasts – Can enjoy a bike bump track, river walk, and nature-based activities.

Nearby Attractions & Experiences:

- Gort Town Centre
- Coole Park & Gardens – Once home to Lady Gregory, this historic estate is a major draw for literary and heritage tourists.
- Thoor Ballylee – A 16th-century Norman tower house associated with W.B. Yeats, attracting literature and history enthusiasts.
- Kiltartan Gregory Museum – A key cultural site showcasing the legacy of Lady Gregory and the Irish Literary Revival.
- Kilmacduagh monastic site

Community Focus

The restoration of Flowervale House as a community café and interpretive centre will celebrate local heritage while providing a welcoming space for residents and visitors. A nature-focused workshop area will support biodiversity training and educational programs for local groups, including schools and scouts. The site will feature a children’s bike pump track to encourage cycling from an early age, along with designated picnic areas and green open spaces to promote social interaction and relaxation along the river.

A new walking loop around the Gort landfill site, integrated with exercise stations, will enhance outdoor recreation, while tennis courts or other sports facilities will provide additional fitness opportunities.

A walking labyrinth will offer a unique meditative space for mindfulness and well-being.

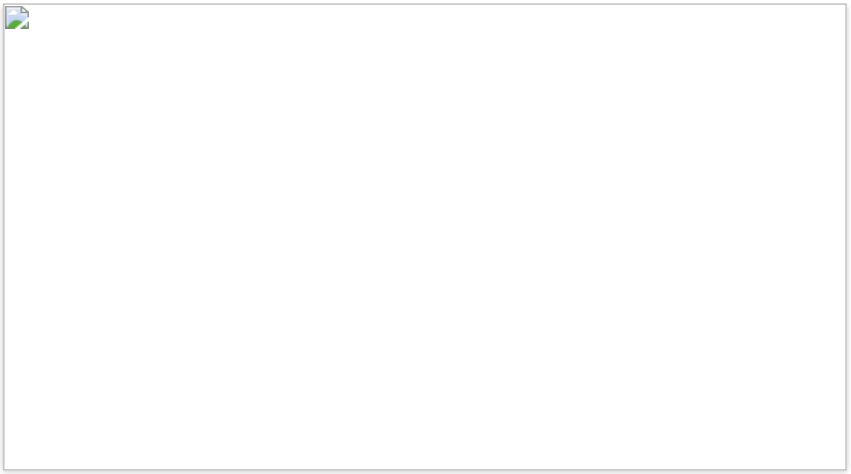


Figure 4 : Example of walking Labyrinth close to the trail and Gort River

Essential service buildings will be included for trail maintenance equipment storage for the Gort River Walk development and also include storage facilities for the Gort Scouts, who play an active role in the Gort River Walk.

Benefits to the Town & Region

The Gort Eco Park & Amenity Hub is a transformative project that enhances sustainable tourism, community engagement, and climate resilience, aligning with key national, regional, and local development strategies.

Sustainable Tourism & Economic Growth

- Gort as a Key Cycleway Hub – Positioned at the entrance to the Galway-Athlone Cycleway, attracting eco-tourists and cyclists directly into the town and train station.
- The Ecopark (and Art Installation) will also be visible from the train and enhance Gort's image as an attractive destination.
- New Business & Employment Opportunities – The café, bike rental shop, interpretive centre, hostel and remote working hub will create jobs and support the local economy ensuring Gort in its vision as a self-sustaining town.
- A Destination for Remote Workers & Digital Nomads – The co-working hub provides a scenic, well-connected space for professionals, enhancing Gort's appeal as a stay-over destination.

Climate Change Resilience & Sustainable Mobility

- Supports Low-Carbon Travel – Seamless integration with Gort Railway Station & Gort Bus Stop encourages train and bike travel over car usage.
- Green Infrastructure & Renewable Energy – Buildings will feature solar panels and on-site self-sustaining energy systems, reducing overall carbon emissions.
- Limited Car Access Required – Prioritizing cycling and pedestrian movement reduces traffic congestion and pollution.

Biodiversity & Environmental Enhancement

- Restoration of the Gort River Walk & Riverbank Biodiversity Areas – Improves local ecosystems and enhances habitats for wildlife.
- Repurposing a Former Landfill – The remediation of the municipal landfill into a vibrant green space transforms wasteland into a thriving ecological and recreational area including natural meadows, shrubs and other biodiversity installations like beehives.
- Inclusion of a Walking Labyrinth & Green Open Spaces – Encourages nature engagement, relaxation, and mindfulness.

Community Well-Being & Recreation

- New Social & Recreational Facilities – The picnic areas, café, sports facilities e.g. sports courts/buildings, children's pump track, addional trails, exercise stations create inclusive spaces for all age groups.

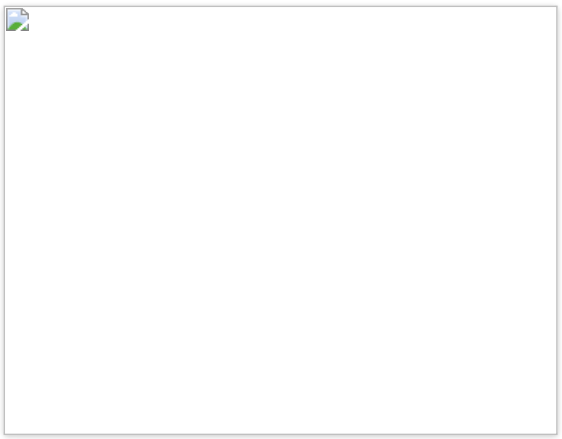


Figure 5 : Concept of a bump track close to Gort Station

- Flowervale House Restoration – The heritage building will serve as a community café and interpretive centre, enriching local history and storytelling.
- River Walk Activation – The new pedestrian bridge to Gort, part of the Gort Town Centre First Plan, will enhance connectivity and encourage outdoor social interactions.

Cultural & Heritage Promotion

- Gateway to Iconic Attractions – Easy access to Coole Park, Thoor Ballylee, and the Kiltartan Gregory Museum, Kilmacduagh, reinforcing Gort as a heritage tourism hub.
- Interpretive Centre for the Gort River and Burren Lowlands – Educates visitors on local ecology, heritage, and the significance of the Gort River.

This project repurposes underutilised land, improves climate resilience, enhances biodiversity, and strengthens Gort's role in sustainable tourism and community well-being. By leveraging its strategic location and integrating renewable energy, green transport, and heritage preservation, the Gort Ecopark & Amenity Hub will become a landmark development, ensuring a greener, healthier, and more connected future for the town.

Justification & Policy Alignment

The Gort Ecopark & Amenity Hub aligns with key national, regional, and local policy objectives, contributing to sustainable tourism, economic development, climate resilience, and biodiversity enhancement. The project directly supports

- The Gort Town Centre First Plan (TCFP)
- Key objectives within the Gort Local Area Plan (LAP) 2025-2031,
- Galway County Development Plan 2022-2028

This reinforces active travel, heritage restoration, and environmental conservation.

Strategic Fit with National & Regional Policy

Town Centre First Policy & Project Ireland 2040

- The Gort Town Centre First Plan emphasizes town centre revitalization, sustainable mobility, and economic regeneration. This plan also proposed a new foot bridge over the river to a now revitalised amenity and biodiversity space
- Project Ireland 2040 prioritizes the development of connected, compact, and climate-resilient urban centres, aligning with Gort's redevelopment as a cycling and eco-tourism hub.
- This vision delivers probably one of the most significant impacts across the key themes in the Gort Town Centre First Plan including :
    - Theme 01 | Reanimating heritage
    - Theme 03 | Social inclusion, community spirit & well-being

- Theme 04 | Connectivity
- Theme 05 | Re-purposing vacant & derelict buildings
- Theme 06 | Vibrant local economy
- Theme 07 | Sustainable urban living
- Theme 08 | Attracting visitors
- Theme 09 | Natural environment and biodiversity

Galway County Development Plan (GCDP) 2022-2028

- Identifies Gort as a self-sustaining town, requiring targeted investment in employment, infrastructure, and tourism facilities .
- Supports cycling and greenway infrastructure as part of Galway's sustainable transport network .

Northern & Western Regional Spatial and Economic Strategy (RSES)

- Emphasizes compact growth, improved mobility, and climate resilience—all key aspects of the Gort Ecopark & Amenity Hub.

Economic & Tourism Development

Boosting Local Business & Employment

- The Gort LAP 2025-2031 supports tourism and recreation investment, highlighting the potential of Coole Park, Thoor Ballylee, and the Kiltartan Gregory Museum to drive visitor numbers.
- The hostel, café, and cycle hub will create new jobs and attract slow tourism, fostering sustainable economic growth .
- The Galway County Tourism Strategy 2023-2031 supports thematic tourism development, including greenways, heritage sites, and eco-tourism experiences.

Enhancing Gort's Role as a Cycling Destination

- The GCDP 2022-2028 supports the Galway-Athlone Cycleway as a major tourism and transport project, making Gort a key stopping point. The direct connection link from the Greenway to Gort Town Centre is a unique opportunity.
- The Gort Local Transport Plan prioritizes cycling and pedestrian-friendly infrastructure, aligning with the Ecopark's active travel focus .

Climate Resilience & Sustainable Development

Promoting Low-Carbon Travel

- The LAP 2025-2031 and GCDP 2022-2028 emphasize reducing car dependency by investing in walking, cycling, and rail connectivity .
- The Ecopark's proximity to Gort Railway Station (50m) and Gort Bus Stop (120m) ensures seamless bike-train integration, reducing transport emissions .

Green Energy & Low-Impact Infrastructure

- The Ecopark's solar-powered buildings align with Galway County's Climate Action and Renewable Energy Strategy, promoting energy self-sufficiency .
- The use of Sustainable Urban Drainage Systems (SuDS) enhances stormwater management and biodiversity, addressing climate risks .

Transforming a Former Landfill into Green Space

- The Gort municipal landfill is scheduled for remediation, and repurposing the site as an ecopark aligns with circular economy principles .
- This rehabilitation project enhances community well-being, turning wasteland into a vibrant, usable public amenity.

Biodiversity & Natural Heritage Enhancement

Strengthening Local Ecosystems

- The Gort LAP prioritizes biodiversity restoration, including enhanced river walk spaces, native tree planting, and riverbank conservation .
- The integration of nature-based solutions, such as a walking labyrinth and green recreational zones, fosters environmental stewardship and mental well-being .

Enhancing the Gort River Walk & Community Spaces

- The extension of the Gort River Walk and the addition of picnic areas will create more social spaces for residents and visitors .
- The new pedestrian and cycle bridge will enhance connectivity, making the river walk a focal point for community activities .

Cultural & Heritage Conservation

Restoring Flowervale House as a Heritage & Community Hub

- The adaptive reuse of Flowervale House as a café and interpretive centre aligns with the Gort LAP's vision for preserving historic sites .
- The interpretive centre will educate visitors about the Gort River, the Burren Lowlands, and local history, reinforcing Gort's cultural identity.

Leveraging Nearby Attractions

- The hub's location strategically links visitors to Coole Park, Thoor Ballylee, and Kiltartan Gregory Museum, Kilmacduagh, strengthening Gort's tourism appeal .

Community Well-Being & Active Living

Providing Inclusive Recreational Spaces

- The bike pump track, picnic areas, and sports facilities support active lifestyles for all age groups, improving community health and engagement .
- The walking labyrinth will offer a unique meditative space, fostering mental well-being and mindfulness.
- Linkage between the Market Square and this new eoc-park/Amenity Hub will have a positive impact on community well-being.

Encouraging Social Interaction

- The café space , picnic area and additional trails, will serve as a gathering point for residents, remote workers, and visitors, strengthening Gort's sense of community .

The Gort Ecopark & Amenity Hub is fully aligned with national, regional, and local strategies for sustainable development, active travel, tourism growth, and climate resilience. It will:

- Enhance Gort's economic viability by attracting eco-tourists, remote workers, and heritage visitors.
- Promote sustainable transport through cycling, walking, and rail connectivity.
- Improve climate resilience with low-carbon infrastructure, biodiversity conservation, and flood mitigation.
- Transform an underutilised landfill into a vibrant green space, benefiting both residents and visitors.
- Strengthen cultural and community assets, restoring Flowervale House and extending the river walk.

This multi-functional hub will establish Gort as a leading destination for slow tourism and sustainable living, ensuring a healthier, greener, and more connected future.

Opportunities for Funding

There is significant opportunity of funding through various sources. As a significant part of the area proposed is on or near a landfill undergoing remediation, it can be strongly considered for funding, particularly if the

project aligns with environmental rehabilitation, economic regeneration, or sustainable development goals. There are several funding mechanisms that can support such an initiative:

Urban & Rural Regeneration Funds

- Urban Regeneration and Development Fund (URDF) – Supporting town and city renewal projects, including brownfield redevelopment.
- Rural Regeneration and Development Fund (RRDF) – Funding rural town revitalization, infrastructure, and community-driven projects.

2. Environmental & Circular Economy Grants

- Circular Economy Fund (EPA) – Supports projects that promote sustainability, waste reuse, and environmental rehabilitation.
- National Just Transition Fund – Funds climate-friendly economic projects in areas affected by industrial change(Landfill).

3. EU & Climate Action Funds

- EU LIFE Programme – Supporting environmental restoration, biodiversity, and waste management projects.
- European Regional Development Fund (ERDF) – Funding brownfield redevelopment with an economic and sustainability focus.

4. Greenway & Tourism-Related Funds

- Fáilte Ireland: Tourism Development Fund – Funds tourism infrastructure, particularly eco-tourism and cycling-related projects.
- Active Travel Investment Programme (NTA) – Supports walking and cycling infrastructure, including connections to greenways.

Missing Opportunity

The current LAP Draft does not identify any *Opportunity Sites* that are Amenity-focused and this is therefore a missed opportunity. The eco-park and Amenity Hub concept proposal demonstrates that there is a high-value opportunity to :

- Establish an eco-park as part of landfill remediation to provide an incredible amenity space to the community and visitors
- Connect the Town Square directly to the emerging Galway-Dublin cycleway and provide essential services to cyclists
- Promote a remote-working environment for the community and visitors in an ideal setting.

While there is a *Community Lands* opportunity outlined in the LAP (*Opportunity site 4*), the opportunity presented is distinctive, independent and **complementary** with Site 4 as it is more focused on the Amenity potential, the connection to the cycleway and the landfill remediation potential which can be facilitated through various funding streams.

This opportunity will be lost if this entire section of land is zoned all Amenity/Open space or if not specifically highlighted in the LAP.

Additional feedback on LAP

- The LAP and LTP fail to demonstrate how pedestrian and cycling networks will integrate seamlessly with the town centre.
- The LAP does not adequately integrate the Local Transport Plan (LTP) objectives, missing key details on transport priorities, cycling, and public transport infrastructure.
- While the LAP acknowledges cycling, it does not include a fully integrated cycle network or a cycle-friendly transport hub. There is no clear plan for a dedicated, safe cycling route linking the Galway-Athlone-Dublin Cycleway to Gort town centre.
- The LAP does not leverage Gort Railway Station’s potential to support rail-cycle tourism.

- The LAP designates the landfill site as “Amenity”, but does not outline how this space could be transformed into a functional public asset. There is no phased development plan, funding strategy, or list of potential recreational uses to guide the site’s transition post-remediation. Without a structured approach, the landfill site may remain an unused, passive green space with limited community benefit.
- The LAP does not specify what types of facilities will be provided in the amenity zone in the landfill (e.g., trails, playgrounds, sports facilities, nature walks).
- There is no vision for community engagement, such as outdoor classrooms, biodiversity gardens, or wellness spaces. Without a clear recreational framework, the site risks being a green space with no real function or attraction.
- The zoning of all land (landfill site and land north of Aldi) is too restrictive for the vision of a Gort Ecopark and Amenity Hub.

Key Recommendations

The key recommendation is therefore to :

- Present this as distinctive **Opportunity Site 5 – Ecopark and Amenity Hub** including provisions for a dedicated cycle hub, direct cycleway access to the town centre and the inclusion of a new footbridge/cycle bridge in the town.
- Ensure that the land north of Aldi is zoned ‘Community Facilities’ or ‘Town Centre’, to facilitate development such as remote working hub, hostel, interpretive centre/café, storage, parking etc.

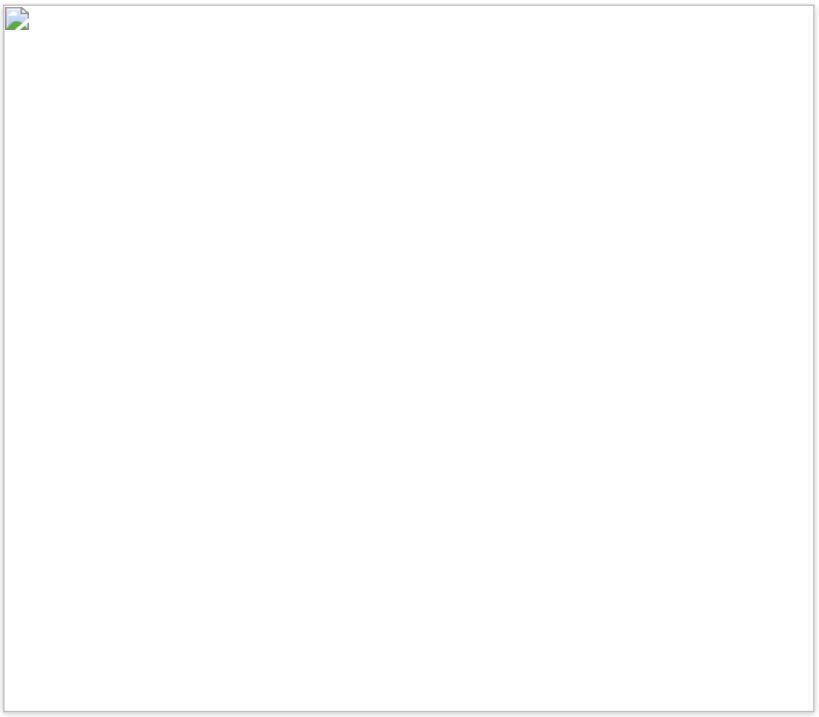


Figure 6 : Proposal for Opportunity 5 with less constrictive zoning

The LAP should also include more specific objectives to enable such a proposal, including the following:

- Explicitly outline a **dedicated** cycle path from the Galway-Athlone-Dublin Cycleway into the town centre. New pedestrian and cycle bridge connections should be prioritized to ensure direct, car-free access between the greenway and the town. (A new WC route along the railway/modified WC10)
- Enhance **rail-cycle integration**, making Gort a key stop for slow tourism. A dedicated Cycle Hub should be included in the LAP which should be strategically placed near Gort Railway Station for seamless rail-bike integration
- The LTP objectives should be explicitly included in Section 2.8 of the LAP, listing priority/short-term transport measures. (also NTA Recommendation)
- Explicitly identify the opportunity to transform the Gort landfill and list some key examples of the recreational uses of such a site.
- Include objectives for restoration of Flowervale into an interpretive centre, café, with ancillary community meeting rooms.
- Objective to include Cycle hub, accommodation, remote working , storage facilities to create a vibrant Amenity Hub

- GSST 19 should be updated support land provisione.g. identify, secure, and acquire lands (through purchase, lease, or wayleave agreements) for the development of open space, recreation, and community facilities, ensuring permanent public access and long-term sustainability of the amenity network in Gort.
- Recent planning applications have been refused planning because of the restricted access from Georges St to Station/Pound road and called into question the development of the ‘backlands’ as highlighted in the Gort Town Centre First Plan.

The site highlighted below is the subject of planning enforcement and in its current state, it detracts significantly from the area (hedgerow removal and tall steel fencing). This could be an additional area for amenity or focus of a potential climate change/renewable project so a keeping of current zoning or changing to OS/Amenity, Community facility, would be preferable e.g. for sports facility. This should probably have ‘constrained’ land use also.



Conclusion

The Gort Eco park & Amenity Hub is a vision that represents a transformative opportunity to enhance sustainable tourism, biodiversity conservation, active travel, and community well-being. By integrating cycling infrastructure, eco-friendly facilities, and cultural heritage restoration, this development will position Gort as a leading destination for slow tourism and sustainable living.

Aligned with the Gort Town Centre First Plan, Gort LAP 2025-2031, and Galway County Development Plan 2022-2028, this project will drive economic growth, support climate resilience, and foster a greener, healthier, and more connected future for the town. By repurposing underutilised land, enhancing the river walk, and leveraging strategic funding sources, Gort can become a model for sustainable rural development in Ireland.

To support this vision, the Gort LAP should explicitly identify “Opportunity Site 5 – Eco park & Amenity Hub” and ensure zoning designations support this and highlights some of the key objectives of this opportunity. This initiative will unlock the full potential of Gort, creating a lasting legacy for the community and visitors alike.

Please register your support of this as part of the Gort Local Area Plan consultation

To Make a submission register at :

Click this link (will take you less than one minute:

Click to Submit a Gort LAP observation

or regsiter and submit observation here: https://consult.galway.ie/en/consultation/draft-gort-local-area-plan-2025-2031

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This entry was posted in Uncategorized on February 18, 2025 by David Murray.



About David Murray

David Murray is deeply involved in his community and his lead several projects around South Galway. He is an activist in progressing flood relief solutions in place for South Galway after decades of empty promises and also is involved in the development of the beautiful Gort River Walk for the South Galway/North Clare communities. He has recently been part of a successful campaign to bring a national Cycleway (Route5 is alive!) into the area and also part of a successful campaign to stop a mega-biogas plant being built in the environs of Gort and close to the Gort River. David is a Fellow in a hi-tech company called Arm.

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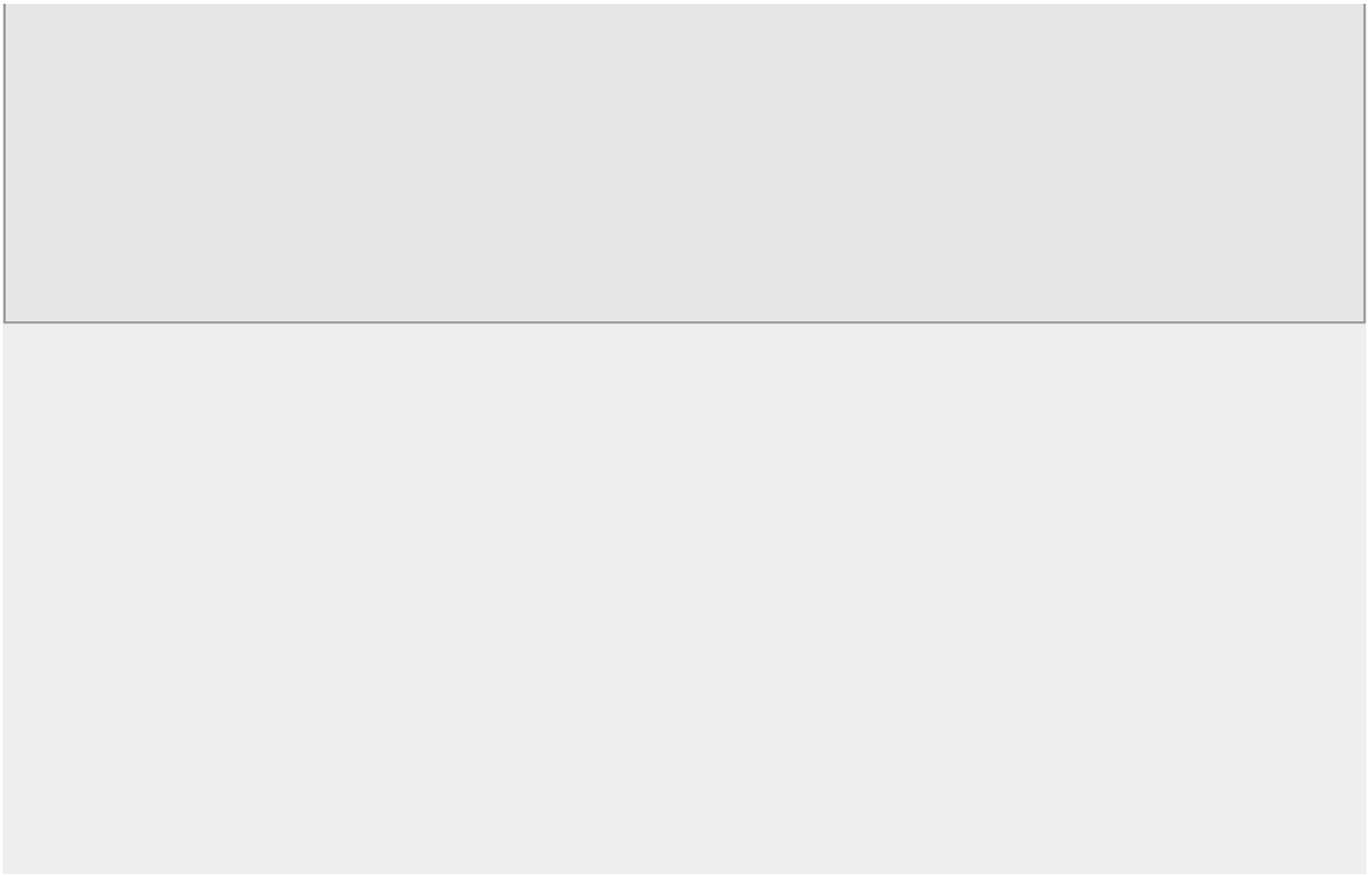
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Galway County Council

Draft Gort Local Area Plan 2025 - 2031

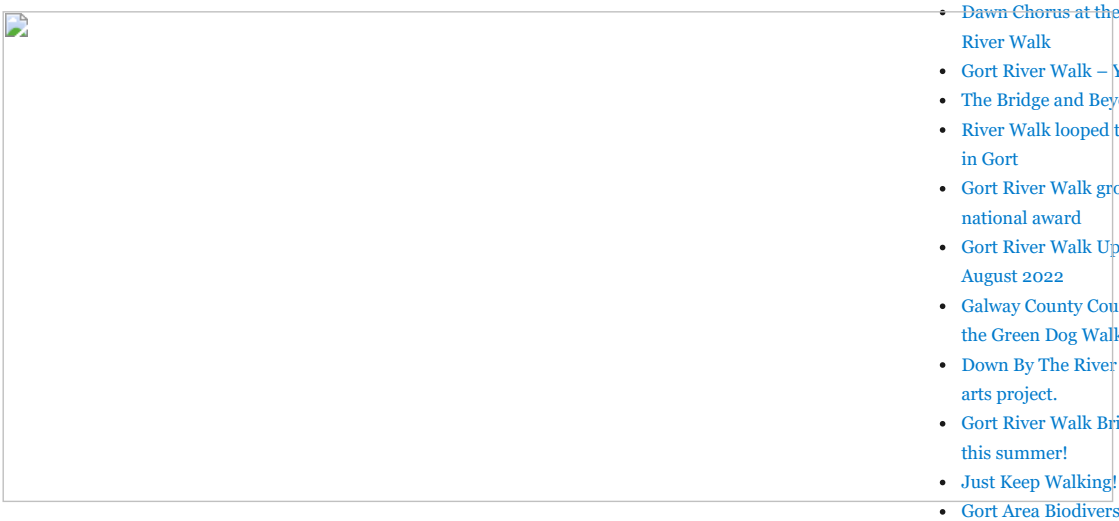
Chief Executive Report
Appendix B Gort River Walk

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Gort River Walk

Gort River Walk LAP Observations



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The award-winning Gort River Walk has become a celebrated local amenity and had offered incredible benefits to the community. It would not have happened without be it

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being linked to a key objective in the Gort LAP 2013-2023 (TI24) and the great support of Galway County Council to help deliver on the objectives.

It takes a collaborative effort between community groups and Council to delivery key community projects. The Local Area Plan (LAP) is a key part of the engagement between the Community and the Council – It enables a community-led development of the where council outlines their objectives, and community groups when processing key items such as those outlined in Gort Town Centre First Plan. We commend the Draft Gort LAP and LTP that is proposing a vision of enhanced amenity and connectivity within the town – which is very much aligned to the Gort Town Centre First Plan. It is great to see the proposed extensions to the Gort River Walk which will provide more accessible connectivity to this amenity to more parts of the town.

From experience, the development and extension of the Gort River Walk and its interconnection to other networks can be a daunting initiative. However, the LAP provides an opportunity to specifically address key issues to streamline and facilitate this process. Additionally, there are amenity opportunities that should be explicitly outlined in the LAP. This observation highlights the following key points of feedback on the Gort LAP

- The proposal of an EcoPark and amenity hub that aligns with remediation of the old Gort Landfill site.
- Dedicated Galway-Athlone Cycleway Linkage
- Additional Amenity Linkage
- More explicit support for Amenity Network development
- Protection from negatively impactful developments close to the town/river walk
- Protection of Existing Heritage

These are outlined in more detail in the rest of this page.



Gort Ecopark and Amenity Hub

There is a significant opportunity with the advancement of the near-term remedial action on Gort Landfill to redevelop the land in this area as an Eco Hub and amenity park and include a cycle hub for cyclists (bike hire, repairs, showers, storage) etc. See full post here.

GALLERY



Swans: Deirdre Holmes

Narnia: Nadin Reichel

Luis Morais



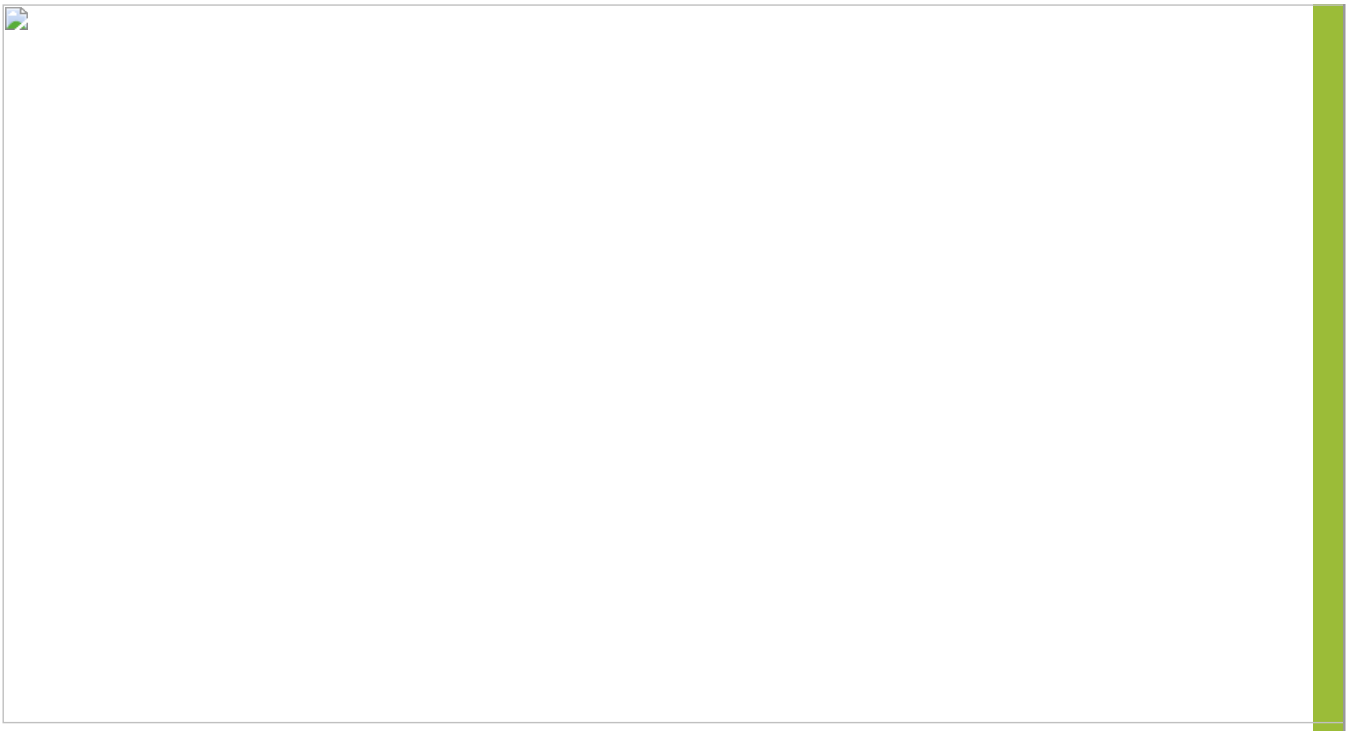
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The site at the entrance to the Gort River Walk presents a unique opportunity to enhance Gort's economic, cultural, and recreational assets through a multi-functional Amenity Hub. The current OS/Amenity zoning is too restrictive, preventing a more dynamic mix of remote working, heritage, cafes, social space, and active travel facilities. A revised zoning designation, such as Community & Mixed-Use, would enable a balanced approach that aligns with the Gort Town Centre First Plan, the Gort Draft Local Area Plan (LAP) 2025-2031, and the Galway County Development Plan 2022-2028.

The Gort EcoPark and Amenity Hub is a vision that will be driven by community and stakeholder collaboration to address local needs. It is crucial that the LAP not only supports this concept but also avoids constraining it with overly restrictive zoning.

This is outlined in an attached document to this observation and the Gort River Walk Development Group fully support this vision and recommendations.

Galway-Athlone Cycleway Linkage

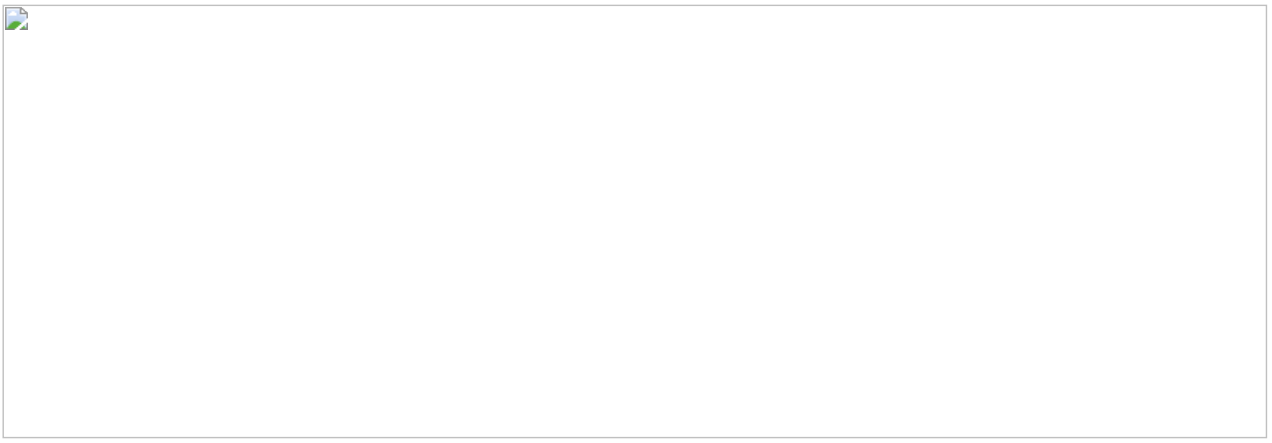
The **Galway to Athlone Cycleway** aims to create a world-class, dedicated walking and cycling route that completes the Galway to Dublin corridor. This project envisions a segregated pathway, ensuring a car-free corridor for users, thereby enhancing safety and enjoyment for both cyclists and pedestrians. The cycleway is designed to be substantially separated from motor traffic, providing a serene and secure environment for all. This is fully supported (and explicitly listed) by the Galway County Development Plan 2022-2028 – BGP 2 – Development of a Strategic Greenway Network.

Consequently, the LAP objective should be for this cycleway to be connected directly into the Gort Town Centre. In the draft LTP, it envisages The Galway-Athlone cycleway linking with Gort is via the Pound Road and proposes "*Resurfacing Pound Road & Station Road to create a quiet cycle-friendly link*." The use of the pound road as the cycleway link should be reconsidered. The key concerns are:

- The changing of the 'quiet' Gort River Walk to a busy cyclist-dominated cycleway.

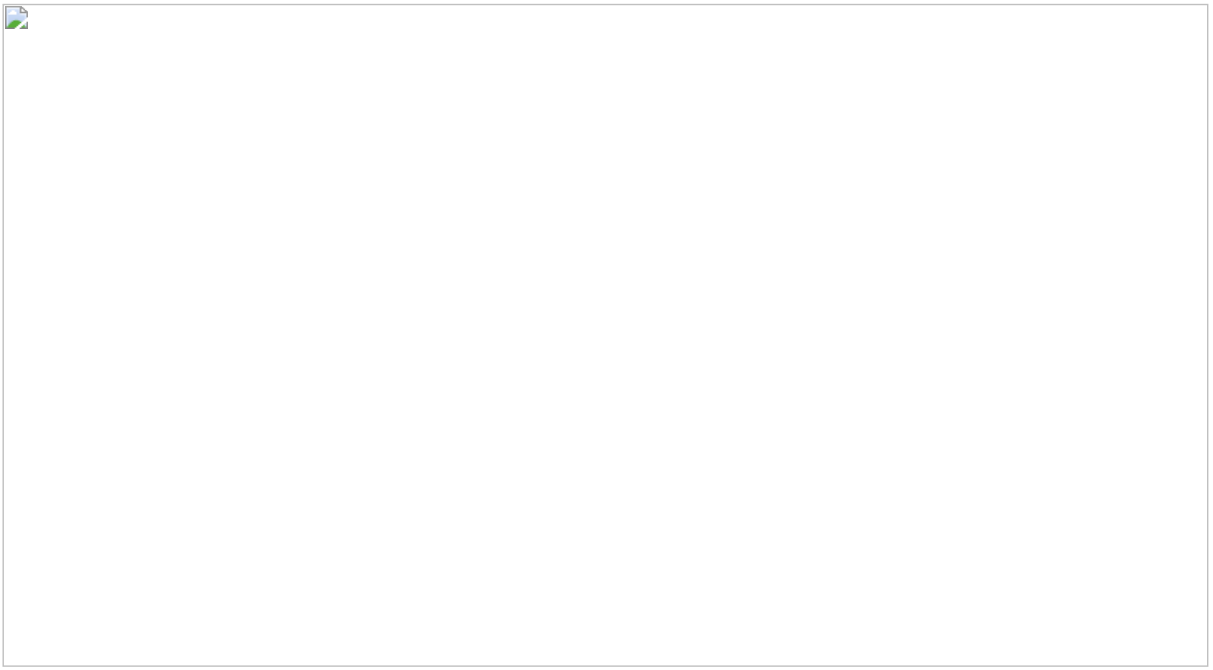
- The misalignment of Galway to Athlone cycleway policy of a segregated road for cyclists.
- The lack of direct connection between the cycleway and Barrack St (WC10).

The LAP should explore alternative options, such as a dedicated link near the railway, directing cyclists into the town via the proposed EcoPark/Amenity Hub and the WC10 connection (new foot/cycle bridge). Cyclists can also avail of a cycle hub close to the rail station for bike rental, toilets, changing etc and connection to Gort Station.



As cycleway users can come from any direction, and the route from Kinvara, Coole, Gort direction could be considered a very popular section. However, the LTP does not propose to see this as a consideration in its planning.

This is a significant omission in the Local Transport Plan as the LAP must also consider Cycleway links to the north of the town (Along the Kinincha Road (Gort's Golden Mile).



WC27 mentions *Traffic calming from Crowe Street past Wastewater treatment plant and provision of footpaths (as this road is used as part of a loop in the Gort River Walk*). However, this section of the walkway will also be impacted by a **proposed Recycling Centre** will have a big impact on traffic here and this development should ensure a safe route for pedestrians/cyclists.

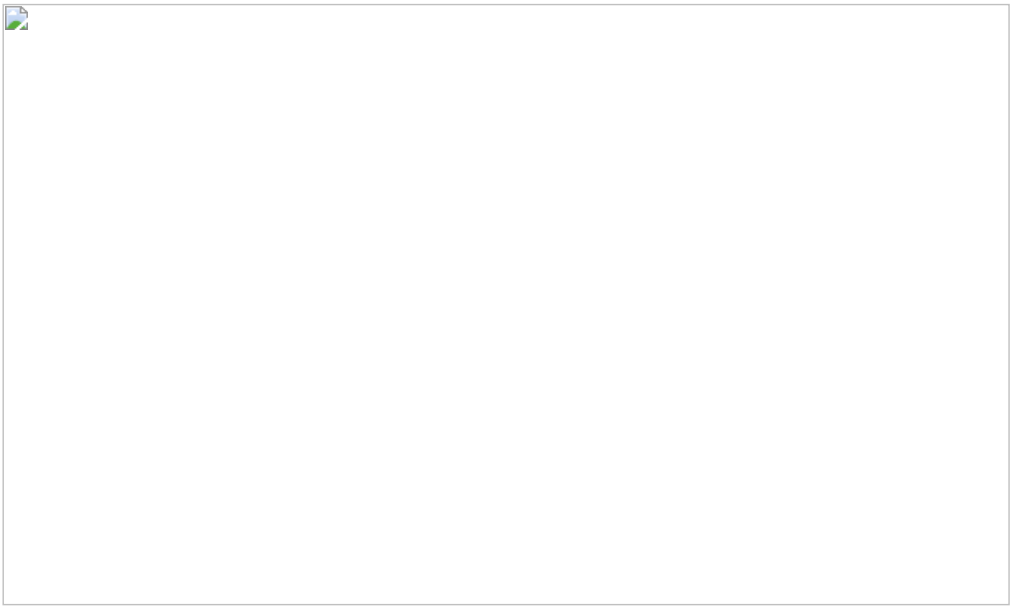
Recommendations :

- Include an WC option similar to WC15 of a direct and segregated link between the cycleway and Gort Town Centre/Cycle hub/Station.
- Modify WC10 route thorough old Gort Landfill and connect to WC15/new WC.

Additional Amenity Linkage

The Draft Gort Local Transport Plan commits to supporting safe and accessible active travel routes that prioritize cycling and pedestrian movement. However, the Ennis Road lacks a dedicated connection to the wider active travel network, leaving a gap in accessibility.

- SST 45 – Transportation Infrastructure in the LAP explicitly states the need to facilitate public roads, footpaths, and cycleways to enhance connectivity. However, this objective is not currently being met in the Ennis Road area.
- The National Sustainable Mobility Policy and Climate Action Plan require a 51% reduction in transport emissions by 2030, primarily by encouraging walking, cycling, etc. A missing walkway/cycleway link for Ennis Road residents/workers prevents them from fully benefiting from sustainable mobility options.
- Adding in this link would also provide a safe pedestrian/cycle between the Lady Gregory hotel and the town centre which would be very attractive for visitors or users of the Swan Leisure centre.
- This would also provide a safe link to the community for the Gort Playground.
- The National Transport Authority (NTA), in its submission, has highlighted gaps in pedestrian and cyclist priority in Gort, reinforcing the need for safe walking and cycling access from residential areas like Ennis Road.



Recommendations :

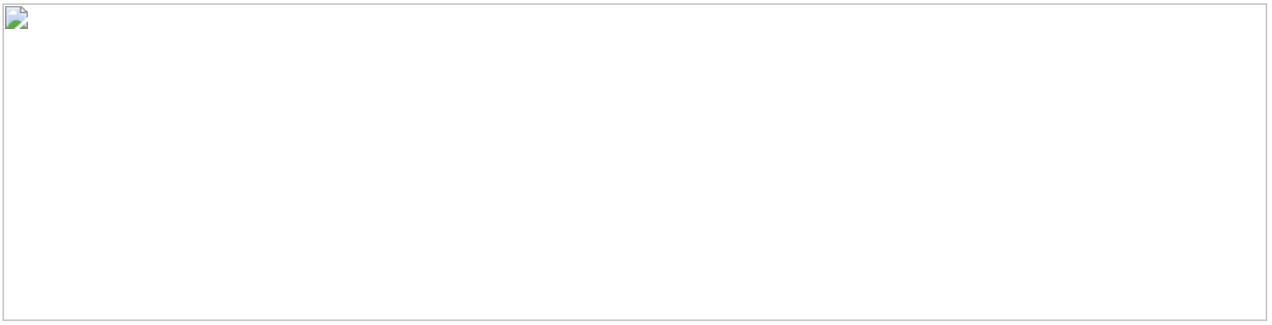
- Ensure GSST 45 in the LAP explicitly includes new active travel links for the Ennis Road area.
- Outline a new WC network to develop a direct pedestrian and cycle path from Ennis Road to the wider amenity network (including the Gort River Walk and the Galway-

Athlone-Dublin Cycleway).

More explicit support for Amenity Network development

The first point in **GSST 19 Open Space, Recreation and Amenity** is '*Development of open spaces and recreational activities, in accordance with best practice and on suitable lands with adequate access to the local community*'. This, however, is leaving a significant gap in the realisation of amenity/recreation development. A key barrier for development of social and community facilities is land provision. The lack of a clear strategy for the provision of land (acquisition, wayleave, permissive access etc.) puts an undue burden and uncertainty on development groups (such as the Gort River Walk Development Group) to negotiate with landowners and seek what is essentially temporary permissive access, which could be withdrawn at any time)

The Galway County development plan defines policy objectives SC1SC2 and in particular SC2 mandates the '*support the provision of lands for social and community facilities'*. The LAP is omitting a refinement of this county objective into a local objective around Open spaces, amenity and community facilities.



A more explicit objective for provision of lands would be highly beneficial and enable more proactive acquisition of lands or wayleaves. These benefits include:

- Taking this initial burden off community groups and enabling them to focus on the provision of the facilities on such lands.
- Enabling a more strategic approach where amenity networks can developed as a whole, rather than in a costly, repetitive and piecemeal process.
- Remove the risk of blockers or removal of permissive access
- Enabling the development of a broad amenity networks would be more amenable to Active Travel and ORIS Grant applications.

For example, the NTP proposals WC12, WC49, WC45 and WC19 and the wider amenity network would benefit from a provision strategy. This strategy should also include the registration of several small parcels of unregistered lands, old wayleaves that may interact with the draft LAP proposals or current amenity maintenance that could cause issue with development/maintenance. This includes:

- Lands in the vicinity of the old barracks, moat, that could be utilised for WC10/Footbridge.
- An old right-of-way by the old 'Bullfield' (west Supervalu) (WC49 Proposal) – what is known locally as 'Sandy' – a historical swimming area in Gort.

Recommendation:

To address the identified gaps in land provision for open spaces, recreation, and community facilities in the Gort Local Area Plan (LAP), the following recommendations should be incorporated as specific local objectives:

Establish a Clear Land Provision Strategy

- Introduce a specific objective that commits to identifying and securing land (through acquisition, lease agreements, or wayleaves etc) for amenity, recreational and community amenities.
- Identify and resolve unregistered lands that interact with LAP proposals, including landowner engagement. (WC10, WC49).
- Align with SC 2 of the Galway County Development Plan by translating it into a localized strategy, ensuring that amenity land provision is proactively supported in Gort.

Strengthen GSST 19 to Include Proactive Land Provision

- Modify GSST 19 to explicitly state that the Council will actively facilitate land provision acquisition for open space, recreation, and community facilities.
- Include a commitment to working with landowners, community groups, and stakeholders to secure permanent access rather than relying on temporary permissive access.

Develop an Amenity Network Strategy

- Implement a cohesive, long-term strategy to secure land for amenity networks as a whole, rather than on an ad-hoc basis.
- Identify priority lands and map a network of linked open spaces and greenways to enhance accessibility and ensure connectivity.

Remove Barriers for Community-Led Initiatives

- Take the burden off community groups like the Gort River Walk Development Group by ensuring that land access issues are addressed at the planning level.
- Provide a dedicated support mechanism to help groups navigate land agreements without undue negotiation burdens.

Enable Funding and Strategic Planning for Amenity Networks

- Ensure that a clear land provision strategy is in place to strengthen applications for Active Travel and Outdoor Recreation Infrastructure Scheme (ORIS) grants.
- Develop a priority project list, including NTP proposals WC12, WC49, WC45, and WC19, ensuring they have secured land provision before funding applications.

Updated objective GSST 19

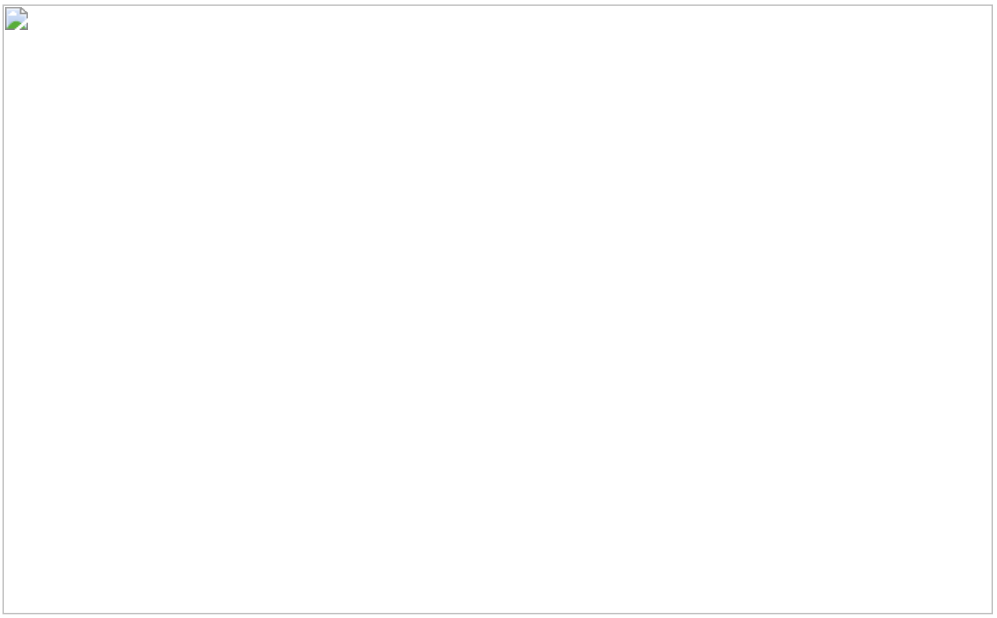
GSST 19 (A) – Land Provision for Open Space, Recreation, and Community Facilities

The Council will proactively identify, secure, and acquire lands (through purchase, lease, or wayleave agreements) for the development of open space, recreation, and

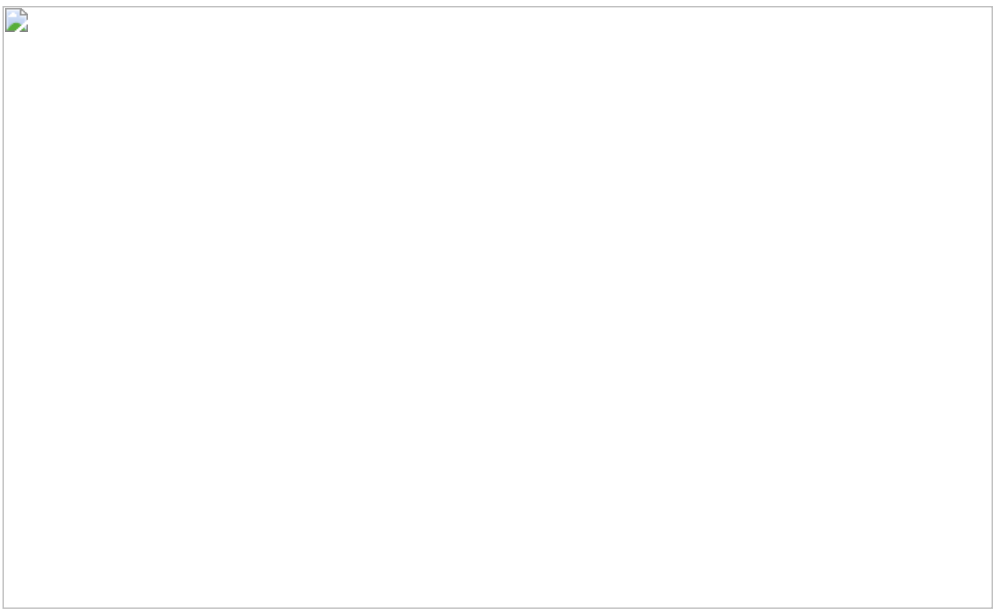
community facilities, ensuring permanent public access and long-term sustainability of the amenity network in Gort.

Protection of Existing Heritage

The former Gort Castle and Cavalry Barracks lands hold significant historical, cultural, and architectural value. Extending the Architectural Conservation Area (ACA) to encompass this area will help preserve its heritage features, guide appropriate development, and maintain the visual integrity of the townscape, particularly along the Gort River Walk. There is a section of Gort's architecture that should be included with the ACA and includes the old barracks site/stables and a section of the moat surrounding the barracks



Our recommendation is to extend the ACA boundary to include these sites



Justification

Recognizing Cultural & Historical Significance (Galway County Development Plan & Gort LAP 2025-2031)

- The Galway County Development Plan 2022-2028 emphasizes the protection of historic sites and landscapes to safeguard local identity .
- The Gort LAP 2025-2031 highlights the importance of heritage-led regeneration, ensuring that development respects existing historic structures .
- The intact barracks walls, castle remains, and military history form a key part of Gort's built heritage and should be protected from inappropriate development. The old Gort moat should also be fully included in the ACA.

Preventing Visual & Environmental Intrusions (Strategic Environmental Assessment & Gort Town Centre First Plan)

- The Strategic Environmental Assessment (SEA) of the LAP acknowledges the need to protect historic landscapes from intrusive developments .
- Increasing the ACA boundary would prevent visually disruptive structures (e.g., high telephone masts) from undermining the historic Gort River Walk and townscape views.
- The Gort Town Centre First Plan prioritizes public realm enhancements and recognizes the value of historic sites in reinforcing the town's identity .

Supporting Sustainable & Appropriate Development (Gort LAP & Galway County Development Plan)

- An ACA designation would ensure that future development is guided by conservation principles, maintaining the architectural character of the area.
- This aligns with national planning policies that require new developments within historic settings to be context-sensitive and compatible with existing heritage assets .
- Protecting the barracks walls and historical footprint could also facilitate adaptive reuse projects for community, tourism, or cultural purposes.

It should be noted that planning permission was refused by Galway County Council for a 30m High telephone exchange and the Gort River Walk Group submitted an observation that a tower of this height in the Town Centre would be highly visible from Gort River Walk, especially considering future integration with the Galway-Dublin Cycleway, this would be one of the first visible features of Gort Town.

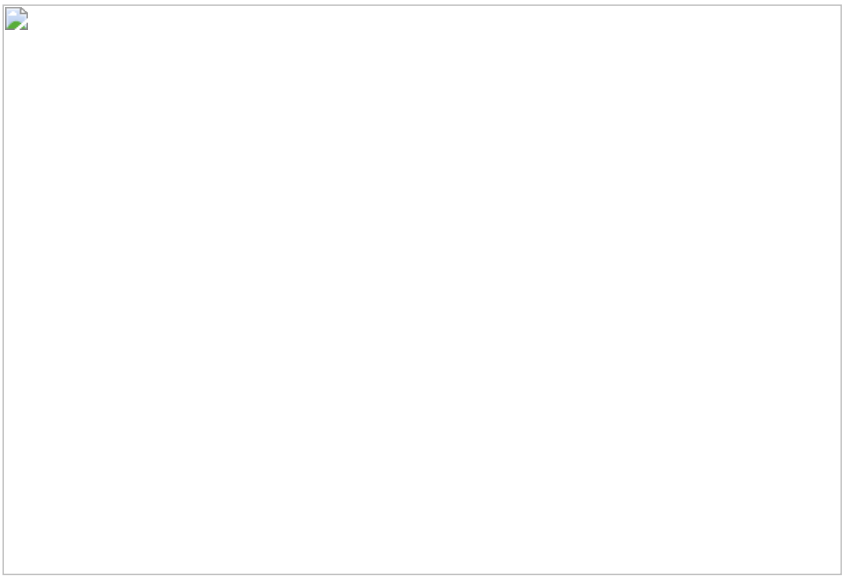


Figure 1: Example of refused development in proximity to heritage buildings

This proposal therefore aligns with local, county, and national planning strategies, ensuring that Gort's historical core remains an asset for future generations

Protection from negatively impactful developments close to the town and river walk.

The Gort River Walk is a critical community and environmental asset, offering community, recreational, biodiversity, and tourism benefits. However, the current protections in the Gort LAP 2025-2031 do not adequately shield the river and surrounding amenities from potential impacts of large industrial developments (e.g., Biogas plants).

While the GSST 9 and GSST 10 objectives focus on the town centre's viability, they do not extend to safeguarding Gort's natural amenities and environmental quality.

It is essential for the LAP to protect this amenity, the Gort River and Gort Town from potential significant impacts by heavy industries. The current Gort LAP lacks strong policy protections for amenity spaces, biodiversity, and environmental resilience, leaving Gort vulnerable to the negative impacts of large-scale industrial developments. Strengthening these policy objectives will ensure sustainable growth while protecting Gort's key natural assets and community well-being.

The Galway County Development Plan DM Standard 28 (Access to National and Other Restricted Roads for Commercial & Other Developments) provides a more explicit definition of the restrictions, on Class II Control Roads where commercial, industrial and community facilities development and land use ..*"... shall be restricted to* ***essential needs, in the particular locality****, of agriculture, tourism infrastructure, fisheries, forestry, park and ride facilities or existing extractive industries, and where these cannot be in the opinion of the Planning Authority, be reasonably located along other non-listed regional or local roads*."

The LAP/LTP should indicated that '*essential needs*' should be assessed against the Gort Town Centre First Plan, the related Needs and Justification Report and the Gort LAP.

Recommendations :

Modify/define new objectives:

- **GSTT 9,10** – replace "*vitality and viability*" with "*vitality, viability and sustainability"*
- **GSST 22 – Protection of Gort River & Amenity Spaces**
- *This plan will protect key amenity sites, including the Gort River Walk and prohibit the development of large-scale industrial facilities that can have an adverse impact on these facilities.*
- *This plan will ensure that any development within or adjacent to the Gort River Walk, Gort River, or associated floodplains is assessed for its environmental impact, recreational value, and compatibility with biodiversity objectives.*

- **GSTT 18 Industrial**

- Promote the sustainable development of **small scale** industrial and industrial related uses, including manufacturing, processing of materials, warehousing and distribution on suitable lands, with adequate services and facilities and a high level of access to the major road networks and public transport facilities. Adequate boundary treatments and/or screening will be required to ensure high quality interfaces with public spaces and any adjoining residential areas or other sensitive land uses, as appropriate.
-

Any proposals shall be required to comply with environmental considerations and the relevant DM Standards.

- **GSST 49** Traffic and Transport Assessment (TTA) and Road Safety Audits (RSA): Require all significant development proposals to be accompanied by a Road Safety Audit and Traffic &Transport Assessment carried out by suitably competent consultants, which are assessed in association with their cumulative impact with neighbouring developments on the road network, in accordance with the requirements contained within the TII's Traffic & Transport Assessment Guidelines (PE-PDV-02045) 2014 (including any updated/superseding document) and 'Road Safety Audit' (GE-STY-01024) December 2017.

For significant development along the R458 restricted regional road, the restrictions should include assessment of *'essential needs'* against theGort Town Centre First Plan, the referenced Needs and Justification report and the Gort LAP.

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Thanks to key support from **Galway County Council**, **Galway Rural Develpoment**, **LAWPRO**, the **Department of Rural and Community Development** to help develop and maintain this amenity

Thanks also to our **public representatives**, the **landowners**, **local businesses** and **volunteers** who have helped to make this happen

Draft Gort Local Transport Plan



Comhairle Chontae na Gaillimhe
Galway County Council

NTA
Údarás Náisiúnta Iompair
National Transport Authority

SYSTRA

DRAFT GORT LOCAL AREA PLAN 2025-2031

Draft Gort Local Transport Plan

IDENTIFICATION TABLE	
Client/Project owner	Galway County Council
Project	Draft Gort Local Area Plan 2025-2031
Study	Draft Gort Local Transport Plan
Date	27/03/2025
Reference number	30087615
Number of pages	85

APPROVAL

Version	Name		Position	Date	Modifications
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	Checked by	Diarmuid Bailey	Associate	10/03/2023	
	Approved by	Andrew Archer	Director	10/03/2023	
2	Author	Ronan Fallon & Diarmuid Bailey	Consultant & Associate	15/05/2023	2nd Version addressing client comments
	Checked by	Diarmuid Bailey	Associate	22/05/2023	
	Approved by	Andrew Archer	Director	22/05/2023	
3	Author	Ben Healy	Consultant	08/12/2024	Final draft for client review – sections 1 to 5
	Checked by	Ronan Fallon	Senior Consultant	09/12/2024	
	Approved by	Alison Pickett	Director	13/12/2024	
4	Author	Ben Healy	Consultant	16/12/2024	Final draft for client review – sections 6 to 8
	Checked by	Ronan Fallon	Senior Consultant	16/12/2024	
	Approved by	Alison Pickett	Director	17/12/2024	
5	Author	Ben Healy	Consultant	19/12/2024	Final updated draft for client
	Checked by	Ronan Fallon	Senior Consultant	19/12/2024	

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APPROVAL

Version	Name		Position	Date	Modifications
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6	Author	Ben Healy	Consultant	03/01/2025	
	Checked by	Ronan Fallon	Senior Consultant	03/01/2025	Final updated draft following client review
	Approved by	Alison Pickett	Director	07/01/2025	
7	Author	Ben Healy	Consultant	14/03/2025	
	Checked by	Diarmuid Bailey	Associate Director	14/03/2025	Updated final draft report following Consultation submissions
	Approved by	Alison Pickett	Director	14/03/2025	
8	Author	Ben Healy	Consultant	26/03/2025	
	Checked by	Diarmuid Bailey	Associate Director	26/03/2025	Updated final draft report following final client review
	Approved by	Alison Pickett	Director	27/03/2025	

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APPENDIX B – FULL LIST OF STRATEGY MEASURES

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1. INTRODUCTION

1.1 Overview of LTP

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

SYSTRA Ltd (SYSTRA) has been commissioned by the Council to support the development of the GCTPS and the LTPs referenced above. Through this work, SYSTRA has identified a range of sustainable transport measures and options suitable for the context of Galway County relating to the pedestrian, cycle, public transport and road networks. This LTP extends this process to the town of Gort and seeks to determine how the transport needs of the town and its visitors can be met in a manner which reflects overarching national policy and builds upon the wider strategy set out in the GCTPS, as well as the Policy Objectives within the draft Gort Local Area Plan 2025-2031 (LAP).

1.2 Study Methodology

The methodology for developing the Gort LTP follows guidelines set out in TII/NTA's 'Area Based Transport Assessment (ABTA) Guidance Notes – December 2018'[1], as illustrated in **Figure 1-1.**

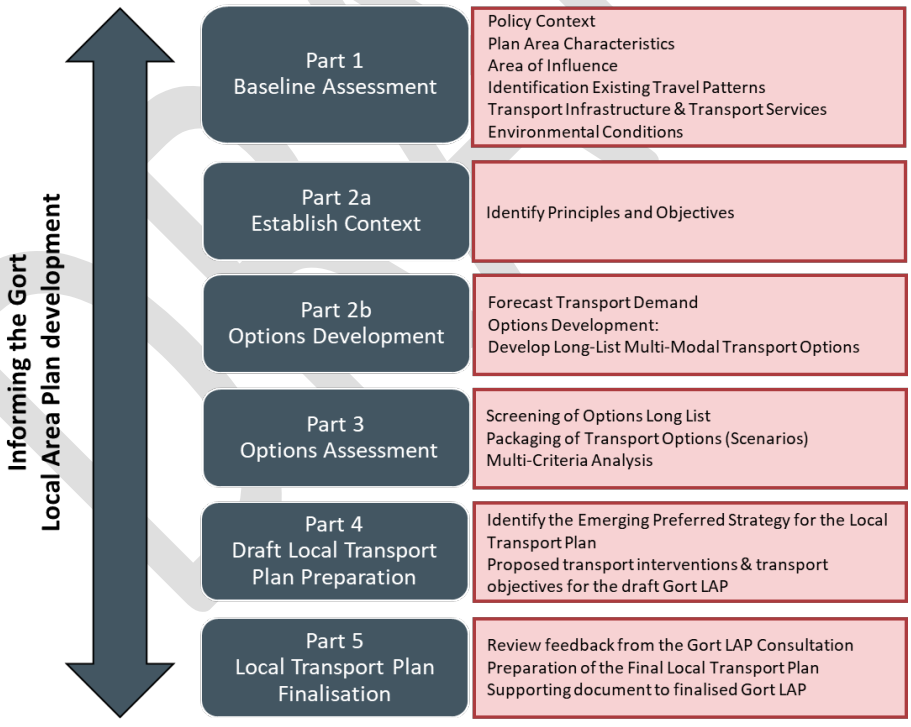


Figure 1-1: Gort LTP Methodology

[1] Source: https://www.nationaltransport.ie/wp-content/uploads/2020/07/Area_Based_Transport_Assessment_LTP.pdf

This report covers parts 1-4 of the ABTA methodology, and provides an overview of all tasks undertaken to derive the emerging preferred strategy for the Gort Local Transport Plan (LTP). The preferred strategy has fed transport interventions and Policy Objectives into the draft Gort Local Area Plan (LAP) for public consultation. Feedback from the consultation process will then be used to update and inform the finalised LTP for the Gort study area.

1.3 Report Structure

The Gort LTP report is structured as follows:

- **Chapter 2** provides an overview of existing local polices, plans and guidelines that are relevant to the study area. Background international, national, regional and county policies, plans and guidance can be found in **Appendix A: Galway Policy Context Report**.
- **Chapter 3** gives an overview of the Baseline Assessment phase of the LTP, including a summary of the area characteristics, existing travel patterns and transport conditions.
- **Chapter 4** examines the objectives for the LTP which have been determined from consideration of policy, transport baseline and demand information.
- **Chapter 5** outlines the process for developing and assessing the long-list of transport options to overcome existing constraints within the study area and assist in achieving the overall study objectives.
- **Chapter 6** sets out recommendations with regard to the combination of transport measures which the LTP will seek to promote and implement (with engagement and assistance from other parties such as the NTA where appropriate).
- **Chapter 7** outlines the monitoring strategy for this LTP.
- **Chapter 8** provides a summary and conclusion to the report.

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2. POLICY CONTEXT

2.1 Introduction

The following chapter provides an overview of relevant local polices and plans, along with relevant international and national policies, plans and guidance relevant to the Gort Local Transport Plan. The development of the LTP was shaped by and reflects these policies.

2.2 Policy Report

A technical note comprising a policy review of international, national, regional, and county level policies and plans relevant to the studies in the Galway Transport Support Programme has been compiled. This note will be used as a reference for the LTP development. An overview of the policies, plans and guidance documents reviewed for this note is presented in the table below. More detail can be found in **Appendix A: Galway Policy Context Report**.

Table 2-1: Background Planning and Policy Documents

International Policy
• European Union Green Deal (European Commission, 2020) and Fit For 55 Package (European Commission, 2021) • UN Convention for the Rights of People with Disabilities (2019)
National Policy

• Project Ireland 2040
  ○ National Planning Framework (NPF)
  ○ National Development Plan 2021-2030 (NDP)
• National Investment Framework for Transport in Ireland 2021 (NIFTI)
• Climate Action Plan 2024 (2024)
• All-Ireland Strategic Rail Review (2024)
• TII National Roads 2040 Strategy (2023)
• TII National Cycle Network and NTA Cycle Connects (ongoing)
• NTA Connecting Ireland Rural Mobility Plan (ongoing)
• National Sustainable Mobility Policy (2022)
• OECD Redesigning Ireland's Transport Network for Net Zero (2022)
• Five Cities Demand Management Study (2021)
• Our Journey Towards Vision Zero: Road Safety Strategy 2021 – 2030
• Irish Rail Strategy 2027 (2021)
• National Disability Inclusion Strategy (NDIS) 2017-2021
• Sport Ireland Participation Plan 2021 – 2024 (2021)
• Housing for All – a New Housing Plan for Ireland (2021)
• Travelling in a Woman's Shoes (2020)
• Transport – Climate Change Sectoral Adaption Plan (2019)
• Get Ireland Walking
• Healthy Ireland: A Framework for Improved Health and Wellbeing 2019 – 2025 (2019)
• Healthy Ireland: National Physical Activity Plan (2019)

National Guidance

- Design Manual for Urban Roads and Streets (DMURS)[2] (2019)
- NTA Greening and Nature-based SuDS for Active Travel Schemes (2023)
- NTA Rapid Build Active Travel Facilities (2023
- Permeability Best Practice Guide (2015)
- Universal Design Walkability Audit Tool for Roads and Streets
- National Cycle Design Manual (2023)
- Greenways Guidelines & Rural Cycleway Design (Offline and Greenways)
- Traffic Management Guidelines Manual (2019)
- TII/NTA Area Based Transport Assessment (ABTA) Guidance Notes (2018) & ABTA How to Guide, Pilot Methodology (2021)
- Safe to School: An Ideas Document for Safe Access to School (2020)
- NTA Safe Routes to School Design Guide (2022)
- Spatial Planning and National Roads - Guidelines for Planning Authorities (2012)

National Consultations

- Moving Together: A Strategic Approach to the Improved Efficiency of the Transport System in Ireland (2024)

Regional Policy

- Northern & Western Regional Assembly, Regional Spatial and Economic Strategy (RSES) 2020-2032 (2020), including the Galway Metropolitan Area Strategic Plan (GMASP)
- Galway Transport Strategy (2017)
- N6 Galway City Ring Road Project
- Western Rail Corridor Financial and Economic Appraisal (2020)
- JASPERS Project Screening Note: Western Rail Corridor Phase 2/3 (2020)

County & Local Policy and Plans

- Galway County Development Plan 2022-2028
- Galway County Tourism Strategy 2023 – 2031
- Galway County Transport and Planning Study (GCTPS) (2022)
- Galway County Walking & Cycling Strategy (2013)
- County Galway Climate Change Adaptation Strategy 2019 – 2024 (2019)
- Galway City and County Age Friendly Programme 2014 – 2019
- Galway County Integration & Diversity Strategy 2013 – 2017

- Draft Gort Local Area Plan 2025 - 2031
- Gort Inse Guaire Town Centre First Plan
- Gort Public Realm Enhancement Project Proposals

[2] Works to national roads in urban areas are required to adhere to TII Publications (Standards) as well as DMURS. The TII Publication 'The Treatment of Transition Zones to Towns and Villages on National Roads' (TII Publications DN-GEO-03084) outlines design standards to be applied to national roads and national road junctions. A Design Report is required for works to national roads in accordance with TII Publications DN-GEO-03030 (Design Phase Procedure for Road Safety Improvement Schemes, Urban Renewal Schemes and Local Improvement Schemes).

2.2.1 Active Travel Advice Note: Rapid Build Active Travel Facilities (NTA, 2023)

In response to rising construction costs and the Climate Action Plan (CAP) requirement for 1,000km of new active travel infrastructure to be built by 2025, the NTA issued an Active Travel Advice Note in February 2023 concerning rapid build facilities. This note outlines that cost-effective rapid build construction approaches, including road space reallocation, are now required as initial options to be considered when planning for new active travel infrastructure.

Rapid build active travel facilities are schemes that utilise cost-effective measures to deliver walking and cycling infrastructure quicker than traditional (full build) construction methods. They do not typically involve major construction works such as full road reconstruction or significant changes to drainage systems or relocation of utilities, however they may involve changes to kerb lines and minor drainage works. The works will also be typically within the boundaries of the existing roadway which can simplify the planning process, with positive impacts on project programme and delivery.

Rapid Build Schemes do not necessarily require bollards, although utilising this type of infrastructure to secure road space for walking and cycling can be a useful interim measure. There are design options available for rapid build projects which use robust materials with a quality finish, resulting in schemes that can remain in place over multiple years.

2.3 Local Policy and Plans for Gort

2.3.1 Galway County Development Plan 2022-2028

The Galway County Development Plan (CDP) 2022-2028 defines Gort as a self-sustaining town with a significant quantum of population growth, 800 people or 27%, allocated to the town. Gort experienced a high level of population growth, 13%, from 2011-2016. The growth strategy for Gort is to consolidate and continue to support expansion of the employment base. In addition, residential development will be facilitated that will support sustainable growth.

The CDP also includes specific policy objectives relating to improving the safety of children at schools, including NNR5:'*Increase the safety of children at school by assessing safe routes to schools for school children and by the installation of traffic management measures. Require School Travel Plans to be submitted with applications by schools or colleges in accordance with actions as set out under Smarter Travel, A Sustainable Transport Future 2009 – 2020'.*

2.3.2 Draft Gort Local Area Plan 2025 – 2031

The Local Area Plan (LAP) for Gort is currently being prepared by Galway County Council, with a draft report published for consultation in early 2025. The draft Gort LAP 2025 – 2031 has the following vision:

"Gort is a Self-Sustaining, vibrant, and socially inclusive town with a focus on protecting and enhancing its historical core, natural environment, supporting an educated workforce, and providing a range of supporting services/facilities/amenities. This plan will be delivered through a managed and phase development strategy of appropriately zoned and serviced lands to achieve balanced and sustainable growth for Gort and the immediate environment that it serves."

The LAP aims to progress Gort's role as a Self-Sustaining Town as categorised in the Galway County Development Plan 2022 – 2028. As part of this, strategic aims have been established within the LAP to ensure Gort's development harnesses its economic potential in a sustainable manner. Relevant strategic aims to the Local Transport Plan include:

1. Delivery of residential units on appropriately zoned land targeted in the Housing Strategy set out in Chapter 2 of the GCDP 2022 – 2028, encouraging sequential and compact growth in the town.
2. Actively encourage sustainable mobility, including walking and cycling, in accordance with the aspirations of the LTP and support the continued provision of investment in public transport and active travel infrastructure.
3. Support the redevelopment of underutilised buildings within the town centre to accommodate multi-functional community and cultural spaces, to facilitate the growth of remote-working, cultural, creative and community sectors in the town centre.

The Transport and Movement chapter of the LAP will be informed by the Gort LTP upon its completion, in order to ensure continuity between plans and proposals. The LTP has considered the aims of improved sustainable mobility in terms of access to the town and internal movements. The integration of land use planning and the transport network will help to facilitate compact growth of the town and provide greater opportunities for the implementation and utilisation of sustainable transport.

The existing public transport links between the town and Galway City will be maintained and improved and the strategic importance of the M18 motorway to Galway, Limerick and Shannon will be recognised in any proposals. This is in order to:

- Maintain the strategic function, capacity and safety of the national roads network, including planning for future capacity enhancements, in the local plan area.
- Ensure that the existing transport networks in the local area plan area, which have been greatly enhanced, are maintained to a high level to ensure quality levels of service, safety, accessibility and connectivity to transport users.

To support these strategic aims, a number of Policy Objectives relevant to the LTP are outlined in Section 4 of the LAP. These Gort Self Sustaining Town (GSST) Policy Objectives are as follows:

- **GSST 44 Local Transport Plan:** "Support the implementation of the Local Transport Plan as set out in Section 3 in accordance with proper planning and sustainable development."

- **GSST 45 Transportation Infrastructure:** "Facilitate the provision and maintenance of essential transportation infrastructure. This shall include the reservation of lands to facilitate public roads, footpaths, cycle ways, bus stops and landscaping together with any necessary associated works, as appropriate."

- **GSST 46 Sustainable Transportation:** "Facilitate any Smarter Travel initiatives that will improve sustainable transportation within the plan area and facilitate sustainable transportation options including public transportation, rail freight, electric vehicles rentals, car clubs, public bike schemes, cycle parking as appropriate."

- **GSST 47 Pedestrian and Cycle Network:** "Facilitate the improvement of the pedestrian and cycling environment and network so that it is safe and accessible to all, through the provision of the necessary infrastructure. New development shall promote and prioritise walking and cycling, shall be permeable, adequately linked and connected to neighbouring areas, the town centre, recreational, educational, residential and employment destinations and shall adhere to the principles contained within the national policy document Smarter Travel – A Sustainable Transport Future 2009 – 2020, the Design Manual for Urban Roads and Streets (DMURS) and NTA document Permeability: Best Practice Guide."

- **GSST 48 Pedestrian Crossings:** "Facilitate the provision of pedestrian crossings adjacent to schools and at other appropriate locations within the plan area."

- **GSST 49 Traffic and Transport Assessment (TTA) and Road Safety Audits (RSA):** "Require all significant development proposals to be accompanied by a Road Safety Audit and Traffic & Transport Assessment carried out by suitably competent consultants, which are assessed in association with their cumulative impact with neighbouring developments on the road network, in accordance with the requirements contained within the TII's *Traffic & Transport Assessment Guidelines (PE-PDV-02045) 2014* (including any updated/superseding document) and *'Road Safety Audit' (GE-STY-01024)* December 2017."

- **GSST 50 Preservation of Routes, Road Upgrades and Infrastructure Provision:** "Prohibit development on lands which are reserved for proposed road/street corridors and associated buffers and where development would affect a route, line, level or layout of any proposed new roadway or any junction required between a proposed and existing road."

- **GSST 51 Reservation of Access Points:** "Reserve access points for future development and the development of backlands that may be identified for reservation by the Planning Authority during the plan period, to ensure adequate vehicular, pedestrian and cycle access to backlands, in order to facilitate efficient development of these lands and to ensure connectivity and accessibility to lands with limited road frontage."

- **GSST 52 Road Junction Improvements:** "Continue to carry out road junction improvements where improvements to traffic flow and safety can be achieved, subject to normal planning and environment considerations."

- **GSST 53 Climate Change:** "Support and encourage sustainable compact growth and settlement patterns, integrated land use and low carbon transportation, and maximise opportunities through development location, form, layout and design to secure climate resilience and reduce carbon emissions."

2.3.3 Gort Inse Guaire Town Centre First Plan

The Gort Town Centre First Plan 2023 sets out the key proposals and implementation strategy to realise the town's potential and improve the economic vibrancy and liveability of the town. It was developed by the Gort Town Team to provide a locally informed plan for the town's development that complies with national, regional and local policies and the lived experiences of residents.



The Plan focuses on strategic improvements that can be made to the town centre to improve its viability as a site for economic, community and social activities combatting its predominant use as a vehicle thoroughfare.

An extensive programme of public engagement identified challenges to the town centre developments that included the strong presence of vacant and derelict buildings, a poor pedestrian environment that lacks adequate crossing points, an absence of usable public space and a vehicle centric main street with parking for over 100 vehicles at Market Square. The views and ideas expressed during the engagement phase were reimagined into 10 Themes with detailed proposals and benefits to overcome the challenges identified. Each proposal identified within the plan has been given defined actions, indicative timeframes for completion and the key bodies (alongside the Town Team) that will drive them towards implementation and completion.

2.3.4 Gort Town Centre Public Realm Enhancement Project Proposals

The Gort Town Centre Public Realm Enhancement Project proposals were developed by a partnership of BDP, Gort Town Centre First Team and Galway County Council.



Through the completion of parking and traffic surveys and public consultations, a detailed analysis of how Market Square and the town centre was utilised was identified.

Findings indicated that weekday occupancy of the Market Square's 119 parking spaces did not exceed 77%, while Saturday afternoon was the busiest period with 91% occupancy.

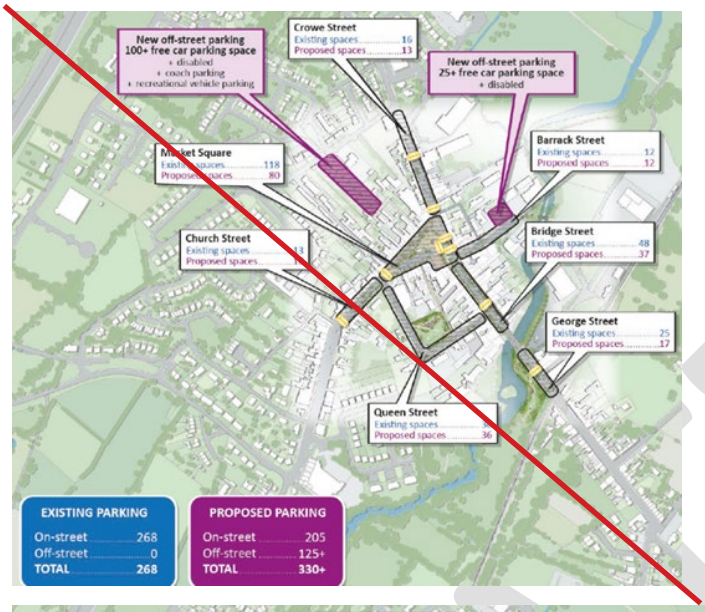
Typically, peak occupancy was between 1200 and 1600hrs, with 70% of vehicles parking within the allocated 2 hour time limit. Private vehicles constitute 90% of parked vehicles throughout the day with 1 – 8 light goods vehicles seen across various time slots. The parking survey highlighted that on-street occupancy in adjoining town centre streets averaged 55% over the same period.

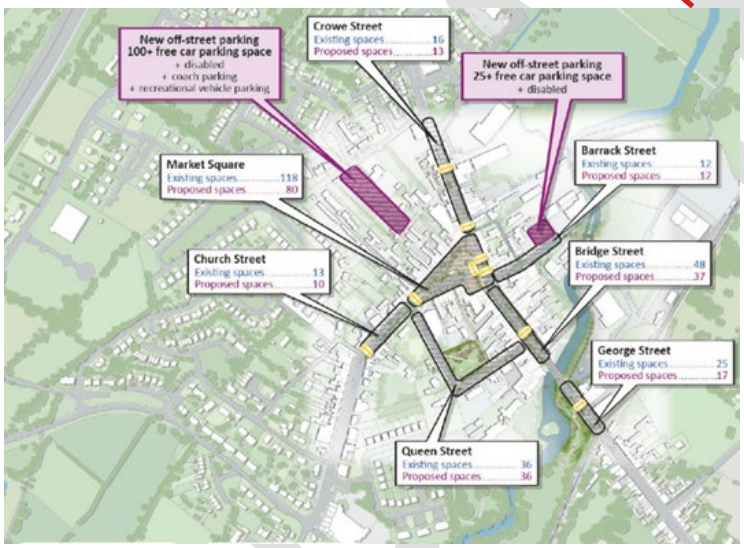
It was identified that the current road layout and parking arrangements at the Market Square do not provide for safe pedestrian and cycle connectivity or adequate space for community events, such as the Friday Market, and was contributing to reduced footfall in the town and a loss of vibrancy.

The public realm design proposals aims to address these issues through alignment with the Town Centre First objectives to create a more liveable and accessible town.

The final proposal for the Market Square allows for an inclusive and flexible community focused space in the functioning heart of the town. This is achieved through the reduction of car parking spaces while making greater provision for age friendly and accessible bays.

The reconfiguration of the car parking and vehicular circulation provides an opportunity for a dedicated coach drop-off point for services such as the Local Link, school buses, and tour coaches.





The loss of parking on Market Square would be remediated through the reconfiguration of parking along streets which demonstrated lower occupancy, such as Church Street, and the construction of new off-street car parks on Barrack Street and Crowe Street. Lowry's Lane could provide direct pedestrian access from the Market Square to the proposed new car park on Crowe Street.

In addition, it is proposed to redistribute parking on the Square across a variety of types including free 15 minute parking bays, dedicated loading bays, coach parking and laybys. Furthermore the secondary car parking area directly opposite Barrack Street, which was the original location of the historic market square, will be enhanced to accommodate covered outdoor events to broaden the variety of community events which could be held in the town centre.

The proposal also includes the redesign of Canon Quinn Park to include all-age play areas, an amphitheatre, and a bandstand. Proposed improvements along Bridge Street would see the carriageway narrowed to facilitate additional spill out space for located premises with parallel parking interjected by parklets and new vegetation.

2.4 Summary

- A technical note comprising a policy review of international, national, regional, and county level policies and plans relevant to the studies in the Galway Transport Support Programme has been compiled and is available in **Appendix A**.

- Gort is classified as a self-sustaining town in the Galway County Development Plan 2022-2028, with a high level of population growth.

- The draft Gort Local Area Plan 2025-2031 aims for the town to be a sustainable, self-sufficient, vibrant and socially inclusive key town with development progressing in a way that consolidates around the town centre.

- The proposed Gort Town Centre First Plan and the Gort Public Realm Enhancement Project proposals aim to revitalise the town centre with an emphasis on prioritising accessibility to Market Square and creating an attractive and inclusive public space to increase footfall and facilitate

- Both the County Development Plan and draft Local Area Plan include policy objectives to promote the use of sustainable transport in place of the private car in the town including the provision of safe active travel infrastructure and facilities, appropriate traffic management, compact growth and improved public transport options and waiting facilities.

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3. BASELINE ASSESSMENT

The following chapter provides an overview of the Baseline Assessment undertaken for the Gort LTP. The aim of the Baseline Assessment is to gain a clear understanding of the existing spatial characteristics, land uses, transport conditions and constraints relating to the Plan area.

3.1 Description of Study Area

The study area boundary for the Gort LTP was identified in collaboration with Galway County Council. It broadly aligns with the LAP boundary, containing the established town and surrounding areas earmarked for development and buffer zones. A 'best-fit' selection of Census Small Areas (CSAs) has been identified to form the study area for the purpose of undertaking baseline analyses of census data (utilising 2016 Census data).

Located approximately 45km to the south east of Galway City, the Gort study area had a population of 3,033 as of 2016 (Census 2016). The previous Census in 2011 put the population at 2,671, representing an increase of 14%. Based on the 2022 Census updates, the population of Gort is 2,870. This is a slight decrease from the 2016 figures due to changes in the CSO boundary for Gort. However, it is noted that the geographic definition of Gort as a settlement changed from the 2016 to the 2022 Census – based on the comparative analysis of settlement size, in real terms, the population of Gort is 3,144 inhabitants based on the settlement boundaries in the 2016 Census. This represents 5.4% population growth in real terms from the 2016 Census. [3]

Gort hosts 1,428 jobs, benefitting from a well-established road network. The M18 links Gort to the national strategic road network, with onward connections to Galway City, Ballinasloe, Tuam, Athenry, Athlone and Dublin. The town is served by the regional roads R360, R458 and R460 connecting to Loughrea, Oranmore and Ennis. Gort railway station is located south east of the town centre, with services on the Galway-Limerick line.

The town of Gort serves a rural hinterland as a market town and service centre. It serves a particularly large education catchment, with over 1,700 school places in Gort. The main attraction of the town is Market Square and the medieval town core.

3.1.1 Trip Generators & Attractors

To present the concentration of local trip generators and attractors in Gort, maps of the town's distribution of population and employment density by 2016 Census Small Area have been generated and are shown below in Figure 3-1 and Figure 3-2.

The analysis has been derived from Census Small Area Population Statistics (SAPS) data along with 2016 Place of Work, School or College - Census of Anonymised Records (POWSCAR) data. The POWSCAR database includes a range of information on travel patterns for trips to work and school as recorded in the Census[4]. This data was used to identify the total number of destination work trips for each of the Census Small Areas (CSAs) within the Gort LTP study area.

[3] The Plan – Gort Town Centre First Plan

[4] Further information on POWSCAR is available on the CSO website at: https://www.cso.ie/en/census/census2016reports/powscar/

3.1.2 Population

The population density for CSAs within the Gort study area (represented as population per square kilometre) are illustrated in **Figure 3-1**. The areas of Gort with the highest population density are located to the west and north west of the town centre, alongside the R458 and R460 corridors.

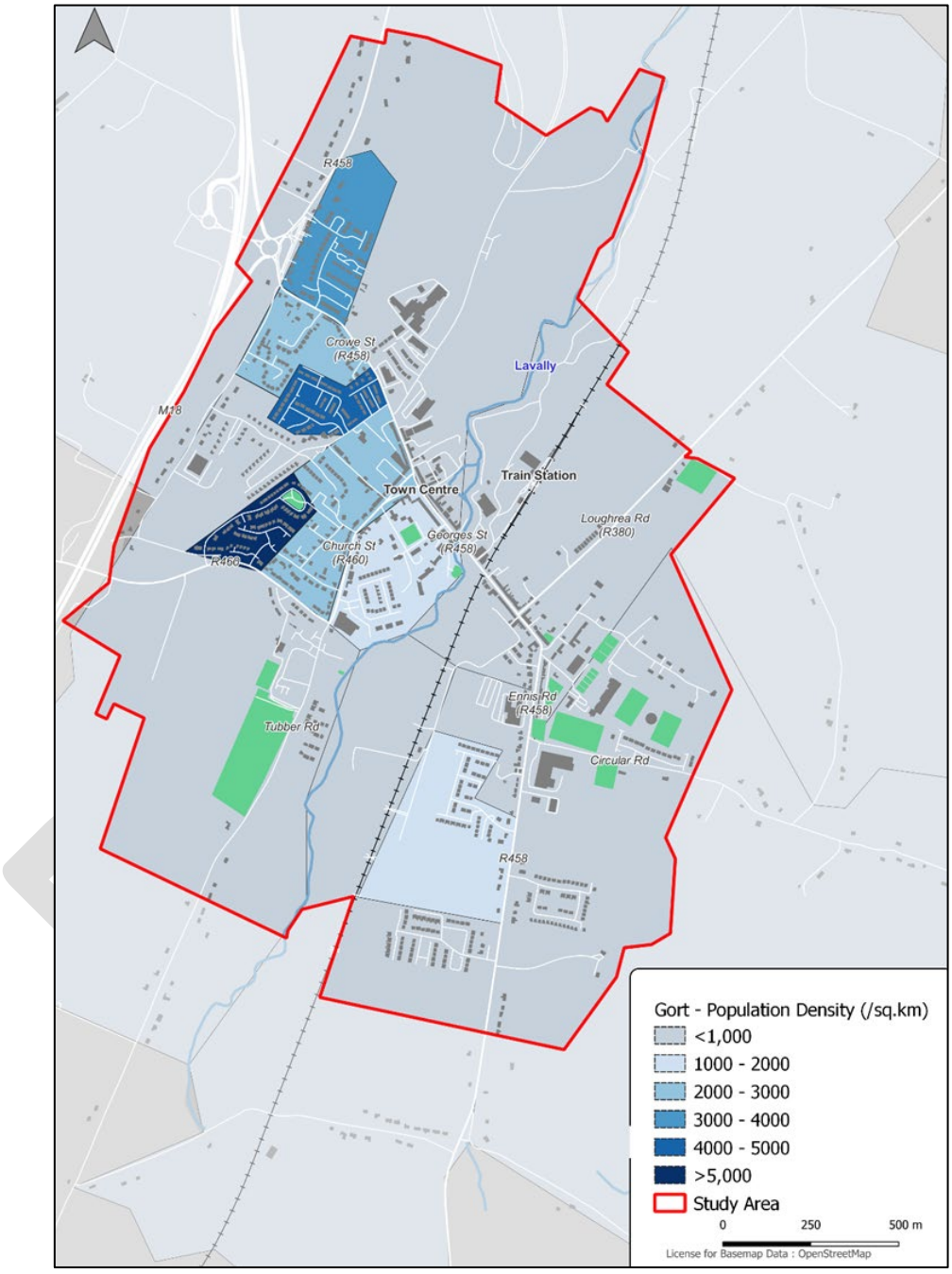


Figure 3-1: Gort Population Density

3.1.3 Employment

The employment density for CSAs within the Gort study area (represented as jobs per square kilometre) is illustrated in **Figure 3-2**. It demonstrates that the town centre is the largest attractor of employment trips within the study area.

Other significant employment sites include the Lidl supermarket immediately north of the town centre and the SuperValu supermarket to the south.

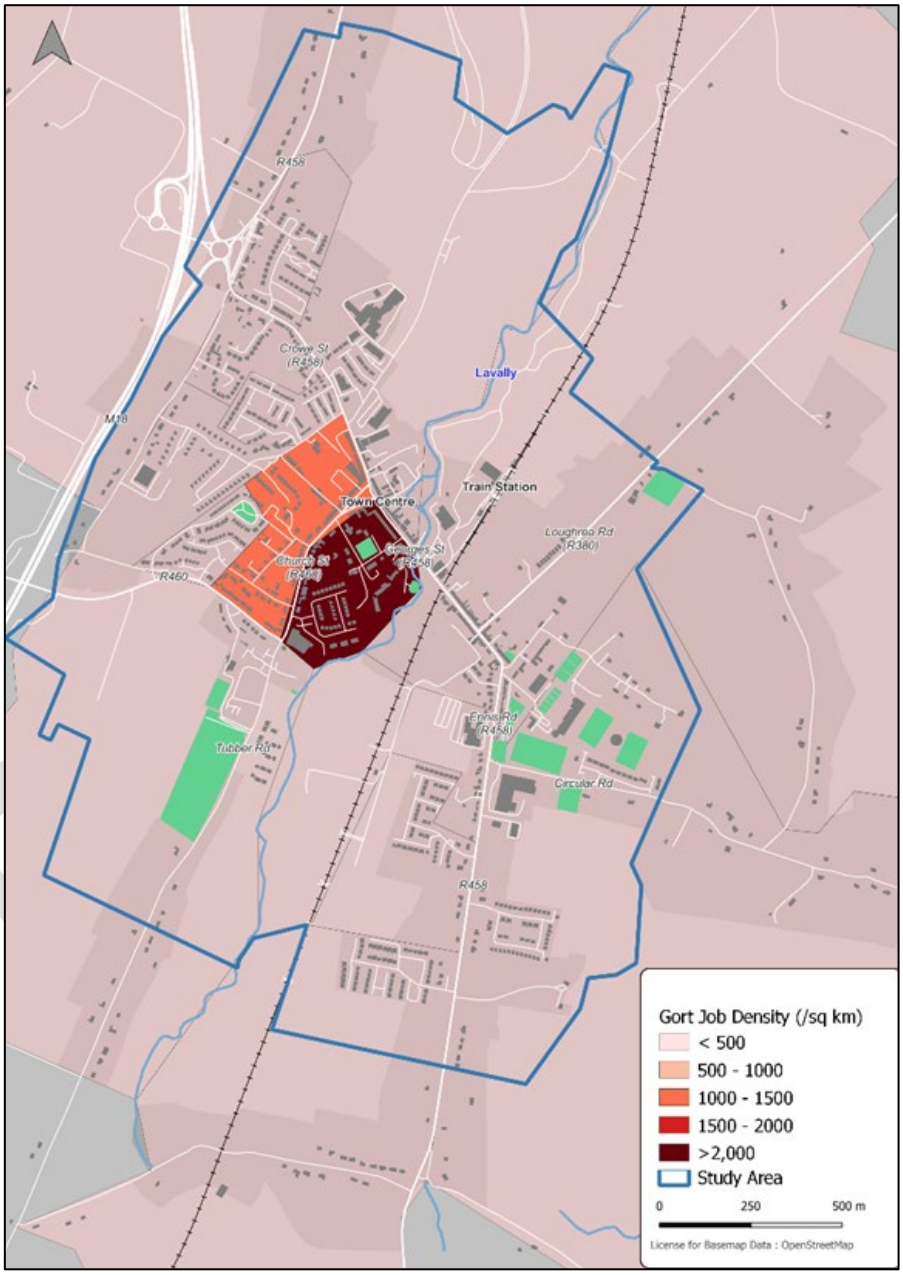


Figure 3-2: Gort Employment Density

3.1.4 Services & Amenities

The location of key services and amenities within Gort are presented in **Figure 3-3**.

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R458
Crowe St (R458)
Lavally
M18
Train Station
Town Centre
Loughrea Rd (R380)
Church St (R460)
R460
Ennis Rd (R458)
Tubber Rd
Circular Rd
R458
Study Area
Amenities & Facilities
Car Park
Leisure & Sport
Church
Park
Education
Shopping
Healthcare
License for Basemap Data : OpenStreetMap
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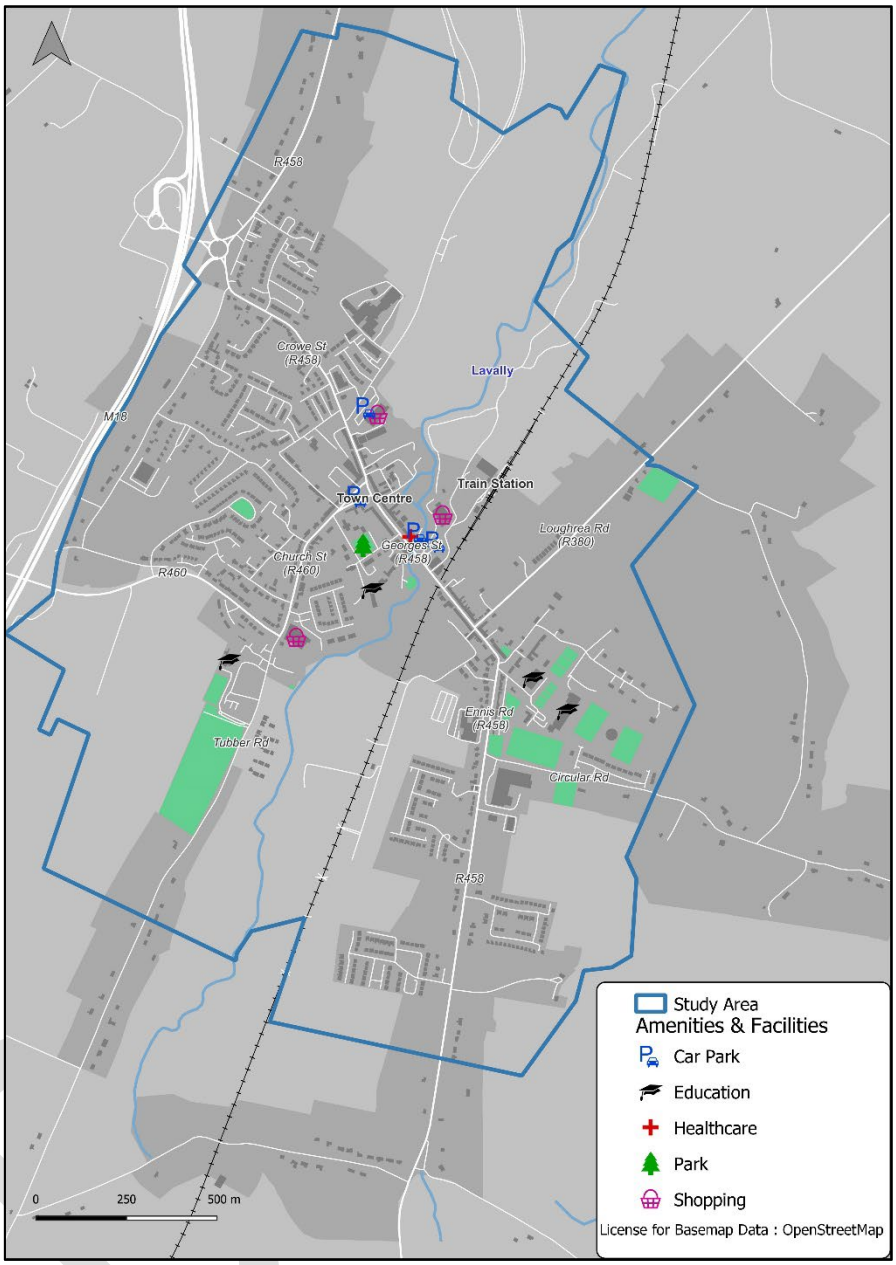


Figure 3-3: Gort Services & Amenities

A concentration of services and amenities within the town centre is noted, including the main retail-oriented streets, library, and St Coleman's Church.

The rail station is located on Station Road to the east of the town centre.

Two primary schools are located within Gort. Gort National School (primary) is located off the Tubber Road to the south west of the town centre. Gaelscoil na bhFilí is located off Ennis Road to the south east of the town centre. The town's only secondary school (Gort Community School, serving approximately 1,000 pupils) is also located off the Ennis Road.

Three supermarkets are located within the study area. Lidl is located off Crowe Street immediately north east of the town centre, Aldi is located off Station Road immediately to the east and Super Valu is located off Church Street to the south. Substantial parking facilities are available at all three facilities for customers.

The main council-operated car park in Gort is located north of Market Square, in the heart of the town centre.

3.2 Demographic Profile

3.2.1 Overview

To better understand the profile of residents in the Gort LTP study area, and their travel patterns, this section presents data extracted from the 2016 Census Small Area Population Statistics (SAPS) dataset. It summarises information on the proportion of residents travelling to work and school, as well as high level information on age, gender, and car ownership.

3.2.2 Total Population

As shown in **Table 3-1** below, the Study area has an estimated population of 3,033 according to the 2016 Census[5]. This represents a population growth of 14% compared to the 2011 Census (2,671), which is a higher growth rate than seen nationally (3.8%). The GCDP 2022-2028 targets a population increase of 800 persons for Gort during the plan period.

The age profile of residents in Gort is outlined in **Table 3-1**. The analysis indicates that the Gort LTP study area has a lower proportion of residents over the age of 65 than both the Galway County Area and the national average. Within the study area, 22.9% of the population are under the age of 15, a slightly lower proportion than for Galway County and slightly higher than the national figure.

Table 3-1: Population Age Structure Comparison

LOCATION	POPULATION 2016	0-15	16-64	65+
Gort	3,033	22.9%	64.3%	12.8%
Galway County	179,390	24.0%	61.4%	14.5%
National	4,761,865	22.4%	64.2%	13.4%

3.2.3 Employment & Education

The number of employed people and number of jobs within the study area are outlined in **Table 3-2**. As can be seen below, the number of jobs is higher than the number of employed people, resulting in a Job Attraction/Employed ratio of 0.86. This compares to a ratio of 1.2 for Galway City and 0.5 for the rest of Galway County. The ratio in the study area results in a slight net flow of employed people from the study area for work.

Table 3-2 also outlines the number of education attractions within Gort. With 1,708 students commuting to schools within the study area, compared to 1,428 workers and a study area population of 3,033 it shows the prevalence of school trips entering the area.

[5] As outlined in Section 3.1, the Gort LTP study area broadly aligns with the LAP boundary but has been derived from a 'best-fit' selection of Census Small Areas to facilitate ease of analysis of baseline Census data.

Table 3-2: Employment Opportunities & Education Attraction Comparison

LOCATION	EMPLOYED RESIDENTS	JOB ATTRACTION	RATIO	PUPILS / STUDENTS
Gort	1,270	1,085	0.86	1,708
Galway City	34,951	42,062	1.20	25,494
Rest of Galway County	75,116	37,325	0.50	33,068

3.3 Environmental Conditions & Physical Constraints

There are a number of physical constraints to transport in the study area. The major environmental and physical constraint to travel through the study area is the rail line and Gort River which run roughly alongside each other in a north-south direction through the study area. This constraint, which can be seen in the figure below, causes considerable severance for travel east-west with only one main crossing provided on George's Street (with bridges over the river and under the railway line provided). For example, to get from the Tubber Road to the Ennis Road, the only route is through the centre of the town via George's Street.

In terms of topography, which can be a barrier to active travel in particular cycling, the town is generally flat. Some elevation is noted moving east from George's Street into the school campus off Ennis Road. This flat nature of the town therefore is beneficial to active travel.

A review of the Archaeological Survey of Ireland shows that there are a notable number of entries in Gort on the Sites and Monuments Record and the National Inventory of Architectural Heritage. These are largely concentrated in Market Square, in particular on the west side of the square.

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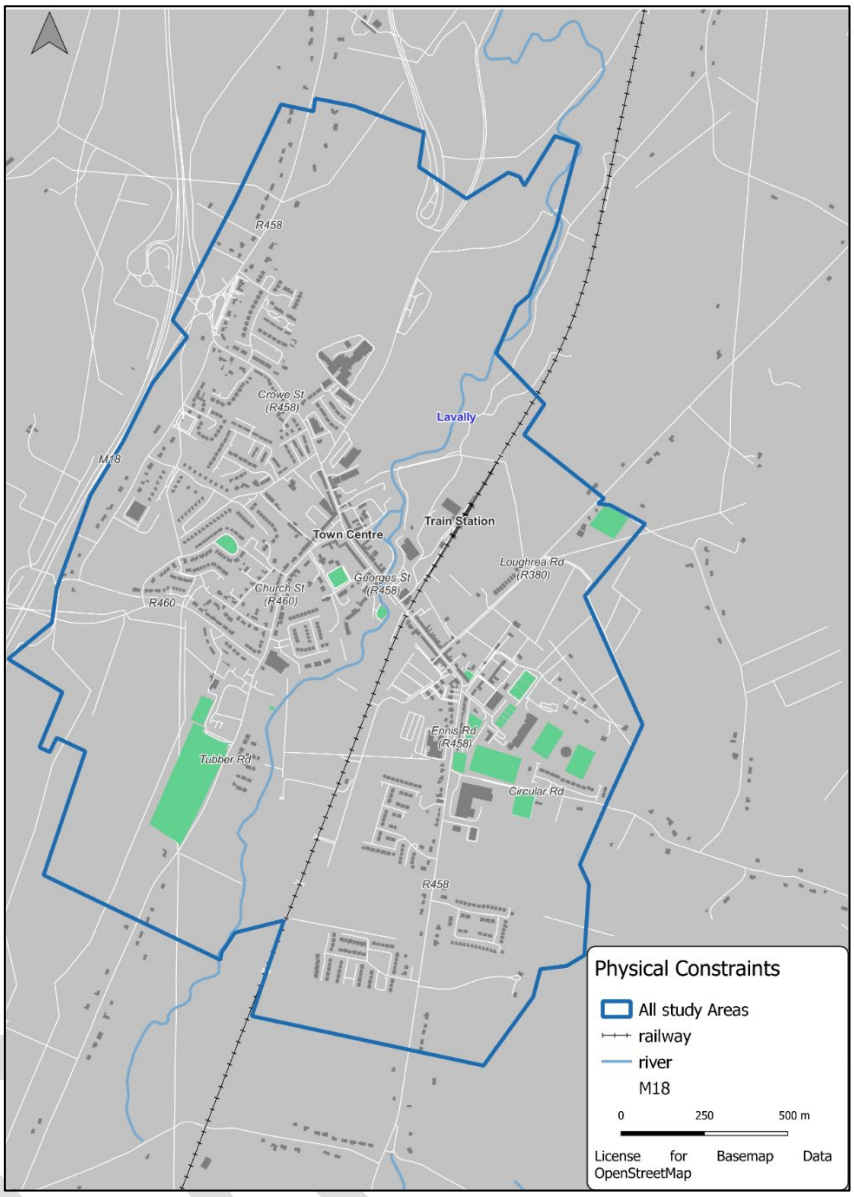


Figure 3-4: Physical and Environmental Constraints

3.4 Existing Travel Patterns

3.4.1 Introduction

The following section provides an overview of existing travel patterns for residents within the study area based on 2016 Census data, focusing on:

- **Trip Distribution Profile:** Identifying the key destinations and desire lines for travel,
- **Mode Share:** Highlights the proportion of trips undertaken by walking, cycling, public transport and car for employment and education purposes.

- **Trip Length Distribution:** Outlining the demand for travel at various distance bands for employment trips. This also includes information on the various modes used for different journey distances.

In order to determine the travel pattern for residents, two main Census data sources were used, namely:

- **Small Area Population Statistics (SAPS):** provides information on population demographics including details on commuting patterns such as mode used, typical journey times and time of departure.

- **Place of Work, School or College – Census of Anonymised Records (POWSCAR):** includes a range of information on travel patterns for trips to work and school as recorded in the Census.

3.4.2 Trip Distribution Profile

The POWSCAR database was analysed to identify the distribution of employment trips travelling to/from the study area in the AM period. Results are presented in the tables below.

Table 3-3: Trip Pattern Summary

TRIP TYPE	TRIP PURPOSE	NUMBER OF TRIPS
Internal trips within the Study Area	Work	343 (48%)
	School	370 (52%)
	All	**713**
Inbound trips from outside towards the Study Area	Work	1,186 (70%)
	School	500 (30%)
	All	**1,686**
Outbound trips from the study area	Work	856 (77%)
	School	256 (23%)
	All	**1,112**

The table above shows the trip distribution for AM employment trips to and from the study area. 713 trips that do not leave the study area. This represents 39% of all trips originating in the study area, with 61% (1,112 trips) leaving the study area. 1,686 trips are inbound trips from outside the study area.

For more detailed results of the geographic distribution of trips to/from the study area, surrounding areas have been grouped into sectors. Insofar as possible, these sectors have been designed to align with the main transport corridors to/from Gort. For example, trips to/from the “north” and “south” sectors will mainly be along the M18 or Western Rail Corridor.

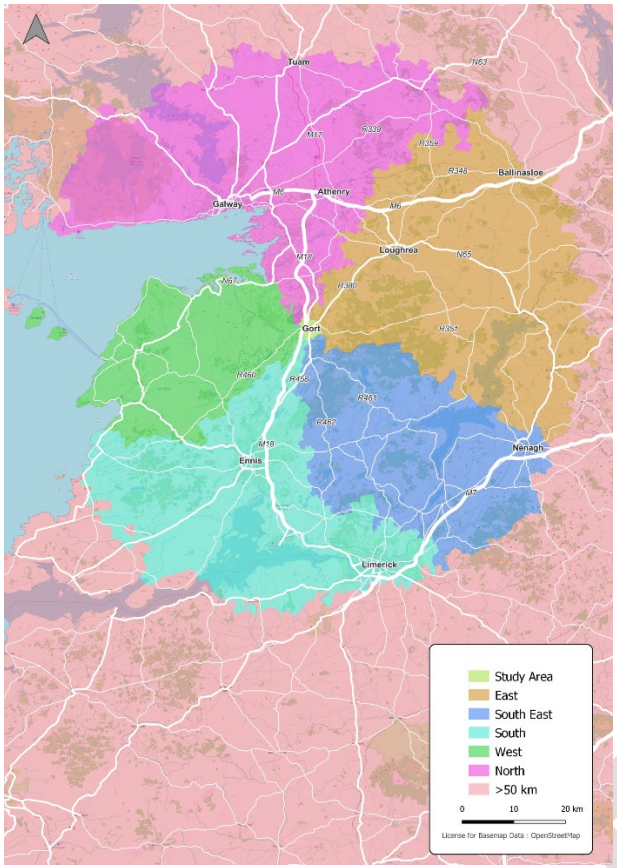


Figure 3-5: POWSCAR Sector map

Table 3-4: Destination Gort Origin Trips

DESTINATION	WORK	EDUCATION	TOTAL	%
Study Area	343	370	713	39%
East	72	28	100	5%
South East	16	14	30	2%
South	132	20	152	8%
West	66	36	102	6%
North	506	126	632	35%
> 50 km	64	32	96	5%
Total	**1,199**	**626**	**1,825**	**100%**

Table 3-5: Origin of Gort Destination Trips

ORIGIN	WORK	EDUCATION	TOTAL	%
Study Area	343	370	713	30%
East	313	153	466	19%
South East	102	73	175	7%
South	168	40	208	9%
West	162	86	248	10%
North	391	144	535	22%
> 50 km	50	4	54	2%
Total	**1,529**	**870**	**2,399**	**100%**

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Key findings

As can be seen in the tables above, while 39% of combined work/education trips start and end in the study area, this breaks down to 59% of Gort origin education trips and 29% of Gort origin work trips.

Almost 71% of work trips originating in the study area have external destinations. The most significant external destination for trips from the study area is the northern sector, which encompasses Galway City, with 510 work trips and 636 total trips. 43% of work commute trips and 35% of combined work/education trips from the study area are headed north in the direction of Galway City and the surrounding area.

Given that the "south" sector is the third most significant attractor of trips from Gort after internal trips and the "north" sector, the M18 and Western Rail Corridor are clearly the most important travel corridors for work and education trips leaving the study area. All other sectors have relatively small volumes of trips from the study area, between 2%-7% of combined work and education trips.

For trips travelling to the Study Area, the travel patterns are more varied. Internal trips within the Study Area represent 30% of combined work and school related travel to Gort. Roughly equal numbers of trips come from the surrounding east sector (19%), which includes Loughrea and Ballinasloe, and the north sector (22%) which covers Galway City, Athenry and Tuam. These results mean the M18/Western Rail Corridor is of particular importance to inbound trips, in addition to the R380 corridor towards Loughrea.

The remaining sectors share relatively small volumes of trips, similar to outbound trips, with between 7% and 10% of inbound trips originating in the south, south-east and west sectors. Few trips (60) originate more than 50km from Gort.

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3.5 Mode Share

SAPS data provides information from the Census on the typical mode of transport used for travelling to work and education. This data was used to identify the proportion of trips originating within the study area which are made by walking, cycling, public transport and car.

3.5.1 Employment Trips

The figure below illustrates the mode share for trips to work originating within the study area by walking. cycling, public transport and car (including drivers, passengers, vans and lorries). It also compares the study area mode share to the Galway County average as a whole, Galway City and nationally.

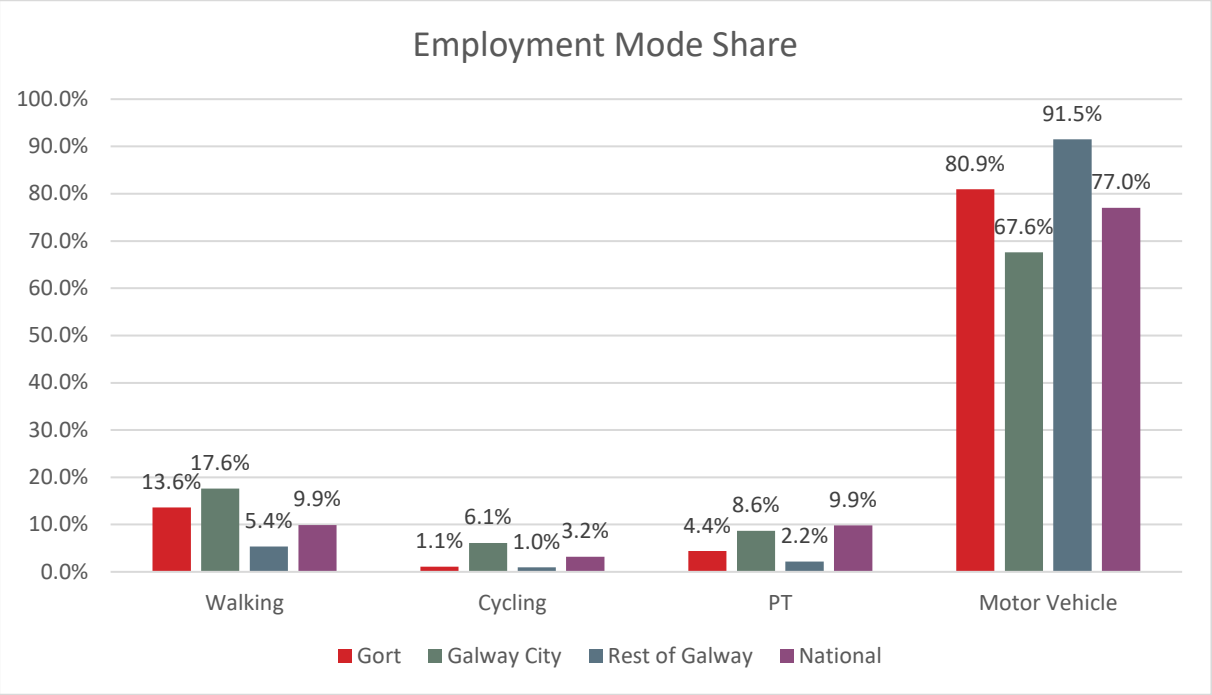


Figure 3-6: Employment Mode Share

Key findings observed from the mode share data for employment trips in the study area include:

- 14.7% of commute trips originating in the study area are undertaken by active modes. Walking trips form the majority of the active mode trips at 13.6% and are higher than the national average of 9.9%. Cycling totals at 1.1%, falling below the national average of 3.2% but in line with the largely rural Galway County area (with Galway city excluded).
- Public transport represents only 4.4% of commute trips from the study area, lower than the national average of 9.9%, but double the County average of 2.2%.
- The private car is the dominant mode of transport for work trips from the study area at 80.9%, higher than the national average of 77.0%. The commute car mode share is however lower than the county average of 91.5%.

3.5.2 Education Trips

Figure 3-7 below illustrates the mode share for trips to education originating within the study area.

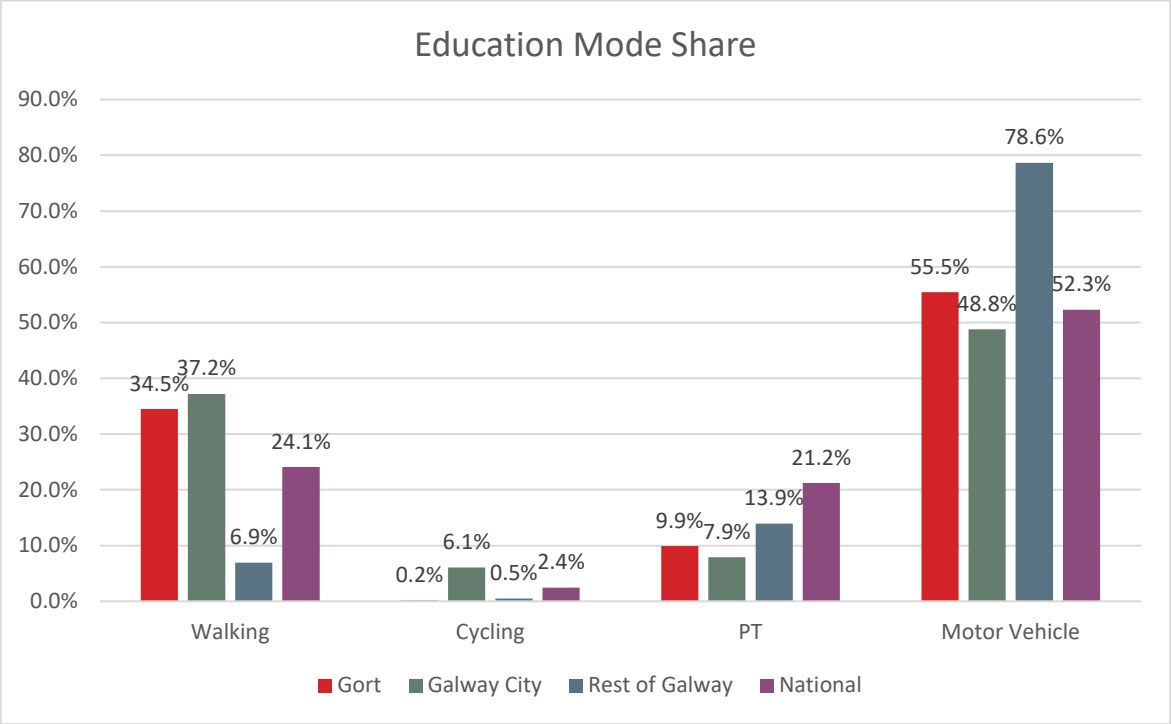


Figure 3-7: Education Mode Share

The key findings from the mode share data for education trips are listed below.

- The overall mode share for walking to education is 34.7%, higher than the national average (26.5%), and significantly higher than the county average of 6.9%.
- The study area cycling mode share of 0.2% is well below the national average of 2.4%, and also below the City and County averages.
- The study area public transport mode share is 9.9%, below that of the county average of 13.9% and national average of 21.2%.
- Overall, the car is still the dominant mode of transport for education-related trips, accounting for 55.5% of all journeys, compared to 52.3% nationally.
- Car trips are predominantly concentrated in areas further from Gort schools. However, there are still a sizeable number of car trips within the study area that are within a reasonable walk or cycle of the destination school.

3.6 Trip Length Distribution

Analysis was undertaken to determine the trip length distribution by mode for education purposes from 2016 POWSCAR data. This was used to establish the typical trip lengths, and modes used, for journeys by residents of the study area and help identify where opportunities might exist to further support a shift away from the private car and onto sustainable modes.

The trip length distribution by mode for all education trips travelling to schools within the study area is outlined in **Figure 3-8.**

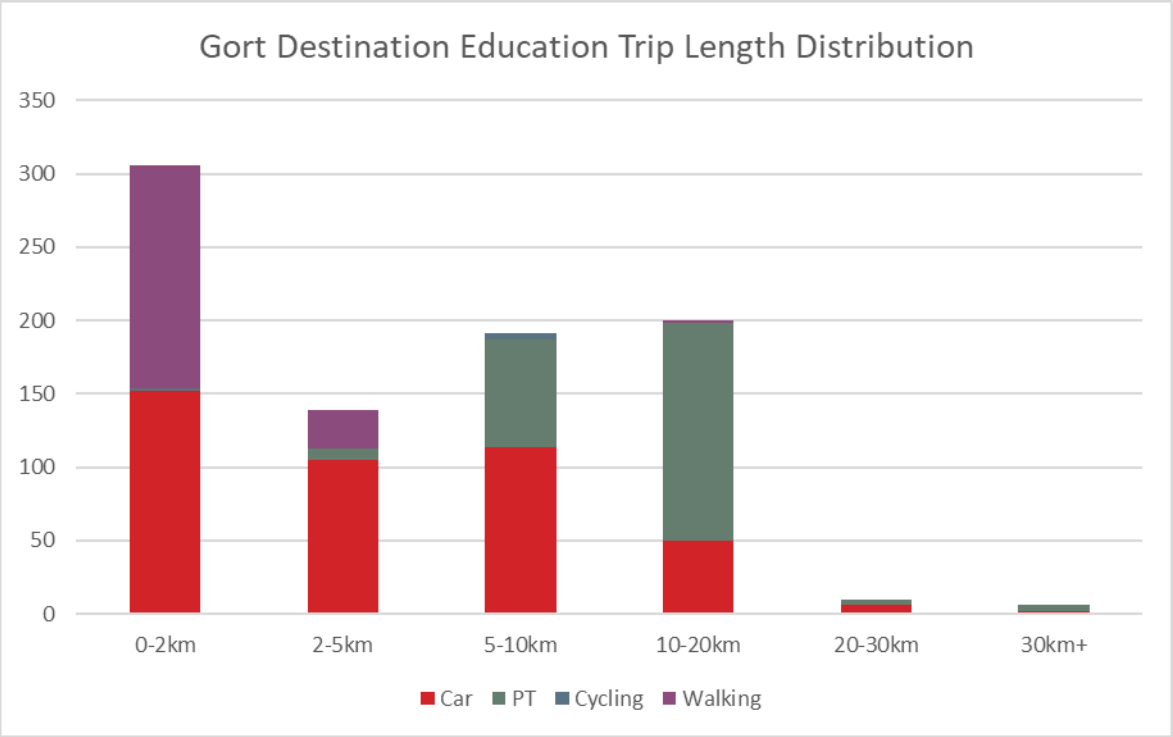


Figure 3-8: Education Trip Length Distribution, by Mode [POWSCAR, 2016]

Key findings:

- Approximately half of the shortest distance (<2km) education trips are made by private car.
- A minimal number of education trips are made by bike, across all distance categories.
- There are a significant number (216) education trips longer than 10km coming to Gort, the majority of which arrive by public transport (72%).
- Over half of the education trips to schools in Gort are shorter than 5km in length.

There is a general association between trip length and mode choice. For example, at shorter distances the average person may be willing to walk or cycle to access goods, services or employment. However, as trip lengths increase, these modes become less attractive.

Similarly, short distance trips by public transport may be unattractive compared to alternative modes as the wait time would be a significant proportion of overall journey time.

In terms of distance, trips can be broken down into:

- Short – generally serviceable by walking or cycling.
- Medium – generally serviceable by cycling (including eBikes), public transport or car.
- Long – generally serviceable by public transport or car.

The significant proportion of education trips in Gort under 10km, and particularly under 5km and 2km, provides an opportunity to shift car trips to active travel given the right package of measures.

For trips over 10km, public transport options may be competitive to the car for certain trips patterns. Insofar as is practicable, a public transport option should be provided for these longer trips for social equity reasons even where journey time competitiveness is challenging.

3.7 Access to Education (ATOS Tool)

3.7.1 Introduction to ATOS

Access to Opportunities and Services (ATOS) is a measure of how easy it is to access key services and employment by walking and cycling. In developing the ATOS tool, the National Transport Authority (NTA) have followed a methodology established by Transport for London and adapted it to make it more suitable for use outside of large metropolitan areas.

The ATOS tool has been run for access to primary and post-primary schools within the study area by walking and cycling. For this analysis, the defined criteria was the ability to access any primary school (at least one) and any post-primary school within a 15 minute walk and 15 minute cycle. The scoring for each grid is then determined by how the travel time compares to the average travel time for all squares that have access to a primary/post-primary school within the specified timeframes.

It should be noted again that the score is calculated based on how travel times to the nearest relevant destinations (for the specific type of service) compared to the average travel time across all locations in the study area. The score is comparative, measuring where accessibility is higher and lower than the mean in the study area, rather than an objective score of the levels of accessibility.

The figures below present the ATOS results for accessibility to schools in Gort by walking, with analysis, first and then cycling.

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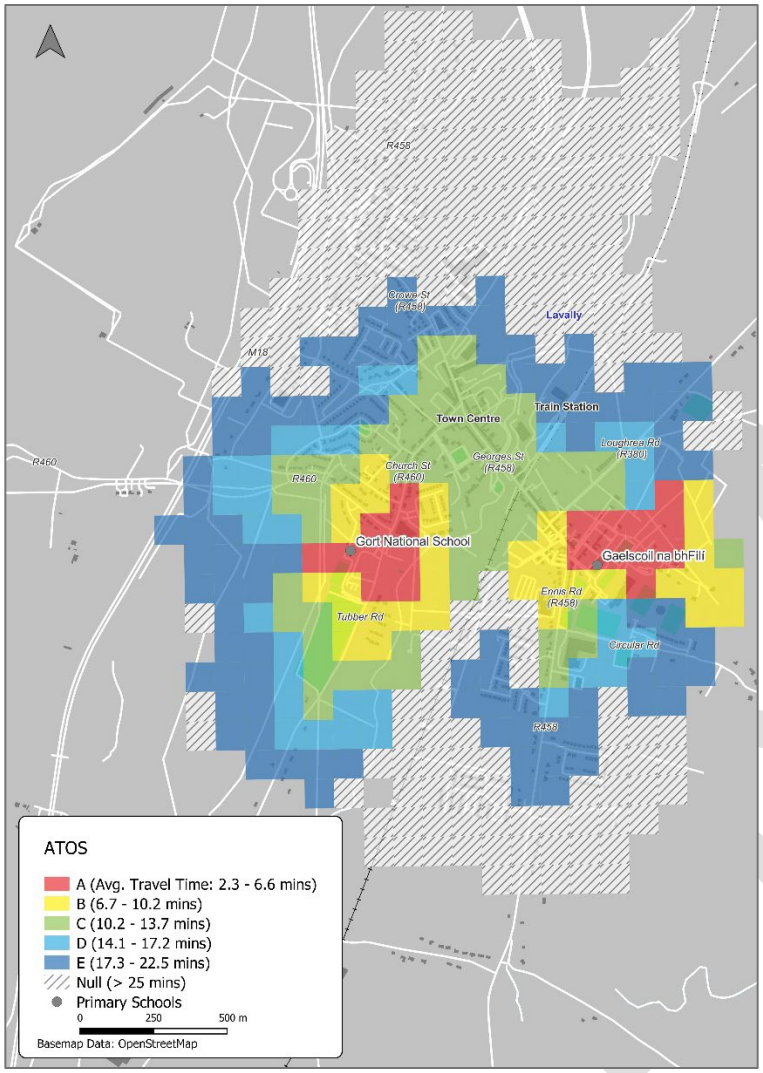


Figure 3-9: Access to Primary Schools (Walk)

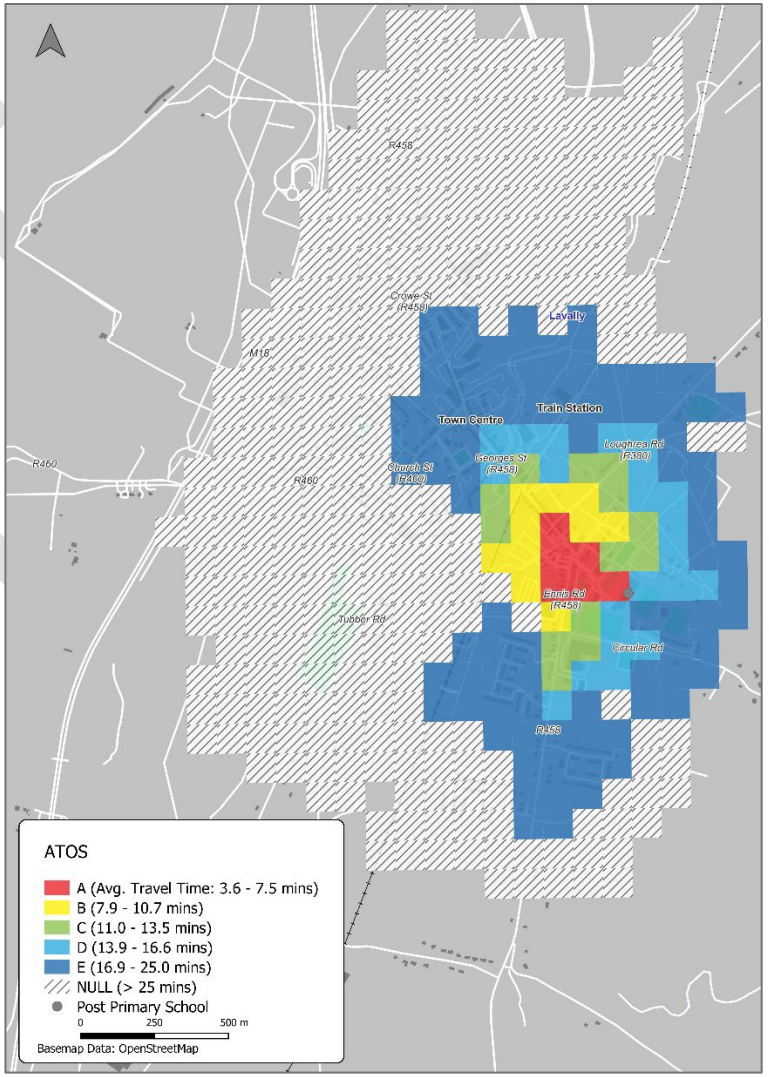


Figure 3-10: Access to Post Primary Schools (Walk)

The ATOS results for walking to school in Gort shows reasonable levels of accessibility in the town centre for both primary and secondary schools. The relatively poor level of permeability between housing estates and main roads is evident however, with a relatively quick transition from areas with A ratings to areas with C, D or E ratings in the vicinity of schools in the study area. For primary schools, the presence of two schools in the town creates good accessibility in the town. The vast majority of residential development in the town is within a 15-minute walk of a primary school (ATOS score or at least E).

For post-primary schools (Gort Community School), housing in the west of the study area are too far from the easterly located school off the Ennis Road to reach in a 15-minute walk. The poor permeability, lack of connections to Rinn Dúin development, Bóthar na hInse and the Loughrea Road reduce the total catchment and area with A, B and C scores.

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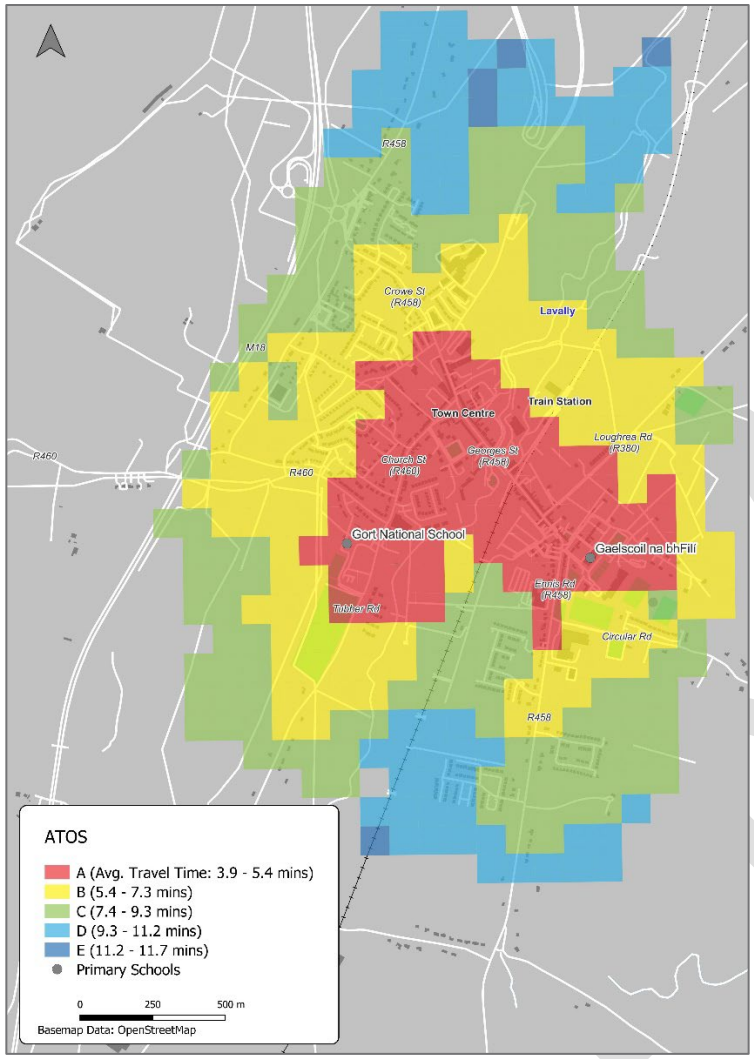


Figure 3-11: Access to Primary Schools (Cycle)

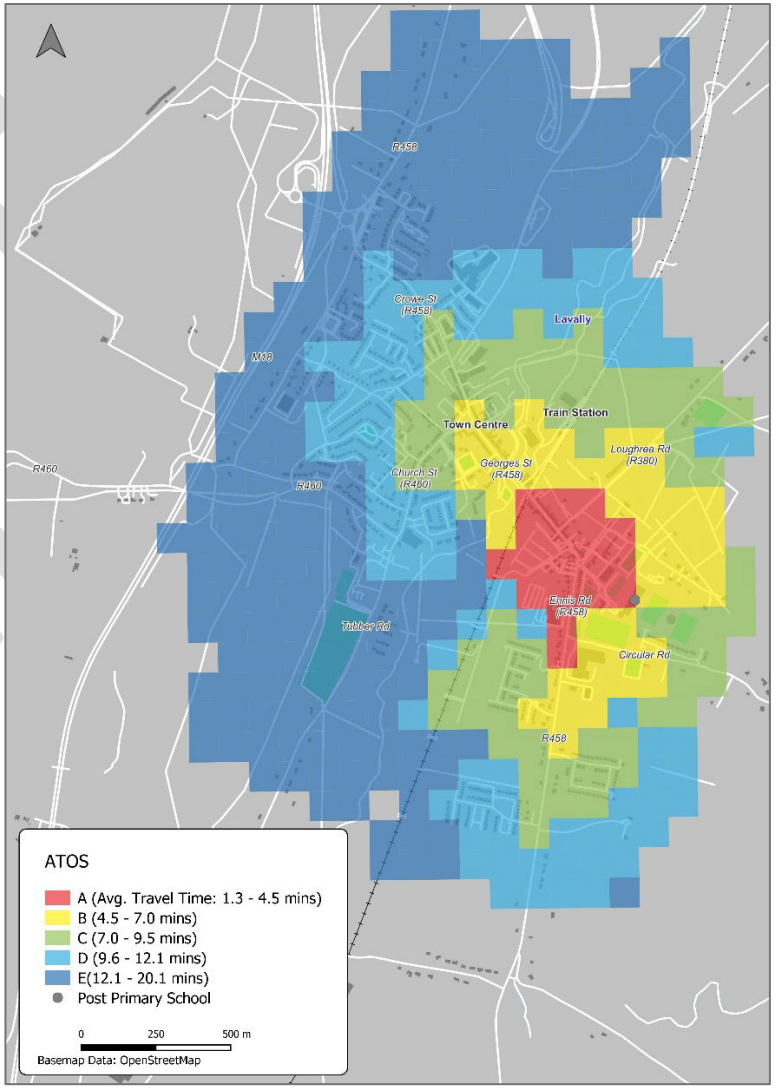


Figure 3-12: Access to Post Primary Schools (Cycle)

The increased distances that can be covered by cycling are evident in the total increase in 15-minute catchment for access to both primary and secondary schools compared to walking, and the much greater area that gets achieves an A-C rating. For access to primary schools, the good coverage provided by the locations of the two national schools is evidenced by nearly the entire study area receiving an A-C score. While the entire study area is within a 15-minute cycle of Gort Community School, there is a comparatively much smaller area with an A-C score. However, the large area with an E score is more sparsely populated than the areas with higher scores. Overall, the town's only secondary school is very accessible by bike to most residential areas in the town

The much higher levels of access by cycling than walking to schools in the study area shows the potential of cycling in Gort to provide great levels of access without the need to drive.

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3.8 Existing Transport Infrastructure & Services

3.8.1 Walking Network

An analysis of the walking network in Gort has been undertaken involving both a desktop review and site visit. Key areas, including both strengths and weaknesses are highlighted in Figure **3-13** below.

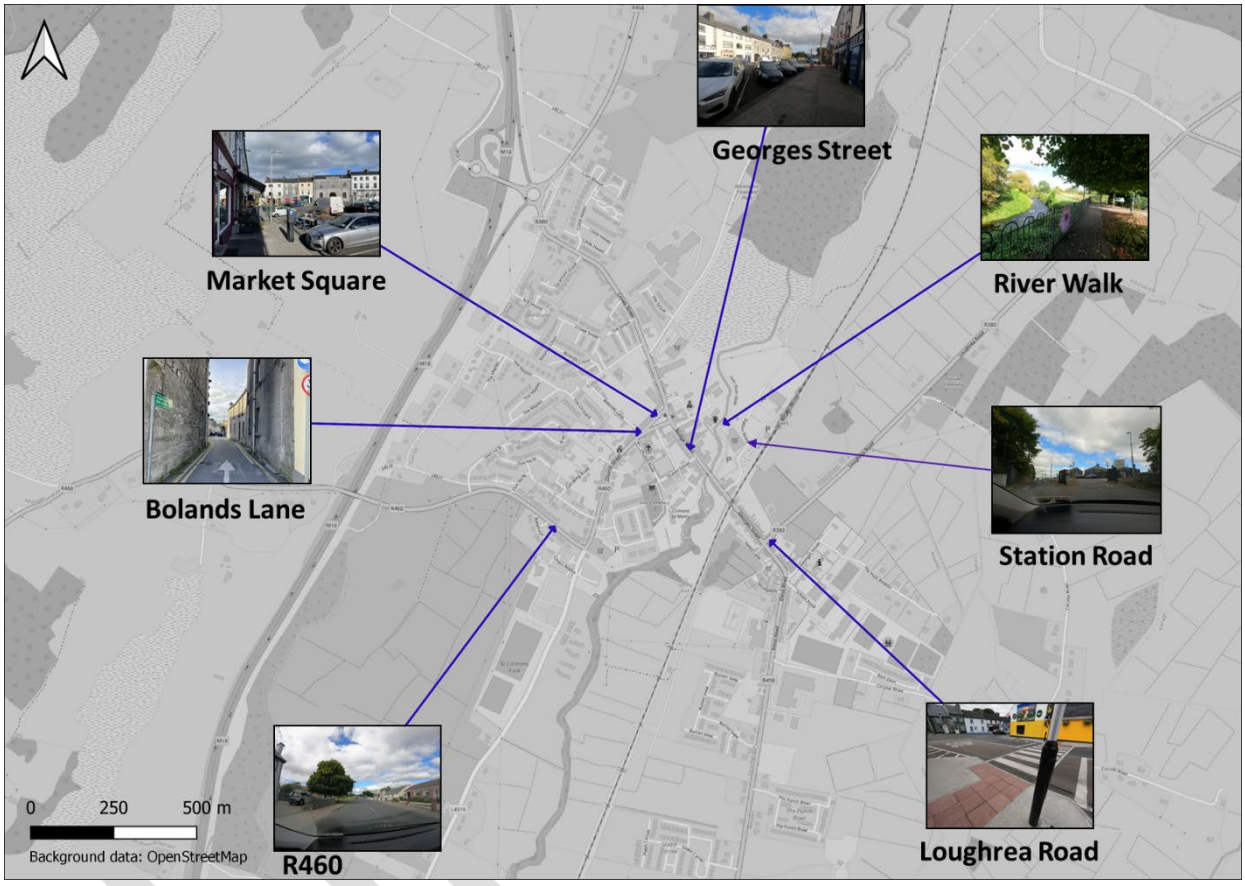


Figure 3-13: Highlighted Sections of Walking Infrastructure in Gort

The quality of pedestrian infrastructure in Gort is varied. The footways on the principal routes in and around the town centre are generally of acceptable width on both sides of the road with the exception of a few key pinch points. At pinch points, car travel is usually prioritised over pedestrian infrastructure, contradicting the modal hierarchy in DMURS.

There are a number of routes where footpaths are narrow or disappear completely, both in the town centre area and in residential neighbourhoods. In the town centre, no footways are present on Bolands Lane and Slipper Street due to the narrow width of both roads. No footways are present on the section of R460 fronted by residential properties between Ballyhugh and Dun Na Ri, nor at a corner of Glenbrack Road from Gort na Rí westwards.

It is noted that the rail line route causes a degree of severance to walking trips to/from the south east residential areas and schools, with Georges Street providing the only paved route across within the town. The footways on Georges Street were observed to be of adequate width on both sides. It is

noted that a small railway underbridge exists approximately 100 metres south of Georges Street, providing a future potential opportunity for additional active travel routes in the future.

Outside of main roads and streets, the residential areas north of the town centre suffer from poor permeability in places, particularly in an east-west direction – see example in **Figure 3-14** below. This can significantly increase walking distances to key services for residents in the town.



Figure 3-14: Permeability block in Gort (1km walk for 50m crow fly distance)

Throughout the study area there are limited formal crossing facilities, with the exception of signalised crossings on each of the three main approaches to Market Square. This results in a low level of service for pedestrians with mobility or visual impairments. It is however noted that a zebra crossing has been recently installed across Loughrea Road, at the junction with Georges Street, shown below.



Figure 3-15: Loughrea Road Zebra Crossing

The pedestrian links between the town centre and train station are considered to be of poor quality, in particular the section of route between the station and Georges Street. A narrow footway is provided on only one side of Station Road, with no crossing facilities present on Georges Street to access Station Road. A section of off-road footway is provided from Station Road to the station, providing a dedicated route for pedestrians to access the rail station. The junction of Georges Street and Station Road is shown in **Figure 3-16** below.



Figure 3-16: Junction of Georges Street & Station Road

The pedestrian links between Georges Street and Gort Community School and Gaelscoil na bhFilí are currently deemed to be of low quality. Railings restrict the width of both footways which ends at the entrance to the school car park, requiring those walking to the site to share the road with vehicles

parking in order to access the entrance. No signage indicating pedestrian priority in the car park was observed.



Figure 3-17: Gort Community School, Gort Community Centre and Gaelscoil na bhFilí Car Park Area

In addition, it is noted that Gort Community School has received planning permission for a large extension and other changes to their grounds (Ref: 24/0005), including improving facilties for pedestrians.

The Gort River Walk is a primarily leisure-oriented pedestrian route following the route of the Gort River. It is noted that the section of route between the Aldi supermarket and Station Road has been recently upgraded, with a high quality footpath provided as shown in **Figure 3-18**.



Figure 3-18: Gort River Walk Route – Recently Upgraded Section

3.8.2 Cycling Network

There is currently no formal cycle route infrastructure in Gort. Existing proposals for cycling infrastructure investment in Gort have been analysed, along with the development of potential new cycling options, during the Options Development and Assessment stages of the LTP.

There are limited cycle parking facilities within Gort. Sheffield stands are provided in the station forecourt area, ~~however no~~ with some formal cycle parking facilities ~~were~~ observed in the town centre (near the Weighhouse).

3.8.3 Public Transport

Rail Network

Gort rail station is located on the Limerick to Athenry rail line providing direct connections to both of these settlements as well as intermediary towns along the line, and onward connections to Galway City and Dublin via Athenry.

The table below outlines the daily services to/from Gort:

Table 3-6: Gort Rail Services

ROUTE	MAX NUMBER OF SERVICES (MONDAY – FRIDAY)	MAX NUMBER OF WEEKEND SERVICES (SATURDAY)
Limerick - Galway	5	5
Galway - Limerick	5	5

The station is located to the east of the town centre, with access via Station Road. A footpath runs directly to the station from Station Road, approximately 70m north east of the junction with Georges Street.

Cycle links to the rail station are considered to be poor, with no dedicated infrastructure, and the front of station treatment aiming to maximise ease of car drop offs and parking. Cycle parking is provided at the station entrance.

Bus Network

The bus services and routes currently operating in Gort are outlined in Figure **3-19**. Four routes serve the town, all of which call at a pair of bus stops located on Crowe Street adjacent to Market Square.

Bus Éireann route 51 provides an hourly service in each direction on the Galway City to Cork route, seven days a week, with route 434 providing one additional return service to Galway City on Fridays. Bus Éireann also operates a Friday return service to Scariff.

TFI Local Link route 934 runs three return services a day to Loughrea. This route is complemented by a once-weekly return service to Loughrea on Friday also operated by TFI Local Link. This is a door to door, advance booking service and times vary depending on pick-ups.

The bus routes and frequencies serving Gort are detailed in the table below.

Table 3-7: Gort Bus Routes

ROUTE	OPERATOR	MAX NUMBER OF WEEKDAY SERVICES	MAX NUMBER OF WEEKEND SERVICES
51 (Galway – Limerick - Cork)	Bus Eireann	14	14
349 (Gort – Scariff)	Bus Eireann	1	0
434 (Galway – Gort)	Bus Eireann	1	0
934 (Gort – Loughrea)	TFI Local Link	3	0



Figure 3-19: Gort Bus Network

Bus lay-bys are present on Crowe Street for both directions. A passenger waiting shelter with an accompanying bench and timetable information is provided for the northbound bus stop, with a flagpole with timetable information present for the southbound bus stop. It is also noted that the NTA has announced ambition to improve bus stop facilities across the country as part of its Bus Stop Enhancement Programme and has indicated support for upgrades to bus stop facilities that meet the requirements of this programme.

The Connecting Ireland Rural Mobility Plan[6] is a major national public transport initiative developed by the National Transport Authority (NTA), with the aim of increasing connectivity, particularly for people living outside our major cities and towns. Consultation on the proposed network took place during 2022, with the feedback currently being assessed by the NTA. For Gort, route 8 is proposed to replace routes 51 and 434, offering a minimum service frequency of 30 minutes between Galway City and Cork, although it is not clear whether this level of service would apply to Gort itself. In addition, route 934 would have a minimum frequency of three return trips per day, similar to the current level of service.

School buses also serve the local educational institutions in Gort. The School Transport Scheme provides transport to and from school for children who live remote from their nearest school. The scheme is operated by Bus Éireann on behalf of the Department of Education.

3.8.4 Road Network

Strategic Road Network

The primary road serving Gort is the M18 which bypasses the town and provides links to Athenry, Ennis and Limerick. The M6/M17/M18 junction lies roughly 25km north of Gort, linking to onward routes to Galway City and Dublin.

Access to the town's local road network from the M18 is via Junction 16 and the R458.

In addition to the M18, three regional roads serve the town. The R458 route was superseded by the M18 and runs north to south between Ennis and Kilcolgan before joining the N67. The R460 connects Gort to Corofin and Miltown Malbay in County Clare to the south west, and the R380 connects Gort to Loughrea to the north east.

[6] Source : https://www.nationaltransport.ie/connecting-ireland/proposals/

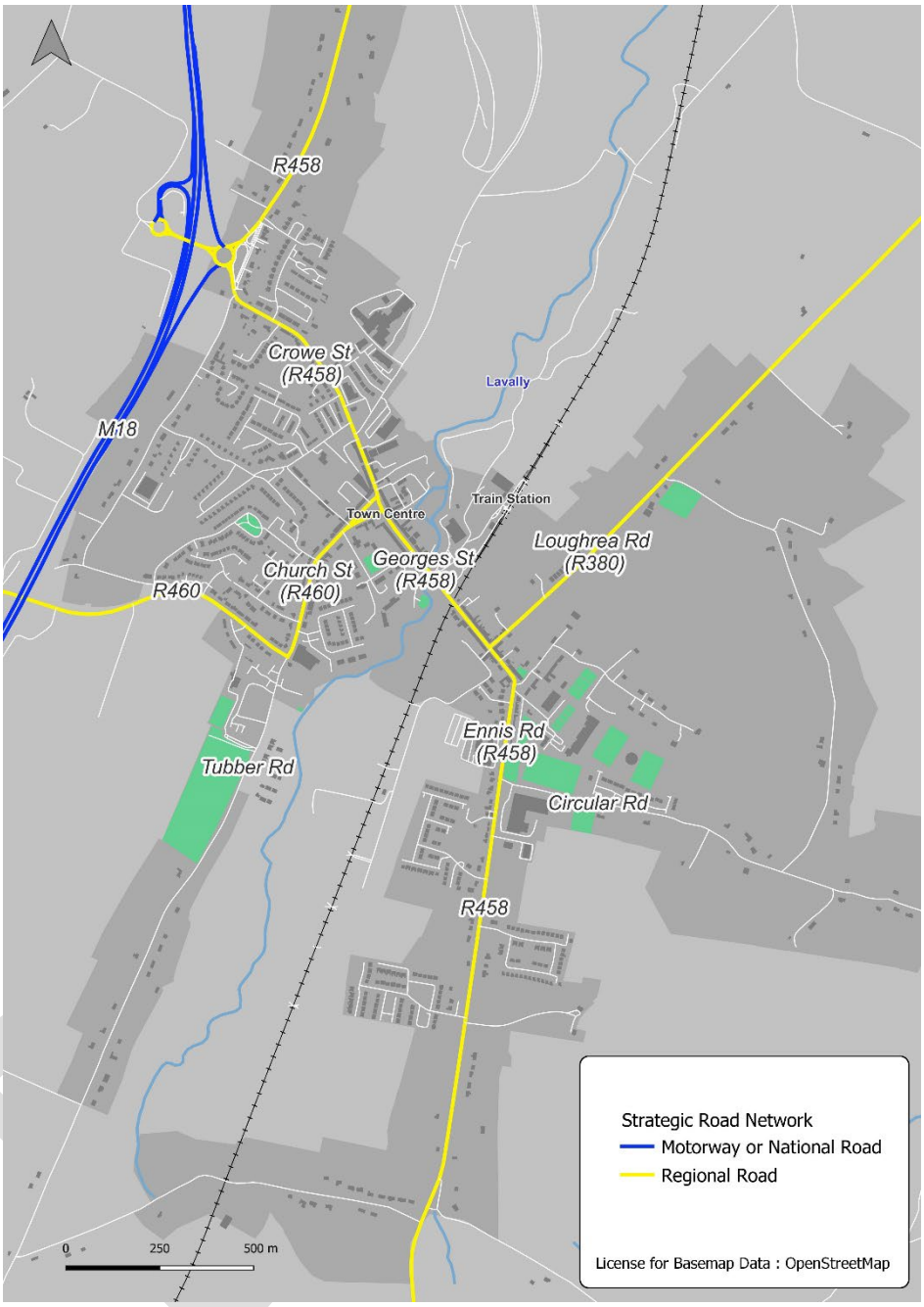


Figure 3-20: Gort Strategic Road Network

Local Road Network

The local road network in Gort is shown in **Figure 3-21** below.

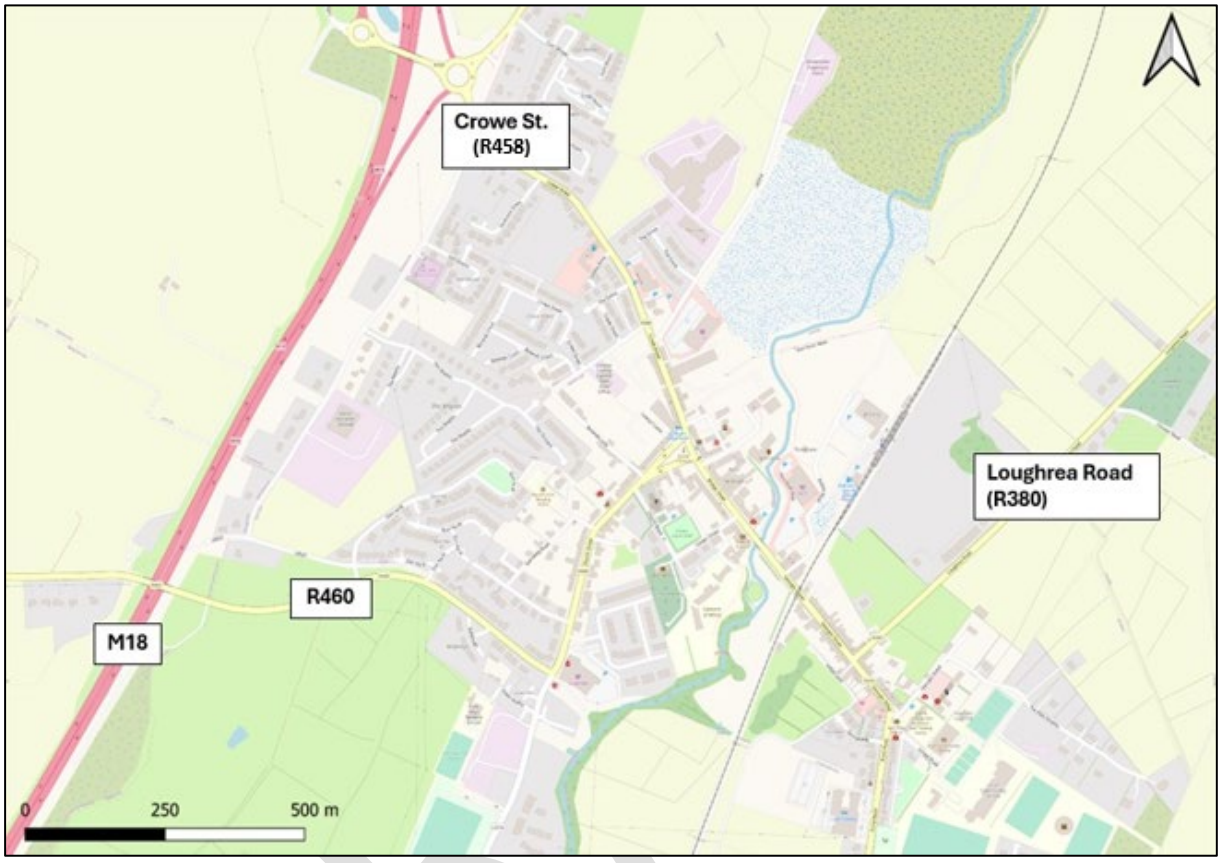


Figure 3-21: Gort Town Centre Local Road Network

The R458 route runs through the centre of Gort on a roughly north west to south east axis and is known as Crowe Street north of Market Square and Bridge Street and Georges Street to the south. In the town centre, the R458 connects with the R460 at Market Square at two priority junctions, forming a triangular shaped space with one-way traffic on two sides in each direction. Much of Market Square is dedicated to vehicle parking.

Signalised pedestrian crossings are located on Crowe Street and Bridge Street, both approximately 60m upstream of the Market Square junctions with Church Street. A further signalised crossing is located on Church Street, approximately 80m south west of market Square, shown in the figure below. Footway build-out, dropped kerbs and tactile paving are included at all of these crossings.



Figure 3-22: Church Road Signalised Crossing

The R380 route is known as Loughrea Road within Gort. The R458 and R380 routes meet at a priority junction south east of the town centre. The minor R380 arm is relatively constrained for this type of road due to the locations of the adjacent buildings impacting sightlines resulting in a road safety issue. A zebra crossing with accompanying footway build-out and tactile paving is located on the R380 arm.

3.9 SWOT Assessment

The findings summarised above from the Baseline Assessment have been used to inform a Strengths, Weaknesses, Opportunities and Threats (SWOT) analysis for the study area. The results are outlined in Table 3-8 below. This has been used to inform subsequent stages of the LTP, in particular the objectives setting and options development phases.

Table 3-8: SWOT Assessment of Gort

Strengths	Weaknesses
Key Points: • Gort is classified as a self-sustaining town in the GCDP 2022-2028. • Strategic traffic to Galway, Dublin and Limerick is well served by the nearby M18 and onward connection to the M6. • There are relatively frequent public transport services provided to Galway City by bus and train. • Gort town centre is the largest attractor of employment trips within the study area. Other key employment areas include the areas to the east and south of the town. • Walking distances within the town are fairly short due to a relatively compact urban form. • Market Square provides and obvious focal point for the town centre. • Public transport services are concentrated into single main corridor through town with good potential connectivity to adjacent residential areas.	**Key Points:** • There is severance caused by the rail line and Gort River, limiting access from south east residential areas to town centre and north/west residential areas. • No dedicated provision (on or off-street) for cyclists, with limited public cycle parking available. • Market Square is dominated by motor vehicles, with an overwhelming focus on parking. • Pedestrian facilities (pavement widths and pedestrian crossings) are poor or lacking at a number of links and key junctions within the town. • Car remains the dominant mode of transport, even for shorter distance commute trips. • A number of key junctions are unattractive to pedestrians and cyclists due to design prioritising motor vehicles. • Public transport represents just 4.4% of commute trips and active travel 14.7%. • Pedestrian access to the train station is poor with no crossing at the key junction and a narrow footpath along Station Road.

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Opportunities	Threats / Constraints
Key Points: • Most of the study area is accessible within a 10-minute cycle. The provision of safe and attractive active travel links provides a potential opportunity for modal shift from car. • Footpaths and crossing points for pedestrians in the town centre could be greatly improved within existing street widths, improving the attractiveness of the town. • The large number of school places within the study area compared to the study area population shows the large catchment of the town that could potentially be better attracted to shop and spend time in the town through improvements to the urban realm. • Approximately two fifths of work and education combined trips from Gort remain within the study area, and due to the local nature of these trips, there may be an opportunity to support this demand via active travel. • The relatively flat topography of the study area would be beneficial for potential trips shifted to active travel. • The Gort River offers significant potential as an amenity and commuting route with the addition of new access points for the Gort River Walk along with bridge crossings	**Key Points:** • There are a very large number of school trips destined for the study area originating within the surrounding rural hinterland. It will be difficult for these trips to be served by active travel. • The LTP study area is constrained by the physical barriers of the rail line and river which causes severance. • Car ownership is quite high within the study area with 81% of households owning at least one car, and 32% owning two or more. If this pattern continues for new developments without substantial improvement to provision for alternative modes, it will likely lead to additional vehicular traffic on the road network. • On-street parking needs appropriate management to ensure that improvements for sustainable modes can be realised.

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4. LTP OBJECTIVES & FUTURE DEMAND FOR TRAVEL

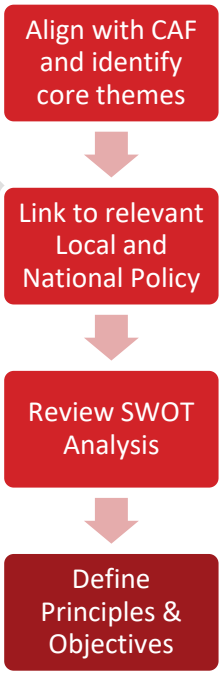
4.1 Overview

Part Two of the ABTA process utilised to develop the Local Transport Plan (LTP) for Gort focuses on applying the information gathered from the baseline assessment (including the SWOT analysis) to determine the principles and objectives that guide the development of the LTP. The following sections provide an overview of the methodology used to derive the LTP objectives for Gort, along with the Key Performance Indicators (KPIs) used to assess the performance of the strategy options in meeting the study objectives.

4.2 Developing the Objectives and KPIs

The development of the principles and objectives for the Gort LTP have been informed by:

- The opportunities and constraints identified in the Part One Baseline Assessment SWOT Analysis.
- Existing local policies and objectives.
- National level policy guiding the delivery of sustainable development.



In order to ensure a robust assessment of transport options, the objectives were broadly aligned with the key categories outlined in the Department of Transport's Transport Appraisal Framework (TAF) with common themes identified:

- **Accessibility & Social Inclusion:** supporting local accessibility by walking and cycling within Gort for all users.
- **Environmental:** supporting climate change initiatives and a general switch to more sustainable modes of travel.
- **Economic:** supporting the vibrancy and connectivity to Gort Town Centre enhancing its economic competitiveness.
- **Integration:** supporting the integration of land use and transport planning in a manner that can affect significant modal shift to walking, cycling, and public transport.
- **Safety & Physical Activity:** promote walking and cycling, and provide a safe environment for vulnerable users.

A detailed review has then been undertaken of Local and National Policy to identify existing objectives under each of the TAF headings and themes outlined above. In particular, strategic outcomes and policies from the GCDP 2022-2028 have been identified to help inform the principles and objectives for the Gort LTP. The SWOT analysis from the Baseline Assessment has also been reviewed to identify specific constraints and issues currently within the study area which should be addressed by the Gort LTP objectives.

Whilst the objectives developed for the LTP focus on the need to improve travel by sustainable modes in Gort, in accordance with DoECLG Section 28 Ministerial Guidelines 'Spatial Planning and National Roads Guidelines for Planning Authorities', an overarching aim in the development of all LTP transport measures is the need to safeguard the strategic function, capacity and safety of the existing national road network in the Plan area.

Performance measurement is used to determine if the full set of recommendations proposed under the Gort LTP achieve the desired outcomes. Key Performance Indicators (KPI's) have been identified and were used to measure the performance of the LTP strategies under the various objectives. The objectives and associated KPIs developed for the Gort LTP are outlined in Table 4-1.

Table 4-1: Gort LTP Objectives and KPIs

HEADING	OBJECTIVE	KPI
Accessibility & Social Inclusion	Support and implement transport measures which reduce car dependency and improve access to local services by sustainable modes	Access to key services (ATOS Analysis)
		Qualitative (Rating scale) access to PT opportunities
Integration	Align and integrate with existing and emerging national, regional, and local planning policy	Compatibility of transport measures with local, regional and national policy - Rating Scale
Safety & Physical Activity	Provide safe access to schools for vulnerable road users and ensure a safe front of school environment	Qualitive assessment of walking and cycling infrastructure to schools - Rating Scale
		Reduction in walking/cycling distances to school sites (GIS/ATOS assessment)
Environment	Contribute to achieving Climate Action Plan targets through the creation of an environment which encourages a modal shift from the private car to more sustainable modes	Anticipated change on sustainable mode shares - rating scale
		Length of additional / improved walk and cycle infrastructure
Economy	Contribute to Gort's economic vitality through improved connectivity and enhanced public realm	Access to Town Centre for each mode - Comparison of change in journey length (can be measured back to Do Min) and quality of route to town centre by mode
		Quality of Town centre streetscape /public realm – Rating Scale
		Deliverability Rating Scale (with consideration to cost, engineering constraints e.g. topography / flooding constraints, third party support/acceptability e.g. does the measure require land acquisition from a single or multiple bodies)

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4.3 Future Demand for Travel

In addition to the review of present-day conditions in Gort, the project team has examined the Draft Gort Land Use Zoning Map, as shown in the figure below.

In collaboration with Galway County Council, an assessment of appropriate lands for future potential development has been completed. The existing development patterns in Gort were taken into account during this process.

Access to existing and planned, development sites was taken into consideration when determining the transport options for the LTP.

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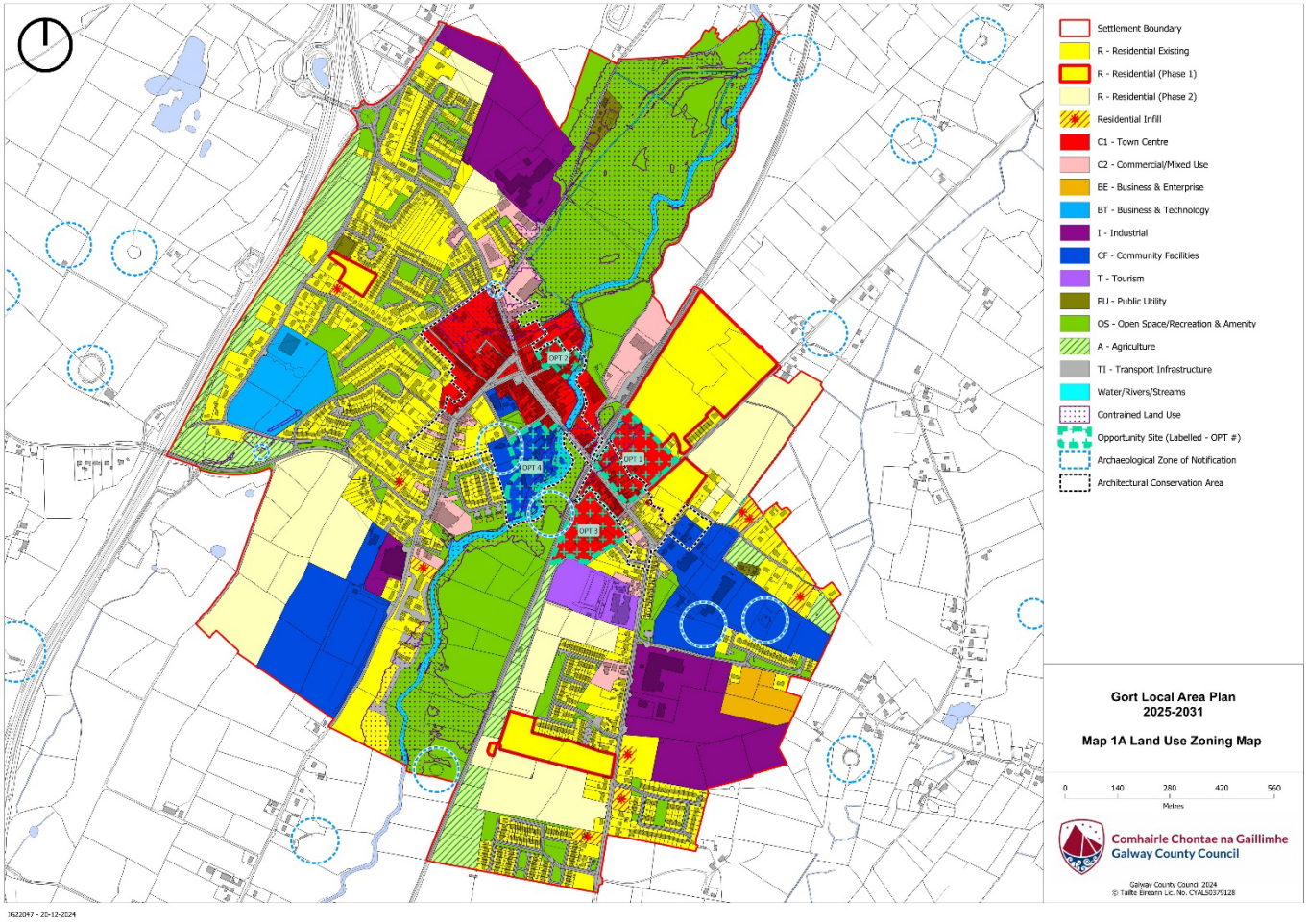


Figure 4-1: Emerging Gort LAP Draft Land Use Zone Map

5. OPTIONS DEVELOPMENT & ASSESSMENT PROCESS

5.1 Options Development

This section details the option development process and identifies options for assessment. Options are grouped into mode categories for ease of reporting. A full list of the options developed for the appraisal process can be viewed in **Appendix B**.

The proposed NTA Cycle Connects network, GCC's draft public realm enhancement proposals for Market Square, the proposed Gort Town Centre First Plan, and the Galway to Athlone Cycleway have been taken into account as part of the development of the strategy.

The Town Centre Public Realm Enhancement Project proposals have been taken as a Do Minimum project in consultation with GCC.

All LTP options have been developed in a manner that safeguards the function and safety of the strategic national road network and associated junctions.

All LTP options have been developed taking into account the draft Gort LAP's objectives and land use zoning strategy.

It is recognised that improvements to infrastructure will be planned and delivered in a different manner to improvements to services. The LTP focuses on infrastructure whilst including consideration of how this can support improvement and expansion of public transport services.

This chapter outlines the longlist of options developed to overcome some of the weaknesses and constraints identified in the baseline assessment and subsequently achieve the defined objectives for the LTP.

The option development process has been informed by the following:

- Data review to identify proposals from wider policy/strategies for the study area.
- Discussions and site visits accompanied by local engineers to review issues identified in the baseline assessment and opportunities for improvement.
- Options workshops with the project team.

The option development process has broadly followed the Department of Transport's National Investment Framework for Transport in Ireland (NIFTI) modal and intervention hierarchies, shown in the figure below.

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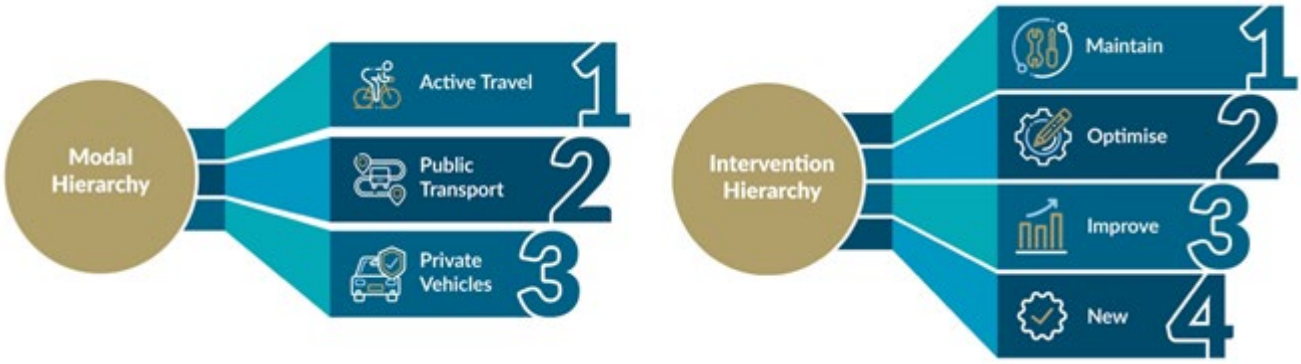


Figure 5-1: Options Assessment Methodology

As such, options for applicable measures were first considered in relation to active modes (walking and cycling), followed by public transport and finally general vehicular traffic. The options were also initially focused on maintaining, optimising and improving existing facilities before considering the construction of new infrastructure.

5.1.1 Active Travel – Walking and Cycling Options

The development of options for the Walking and Cycling Strategy element of the Gort LTP are built on the existing proposals of the NTA's Cycle Connects inter-urban network and planned network improvements identified by Galway County Council.

The key aim in developing Active Travel options is to provide Gort with a safe, comfortable and integrated walking and cycling network enabling trips to school, work, shopping and all other purposes to be made using active travel.

Options focused on improving connectivity and permeability from residential areas to main trip attractors, including the town centre, key employment and education sites and leisure opportunities.



Figure 5-2: Example of a Segregated Cycle Track

Where feasible, fully segregated cycle facilities are proposed to improve safety for cyclists. Where segregation is not possible given space constraints, particularly within the town centre, measures have been proposed to provide a safe, low speed, traffic calmed environment for sections of cycle trips which must be made on-road.

Certain streets within the town centre are very narrow, creating difficulties for the provision of segregated cycle infrastructure. Footpath widths are generally below minimum standards with a lack of formal road crossings creating an unattractive environment for pedestrians and cyclists. Given these spatial constraints and existing conditions, improving pedestrian safety and comfort was the priority in central areas. In addition, a number of contra-flow cycle tracks are proposed to increase cycling safety and permeability on the town centre's one-way streets.

A number of leisure and amenity routes have also been proposed, including an extension of the existing Gort River Walk.

5.1.2 Public Transport Options

While active travel investment focuses on encouraging people to switch from car to cycling or walking for short distance journeys, public transport has the potential to encourage mode shift from car journeys for medium and longer distance trips.

The development of public transport options has incorporated insight from the Baseline Assessment and engagement with the NTA, with the aim of encouraging increase in use. As such, the options within the LTP seek to:

- Enhance accessibility for active modes from residential areas to bus stops and the rail station.
- Improve facilities at public transport nodes, through the provision of sheltered waiting areas, cycle parking, and passenger information.
- Work alongside the NTA to deliver enhanced bus and rail services to villages and towns in the wider region.

5.1.3 Road & Traffic Management Options

Options for the Road Network strategy were identified in order to improve safety for all road users. The priority in the development of the road network options (as per NIFTI) is to maintain, renew, manage and operate the existing road infrastructure in a more efficient manner, and any new road schemes must demonstrate that public transport, traffic management or demand management measures cannot effectively address the problem prompting the road proposal or are not applicable/appropriate.

Therefore, road options that would unduly induce car trips that could otherwise be made by active travel would not be appropriate. However, road options that facilitate the reallocation of road space in the town centre by enabling traffic to bypass the town centre streets are more aligned with the LTP objectives and current national policy.

Given these considerations, the main road options are associated with the link road as defined in the LAP, connecting the Loughrea Road and Galway Road corridors. No further new road infrastructure schemes are proposed as part of the long list of options.

In addition to options concerning upgraded and new road infrastructure, a number of traffic management options have been developed in combination with associated Walking & Cycling proposals. These traffic management options are mainly located in the town centre where streets are narrow and active travel facilities are presently poor. These options and their associated Walking & Cycling measures aim to improve the public realm in key areas and provide a safer environment within the town for vulnerable road users.

5.1.4 Supporting Measures

In line with the Five Cities Demand Management Study Avoid-Shift-Reduce-Manage Transport Demand Management (TDM) Toolkit to reduce carbon, improve air quality and the urban environment, and manage congestion, a range of TDM Measures have been identified to support the switch to sustainable modes across the Study Area.

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In line with Safe Routes to School measures proposed by An Taisce in Gort, a number of potential Park & Stride[7] sites have been identified which would reduce congestion at school gates. Schools in Ireland which have implemented park and stride have found that children are more alert in the morning, having had some fresh air and exercise[8].

Supporting measures include those to promote Active Travel, Public Transport and School Travel. A number of behavioural change measures are identified, including the role that Mobility Management at workplaces, schools and other large trip generators can play in both avoiding the need to travel and supporting a switch from car travel to sustainable modes on a site by site basis.

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[7] The concept of 'Park & Stride' means parking the car a short distance from your destination and making the last leg of the journey on foot. This can have health benefits in terms of promoting physical exercise, whilst also removing traffic from heavily congested areas e.g. outside school gates.

[8] Fingal School Streets: Pilot Review 1 https://www.fingal.ie/sites/default/files/2020-03/20200302-300548-school-streets-pilot-review-1-issue-1.pdf

5.2 Options Assessment Methodology

Having developed a long list of options, an assessment process was undertaken to determine which of these options are to be included in the Emerging Preferred Strategy for the Gort LTP. The long list of options were passed through a four-stage assessment process as outlined in **Figure 5-3**, including:

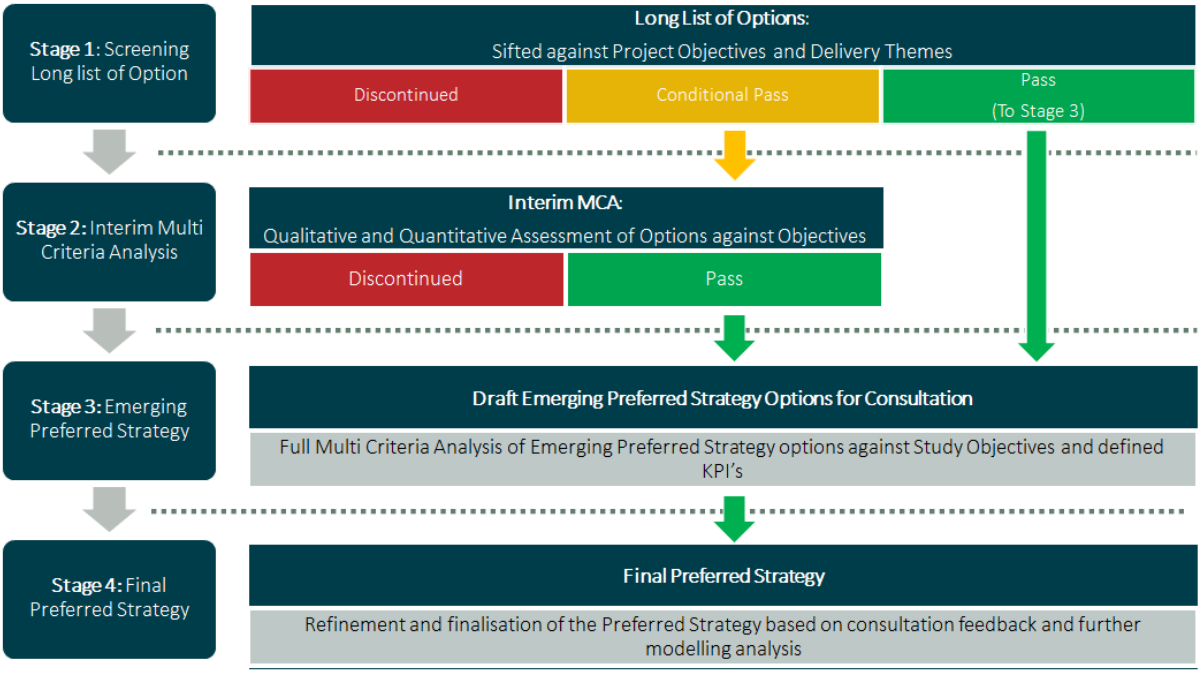


Figure 5-3: Options Assessment Methodology

- **Stage One Options Screening:** The long-list of options were screened against the overall project objectives and core delivery themes to identify which ones should be discontinued, which could pass directly to the final strategy, and which required further assessment.
- **Stage Two Interim Multi-Criteria Analysis (MCA):** Options requiring further analysis were passed through a MCA with qualitative indicators used to score each option against the study objectives.
- **Stage Three Draft Emerging Preferred Strategy Options for Consultation:** Options passing Stage One and Stage Two form the initial draft Emerging Preferred Strategy for the LTP.
- **Stage 4 Final Preferred Strategy (Post LAP Consultation):** Feedback from the project steering group and public consultation as part of the Gort LAP process, will be used to refine the preferred strategy for the LTP.

The following sections provide a more detailed description of Stages One and Two outlined above.

5.2.1 Stage One: Options Screening

Stage One of the Options Assessment has examined each of the long list of measures against the LTP objectives. The options have also been assessed against the following core delivery themes:

- Engineering feasibility.
- Acceptability.
- Funding potential.
- Value for money.

Based on this initial screening, options have been classed as follows:

- **Discontinued:** the option did not align with the LTP objectives and therefore is not included in the Emerging Preferred Strategy.

- **Pass:** the option satisfied the project objectives and the core delivery themes, and no alternative proposals were identified in the options development process. These options passed directly into the Emerging Preferred Strategy without the need for an interim assessment.

- **Conditional Pass:** the option aligned with the LTP objectives, however, it either did not fully meet all of the core delivery themes or had a number of alternative proposals identified. In these instances, the options have been assessed in further detail as part of the interim MCA described in Section 5.2.2.

5.2.2 Stage 2: Interim Multi-Criteria Analysis (MCA)

The Interim MCA stage has been used to evaluate alternatives based on their performance in achieving the overarching study objectives outlined in Table 4-1. This assessment was predominantly qualitative in nature. A five-point scoring system, outlined in Table 5-1 below, was used to assess the options across the various objectives. This produced a performance matrix which was reviewed to rank the scenarios and identify which ones performed best in terms of achieving the defined objectives of the study, and therefore, passed into the Emerging Preferred Strategy.

To ensure that the options that had advanced to the interim MCA stage were assessed holistically, and that mutually exclusive options were assessed at the same time, where possible/reasonable options were packaged together for the MCA process. Detailed work was undertaken to balance the positive and negative outcomes of each option to assess whether it would be included in the Emerging Preferred Strategy.

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Table 5-1: Interim MCA Scoring System

Scoring	
Major Benefit: The proposal is expected to have a clear and considerable benefit or positive impact when compared to existing conditions.	
Minor Benefit: The proposal is expected to have a minor benefit or positive impact when compared to existing conditions.	
Neutral: Overall, the proposal is expected to have neither a positive nor negative impact when compared to existing conditions.	
Minor Disbenefit: The proposal is only expected to result in a minor negative impact when compared to existing conditions.	
Major Disbenefit: The proposal is expected to have a clear and considerable negative impact when compared to existing conditions.	

5.3 Summary

This section has outlined the process followed in developing a longlist of options for active travel, public transport, road & traffic management and supporting measures for Gort as well as the assessment process followed to determine which options would be included in the LTP's Emerging Preferred Strategy.

The following chapter outlines the Emerging Preferred Strategy arising from this Options Development and Assessment process.

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6. EMERGING PREFERRED STRATEGY

6.1 Overview

The previous chapters in this report have detailed the process followed in identifying the Emerging Preferred Strategy for the Gort LTP. The following sections provide a summary of the proposed measures which have passed through the assessment process and now form part of the draft Local Transport Plan for Public Consultation. A full list of the measures in the strategy by mode of transport can be found in **Appendix B**.

6.2 Walking & Cycling

6.2.1 Overview

The proposed walking and cycling measures in the Emerging Preferred Strategy for Gort are illustrated in Figure 6-1 below. These measures have the potential to deliver improved connectivity and permeability by active travel from residential areas to main trip attractors including the town centre, key employment and education sites and leisure opportunities.

Where feasible, segregated cycle infrastructure has been proposed to improve the safety and comfort for cyclists across the network. Note that improvements to footpaths are also proposed on all links where cycle tracks are proposed, benefiting pedestrians.

In addition to these active travel measures, a number of permeability links are proposed which will improve access and increase the walking and cycling catchment of schools and the town centre. Also included are traffic calming measures and new or improved footpaths on a number of roads and streets – this will improve conditions for all active travel users.

The NTA's CycleConnects plan, along with GCC's proposed Gort Public Realm Enhancement Project for Market Square and the town centre, the proposed Gort Town Centre First Plan, and the Galway to Athlone Cycleway have all been taken into account as part of the development of the strategy.

In order to avoid duplication, and in consultation with GCC, the Town Centre Public Realm Enhancement proposals have been taken as a baseline project as part of the development of the Emerging Preferred Strategy for the draft Gort LTP. As such, the proposed LTP measures do not include the town centre area, as these are deemed to be included in the proposed public realm project.

Where cycle measures are proposed alongside national roads, these will adhere to TII requirements as well as the Design Manual for Roads and Streets.

A full description of the proposed measures included in the Emerging Preferred Strategy are provided in **Appendix B**. As the final strategy measures follow from an initial longlist of options (as described in the Options Assessment section above), not all measure references are sequential, as some measures were discounted during the Options Assessment process.

The key elements of the active travel strategy are summarised in the remainder of this section with the following terminology used to describe proposed interventions:

- **Cycle Tracks** = cycle lanes separated from vehicular traffic with a physical barrier. Note that improvements to footpaths are also proposed on all links where cycle tracks are proposed.
- **Walkway and cycleways =** two-way cycle route and separate footpath typically located off-line (away from vehicular carriageway / off road).

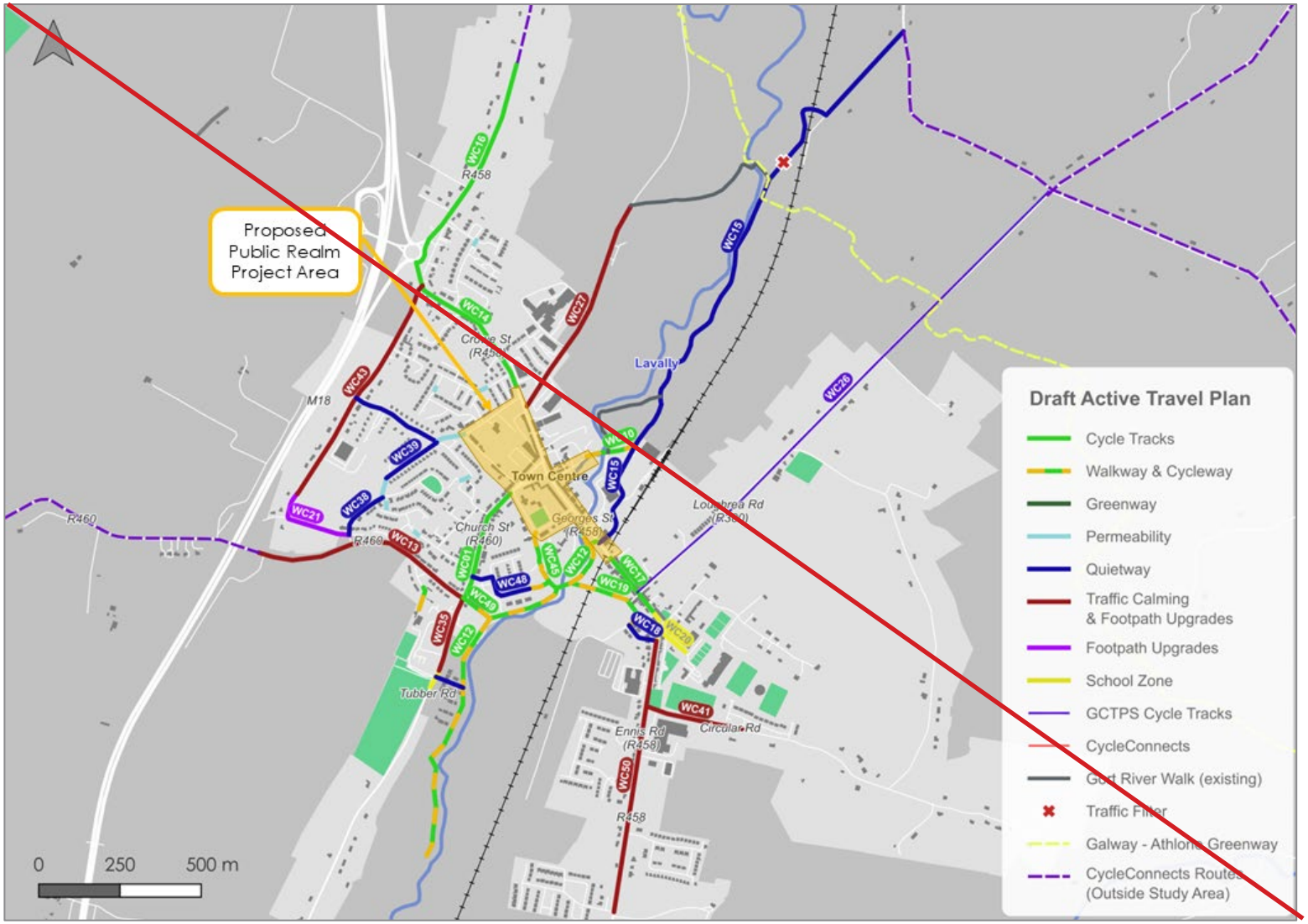
- **Traffic Calming** = measures to reduce vehicle speeds and create a safer environment for pedestrians and cyclists. Typical measures include:
  - Narrowing of the traffic lanes to minimum recommended widths.
  - Raised pedestrian crossings to provide priority for pedestrians.
  - Tightening of corner radii at residential estates to reduce crossing distances and improve safety.
  - Reduced speed limits.
  - Surface treatments, streetscape and landscaping enhancements.
- **Quietway** = low-trafficked street (typically <2,000 Annual Average Daily Traffic (AADT)) and low-speeds meaning cyclists can safely share the carriageway. Typical measures include:
  - Traffic calming to enforce low-speeds.
  - Improved public realm to encourage active travel.
  - Improved signage and way-finding to encourage use.
  - Surface treatments and landscaping.
- **Permeability links** = walking and cycling links connecting neighbourhoods and providing greater accessibility along desire lines.
- **Traffic Filter** = interventions that allow through access for pedestrians and cyclists but local access only for vehicles.
- **School Zone** = front of school works to prioritise safe pedestrian and cycle access to the school, improving school visibility through signposting & placemaking, reducing vehicle congestion and preventing illegal parking in the area.

More detail can be found in the Table below.

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Table 6-1: Active Travel Terminology

INTERVENTION	EXAMPLE IMAGE	INTERVENTION	EXAMPLE IMAGE
Cycle Tracks = cycle lanes separated from vehicular traffic with a physical barrier (e.g. Kerb or bollards).		**Permeability links** = short walking and cycling links along desire lines which increase accessibility and reduce active travel distances by providing short-cuts.	
Traffic Calming = measures to reduce vehicle speeds and create a safer environment for pedestrians and cyclists. Typical measures include narrowing traffic lanes, raised pedestrian crossings, and reduced speed limits.		**Quietway** = a street with low traffic (less than 200 vehicles in the peak hour) and low-speeds where cyclists can safely share the carriageway. Typical additional measures include traffic calming, landscaping and improved signage.	
Greenway = an off-road trail for use by cyclists, pedestrians and other non-motorised transport, often in scenic surroundings with access to nature and urban areas, connecting residential areas with key destinations.		**School Zone** = front of school works to prioritise pedestrian and cycle safety outside the school gate, improving school visibility through signposting & placemaking, reducing vehicle congestion & preventing illegal parking in the area.	


Proposed Public Realm Project Area
Draft Active Travel Plan
Cycle Tracks
Walkway & Cycleway
Greenway
Permeability
Quietway
Traffic Calming & Footpath Upgrades
Footpath Upgrades
School Zone
GCTPS Cycle Tracks
CycleConnects
Gort River Walk (existing)
Traffic Filter
Galway - Athlone Greenway
CycleConnects Routes (Outside Study Area)
Town Centre
Lavally
R458
R460
M18
Tubber Rd
Ennis Rd (R458)
Circular Rd
Loughrea Rd (R360)
Church St (R460)
0
250
500 m

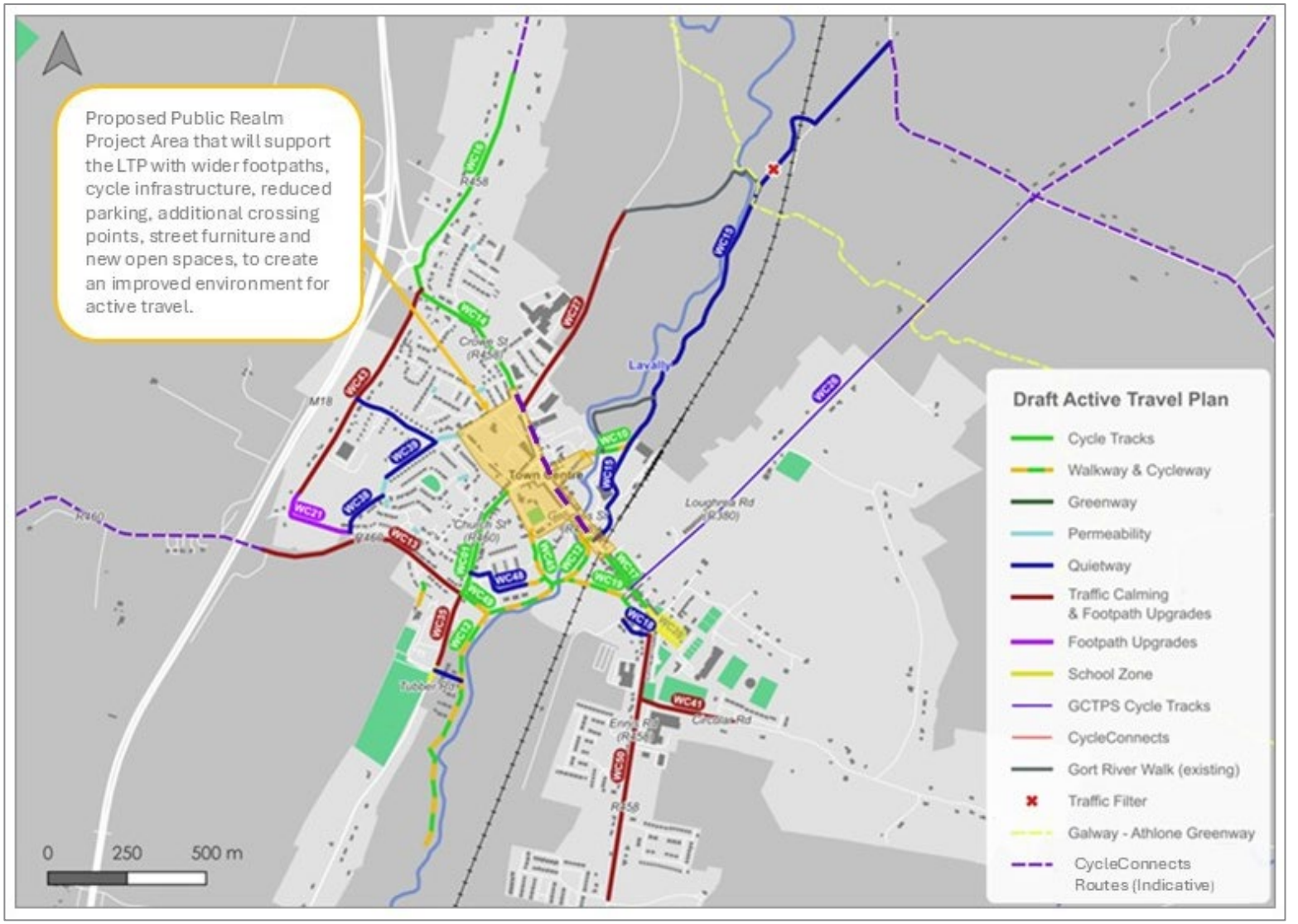
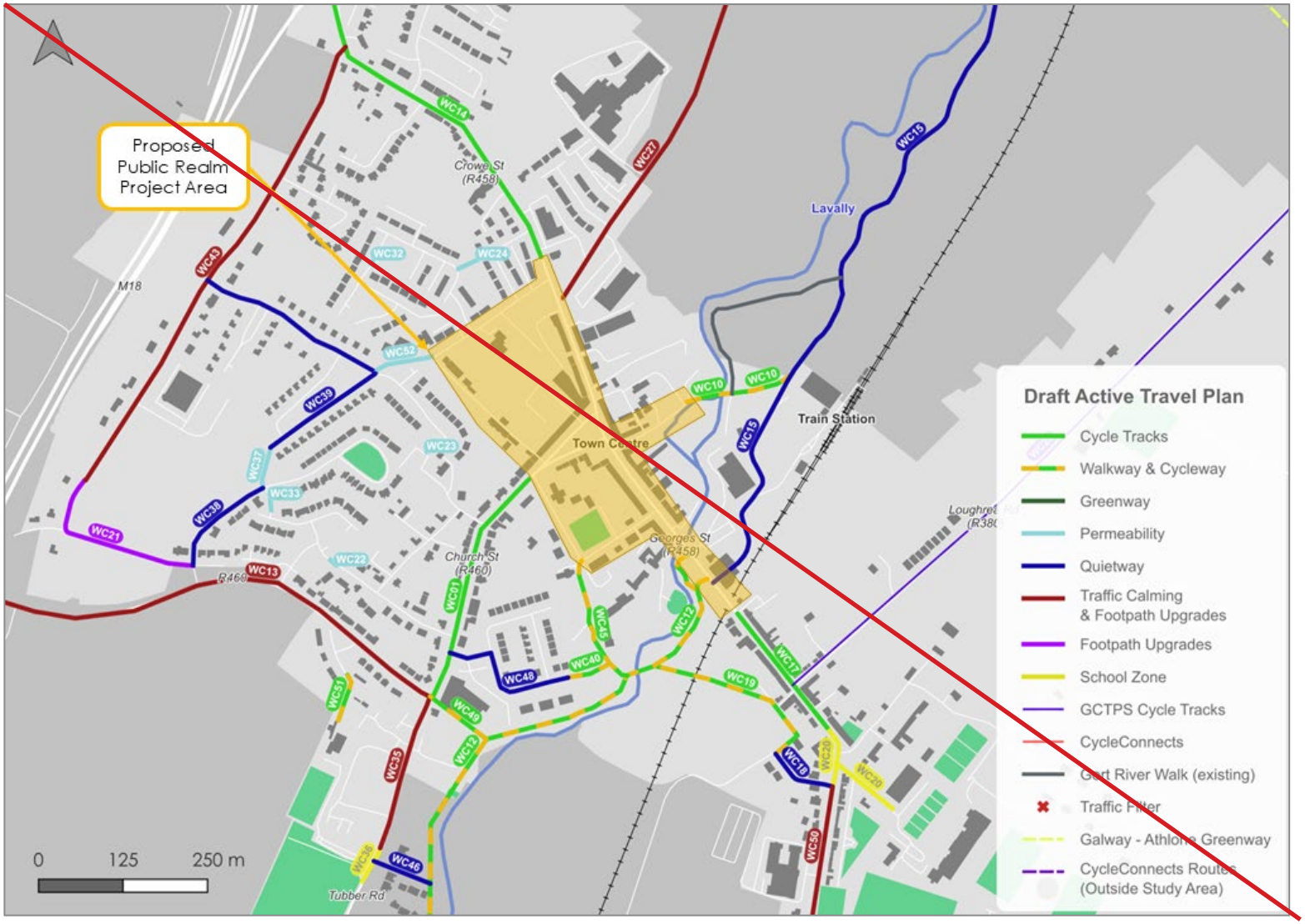


Figure 6-1: Emerging Preferred Strategy: Walking & Cycling Measures – Gort LTP Study Area


Proposed Public Realm Project Area
Draft Active Travel Plan
Cycle Tracks
Walkway & Cycleway
Greenway
Permeability
Quietway
Traffic Calming & Footpath Upgrades
Footpath Upgrades
School Zone
GCTPS Cycle Tracks
CycleConnects
Gort River Walk (existing)
Traffic Filter
Galway - Athlone Greenway
CycleConnects Routes (Outside Study Area)
Train Station
Lavally
Town Centre
Crowe St (R458)
Church St (R460)
Georges St (R458)
Tubber Rd
M18
0
125
250 m

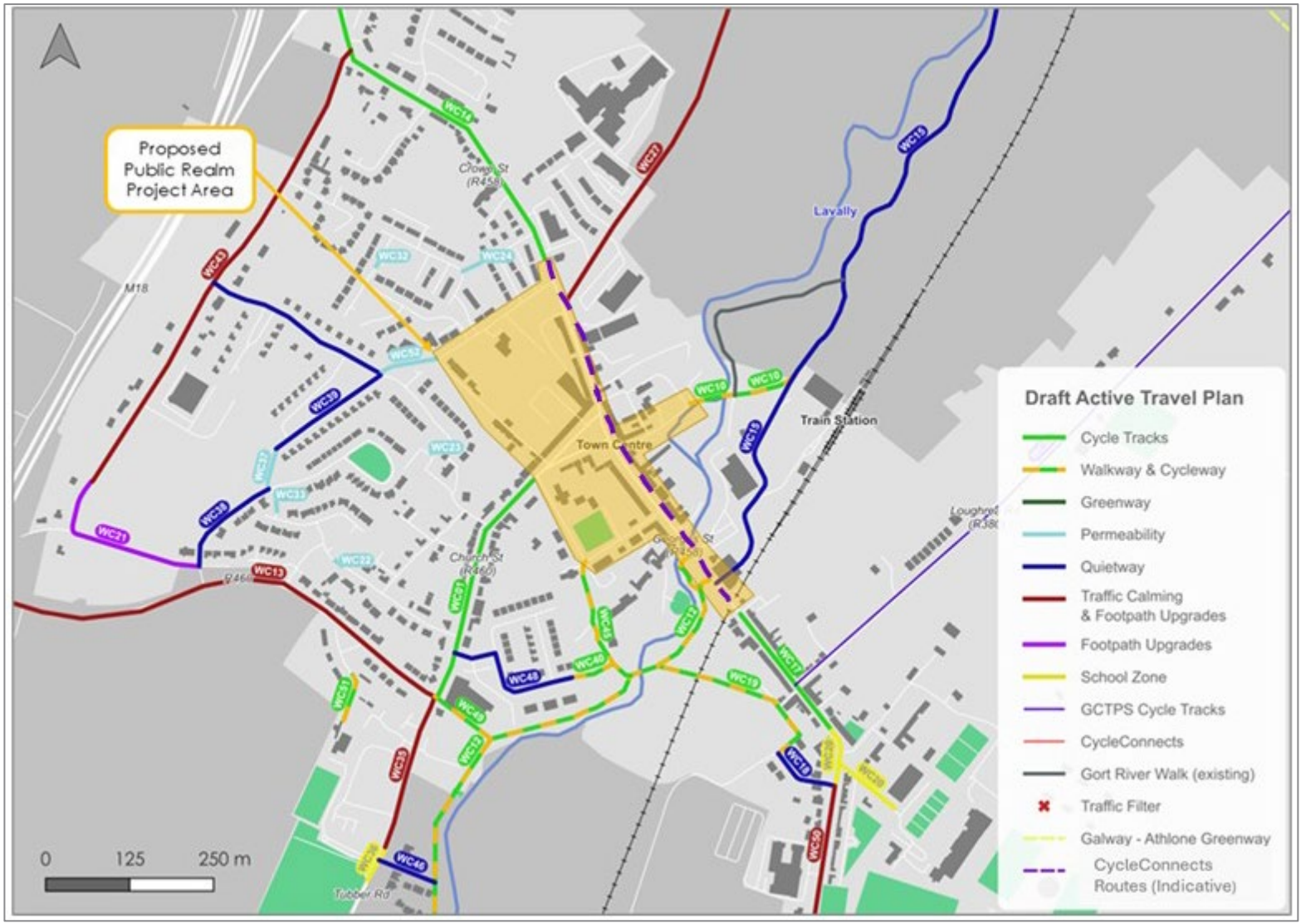


Figure 6-2: Emerging Preferred Strategy: Walking & Cycling Measures – central Gort area

6.2.2 Town Centre Public Realm Improvements and Associated Active Travel Proposals

Funding has recently been secured to appoint a design team to prepare enhancement proposals for the public realm in the centre of Gort, with the most recent designs shown in the figure below. These proposals include revised traffic arrangements, footway improvements, new raised zebra crossings, and on street parking changes on Market Square, Crowe Street, Church Street, Main Street and Bridge Street.

The scheme aims to reduce the impact of heavy traffic and car parking in the square, creating space for a variety of cultural events and markets, and encouraging the use of new off street car parks for longer stay users. Please note that the figure below shows draft proposals and are subject to change following the submission of a Planning Application.



Figure 6-3: Market Square Draft Public Realm Proposals, BDP Architects

As part of the draft Public Realm Enhancement strategy, additional off street car parking is proposed near Market Square and Barrack Street and additional on-street parking is also proposed on Church Street. It is intended as part of these proposals that road carriageway widths on wider streets (such as Bridge Street) will be reduced in width to accommodate wider footways and tree planting. Parallel parking, in place of perpendicular parking which requires more road space, is proposed to achieve this.

The indicative plans also proposed that traffic movement in Market Square is slightly altered with the main movement changed to the southern side of the square in both directions. A service street for the businesses on the northern side of the square would be provided, which will take through traffic.

The proposed Public Realm Enhancement Project includes a wider aspirational active travel network, which will not be delivered as part of the project. These proposals were incorporated into the draft Town Centre First Plan and are included in the Active Travel Network as part of this draft LTP.

It should be noted that as part of the proposed public realm enhancement project proposals, no segregated cycle infrastructure through the town centre is proposed, and cyclists will largely mix with general traffic to access Market Square.

~~In addition, it is proposed to relocate the existing bus stops (used by scheduled services), from their current position along the eastern edge of Market Square, to a new location adjacent to the Station Road junction on Bridge Street to better facilitate inter-modal public transport.~~

6.2.3 Connections to the Proposed Athlone to Galway Cycleway (WC15, WC16, WC26)

The Athlone to Galway Cycleway Preferred Route passes just north of Gort and links to Coole Park. This a major national proposal with significant recreational and tourism potential. It will be important to designate a signed and safe cycle route from the Athlone to Galway Cycleway into the town centre to take advantage of passing recreational trade and promote tourism. This is proposed through resurfacing Pound Road and Station Road, and filtering traffic at the railway bridge (see WC15, Figure 6-2). This would create a quiet link between the town centre, rail station, and the Cycleway. The development of such connections to the Cycleway will be undertaken in consultation with Galway County Council's internal design teams (to ensure integration of projects) and in partnership with TII (with regards to interfaces with the national road network and in the interests of safeguarding the strategic function of the national road network and the safety of all road users).

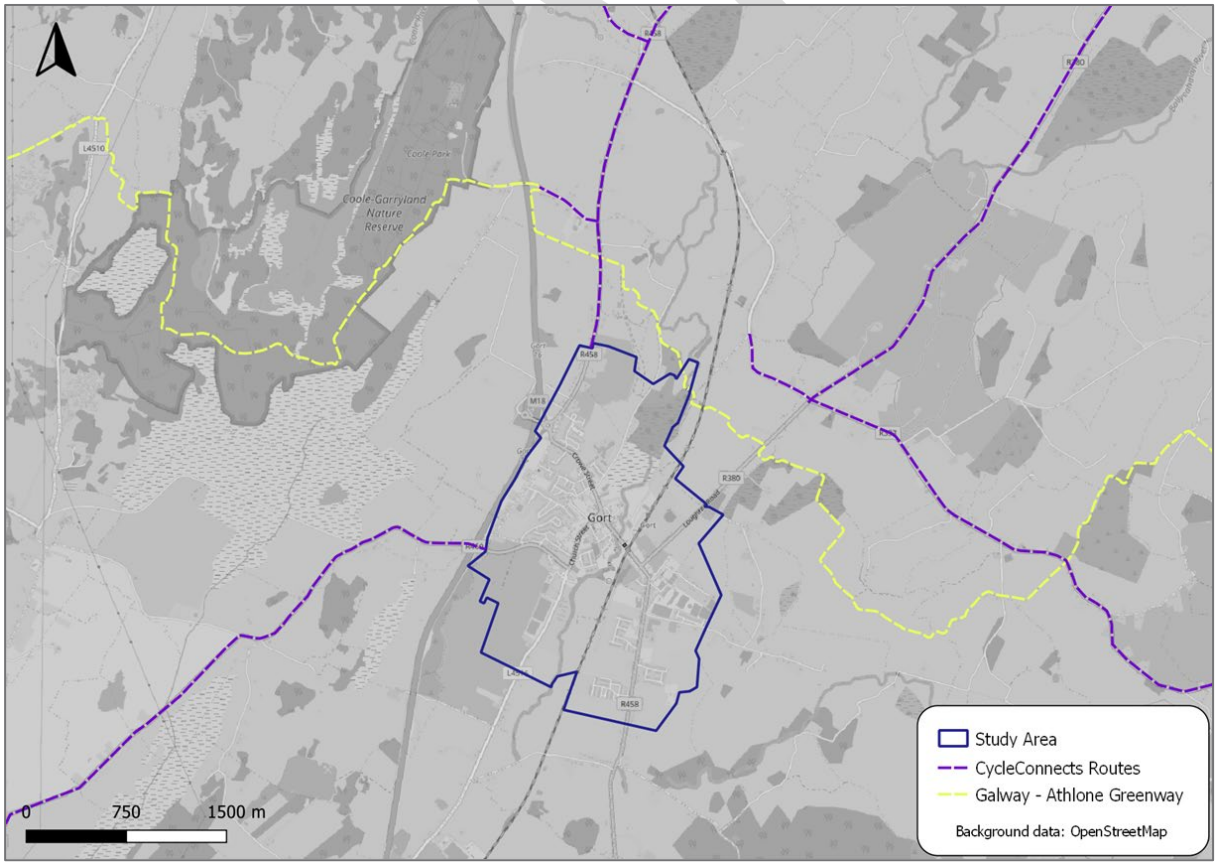


Figure 6-4: Gort with Cycle Connects Network Plan and Galway-Athlone Cycleway

6.2.4 Gort River Walk and Queen Street to Ennis Road Proposal (WC12, WC19, WC27, WC45)

The existing Gort River Walk to the north of Bridge Street is an attractive walking facility developed by the community.

In line with the Gort Inse Guaire Town Centre First proposals, the LTP proposes to support the walk by filtering traffic on Pound Road (WC15) , and traffic calming and upgrading footpaths along Kinincha (WC27). It is also proposed to extend the walk south of Gort River bridge as a walkway and cycleway (WC12).

This is a key active travel proposal, and provides connections to nearby roads – and in combination with the Queen Street to Ennis Road Active Travel Proposal in the Town Centre First Plan – connects residential areas, the town centre and schools together (see measures WC19, WC20, WC45).

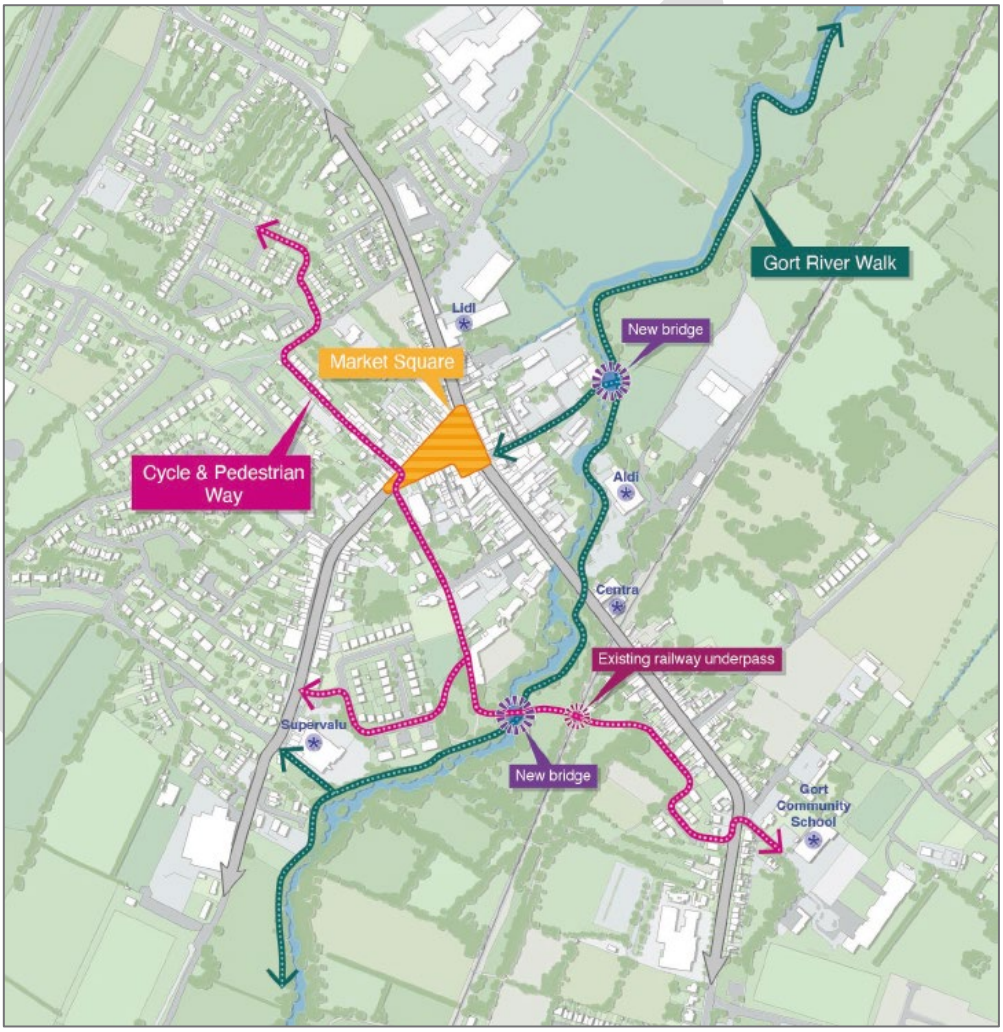


Figure 6-5: Town Centre First Plan for Active Travel Route Connecting Schools and Residential Areas via Queen Street, New Bridge and extended River Walk

6.2.5 R458 & Crowe Street (WC14)

It is proposed to create a segregated cycle way along the R458 (previously the N18) past Glenbrack and along the western end of Crowe Street into the town centre. There is space to achieve a two-way segregated cycle track making use of the shoulder of the R458 and wider sections of Crowe Street. This route will then connect with the proposed Public Realm Enhancement Project.

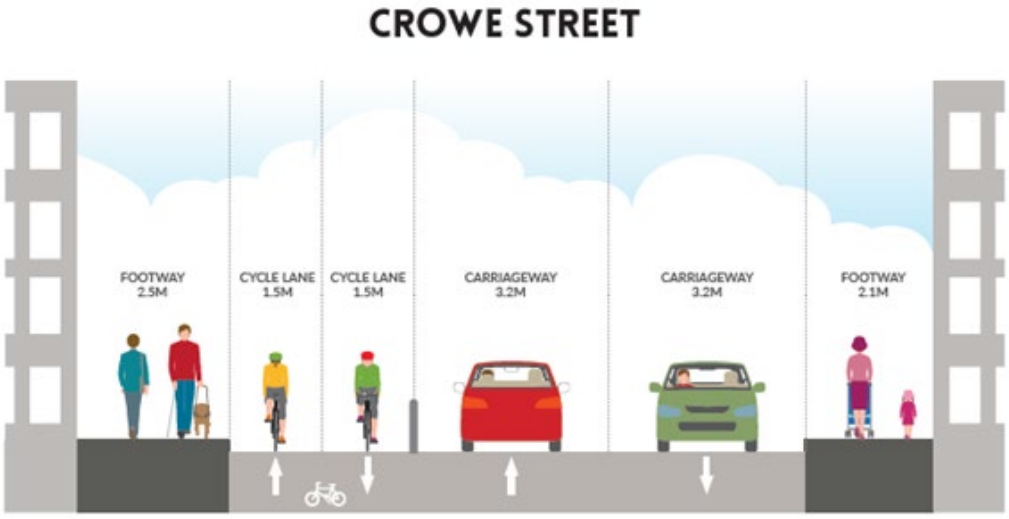


Figure 6-6: Crowe Street Proposed

6.2.6 Gort Boys NS and Gaelscoil na Bhfilí (WC20)

School Zones with appropriate road markings, pedestrian crossings, 20kph speed limits and other safety signage are proposed to create a safer environment for walking and cycling near the school entrances on R460/Tubber Road and on Ennis Road at Georges St junction. These will be developed in line with the NTA's Safe Routes to School Guidance.

6.2.7 R460 and Glenbrack Road (WC13, WC43)

The R460 is relatively narrow and forms one of the Cycle Connects routes into Gort from the Burren area and is an important walking route to the Gort Boys National School (WC13, WC35) . Owing to its narrow width and bends, there is little scope to provide segregated cycle tracks without widening the road boundary or changing traffic management arrangements.

A short section of the road has no footpath at Glenbrack which is recognised as insufficient, as can be seen in Figure 6-1, it is proposed to fill this gap in the walking network (WC21) . As Glenbrack Road acts as a bypass to the town centre for traffic travelling between Tubber Road and the M18/R458 to the north and it is a residential road, traffic calming measures are also proposed (WC43).

There are opportunities to improve permeability through the housing estates of Gort na Rí and the Maples towards the school and towards Church Street and the town centre, thereby creating a series of Quietways for walking and cycling along residential roads (WC38) . These quietways can enable safe

walking and cycling trips for children to school while avoiding busy road and junctions, for example via Boland's Lane and Queen Street.



Figure 6-7: Missing footway along R460 looking towards Tubber Road



Figure 6-8: Missing footway at blind bend on Glenbrack Road

6.2.8 George's Street (WC17)

While the proposed public realm enhancement project area covers Bridge Street, a short section of segregated cycle track along George's Street is proposed to connect the public realm area to the schools off Ennis Road. A School Zone is separately proposed for the entrance to the school.

6.2.9 Loughrea Road (WC26)

Loughrea Road is proposed as an interurban cycle route in the GCTPS. There is a footway to the western side of Loughrea Road which is wide enough to accommodate a shared use cycle track. Although this road has relatively little development along it, new housing is proposed. It is proposed that as development occurs, the road boundary is widened along Loughrea Road to create either a shared use walking and cycle path or footpaths and segregated cycle tracks linking to George's Street.



Figure 6-9: New housing and wide footway on Loughrea Road looking towards Loughrea

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6.3 Public Transport

The public transport measures proposed in the plan are focused on medium and longer distance trips to and from the study area. The town was considered too small for the provision of town bus services, with these shorter distance trips better served by active travel.

Gort is strategically located in terms of rail transport on the Western Rail Corridor and there are frequent buses serving Ennis and Galway. These services provide the most significant opportunity for the development of public transport services in the town.

Rail

Currently there is little usage of the rail station in Gort, with just 59 trips on Rail Census day in 2023. The proposed LTP active travel network has also been developed to provide better access for residents of Gort to the train station by walking and cycling. There is a walkway from Station Road directly to the platform, but the footpath on Station Road linking to this walkway is narrow, and there are no pedestrian crossings to access Station Road. This should be combined with additional safe cycle parking facilities at the station to support cycle and rail trips. These measures to increase the accessibility of the station should improve the attractiveness of the rail service for residents.

Improved rail services should also increase usage. The main public transport measures for rail included in the Gort LTP are aligned with the following GCDP 2022-2028 Policy Objective:

- To secure in co-operation with relevant stakeholders (e.g. Iarnród Éireann & NTA) improved rail infrastructure and services on the Western Rail Corridor.

This is supported by the All-Ireland Strategic Rail Review, which proposes extending the Western Rail Corridor to Claremorris and providing increased passing loops and frequency upgrades on the line. The double tracking of the line between Athenry and Galway Ceannt, as also proposed in the GCDP 2022-2028, will increase the number of train paths for trains from Gort towards Galway further, and reduce waiting times in Athenry for both direct trains and trips requiring interchange.



Figure 6-10: All Ireland Strategic Rail Review – Gort

Bus

In terms of bus transport, improvements as part of the NTA Connecting Ireland strategy include increasing the frequency on Corridor 8 (currently route 51) from Cork to Galway to every 30 minutes, and increasing the frequency of the 934 service to Loughrea to three return trips daily.

The LTP supports these service improvements and supports engagement with the NTA in this matter. Further uptake of public transport could be achievable if additional bus services could be provided through enhanced Connecting Ireland and Local Link improvements in order to enhance connections to Gort to surrounding towns and villages not currently served by rail.

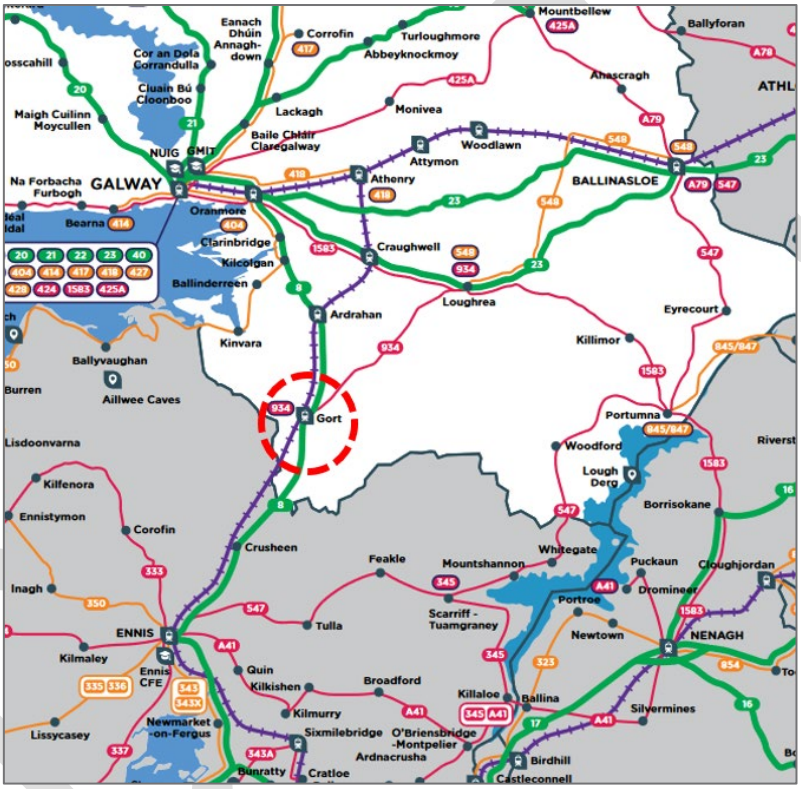


Figure 6-11: Connecting Ireland – Gort

~~Within the study area, the proposed relocation of the town centre bus stops as part of the draft public realm enhancement project has been noted. Whether or not this proceeds,~~ It is considered that there is a need to provide additional bus stops on either side of the town centre to ensure accessibility to public transport. This would increase the catchment area of bus services in the town and support a modal shift to sustainable travel. Proposed potential locations (indicative only) of these additional bus stops are shown below. The provision of these additional bus stops and the extension of bus routes (e.g. 434) further south may require a new bus turning facility on the Ennis Road to support this route extension. This will be considered in partnership with the NTA and other stakeholders, along with the potential for future expansion of bus services within the Gort area.

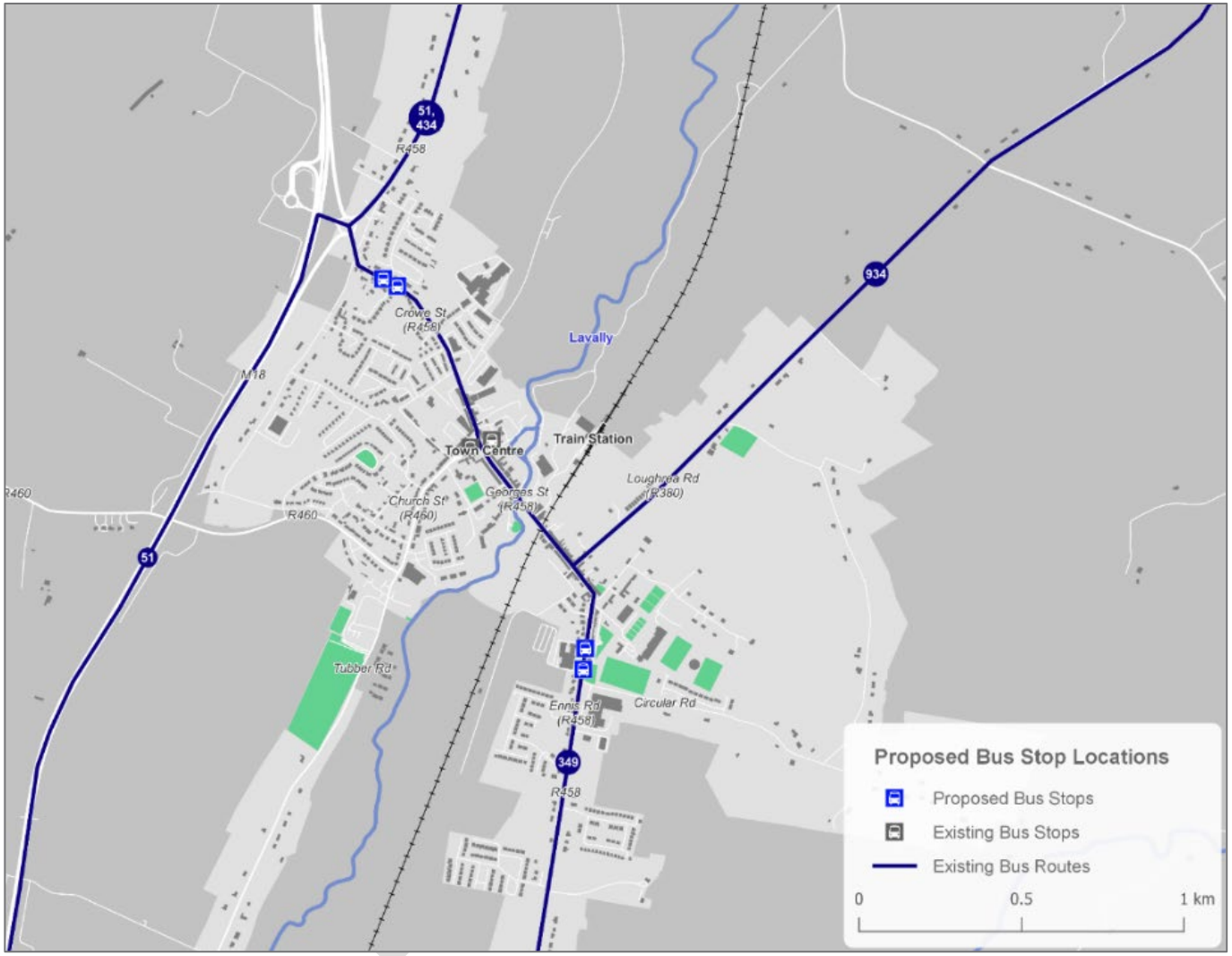


Figure 6-12: Proposed additional bus stops (indicative locations only)

6.4 Road & Traffic Management Options

As outlined above, a number of traffic management arrangements have been proposed within Gort town centre as part of the draft Public Realm project to support walking, cycling and public realm improvements. These include the reallocation of road space at Market Square, Crowe Street, Church Street, Main Street and Bridge Street.

As part of the draft LTP, it is proposed that the corridor link in Figure 6–13 is reserved from development as an infrastructure safeguard.



Figure 6-13: Proposed Road Infrastructure Safeguards – draft LAP 2025-2031

The LTP also proposes the upgrade of a number of junctions throughout the town to improve safety for all road users. The current transport network in Gort is often difficult to traverse for pedestrians and cyclists, with few formal crossings provided in the town and most junctions featuring wide, splayed turns for cars leaving long crossing distances for pedestrians and hazards for cyclists from turning vehicles.

As the active travel measures illustrated in Figure 6.1 are delivered, all junctions along these routes will need to be reviewed and upgraded to provide safe access for pedestrians and cyclists. Exact details on proposed upgrade works will be defined at the individual project level.

6.5 Supporting Measures

A number of supporting measures have been proposed in the LTP to complement the transport network improvements and support modal shift. These measures include:

- The roll out of cycle parking.
- Provision of improved bus stop infrastructure and passenger information.
- A The development of a town parking management strategy, including consideration of both the quantum and cost of parking within the town in the longer term.
- This parking management strategy will also include the development of an EV parking (and pricing) strategy. This will support compliance with the EU Energy Performance of Buildings Directive, which calls for an increase to 20% for the number of parking spaces which should have provision for electric vehicle charging infrastructure.
- The development of an integrated Traffic Management Plan.
- A range of behavioural change measures including mobility management plans for workplaces, schools and new housing developments, cycle skills and maintenance training, and a range of school based sustainable travel initiatives and events.

A full list of supporting measures included in the Emerging Preferred Strategy can be found in **Appendix B.**

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6.6 KPI Assessment

The draft Emerging Transport Strategy as a whole has been assessed against the objectives and KPIs listed in Table 4-1. The strategy has been assessed against an existing 'Do Nothing' scenario using the five-point rating scale outlined in Table 5-1.

The following sections provide an overview of the performance of the draft Emerging Preferred Strategy in meeting the overarching study objectives. It should be noted that (to avoid duplication) the Town Centre Public Realm Enhancement proposals have been considered as a 'baseline project' within the draft LTP. Therefore, the Town Centre Public Realm project has not been considered in this KPI assessment.

6.6.1 Accessibility & Social Inclusion

Table 6-2: Emerging Preferred Strategy: Accessibility & Social Inclusion Outcomes

OBJECTIVE	KPI	SCORE
Support and implement transport measures which reduce car dependency and improve access to local services by sustainable modes	Access to key services (ATOS Analysis)	
	Access to Public Transport	

As outlined in Figure 6-1, the Emerging Preferred Strategy for Gort includes the creation of an integrated active travel network providing improved accessibility to key services including the town centre and local schools. Strong pedestrian and cycle linkages are proposed to existing employment locations, as well as future planned employment locations within the town to support sustainable travel to work. Local permeability improvements have been identified, providing connectivity which will substantially reducing access times to key services by walking and cycling. The NTA's ATOS tool was re-run for the future Emerging Preferred network proposed as part of the LTP and demonstrate an improvement in accessibility to services within Gort as a result of the LTP measures.

The Emerging Preferred Strategy supports improvements to public transport such as frequency increases on existing services, exploration of new bus services, and the addition of new bus stops. Active Travel measures in the strategy will improve walking and cycling accessibility to rail and bus stops. It also includes supporting measures which will improve the quality of bus stop infrastructure in the town and the quantum of cycle parking at public transport stops/stations.

6.6.2 Integration

Table 6-3: Emerging Preferred Strategy: Integration Outcomes

OBJECTIVE	KPI	SCORE
To align and integrate with existing and emerging national, regional, and local planning policy	Compatibility of transport measures with local, regional and national policy - Rating Scale	

The focus of the Emerging Preferred Strategy on active modes and urban realm enhancements is deemed to comply with national, regional and local planning policy as covered in Chapter 2. In particular, the active travel improvements align with the focus by the Department of Transport on Safe Routes to School.

The overall rebalancing of the transport network towards sustainable modes aligns with the National Planning Framework, the Climate Action Plan 2024, the National Sustainable Mobility Policy, the Regional Spatial and Economic Strategy and the GCDP 2022-2028.

6.6.3 Safety & Physical Activity

Table 6-4: Emerging Preferred Strategy: Safety & Physical Activity Outcomes

OBJECTIVE	KPI	SCORE
Provide safe access to schools for vulnerable road users and ensure a safe front of school environment	Qualitive assessment of walking and cycling infrastructure to schools - Rating Scale	
	Reduction in walking/cycling distances to school sites (GIS/ATOS assessment)	

The Emerging Preferred Strategy has a significant focus on providing safe routes to school by active modes. A number of routes, in particular the delivery of walkway & cycleway routes along and across the Gort River which link to the town's schools. However, it is noted that the town centre will not feature segregated cycle infrastructure due to the proposed public realm project and as such a lower positive grade is given.

In terms of walking/cycling distances to schools, local permeability improvements have been identified, providing connectivity which will substantially reducing access times to key services by walking and cycling. This is particularly true of residential areas east of the M18 which currently feature many cul de sacs, extending walking and cycling distances to schools and the town centre.

The ATOS tool was re-run with the future LTP active travel network to illustrate the impact of the proposed measures on access to schools, and the results highlight a significant increase in accessibility due to the proposed LTP active travel network.

6.6.4 Environment

Table 6-5: Emerging Preferred Strategy: Environment Outcomes

OBJECTIVE	KPI	SCORE
Contribute to achieving Climate Action Plan targets through the creation of an environment which encourages a modal shift from the private car to more sustainable modes	Anticipated change on sustainable mode shares - Rating Scale	
	Length of additional / improved walk and cycle infrastructure	

The Emerging Preferred Strategy will deliver enhanced sustainable connectivity across Gort, supporting environmental improvements through reductions in carbon emissions, improving local air quality and enhancing the public realm to support active travel. The provision of a wider network of safe pedestrian and cycle infrastructure should help encourage a modal shift to active travel, particularly for short distance trips within Gort.

6.6.5 Economy

Table 6-6: Emerging Preferred Strategy: Economy Outcomes

OBJECTIVE	KPI	SCORE
Contribute to Gort's economic vitality through improved connectivity and enhanced public realm	Access to Town Centre	
	Quality of Town centre streetscape and public realm – Rating Scale	
	Deliverability Rating Scale	

The Town Centre Public Realm Enhancement project proposals will deliver a greatly enhanced public realm and streetscape in the town centre. This will make Gort a more attractive place to spend time, increasing footfall within the town centre and supporting local businesses. However while walking provision is greatly enhanced through widened footpaths and improved crossings, the lack of segregated cycle infrastructure within the town centre results in a lower grade for access.

The vast majority of measures in the Emerging Preferred Strategy involve reallocation of existing road space to active travel measures and can therefore be delivered in a short to medium timeframe. These short term measures are focussed on providing strong connections from residential areas to key attractions in the town, notably the town centre, schools and employment sites.

Some longer-term proposals will require significant resources in terms of both design and construction. This would include elements such as the new Active Travel bridge over the Gort River to connect the Ennis Road and Queen Street, via an extended Gort River Walk, which will need detailed assessment as part of the scheme development process to determine deliverability.

7. MONITORING STRATEGY & LTP REVIEW

Delivery of the LTP Strategy Measures will be phased over the plan period, and prioritised as part of the LTP implementation phase. It is envisaged that the Measures that will be implemented in the short term will include upgrades to existing permeability links, development of quietways and school zones along with:

- **WC13** – Traffic Calming and filling in footpath gaps along the R460.
- **WC27** – Traffic Calming along the L85314 to connect the town to the Gort River Walk.
- **WC35** - Traffic Calming along Tubber Road to provide safe route to Gort Boys National School.
- **WC50** – Traffic Calming and footpath upgrades along Ennis Road. [9]

The Galway County Council Active Travel Team, Forward Planning Team and the Gort Town Centre First Team, along with key stakeholders, will work together on the delivery of relevant projects.

A Monitoring and Evaluation Plan will be developed and implemented as part of the delivery process for the Gort LTP. This will monitor mode share ambitions and benchmark performance during the plan period.

The NTA guidance recommends undertaking reviews during defined timeframes (e.g. short term 1-2 years; medium 2-5 years; long term 5 to 10 years; future-term 10 to 15 years).

At the end of each timeframe, monitoring can be conducted to establish the following:

- Progress on the implementation of all infrastructure measures for each mode of transport.
- Progress on the implementation of all public transport service measures for each mode of transport.
- Progress on the implementation of all demand management and supporting smarter travel measures.
- Cross-checking of assumptions in the LTP against current transport patterns and population at the time of monitoring.
- Assessment of actual development and land use outcomes within the LTP Study Area at the time of monitoring against the original LAP assumptions related to land use.

Evaluation of the outcomes of the LTP can also be undertaken within similar timeframes including evaluating the following:

- **Sustainable Travel Mode Share** – for example via updated Census POWSCAR data, Employment and School Mobility Management Plan data, local residents' surveys, cycling and walking counts and bus patronage data.
- **Economic Benefits** – for example via town centre footfall and spend surveys, distinguishing between those who travelled to the town centre by car and by sustainable means.
- **Health and Safety Benefits** – for example via analysis of available local road safety statistics.

[9] Subject to receiving the required funding, consents and approvals.

- **Environmental Benefits** – for example via Air Quality and Noise monitors at key locations within the town centre and usage of public Electric Vehicle car charging and eBike parking facilities. User surveys can also be conducted to determine user satisfaction levels with new active travel infrastructure and public transport services and waiting environments.

  Accessibility and Social Inclusion – updated catchment analysis for access into and within town centre, including for those without access to a car.

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8. SUMMARY

8.1 Overview

This report outlines the process undertaken to develop the draft Gort Local Transport Plan (LTP) for consultation. The key purpose of the LTP is to guide the future transport and mobility needs of Gort, taking into account the transport demand arising from existing and projected development both within the study area and the wider area of influence.

In developing the DRAFT LTP, SYSTRA have followed guidelines set out in TII/NTA's 'Area Based Transport Assessment (ABTA) Guidance Notes. A Baseline Assessment was undertaken to understand existing conditions within Gort LTP grounded in National, Regional and Local policy.

Through a review of existing conditions and relevant policies and plans, a long-list of proposed measures were identified to support the future transport needs of Gort. These options were passed through an options assessment process to determine the package of measures that would form the draft Gort LTP for consultation. The full set of draft strategy measures were assessed against the study objectives using identified Key Performance Indicators.

The results indicate that the draft LTP measures score positively in meeting the overarching LTP objectives. The delivery of a safe, integrated walk and cycle network will improve accessibility across Gort, encouraging an increase in sustainable travel. A number of measures have focused on improving safety for access to local schools, supporting active travel and improving the health and wellbeing of children within the town.

The town centre area falls under the aegis of the separate proposed public realm enhancement project proposals, and as such, in consultation with Galway County Council, it falls outside of the scope of the LTP. The public realm project aims to increase the vitality and attractiveness of Gort town centre, encouraging residents and visitors to meet and spend time, and also increase footfall within the town centre.

The Galway County Council Active Travel Team, Forward Planning Team and the Gort Town Centre First Team, along with key stakeholders, will work together on the delivery of relevant projects.

In terms of wider accessibility, the draft LTP supports upgrades to existing public transport services and facilities, including improved frequencies of trains and buses to Galway and Ennis and improved public transport waiting environments.

The draft LTP also includes a range of supporting measures to complement the transport network improvements and support modal shift. These measures include the roll out of cycle parking and a range of behavioural change measures including mobility management plans.

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Comhairle Chontae na Gaillimhe
Galway County Council

NTA
Údarás Náisiúnta Iompair
National Transport Authority

SYSTRA

Draft Gort Local Area Plan 2025-2031

Draft Gort Local Transport Plan

Appendix A – Galway Policy Context Report



SYSTRA

DRAFT GORT LOCAL AREA PLAN 2025-2031

Draft Gort Local Transport Plan

IDENTIFICATION TABLE	
Client/Project owner	Galway County Council
Project	Draft Gort Local Area Plan 2025-2031
Study	Draft Gort Local Transport Plan – Appendix A Galway Policy Context Report
Date	11/03/2025
Reference number	300876

APPROVAL					
Version	**Name**		**Position**	**Date**	**Modifications**
1	Author	Ronan Fallon	Consultant	19/09/2022	First draft for client review
	Checked by	Alison Pickett	Associate Director	26/09/2022	
	Approved by	Andrew Archer	Director	27/09/2022	
2	Author	Alison Pickett	Director	30/01/2023	Final draft incorporating CAP 23 updates
	Checked by	Andrew Archer	Director	30/01/2023	
	Approved by	Andrew Archer	Director	30/01/2023	
3	Author	Sean Cronin	Assistant Consultant	22/11/2024	Updated draft incorporating new policies as of 2024
	Checked by	Ben Healy	Consultant	27/11/2024	
	Approved by	Alison Pickett	Director	11/12/2024	

Comhairle Chontae na Gaillimhe
Galway County Council

SYSTRA

APPROVAL

Version	Name		Position	Date	Modifications
4	Author	Sean Cronin	Assistant Consultant	10/03/2025	Updated draft incorporating new policies as of 2025
	Checked by	Ben Healy	Consultant	10/03/2025	
	Approved by	Alison Pickett	Director	11/03/2025	

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1. INTRODUCTION

1.1 Background

- SYSTRA Ltd has been engaged by Galway County Council (GCC) to provide a range of Transport Support for the County. These include the following Workstreams:

1) County Level Transport Modelling Assessment.

2) County Galway Walking & Cycling Strategy.

3) Local Transport Plans (LTPs) for four settlements: Athenry; Gort; Loughrea; and Oranmore/Garraun.

4) Community Transport Studies (CTSs) for six settlements: Clifden; Headford; Kinvara; Oughterard; Portumna; and Maigh Cuilinn.

5) Cycling and Walking Sub-Plans for:

   - The four LTPs and six CTSs settlements listed above in items 3 and 4.
   - Twelve additional settlements:
     - Small Growth Settlements x six: An Spidéal; An Cheathrú Rua; Ballygar; Dunmore; Glenamaddy; and Moylough.
     - Rural Settlements x six: Carna; Clarinbridge; Clonbur; Craughwell; Miltown; and Mountbellow.

These Studies (known as the Galway Transport Support Programme) will guide future transport investment, setting out the County's Walking & Cycling Strategy as well as each settlement's transport strategy for the period to 2028, but also looking beyond to 2040.

1.2 Technical Note Contents

This Technical Note sets out a review of international, national, regional, and county level policies and plans relevant to the Studies outlined above. The development of the Galway Transport Modelling Assessment, Walking and Cycling Strategy and Local Transport Plans / Community Transport Plans will be shaped by and reflect these policies, along with relevant national guidance and current consultations.

This Technical Note summarises the review of policy, plans and guidance relevant to the Galway Transport Support Programme as follows:

- International level
- National level
- Regional level
- County level

This Technical Note will be supplemented by a review of Local Plans and Policies for each of the 22 settlements listed above. These Local Plan and Policy reviews will form part of the Local Transport Plan / Community Transport Plan / Cycling & Walking Sub-Plan reports developed for each of the settlements.

2. POLICY & PLAN REVIEW

2.1 International

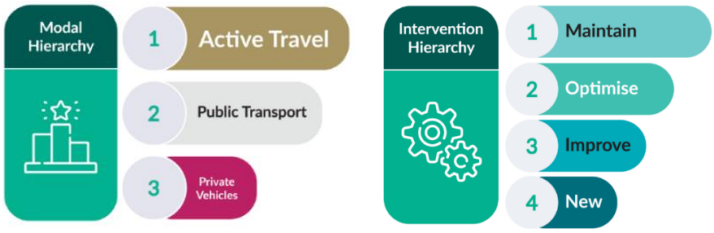
Table 1. Policy & Plan Review – International

POLICY & PLANS	INTERNATIONAL
European Union Green Deal (European Commission, 2020) **and** **Fit For 55 Package (European Commission, 2021)**	The **European Union Green Deal** calls for a 90% reduction in transport greenhouse gas emissions in order for the EU to become a climate-neutral economy by 2050. In 2021, the European Commission published its **Fit for 55 Package** to enable the EU to meet the Paris Agreement carbon targets and achieve net zero by 2050. The Fit for 55 Package encompasses a suite of legislative initiatives across various sectors including energy, transport and buildings. It is intended to fundamentally overhaul the EU's climate policy framework and put the EU on track to deliver on its **climate targets of a 55% reduction in carbon emissions by 2030 and net-zero emissions by 2050**. **Sustainable transport** is one of the underscored ways to achieve this target through providing users with more affordable, accessible, healthier and cleaner mobility alternatives.
UN Convention for the Rights of People with Disabilities (2019)	In March 2019, Ireland ratified the **UN Convention on the Rights of People with Disabilities**. Article 9 of the 'UNCRPD' includes the **right to transport and creating an accessible end to end journey**. Its focus is: *"To enable persons with disabilities to live independently and **participate fully in all aspects of life**, States Parties shall take **appropriate measures to ensure to persons with disabilities access, on an equal basis with others, to the physical environment, to transportation**, to information and communications, including information and communications technologies and systems, and to other facilities and services open or provided to the public, both in urban and in rural areas. These measures, which shall include the identification and elimination of obstacles and barriers to accessibility, shall apply to, inter alia:* *Buildings, **roads, transportation** and other indoor and outdoor facilities, including schools, housing, medical facilities and workplaces.* *Information, communications and other services, including electronic services and emergency services."* Article 9 for the first time enshrines the right to transport within Irish legislation. The focus on **Usability and Accessibility** has implications and opportunities across transport planning and provision.

2.2 National Policies & Plans, Guidance & Consultations

Table 2. Policy & Plan Review – National

POLICY & PLANS	NATIONAL
Project Ireland 2040 • **National Planning Framework** (NPF) • **National Development Plan 2021-2030** (NDP)	**Project Ireland 2040** sets out a framework for future national development and investment. It encompasses the National Planning Framework 2040 (NPF) and the National Development Plan (NDP) 2021-2030. The NPF sets out Ireland's planning policy up to 2040. The NPF sets the vision and strategy for shaping the future growth and development up to 2040 and is underpinned by **National Strategic Outcomes (NSOs).** • **Compact Growth** • Enhanced Regional Accessibility • Strengthened Rural Economies and Communities • **Sustainable Mobility** • **A strong Economy** supported by Enterprise, Innovation and Skills • High-Quality International Connectivity • **Enhanced Amenity and Heritage** • **Transition to a Low Carbon and Climate Resilient Society** • Sustainable Management of Water, Waste and other Environmental Resources • **Access to Quality Childcare, Education and Health Services.** The NDP sets out the enabling investment to implement the strategy set out in the NPF. The NPF combines with the National Development Plan to form Project Ireland 2040. Projects of relevance for Galway city and county include: • Galway – Dublin Greenway; scheduled for completion in 2026 • N6 Galway City Ring-Road • Feasibility study of a Galway City LRT (2022) • Upgrade works to Galway train stations • Continuing to replace diesel buses with hybrid-electric models. In June 2023 proceedings began to review and update the NPF with a Draft Revised National Planning Framework, recognising the need for accelerated delivery of new homes in line with employment and population growth. On 5th November 2024, Government agreed to progress and publish a draft schedule of amendments to the First Revision to the National Planning Framework (NPF) arising from the public consultation process which took place from 10th July 2024 to 12th September 2024. In order to finalise the Revision of the National Planning Framework, Government will in due course be required to approve a final Revised NPF following the conclusion of the environmental assessments, which will include a Strategic Environmental Assessment, Natura Impact Statement and Appropriate Assessment Determination, and a Strategic Flood Risk Assessment.
Project Ireland 2040 • **National Investment Framework for**	The Department of Transport issued the National Investment Framework for Transport in Ireland (NIFTI) in 2021. It sets out the **prioritisation for future investment in the land transport network** to support the delivery of the NPF and the NSOs.

POLICY & PLANS	NATIONAL
Transport in Ireland 2021 (NIFTI)	A key objective of NIFTI is to protect and renew our existing transport assets to safeguard the value of our past investment and ensure that the **network is resilient to the impacts of climate change** and adaptable to future transport behaviours. NIFTI sets out two hierarchies – travel modes and transport intervention – to enable the delivery of investments that address four investment priorities: • **Decarbonisation** • Protection and Renewal • **Mobility of People and Goods in Urban Areas** • **Enhanced Regional and Rural Connectivity.** The NIFTI Modal Hierarchy outlines which modes are to be accommodated and encouraged when investments and other interventions are made. 
Climate Action Plan 2024 (2024)	The new Climate Action Plan 2024 (CAP24) is the third annual update to Ireland Climate Action Plan 2019 and calls for transformational change and accelerated action across the transport sector to meet 2030 transport abatement targets. CAP24 sets out a target of a 50% reduction in transport emissions by 2030 to achieve the overall legally binding objective of a 51% reduction in greenhouse gas (GHG) emissions by 2030 specified in the Climate Action and Low Carbon Development (Amendment) Act 2021 (2022 figures reported in CAP24). CAP24 includes outcome focussed indicators that convey the highly challenging level of change required in the transport sector to deliver carbon reductions. The policy emphasises the AVOID – SHIFT – IMPROVE framework introduced in CAP 2023, as follows: • **Avoid** measures which aim to reduce or avoid the need for travel through enhanced spatial planning. Integrated transport and spatial planning are critical for reducing our GHG emissions and will bring significant co-benefits—promoting safer, low-carbon, and more people-focused transport, and ensuring long-term transport sustainability. • **Shift** measures, encouraging a modal shift to more sustainable modes of transport. These measures can also include those which reduce the private car's 'competitive advantage' by installing bus-gates and reclaiming road-space currently dominated by cars. • **Improve** measures which typically refer to technology-based measures that improve the GHG efficiency of residual vehicle-based transport or the efficiency of the network itself.

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All-Ireland Strategic Rail Review (2024)	The All- Island Strategic Rail Review, published in July 2024, lays out a strategic vision for the development of Ireland's rail network through 2050, aiming to create a sustainable, efficient, and interconnected transport system across the island. It emphasises the role of rail in achieving decarbonisation goals and promoting regional development. The report identifies key issues with the current rail network, including capacity constraints, slow speeds, and poor connectivity, particularly in certain regions. It proposes a comprehensive set of recommendations to address these challenges, including:
	
	• **Decarbonisation:** The report strongly advocates for the electrification of the islands intercity network as a crucial step towards achieving net-zero emissions targets. It also recommends the procurement of hybrid and electric rolling stock in the medium term.
	
	• **Intercity Connectivity:** A key focus is improving connectivity between major cities, including Dublin, Belfast, Cork, Limerick, and Galway. The report recommends upgrading the cross-country network to dual-track and increasing service frequencies. It also suggests developing short sections of new railways to address congestion on certain corridors.
	
	• **Regional and Rural Connectivity:** The report recognises the need to enhance connectivity in underserved regions, including the West Coast, where Galway is located. It proposes several initiatives, including the reinstatement of the Western Rail Corridor railway between Claremorris and Athenry. This reinstatement would offer several benefits:
	  • Improved freight transport, enabling a direct route from the northwest to ports on the south coast, bypassing the congested Dublin area.
	  • Reconnection of Tuam to the rail network.
	  • Enablement of direct services between Galway and Mayo.
	
	• **Sustainable Cities:** The report acknowledges the importance of supporting urban transport initiatives in major cities, including Galway, to encourage sustainable mobility and reduce reliance on cars.
	
	• **Freight Transport:** The report aims to revitalise rail freight, recognising its potential to reduce road congestion and emissions. It recommends strengthening rail connectivity to ports, developing inland terminals, and reducing track access charges to improve competitiveness.
	
	Additional Recommendations:
	
	• The report specifically recommends **reinstating the Western Rail Corridor between Claremorris and Athenry**. This project would reconnect Galway to Mayo by rail, providing a direct route for both passenger and freight transport, and offer potential economic benefits for Tuam.
	
	• The report supports improving service frequencies on existing lines serving Galway, including those connecting Galway to Dublin, Limerick, and Cork. It also

	suggests exploring double-tracking between Athenry and Galway to accommodate increased traffic.
National Roads 2040 Strategy (2023)	Transport Infrastructure Ireland (TII) has a **long term strategy for planning, operating, and maintaining the National Roads network**. National Roads 2040 has been developed to support National Strategic Outcomes (NSOs), with the Strategy's investment priorities developed to align closely to the four NIFTI investment priorities: • Decarbonisation • Enhanced regional and rural connectivity • Protection and renewal • Mobility of people & goods in urban areas. TII's vision is for the National Roads to be "*An evolving sustainable transport system focused on safety, innovation, accessibility and mobility of people, goods and services*." Listed roles for TII includes the delivery of "*active travel infrastructure which contributes to compact growth, sustainable mobility, enhanced regional accessibility and the transition to a low-carbon future";* and *"encouraging modal shift from car transport to public and active travel modes."* The Strategy states that: **"Where national roads are too dangerous for walkers or cyclists, meaningful interventions should be considered in cooperation with relevant stakeholders and partner agencies…. delivering improved active travel provision in all its projects, such as improving the safety of National Roads for active travel users and reducing the severance caused by some National Roads in urban areas.** ***TII will collaborate with other stakeholders to progress the National Cycle Network plan to cater for more active trips and expand the Greenway network nationwide, on behalf of the Department of Transport. Provision of safe, high quality and active travel infrastructure will encourage modal shift and result in reductions in carbon emissions." (5.1.3 Active Travel)*** **And where there is urban congestion, "*TII will support the provision of segregated or offline active travel infrastructure adjacent to national roads*."** The strategy also defines TII investment portfolios for coming years and provides guidance to Sponsoring Agencies and Local Authorities. TII, through NR2040, will align with the NIFTI Intervention hierarchy and seek to address transport challenges through the use of existing infrastructure before considering the provision of new infrastructure. When developing a project on National Roads, the relevant Local Authority, third party and / or TII department will need to show that the proposed investment aligns with NIFTI and address how potential negative impacts, against one of more of the NIFTI Investment Priorities, will be mitigated.

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	"NR2040 is not a 'predict and provide' exercise, but a proactive policy led strategy to maintain and develop a network that creates opportunities for the country."
TII National Cycle Network **NTA Cycle Connects (ongoing)**	TII's National Cycle Network (NCN), is a planned **core cycle network of 3,500km that will crisscross the country, connecting more than 200 villages, towns and cities**. The network will include cycling links to transport hubs, education centers, employment centers, leisure and tourist destinations, and support "last mile" bicycle deliveries. The network will make it easier and safer for more people to cycle for commuting, leisure, and tourism, reducing reliance on the car. The NCN incorporates many existing and planned Greenways as well as a range of proposed new cycle routes, as part of its proposed national cycle corridors. The NCN will also complement and integrate local cycling development projects and Greenways. It will enable people to easily cycle to the centre of villages, towns and cities being developed by the NTA's Active Travel programme. It is envisaged the most of the NCN will be delivered by local authorities over the coming years. The NTA's Cycle Connects programme aims to complement and build upon the core network of the NCN. The Plan includes proposals for additional routes to connect towns, cities and villages across 22 counties and integrate with cycling plans already developed for the Greater Dublin Area (Meath, Kildare, Wicklow and Dublin). The delivery of these strategies in conjunction with the NCN will create a comprehensive network of inter urban, primary, secondary, greenway and feeder routes throughout the country. For Galway County, towns and settlements will be connected by either inter urban routes of dedicated Greenway routes such as that proposed from Clifden to Galway City that will serve Maigh Cuillin and Oughterard en route. This will allow improved connectivity for commuting trips and leisure activities through the county. More information can be found here: https://www.nationaltransport.ie/planning-and-investment/transport-investment/active-travel-investment-programme/cycleconnects-irelands-cycle-network-active-travel/
Connecting Ireland – Rural Mobility Plan (ongoing)	The **Connecting Ireland Rural Mobility Plan** is a major national public initiative developed by the NTA, with the aim of increasing connectivity around the country, particularly for people living outside major cities and towns. The plan aims to **improve mobility in rural areas by providing better connections between villages and towns** by linking these areas with an enhanced regional bus network connecting cities and regional centres nationwide. Connecting Ireland seeks to make public transport for rural communities more useful for more people, and it will do this by: • Improving existing services • Adding new services • Enhancing the current Demand Responsive Transport (DRT) network which meets the transport needs of people who live in remote locations. Proposals for Galway include:

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	• Enhanced interurban bus services between Galway City and Ennis, Limerick and Cork. • Enhanced interurban bus services between Galway City and Castlebar and Westport linking Headford to regional towns and cities. • Improved interurban bus services from Clifden to Galway City serving Oughterard and Maigh Cuilinn en route. • Improved local bus services from Galway to Portumna to Nenagh and from Ballinasloe via Portumna to Ennis. • New local bus routes from Ballygar to Athlone and from Glenamaddy, Mountbellow and Ahascragh to Ballinasloe, coordinated with rail services at Ballinasloe to points east to Dublin. • New and enhanced connections along the west coast of the county, including between Carraroe and Maam Cross, between Roundstone and Clifden and between Clifden and Westport. Consultation took place in 2022 on the proposals, with more information available (including mapping and routes) here: https://www.nationaltransport.ie/connecting-ireland
National Sustainable Mobility Policy (2022)	The **National Sustainable Mobility Policy** sets out a strategic framework to 2030 for active travel (walking and cycling) and public transport journeys to help Ireland meet its climate obligations. It is accompanied by an Action Plan to 2025 which contains actions to improve and expand sustainable mobility options across the country by providing **safe, green, accessible and efficient alternatives to car journeys**. It also includes demand management and behavioural change measures to manage daily travel demand more efficiently and to reduce journeys taken by car. In line with the Climate Action Plan, the policy targets 500,000 additional daily active travel and public transport journeys and a 10% reduction in vehicle kilometres by fossil fuelled cars by 2030. The policy aims to make it easier for people to choose walking, cycling and use public transport daily instead of having to use a petrol or diesel car under the following key themes: **Safe and Green mobility** • Expanding walking, cycling and public transport infrastructure across the country. • Moving the public transport fleet to low and zero emission vehicles. • Improving the safety of walking, cycling and public transport networks. **People focused mobility** • Making walking, cycling and public transport more accessible for all users – including those with reduced mobility, disabilities and the elderly. • Introducing a more attractive fare structure. • Reallocating road space to prioritise walking, cycling and public transport.

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	Better integrated mobility • Adopting a transport-orientated approach to housing development to place new housing close to public transport. • Making it easier to switch between walking, bike, bus and rail.
OECD Redesigning Ireland's Transport Network for Net Zero (2022)	This report published by the OECD aims to help Ireland redesign its transport system to achieve its climate goals, particularly in the passenger surface transport sector. It analyses Ireland's current car-dependent transport system and its shortcomings in achieving sustainable accessibility and reducing greenhouse gas emissions. The report argues that Ireland's current focus on policies like electric vehicle incentives is insufficient for achieving systemic change and instead advocates for transformative policies that focus on shifting away from car dependency and towards a more sustainable transport system. The report presents a number of recommendations for Ireland to prioritise, focusing on: • Redefining the goal of the transport system as sustainable accessibility. • Prioritizing policies with high transformative potential. • Scaling up shared on-demand services. Additionally, the report emphasises the importance of revising mental models, communication strategies, and governance structures to support the transition to a more sustainable transport system.
Five Cities' Demand Management Study (2021)	This Study, commissioned by the Climate Change Unit of the Dept of Transport as part of the 2019 Climate Action Plan (Action 81) to "Develop a regulatory framework on low emission zones and parking pricing policies, and provide local authorities with the power to restrict access to certain parts of a city or a town to zero emission vehicles only. Examine the **role of demand management measures in Irish cities**, including low emission zones and parking pricing policies." The Study had four key objectives: • **Reduce greenhouse gas (GHG) emissions from road traffic** • **Address air quality issues due to vehicular traffic emissions** • **Manage vehicular traffic congestion** • **Improve the quality of the urban environment** While the study focused on the five cities, a number of the recommended Transport Demand Management measures are applicable across Galway County such as 1st = **15 Minute Neighbourhoods** and 2nd = **National Planning Framework Delivery Management** along with a range of Transport Demand Management (TDM) measures outlined in the Study's City Toolkit.
Our Journey Towards Vision Zero: Road Safety Strategy 2021 – 2030 (2021)	The Road Safety Authority (RSA)'s Road Safety Strategy has a new ambition at its core of a Vision Zero approach to Road Safety (delivered by the Safe System approach), which is a long-term goal aimed **at eradicating road traffic deaths and serious injuries by 2050**. This is international best practice and has been adopted by the European Commission in its Road Safety Strategy.

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	Some of the key interventions include **significant investment in the provision of safe, segregated infrastructure to protect those walking and cycling**, along with **initiatives to promote modal shift** from motor vehicle travel to support environmental, safety and health objectives. There are seven Safe System priority intervention areas aims. • **Safe roads and roadsides**. To improve the **protective quality of our roads** and infrastructure. • **Safe speeds. To reduce speeds to safe, appropriate levels for the roads being used, and the road users using them.** • Safe vehicles. To enhance the safety features and roadworthiness of vehicles on our roads. • **Safe road use. To improve road user standards and behaviours** in line with traffic legislation, supported by enforcement. • Post-crash response. To improve the treatment and rehabilitation of collision casualties. • **Safe and healthy modes of travel. To promote and protect road users engaging in public or active transport.** • Safe work-related road use. To improve safety management of work-related journeys.
Irish Rail Strategy 2027 (2021)	Galway will see improvements to its rail services and infrastructure, as set out in Iarnrod Eireann's 2027 Rail Strategy. These include improvements to both regional services and intercity services including: • Service frequency improvements to/from Dublin • An upgrade of Ceannt Station in Galway City • Infrastructure upgrades at Oranmore. This includes a 1KM passing railway loop at the existing Oranmore Train Station, including additional platform and associated infrastructure. • Double tracking of the Athenry – Oranmore – Galway Line. • Additional platform at Woodlawn Station on the Galway Line.
National Disability Inclusion Strategy (NDIS) 2017-2022	The National Disability Inclusion Strategy is a whole of Government approach to improving the lives of people with disabilities. The action plan contains a "Transport and Accessible Places" theme which includes a number of actions relevant to transport in Galway County: • Action 100: Improve the **accessibility and availability of public transport** • Action 107: Develop **access to outdoor recreation facilities**, in particular footpaths and trails • Action 108: Implement the programme of **dishing of footpaths in urban area**s, in line with guidance from the National Disability Authority's publication: *Building for Everyone* • Action 109: Ensure further roll-out of **accessible inter-city coaches and accessible regional / rural coach and bus stops** The National Disability Inclusion Strategy is currently in the process of being updated with an extensive and targeted consultation period between November 2023 – February 2024 held for individuals and stakeholder groups.

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Sport Ireland Participation Plan 2021 – 2024 (2021)	This plan is the national framework with ideas and initiatives to increase physical activity in Ireland. It aims to increase physical activity levels across the whole population and to create a society which facilitates people to lead an active way of life, setting targets to increase physical activity by 1% across all ages and decrease inactivity by 0.5%. Action Area Four of the NPAP focuses on the use of the natural and built environment as a way to build in daily physical activity. It recognises that **promoting active transport is the most practical and sustainable way to increase physical activity as part of people's everyday routine**. It specifically identifies the role of walking or cycling for utility transport as a means to increase people's physical activity levels.
Housing for All – a New Housing Plan for Ireland (2021)	Housing for All is the new housing plan for Ireland aims to improve the accessibility to affordable and high standard housing for everyone who wishes to purchase or rent a home. The Plan references Urban Development Zones which includes transport-led development, and the promotion of compact, sustainable and liveable settlements. The document states that a well-functioning and sustainable housing system requires **strong integration between housing developments and the surrounding transport infrastructure**.
Travelling in a Woman's Shoes (2020)	Transport Infrastructure Ireland's (TII) Travelling in a Woman's Shoes 2020 study identifies that historically, transport has not been designed with the needs of women in mind. **Identifying and supporting the travel needs of women will help Ireland transition to a carbon-neutral transport system**. The Study explores the drivers of car dependency for women, including transport infrastructure, significant caregiving responsibilities, safety concerns and equality of access to quality services. The study identifies a range of policy opportunities to address this car dependency and encourage the wider adoption of sustainable transport, including active travel.
Transport – Climate Change Sectoral Adaption Plan (2019)	A Climate Change Sectoral Adaptation Plan was prepared for the Transport sector under the National Adaptation Framework. The plan seeks to ensure that the transport sector can continue to fulfil its objectives as the country reckons with ever increasing extreme weather events and rising sea levels due to climate change. The plan lays out a number of actions aimed at: • Improving understanding of climate change on transport infrastructure. • Assisting stakeholders in identifying and prioritising climate risks to existing and planned infrastructural assets and enabling them to implement adaptation measures accordingly. • Ensuring that resilience to weather extremes and longer-term adaptation needs are considered in investment programmes for planned future transport infrastructure.

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	A draft update of the plan is currently being undertaken and is expected to undergo consultation in early 2025. The new plan aims to improve on current progress and align with the National Adaptation Framework 2024 and the Climate Action Plan.
Get Ireland Walking	Get Ireland Walking is an initiative by Sport Ireland. The core aim of the initiative is to **unify and enable the efforts of all agencies interested in promoting walking**. It is a nationwide initiative to deliver programmes in conjunction with All Sports Partnerships. The programme hopes to create a vibrant culture of walking throughout Ireland. The initiative highlights how places need to be conducive to walking and that walking needs to be integrated into policies and plans at all scales. It highlights how, **in order to increase the numbers of people walking, infrastructure needs to be safe, attractive to walk in and it must cater for all users** including those in strollers, wheelchairs and the elderly.
Healthy Ireland: A Framework for Improved Health and Wellbeing 2019 – 2025 (2019)	A Framework for Improved Health and Wellbeing 2019-2025's is a national framework to improve health and wellbeing in Ireland. Its vision is for a healthier Ireland, where everyone can enjoy physical and mental health and wellbeing to their full potential, where wellbeing is valued and supported at every level of society and is everyone's responsibility. The Framework identifies a number of broad intersectoral actions, one of which commits to the **development of a plan to promote increased physical activity levels**.
Healthy Ireland: National Physical Activity Plan (2019)	The National Physical Activity Plan (NPAP) recognises that physical inactivity is a demonstrated clear risk to health and wellbeing in Ireland, and aims to increase physical activity levels across the whole population. It aims to create a society which **facilitates people to lead an active way of life, setting targets to increase physical activity by 1% across all ages and decrease inactivity by 0.5%.** Action Area Four of the NPAP focuses on the use of the natural and built environment as a way to build in daily physical activity. **It recognises that promoting active transport is the most practical and sustainable way to increase physical activity as part of people's everyday routine.** It specifically identifies the role of walking or cycling for utility transport as a means to increase people's physical activity levels.
Electric Vehicle (EV) Infrastructure Strategy 2022-2025	Zero Emission Vehicles Ireland (ZEVI) is a dedicated office within the Department of Transport charged with supporting consumers, the public sector, and businesses to continue to make the switch to zero emission vehicles. ZEVI published the **EV Infrastructure Strategy 2022-2025** which sets a roadmap for the delivery of Ireland's EV charging infrastructure by 2025. It outlines a comprehensive plan to integrate EV infrastructure into a broader sustainable transport network. The strategy emphasises inclusivity, ensuring that the charging

POLICY & PLANS	NATIONAL
	infrastructure is accessible to all, regardless of age, health, or income. It acknowledges that home charging will remain the primary solution for most EV users, but also provides options for those unable to charge at home. A key focus is on interoperability and user-friendliness across the charging network. The strategy details various types of charging solutions, including destination charging at leisure and tourism locations, and en-route charging with fast, high-powered stations. It highlights the importance of government support in the form of seed funding to encourage the rollout of these infrastructures. Standards for EV infrastructure are set to ensure ease of payment, accessibility, data sharing, interoperability, smart charging capabilities, and sustainability tracking. The Strategy also outlines existing and new infrastructure supports, such as grants for home and residential charging, and initiatives to promote shared charging solutions.
National EV infrastructure Plan • **National Road Network EV Charging Plan 2024 to 2030** • **Regional and Local EV Charging Network Plan 2024- 2030**	Arising from this Strategy is the **National EV infrastructure Plan** which is made up of the **National Road Network EV Charging Plan 2024 to 2030** and the **Regional and Local EV Charging Network Plan 2024- 2030**. Both of these plans provide for delivering EV Infrastructure for national roads, at key destinations and neighbourhood locations to provide infrastructure to support the transition to EVs and address user needs. • The **National Road Network EV Charging Plan** is a strategic initiative aimed at enhancing the electric vehicle (EV) charging infrastructure across the national road network, ensuring comprehensive geographic coverage for light-duty vehicles (LDVs) such as passenger cars. The plan outlines a phased approach to infrastructure delivery and includes provisions for heavy-duty vehicles (HDVs), with specific targets for electric trucks and buses by 2030. It considers factors such as grid connection availability and environmental considerations for optimal site locations. The plan also addresses the need for a robust grid infrastructure to support the development of public EV charging capacity. • The **Regional and Local EV Charging Network Plan for 2024-2030** is designed to enhance the accessibility and availability of EV charging infrastructure at a more localised level, focusing on destination and neighbourhood charging. This plan aims to address the diverse needs of EV users by implementing a bottom-up modelling approach, allowing local authorities to estimate infrastructure demand accurately and identify strategic sites for EV charging stations. The plan emphasises flexibility and adaptability to foster widespread EV adoption, ensuring that infrastructure aligns with the Alternative Fuels Infrastructure Regulation (AFIR) requirements while also considering potential additional needs. Local Authorities will play a lead role in delivering infrastructure through the Regional and Local EV Charging Network Plan and are currently developing EV Strategies for their Local Authorities to identify Neighbourhood and Destination Charging needs and subsequent implementation plans to ensure delivery of this EV infrastructure.

Table 3. Policy & Plan Review – National Advice & Guidance Documents

NATIONAL ADVICE & GUIDANCE	
Design Manual for Urban Roads and Streets (DMURS) (2019)	DMURS sets out the manner in which roads and streets in **urban areas should be designed to prioritise the needs of sustainable travel users in Ireland and reduce the dominance of the private car**. The focus of the guidance is the **balance between the different modes of transport to ensure that the urban realm is pleasant and safe for all users**. Similar to the NIFTI, the guidelines emphasise that **sustainable modes of transport should be prioritised in street designs**. Active travel is to be considered first, then public transport, and then cars. The guidance also **supports a network-based approach to designing streets**. The **connectivity of the active travel routes and permeability of neighbourhoods** are highlighted as important components of the design of Irish streets. The Design Manual for Urban Roads and Streets **(DMURS) Interim Advice Note – Covid-19 Pandemic Response** also includes guidance that designers should ensure that measures align with the principles of universal design, consider Government policy on accessibility for people with disabilities and consult people with disabilities to further appraise measures.
NTA Greening and Nature-based SuDS for Active Travel Schemes (2023)	The NTA recognises the need to **mitigate the impacts of climate change** and improve the resilience of towns and cities. The **greening of urban spaces with Sustainable Drainage Systems (SuDS)** as part of active travel schemes aim to reintroduce nature and biodiversity through use of parklets, planters and rain gardens as part of urban realm enhancements. The guidelines aim to create an **attractive and sustainable nature focused urban environment** to encourage outdoor living. When new active travel infrastructure is being implemented, green spaces are to be protected or their reductions minimised to maintain adequate levels of permeable surfaces.
NTA Rapid Build Active Travel Facilities (2023)	In response to rising construction costs and the Climate Action Plan (CAP) requirement for 1,000km of new active travel infrastructure to be built by 2025, the NTA issued an Active Travel Advice Note in February 2023 concerning rapid build facilities. This note outlines that cost-effective rapid build construction approaches, including road space reallocation, are now required as initial options to be considered when planning for new active travel infrastructure. Rapid build active travel facilities are schemes that **utilise cost-effective measures to deliver walking and cycling infrastructure quicker** than traditional (full build) construction methods. They do not typically involve major construction works such as full road reconstruction or significant changes to drainage systems or relocation of utilities, however they may involve changes to kerb lines and minor drainage works. The works will also be typically within the boundaries of the existing roadway which can simplify the planning process, with positive impacts on project programme and delivery.

NATIONAL ADVICE & GUIDANCE

Permeability Best Practice Guide (2015)	The Permeability Best Practice Guide provides **recommendations on how best to facilitate demand for walking and cycling in existing built-up areas**. Recommendations include the **retention and creation of linkages within the urban environment** for people to walk and cycle from their homes to shops, schools, local services, places of work and public transport stops and stations. The Guide also includes recommended **metrics for measuring pedestrian and cycle link Quality of Service**. These key performance indicators (KPIs) include pedestrian route directness (PRD) and the width of the facility.
Universal Design Walkability Audit Tool for Roads and Streets	The Universal Design Walkability Audit Tool is used to capture existing conditions of walking routes in relation to its walkability. The Audit Tool supports the Government's policy of transition to more sustainable forms of transport, with increased levels of walking contributing to a wide range of societal and health benefits including improved levels of fitness, cleaner air, safer environments and better social inclusion. The aims of the audit tool are to **assess if neighbourhoods and streets are places where people of all ages and abilities can walk safely, conveniently and independently**.
National Cycle Manual	The National Cycle Manual provides **guidance on the design of cycling networks** and **on engineering design of cycling infrastructure**. The guidance is based on the Five Needs of a Cyclist: • Safety • Coherence • Directness • Attractiveness • Comfort
Greenways Guidelines **Rural Cycleway Design (Offline and Greenways)**	There are a number of documents which provide **specifications and guidelines for the construction of greenways and cycle routes**. These documents focus mainly on the primary route infrastructure such as the path itself, it's design characteristics such as the width, the gradient, the surface finish etc. One of these documents is the "Greenways and Cycle Routes Ancillary Infrastructure Guidelines" (2018) which provides suggestions and best practise examples for the construction of new greenways. TII also provides two documents with relevance to the construction of rural cycleways. These are "Rural Cycleway Design (Offline and Greenways)" (2022) and "Rural Road Link Design" (2017). The cycleway manual provides specifications for: • Planning for Rural Cycleways • Design considerations • Road / Cycleway Junctions & Crossings • Ancillary Infrastructure • Pavement & Foundation Construction Details

	• Monitoring and Evaluation The road manual instructs Local Authorities as to how they can implement and integrate cycling infrastructure into the rural road network. Some of the major points in the document include: • Designing for Speed • Stopping Sight Distance • Horizontal Alignment • Edge Treatment • Drainage
Traffic Management Guidelines Manual (2019)	Prepared in line with current national transport strategy guidelines that promote sustainability and accessibility through improvement to and better management of the transport system, the purpose of the Traffic Management Guidelines Manual is to provide guidance on a variety of issues. These include traffic planning, traffic calming and management, incorporation of speed restraint measures in new residential designs and the provision of suitably designed facilities for public transport users and for vulnerable road users such as cyclists, motorcyclists and pedestrians (including those with mobility/ sensory impairments). It also focuses on how these issues must be examined and implemented in the context of overall transportation and land use policies.
TII/NTA Area Based Transport Assessment (ABTA) Guidance Notes (2018) AND **ABTA How to Guide, Pilot Methodology (2021)**	The intention of the ABTA process is to **ensure that sustainable transport is considered and planned for at the earliest stage**, at every level in the hierarchy of plans and investment programmes, and ultimately in the assessment of the developments' transport requirements and impacts at the local level. The key aims of the ABTA approach are as follows: • Maximise the opportunities for the integration of land use and transport planning by including the ABTA process as integral to the preparation of the Plan. • Assess the existing traffic, transport and movement conditions within the Plan area and in its wider context. • Plan for the efficient movement of people, goods and services within, to and from the Plan area. • Identify the extent to which estimated transport demand associated with the emerging local development objectives can be supported and managed on the basis of existing transport assets. • Identify the transport interventions required within the Plan area and in the wider context, to effectively accommodate the anticipated increase in demand. • Inform Site Specific Transport Assessments for development management applications.
Safe to School: An Ideas Document for Safe Access to School (2020)	The Safe to School: An Ideas Document for Safe Access to School presents research conducted in the context of social distancing requirements since the Covid-19 pandemic and beyond. It is designed to present ideas for school principals, boards of

	management, teachers, parents and students to consider implementing **to address front of school vehicle congestion and enable more journeys by active travel**. Eight measures are suggested, including widening footpaths, park 'n' stride, preventing illegal parking, informal car-free zone, school streets, visual interventions, cycle bus and separate access.
NTA Safe Routes to School Design Guide (2022)	The Safe Routes to School programme aims to **increase active travel choices to schools and to improve safety and access** for students and their parents and carers on their journeys to/from school. The NTA Design Guide comprises key design principles to create safer, calmer, more attractive routes to school and improve front of school environments.
Spatial Planning and National Roads - Guidelines for Planning Authorities (2012)	Guidelines for Spatial Planning affecting National Roads were developed to deliver on the National Spatial Strategy. The guidelines make it clear that **government policy no longer support unsustainable urban sprawl or dispersed and car dependent forms of development**, both of which have been accelerated by the location of employment and retail centres near national road junctions. Moving major inter-urban and inter-regional traffic (i.e. strategic traffic) is the primary purpose of the national road network. Therefore, local authorities must limit development which promotes short trip making on the national road network. There are a number of key messages in the plan regarding development planning and roads: • Development plans must include **measurable objectives for securing more compact development** that reduces overall demand for transport and encourages modal shift towards sustainable travel modes. • Development plans must include policies which seek to **maintain and protect the safety, capacity and efficiency of national roads and associated junctions**, avoiding the creation of new accesses and the intensification of existing accesses to national roads where a speed limit greater than 50 kph applies. New accesses to these roads are prohibited bar very exceptional circumstances. • Planning authorities and the NRA (now TII) must work together during the early stages of plan preparation to identify any areas where a less restrictive approach may apply. • Development plans must include **clear policies and objectives with regard to planning and reservation of new routes and/or upgrades**. • Planning authorities should consult at a very early stage with transport infrastructure providers (including the NRA) and, in the Greater Dublin area, with the National Transport Authority.

Table 4. National Consultations

NATIONAL CONSULTATIONS	
Moving Together, Department of Transport 2024	"Moving Together: A Strategic Approach to the Improved Efficiency of the Transport System in Ireland" is the new national overarching strategy framework for managing transport demand. The draft strategy aims to alleviate the economic and social costs of congestion and car dependency, in tandem with considerable investment in public transport, active travel and electric vehicle infrastructure – working towards the Climate Action Plan target of reducing overall kilometres travelled by 20% by 2030. Whilst these objectives are designed to lower carbon emissions by the transport sector, they will also target congestion, pollution, road safety and maximise the wellbeing utility of public space. Three key approaches are identified: 1. The leveraging of existing policies, programmes and infrastructures which reduce travel demand. 2. Building an improved evidence base which would inform the identification of any impediments in reducing travel demand, as well as the appropriate ways to address these impediments. 3. Enabling and empowering state and civil society actors at a range of different levels to collaboratively work towards the delivery of the framework's objectives, through bespoke planning for their communities.

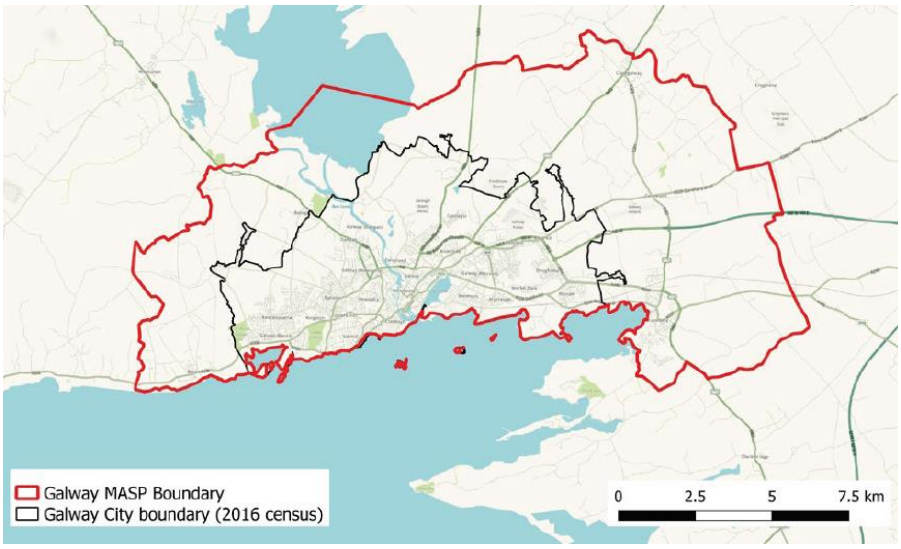
2.3 Regional Policies & Plans

Table 5. Policy & Plan Review – Regional

POLICY & PLANS	REGIONAL
Northern & Western Regional Assembly, Regional Spatial and Economic Strategy (RSES) 2020-2032 (2020) AND **Galway Metropolitan Area Strategic Plan (GMASP)**	At a regional level, the NPF 2040 recommends the development of Regional Spatial & Economic Strategies (RSESs) to ensure better co-ordination in planning and development across local authority boundaries, providing a link between the NPF, City and County Development Plans and Local Economic and Community Plans. Galway falls under the North and Western RSES, which was issued by the Regional Assembly in 2020. The RSES Vision is '*To play a leading role in the transformation of this region into a vibrant, connected, natural, inclusive and smart place to work and live'.* The RSES's strategic outcomes reflect those of the NPF, including a focus on Compact Growth, Sustainable Mobility, and a Low Carbon, Climate Resilient and Sustainable Society. The region is highly dependent on private car use, with 2016 Census data confirming 70% of commuter trips are made by private car. In response, whilst there are limited opportunities for use of sustainable transport modes in parts of the region, the RSES identifies four high-level transport principles: • Improving **strategic and local connectivity**. • Improving **access to public transport facilities**. • **Catering for the role of the car** within the region. • **Ensuring sustainable development** to cater for long-term growth through reducing levels of traffic congestion. The priority Core Transport Outcomes to be delivered across the region include the following: • Supporting the achievement of **compact, smart growth** through the achievement of 'mutual consistency' between land use and transport planning/investment/service provision. • Promotion of **higher development densities in appropriate locations** with an associated consideration being given to reduced constraints on building heights. • Strengthening **inter-regional connectivity** through the improvement of inter-urban road and rail connectivity. • Strengthening **public transport connectivity** between the Assembly Area's city and large towns, and between the large towns, with improved services and reliable journey times. • Providing **public transport infrastructure and services to meet the needs of smaller towns, villages and rural areas**. • Developing a **comprehensive network of safe cycling routes** in the three Regional Growth Centres and providing similar facilities in other towns and villages, where appropriate. The RSES advises the **preparation of Local Transport Plans (LTP) for identified key towns to support compact growth and sustainable mobility**. LTPs should identify and prioritise objectives in relation to sustainable travel infrastructure and plan for the efficient movement of people within and outside of the area served by the LTP, which

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

As part of the RSES, a **Metropolitan Area Strategic Plan (MASP)** has been prepared for Galway, providing an implementation strategy for development outcomes in the Galway Metropolitan Area, which encompasses Galway City and surrounding parts of the county.



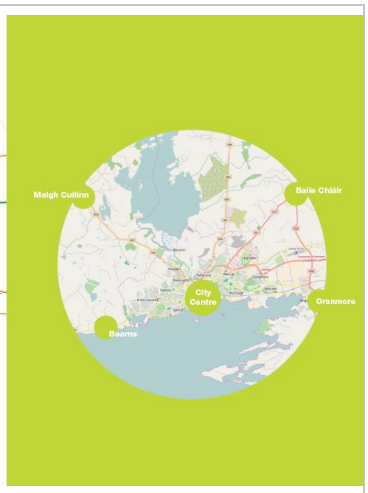
The population of the Metropolitan Area is projected to grow by 27,500 to 2026 and by a further 14,500 to 2031, with the population of the city and suburbs accommodating 23,000 to 2026 and a further 12,000 to 2031. Within Galway County, residential growth areas are identified in Bearna to the west, Oranmore to the east and Baile Chláir to the northeast, with industrial / technology growth identified in Oranmore and around the former Galway Airport.

The MASP reaffirms projects developed under the Galway Transport Strategy, including the Galway City Ring Road, the Tuam Bus Corridor, the Dublin Road Bus Corridor and a high frequency cross-city bus network as well as provision of active travel infrastructure, Park and Ride sites and the double tracking of the rail line from Ceannt station to Athlone.

Galway Transport Strategy (2017)	The Galway Transport Strategy was developed by Galway City Council, in partnership with Galway County Council and the National Transport Authority, to address current and future identified transport issues and opportunities within Galway City and the surrounding metropolitan area.

POLICY & PLANS	REGIONAL





In terms of impacts on the wider county, the suite of measures in the strategy includes the construction of the N6 Galway City Ring Road and a revamp of the city and commuter bus networks.

The strategy proposes upgrade of the existing main bus corridors to provide high frequency routes. The Brown bus route would extend to Bearna to the west and Oranmore to the east, both located within Galway County. The strategy aspires for these routes to operate at a frequency of at least once every 15 minutes, with high frequency to be maintained across the daily period as opposed to just within peak hours.

To complement these services, Park and Ride sites along National Roads are proposed to cater for trips to Galway City originating outside of the metropolitan area.

N6 Galway City Ring Road Project	The N6 Galway City Ring Road (GCRR) is a key measure within the Galway Transport Strategy which realises Galway City and County Council's vision of all elements of transport working together to achieve an integrated sustainable transport solution. Galway City currently experiences significant transport issues such as: • Peak hour congestion and journey time unreliability • Over reliance on private cars • Lack of alternative transport modes • Lack of road space for the development of Smarter Mobility and Public Transport

The ring-road forms a vital part of the councils strategy to minimise these issues and free up the city centre of freight and private car traffic, as illustrated in the figure below.



Western Rail Corridor Financial and Economic Appraisal (2020)

A Financial and Economic Appraisal of the Western Rail Corridor was undertaken on foot of a commitment in the National Development Plan 2018 – 2027. The aim of this report is to assess whether the investment which would be required to reactivate these two phases can be justified in delivering value for money for the Irish Exchequer.

As part of the appraisal a public survey was undertaken which received over 6,000 responses. The survey showed overwhelming public preference for the alignment to be used as a railway rather than a greenway.

The outcome of the Economic Appraisal was a Benefit to Cost Ratio of 0.21, based on estimated construction costs of €264m excl. VAT. Despite the strong economic benefits that the line delivers, they were not found to be sufficient to justify the large capital costs which would be required to reactivate the line.

JASPERS Project Screening Note: Western Rail Corridor Phase 2/3 (2020)

In 2020, JASPERS undertook an independent review of the proposed investment for reconstruction of the Western Rail Corridor phases 2 and 3. The review examined all material available for the project, with specific reference to the Financial and Economic Appraisal prepared by EY.

The review concluded that the findings of the Financial and Economic Appraisal were not unreasonable, and that the project in its current form is likely to present a very weak justification for investment. Additionally, JASPERS found that to gain EU financing through the European Investment Bank or inclusion in the TEN-T networks would require a strong demonstration of the strategic need for the corridor which is not currently available.

2.4 County Policies & Plans

Table 6. Policy & Plan Review – County

POLICY AND PLANS	COUNTY
Galway County Development Plan 2022-2028	The Galway County Development Plan 2022-2028 (CPD) sets out the strategy and methods through which future planning and sustainable development of the county will be achieved for the period to 2028. Preparation of the CDP commenced in June 2020, and was adopted by the elected members of the Council in May 2022, coming into effect in June 2022. Chapter 6 (Transport& Movement) sets out the ways in which appropriate provision for the safeguarding and upgrading of existing transport infrastructure will be ensured. It seeks to build on the existing strengths within the county while also addressing deficiencies in a sustainable manner, including through taking account of climate change and creating more sustainable communities. The CDP looks to: '***Encourage investment and improvements across all sectors of transport that will support targeted population, economic growth and more sustainable modes of travel including, walking, cycling and public transport'.*** A number of strategic aims and associated policy objectives are identified to help achieve this, which are outlined below in more detail.
Galway County Tourism Strategy 2023 – 2031 (2023)	The strategy aims to promote and capitalise on Galway's current and ongoing success as a tourist destination through showcasing it's culture, heritage and natural sites. By developing sites and attractions in a focused manner along patterns of visitors demand and support growth to less known areas, the strategy will help to spread economic gains county wide. The Strategy focuses on sustainable growth and its approach is grounded on a number of key themes, including: • Support for the sustainability of rural economies and communities. • A focus on sustainability in all its forms including environmental, social and economic. • Community engagement as a core part of all development. • An emphasis on 'opening up the outdoors'. • An emphasis on green and blue infrastructure and associated amenities and experiences.
Galway County Transport and Planning Study (GCTPS) (2021)	The Galway County Transport and Planning Study (GCTPS) sits alongside and supports the Galway County Development Plan (2022-2028). The strategy supports the councils transport aims '*To encourage investment and improvements across all sectors of transport that will support targeted population, economic growth and more sustainable modes of travel including, walking, cycling and public transport*'.

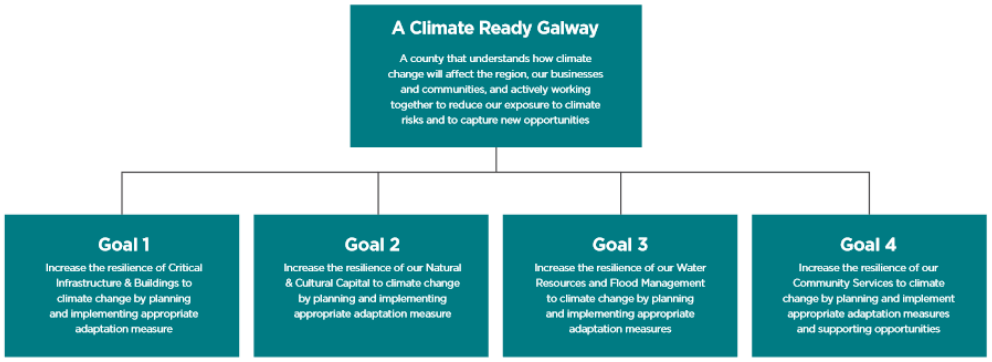
The development process for the GCTPS followed a thorough baseline establishment as well as identification of planned new development in the County Development Plan. The findings of that process were used in an option development process for defined movement corridors across the county. A longlist of options by mode was considered against key objectives for each corridor in order to develop preferred options by corridor. These preferred options were then combined to form county wide mode based strategies to meet relevant mode based policy objectives in the Development Plan.

The GCTPS proposes a range of measures, including transport infrastructure upgrades, support for transport service enhancements, and supporting activities, which will collectively deliver enhancements and changes in travel behaviour within the County which are consistent with the policy objectives defined within Chapter 6 of the County Development Plan (CDP).

In summary, the GCTPS supports the CDP objectives relating to Transport as follows:

- **Integrated Transport Planning**: Support for transition toward active, sustainable and low-carbon modes of transportation, and preparation of Local Transport Plans for the towns of Ballinasloe and Tuam.
- **Walking & Cycling**: Provision of a modern walking and cycling network which gives such infrastructure high priority within street hierarchies, adheres to the design principles and requirements set out in the National Cycle Manual and DMURS, and which provides safe and secure cycle parking as part of new developments and public space regeneration projects.
- **Electric Vehicles**: Support for the roll-out of charging infrastructure and other facilities to encourage the uptake of electric vehicles.
- **Public Transport**: Support for enhanced public transport services, including provision of new and improved public transport infrastructure; advocacy for improvements to public transport services; engagement with the NTA, TII and others with regard to provision for Park and Ride services, and support for the Galway to Athlone rail link and Western Rail Corridor schemes.
- **National Roads**: Protection of the safe and efficient operation of the national road network, support for planned major upgrade schemes, and use of Traffic and Transport Assessments (TTAs) and Road Safety Audits (RSAs) to assess the impacts of proposed development upon the national road network.
- **Non-National Roads**: Safeguarding of capacity on restricted and non-restricted regional roads within the regional and local road networks; management of through-traffic within town and local centres.
- **Supporting Measures**; use of School Travel Plans and Mobility Management Plans to drive and encourage increased use of sustainable modes of travel to education and other significant development sites; and application of car parking standards and associated requirements as set out in Chapter 15 of the CDP.

POLICY AND PLANS	COUNTY
Galway County Walking & Cycling Strategy (2013)	The 2013 Galway County Walking & Cycling Strategy examines and deals with primary walking and cycling aspects of commuting, tourism and community exercise and activities in Galway County. Tuam, Ballinasloe, Oranmore and Clifden are designated as major study towns. The cycling network in 2013 is described as variable, with the better-quality cycling facilities usually provided as a result of road improvement schemes. The Strategy identifies the Council's goals for walking and cycling as to: • Encourage **modal shift** for students and workers from cars to walking and cycling. • **Boost tourism** within the County through the creation of walking and cycling attractions and facilities. • Develop local walking and cycling facilities to **encourage uptake in local sporting and physical exercise**. • Raise **public awareness of the benefits** of walking and cycling. The following targets are set out as part of the Strategy: • Increase the proportion of people who walk to work within the County from 5% to 20%. • Increase the mode share for cycling for journeys to work from 1% to 8%. • Increase the number of children between ages five and twelve who walk to and from school from 13% to 21%. • Increase the number of children between five and twelve years old who cycle to and from school from 1% to 6%. • Increase the proportion of students aged 13 to 18 who walk to school / college to match the national average as a minimum. • Increase the number of students between 13 and 18 years old who cycle to school / college from 1% to 8%. A new County Wide Cycling and Walking Strategy is currently being prepared.
County Galway Climate Change Adaptation Strategy 2019 – 2024 (2019)	As part of the National Climate Change Action Plan 2019, County Galway produced and adopted its first Climate Adaptation Strategy in August 2019. The plan takes stock of the policy context, the profile of the city and county area and the impact of climate change observed to date and projected into the future, first at a global level and then focussing on Ireland. A baseline assessment of climate risks for the county analysed a series of past extreme weather events and their effects on the county. Arising from this work, a Climate Risk & Opportunity Register was compiled. The strategy has four goals towards developing a 'Climate Ready Galway':

POLICY AND PLANS	COUNTY
	 Based on these goals, the strategy contains an action plan with four main headings: Infrastructure, Nature and Culture, Water and Flooding and Community Services. Under infrastructure, there is an action to undertake a risk assessment of critical public road infrastructure to identify relevant hazards arising from climate change and extreme weather events.
Galway City and County Age Friendly Programme 2014 – 2019	The strategy aims to make Galway a great place for older people to live, where they can continue to enjoy living within their communities with dignity and respect. Strategic goals are centred on 8 strategic priorities. Strategic Priority 2 is to ensure that "older people can get to where they need to go, when they need to do so".
Galway County Integration & Diversity Strategy 2013-2017	The strategy was prepared to address "the significant demographic changes that have taken place throughout the County over the past decade or more". The plan preparation involved detailed collaboration with stakeholders which resulted in the finding of many positives and challenges to be addressed. Based on these findings, the strategy includes an action plan based on four key areas: • Education and Training • Employment and Work • Health and Public Services • Community Participation.

Draft Gort Local Transport Plan

Appendix B – Strategy Measures



Comhairle Chontae na Gaillimhe
Galway County Council

NTA
Údarás Náisiúnta Iompair
National Transport Authority

SYSTRA

DRAFT GORT LOCAL AREA PLAN 2025-2031

Draft Gort Local Transport Plan

IDENTIFICATION TABLE	
Client/Project owner	Galway County Council
Project	Draft Gort Local Area Plan 2025-2031
Study	Draft Gort Local Transport Plan – Appendix B Strategy Measures
Date	27/03/2025
Reference number	300876

APPROVAL

Version	Name		Position	Date	Modifications
1	Authors	RF, PO BH	Senior Consultant, Associate, Consultant	16/12/2024	Draft Appendix for client review
	Checked by	AP	Director	16/12/2024	
	Approved by	AP	Director	17/12/2024	
2	Authors	RF, BH	Senior Consultant, Consultant	19/12/2024	Updated Appendix following client feedback
	Checked by	AP	Director	19/12/2024	
	Approved by	AP	Director	20/12/2024	
3	Author	BH	Consultant	03/01/2025	Updated Appendix following client feedback
	Checked by	AP	Director	07/01/2025	
	Approved by	AP	Director	07/01/2025	
4	Author	BH	Consultant	14/03/2025	Updated final Appendix following Consultation submissions
	Checked by	DB	Associate Director	14/03/2025	
	Approved by	AP	Director	14/03/2025	
5	Author	BH	Consultant	26/03/2025	Updated final Appendix following final client review
	Checked by	DB	Associate Director	26/03/2025	
	Approved by	AP	Director	27/03/2025	

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1. APPENDIX B: FULL LIST OF STRATEGY MEASURES BY MODE

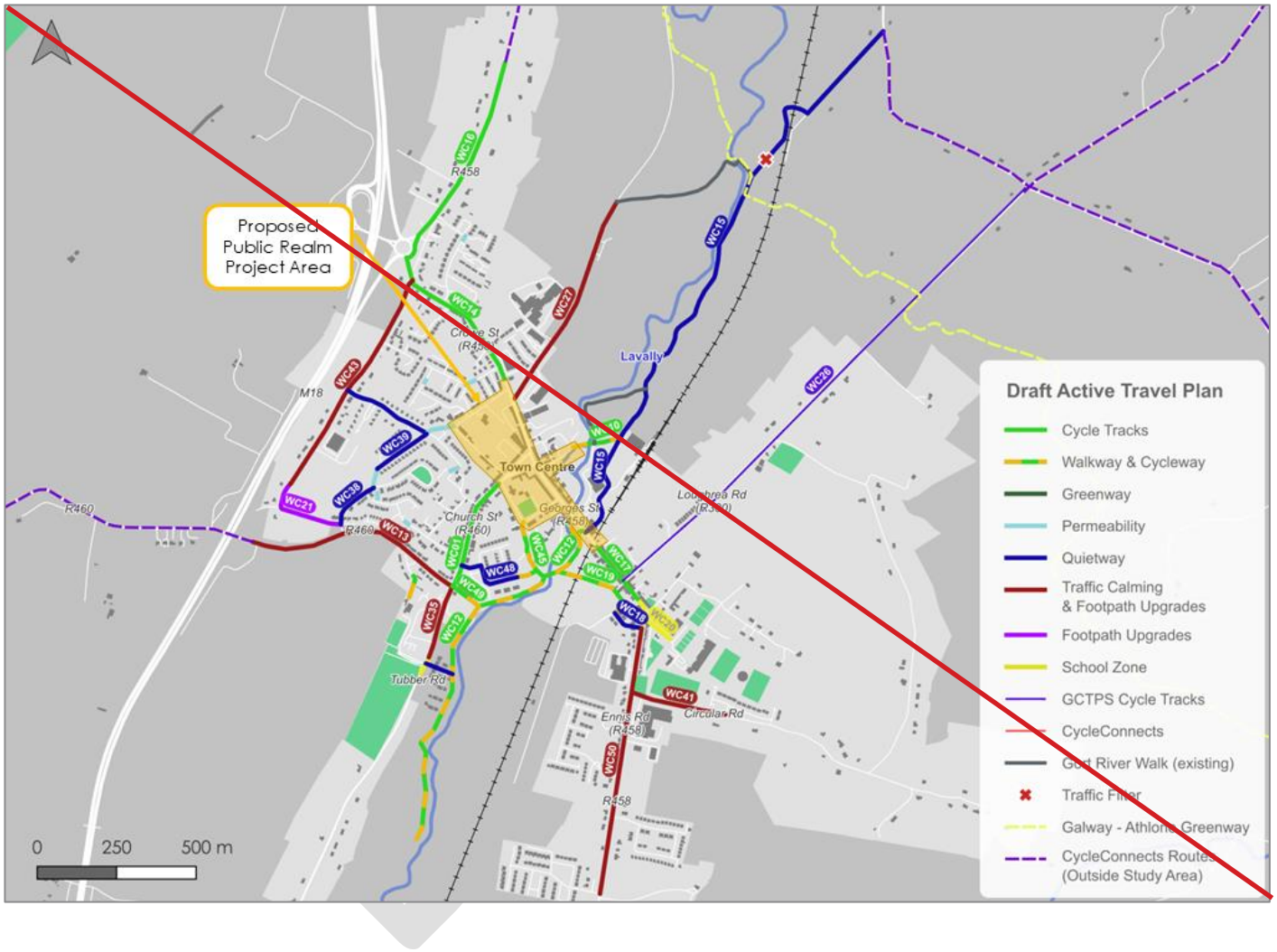
This appendix contains maps and tables, with measures presented by mode of transport in separate sections. These correspond to the modal sections in Chapter Six of the main draft Local Transport Plan (LTP) Report.

As the final strategy measures follow from an initial longlist of options (as described in the Options Assessment Chapter of the draft Local Transport Plan), not all measure references are sequential, as some measures were discounted during the Options Assessment process.

1.1 Active Travel

[FROM]

DRAFT


Proposed Public Realm Project Area
Draft Active Travel Plan
Cycle Tracks
Walkway & Cycleway
Greenway
Permeability
Quietway
Traffic Calming & Footpath Upgrades
Footpath Upgrades
School Zone
GCTPS Cycle Tracks
CycleConnects
Gort River Walk (existing)
Traffic Filter
Galway - Athlone Greenway
CycleConnects Routes (Outside Study Area)
Town Centre
Lavally
R458
R460
M18
Tubber Rd
Ennis Rd (R458)
Circular Rd
0
250
500 m

[TO]

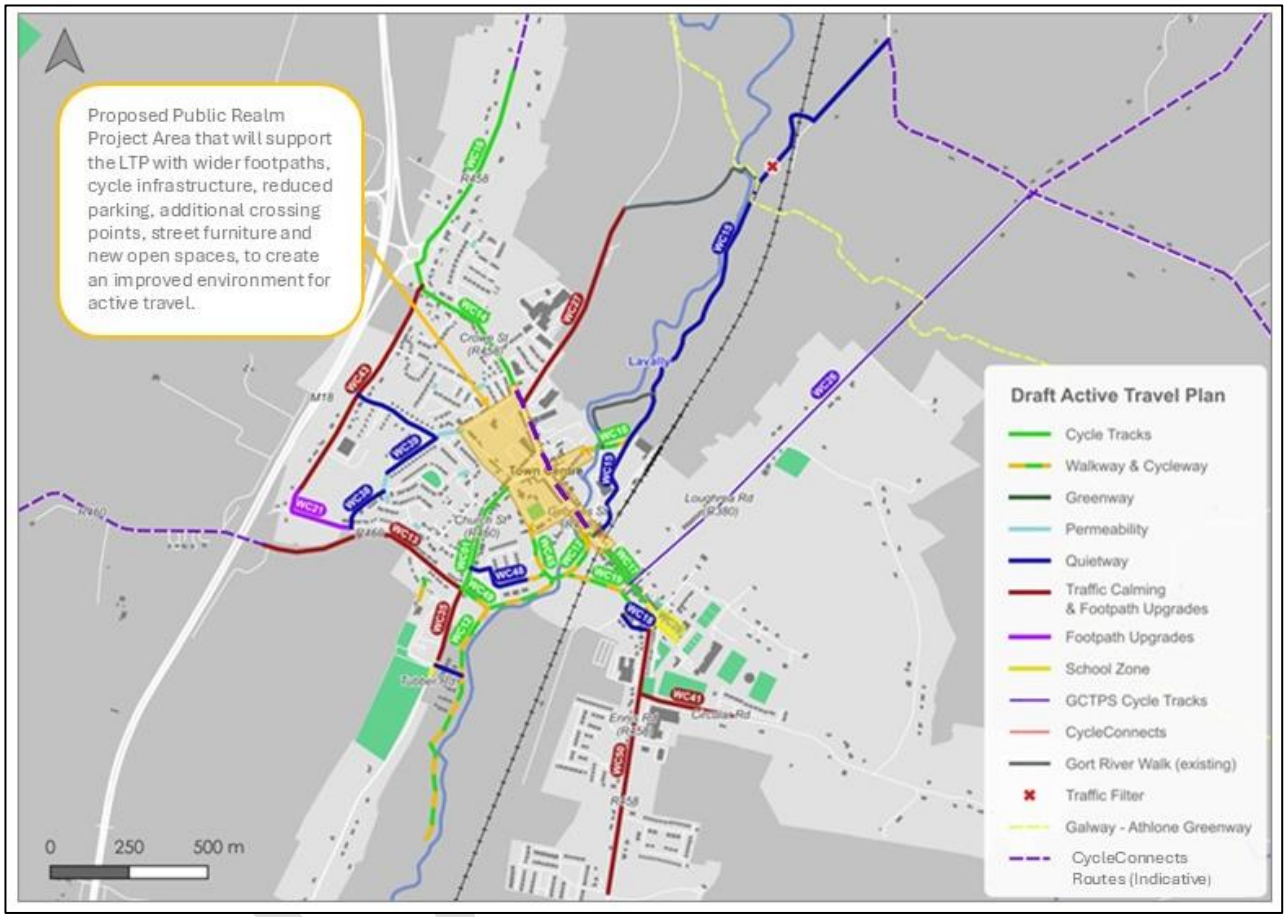
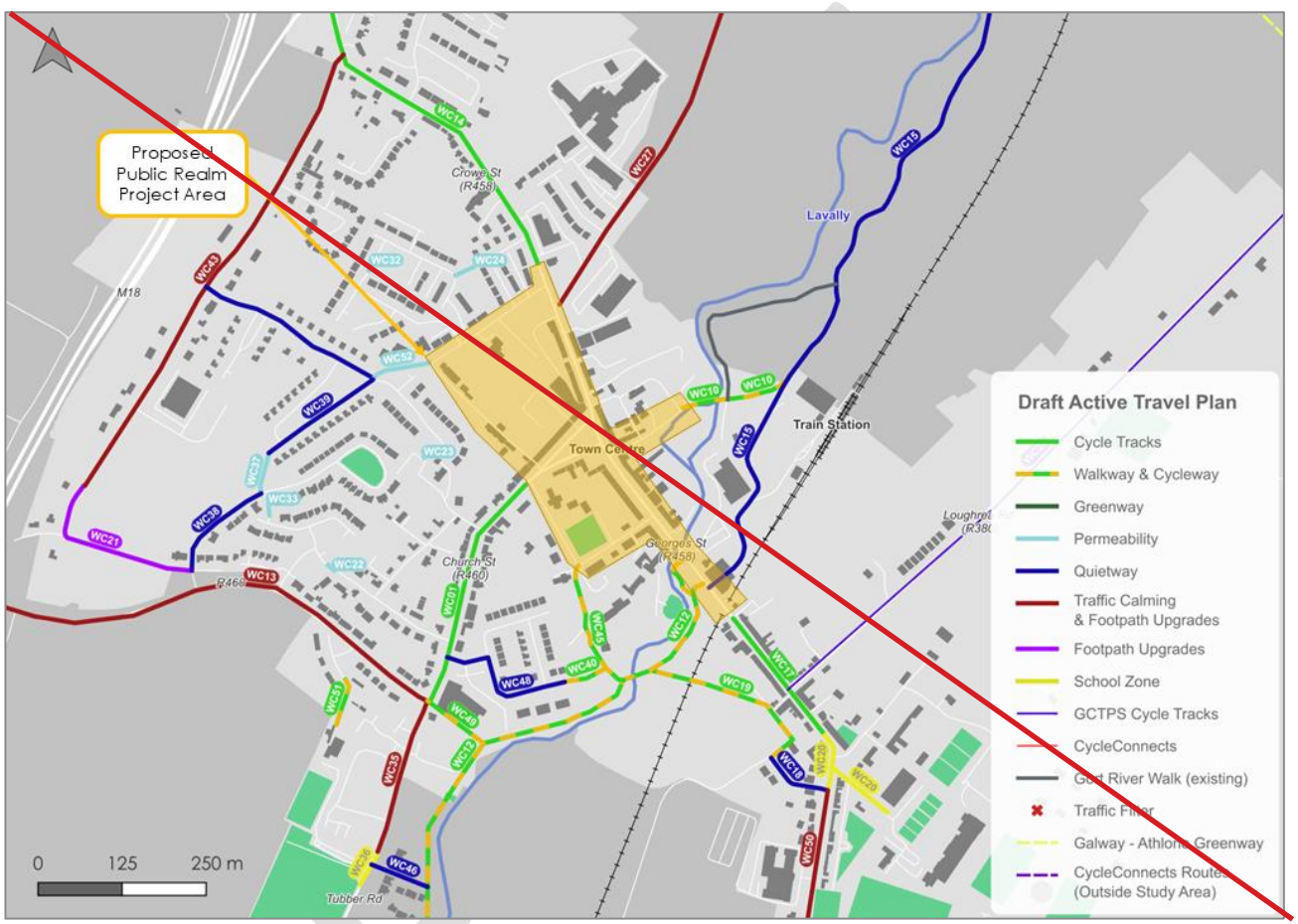


Figure 1-1: Active Travel Measures Map – Gort LTP Study Area

[FROM]


Proposed Public Realm Project Area
Crowe St (R458)
Lavally
Train Station
Town Centre
Georges St (R458)
Church St (R460)
M18
R460
Tubber Rd
0
125
250 m
Draft Active Travel Plan
Cycle Tracks
Walkway & Cycleway
Greenway
Permeability
Quietway
Traffic Calming & Footpath Upgrades
Footpath Upgrades
School Zone
GCTPS Cycle Tracks
CycleConnects
Traffic Filter
Galway - Athlone Greenway
CycleConnects Routes (Outside Study Area)

[TO]

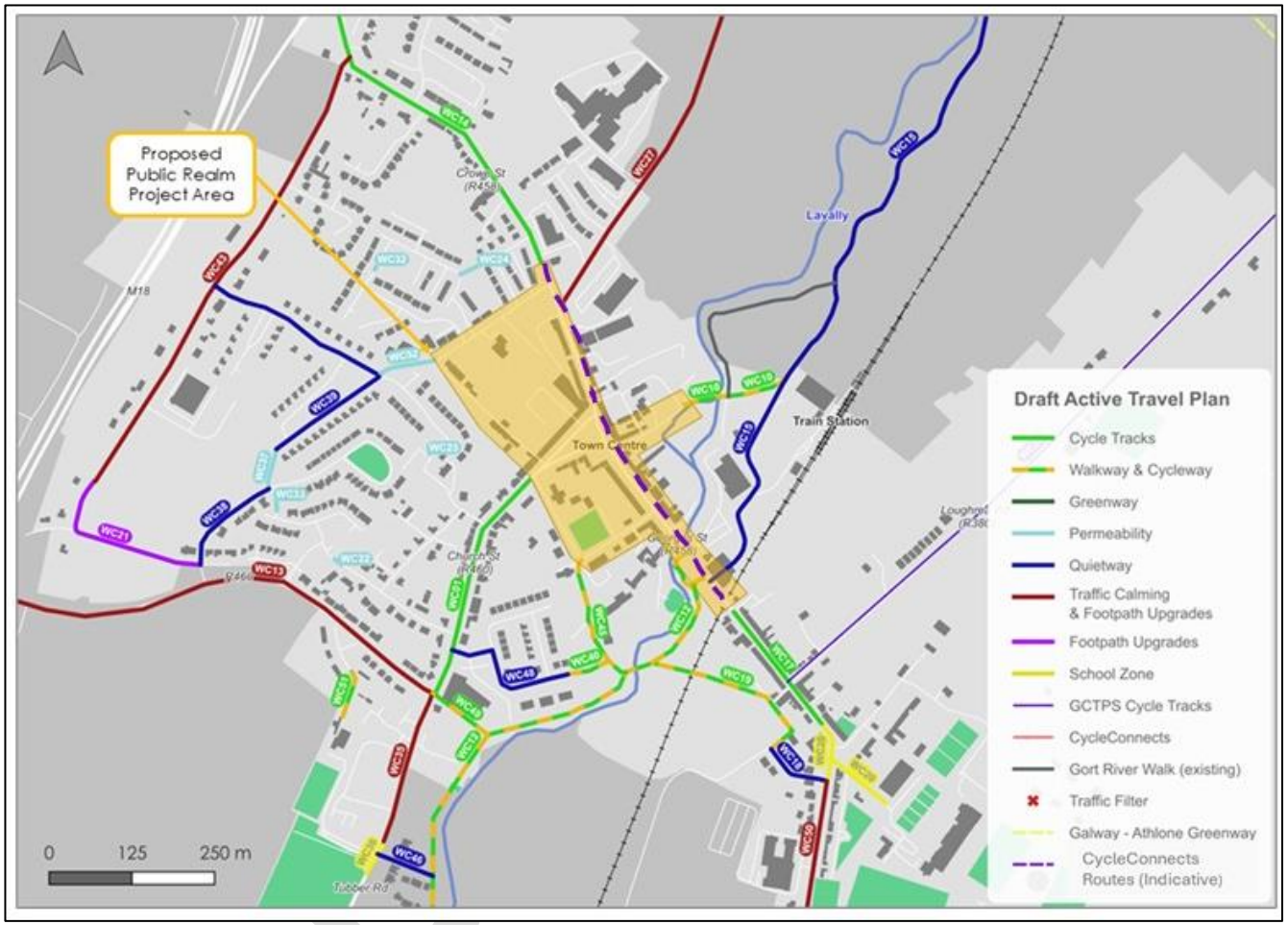


Figure 1-2: Active Travel Measures Map – central Gort area

Ref	Location	Intervention	Description
WC01	Church Street	Cycle Tracks and Footpath Upgrades	From the junction of Tubber Road (near to Gort National School) provide cycle tracks to edge of the proposed Public Realm Enhancement project area.
WC10	Crowe Street to River Walk over Gort River	Walkway/Cycleway	Walking and cycling connection via new bridge from Crowe Street to the Gort River Walk and to proposed Quietway connection to Galway to Athlone Cycleway WC15.
WC12	Gort River	Walkway/Cycleway	Proposed southern extension of Gort River Walk south of Gort River Bridge through Convent lands to southern extent of study area. This would be a connection for both walking and cycling giving potential to facilitate trips to school. Referenced in Town Centre First Plan.
WC13	R460-R380	Traffic Calming	Traffic calming and filling in gaps in footpaths network along the R460.
WC14	R458-R380	Cycle Tracks and Footpath Upgrades	Cycle tracks and footpath upgrades along Crowe Street between roundabout and the proposed Town Centre Public Realm Enhancement project area extent.
WC15	Station Road/Pound Road	Quietway	Quietway along Station Road/Pound Road inclusive of traffic filter south of houses near railway overbridge. This is an important connection to Galway to Athlone Cycleway for leisure and tourism. Placement of traffic filter shows and indicative potential location only.
WC16	R458	Cycle Tracks and Footpath Upgrades	Continuation of Crowe Street cycle tracks to R458 to northern study area extents, connecting to proposed Cycle Connects Inter Urban cycle route and onwards to Coole Park.
WC17	Georges Street	Cycle Tracks and Footpath Upgrades	Short section of segregated cycle tracks and footpath upgrades connecting the proposed Town Centre Public Realm Enhancement project area to School Zone WC20 to facilitate safe cycle trips to school.
WC18	Springwells	Quietway	Quietway through Springwells as part of Town Centre First proposed walkway and cycleway from Queen Street to Ennis Road.
WC19	Queen Street to Springwells	Walkway/Cycleway	Town Centre First proposed walkway and cycleway from Queen Street to Ennis Road.
WC20	Ennis Road/Georges Street	School Zone	School Zone on Ennis Road/George's Street for Gort Community School and Gaelscoil na bhFilí.
WC20	Entrance to Gort Community School and Gaelscoil na bhFilí	School Zone	School Zone at entrance to Gort Community School and Gaelscoil na bhFilí.
WC21	Glenbrack	Footpath Upgrades	Specific footpath upgrade measures to complete gap in Glenbrack Footpaths, acknowledging infrastructure deficit here to be filled as a priority.

Ref	Location	Intervention	Description
WC22	Dún na Rí to Garrabeg	Permeability	Improvement of existing permeability connection between Dún na Rí and Garrabeg to facilitate and improve conditions for cycling, which will facilitate safer and faster trips by cycling as well as walking to schools and to the town centre.
WC23	The Orchard to Nursing Home	Permeability	Connection between The Orchard and Nursing Home, which will facilitate safer and faster trips by walking and cycling to schools and to the town centre.
WC24	Crowe Street	Permeability	Permeability link which will facilitate safer and faster trips by walking and cycling to schools and to the town centre.
WC26	Loughrea Road	GCTPS Cycle Tracks	Cycle track proposed here as an interurban route in the Galway County Transportation Planning Study; cycle tracks to be built out connecting to George's Street as land is developed.
WC27	L85314	Traffic Calming	Traffic calming from Crowe Street past Wastewater treatment plant and provision of footpaths (as this road is used as part of a loop in the Gort River Walk).
WC30	Cuairt Bhreac to Coole Haven	Permeability	Connection between Cuairt Bhreac and Coole Haven, which will facilitate safer and faster trips by walking and cycling to schools and to the town centre.
WC32	Bolands Court to Crowe Street	Permeability	Connection between Bolands Court and Crowe Street, which will facilitate safer and faster trips by walking and cycling to schools and to the town centre.
WC33	Dún na Rí to Gort na Rí	Permeability	Connection between Dún na Rí and Gort na Rí, which will facilitate safer and faster trips by walking and cycling to schools and to the town centre.
WC35	Tubber Road (L4514)	Traffic Calming	Traffic calming along Tubber Road from Church Street to Gort Boys National School.
WC36	Tubber Road (L4514)	School Zone	School Zone at entrance to School.
WC37	Gort na Rí to The Maples	Permeability	Connection between Gort na Rí and The Maples which will facilitate safer and faster trips by walking and cycling to schools and to the town centre.
WC38	Gort Na Rí	Quietway	Quietway along Gort na Rí via proposed permeability route, which will facilitate safer and faster trips by walking and cycling to schools and to the town centre.
WC39	The Maples to Crowe Street	Quietway	Quietway from the Maples to Crowe Street via proposed permeability route, which will facilitate safer and faster trips by walking and cycling to schools and to the town centre.
WC40	Cemetery	Walkway/Cycleway	Potential connection through cemetery from Church Street to Queen Street as proposed in the draft Gort Town Centre First Plan.
WC41	L8530	Traffic Calming	Traffic calming and widening of footpaths between Ennis Road and Rinn Dúin entrance, as this is route is currently a 60km/h zone adjacent to a school with a low wall.
WC43	Glenbrack Road	Traffic Calming	Traffic calming and footpath widening along Glenbrack Road.

Ref	Location	Intervention	Description
WC45	Queen Street to Gort River	Walkway/Cycleway	Queen Street to Gort River connection as part of the Town Centre First Plan proposed cycleway and walkway via railway underpass.
WC46	Gort River to Tubber Road	Quietway	Short quietway connection between proposed Gort River Walkway/Cycleway and Tubber Road/Gort Boys National School.
WC48	River Walk estate	Quietway	Short quietway from WC40/Queen Street to Church Street.
WC49	Supervalu	Walkway/Cycleway	Connection through SuperValu from Church Street/Tubber Road cross to proposed Gort River Walkway/Cycleway.
WC50	Ennis Road	Traffic Calming	Traffic calming and footpath upgrades along Ennis Road. No space to maintain two-way traffic and provide cycle tracks and no feasible alternative routes for traffic to town along Ennis Road.
WC51	Ballyhugh estate to Gort Boys National School	Walkway/Cycleway	Walkway and cycle way to improve connection to school, shortens travel distances for walking and cycling from Glenbrack which decreases school traffic.
WC52	Bolands Lane to The Maples	Permeability	Improvement of existing connection between Bolands Lane and The Maples to facilitate cycling which will facilitate safer and faster trips by walking and cycling to schools and to the town centre.

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1.2 Public Transport

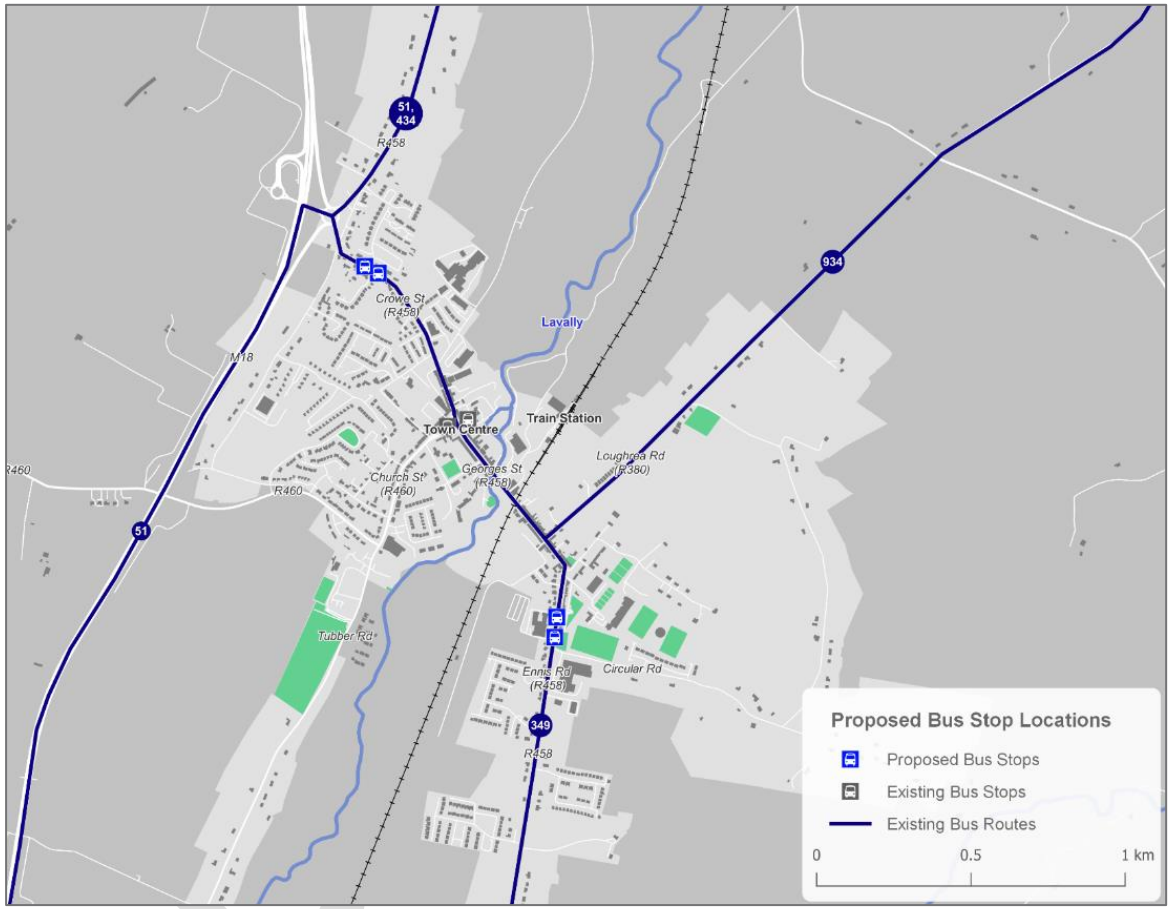


Figure 1-3: Proposed Additional Bus Stops (indicative locations only)

Table 1-1: Proposed Public Transport Measures

Option Ref.	Location	Description
PTRB01	Rail and Bus Services towards Limerick	Support the NTA and Irish Rail to increase service frequency, with particular focus on earlier and later services to expand pattern of trips served, in line with the All-Island Strategic Rail Review and Connecting Ireland.
PTRB02	Rail and Bus Services towards Galway	Support the NTA and Irish Rail to increase service frequency, with particular focus on earlier and later services to expand pattern of trips served, in line with All-Island Strategic Rail Review and Connecting Ireland.
PTRB03	Rail and Bus Services towards Dublin	Support the NTA and Irish Rail to increase service frequency, with particular focus on earlier and later services to expand pattern of trips served, in line with All-Island Strategic Rail Review and Connecting Ireland.
PTRB07	Gort Train Station	~~To~~ Improve the cycling and walking connection from George's Street along Station Road, enabling users to better access the station via the dedicated off-road walkway linking Station Road to the rail station. To provide safe and secure cycle parking at Gort train station.
PTB01	Additional Bus Stops	Work with the NTA ~~and Bus Eireann to provide additional bus stops in safe locations on Ennis Road and Crowe Street~~ and other stakeholders as appropriate, to review bus stop locations and assess the need for bus infrastructure including turning facilities to support bus usage in Gort.
PTB02	Bus Stop Waiting Infrastructure & Passenger Information	Support the NTA in the roll out of Bus Stop Waiting Infrastructure & Passenger Information to support bus patronage increases (timetables, bus poles, shelters, seating, kassel kerbs).

1.3 Roads and Traffic Management



Figure 1-4: Proposed Infrastructure Safeguard

Table 1-2: Proposed Road and Traffic Management Measures

Option Ref.	Location	Description
R01	Loughrea Road to R458	Infrastructure safeguard for possible future road
R02	Junctions	Upgrade of junctions as part of active travel measures in line with the Cycle Design Manual 2023 and the Design Manual for Urban Roads and Streets.

DRAFT

1.4 Supporting Measures

Option Ref.	Location	Description
SM - O1	15/10 Minute Town Principles	15/10 Minute Town Principles - embed within Gort land use planning decisions and development of transport network and transport investment decisions. Under the RSES, the Southern Regional Assembly have developed a framework and methodology to be used by local authorities to integrate the '10 Minute Town Concept' into future Local Development Plans. This approach was developed following assessment of 3 key towns (Carlow, Ennis and Tralee) and aims to support increase in sustainable transport and reduce carbon emissions.
SM - O2	Slow Zones	Slow Zones – introduction of 30kph on town centre streets and on residential streets in the Study Area, supported by traffic calming measures and signage to encourage driver compliance. This will be undertaken in line with the current national speed limit review, which proposes a default speed limit of 30kmh for built up and urban areas, including town centres, residential roads and locations where there is a significant presence of vulnerable/active road users.
SM - O3	Workplace Mobility Management Plans (MMPs)	Workplace Mobility Management Plans (MMPs) – support major employers & business parks/industrial estates with the implementation of MMPs in conjunction with the NTA Smarter Workplaces Team.
SM - O4	Residential Mobility Management Plans (RMMPs)	Residential Mobility Management Plans (RMMPs) - introduce requirement for RMMPs for all new residential developments over a certain size. RMMPs manage transport demand at source and combine hard measures (e.g., access to a car club, pool bikes) and soft measures (e.g., Travel Welcome Packs, PT taster tickets).
SM - C1	Cycle Parking Strategy	Develop and implement a Gort Cycle Parking Strategy Including on-street short-stay parking locations & volume (consistent with development standards); provision of parking for cargo bikes & adapted bikes, etc; longer stay bike parking / mobility hubs (e.g., at rail station, residential areas); eBike public parking Strategy; eScooter public parking strategy.

Option Ref.	Location	Description
SM - C3	Public Bike Repair Stands	Deliver at key locations, e.g., at rail station, schools, town centre, Gort River Walk.
SM - C4	Cycle Skills Training - children and adults	Deliver at schools, workplaces and via community events.
SM - C5	Cycle Maintenance Training & Bike Maintenance Checks	Deliver at schools, workplaces and via community events.
SM - C6	Behavioural change campaigns to tackle speeds, inconsiderate parking & engine idling near schools	Support behavioural change campaigns to tackle speeds, inconsiderate parking & engine idling near schools.
SM - S1	Education Mobility Management Plans (MMPs)	Support An Taisce Green Schools with the development and delivery of Education MMPs for schools in Gort, through Safe Routes to School active travel initiatives and through the planning process.
SM - S2	Bike and scooter parking at schools	Enhancement of existing facilities.
SM – S3	School based Active Travel initiatives & events	Council support for Green School's programme of school based active travel initiatives (e.g. Bike Week, Scoot to School, challenges, curriculum activities).
SM – S4	Walking Bus & Cycling Bus support for local schools	Support for cycle and walking buses to schools.
DM – P1	Town parking management strategy	Development of a town parking management strategy, including consideration of both the quantum and cost of parking within the town in the longer term
DM – P2	EV Parking Strategy	Ensure provision of Electric Vehicle (EV) recharging facilities at new developments, in public car parks, on-street (for rapid charging and those without access to private driveways), taxi ranks, mix of rapid and slow charging, distinguish between O&D charging needs. Expanding on existing EV provision in line with County Development Plan policy objective EV1. Development management standards in the county development plan mandate up to 20% of spaces should provide recharging facilities and all spaces should be easily convertible to provide recharging facilities in the future. In residential developments specifically, 20% of

Option Ref.	Location	Description
		spaces should provide recharging facilities and in commercial centres, rapid charge points should be provided.
DM – P3	EV Parking Pricing Strategies	Integration of EV parking pricing over time with Public Parking Pricing policies, balanced to encourage take up of EVs without encouraging unnecessary car trips by providing free parking for EVs.
DM – P4	Parking for new developments	Reduced Residential Parking & Workplace Parking standards for new developments in appropriate locations (e.g., in areas well served by sustainable transport options); Require EV spaces within new residential, workplace and mixed use developments; Require Car Club spaces within new residential, workplace and mixed use developments
DM – P5	Integrated Traffic Management Plan	Development of an integrated Traffic Management Plan to reduce the potential for traffic congestion and associated vehicular emissions, addressing the short, medium and long-term traffic management requirements within the Plan area.

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SEA ENVIRONMENTAL REPORT

FOR THE

DRAFT GORT LOCAL AREA PLAN 2025-2031

FOLLOWING PUBLIC DISPLAY OF THE

DRAFT PLAN AND ASSOCIATED DOCUMENTS

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for: Galway County Council

Comhairle Chontae na Gaillimhe
Galway County Council

by: CAAS Ltd.

~~DECEMBER 2024~~MARCH 2025

Galway County Council, Áras an Chontae, Prospect Hill, Galway.
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List of Abbreviations

AA	Appropriate Assessment
ACA	Architectural Conservation Area
CAFE	Cleaner Air for Europe
CFRAM	Catchment Flood Risk Assessment and Management
CGS	County Geological Site
CORINE	Co-ORdinated INformation on the Environment
CSO	Central Statistics Office
DAFM	Department of Agriculture, Food and Marine
DCCAE	Department of Communication, Climate Action and Environment
DCHG	Department of Culture, Heritage and the Gaeltacht
DEHLG	Department of the Environment, Heritage and Local Government
DHPLG	Department of Housing, Planning and Local Government
EIA	Environmental Impact Assessment
EPA	Environmental Protection Agency
EQS	Environmental Quality Standard
ELVs	Emission Discharge Values
EU	European Union
GFC	Gross Final Consumption
GSI	Geological Survey of Ireland
LAP	Local Area Plan
LCA	Landscape Character Assessment
LULUCF	Land Use, Land Use Change and Forestry
NECP	National Energy and Climate Plan
NHA	Natural Heritage Area
NIAH	National Inventory of Architectural Heritage
NO_2	Nitrogen dioxide
NTA	National Transport Authority
OPW	Office of Public Works
O_3	Ozone
$PM_{2.5}$	Fine particulate matter
pNHA	proposed Natural Heritage Area
PAS	Priority Action Substance
RAL	Remedial Action List
RED	Renewable Energy Directive
RBD	River Basin District
RBMP	River Basin Management Plan
RMP	Record of Monuments and Places
RPA	Register of Protected Areas
RPS	Record of Protected Structures
RSES	Regional Spatial and Economic Strategy
SAC	Special Area of Conservation
SEA	Strategic Environmental Assessment
SEO	Strategic Environmental Objective
SI No.	Statutory Instrument Number
SPA	Special Protection Area
SuDS	Sustainable urban Drainage systems
WHO	World Health Organisation
WFD	Water Framework Directive
WRZ	Water Resource Zone
WSS	Water Supply Scheme
WWTP	Wastewater Treatment Plant

Glossary

Appropriate Assessment

The obligation to undertake Appropriate Assessment (AA) derives from Article 6(3) and 6(4) of the Habitats Directive 92/43/EEC. AA is a focused and detailed impact assessment of the implications of a strategic action (such as a plan or programme) or project, alone and in combination with other strategic actions and projects, on the integrity of a European Site in view of its conservation objectives.

Biodiversity and Flora and Fauna

Biodiversity is the variability among living organisms from all sources including inter alia, terrestrial, marine and other aquatic ecosystems and the ecological complexes of which they are a part; this includes diversity within species, between species and of ecosystems' (United Nations Convention on Biological Diversity 1992).

Flora is all the plants found in a given area.

Fauna is all the animals found in a given area.

Environmental Problems

Annex I of Directive 2001/42/EC of the European Parliament and of the Council of Ministers, of 27th June 2001, on the assessment of the effects of certain Plans and programmes on the environment (the Strategic Environmental Assessment Directive) requires that information is provided on 'any existing environmental problems which are relevant to the plan or programme', thus, helping to ensure that the proposed strategic action does not make existing environmental problems worse.

Environmental problems arise where there is a conflict between current environmental conditions and ideal targets. If environmental problems are identified at the outset, they can help focus attention on important issues and geographical areas where environmental effects of the plan or programme may be likely.

Environmental Vectors

Environmental vectors are environmental components, such as air, water or soil, through which contaminants or pollutants, which have the potential to cause harm, can be transported, coming into contact with human beings.

Mitigate

To make or become less severe or harsh.

Mitigation Measures

Mitigation measures are measures envisaged to prevent, reduce and, as fully as possible, offset any significant adverse impacts on the environment of implementing a human action, be it a plan, programme or project. Mitigation involves ameliorating significant negative effects. Where there are significant negative effects, consideration should be given in the first instance to preventing such effects or, where this is not possible, to lessening or offsetting those effects. Mitigation measures can be roughly divided into those that: avoid effects; reduce the magnitude or extent, probability and/or severity of effects; repair effects after they have occurred; and compensate for effects, balancing out negative impacts with other positive ones.

In the context of Article 6 of the Habitats Directive, mitigation measures are clearly distinguished from compensatory measures. Compensatory measures are intended to offset the negative effects of the plan or project so that the overall ecological coherence of the Natura 2000 Network is maintained.

Natural Heritage

The Heritage Act (1995) defines natural heritage as including flora, fauna, wildlife habitats, landscapes, seascapes, wrecks, geology, inland waterways, heritage gardens and parks.

Protected Structure

Protected Structure is the term used in the Planning and Development Act 2000 (as amended) and associated Regulations (as amended) to define a structure included by a planning authority in its Record of Protected Structures. Such a structure shall not be altered or demolished in whole or part without obtaining planning permission or confirmation from the planning authority that the part of the structure to be altered is not protected.

Recorded Monument

A monument included in the list and marked on the map which comprises the Record of Monuments and Places that is set out county by county under Section 12 of the National Monuments (Amendment) Act, 1994 by the Archaeological Survey of Ireland. The definition includes Zones of Archaeological Potential in towns and all other monuments of archaeological interest which have so far been identified. Any works at or in relation to a recorded monument requires two months' notice to the Department of Housing, Local Government and Heritage under Section 12 of the National Monuments (Amendment) Act, 1994.

Scoping

Scoping is the process of determining what issues are to be addressed, and setting out a methodology in which to address them in a structured manner appropriate to the plan or programme. Scoping is carried out in consultation with appropriate environmental authorities.

Strategic Environmental Assessment (SEA)

Strategic Environmental Assessment (SEA) is the formal, systematic evaluation of the likely significant environmental effects of implementing a plan or programme before a decision is made to adopt it.

Strategic Environmental Objective (SEO)

Strategic Environmental Objectives (SEOs) are methodological measures developed from policies which generally govern environmental protection objectives established at International, Community or Member State level and are used as standards against which the provisions of the Plan and the alternatives can be evaluated in order to help identify which provisions would be likely to result in significant environmental effects and where such effects would be likely to occur, if - in the case of adverse effects - unmitigated.

Section 1 SEA: Introduction and Benefits

1.1 Introduction

This is the Strategic Environmental Assessment (SEA) Environmental Report for the Gort Draft Local Area Plan (LAP) 2025-2031. It has been prepared by CAAS Ltd. on behalf of Galway County Council. The purpose of this report is to provide a clear understanding of the likely environmental consequences of decisions regarding the adoption and implementation of the Plan.

Environmental assessment is a procedure that ensures that the environmental implications of decisions are taken into account before such decisions are made. *Environmental Impact Assessment*, or EIA, is generally used for describing the process of environmental assessment for individual projects, while *Strategic Environmental Assessment* or SEA is the term which has been given to the environmental assessment of plans and programmes, which help determine the nature and location of individual projects taking place. SEA is a systematic process of predicting and evaluating the likely significant environmental effects of implementing a proposed plan or programme, in order to ensure that these effects are adequately addressed at the earliest appropriate stages of decision-making in tandem with economic, social and other considerations.

The SEA has been undertaken in order to comply with the European SEA Directive[1], which introduced the requirement that SEA be carried out on plans and programmes that are prepared for a number of sectors, including land use planning. A Screening for SEA Determination is provided at Appendix I.

[1] Directive 2001/42/EC of the European Parliament and of the Council of Ministers, of 27th June 2001, on the assessment of the effects of certain plans and programmes on the environment, transposed into Irish Law through the European Communities (Environmental Assessment of Certain Plans and Programmes) Regulations 2004 (SI No. 435 of 2004), as amended by the European Communities (Environmental Assessment of Certain Plans and Programmes) (Amendment) Regulations 2011 (SI No. 200 of 2011), and the Planning and Development (SEA) Regulations 2004 (SI No. 436 of 2004), as amended by the Planning and Development (SEA) (Amendment) Regulations 2011 (SI No. 201 of 2011).

1.2 Implications for the Planning Authority

SEA identifies the likely significant environmental effects of implementing the Plan. The findings of the SEA are expressed in this Environmental Report, which accompanies the Draft Plan on public display and identifies how environmental considerations were integrated into the Plan and how alternatives for the Plan were considered. This report may be updated in order to take account of recommendations contained in submissions and/or in order to take account of any changes which are made to the Draft Plan on foot of submissions.

The planning authority must take into account the findings of this report and other related SEA output during their consideration of the Draft Plan and before it is adopted.

When the Draft Plan is finalised, an SEA Statement must be prepared which will summarise, inter alia, how environmental considerations have been integrated into the Plan.

1.3 Why SEA? The Benefits

SEA is the planning authority's and the public's guide to what are generally the best areas for development in the Plan area.

SEA enables the planning authority to direct development towards robust, well-serviced and connected areas in the Plan area – thereby facilitating the general avoidance of incompatible development in the most sensitive, least well-serviced and least well-connected areas, in the Plan area and beyond.

SEA provides greater certainty to the public and to developers. Plans are more likely to be adopted without delays or challenges and planning applications are more likely to be granted permission. Environmental mitigation is more likely to cost less.

The Plan directs incompatible development away from the most sensitive areas in the Plan area and focuses on directing compact, sustainable development within the proposed envelope of the Plan area. Development of these generally more robust, well-serviced and well-connected areas will contribute towards environmental protection and sustainable development, including climate mitigation and adaptation.

Compact development can be accompanied by placemaking initiatives to enable the Plan area to become a more desirable place to live, work and visit.

Compatible sustainable development in sensitive areas is also provided for, subject to various requirements relating to environmental protection and management being met.

Section 2 The Draft Plan

2.1 Introduction and Content

The Draft Gort Local Area Plan 2025-2031 has been prepared pursuant to Section 20 of the Planning and Development Act 2000 (as amended).

The purpose of the Plan is to put in place a land use framework that will guide the future sustainable development of the Gort area. The Plan, in conjunction with the County Development Plan, will inform and manage the future development of the area.

2.2 Draft Plan Format

The Draft Plan comprises a written statement and a series of maps that provide a graphic representation of the content of the written text. Where there is any discrepancy between the text and maps, the text shall take precedence. A Local Transport Plan forms part of the Draft Plan. The Draft Plan is accompanied by a number of additional supporting documents, including this SEA Environmental Report, which have informed the crafting of the Plan.

2.3 Vision and Strategic Aims

The Draft Plan sets out a Vision as follows: "Gort is a Self-Sustaining, vibrant, and socially inclusive town with a focus on protecting and enhancing its historical core, natural environment, supporting an educated workforce, and providing a range of supporting services/facilities/amenities. This plan will be delivered through a managed and phase development strategy of appropriately zoned and serviced lands to achieve balanced and sustainable growth for Gort and the immediate environment that it serves."

The following strategic aims will assist in delivering the vision for Gort:

- Promote Gort as a Self-Sustaining Town as set out in the GCDP 2022 – 2028 and continue to support a sustainable level of population growth as established in the Core Strategy up to 2028 and beyond.
- Support the delivery of residential units on appropriately zoned land targeted in the Housing Strategy set out in Chapter 2 of the GCDP 2022 – 2028, encouraging sequential and compact growth in the town.
- Promote the reuse of existing buildings for residential use, where appropriate, having regard to the receiving environment, access to services, capacity of public infrastructure, and the delivery of a high quality of residential amenity.
- The strategic location of Gort shall be harnessed to enhance the economic and employment potential of the town, by creating sustainable employment opportunities, supported by investment on appropriately zoned lands.
- Maintain a strong and vibrant town centre that sustains the ability to attract new businesses, which meets the retail and service needs of the town and surrounding areas.
- Support the principle of the Gort Inse Guaire Town Centre First Plan (September 2023) which seeks to deliver holistic sustainable regeneration for the current and future needs of the local community through engagement with local business owners, community representatives, and stakeholders.
- Encourage and foster appropriate tourism opportunities that capitalise on Gort's tourist potential and better promote itself as a traditional Irish market town, with strong links to its natural, cultural and architectural heritage.
- Provide suitable recreation facilities, amenities and support services that shall promote an inclusive and cohesive local environment and serve the needs of the whole community.
- Support the redevelopment of underutilised buildings within the town centre to accommodate multi-functional community and cultural spaces, to facilitate the growth of remote-working, cultural, creative and community sectors in the town centre.
- Protect and enhance the heritage and character of Gort, including the natural assets, environment, built heritage, public realm, local character, and amenity for the benefit of current and future generations.
- Actively encourage sustainable mobility, including walking and cycling, in accordance with the aspirations of the LTP and support the continued provision of investment in public transport and active travel infrastructure.

The Plan addresses topics including:

- Land Use Zoning
- Residential Development
- Residential Infill
- Economic and Enterprise Development
- Community Facilities
- Built and Natural Heritage
- Tourism
- Agricultural
- Transportation and Movement – Local Transport Plan
- Water Supply and Wastewater Treatment
- Flood Risk Management
- Opportunity Sites

2.4 Strategic work undertaken by the Council to ensure evidence-based planning

Far in advance of the placing of the Draft Plan on public display, Galway County Council undertook various works in order to inform the preparation of the Plan. The findings of this strategic work have been integrated into the Plan and will contribute towards both environmental protection and management and sustainable development.

The undertaking of this SEA process was part of this strategic work and contributed towards the integration of environmental considerations into individual Plan provisions as detailed in Section 9 of this report.

2.5 Relationship with other relevant Plans and Programmes

It is important to note that when reading the Plan, the policy objectives of the County Development Plan are relevant and, in this regard, both documents should be read in tandem with each other. As provided for by Policy Objective GSST 1 "Consistency with Core Strategy", "Galway County Council will ensure that developments permitted within the settlement of Gort are consistent with the zoned land allocations in the Core Strategy and associated provisions of the Galway County Development Plan 2022 - 2028."

The Draft Plan sits within a hierarchy of statutory documents setting out public policy for, among other things, land use planning, infrastructure, sustainable development, tourism, environmental protection and environmental management. The Plan must comply with relevant higher-level strategic actions and will, in turn, guide lower-level strategic actions. These documents include plans and programmes such as those detailed in Appendix II[2] (see also, Section 4 "Environmental Baseline", Section 5 "Strategic Environmental Objectives", Section 6 "Description of Alternatives" and Section 9 "Mitigation Measures"). These documents have been subject to their own environmental assessment processes, as relevant.

The National Planning Framework[3] sets out Ireland's planning policy direction for the years 2018-2040. The National Planning Framework is to be implemented through Regional Spatial and Economic Strategies and lower tier Development Plans and Local Area Plans. The Regional Spatial and Economic Strategy for the Northern and Western Region sets out objectives for land use planning, tourism, infrastructure, sustainable development, environmental protection and environmental management that have been subject to environmental assessment and must, as relevant and appropriate, be implemented through the Galway County Development Plan, that sets out the overarching development strategy for the County, and the Local Area Plan.

In order to be realised, projects included in the Local Area Plan (in a similar way to other projects from any other sector) will have to comply, as relevant, with various legislation, policies, plans and programmes (including requirements for lower-tier Appropriate Assessment, Environmental Impact Assessment and other licencing requirements as appropriate) that form the statutory decision-making and consent-granting framework.

[2] Appendix II is not intended to be a full and comprehensive review of EU Directives, the transposing regulations or the regulatory framework for environmental protection and management. The information is not exhaustive and it is recommended to consult the Directive, Regulation, Plan or Programme to become familiar with the full details of each.

[3] At the time of writing this report, a process to provide a First Revision to the National Planning Framework is underway.

Section 3 SEA Methodology

3.1 Introduction to the Iterative Approach

Figure 3.1 provides an overview of the integrated Plan preparation, SEA and Appropriate Assessment (AA) processes. The preparation of the Plan, SEA and AA are taking place concurrently and the findings of the SEA and AA have informed the Draft Plan. The process is currently at a stage where the findings of this report will be placed on public display as part of the required statutory public consultations. An AA Natura Impact Report will also accompany the Draft Plan on public display. Submissions made on the Draft Plan and associated documents, including SEA and AA documents, will be responded to and updates made to the documents where relevant.

When the Plan is finalised, the SEA and AA documents will be finalised. Final documents will include an SEA Statement, which will include information on how environmental considerations were integrated into the Plan, and an AA Conclusion Statement. The Plan will be implemented and environmental monitoring – as well as planning and project development and associated environmental assessments and administrative consent of projects – will be undertaken.

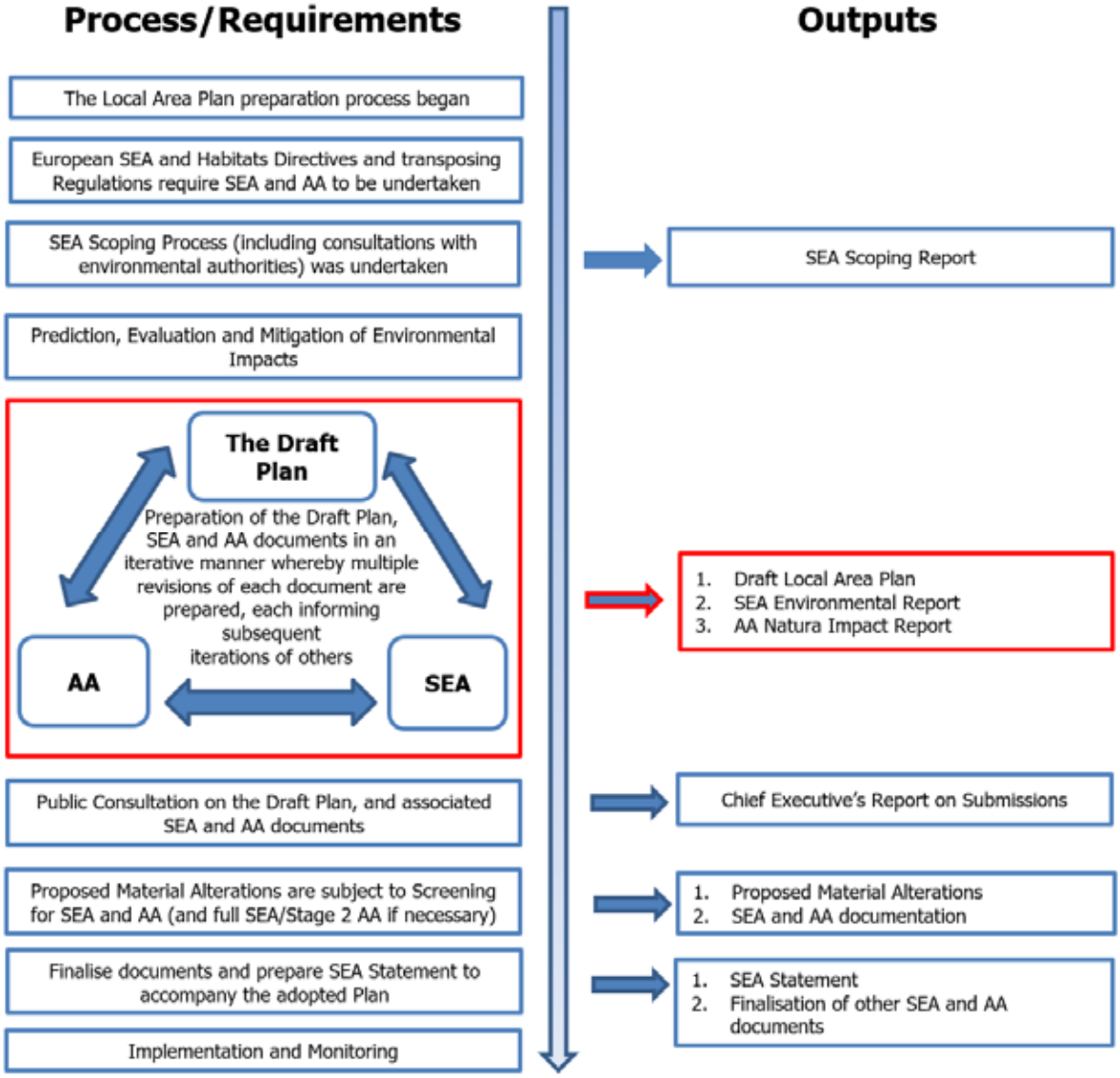


Figure 3.1 Overview of the SEA/AA/SFRA Plan-preparation Processes

3.2 Appropriate Assessment and Integrated Biodiversity Impact Assessment

3.2.1 Appropriate Assessment

Appropriate Assessment (AA) Screening and Stage 2 AA are being undertaken alongside the Plan. The requirement for AA is provided under the EU Habitats Directive (Directive 1992/43/EEC).

The emerging conclusion of the AA is that the Plan will not affect the integrity of the European Sites, alone or in combination with other plans or projects.[4]

The preparation of the Plan, SEA and AA has taken place concurrently and the findings of the AA have informed the SEA.

3.2.2 Integrated Biodiversity Impact Assessment

Many elements of Integrated Biodiversity Impact Assessment as detailed in the EPA's (2013) Practitioner's Manual have been aligned with in the undertaking of the SEA for the Plan. These include:

Scoping

- Biodiversity-relevant issues were identified for consideration at scoping stage and these are now detailed in Section 4.
- Reference to a zone of influence is provided at Section 4.

Baseline

- Biodiversity data sources relevant for this local level assessment have been identified and datasets collated/gathered.
- The biodiversity baseline addresses designated sites and other habitats and species of ecological value.
- AA information has been incorporated into the SEA baseline.

Alternatives

- Impacts upon biodiversity are considered under each of the alternatives and potential conflicts can be mitigated.

Impact assessment

- Effects on biodiversity are identified and assessed and the AA considers the interrelationship between biodiversity and potential effects on European Sites.

Mitigation and monitoring

- Taking into account all measures contained within the Plan, all the proposed mitigation measures deriving from the various processes were generally consistent and compatible.
- Indicators and associated targets have been included in SEA for monitoring European Sites.

Reporting

- This SEA ER addresses all biodiversity-related considerations relevant for this level of assessment.
- This SEA ER contains all biodiversity-relevant information, data, figures and maps relevant for this level of assessment.
- This SEA ER has been informed by the AA findings.

Communication and consultation

- Submissions received are taken on board.
- The preparation of the Plan, SEA and AA have taken place concurrently and the findings of the AA have informed the SEA.

3.3 Strategic Flood Risk Assessment

A Strategic Flood Risk Assessment (SFRA) has been undertaken as part of the preparation of the Local Area Plan. Requirements in relation to SFRA are provided under 'The Planning System and Flood Risk Management Guidelines for Planning Authorities' (Department of Environment and Office of Public Works, 2009) and associated Department of the Environment, Community and Local Government Circular PL2/2014. The SFRA has informed both the land use zoning and the written provisions of the Local Area Plan.

3.4 Scoping

The scope of environmental issues to be dealt with by the SEA together with the level of detail to which they are addressed was broadly decided upon taking into account the collection of environmental baseline data and input from environmental authorities. Scoping allowed the SEA to become focused upon key issues relevant to the environmental

[4] Except as provided for in Article 6(4) of the Habitats Directive, viz. There must be:
(a) no alternative solution available,
(b) imperative reasons of overriding public interest for the plan to proceed; and
(c) adequate compensatory measures in place.

components that are specified under the SEA Directive[5].

All relevant environmental authorities identified under the SEA Regulations as amended, were sent SEA scoping notices by the Council indicating that submissions or observations in relation to the scope and level of detail of the information to be included in the environmental report could be made to the Council[6].

As the Plan is not likely to have significant effects on the environment in another Member State, transboundary consultations as provided for by Article 7 of the SEA Directive were not undertaken.

3.5 Alternatives

The SEA Directive requires that reasonable alternatives (taking into account the objectives and the geographical scope of the plan or programme) are identified, described and evaluated for their likely significant effects on the environment. In accordance with this requirement, alternatives for the Plan are identified and assessed in Sections 6 and 7.

3.6 Environmental Report

This SEA Environmental Report predicts and evaluates the likely environmental effects of implementing the Plan and relevant alternatives. The Environmental Report provides the Council, stakeholders and the public with a clear understanding of the likely environmental consequences of the Plan.

Mitigation measures to prevent or reduce significant adverse effects posed by the Plan are identified in Section 9 - these have been integrated into the Plan.

This Environmental Report may be updated in order to take account of recommendations contained in submissions and in order to take account of changes that are made to the original, Draft Plan that is being placed on public display. Any proposed changes to the Draft Plan will be examined for the need to undertake SEA and AA.

The Environmental Report is required to contain the information specified in Schedule 2B of the Planning and Development (Strategic Environmental Assessment) Regulations 2004 (SI No. 436 of 2004), as amended (see Table 3.1).

No significant difficulties have been encountered during the undertaking of the assessment to date.

3.7 SEA Statement

On finalisation of the Plan, an SEA Statement will be prepared that will include information on:

- How environmental considerations have been integrated into the Plan, highlighting the main changes to the Plan that resulted from the SEA process;
- How the SEA Environmental Report and consultations have been taken into account, summarising the key issues raised in consultations and in the Environmental Report indicating what action was taken in response;
- The reasons for choosing the Plan in the light of the other alternatives, identifying the other alternatives considered, commenting on their potential effects and explaining why the Plan as adopted was selected; and
- The measures decided upon to monitor the significant environmental effects of implementing of the Plan.

[5] These components comprise biodiversity, fauna, flora, population, human health, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors.

[6] The following authorities were notified: Environmental Protection Agency; Department of Environment, Climate and Communications; Department of Agriculture, Food and the Marine; Department of Housing, Local Government and Heritage; Galway City Council; Mayo County Council; Roscommon County Council; Offaly County Council; Tipperary County Council; and Clare County Council.

Table 3.1 Checklist of Information included in this Environmental Report

Information Required to be included in the Environmental Report	Corresponding Section of this Report
(A) Outline of the contents and main objectives of the plan or programme, and of its relationship with other relevant plans and programmes	Sections 2, 5 and 8
(B) Description of relevant aspects of the current state of the environment and the evolution of that environment without implementation of the plan or programme	Section 4
(C) Description of the environmental characteristics of areas likely to be significantly affected	Sections 4, 7 and 8
(D) Identification of any existing environmental problems which are relevant to the plan or programme, particularly those relating to European protected sites	Section 4
(E) List of environmental protection objectives, established at international, EU or National level, which are relevant to the plan or programme and describe how those objectives and any environmental considerations have been taken into account when preparing the Plan	Sections 5, 7, 8, 9 and Appendix II
(F) Describe the likely significant effects on the environment	Sections 7 and 8
(G) Describe any measures envisaged to prevent, reduce and as fully as possible offset any significant adverse environmental effects of implementing the plan or programme	Section 9
(H) Give an outline of the reasons for selecting the alternatives considered, and a description of how the assessment was undertaken (including any difficulties)	Sections 3, 6, 7 and 8
(I) A description of proposed monitoring measures	Section 10
(J) A non-technical summary of the above information	Appendix III Non-Technical Summary
(K) Interrelationships between each environmental topic	Addressed as it arises within each Section

Section 4 Environmental Baseline

4.1 Introduction

Reflecting the specifications in the SEA Directive, the relevant aspects of the current state of the environment for the following environmental components are described in this section: biodiversity and flora and fauna; population and human health; soil; water; air and climatic factors; material assets; cultural heritage including architectural and archaeological heritage; landscape; and the interrelationship between the above factors.

This description includes information that is relevant to lower tier planning, environmental assessments and decision-making[7].

4.2 National Reporting on the Environment

The EPA's *"Ireland's State of the Environment Report 2024"* report provides an integrated assessment of the overall quality of Ireland's environment, the pressures being placed on it and the societal responses to current and emerging environmental issues. This report has informed various parts of the environmental baseline provided below. The five key environmental priorities identified by the report are:

- "Delivering a national policy position on the environment - we urgently need to have a national policy position on the environment to address the complex interactions, synergies and trade-offs across environmental policy areas and to deal with its interactions with other policy domains.
- Driving policy implementation - we must rigorously implement existing environmental plans and programmes to achieve the benefits that they were developed to deliver.
- Transforming our systems - transformation of our energy, transport, food and industrial sectors is critical to achieving a sustainable future.
- Scaling up investment in infrastructure - investment in water, energy, transport and waste management infrastructure is essential to protect the environment now and into the future.
- Protecting the environment to protect our health - protecting the environment is key to protecting our health and we must act to reduce the modifiable risks to our health from environmental exposures."

4.3 Sustainable Development Goals

Implementation of the Plan will contribute towards efforts to achieve a number of the 17 Sustainable Development Goals of the 2030 Agenda for Sustainable Development, which were adopted by world leaders in 2015 at a United Nations Summit and came into force in 2016. These Goals include:

- Goal 3. Ensure healthy lives and promote well-being for all at all ages.
- Goal 6. Ensure availability and sustainable management of water and sanitation for all.
- Goal 7. Ensure access to affordable, reliable, sustainable and modern energy for all.
- Goal 8. Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all.
- Goal 9. Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation.
- Goal 11. Make cities and human settlements inclusive, safe, resilient and sustainable.
- Goal 12. Ensure sustainable consumption and production patterns.
- Goal 13. Take urgent action to combat climate change and its impacts.
- Goal 15. Protect, restore and promote sustainable use of terrestrial ecosystems, sustainably manage forests, combat desertification, and halt and reverse land degradation and halt biodiversity loss.

4.4 Likely Evolution of the Environment in the Absence of a new Plan

In the absence of a new Local Area Plan, the framework for development across the Plan area would be provided by the County Development Plan and other related documents. There would be no Local Area Plan to provide additional detail beyond that provided already through the existing planning framework as how to achieve sustainable development and environmental protection and management in the Plan area.

[7] Article 5 of the SEA Directive, in accordance with the established European principle of subsidiarity, requires that the Environmental Report includes the information that may reasonably be required taking into account, inter alia, the extent to which certain matters are more appropriately assessed at different levels in that process in order to avoid duplication of the assessment.

As a result, there would be a decreased likelihood in the extent, magnitude and frequency of the positive environmental effects identified by this assessment occurring, including:

- Contribution towards protection of ecology (Contribution towards protection of ecology (including designated sites, ecological connectivity, habitats) by facilitating development of lands (including those within and adjacent to central/core locations within the Plan area) that have relatively low levels of environmental sensitivities and are served (or can be more easily served) by infrastructure and services, thereby helping to avoid the need to develop more sensitive, less well-serviced lands elsewhere in the Plan area and beyond.
- Contribution towards the maintenance of existing green infrastructure and associated ecosystem services, listed species, ecological connectivity and non-designated habitats.
- Contribution towards protection and/or maintenance of biodiversity and flora and fauna by contributing towards the protection of natural capital including the environmental vectors of air, water and soil. Biodiversity and flora and fauna includes biodiversity in designated sites (including European Sites and Wildlife Sites) and Annexed habitats and species (including birds and bats), listed/protected species, ecological connectivity and non-designated habitats (including terrestrial and aquatic habitats), and disturbance to biodiversity and flora and fauna – including terrestrial and aquatic biodiversity and flora and fauna.
- Sustains existing sustainable rural management practices – and the communities who support them – to ensure the continuation of long-established managed landscapes and the flora and fauna that they contain.
- Promotion of economic growth to encourage retention of working age population and funding of sustainable development and environmental protection and management.
- Contribution towards appropriate provision of infrastructure and services to existing population and planned growth by facilitating compact development of lands (including those within and adjacent to central/core locations within the Plan area) that are served (or can be more easily served) by infrastructure and services, thereby helping to avoid the need to develop less well-serviced lands elsewhere in the Plan area and beyond.
- Contribution towards the protection of human health by facilitating development of lands (including those within and adjacent to central/core locations within the Plan area) that have relatively low levels of environmental sensitivities and are served (or can be more easily served) by infrastructure and services, thereby helping to avoid the need to develop more sensitive, less well-serviced lands elsewhere in the Plan area and beyond.
- Contributes towards protection of human health as a result of contributing towards the protection of natural capital including environmental vectors, such as air and water.
- Contribution towards the protection of soils and designated sites of geological heritage by facilitating development of lands (including those within and adjacent to central/core locations within the Plan area) that have relatively low levels of environmental sensitivities and are served (or can be more easily served) by infrastructure and services, thereby helping to avoid the need to develop more sensitive, less well-serviced lands elsewhere in the Plan area and beyond.
- Contribution towards the protection of the environment from contamination.
- Contribution towards the protection of water by facilitating development of lands (including those within and adjacent to central/core locations within the Plan area) that have relatively low levels of environmental sensitivities and are served (or can be more easily served) by infrastructure and services, thereby helping to avoid the need to develop more sensitive, less well-serviced lands elsewhere in the Plan area and beyond.
- Contributions towards the protection of water resources including the status of surface and groundwaters and water-based designations.
- Contribution towards flood risk management and appropriate drainage.
- Contribution towards compliance with national and regional water services and waste management policies.
- Contribution towards increase in renewable energy use by facilitating renewable energy and electricity transmission infrastructure developments.
- Contribution towards limits in increases in energy demand from the transport sector by facilitating sustainable compact growth.
- Contribution towards reductions in average energy consumption per capita including promoting sustainable compact growth, sustainable mobility, sustainable design and energy efficiency.
- Contribution towards climate mitigation and adaptation by facilitating compact development of lands (including those within and adjacent to central/core locations within the Plan area) that are served (or can be more easily served) by infrastructure and services, thereby helping to avoid the need to develop less well-serviced lands elsewhere in the Plan area and beyond.
- In combination with other plans, programmes etc., contribution towards the objectives of the wide policy framework relating to climate mitigation and adaptation, and associated contribution towards maintaining and improving air quality and managing noise levels, including through measures relating to:
    - Sustainable compact growth;
    - Sustainable mobility, including walking, cycling and public transport;
    - Drainage, flood risk management and resilience;
    - Sectors including agriculture, residential heating and infrastructure;
    - Sustainable design, energy efficiency and green infrastructure.
- Contributes towards protection of cultural heritage elsewhere by facilitating development within the Plan area.
- Contributes towards protection of cultural heritage within the Plan area by facilitating brownfield development and regeneration.

- Contributes towards protection of wider landscape and landscape designations by facilitating development within the Plan area.

Furthermore, and as a result, there would be an increased likelihood in the extent, magnitude and frequency of the adverse environmental effects identified by this assessment occurring, including:

- Arising from both construction and operation of development and associated infrastructure:
    - Loss of/damage to biodiversity in designated sites (including European Sites and Wildlife Sites) and Annexed habitats and species, listed species, ecological connectivity and non-designated habitats; and disturbance to biodiversity and flora and fauna;
    - Habitat loss, fragmentation and deterioration, including patch size and edge effects; and
    - Disturbance (e.g. due to noise and lighting along transport corridors) and displacement of protected species such as birds and bats.
- Potential interactions if effects arising from environmental vectors.
- Potential adverse effects on the hydrogeological and ecological function of the soil resource, including as a result of development on contaminated lands.
- Potential for riverbank erosion.
- Potential adverse effects upon the status of water bodies and entries to the WFD Register of Protected Areas (ecological and human value), arising from changes in quality, flow and/or morphology.
- Increase in flood risk and associated effects associated with flood events.
- Failure to provide adequate and appropriate waste water treatment (water services infrastructure and capacity ensures the mitigation of potential conflicts).
- Failure to adequately treat surface water run-off that is discharged to water bodies (water services infrastructure and capacity ensures the mitigation of potential conflicts).
- Failure to comply with drinking water regulations and serve new development with adequate drinking water (water services infrastructure and capacity ensures the mitigation of potential conflicts).
- Increases in waste levels.
- Potential impacts upon public assets and infrastructure.
- Interactions between agricultural waste and soil, water, biodiversity and human health – including as a result of emissions of ammonia from agricultural activities (e.g. manure handling, storage and spreading) and the production of secondary inorganic particulate matter.
- Potential conflict between development under the Plan and aiming to reduce carbon emissions in line with local, national and European environmental objectives.
- Potential conflicts between transport emissions, including those from cars, and air quality.
- Potential conflicts between increased frequency of noise emissions and protection of sensitive receptors.
- Potential conflicts with climate adaptation measures including those relating to flood risk management.
- Potential effects on protected and unknown archaeology and protected architecture arising from construction and operation activities.
- Occurrence of adverse visual impacts and conflicts with the appropriate protection of designations relating to the landscape.

4.5 Natural Capital and Ecosystem Services

Natural capital comprises renewable and non-renewable resources (e.g. plants, animals, air, water, soils, minerals) that combine to yield a flow of ecosystem services that provide benefits to people. These benefits can include clean air and water, a stable climate, protection from floods, food, resources for fuel, building materials, clothes and medicines, recreation. Managing natural capital so that it can continue to deliver the ecosystem services that provide these benefits is important in order to ensure sustainable development. Unmanaged natural capital risks the continued degradation and depletion of these assets, and in turn, of their capacity to provide the economy and society with the ecosystem benefits that they depend on. These services also regulate climate, regulate water flows (e.g. through wetlands and forests), sequester and store carbon in peatlands and improve soil quality for crops.

Ecosystems are multifunctional communities of living organisms interacting with each other and their environment. Ecosystems provide a series of services for human well-being (ecosystem services) either directly or indirectly contributing towards human wellbeing. There are four main types; provisioning, regulating, supporting and cultural services. Provisioning services are the products obtained from ecosystems such as food, fresh water, wood, fibre, genetic resources and medicines. Regulating services are defined as the benefits obtained from the regulation of ecosystem processes such as climate regulation, natural hazard regulation, water purification and waste management, pollination or pest control. Support services highlight the importance of ecosystems to provide habitat for migratory species and to maintain the viability of gene-pools. Cultural services include non-material benefits that people obtain from ecosystems such as

spiritual enrichment, intellectual development, recreation and aesthetic values[8].

Various provisions relating to ecosystem services have been included in the Draft Plan.

The following natural capital and ecosystem services issues are relevant to this SEA and have been taken into account in the provisions of the Local Area Plan and associated higher-tier Galway County Development Plan:

- Air quality;
- Noise pollution;
- Light pollution;
- Water quality and river basin management including interactions with soil;
- Soil and vegetation carbon, which helps to regulate greenhouse gas emissions;
- Soil/geological storage of water, contributing towards flood control;
- Land supporting food production; and
- Natural resources supporting energy production and recreation.

4.6 Biodiversity and Flora and Fauna

4.6.1 Overview

Information on biodiversity and flora and fauna which is relevant to project planning and development and associated environmental assessment and administrative consent of projects includes available information on designated ecological sites and protected species, ecological connectivity (including stepping stones and corridors) and non-designated habitats.

Key ecological sensitivities surrounding the Plan area include:

- **Designated European sites in close proximity to the Plan boundary, comprising the Coole-Garryland Complex Special Area of Conservation and Special Protection Area located c. 0.3 km to the north-west of the Plan area**. The sensitive features of the Coole-Garryland Complex Special Area of Conservation include: natural eutrophic lakes; turloughs; rivers with muddy banks; *Juniperus communis* formations on heaths or calcareous grasslands; semi-natural dry grasslands and scrubland facies; limestone pavements; *Taxus baccata* woods of the British Isles; lesser horseshoe bat; and whooper swan.
- **Non-statutorily proposed sites comprising:**
    - **The Coole-Garryland Complex proposed Natural Heritage Area** located c. 0.3 km to the Plan area,
    - **Pollduagh Cave, Gort proposed Natural Heritage Area** located c. 0.7 km to the south of the Plan area;
    - **East Burren Complex proposed Natural Heritage Area**, located c. 2 km to the south-west of the Plan area; and
    - **Lough Cutra proposed Natural Heritage Area**, located c. 2.5 km to the south-east of the Plan area.
- Other designated sites surrounding the Plan area, including: **East Burren Complex Special Area of Conservation** located c. 2 km to the south-west of the Plan area; **Lough Cutra Special Area of Conservation and Special Protection Area** located c. 2.5 km to the south-east of the Plan area; **Coole Lough and Garryland Wood Ramsar Site** and **Coole Garryland Nature Reserve** located c. 0.5 km to the north-west of the plan area;
- **Locally important, non-designated habitats within and surrounding the Plan area**, various woodlands, mature trees, parks, gardens, hedgerows, old buildings/stone walls and lands used for agriculture within and surrounding the Plan area, providing habitats for flora and fauna and facilitating linkages and corridors to the surrounding countryside for the wildlife; and
- **Aquatic and riverine ecology** associated with rivers and streams and their tributaries and riparian buffer zones, including the **Cannahowna River; Garryland Turlough** and **Caherglassaun Turlough[9].**

The following information is relevant to ecological networks and connectivity and non-designated habitats:

- CORINE land cover mapping (including areas likely to contain a habitat listed in Annex 1 of the Habitats Directive)[10];
- Trees, groups of trees and woodlands;
- Watercourses and wetlands;
- Other relevant County Development Plans designations;
- The EPA's Framework National Ecological Network for Ireland[11]; and

[8] https://biodiversity.europa.eu/topics/ecosystem-services

[9] Turloughs are unique to limestone regions in the west of Ireland. These seasonal lakes are home to a characteristic suite of animals and plants that are adapted to the fluctuating water table and include some rarities such as fen violet, alder buckthorn and dropwort. Turloughs are abundant in the north, east and south of County Galway and there are a number of exceptional turlough sites in the region, including: Coolcam, Croaghill, Ballinastack, Coole-Garryland and Glenamaddy Turloughs. Rahasane Turlough near Craughwell is the largest in Ireland and is important for over-wintering birds.

[10] The CORINE land cover mapping classifies land cover under various headings. This dataset allows for the identification of lands that are likely to be most valuable to biodiversity including those which are likely to contain a habitat listed in Annex 1 of the Habitats Directive e.g., natural grasslands, peat bogs, salt marshes. CORINE Land Cover is a map of the European environmental landscape based on interpretation of satellite images. Land cover is the observed physical cover, as seen from the ground or through remote sensing, including for example natural or planted vegetation, water and human constructions which cover the earth's surface.

[11] The EPA's Framework National Ecological Network provides a classification of the relative importance of areas by virtue of the biodiversity and flora that they contain and the connectivity they provide. Many of the areas identified are corridors.

- Other sites of high biodiversity value or ecological importance as identified by, for example, the Department of Agriculture, Food and the Marine (badger sets) and relevant datasets from the National Biodiversity Data Centre[12].

Ecological networks are important in connecting areas of local biodiversity with each other and with nearby designated sites so as to prevent islands of habitat from being isolated entities. They are composed of linear features, such as treelines, hedgerows and rivers/streams, which provide corridors or stepping stones for wildlife species moving within their normal range. They are important for the migration, dispersal and genetic exchange of species of flora and fauna particularly for mammals, especially for bats and small birds and facilitate linkages both between and within designated ecological sites, the non-designated surrounding countryside and urban areas.

Article 10 of the Habitats Directive recognises the importance of ecological networks as corridors and stepping stones for wildlife, including for migration, dispersal and genetic exchange of species of flora and fauna. The Directive requires that ecological connectivity and areas of ecological value outside the Natura 2000 network of designated ecological sites are maintained.

Man-made habitats within the Plan area can also include important biodiversity features. Gardens provide habitats for a range of wildlife including various bird species, invertebrates such as bees and butterflies and mammals such as hedgehogs, mice, rats and foxes. These species move around between gardens using hedgerows and vegetated areas. These urban green spaces are of importance as they form part of a network of green spaces across the Plan area including gardens, parks, graveyards, amenity walks, and patches of woodland and scrub within which animals and plants continue to thrive.

Ecological islands or areas of habitat that are not connected to surrounding ecologically valuable habitats can also be important. The zone of influence of the Plan beyond the Plan area with respect to impacts upon ecology via surface waters – including designated ecology – can be estimated to be areas within 15 km of the Plan area and all downstream areas of catchments which drain the area.

[12] Including: available habitats mapping at a suitable scale; trees; groups of trees and woodlands; and hedgerows.

4.6.2 European Sites

European sites comprise Special Areas of Conservation[13] (SACs) and Special Protection Areas[14] (SPAs). Such sites within a 15 km buffer around the Plan area are mapped on Figure 4.1 There are a total of 31 European sites (25 SACs and five SPAs) designated within 15 km of the Plan boundary (as listed below and shown on Figure 4.1):

- Coole-Garryland Complex SAC (Site Code: 000252)[15];
- East Burren Complex SAC (Site Code: 001926)[16];
- Lough Cutra SAC (Site Code: 000229)[17];
- Termon Lough SAC (Site Code: 001321)[18];
- Kiltartan Cave (Coole) SAC (Site Code: 000286)[19];
- Carrowbaun, Newhall and Ballylee Turloughs SAC (Site Code: 002293)[20];
- Lough Coy SAC (Site Code: 002117)[21];

[13] SACs have been selected for protection under the European Council Directive on the conservation of natural habitats and of wild fauna and flora (92/43/EEC) due to their conservation value for habitats and species of importance in the European Union. The Habitats Directive seeks to establish Natura 2000, a network of protected areas throughout the EU. It is the responsibility of each member state to designate SACs to protect habitats and species, which, together with the SPAs designated under the 1979 Birds Directive, form Natura 2000. The European Communities (Birds and Natural Habitats) Regulations 2011 consolidate the European Communities (Natural Habitats) Regulations 1997 to 2005 and the European Communities (Birds and Natural Habitats) (Control of Recreational Activities) Regulations 2010. The Regulations have been prepared to address several judgments of the Court of Justice of the European Union (CJEU) against Ireland, notably cases C-418/04 and C-183/05, in respect of failure to transpose elements of the Birds Directive and the Habitats Directive into Irish law.

[14] SPAs have been selected for protection under the 1979 European Council Directive on the Conservation of Wild Birds (79/409/EEC) - referred to as the Birds Directive - due to their conservation value for birds of importance in the EU.

[15] Sensitive features comprise: rivers with muddy banks with *Chenopodion rubri p.p.* and *Bidention p.p.* vegetation; turloughs; semi-natural dry grasslands and scrubland facies on calcareous substrates; *Juniperus communis* formations on heaths or calcareous grasslands; limestone pavements; and *Taxus baccata* woods of the British Isles and natural eutrophic lakes with *Magnopotamion* or *Hydrocharition* - type vegetation.

[16] Sensitive features comprise: *Juniperus communis* formations on heaths or calcareous grasslands; turloughs; marsh fritillary; limestone pavements; lesser horseshoe bat; calaminarian grasslands of the *Violetalia calaminariae*; alluvial forests with *Alnus glutinosa* and *Fraxinus excelsior;* lowland hay meadows; calcareous fens with *Cladium mariscus* and species of the *Caricion davallianae; c*aves not open to the public; Alpine and Boreal heaths; alkaline fens; otter; hard oligo-mesotrophic waters with benthic vegetation of *Chara spp.*; semi-natural dry grasslands and scrubland facies on calcareous substrates; important orchid sites; water courses of plain to montane levels with the *Ranunculion fluitantis* and *Callitricho-Batrachion* vegetation; and petrifying springs with tufa formation.

[17] Its sensitive feature comprises lesser horseshoe bat.

[18] Its sensitive feature comprises turloughs.

[19] Sensitive features comprise caves not open to public and lesser horseshoe bat.

[20] Its sensitive feature comprises turloughs.

[21] Its sensitive feature comprises turloughs.

- Caherglassaun Turlough SAC (000238)[22];
- Ballinduff Turlough SAC (Site Code: 002295)[23];
- Gortacarnaun Wood SAC (Site Code: 002180)[24];
- Drummin Wood SAC (Site Code: 002181)[25];
- Cahermore Turlough SAC (Site Code: 002294)[26];
- Peterswell Turlough SAC (Site Code:000318)[27];
- Cregg House Stables, Crusheen SAC (Site Code: 002317)[28];
- Ardrahan Grassland SAC (Site Code: 002244)[29];
- Ballyogan Lough SAC (Site Code: 000019)[30];
- Moyree River Systems SAC (Site Code: 000057)[31];
- Galway Bay Complex SAC (Site Code: 000268)[32];
- Lough Fingall Complex SAC (Site Code: 000606)[33];
- Sonnagh Bog SAC (Site Code: 001913)[34];
- Kiltiernan Turlough SAC (Site Code: 001285)[35];
- Castletaylor Complex SAC (Site Code: 000242)[36];
- Glendree Bog SAC (Site Code: 001912)[37];
- Dromore Woods and Loughs SAC (Site Code: 000032)[38];
- Rahasane Turlough SAC (Site Code: 000322)[39];
- Coole-Garryland SPA (Site Code: 004107)[40];
- Lough Cutra SPA (Site Code: 004056)[41];
- Slieve Aughty Mountains SPA (Site Code: 004168)[42];
- Inner Galway Bay SPA (Site Code: 004031)[43]; and
- Rahasane Turlough SPA (Site Code: 004089)[44].

There are no European sites designated within the Plan area, however, the Coole-Garryland Complex SAC and Coole-Garryland SPA, are located in close proximity to the Plan area, but outside of the Plan boundary (c. 0.3 km to the north-west of the Plan area), as shown on Figure 4.2.

There is no hydrologically connected European site within the wider region beyond 15 km buffer zone (i.e. downstream of the Plan boundary). For more detail on European sites please refer to the AA document that accompanies the Draft Plan and this SEA Environmental Report.

4.6.3 Natural Heritage Areas and Proposed Natural Heritage Areas

Natural Heritage Areas (NHAs) are designated due to their national conservation value for ecological and/or geological/geomorphological heritage. They cover nationally important semi-natural and natural habitats, landforms or geomorphological features, wildlife plant and animal species or a diversity of these natural attributes. NHAs are designated under the Wildlife (Amendment) Act 2000. Proposed NHAs (pNHAs) were published on a non-statutory basis in 1995, but have not since been statutorily proposed or designated.

There are no NHAs or pNHAs located within the Plan area, however the Coole-Garryland Complex pNHA and Pollduagh Cave-Gort pNHA are situated in close proximity to the Plan area, but beyond the Plan boundary, as shown on Figure 4.2. There are a total of four NHAs and 21 pNHAs designated within a 15 km buffer of the Plan area (as mapped on Figure 4.3 and listed on Table 4.1).

[22] Sensitive features comprise: rivers with muddy banks with *Chenopodion rubri p.p.* and *Bidention p.p.* vegetation; lesser horseshoe bat; and turloughs.
[23] Its sensitive feature comprises turloughs.
[24] Its sensitive feature comprises an old sessile oak woods with *Ilex* and *Blechnum* in the British Isles.
[25] Its sensitive feature comprises an old sessile oak woods with *Ilex* and *Blechnum* in the British Isles.
[26] Its sensitive feature comprises turloughs.
[27] Sensitive features comprise: turloughs; and rivers with muddy banks with *Chenopodion rubri p.p.* and *Bidention p.p.* vegetation.
[28] Its sensitive feature comprises lesser horseshoe bat.
[29] Sensitive features comprise: limestone pavements; *Juniperus communis* formations on heaths or calcareous grasslands; Alpine and Boreal heaths; and semi-natural dry grasslands and scrubland facies on calcareous substrates.
[30] Sensitive features comprise: calcareous fens with *Cladium mariscus* and species of the *Caricion davallianae*.
[31] Sensitive features comprise: caves not open to the public; otter; water courses of plain to montane levels with the *Ranunculion fluitantis* and *Callitricho-Batrachion* vegetation; lesser horseshoe bat; limestone pavements; and alkaline fens.
[32] Sensitive features comprise: turloughs; semi-natural dry grasslands and scrubland facies on calcareous substrates; *Juniperus communis* formations on heaths or calcareous grasslands; calcareous fens with *Cladium mariscus* and species of the *Caricion davallianae*; harbour seal; coastal lagoons; *Salicornia* and other annuals colonising mud and sand; Atlantic salt meadows; reefs; mudflats and sandflats not covered by seawater at low tide; Mediterranean salt meadows; limestone pavements; vegetated sea cliffs of the Atlantic and Baltic coasts; perennial vegetation of stony banks; alkaline fens; large shallow inlets and bays; and otter.
[33] Sensitive features comprise: Alpine and Boreal heaths; *Juniperus communis* formations on heaths or calcareous grasslands; turloughs; limestone pavements; calcareous fens with *Cladium mariscus* and species of the *Caricion davallianae*; lesser horseshoe bat; and semi-natural dry grasslands and scrubland facies on calcareous substrates.
[34] Its sensitive feature comprises blanket bogs.
[35] Its sensitive feature comprises turloughs.
[36] Sensitive features comprise: *Juniperus communis* formations on heaths or calcareous grasslands; turloughs; limestone pavements; Alpine and Boreal heaths; and semi-natural dry grasslands and scrubland facies on calcareous substrates.
[37] Its sensitive feature comprises blanket bogs.
[38] Sensitive features comprise: lesser horseshoe bat; limestone pavements; *Hydrophilous* tall herb fringe communities of plains and of the montane to alpine levels; natural eutrophic lakes with *Magnopotamion* or *Hydrocharition* - type vegetation; and otter.
[39] Its sensitive feature comprises turloughs.
[40] Its sensitive feature comprises whooper swan.
[41] Its sensitive feature comprises cormorant.
[42] Sensitive features comprise hen harrier and merlin.
[43] Sensitive features comprise: red-breasted merganser; redshank; black-throated diver; great northern diver; golden plover; black-headed gull; lapwing; light-bellied brent goose; bar-tailed godwit; cormorant; teal; sandwich tern; wigeon; ringed plover; common tern; grey heron; dunlin; wetland and waterbirds; common gull; turnstone; and curlew.
[44] Sensitive features comprise: wigeon; golden plover; black-tailed godwit; Greenland white-fronted goose; wetland and waterbirds; and whooper swan.

Table 4.1 NHAs and pNHAs within 15 km of the Plan area

Designation	Site Code	Site Name
NHAs	002442	Maghera Mountain Bogs
	001229	Slieve Aughty Bog
	002377	Lough Atorick District Bog
	002439	Oysterman's Marsh
pNHA	000252	Coole-Garryland Complex
	000320	Pollduagh Cave, Gort
	001926	East Burren Complex
	000299	Lough Cutra
	000286	Kiltartan Cave (Coole)
	000238	Caherglassaun Turlough
	001321	Termon Lough
	000318	Peterswell Turlough
	000019	Ballyogan Lough
	000057	Moyree River System
	000268	Galway Bay Complex
	000606	Lough Fingall Complex
	001913	Sonnagh Bog
	001285	Kiltiernan Turlough
	000242	Castletaylor Complex
	001912	Glendree Bog
	000022	Cahermurphy Wood
	000038	Inchicronan Lough
	001714	Lough Graney Woods
	000032	Dromore Woods and Loughs
	000322	Rahasane Turlough

4.6.4 Land Cover

Land cover is the observed physical cover, as seen from the ground or through remote sensing, including for example natural or planted vegetation, water and human constructions which cover the earth's surface. The CORINE 2018[45] mapping (shown on Figure 4.4) identifies the land cover of central parts of the Plan area as urban fabric with adjacent areas of pastures and land principally occupied for agriculture with significant areas of natural vegetation, inland marshes, water bodies and broad-leaved forests.

Categories from CORINE mapping that may indicate areas with the potential for Annex I habitats (Figure 4.5) situated in close proximity to and surrounding the Plan area comprise inland marshes and broad-leaved forests.

4.6.5 Other Ecological Designations

Other ecological designations in close proximity to or surrounding the Plan area, but beyond the Plan boundary (as mapped on Figure 4.2 and Figure 4.6) include:

- **The Coole Park Nature Reserve**, which is located c. 1 km to the north-west of the Plan area. Nature Reserves are areas of importance to wildlife, protected under Ministerial order. There are currently 78 Statutory Nature Reserves in Ireland. Most are owned by the State but some are owned by organisations or private landowners.
- **The Coole Lough and Garryland Woods Ramsar Site**, which is located c. 1 km to the north-west of the Plan area. Ramsar sites are wetlands designated to be of international importance under the Convention of Wetlands of International Importance (especially as Water Fowl Habitat), established at Ramsar in 1971 and ratified by Ireland in 1984. The main aim of the Convention is to secure the designation by each contracting state of wetlands in its territory for inclusion in a list of wetlands of international importance for waterfowl. This entails the commitment of each contracting state to a policy of protection and management of the designated wetlands, and of formulating and implementing planning so as to promote the conservation of designated wetlands and, as far as possible, the wise use of wetlands in its territory. Ireland presently has 45 sites designated as Wetlands of International Importance, with surface areas of 66,994 hectares.
- **The Burren National Park**, which is located c. 7 km to the south-east of the Plan area. There are six National Parks in Ireland, including the Burren National Park. It contains examples of all the major habitats within the Burren: Limestone Pavement, Calcareous grassland, hazel scrub, ash/hazel woodland, turloughs, lakes, petrifying springs, cliffs and fens.
- **The Burren and Cliffs of Moher UNESCO Global Geopark** is located c. 7 km to the west and south-west of the Plan area. The Burren and Cliffs of Moher UNESCO Global Geopark has an area of 530 km^2, it is bounded by Atlantic coastal cliffs to the west, the Gort lowlands to the East and by low hilly terrain to the south.

[45] The CORINE (Co-ordinated Information on the Environment) land cover data series was devised as a means of compiling geo-spatial environmental information in a standardised and comparable manner. CORINE has become a key data source for informing environmental and planning policy on a national and European level. The main land cover type in Ireland is agricultural land including forestry, which accounts for two-thirds of the national landmass. Most of this is permanent grassland pastures. Peatlands and wetlands are the second most widespread land cover type, covering almost one-fifth of the country. While forested areas cover about one-tenth of the country. Despite rapid development in the past two decades, Ireland's landscape is predominantly rural and agricultural.

UNESCO Global Geoparks are single, unified geographical areas where sites and landscapes of international geological significance are managed with a holistic concept of protection, education and sustainable development.

4.6.6 Register of Protected Areas

In response to the requirements of the Water Framework Directive (WFD) a number of water bodies or parts of water bodies that must have extra controls on their quality by virtue of how their waters are used by people and by wildlife have been listed on Registers of Protected Areas (RPAs). Entries to the RPAs within and adjacent to the Plan area, designated by virtue of their value to biodiversity include a number of water-dependent habitats within the area that have been listed on RPAs relating to biodiversity – these relate to designated SACs and SPAs (see Section 4.6.2) and associated surface and groundwaters.

RPAs designated by virtue of their value to humans are addressed under Section 4.9.7.

4.6.7 Existing Problems

Ireland's Article 17 report on the Status of EU Protected Habitats and Species in Ireland (DCHG, 2019) identifies various Irish, EU-protected habitats and species to be of unfavourable status and many to be still declining, although it also identifies that a range of positive actions are underway. Categories for pressures and threats on Ireland's habitats and species identified by the report comprise:

- Agriculture;
- Forestry;
- Extraction of resources (minerals, peat, non-renewable energy resources);
- Energy production processes and related infrastructure development;
- Development and operation of transport systems;
- Development, construction and use of residential, commercial, industrial and recreational infrastructure and areas;
- Extraction and cultivation of biological living resources (other than agriculture and forestry);
- Military action, public safety measures, and other human intrusions;
- Alien and problematic species;
- Mixed source pollution;
- Human-induced changes in water regimes;
- Natural processes (excluding catastrophes and processes induced by human activity or climate change);
- Geological events, natural catastrophes;
- Climate change; and
- Unknown pressures, no pressures and pressures from outside the Member State.

Ireland's Article 12 Birds Directive Reports and the 6th National Report under the Convention of Biological Diversity identify similar issues.

The Plan includes measures to contribute towards the protection of biodiversity and flora and fauna and associated ecosystem services.

Previous changes in land uses arising from human development have resulted in a loss of biodiversity and flora and fauna; however, legislative objectives governing biodiversity and fauna were not identified as being conflicted with.

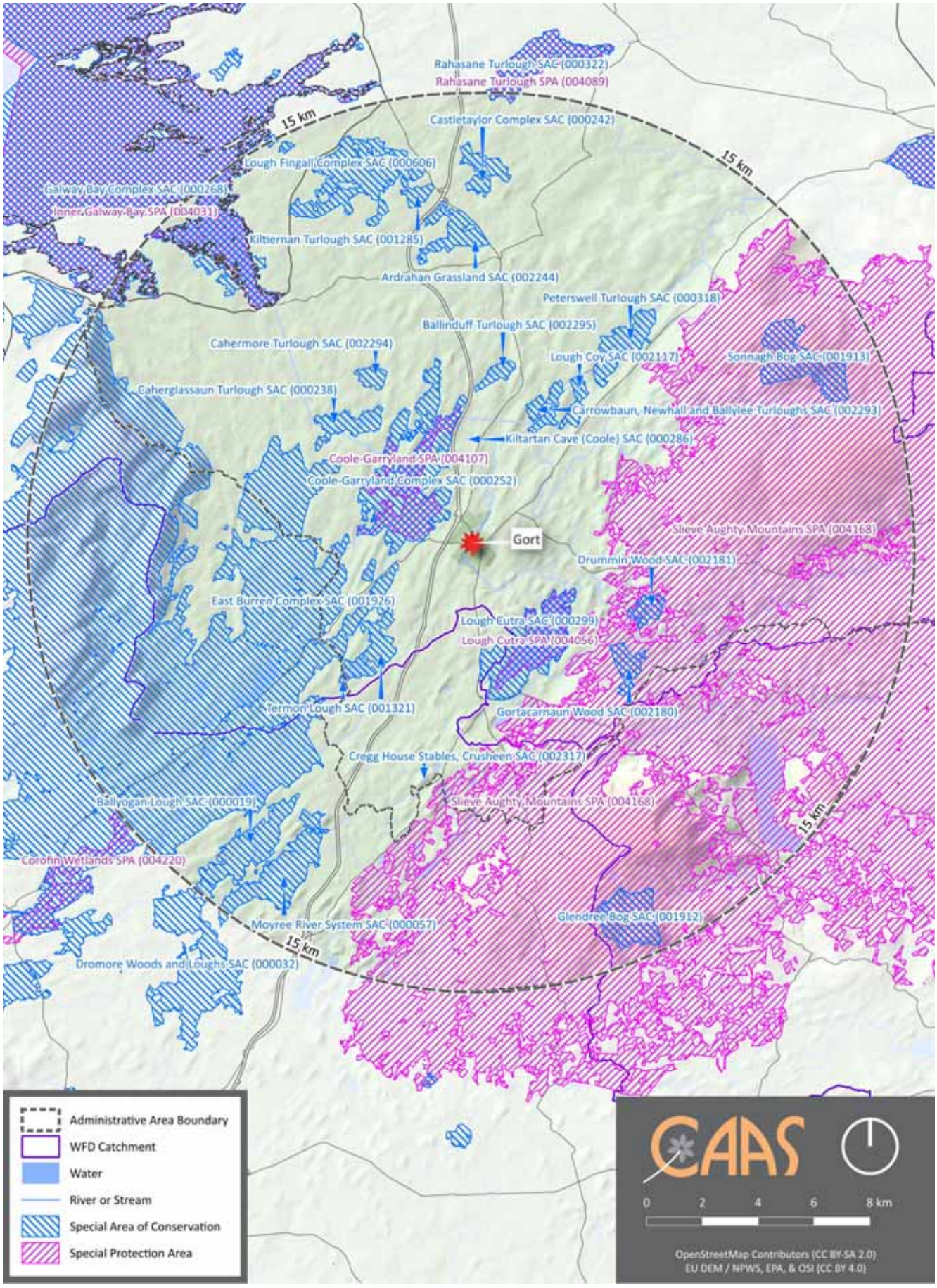


Figure 4.1 European sites within a 15 km buffer of the Gort Plan area

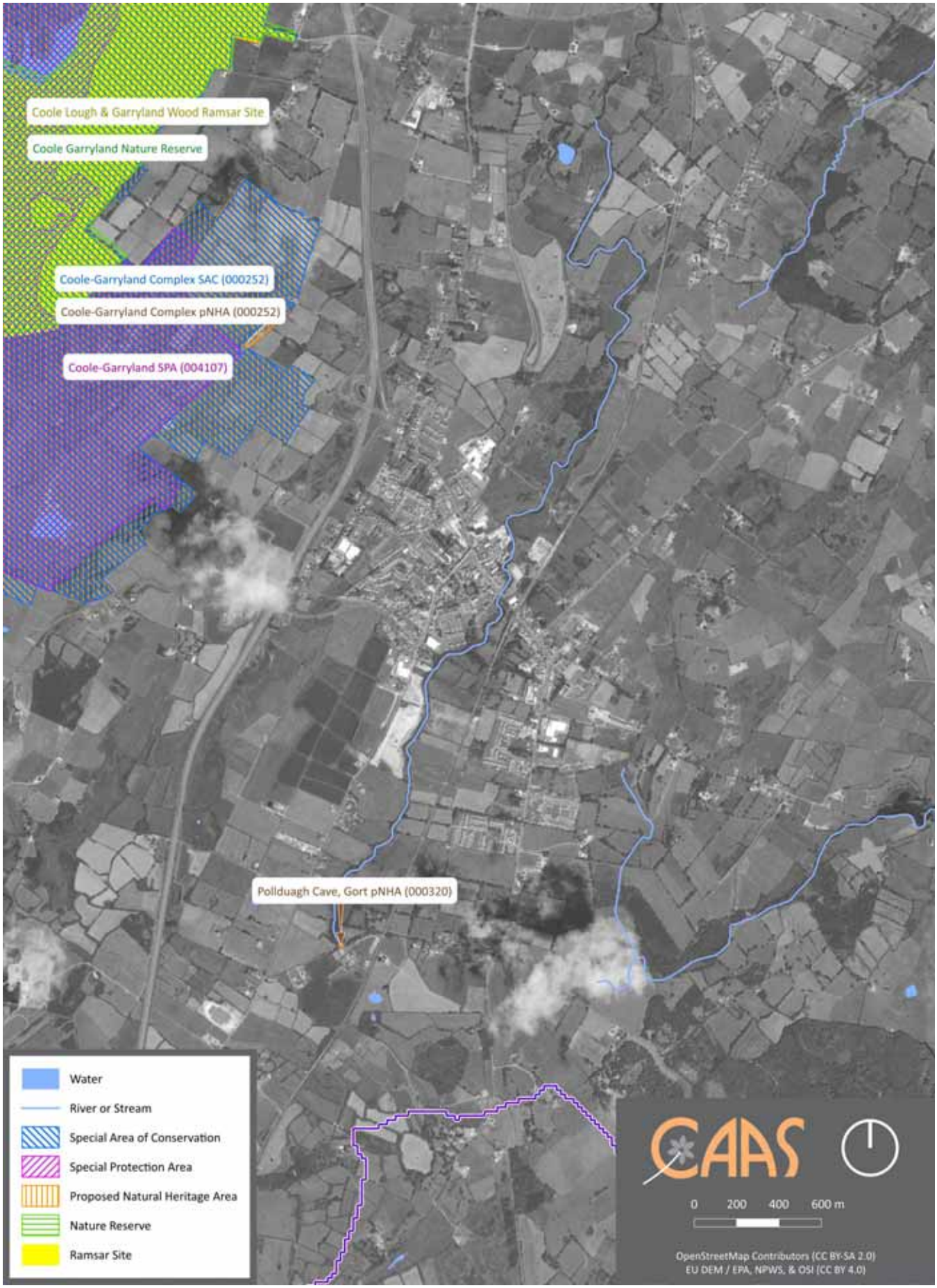


Figure 4.2 European sites, pNHAs, Nature Reserves and Ramsar Sites in close proximity and surrounding the Gort Plan area

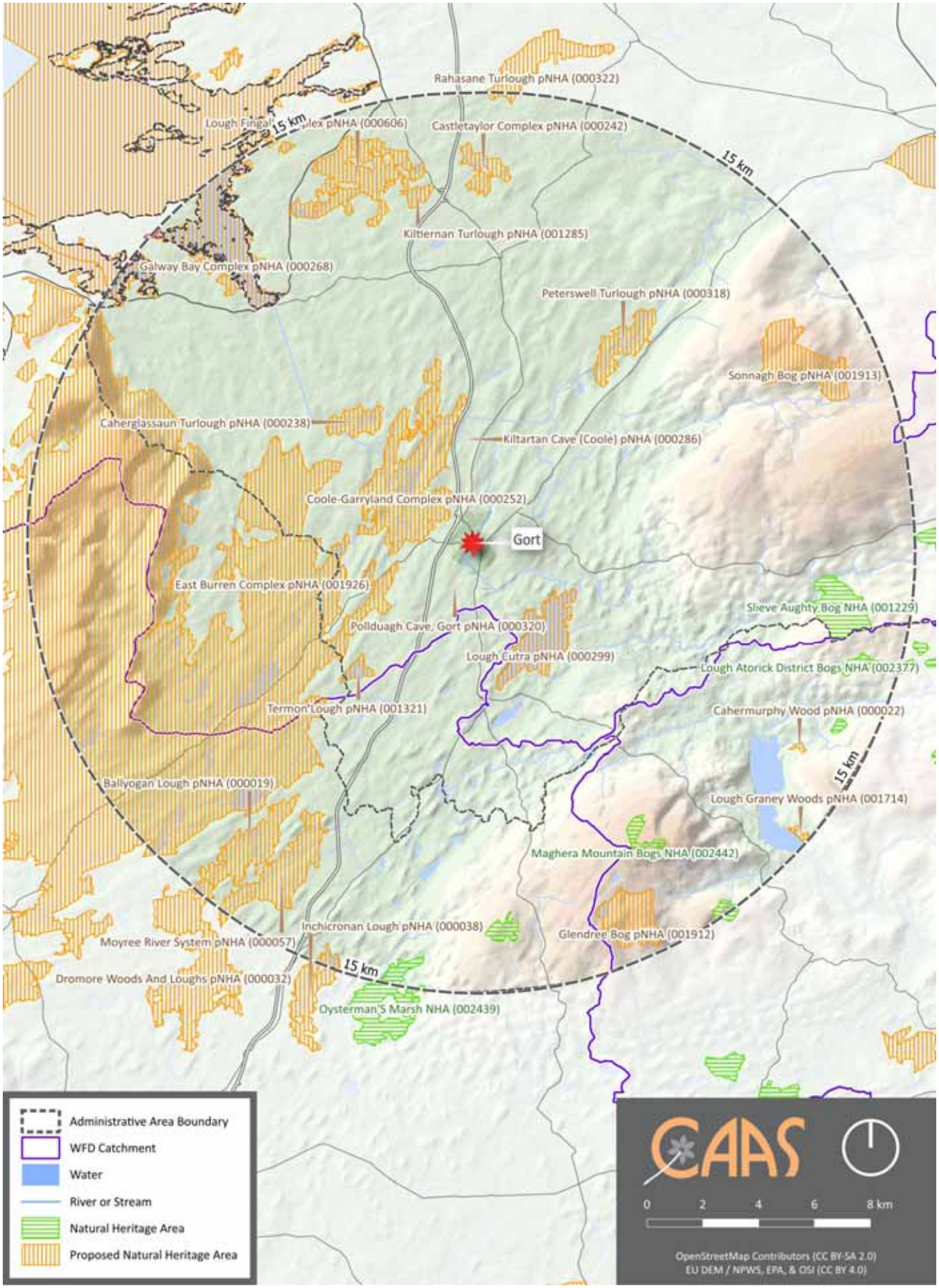


Figure 4.3 NHAs and pNHAs within a 15 km buffer of the Gort Plan area

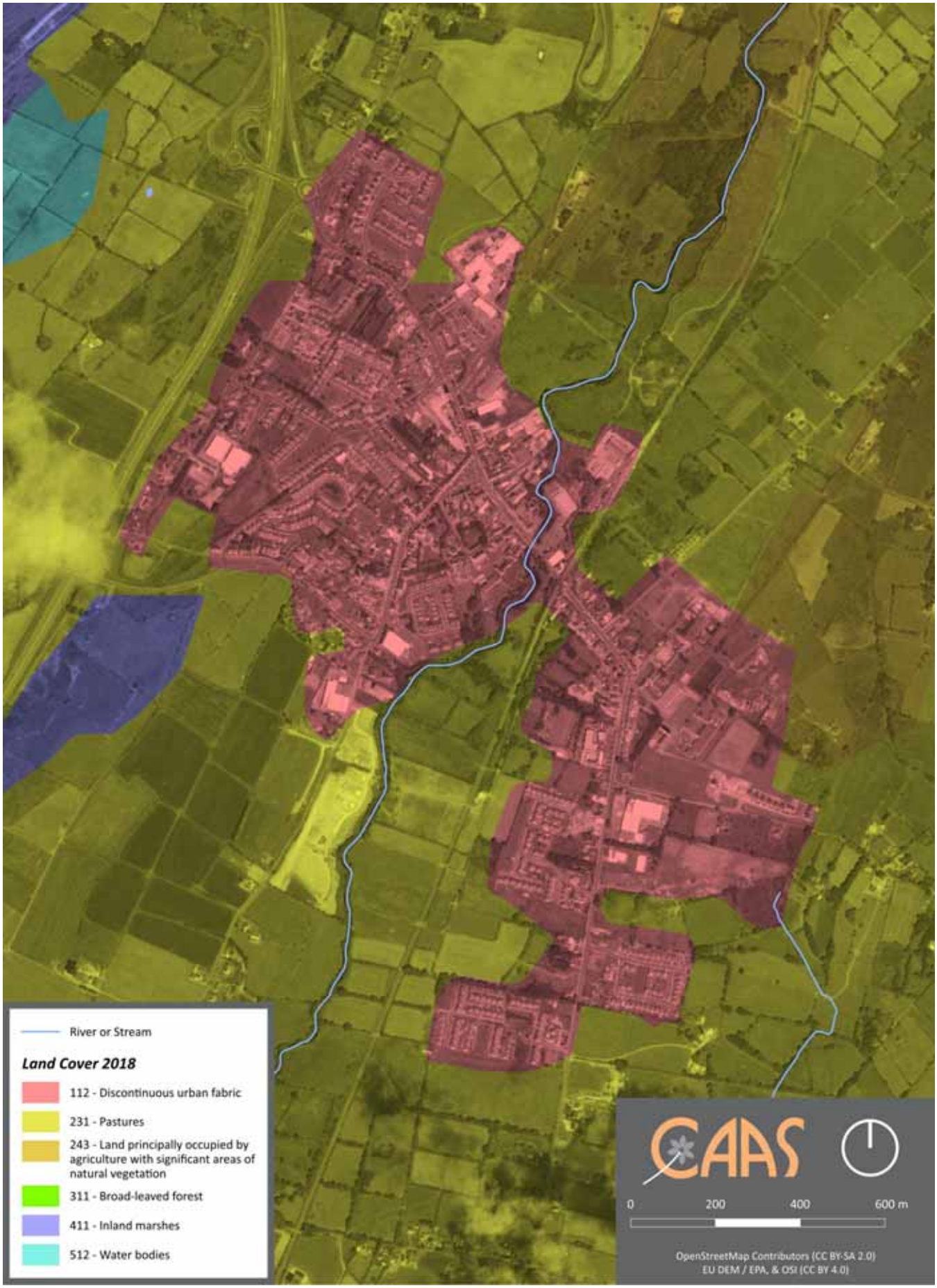


Figure 4.4 CORINE Land Cover Mapping 2018

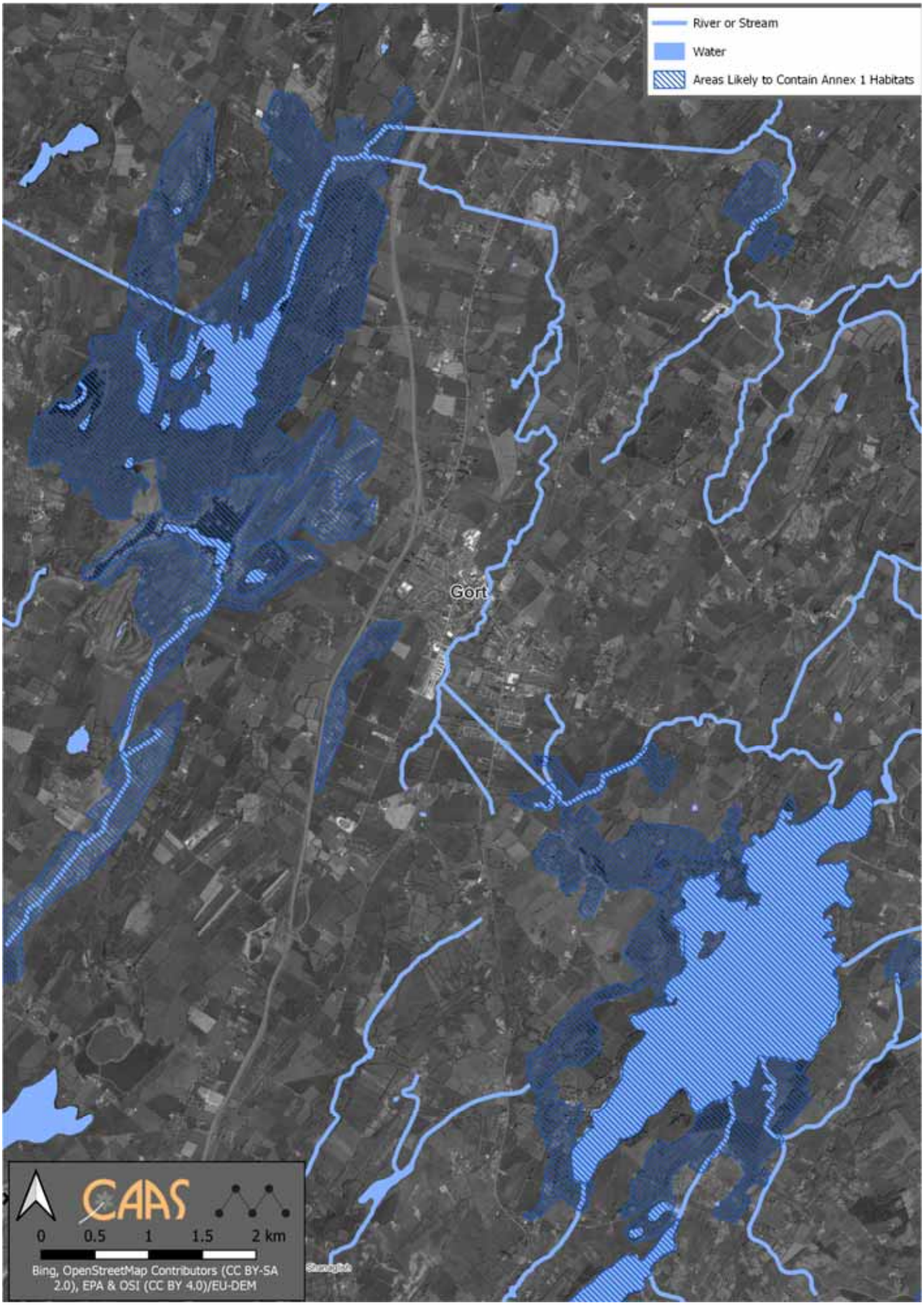


Figure 4.5 Areas likely to contain Annex 1 Habitats

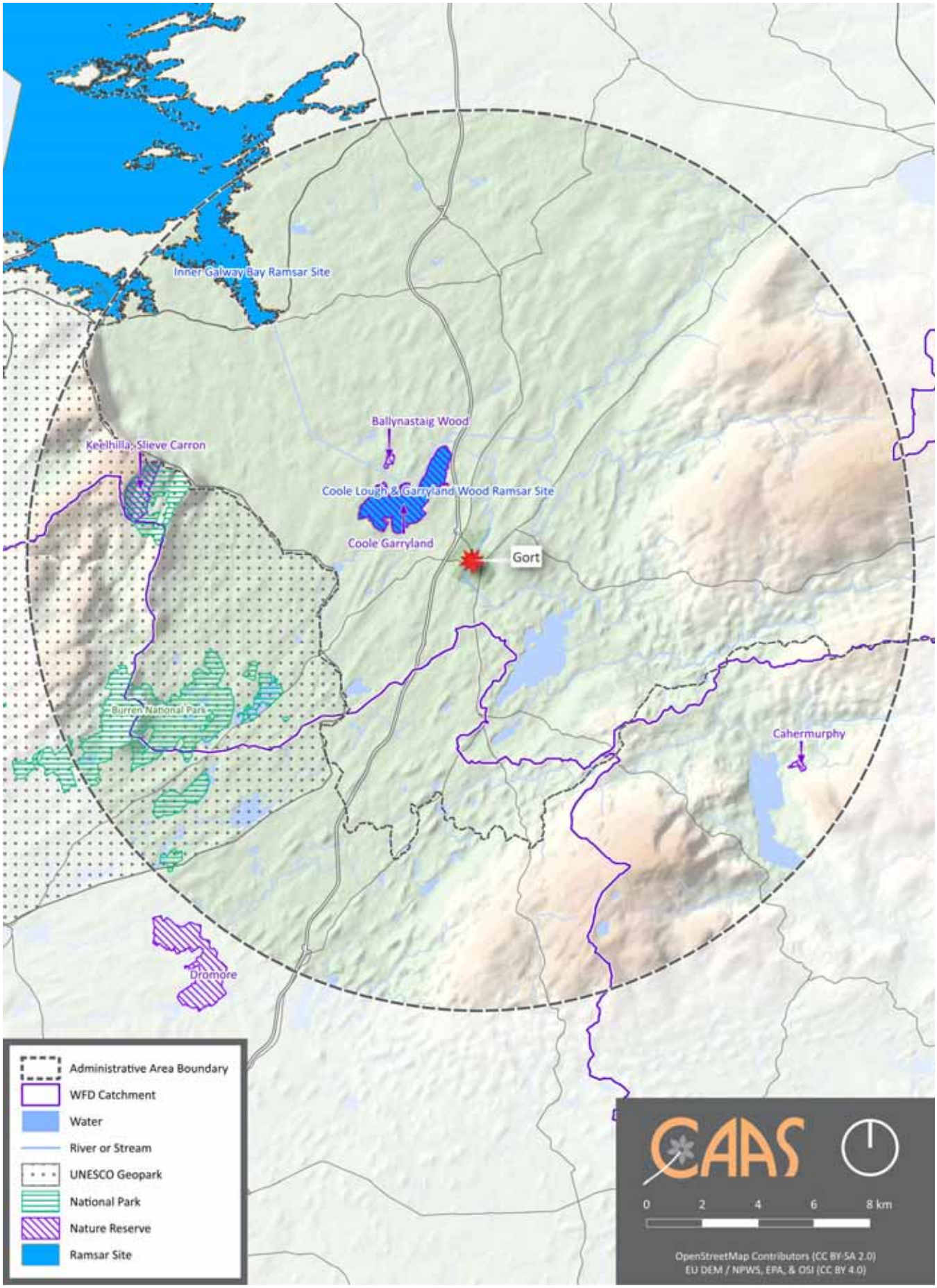


Figure 4.6 Other Ecological Designations

4.7 Population and Human Health

4.7.1 Population

The results of Census 2022 recorded a population of 2,870 persons within the new CSO boundary of Gort[46].

The Core Strategy in the Galway County Development Plan 2022-2028 provides for a population growth in Gort up to 800 persons over the Plan period and projects that an additional 460 residential units will be required to support this growth.

Gort has been designated as a Self-Sustaining Town in the Galway County Development Plan 2022-2028. Self-Sustaining Towns are identified as having high-levels of population growth and a weak employment base and are reliant on other areas for employment and/or services requiring targeted 'catch up' investment to become more self-sustaining.[47]

The population provided for in the Plan will interact with various environmental components. Potential interactions include:

- Recreational and development pressure on habitats and landscapes;
- Contribution towards increase in demand for waste water treatment at the municipal level;
- Contribution towards increase in demand for water supply and associated potential impact of water abstraction;
- Potential interactions in flood-sensitive areas; and
- Potential effects on water quality.

4.7.2 Human Health

With regard to human health, impacts relevant to the SEA are those which arise as a result of interactions with environmental vectors (i.e. environmental components such as air, water or soil through which contaminants or pollutants, which have the potential to cause harm, can be transported so that they come into contact with human beings). Hazards or nuisances to human health can arise as a result of exposure to these vectors e.g. interactions with human health that could occur in urban locations that experience high-levels of traffic congestion and associated particulate matter and noise emissions to air.

Emission limits for discharges to air, soil and water are set with regards to internationally recognised exposure limit values. These are generally set to be many times under the safe exposure limit - in order to provide protection. In the event that a plan or programme began to have adverse health effects on surrounding populations it is likely that it would have been identified as being in breach of such emission standards at a very early stage - and long before the manifestation of any adverse health effects in the population.

These factors have been considered with regard to the description of: the baseline of each environmental component; and the identification and evaluation of the likely significant environmental effects of implementing the Plan.

4.7.3 Soil

In the absence of mitigation, contaminated materials have the potential to adversely impact upon human health, water quality and habitats and species.

As is the case with other historically developed areas across the country, there is potential for contamination at local sites within the Plan area, especially where land uses occurred in the past in the absence of the high standards of today's environmental protection legislation.

4.7.4 Existing Problems

The number of homes within the Plan area with radon levels above the reference level is within the normal range experienced in other locations across the country[48].

Parts of the Plan area are vulnerable to adverse effects from changes in the occurrence of severe rainfall events and

[46] It is noted that the current population figures and population projections in the new Gort Local Area Plan are based on the 2016 Census. The 2022 Census created new urban geography called Built Up Areas (BUAs) for urban areas. Due to definition of BUAs it is not possible to directly compare the 2016 Census (Draft Gort LAP 2025).

[47] Galway County Development Plan 2022-2028

[48] The greatest health risk from radiation in Ireland is caused by radon. The presence of radon gas, a naturally occurring radioactive gas that originates from the decay of uranium in rocks and soils, occurs across the country. It accounts for more than half of the total radiation dose received by the Irish population. As a known carcinogen, in the same category as tobacco smoke and asbestos it is a cause of lung cancer. Exposure to radon for long periods or at high concentrations can lead to lung cancer. Mapping available at http://www.epa.ie/radiation/radonmap

associated flooding from surface water. Flooding in certain circumstances could pose a risk to human health. There is historic and predictive evidence of flooding within the Plan area (see subsection 4.9.8).

Also refer to the other sections of this report referred to above with respect to interactions with other environmental components.

4.8 Soil

Soil is the top layer of the earth's crust. It is formed by mineral particles, organic matter, water, air and living organisms. Soil can be considered as a non-renewable natural resource because it develops over very long timescales. It is an extremely complex, variable and living medium and performs many vital functions including: food and other biomass production, storage, filtration and transformation of many substances including water, carbon, and nitrogen. Soil has a role as a habitat and gene pool, serves as a platform for human activities, landscape and heritage and acts as a provider of raw materials. Such functions of soil are worthy of protection because of their socio-economic as well as environmental importance. Soils in any area are the result of the interaction of various factors, such as parent material, climate, vegetation and human action.

To date, there is no legislation which is specific to the protection of soil resources. However, the EU Soil Strategy for 2030 sets out a framework and concrete measures to protect and restore soils, and ensure that they are used sustainably. It sets a vision and objectives to achieve healthy soils by 2050, with concrete actions by 2030. In 2023, the EU proposed a new Soil Monitoring Law to protect and restore soils and ensure that they are used sustainably.

4.8.1 Soil Types

Main soil types[49] (Figure 4.7) surrounding the built-up areas[50] of Gort are: brown earths (well-drained mineral soils, associated with high levels of natural fertility); and alluvial soils (associated with alluvial clay, silt or sand river deposits).

Other soils surrounding the Plan area include peat soils (also mapped on Figure 4.7). Peat soils are often indicative of areas that are the most sensitive to development due to ecological sensitivities and impeded drainage issues.

The GSI (Geological Survey Ireland) have a suite of data sources available that would be useful in planning and assessing individual projects with regard to the environmental topic(s) of soil and/or material assets. These include:

- Aggregate Potential Mapping;
- Bedrock mapping;
- Quaternary and Physiographic mapping; and
- National Aquifer and Recharge mapping.

4.8.2 County Geological Sites

Geological Survey Ireland coordinate the Irish Geological Heritage Programme, whereby an objective has been set to identify and select sites of geological interest within each county across the country. County Geological Sites (CGSs) do not receive statutory protection like Natural Heritage Areas but receive an effective protection from their inclusion in the planning system. The audit of CGSs in County Galway was completed in 2019, which identified 134 CGSs. There are no designated County Geological Sites occurring within the Plan area. The closest CGSs to the Plan area are: Coole-Garryland Complex CGS (Site Code: GY038), located c. 1 km to the north-west and west of the Plan area; and Beagh Sink-Pollduagh System CGS, located c. 1 km to the south of the Plan area (mapped Figure 4.8).

4.8.3 Landslides

The term "landslide" describes a wide variety of processes that result in the downward and outward movement of materials such as rock, debris, earth, mud and peat under the force of gravity. Issues such as existing ground conditions, slope stability and storage of excavated material have the potential to influence susceptibility to landslides/bog

[49] All soil types belong to a Sub-Group and so in turn to one of the 11 soil Great Groups. Great Groups and Sub-Groups are a hierarchical arrangement of soils used for taxonomical classification (http://gis.teagasc.ie/soils/soilguide.php).

[50] The built-up areas are mainly made up of urban soils. Urban soils are soils, which have been disturbed, transported or manipulated by human activity in the urban environment and are often overlain by a non-agricultural, man-made surface layer that has been produced by mixing, filling or by contamination of land surfaces in urban and suburban areas.

bursts. The potential impacts of landslides include loss of human life/injury, flooding, pollution of watercourses and impacts upon aquatic biodiversity.

The GSI have identified[51] the Plan area as having mainly low levels of landslide susceptibility (mapped on Figure 4.9).

4.8.4 Potentially Contaminated Lands and Landfill Sites

In the absence of mitigation, contaminated materials have the potential to adversely impact upon human health, water quality and habitats and species. As is the case with other urban and semi-urban areas across the country, there is potential for contamination at sites within the Plan area, especially where land uses occurred in the past, in the absence of environmental protection legislation.

4.8.5 Existing Problems

Legislative objectives governing soil were not identified as being conflicted with.

[51] https://www.gsi.ie/en-ie/programmes-and-projects/geohazards/projects/Pages/Landslide-Susceptibility-Mapping.aspx

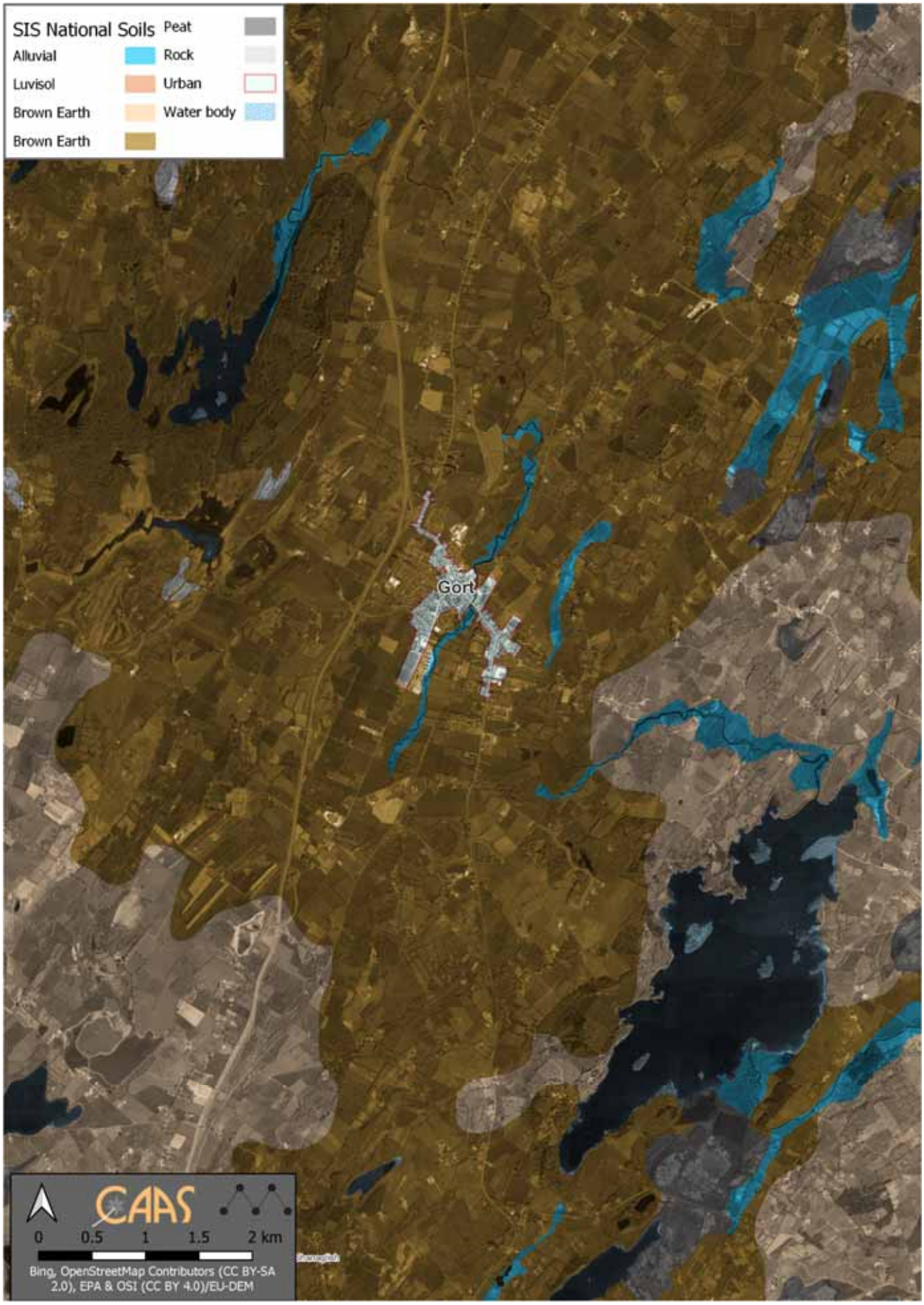


Figure 4.7 Soil Types

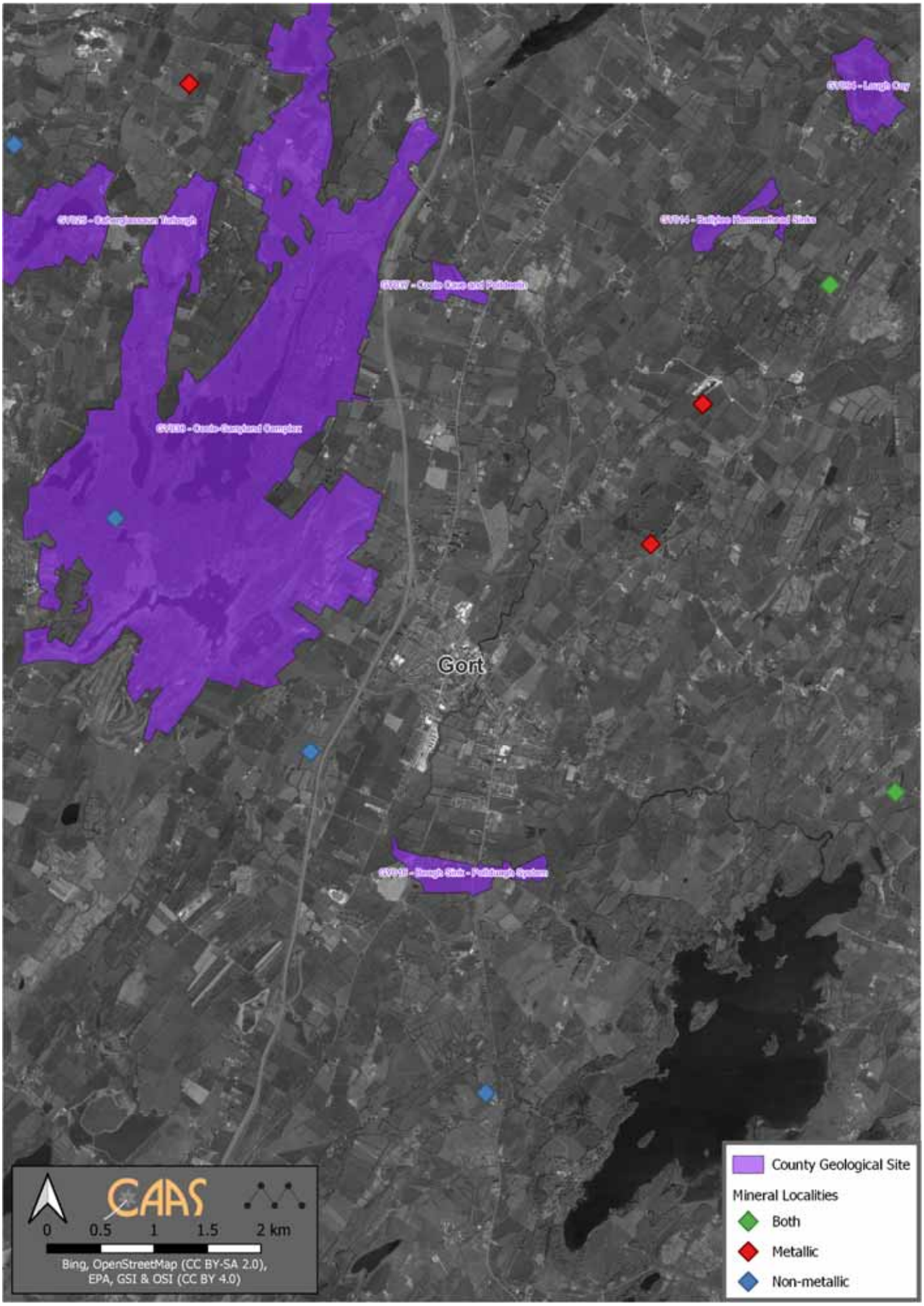


Figure 4.8 County Geological Sites and Mineral Localities

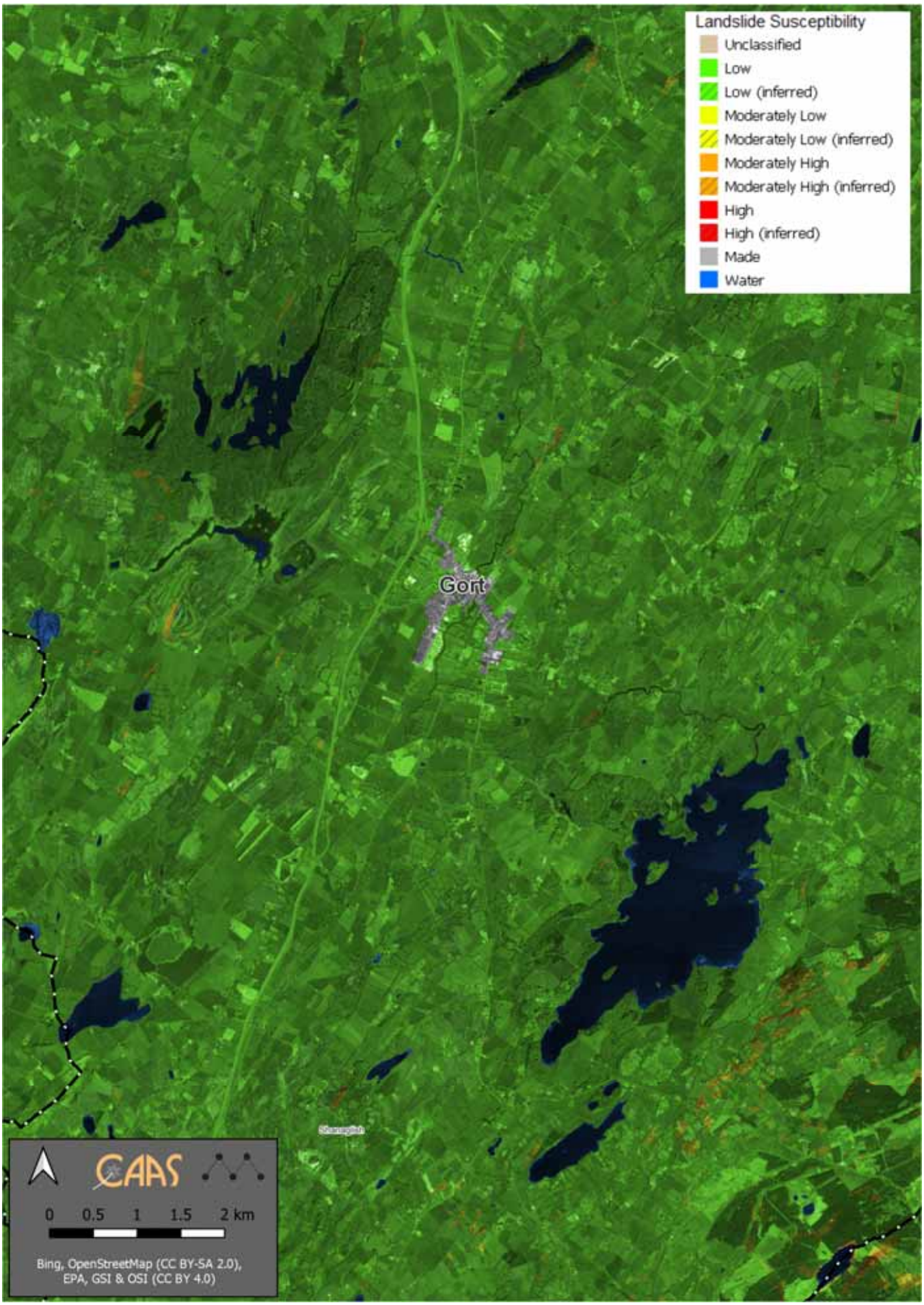


Figure 4.9 Landslide Susceptibility

4.9 Water

4.9.1 The Water Framework Directive

Since 2000, Water Management in the EU has been directed by the Water Framework Directive 2000/60/EC (WFD). The WFD requires that all Member States implement the necessary measures to prevent deterioration of the status of all waters - surface, ground, estuarine and coastal - and protect, enhance and restore all waters with the aim of achieving *good status*. All public bodies are required to coordinate their policies and operations so as to maintain the *good status* of water bodies that are currently unpolluted and improve polluted water bodies to *good status.*

Article 4 of the WFD sets out various exemptions for deterioration in status caused as a result of certain physical modifications to water bodies. This is provided: all practicable mitigation measures are taken; there are reasons of overriding public interest or the benefits to human health, safety or sustainable development outweigh the benefits in achieving the WFD objective; there are no better alternatives; and the reasons for the physical modification are explained in the River Basin Management Plan.

The EU's Common Implementation Strategy Guidance Documents No. 20 and 36 provide guidance on exemptions to the environmental objectives of the WFD.

For the purpose of assessment, reporting and management, water is divided into groundwater, rivers, lakes, estuarine waters and coastal waters which are in turn divided into specific, clearly defined water bodies.

4.9.2 Zone of Influence

The Zone of Influence of the Plan beyond the Gort Plan area with respect to impacts upon waters can be estimated to be all groundwater and surface water bodies that are downstream of catchments which drain the Plan area.

4.9.3 Surface Water Drainage

A catchment is an area of land contributing to a waterbody, with all the water ultimately running off to a single outlet. The WFD requires water quality management to be based on natural river catchments i.e. by reference to the natural, environmental unit rather than by reference to administrative or legal boundaries, which often fragment river catchments.

Surface water in and around the Plan area is channelled by rivers and streams and their tributaries forming part of the Galway Bay South East River Catchment. The Cannahowna (Ballyhugh) River and its tributaries flows from south to north through the centre of the Plan area.

4.9.4 Surface Water Status

The WFD defines 'overall surface water status' as the general expression of the status of a body of surface water, determined by the poorer of its ecological status and its chemical status. Thus, in order to achieve 'good surface water status' both the ecological status and the chemical status of a surface water body need to be at least 'good'.

The ecological status is an expression of the structure and functioning of aquatic ecosystems associated with surface waters. Such waters are classified as of 'good ecological status' when they meet Directive requirements.

Chemical Status is a pass/fail assignment with a failure defined by a face-value exceedance of an Environmental Quality Standards (EQS) for one or more Priority Action Substances (PAS) listed in Annex X of the Water Framework Directive (WFD). The EQS values for individual PAS substances are set at European level. Good surface water chemical status means that concentrations of pollutants in the water body do not exceed the environmental limit values specified in the Directive.

The current WFD (2016-2021) status[52] of the rivers and streams draining the Plan area are *good* (identified by the EPA as 'Kilchreest_010') and *moderate* (identified by the EPA as 'Cannahowna_010'). The WFD (2016-2021) status of the Lough Cutra, c. 2 km to the south-east of the Plan area, is identified as *good.* Figure 4.10 illustrates the

[52] As per EPA's WFD Status 2016-2021 classification (https://gis.epa.ie/EPAMaps/).

WFD surface water status within and surrounding the Plan area. The Cannahowna River is currently identified in the combined 2016-2021 data as being at risk of not meeting the WFD objectives by 2027 due to the damage being caused by significant pressures[53] related to:

- **Hydromorphological and anthropogenic pressures** are identified together in many instances, Hydromorphological pressures may include: modifications to the physical habitat conditions or the natural functioning of a waterbody which can impact on ecology, caused by dredging and straightening of rivers (channelisation), land drainage or hard infrastructure such as dams, weirs, culverts or other obstructions. Anthropogenic pressures may include: water abstractions; invasive species; agriculture; use of fertilizers, manures and pesticides; animal husbandry activities; inefficient irrigation practices; deforestation of woods; aquaculture; pollution due to industrial effluents and domestic sewage; and recreational activities; and
- **Urban wastewater pressures**, which may include direct discharge of nutrients from urban wastewater treatment plants and discharge from combined storm overflows or storm water overflows. Discharges of elevated concentrations of phosphorus, ammonium and nitrogen impact on the ecology of surface waters.

4.9.5 Groundwater Status

Groundwater is stored in the void spaces in underground layers of rock, or aquifers. These aquifers are permeable, allowing both the infiltration of water from the soils above them and the yielding of water to surface and coastal waters. Groundwater is the part of the subsurface water that is in the saturated zone - the zone below the water table, the uppermost level of saturation in an aquifer at which the pressure is atmospheric, in which all pores and fissures are full of water.

For groundwater bodies, the approach to classification is different from that for surface water. For each body of groundwater, both the chemical status and the quantitative must be determined. Both have to be classed as either *good* or *poor*. The WFD sets out a series of criteria that must be met for a body to be classed as good chemical and quantitative status.

The WFD status (2016-2021) of all groundwater underlying the Plan area (mapped on Figure 4.10) is currently identified as being of *poor* status throughout the centre of the Plan area, associated with Caherglassaun Turlough[54].

4.9.6 Aquifer Vulnerability and Productivity

The GSI rates groundwaters according to both their productivity and vulnerability to pollution.

Aquifer vulnerability refers to the ease with which pollutants of various kinds can enter into groundwater. The aquifers underlying most of the Plan area (mapped on Figure 4.11) are classified mainly as being of "extreme", "extreme (rock at or near surface or karst)", "high" and "moderate" vulnerability.

The GSI also rates aquifers based on the hydrogeological characteristics and on the value of the groundwater resource. This is referred to as aquifer productivity and is mapped on Figure 4.12. Aquifers in the vicinity of the Plan area are classified as: 'Regionally Important Aquifer – Karstified (conduit)'; 'Locally Important Aquifer – bedrock which is moderately productive only in local zones'; and 'Poor Aquifer – Bedrock which is generally unproductive except for local zones'.

4.9.7 WFD Registers of Protected Areas

The WFD requires that Registers of Protected Areas (RPAs) are compiled for a number of water bodies or part of water bodies which must have extra controls on their quality by virtue of how their waters are used by people and by wildlife.

The WFD requires that these RPAs contain: areas from which waters are taken for public or private water supply schemes; designated shellfish production areas; bathing waters; areas which are affected by high levels of substances most commonly found in fertilizers, animal and human wastes - these areas are

[53] https://gis.epa.ie/EPAMaps/Water

[54] The area underlying Caherglassaun Turlough Ground Water Body – as per EPA Classification: "Ground Water Dependent Terrestrial Environment (GWDTE) Caherglassaun Turlough SAC 000238". Caherglassaun Turlough (Site Code: 000238) is a large lake located 6 km north-west of Gort and 5 km south-east of Kinvarra. Situated in a natural depression just to the north-west of Coole Nature Reserve, this site comprises a permanent lake at its core, while the rest of the basin functions as a turlough.

considered nutrient sensitive; areas designated for the protection of habitats or species e.g. Salmonid areas; Special Areas of Conservation (SACs); and, Special Protection Areas (SPAs). Also refer to Section 4.6.6.

The groundwater underlying the Plan and surrounding areas is used for drinking water abstraction in accordance with European Communities (Drinking Water) (No. 2) Regulations 2007 (S.I. No. 278/2007) and the associated groundwater bodies are identified on the RPA for Groundwater for Drinking Water Protected Area and the RPA for Rivers for Drinking Water, as mapped on Figure 4.13.

4.9.8 Flooding

A Strategic Flood Risk Assessment (SFRA) document accompanies this SEA Environmental Report and the Draft Plan. Requirements in relation to SFRA are provided under 'The Planning System and Flood Risk Management Guidelines for Planning Authorities' (Department of Environment and Office of Public Works, 2009) and associated Department of the Environment, Community and Local Government Circular PL2/2014.

Flood risk management and drainage provisions are already in force through the Galway County Development Plan 2022-2028 and related provisions have been integrated into the Draft Plan. The land use zoning contained within the Plan has been informed by the SFRA process and associated delineation of flood risk zones, mapped on Figure 4.14. There are three types of flood zones defined for the purposes of the SFRA undertaken:

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

Historical flooding is documented by the Office of Public Works. Predictive flood risk mapping is also available from the Office of Public Works and is included in the SFRA document that accompanies the Plan.

The most significant sources of flood risk within the Plan area are from groundwater and fluvial sources (from rivers and streams). There are other sources of flooding present including from pluvial (rainwater) and from surface drainage systems sources.

4.9.9 Existing Problems

Subject to exemptions provided for by Article 4 of the WFD, based on available water data, the recorded status of certain surface water bodies will need improvement in order to comply with the objectives of the WFD. The Plan includes provisions that will contribute towards improvements in the status of waters.

There is elevated levels of flood risk from groundwater and fluvial sources at various locations across the Plan area. The preparation of the Plan, SEA and SFRA has taken place concurrently and the findings of the SFRA have informed both the Plan and the SEA.

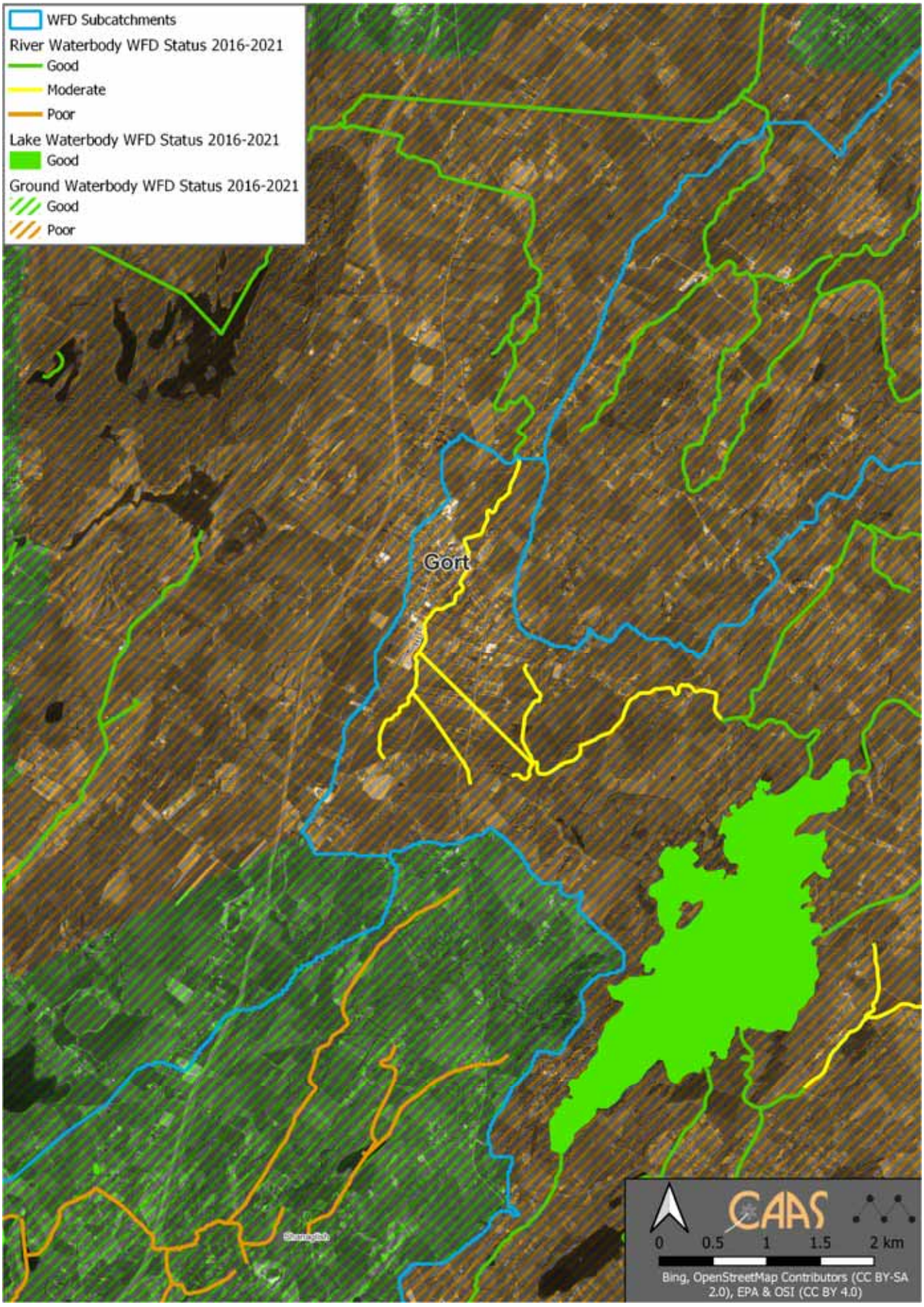


Figure 4.10 The WFD (2016-2021) Status of Surface Waterbodies and Ground Waterbodies

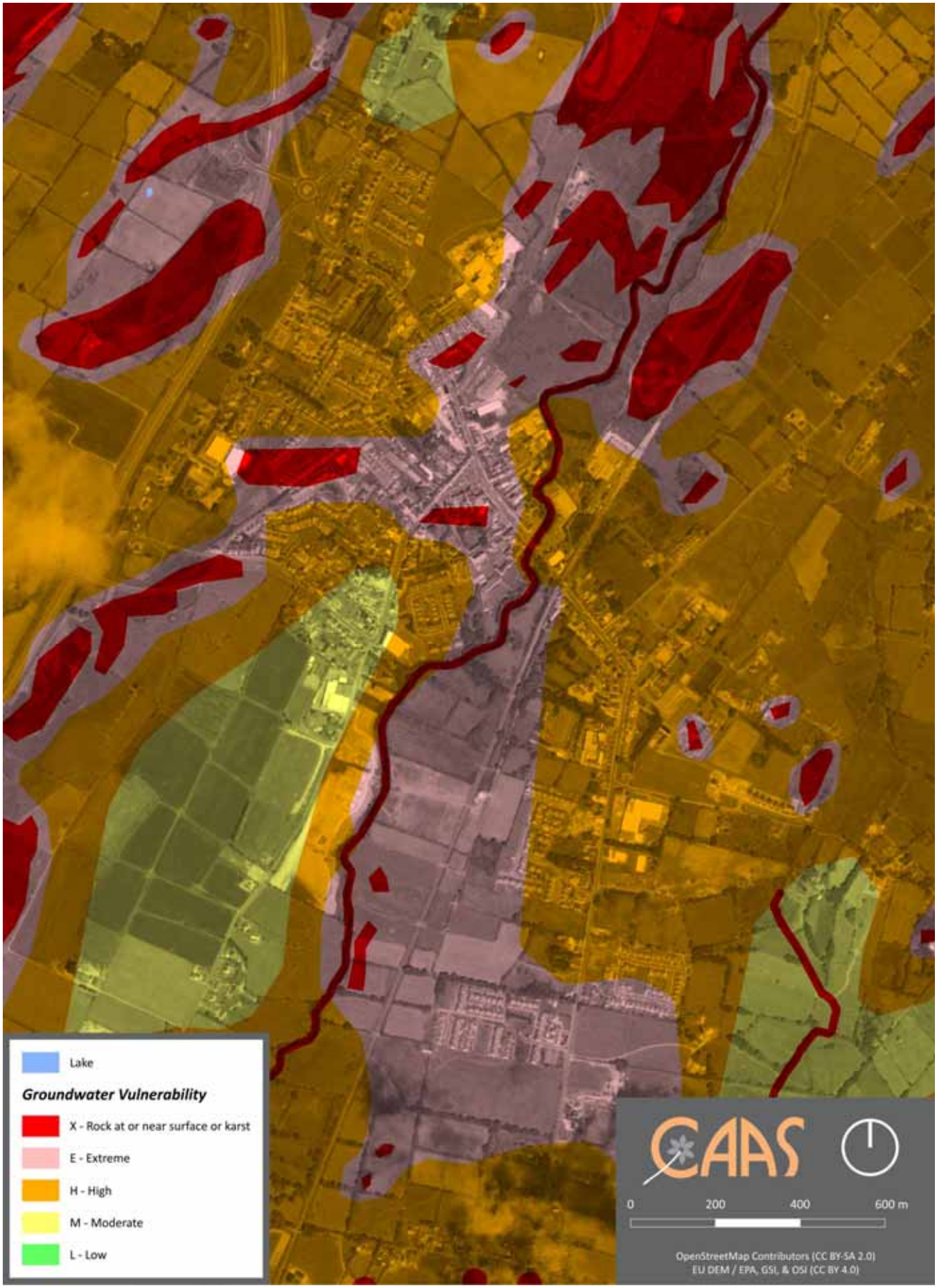


Figure 4.11 Groundwater Vulnerability

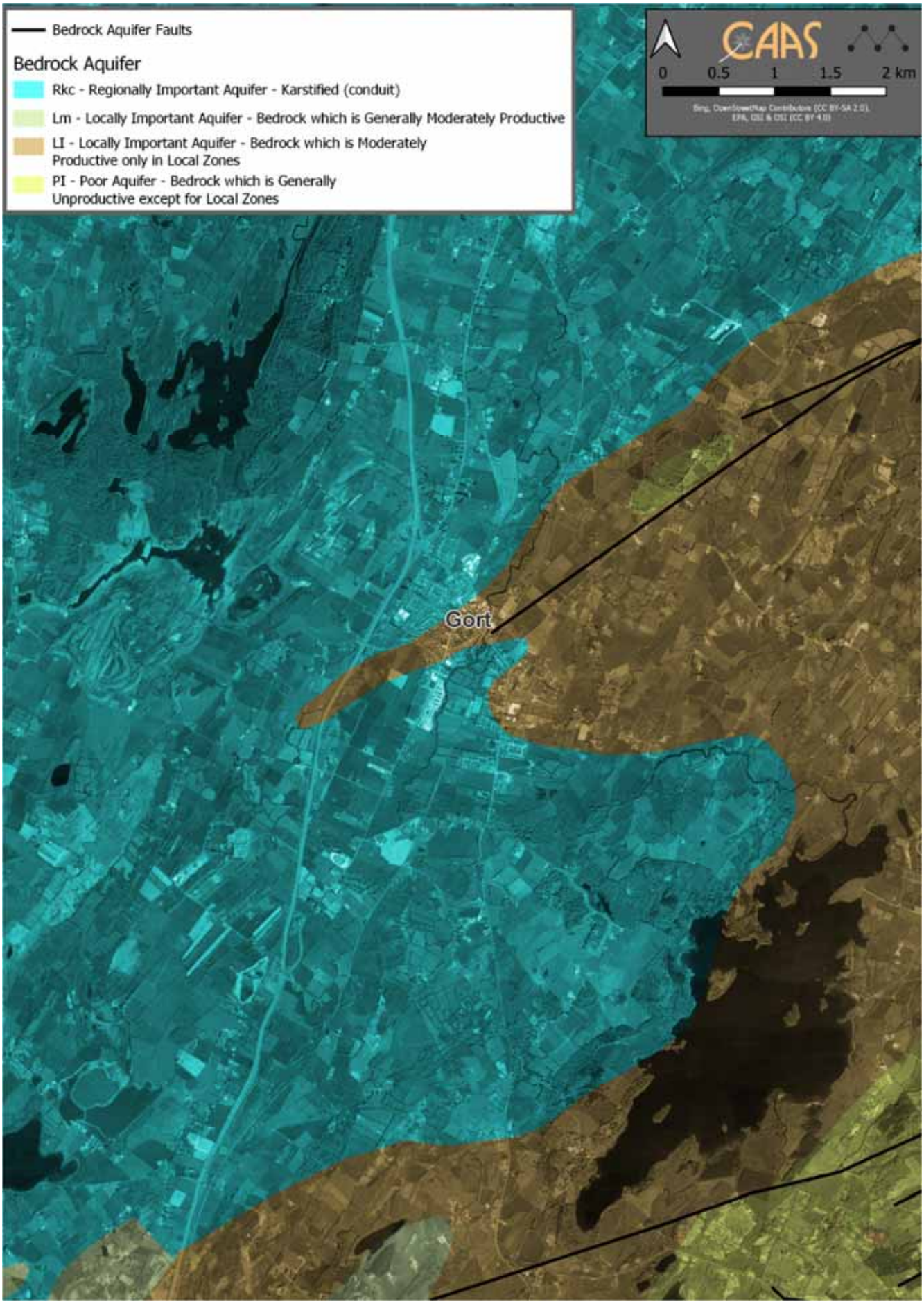


Figure 4.12 Groundwater Productivity



Figure 4.13 Entries to the WFD RPA for Drinking Water

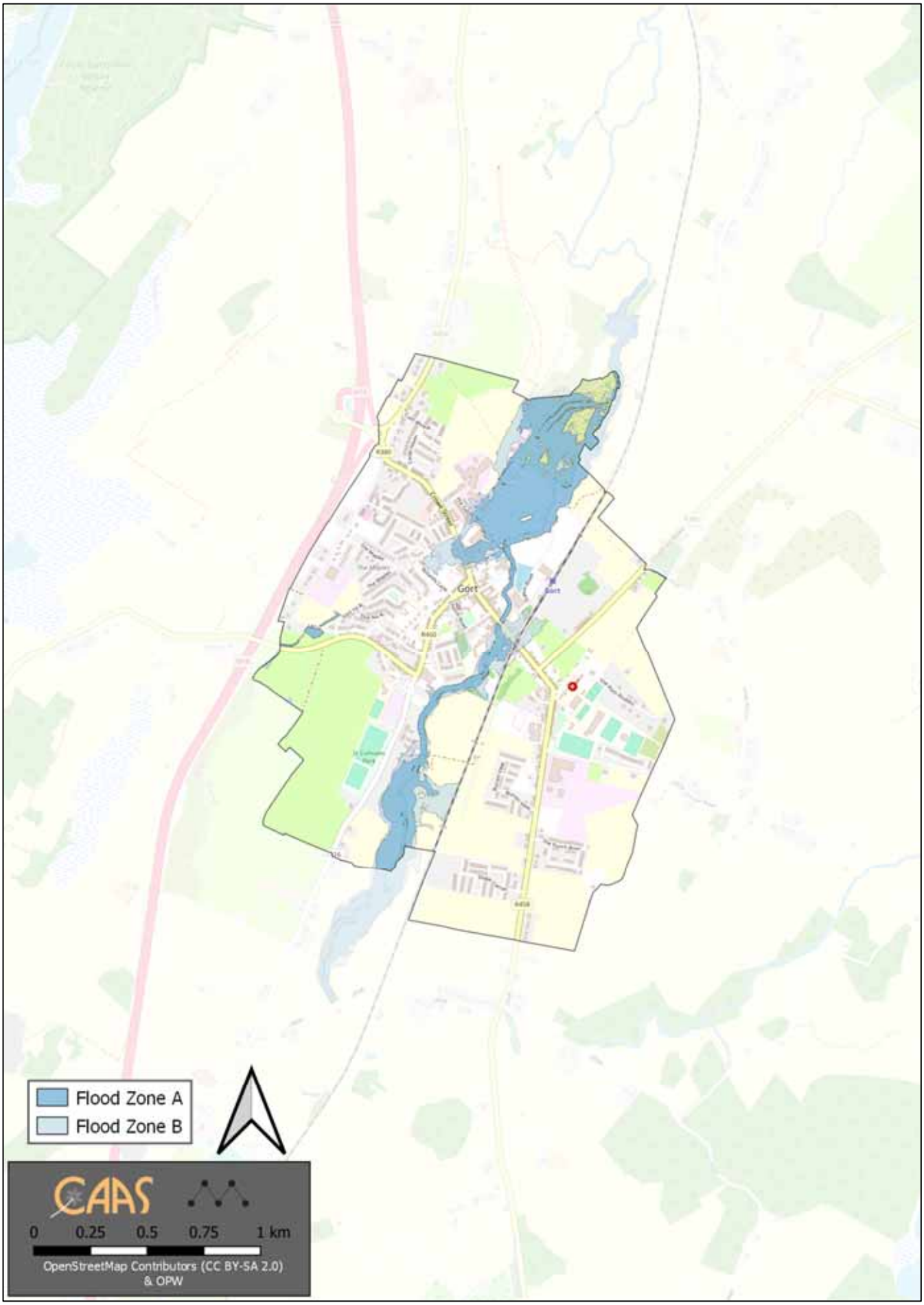


Figure 4.14 Flood Zones

4.10 Air and Climatic Factors

4.10.1 Climatic Factors[55]

Interactions with climatic factors are also present with other environmental components including water/flooding (see Section 4.9.8).

Total emissions of greenhouse gases by humans come from various sectors including transport, agriculture, energy industries, manufacturing combustion, industrial processes, residential developments, commercial services developments, waste management processes and fluorinated gases equipment (such as refrigeration and fire protection systems).

In 2023, Ireland's greenhouse gas emissions are estimated to be 55.01 million tonnes carbon dioxide equivalent (Mt CO_2 eq), which is 6.8% lower (or 4.00 Mt CO_2 eq) than emissions in 2022 (59.00 Mt CO_2 eq) and follows a 2.0% decrease in emissions reported for 2022. Emissions are 1.2% below the historical 1990 baseline for the first time in 33 years.

In 2023, emissions in the stationary ETS1 emissions (covering emissions from sectors including Agriculture, Transport, Energy, Industries, Residential, Manufacturing Combustion and Industrial Processes) decreased by 17%. When land use, land-use change and forestry is included, total national emissions decreased by 3.8%.

Emissions under the Effort Sharing Regulation (covering emissions from the electricity and heat generation, industrial manufacturing and aviation sectors) decreased by 3.4%.

Decreased emissions in 2023 compared to 2022 were observed in the largest sectors except for transport which showed an increase of 0.3%.

The EPA's 2024 publication *Ireland's Greenhouse Gas Emission Projections 2023-2040* provides an updated assessment of Ireland's total projected greenhouse gas emissions to 2040, using the latest Inventory data for 2021 as the starting point. The report provides an assessment of Ireland's progress towards achieving its national ambitions under the Climate Action and Low Carbon Development (Amendment) Act 2021 and EU emission reduction targets for 2030 as set out under the Effort Sharing Regulation[56]. Key findings identified as part of the report are that:

- Ireland is not on track to meet the 51% emissions reduction target (by 2030 compared to 2018) based on these projections, which include most 2024 Climate Action Plan measures.
- The first two carbon budgets (2021-2030), which aim to support the achievement of the 51% emissions reduction goal, are projected to be exceeded by a significant margin of between 17% and 27%.
- Sectoral emissions ceilings for 2025 and 2030 are projected to be exceeded in almost all cases, including agriculture, electricity, industry, and transport.
- Ireland will not meet its non-ETS[57] EU targets of a 42 per cent emissions reduction by 2030 under the With Additional Measures Scenario.
- Emissions in the 'Planned Additional Measures' scenario are projected to be 29% lower in 2030 (compared with 2018) whereas in the 'Implemented Existing Measures' scenario the emissions reduction is projected to be 11%. There has been no improvement in these figures since EPA projections published in 2023.
- Faster implementation of measures is necessary to meet both National and EU targets. The pace at which planned policies and measures are implemented needs to be accelerated.
- Total emissions from the agriculture sector are projected to decrease by between 1% and 18% over the period 2022 to 2030. Savings are projected from a variety of measures including limiting usage and switching to different fertilisers, methane reductions measures and water table management.
- Transport emissions are projected to decrease by 5% to 26% over the period 2022-2030. Measures that are projected to contribute to greater emissions reductions include 945,000 EVs by 2030, a 20 per cent biodiesel blend rate by 2030 and avoid/shift measures such as 50% increase in daily active travel journeys and a 130% increase in daily public transport journeys.

[55] This section uses information from the provisional 1990-2023 inventory data (updated July 2024), available at epa.ie

[56] Regulation (EU) 2018/842 of on binding annual greenhouse gas emission reductions by Member States from 2021 to 2030 contributing to climate action to meet commitments under the Paris Agreement.

[57] Any company or body within the EU that emits a large amount of greenhouse gas emissions is included in the Emissions Trading System, commonly known as the ETS for short. This includes large industries, electricity generators, and the aviation industry. All greenhouse gas emissions that are not from companies in the ETS are called non-ETS emissions. Non-ETS emissions include greenhouse gas emissions from homes, cars, small businesses and agriculture. These are often collectively called the non-ETS sector.

- Emissions from the Energy Industries sector are projected to decrease by between 57% to 62% over the period 2022 and 2030. Renewable energy generation at the end of the decade is projected to range from 69% to 80% of electricity generation as a result of a projected rapid expansion in wind energy and other renewables.
- Emissions from the Land Use, Land Use Change and Forestry (LULUCF) sector have been revised significantly to reflect new science. Total emissions from the LULUCF sector are projected to increase over the period 2022 to 2030. It is unlikely with the currently planned measures that the target set under the EU LULUCF Regulation and included in the Climate Action Plan 2024 will be met.

4.10.2 Climate Mitigation and Adaptation

Climate mitigation describes the action to reduce the likelihood of climate change occurring or reduce the impact if it does occur. This can include reducing the causes of climate change (e.g. emissions of greenhouse gases) as well as reducing future risks associated with climate change.

The National Climate Action Plan 2024 is the second statutory update to the plan since the Climate Action and Low Carbon Development (Amendment) Act 2021 was signed into law, committing Ireland to 2030 and 2050 targets for reducing greenhouse gas emissions. It builds on Climate Action Plan 2023, outlining how Ireland will accelerate the actions required to respond to the climate crisis, putting climate solutions at the centre of Ireland's social and economic development.

Climate adaptation is a change in natural or human systems in response to the impacts of climate change. These changes moderate harm or exploit beneficial opportunities and can be in response to actual or expected impacts.

The National Adaptation Framework (2024) aims to create a unified approach involving both government and society to adapt to climate change. It outlines how various sectors and local authorities can implement adaptation measures to minimise Ireland's vulnerability to climate change's adverse effects while taking advantage of any beneficial impacts. The Framework emphasises the importance of integrating adaptation strategies into all levels of policy making, infrastructure development, and local planning.

In 2018, four Climate Action Regional Offices were established for the purpose of coordinating climate action at regional and local levels. As specified in its Regional Spatial and Economic Strategy, the Northern and Western Regional Assembly supports the work of the Climate Action Regional Offices.

The Galway Climate Action Plan 2024-2029 will contribute towards addressing the mitigation of greenhouse gas emissions, climate change adaptation, and strengthening the alignment between national climate policy and the delivery of local climate action. The local objectives of Galway County Council's Climate Action Plan 2024-2029 are grouped under the following themes:

Governance and Leadership

- Establish effective governance and leadership practices that facilitate the successful implementation of the Plan.
- Implement effective energy management and projects across Galway County Council assets aligned with 2030 targets and net zero trajectory.
- Integrate climate action into the local authority's policies, plans, strategies and functions. Ensure prioritisation of the decarbonisation zone.
- Facilitate climate action throughout the county, by engaging and collaborating with stakeholders and citizens in the development, implementation and review of the Local Authority Climate Action Plan, and provide them with information and support.

Energy and Built Environment

- Support the development of renewable energy sources, such as offshore wind only, solar, tidal, and biomass in suitable locations.
- Ensure the integration of climate action in spatial planning to enable the County of Galway to transition to a low carbon and resilient society.
- Reduce urban sprawl and encourage compact and transit-oriented development that maximises the use of green infrastructure.

Transport

- Support active travel and modal shift to advance sustainable, accessible, and safe mobility.
- Support the development and use of low-carbon technologies such as electric vehicles and low-carbon fuels.

Communities and Partnership

- Support communities, enterprises, and individuals to access the capacity, skills, and investment necessary to accelerate climate action.
- Foster social inclusion and cohesion by engaging diverse stakeholders and

promoting a just transition to a low-carbon economy.

Circular Economy

- Support communities, businesses and individuals to reduce the generation of waste and increase the quantity of waste reused and recycled.
- Ensure waste is properly managed and reduce the quantity of waste that is sent to landfill or incinerated.

Land Use and Green Infrastructure

- Support food security and sustainable local food production and ensure a safe and healthy environment that is resilient to the effects of climate change.
- Protect, conserve and enhance County Galway's biodiversity and heritage
- Support nature-based solutions to mitigate against and adapt to climate change and provide additional co-benefits

Adaptation to Climate Risk

- Increase the resilience and adaptive capacity of the local authority and the local community to the current and projected impacts of climate change.
- Ensure an appropriate, coordinated and resourced Emergency Response during climate-related emergencies and events.

4.10.3 Alternative Fuels and Renewable Electricity Generation Targets

The use of alternative fuels, including electricity, forms a significant part of government policy to reduce transport emissions. The Draft Plan facilitates a mode shift away from the private car to public transport, walking and cycling and provisions relating to electric vehicles. This will contribute towards reductions in the consumption of non-renewable energy sources and achievement of legally binding renewable energy targets.

The first Renewable Energy Directive (RED)[58] was the most important legislation influencing the growth of renewable energy in the EU and Ireland for the decade ending in 2020. From 2021, RED was replaced by the second Renewable Energy Directive (REDII)[59], which continues to promote the growth of renewable energy out to 2030. RED set out two mandatory targets for renewable energy in Ireland to be met by 2020, while REDII sets new targets and criteria to be met by Ireland in 2030 and the interim.

The overall renewable energy share is referred to as the overall RES target. REDII introduced a binding EU-wide target for overall RES of 32% in 2030 and requires Member States to set their national contributions to the EU-wide target. As per the National Energy and Climate Plan (NECP) 2021-2030, Ireland's overall RES target is 34.1% in 2030. The sectoral targets are referred to as RES-E (electricity), RES-T (transport) and RES-H (heat). Ireland's NECP 2021-2030 set targets for RES-E of 70%, RES-H of 24% and RES-T of 14%, by 2030.[60]

Greater use of alternative fuels, including renewable energy, has the potential to contribute towards energy security.

4.10.4 Ambient Air Quality

In order to protect human health, vegetation and ecosystems, EU Directives set down air quality standards in Ireland and the other Member States for a wide variety of pollutants. These pollutants are generated through fuel combustion, in space heating, traffic, electricity generation and industry and, in sufficient amounts, could affect the well-being of the areas inhabitants. The EU Directives include details regarding how ambient air quality should be monitored, assessed and managed.

The principles to this European approach are set out in the Ambient Air Quality and Cleaner Air for Europe (CAFE) Directive (2008/50/EC) (which replaces the earlier Air Quality Framework Directive 1996 and the first, second and third *Daughter Directives*; the fourth *Daughter Directive* will be included in CAFE at a later stage).

In order to comply with the directives mentioned above, the EPA measures the levels of a number of atmospheric pollutants. For the purposes of monitoring in Ireland, four zones are defined in the Air Quality Standards Regulations 2002 (S.I. No. 271 of 2002).

[58] Directive 2009/28/EC on the promotion of the use of energy from renewable sources.
[59] Directive (EU) 2018/2001 on the promotion of the use of energy from renewable resources (recast).

[60] SEAI (2022): *Energy in Ireland 2022 Report.* Available at: https://www.seai.ie/publications/Energy-in-Ireland-2022.pdf

The EPA's (2024) *Air Quality in Ireland 2023 Report* identifies that:

- Ireland's latest monitoring shows we are in compliance with current EU standards.
- Ireland is not on track to achieve its ambition, set out in the National Clean Air Strategy, to meet the health-based WHO air quality guideline limits in 2026.
- Main pollutants of concern are fine particulate matter ($PM_{2.5}$) from solid fuel combustion and nitrogen dioxide (NO_2) from vehicle emissions/traffic.
- Air pollution can be a major environmental risk to people's health, with approximately 1,600 premature deaths annually in Ireland due to poor air quality.

The report further identifies the critical role of local authorities in the enforcement and implementation of existing plans and investment in infrastructure to encourage cleaner and healthier air quality choices, including:

- Local authorities must provide more resources to implement the new solid fuel regulations and full implementation of air quality plans.
- Local authorities must prioritise resource allocation of resources to advance enforcement.
- Investment in clean public transport infrastructure across the country must be maintained and increased.
- More safe footpaths and cycle lanes must be created to continue to increase active travel as a viable and safe alternative to car use and associated NO_2 emissions.

In order to apply with European Directives relating to air quality, the EPA manages the National Ambient Air Quality Network and measures the levels of a number of atmospheric pollutants at monitoring stations across the country.[61] There is no such station within the Plan area and the closest stations are: in Ennis, County Clare, 26 km to the south-west of the Plan area; and in Briarhill, County Galway, 27 km to the north-west of the Plan area.

4.10.5 Noise

Noise is unwanted sound. The Noise Directive - Directive 2002/49/EC relating to the assessment and management of environmental noise - is part of an EU strategy setting out to reduce the number of people affected by noise in the longer term and to provide a framework for developing existing EU policy on noise reduction from source. The Directive requires competent authorities in Member States to:

- Draw up *strategic noise maps* for major roads, railways, airports and agglomerations, using harmonised noise indicators and use these maps to assess the number of people who may be impacted upon as a result of excessive noise levels;
- Draw up action plans to reduce noise where necessary and maintain environmental noise quality where it is good; and,
- Inform and consult the public about noise exposure, its effects, and the measures considered to address noise.

Under the EU Environmental Noise Directive, which was transposed into Irish law through the European Communities (Environmental Noise) Regulations 2018 (as amended), Strategic Noise Maps and Noise Action Plans are required to be made or revised every five years. Noise Action Plans have been prepared for each local authority area within the country, including for the Council (Galway County Council Noise Action Plan 2024-2028). The purpose of the Noise Action Plan is to avoid, prevent and reduce, on a prioritised basis the harmful effects, including annoyance due to the long-term exposure to environmental noise.

4.10.6 Existing Problems

Significant progress is being made in the reductions of greenhouse gas emissions and the EPA's 2024 publication *Ireland's Greenhouse Gas Emission Projections 2023-2040* identifies that Ireland's emissions, under the Emissions in the 'Planned Additional Measures' scenario that includes most 2024 Climate Action Plan measures, are projected to be 29% lower in 2030 (compared with 2018). However, this would not meet the 51% emissions reduction target (by 2030 compared to 2018) based on these projections.

In the Climate Change Advisory Council's *Annual Review 2024* the findings of an assessment of the degree to which progress is being made solely in the implementation of adaptation policy and increasing resilience during the period April 2023 to March 2024 is provided. The Review details that four sectors (Transport, Flood Risk Management, Built and Archaeological Heritage and Local Government) demonstrated good overall progress, six showed moderate progress

[61] For more detail on current daily air quality data for the Plan refer to: https://gis.epa.ie/EPAMaps/.

(Agriculture, Forestry and Seafood, National Adaptation Framework, Communications Networks, Water Quality and Water Services Infrastructure, Health and Electricity and Gas Networks) and one (Biodiversity) showed no progress and supplied insufficient evidence. This was a slight improvement compared with the results in 2023.

Air quality and noise can present challenges, especially in urban areas, as detailed under the relevant sub-sections above. With regard to air quality, air pollution from transport is dominated by NO_x emissions. Of these, NO_2 is particularly impactful from a health perspective. The Draft Plan will help to facilitate reductions in emissions and a transition from dependence on fossil fuel combustion powered transport.

4.11 Material Assets

Other material assets, in addition to those detailed below, covered by the SEA include archaeological and architectural heritage (see Section 4.12) and natural resources of economic value, such as water and air (see Sections 4.9 and 4.10).

4.11.1 Public Assets and Infrastructure

Public assets and infrastructure that have the potential to be impacted upon by the Plan, if unmitigated, include: resources such as public open spaces, parks and recreational areas; public buildings and services; transport and utility infrastructure (electricity, gas, telecommunications, water supply, waste water infrastructure etc.); and natural resources that are covered under other topics such as water and soil.

4.11.2 Land

The Plan has the potential to assist with the reuse and regeneration of brownfield sites thereby contributing towards sustainable mobility and reducing the need to develop greenfield lands and associated potential adverse environmental effects. Brownfield lands are generally located within urban/suburban areas.

4.11.3 Green Infrastructure

Parks and open space promote health and well-being, provide recreational facilities and range of habitats for various species. Green infrastructure is also a crucial component in building resilient communities capable of adapting to the consequences of climate change with trees, woodlands and wetlands providing carbon capture and slowing water flows while improving air quality.

4.11.4 Woodland

Woodlands provide recreational opportunities in addition to their heritage and economic benefits. They are a valuable resource in terms of biodiversity, recreation and tourism, and also important as links in the green infrastructure network. The largest areas of woodland occur in the north of the Plan area, on the flood plain of the Cannahowna River.

4.11.5 Transport

Gort is located on a number of well served transport links, including the Galway-Limerick InterCity train line. The M18 also bypasses the town, which provides links to Ennis, Shannon and Limerick, and also joins the M6 and M17, which provides links to Galway, Athenry, Dublin and the rest of the Country. In addition, bus services are provided by Bus Éireann with daily services to Galway. National, regional and local roads provide vital links between the towns and villages to retail, service and employment centres throughout the County and to adjoining counties.

A Local Transport Plan forms part of the Draft Plan and will help to ensure a shift towards more sustainable modes of transport.

4.11.6 Minerals and Aggregates

The GSI have a suite of data sources available that would be useful in planning and assessing individual projects with regard to the environmental topic(s) of soil and/or material assets. These include:

- Aggregate Potential Mapping;
- Bedrock mapping;
- Quaternary and Physiographic mapping; and
- National Aquifer and Recharge mapping.

Mineral localities can be identified on Figure 4.8.

4.11.7 Water Services

4.11.7.1 Wastewater

The EPA's 2024 report *'Urban Waste Water Treatment in 2023'* identified that:

- 10 large urban areas that did not meet European Union treatment standards in 2023 require improvements to comply with these standards and protect the environment;
- 16 towns and villages discharging raw sewage into the environment every day must be connected to wastewater treatment plants;
- 6 collecting systems (sewers) were subject to a judgement from the Court of Justice of the European Union and must be prioritised;
- 34 priority areas require improvements to protect rivers, lakes, estuaries and coastal waters that are adversely impacted by wastewater;
- 3 collecting systems must be upgraded to prevent sewage pollution at bathing waters that were classified as having poor water quality; and
- 12 areas need improvements in wastewater treatment to protect endangered freshwater pearl mussels.

Based on the EPA's assessment of monitoring information provided by Uisce Éireann and the enforcement activities carried out by the EPA, this report identifies urban areas with the most important environmental issues that must be addressed.

From January 2014, Irish Water, now Uisce Éireann, became responsible for all public water services, involving the supply of drinking water and the collection, treatment and disposal of wastewater. Uisce Éireann is also responsible for the treatment and disposal of the sludge that is generated from both its water and waste water treatment plants. The Council is an agent of Uisce Éireann for operations and remains the designated Water Authority for the assessment and approval of on-site wastewater treatment systems and is responsible for surface water drainage in the town.

The provision of well-maintained quality wastewater treatment infrastructure is essential to facilitate sustainable development of the town while also protecting the environment and public health. Uisce Éireann is now responsible for the collection, treatment and disposal of waste water where public wastewater facilities exist in towns and villages.

Uisce Éireann, working in partnership with Galway County Council, is making investments to undertake essential upgrade works to waste water treatment plants in towns and villages across the County. The upgrading of infrastructure will contribute towards compliance with the Water Framework Directive, EU Urban Waste Water Treatment Directive and Drinking Water Regulations and will help to protect human health and maintain the quality of surface and ground waters.

4.11.7.2 Wastewater Infrastructure

The Wastewater Treatment Plant (WWTP) serving the Plan area is currently not listed as a priority area[62] (such areas are those where improvements are required to resolve urgent environmental issues).

The Gort WWTP has a design capacity of 4,310 Population Equivalent (PE), with current load of 3,696 PE.[63] As indicated by Uisce Éireann, this plant has spare capacity available.[64]

The Gort WWTP (Registration No. D00195-01) is currently non-compliant with the Emission Limit Values (ELVs) set in the Wastewater Discharge Licence in the most recent available Annual Environmental Report 2023 (published in April 2024), due to exceedance of Ammonia Total (as N) mg/l.[65]

4.11.7.3 Water Supply

Uisce Éireann is responsible for providing and maintaining adequate public water supply infrastructure throughout County Galway.

[62] https://www.epa.ie/publications/compliance--enforcement/waste-water/Priority-areas-for-website-April-2024.pdf
[63] https://www.water.ie/sites/default/files/docs/aers/2023/D0195-01_2023_AER.pdf
[64] Uisce Éireann: Settlements with Waste Water Discharge Authorisations - *Wastewater Treatment Capacity Register*. The register provides an indication of available wastewater treatment capacity based on loads received in 2021 and available treatment plan capacity now or by completion of a project by 2024 (where relevant). Available at: https://www.water.ie/connections/developer-services/capacity-registers/wastewater-treatment-capacity-register/galway (Published in June 2022).
[65] https://www.water.ie/sites/default/files/docs/aers/2023/D0195-01_2023_AER.pdf

Gort is located within the Gort Water Resource Zone[66] and, as identified by Uisce Éireann, has potential capacity available to meet targeted population growth by 2032, although an improvement in level of service is required.[67]

Drinking water in the Plan area is supplied by the Gort Public Water Supply via the Gort Water Treatment Plant, which serves a population of 2,638 people. Water is abstracted mainly from the Gort or Cannahowna River, supplemented with water from two boreholes[68].

Under Section 58 of the Environmental Protection Agency Act 1992, the EPA is required to collect and verify monitoring results for all water supplies in Ireland covered by the European Communities (Drinking Water) Regulations, 2000. The EPA publishes their results in annual reports that are supported by Remedial Action Lists (RALs). The RAL identifies water supplies that are not in compliance with the Regulations mentioned above. The most recent EPA Remedial Action List (Q2 of 2024, published in February 2024)[69] does not include any water scheme that supplies the Plan area.

4.11.7.4 Surface Water Drainage

Galway County Council is responsible for surface water drainage in the Plan area. Sustainable urban Drainage systems (SuDS) is a method to minimise the quantity and increase the quality of surface water runoff and to mitigate adverse impacts of climate change. SuDS can also provide amenity and biodiversity benefits. The Council seeks to ensure the sustainable management of surface water discharges in urban areas through the use of SuDS.

[66] A Water Resource Zone (WRZ) is an independent water supply system serving a region, city, town or village and is governed by topography or the extent of the water distribution network in an area. A WRZ may include multiple Water Treatment Plants and/or sources.

[67] This may take the form of leakage reduction and/or capital investment to maintain/improve levels of service as the demand increases. Proposed solutions will be developed and prioritised through the National Water Resources Plan and investment planning process. Source: https://www.water.ie/connections/developer-services/capacity-registers/water-supply-capacity-register/galway (Published in June 2023).

[68] https://www.epa.ie/publications/compliance--enforcement/drinking-water/audit-reports/galway/Audit-Gort-PWS-04032022.pdf

[69] Available at: https://www.epa.ie/publications/compliance--enforcement/drinking-water/annual-drinking-water-reports/Q2-2024-RAL-for-public-drinking-water-supplies-FINAL.pdf

4.11.8 Waste Management

The National Waste Management Plan for a Circular Economy (Regional Waste Management Planning Offices, 2024) sets out a framework for the prevention and management of waste in Ireland for the period 2024 to 2030. The Plan seeks to influence sustainable consumption and prevent the generation of waste, improve the capture of materials to optimise circularity and enable compliance with policy and legislation.

4.11.9 Existing Problems

The provisions of the Plan will contribute towards protection of the environment with regard to impacts arising from material assets.

The provisions of infrastructure and supporting services for development, particularly water and wastewater services, is critical.

4.12 Cultural Heritage

4.12.1 Archaeological Heritage

Archaeology is the study of past societies through the material remains left by those societies and the evidence of their environment. Archaeological sites and monuments vary greatly in form and date; examples include earthworks of different types and periods, (e.g. early historic ringforts and prehistoric burial mounds), megalithic tombs from the Prehistoric period, medieval buildings, urban archaeological deposits and underwater features.

Archaeological heritage is protected under the National Monuments Acts (1930-2004), Natural Cultural Institutions Act 1997 and the Planning Acts.

The Record of Monuments and Places (RMP) is an inventory, put on a statutory basis by amendment to the National Monuments Act 1994, of sites and areas of archaeological significance, numbered and mapped. It is available from the National Monuments Service and at archaeology.ie.

The term 'monument' includes all man-made structures of whatever form or date except buildings habitually used for ecclesiastical purposes. All monuments in existence before

1700 A.D. are automatically considered to be historic monuments within the meaning of the Acts. Monuments of architectural and historical interest also come within the scope of the Acts. Monuments include: any artificial or partly artificial building, structure or erection or group of such buildings, structures or erections; any cave, stone or other natural product, whether or not forming part of the ground, that has been artificially carved, sculptured or worked upon or which (where it does not form part of the place where it is) appears to have been purposely put or arranged in position; any, or any part of any, prehistoric or ancient tomb, grave or burial deposit, or, ritual, industrial or habitation site; and any place comprising the remains or traces of any such building, structure or erection, any such cave, stone or natural product or any such tomb, grave, burial deposit or ritual, industrial or habitation site, situated on land or in the territorial waters of the State', but excludes 'any building or part of any building, that is habitually used for ecclesiastical purposes' (National Monuments Acts 1930-2004). A recorded monument is a monument included in the list and marked on the map which comprises the RMP set out county by county under Section 12 of the National Monuments (Amendment) Act, 1994 by the Archaeological Survey of Ireland. The definition includes Zones of Notification within which requirements for notifications of proposed works apply.

There are various entries to RMP within and surrounding the Plan area including: castles; churches; graveyards; holy wells; ringforts; enclosures; ponds; and ecclesiastical remains. Figure 4.15 shows the spatial distribution of Recorded Monuments within and beyond the Plan area, their associated Zones of Notification. There are several Zones of Notification within the boundary of the Plan area, as shown on Figure 4.15.

The Underwater Archaeology Unit was established within the National Monuments Service to manage and protect Ireland's underwater cultural heritage, including the quantification of the underwater resource and assessing development impacts in order to manage and protect this aspect of Ireland's heritage. The Shipwreck Inventory is principally a desktop survey with information gathered from a broad range of cartographic, archaeological and historical sources, both documentary and pictorial. Wrecks over 100 years old and archaeological objects found underwater are protected under the National Monuments (Amendment) Acts 1987 and 1994. Significant wrecks less than 100 years old can be designated by Underwater Heritage Order on account of their historical, archaeological or artistic importance. Such Orders can also be used to designate areas of seabed or land covered by water to more clearly define and protect wreck sites and archaeological objects. Under the legislation all diving on known protected wreck sites or with the intention of searching for underwater cultural heritage is subject to licensing requirements.

4.12.2 Architectural Heritage

The term architectural heritage is defined in the Architectural Heritage (National Inventory) and Historic Monuments Act 1999 as meaning all: structures and buildings together with their settings and attendant grounds, fixtures and fittings; groups of structures and buildings; and, sites which are of technical, historical, archaeological, artistic, cultural, scientific, social, or technical interest.

Records of Protected Structures are legislated for under Section 12 and Section 51 of the Planning and Development Act 2000 as amended. Protected structures are defined in the Planning and Development Act 2000 as amended as structures, or parts of structures that are of special interest from an architectural, historical, archaeological, artistic, cultural, scientific, social or technical point of view.

In relation to a protected structure or proposed protected structure, the following are encompassed:

- The interior of the structure;
- The land lying within the curtilage[70] of the structure;

[70] Curtilage is normally taken to be the parcel of ground immediately associated with the Protected Structure, or in use for the purposes of the structure. Protection extends to the buildings and land lying within the curtilage. While the curtilage sometimes coincides with the present property boundary, it can originally have included lands, features or even buildings now in separate ownership, e.g. the lodge of a former country house, or the garden features located in land subsequently sold off. Such lands are described as being attendant grounds, and the protection extends to them just as if they were still within the curtilage of the Protected Structure.

- Any other structures lying within that curtilage and their interiors; and,
- All fixtures and features that form part of the interior or exterior of any structure or structures referred to in subparagraph (i) or (iii).

There are a number of entries in the RPS within the Plan area, as set out in Appendix 6 of Galway County Development Plan 2022-2028, examples of which include: railway stations; religious buildings; courthouses; barracks; terraced houses; and schools. Clusters of architectural heritage are indicated within the town's centre, as shown on Figure 4.15. Notable Protected Structures include: a well-preserved Georgian period market town; St. Colman's Catholic Church; Gort Crane House; Gort Library; Gort Bridge; and St. Colman's Hall Heritage Centre. Many of these Protected Structures are located within central parts of Gort and within the Architectural Conservation Area (ACA).

An ACA is a place, area, group of structures or townscape, which is of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest or contributes to the appreciation of a Protected Structure. An ACA may or may not include Protected Structures. In an ACA, protection is placed on the external appearance of such areas or structures. There is currently one ACA designated within the Plan area - Gort Town Centre ACA (shown on Figure 4.15).

The National Inventory of Architectural Heritage (NIAH) is a State initiative under the administration of the Department of Culture, Heritage and the Gaeltacht and was established on a statutory basis under the provisions of the Architectural Heritage (National Inventory) and Historic Monuments (Miscellaneous Provisions) Act 1999. The purpose of the NIAH is to identify, record, and evaluate the post-1700 architectural heritage of Ireland, uniformly and consistently as an aid in the protection and conservation of the built heritage. NIAH surveys provide the basis for the recommendations of the Minister of Housing, Local Government and Heritage to the local authorities for the inclusion of particular structures in their Record of Protected Structures. The NIAH includes historic gardens and designed landscapes. Figure 4.15 shows entries to NIAH in the Plan area.

4.12.3 Existing Problems

The context of archaeological and architectural heritage has changed over time however no existing conflicts with legislative objectives governing archaeological and architectural heritage have been identified.

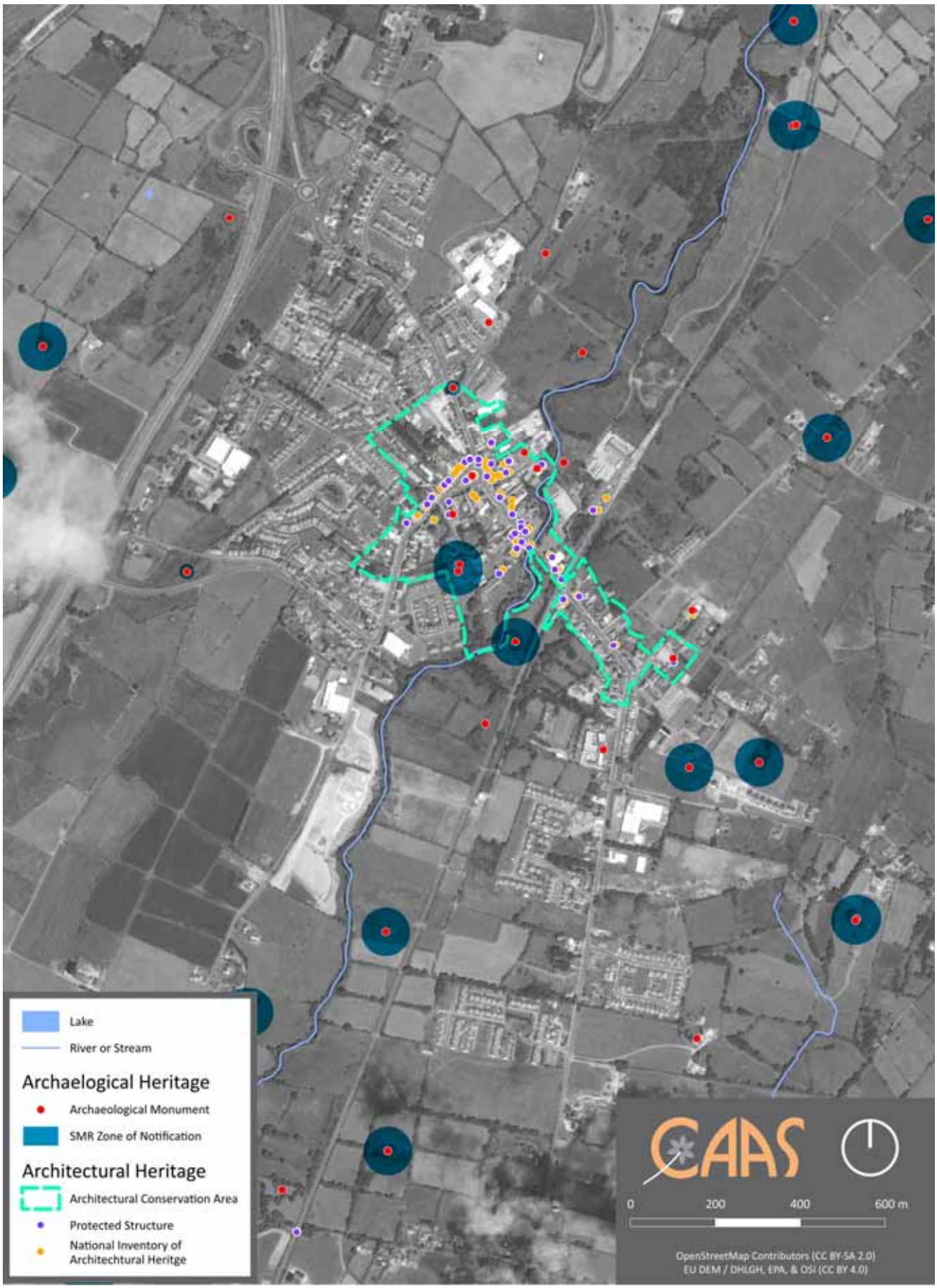


Figure 4.15 Archaeological and Architectural Heritage

4.13 Landscape

4.13.1 Introduction

Article 1 (a) of the European Landscape Convention provides a definition of landscape as follows; "Landscape means an area, as perceived by people whose character is the result of the action and interaction of natural/or human factors". The Convention was ratified in Ireland in 2002, requiring the adoption of national measures to promote landscape, planning, protection and management. The importance of landscape and visual amenity and the role of its protection are recognised in the Planning and Development Act 2000 as amended, which requires that Development Plans include objectives for the preservation of the landscape, views and the amenities of places and features of natural beauty.

Gort is located in a generally flat area towards the south of the County of Galway. The Cannahowna River runs from south to north through the centre of the Plan area and provides a recreational amenity for the town (3 km looped Gort River Walk). The land surrounding Gort is predominantly made up of agricultural lands with woodlands associated with the Coole-Garryland Nature Reserve to the north-west and Lough Cutra to the south-west of the Plan area.

The town centre is largely arranged along two wide intersecting roads which intersect at Market Square. The river and its banks, surviving military buildings, traditional shopfronts and narrow lanes entered through carriage arches are distinctive and important features. Stone walls are another significant feature of the area, particularly those around Slipper Street and Barrack Street. The retention of the character of the historic core in Gort is recognised as being a major attraction to the town.[71]

4.13.2 Landscape Character Assessment

The purpose of landscape character assessment is to provide the foundation for policy formulation and decision making for landscape management.

There are a range of different landscapes found in the Plan area, each with varying visual and amenity values, topography, exposure levels and each containing a variety of habitats. Each landscape type has varying capacity to absorb development related to its overall sensitivity.

The existing Galway County Development Plan 2022-2028 identifies three Landscape Regions, which include ten Landscape Character Types (subdivided into smaller Landscape Character Units) and 52 Viewing Points and seven Scenic Routes within the Council's administrative area. Landscape Character Units in County Galway are arranged in a hierarchy according to the level of their sensitivity.

The Plan area is located within the 'Urban Environs' and 'Kilchreest Basin Unit' Landscape Character Units. There is one scenic route designated within the Plan area, 'Slieve Aughty Scenic Route', also shown on Figure 4.16. There are no Protected Views designated within the Plan area.

A landscape's capacity to absorb new development, without exhibiting a significant alteration of character or change of appearance is referred to as it's 'sensitivity'. The Galway County Development Plan 2022-2028 and associated LCA 2022 outlined four separate sensitivity classes for County Galway (low, high, special and iconic). According to this classification the area surrounding Gort falls under "Class 1 – low: unlikely to be adversely affected by change".

4.13.3 Existing Environmental Problems

New developments have resulted in changes to the visual appearance of lands within the Plan area however legislative objectives governing landscape and visual appearance were not identified as being conflicted with.

[71] Draft Gort Local Area Plan 2025-2031

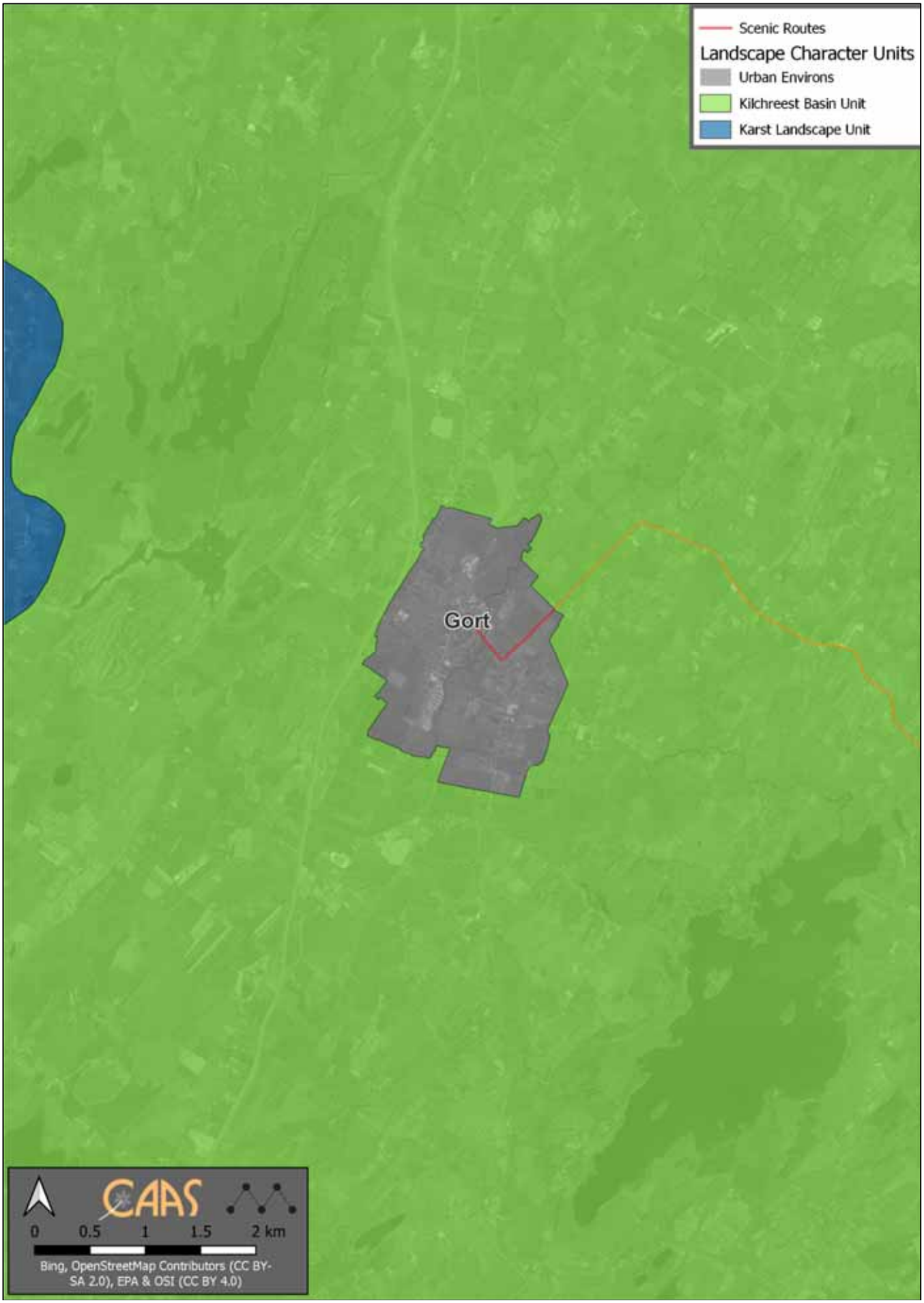


Figure 4.16 Landscape Character Units and Scenic Route

Section 5 Strategic Environmental Objectives

Strategic Environmental Objectives (SEOs) are methodological measures developed from policies that generally govern environmental protection objectives established at international, Community or Member State level e.g. the environmental protection objectives of various European Directives that have been transposed into Irish law and which are required to be implemented.

The SEOs are set out under a range of topics and are used as standards against which the provisions of the Plan and the alternatives are evaluated in order to help identify which provisions would be likely to result in significant environmental effects and where such effects would be likely to occur, if – in the case of adverse effects – unmitigated.

The SEOs are linked to indicators which can facilitate monitoring the environmental effects of the Plan as well as identifying targets which the Plan can help work towards.

All SEOs, indicators and targets are provided on Table 5.1 overleaf.

Further detail on legislation, plans and programmes are provided under Section 2 (and associated Appendix II "Relationship with Legislation and Other Policies, Plans, and Programmes") and Section 4.

The monitoring measures identified below as part of the Gort Local Area Plan SEA are consistent with the measures that were identified by the Galway County Development Plan 2022-2028 SEA. This consistency across the hierarchy of land use plans will improve the efficiency and effectiveness of future monitoring.

Table 5.1 Strategic Environmental Objectives (SEOs), Indicators and Targets

Environmental Component	SEO Code	Guiding Principle	Strategic Environmental Objectives	Indicators	Targets
Biodiversity, Flora and Fauna	**BFF**	No net contribution to biodiversity losses or deterioration	• To preserve, protect, maintain and, where appropriate, enhance the terrestrial, aquatic and soil biodiversity, particularly EU designated sites and protected species • Ensure no adverse effects on the integrity of any European site, with regard to its qualifying interests, associated conservation status, structure and function • Safeguard national, regional and local designated sites and supporting features which function as stepping stones for migration, dispersal and genetic exchange of wild species • Enhance biodiversity in line with the National Biodiversity Strategy and its targets • To protect, maintain and conserve natural capital	• Condition of European sites	• Require all local level land use plans to include ecosystem services and green/blue infrastructure provisions and to have regard to the required targets in relation to the conservation of European sites, other nature conservation sites, ecological networks, and protected species • Confirmation of compliance with Plan provisions relating to the protection of European Sites and sustaining resources • Implement and review, as relevant, the Galway County Heritage and Biodiversity Plan 2024-2030
				• Number of spatial plans that have included ecosystem services content, mapping and policy to protect ecosystem services when their relevant plans are either revised or drafted	• Require all local level land use plans to include ecosystem services and green/blue infrastructure provisions and to have regard to the required targets in relation to the conservation of European sites, other nature conservation sites, ecological networks, and protected species • Implement and review, as relevant, the Galway County Heritage and Biodiversity Plan 2024-2030
				• SEAs and AAs as relevant for new Council policies, plans, programmes etc.	• Screen for and undertake SEA and AA as relevant for new Council policies, plans, programmes etc.
				• Status of water bodies	• Included under Water below
				• Compliance of planning permissions with Plan measures providing for the protection of Biodiversity and flora and fauna – see County Development Plan Chapter 10 "Natural Heritage, Biodiversity and Green Infrastructure"	• For planning permission to be only granted when applications demonstrate that they comply with all Plan measures providing for the protection of biodiversity and flora and fauna – see County Development Plan Chapter 10 "Natural Heritage, Biodiversity and Green Infrastructure"
Population and Human Health	**PHH**	Improve quality of life for all ages and abilities based on high-quality, serviced, well connected and sustainable residential, working, educational and recreational environments	• Promote economic growth to encourage retention of working age population and funding of sustainable development and environmental protection and management • Ensure that existing population and planned growth is matched with the required public infrastructure and the required services • Safeguard citizens from environment-related pressures and risks to health and well-being	• Implementation of Plan measures relating to the promotion of economic growth as provided for by County Development Plan Chapter 9 "Economic, Enterprise and Retail"	• Progress in successfully implementing Plan measures relating to the promotion of economic growth as provided for by County Development Plan Chapter 9 "Economic, Enterprise and Retail"
				• Number of spatial concentrations of health problems arising from environmental factors resulting from development permitted under the Plan	• No spatial concentrations of health problems arising from environmental factors as a result of implementing the Plan
				• Proportion of people reporting regular cycling / walking to school and work above previous CSO figures	• Increase in the proportion of people reporting regular cycling / walking to school and work above previous CSO figures • Progress in successfully implementing Plan measures relating to active travel
				• Number of spatial plans that include specific green infrastructure mapping	• Require all local level land use plans to include specific green infrastructure mapping
Soil (and Land)	**S**	Ensure the long-term sustainable management	• Protect soils against pollution, and prevent degradation of the soil resource • Promote the sustainable use of infill and brownfield sites over the use of greenfield	• Proportion of population growth occurring on infill and brownfield lands compared to greenfield (also relevant to Material Assets)	• Maintain built surface cover nationally to below the EU average of 4% as per the NPF • In accordance with National Policy Objectives 3c of the National Planning Framework, a minimum of 30% of the

Environmental Component	SEO Code	Guiding Principle	Strategic Environmental Objectives	Indicators	Targets
		of land	• Safeguard areas of prime agricultural land and designated geological sites		housing growth targeted in any settlement is to be delivered within the existing built-up footprint of the settlement • To map brownfield and infill land parcels
				• Instances where contaminated material generated from brownfield and infill must be disposed of	• Dispose of contaminated material in compliance with EPA guidance and waste management requirements
				• Environmental assessments and AAs as relevant for applications for brownfield and infill development prior to planning permission	• Screen for and undertake environmental assessments and AA as relevant for applications for brownfield and infill development prior to planning permission
Water	**W**	Protection, improvement and sustainable management of the water resource	• Ensure that the status of water bodies is protected, maintained and improved in line with the requirements of the Water Framework Directive • Ensure water resources are sustainably managed to deliver proposed regional and County growth targets in the context of existing and projected water supply and wastewater capacity constraints ensuring the protection of receiving environments • Avoid inappropriate zoning and development in areas at risk of flooding and areas that are vulnerable to current and future erosion • Integrate sustainable water management solutions (such as SuDS, porous surfacing and green roofs) into development proposals	• Status of water bodies as reported by the EPA Water Monitoring Programme for the WFD	• Subject to exemptions provided for by Article 4 of the Water Framework Directive, not to cause deterioration in the status of any surface water or affect the ability of any surface water to achieve 'good status' • Implementation of the objectives of the River Basin Management Plan
				• Number of incompatible developments permitted within flood risk areas	• Minimise developments granted permission on lands which pose - or are likely to pose in the future - a significant flood risk
Material Assets	**MA**	Sustainable and efficient use of natural resources	• Optimise existing infrastructure and provide new infrastructure to match population distribution proposals - this includes transport infrastructure • Ensure access to affordable, reliable, sustainable and modern energy for all which encourages a broad energy generation mix to ensure security of supply – wind, solar, hydro, biomass, energy from waste and traditional fossil fuels • Promote the circular economy, reduce waste, and increase energy efficiencies • Ensure there is adequate sewerage and drainage infrastructure in place to support new development • Reduce the energy demand from the transport sector and support moves to electrification of road and rail transport modes • Encourage the transition to a zero-carbon economy by facilitating the development of a grid infrastructure to support renewables and	• Programmed delivery of Uisce Éireann infrastructure for all key growth towns in line with Uisce Éireann Investment Plan and prioritisation programme to ensure sustainable growth can be accommodated • Number of new developments granted permission which can be adequately and appropriately served with waste water treatment over the lifetime of the Plan	• All new developments granted permission to be connected to and adequately and appropriately served by waste water treatment over the lifetime of the Plan • Where septic tanks are proposed, for planning permission to be only granted when applications demonstrate that the outfall from the septic tank will not – in-combination with other septic tanks – contribute towards any surface or ground water body not meeting the objective of good status under the Water Framework Directive • Facilitate, as appropriate, Uisce Éireann in developing water and wastewater infrastructure • See also targets relating to greenfield and brownfield development of land under Soil and broadband under Population and Human Health

Environmental Component	SEO Code	Guiding Principle	Strategic Environmental Objectives	Indicators	Targets
			international connectivity. Reduce the average energy consumption per capita including promoting energy efficient buildings, retrofitting, smart- buildings, cities and grids	• Proportion of people reporting regular cycling / walking to school and work above previous CSO figures	• Increase in the proportion of people reporting regular cycling / walking to school and work above previous CSO figures • Progress in successfully implementing Plan measures relating to active travel
Air	**A**	Support clean air policies that reduce the impact of air pollution on the environment and public health	• To avoid, prevent or reduce harmful effects on human health and the environment as a whole resulting from emissions to air from all sectors with particular reference to emissions from transport, residential heating, industry and agriculture • Maintain and promote continuing improvement in air quality through the reduction of emissions and promotion of renewable energy and energy efficiency • Promote continuing improvement in air quality • Reduction of emissions of sulphur dioxide, nitrogen oxides, volatile organic compounds, ammonia and fine particulate matter which are responsible for acidification, eutrophication and ground-level ozone pollution • Meet Air Quality Directive standards for the protection of human health — Air Quality Directive • Significantly decrease noise pollution and move closer to WHO recommended levels	• Proportion of journeys made by private fossil fuel-based car compared to previous levels • NO_2 (Nitrogen Dioxide), PM10 (particulate matter with diameter of 10 microns or less) and O_3 (Ozone) as part of Ambient Air Quality Monitoring	• Decrease in proportion of journeys made by car compared to previous levels • Improvement in Air Quality trends, particularly in relation to transport related emissions • Progress in successfully implementing Plan measures relating to sustainable mobility and travel
Climatic Factors[72]	**C**	Achieving transition to a competitive, low carbon, climate-resilient economy that is cognisant of environmental impacts	• To minimise emissions of greenhouse gasses • Integrate sustainable design solutions into infrastructure (e.g. energy efficient buildings; green infrastructure) • Contribute towards the reduction of greenhouse gas emissions in line with national targets • Promote development resilient to the effects of climate change • Promote the use of renewable energy, energy efficient development and increased use of public transport	• Implementation of Plan measures relating to climate reduction targets	• For review of progress on implementing Plan objectives to demonstrate successful implementation of measures relating to climate reduction targets
				• A competitive, low-carbon, climate-resilient and environmentally sustainable economy	• Contribute towards transition to a competitive, low-carbon, climate-resilient and environmentally sustainable economy by 2050
				• Share of renewable energy in transport	• Contribute towards the National Energy and Climate Plan 2021-2030 sectoral target for transport (RES-T) of 14%, by 2030 (this may be increased following a provisional European agreement on 30 March 2023 for a binding overall RES target of at least 42.5% by 2030)
				• Greenhouse gas emissions	• Contribute towards the target of aggregate reduction in carbon dioxide (CO_2) emissions of at least 51% (compared to 1990 levels) by 2030 (helping to set Ireland on a path to reach net-zero emissions by 2050)
				• Energy consumption, the uptake of renewable options and solid fuels for residential heating	• To promote reduced energy consumption and support the uptake of renewable options and a move away from solid fuels for residential heating

[72] Please also refer to relevant legislation and requirements under Section 4.10, Section 8 and Appendix II. Targets under the national Climate Action Plan are reviewed and updated periodically.

Environmental Component	SEO Code	Guiding Principle	Strategic Environmental Objectives	Indicators	Targets
				• Proportion of journeys made by private fossil fuel-based car compared to previous levels	• Decrease in the proportion of journeys made by residents of the settlement using private fossil fuel-based car compared to previous levels • Progress in successfully implementing Plan measures relating to sustainable mobility and travel
				• Proportion of people reporting regular cycling / walking to school and work above previous CSO figures	• Increase in the proportion of people reporting regular cycling / walking to school and work above previous CSO figures • Progress in successfully implementing Plan measures relating to active travel
Cultural Heritage	**CH**	Safeguard cultural heritage features and their settings through responsible design and positioning of development	Protect places, features, buildings and landscapes of cultural, archaeological or architectural heritage	• Percentage of entries to the Record of Monuments and Places, and the context these entries within the surrounding landscape where relevant, protected from adverse effects resulting from development which is granted permission under the Plan	• Protect entries to the Record of Monuments and Places, and the context of these entries within the surrounding landscape where relevant, from adverse effects resulting from development which is granted permission under the Plan
				• Percentage of entries to the Record of Protected Structures and Architectural Conservation Areas and their context protected from significant adverse effects arising from new development granted permission under the Plan	• Protect entries to the Record of Protected Structures and Architectural Conservation Areas and their context from significant adverse effects arising from new development granted permission under the Plan
Landscape	**L**	Protect and enhance the landscape character	To implement the Plan's framework for identification, assessment, protection, management and planning of landscapes having regard to the European Landscape Convention	• Number of developments permitted that result in avoidable adverse visual impacts on the landscape, especially with regard to landscape and amenity designations included in Land Use Plans, resulting from development which is granted permission under the Plan	• No developments permitted which result in avoidable adverse visual impacts on the landscape, especially with regard to landscape and amenity designations included in Land Use Plans, resulting from development which is granted permission under the Plan

Section 6 Description of Alternatives

6.1 Introduction

The SEA Directive requires that reasonable alternatives (taking into account the objectives and the geographical scope of the plan or programme) are identified, described and evaluated for their likely significant effects on the environment.

Alternatives for the Plan are identified under a number of types below and assessed in Section 7.

6.2 Limitations in Available Alternatives

The Plan is required to be prepared by the existing, already in force, Galway County Development Plan 2022-2028 and the Planning and Development Act 2000 (as amended), which specifies various types of objectives that must be provided for by the Plan.

The alternatives available for the Plan are significantly limited by the provisions of higher-level planning objectives, including those of the National Planning Framework (NPF), the Regional Spatial and Economic Strategy (RSES) for the Western and Northern Region and the County Plan. These documents set out various requirements for the content of the Plan including on topics such as land use zoning and the sustainable development of settlements.

6.3 Type 1: Alternatives Already Considered

The preparation of the County Development Plan and associated SEA process already considered various different types of alternatives, including those relating to population allocations, which were integrated into that Plan and which set requirements for lower tier planning in the County.

6.4 Type 2: Land Use Zoning Alternatives

Galway County Council in preparing a Draft Plan for public display developed the following alternatives for land use zoning in Gort (there are various alternative components under each heading):

Type 2 (i): "More Consolidated, More Compact"

- Gort to reach population allocation, resulting in balanced orderly development and implementation of the core strategy as contained in Chapter 2 of the Galway County Development Plan 2022-2028.
- This alternative involves preparing the Plan using a Serviced/Serviceable Land and Infrastructure Assessment approach. Methodologies for this approach are set out in higher level documents, including the National Planning Framework and the 2013 Local Area Plan Guidelines for Planning Authorities.
- The infrastructure required to be in place to achieve the growth targets is already in place or planned.
- Residential Development to take place on Residential Phase 1 and Residential Infill lands over the lifetime of the Plan, with 30% expected within the existing built-up footprint.
- Community development facilities to be developed in tandem with economic and residential growth.
- Town Centre developments would be developed in a planned and coordinated manner focused within the town centre.
- Industry would occur in the periphery close to existing infrastructure.
- Opportunity sites identified with clear design and proposed uses identified.
- Open Space/Recreation and Amenity Lands would be preserved.

Type 2 (ii): "Less Consolidated, Less Compact"

- Gort to reach population allocation, resulting in balanced orderly development and implementation of the core strategy as contained in the Galway County Development Plan 2022-2024.
- This alternative involves preparing the Plan while not using the Serviced Land and Infrastructure Assessment approach.
- Additional infrastructure would be required to accommodate sporadic development, more than would be required for Alternative 1 'More Consolidated Development' and some development may have to be serviced by private waste water treatment systems, which would have to be properly maintained.
- Residential Development to take place on Residential Phase 1, Residential Infill, Residential Phase 2 and certain peripheral, outer fringe lands (beyond the existing LAP boundary) over the lifetime of the Plan, with 30% less likely to be achieved within the existing built-up footprint (in comparison with Type 2 (i)).
- Industry would occur at locations including those close to residential development.
- Creation of commercial/social centres throughout the Plan area and associated dispersal of Town Centre, commercial development and local services.
- Town centre development would be sporadic and uncoordinated around the Town centre zonings.
- Opportunity sites are identified but no clear guidance on the design parameters or uses identified.

6.5 Type 3: Transport Alternatives

A Local Transport Plan would assist in placing sustainable transport considerations to the forefront of land use planning decisions in the formulation of the Draft Plan. It would examine existing and proposed transport infrastructure for all modes of transport, including walking and cycling, and would provide some insight into existing transport patterns and constraints, facilitating the integration of land use and transport provisions.

- **Transport Alternative Type 3i**: Inform the Plan with a Local Transport Plan, which focuses on delivering travel solutions that support moving people from the private car to more sustainable modes.
- **Transport Alternative Type 3ii**: Do not inform the Plan with a Local Transport Plan, which focuses on delivering travel solutions that support moving people from the private car to more sustainable modes, relying solely on existing provisions, including those of the County Development Plans.

Section 7 Evaluation of Alternatives

7.1 Introduction

This section provides a comparative evaluation of the likely significant environmental effects of implementing available alternatives that are described in Section 6. This determination sought to understand whether each alternative was likely to improve conflict with or have a neutral interaction with the receiving environment.

7.2 Methodology

The relevant aspects of the current state of the environment (see Section 4) and the Strategic Environmental Objectives (see Section 5 and Table 7.1) are used in the assessment of alternatives.

The alternatives are evaluated using compatibility criteria (see Table 7.2 below) in order to determine how they would be likely to affect the status of the existing environment and the SEOs. The SEOs and the alternatives are arrayed against each other in order to demonstrate which interactions would cause effects on specific components of the environment. Where the appraisal identifies an interaction with the status of an SEO the relevant SEO code is entered into the relevant column.

The interactions identified are reflective of likely significant environmental effects:

- Interactions that would be *likely to improve the status* of a particular SEO would be likely to contribute towards a significant positive effect on the environmental component to which the SEO relates, including in-combination with the existing statutory planning/decision-making and consent-granting framework.
- Interactions that would *potentially conflict with the status* of *an SEO and would be likely to be mitigated* would be likely to result in potential significant negative effects; however, these effects could be mitigated by integrating measures into the Plan.
- Interactions that would probably *conflict with the status of an SEO and would be unlikely to be mitigated* would be likely to result in a significant residual negative effect on the environmental component to which the SEO relates.

Effects considered include secondary, cumulative, synergistic, short, medium and long-term permanent and temporary, positive and negative effects.

The degree of significance of effects occurring cannot be fully determined at this level of decision making due to the lack of exact detail available with regard to the type or scale of development that will be permitted under the Plan. However, a strategic assessment can be undertaken.

Table 7.1 Strategic Environmental Objectives[73]

Environmental Component	SEO Code	Guiding Principle	Strategic Environmental Objectives
Biodiversity, Flora and Fauna	**BFF**	No net contribution to biodiversity losses or deterioration	• To preserve, protect, maintain and, where appropriate, enhance the terrestrial, aquatic and soil biodiversity, particularly EU designated sites and protected species • Ensure no adverse effects on the integrity of any European site, with regard to its qualifying interests, associated conservation status, structure and function • Safeguard national, regional and local designated sites and supporting features which function as stepping stones for migration, dispersal and genetic exchange of wild species • Enhance biodiversity in line with the National Biodiversity Strategy and its targets • To protect, maintain and conserve natural capital

[73] See also Section 5.

Environmental Component	SEO Code	Guiding Principle	Strategic Environmental Objectives
Population and Human Health	**PHH**	Improve quality of life for all ages and abilities based on high-quality, serviced, well connected and sustainable residential, working, educational and recreational environments	• Promote economic growth to encourage retention of working age population and funding of sustainable development and environmental protection and management • Ensure that existing population and planned growth is matched with the required public infrastructure and the required services • Safeguard citizens from environment-related pressures and risks to health and well-being
Soil (and Land)	**S**	Ensure the long-term sustainable management of land	• Protect soils against pollution, and prevent degradation of the soil resource • Promote the sustainable use of infill and brownfield sites over the use of greenfield • Safeguard areas of prime agricultural land and designated geological sites
Water	**W**	Protection, improvement and sustainable management of the water resource	• Ensure that the status of water bodies is protected, maintained and improved in line with the requirements of the Water Framework Directive • Ensure water resources are sustainably managed to deliver proposed regional and County growth targets in the context of existing and projected water supply and wastewater capacity constraints ensuring the protection of receiving environments • Avoid inappropriate zoning and development in areas at risk of flooding and areas that are vulnerable to current and future erosion • Integrate sustainable water management solutions (such as SuDS, porous surfacing and green roofs) into development proposals
Material Assets	**MA**	Sustainable and efficient use of natural resources	• Optimise existing infrastructure and provide new infrastructure to match population distribution proposals - this includes transport infrastructure • Ensure access to affordable, reliable, sustainable and modern energy for all which encourages a broad energy generation mix to ensure security of supply – wind, solar, hydro, biomass, energy from waste and traditional fossil fuels • Promote the circular economy, reduce waste, and increase energy efficiencies • Ensure there is adequate sewerage and drainage infrastructure in place to support new development • Reduce the energy demand from the transport sector and support moves to electrification of road and rail transport modes • Encourage the transition to a zero-carbon economy by facilitating the development of a grid infrastructure to support renewables and international connectivity. Reduce the average energy consumption per capita including promoting energy efficient buildings, retrofitting, smart-buildings, cities and grids
Air	**A**	Support clean air policies that reduce the impact of air pollution on the environment and public health	• To avoid, prevent or reduce harmful effects on human health and the environment as a whole resulting from emissions to air from all sectors with particular reference to emissions from transport, residential heating, industry and agriculture • Maintain and promote continuing improvement in air quality through the reduction of emissions and promotion of renewable energy and energy efficiency • Promote continuing improvement in air quality • Reduction of emissions of sulphur dioxide, nitrogen oxides, volatile organic compounds, ammonia and fine particulate matter which are responsible for acidification, eutrophication and ground-level ozone pollution • Meet Air Quality Directive standards for the protection of human health — Air Quality Directive • Significantly decrease noise pollution and move closer to WHO recommended levels

Environmental Component	SEO Code	Guiding Principle	Strategic Environmental Objectives
Climatic Factors[74]	**C**	Achieving transition to a competitive, low carbon, climate-resilient economy that is cognisant of environmental impacts	• To minimise emissions of greenhouse gasses • Integrate sustainable design solutions into infrastructure (e.g. energy efficient buildings; green infrastructure) • Contribute towards the reduction of greenhouse gas emissions in line with national targets • Promote development resilient to the effects of climate change • Promote the use of renewable energy, energy efficient development and increased use of public transport
Cultural Heritage	**CH**	Safeguard cultural heritage features and their settings through responsible design and positioning of development	Protect places, features, buildings and landscapes of cultural, archaeological or architectural heritage
Landscape	**L**	Protect and enhance the landscape character	To implement the Plan's framework for identification, assessment, protection, management and planning of landscapes having regard to the European Landscape Convention

Table 7.2 Criteria for appraising the effect of the Alternatives on SEOs

Likely to **Improve** status of SEOs	Potential **Conflict** with status of SEOs - likely to be mitigated
+	-

7.3 Detailed Assessment of Alternatives

7.3.1 Effects Common to all Alternatives

Each of the alternatives would be part of a wider Plan envisaging – in compliance with the robust policy framework in place at national, regional and local level – sustainable development and compact growth in County Galway generally. As such, common environmental effects (as detailed on Table 7.3) would be present under Plans adopting each of the different alternatives, albeit often to varying degrees.

[74] Please also refer to relevant legislation and requirements under Section 4.10, Section 8 and Appendix II. Targets under the national Climate Action Plan are reviewed and updated periodically.

Table 7.3 Effects common to Plans adopting each of the different alternatives

Environmental Component	Significant Positive Environmental Effects, likely to occur	Potentially Significant Adverse Environmental Effects, if unmitigated
Biodiversity and Flora and Fauna	• Contribution towards protection of ecology (including designated sites, ecological connectivity and habitats) by facilitating development of lands (including those within and adjacent to central/core locations within the Plan area) that have relatively low levels of environmental sensitivities and are served (or can be more easily served) by infrastructure and services, thereby helping to avoid the need to develop more sensitive, less well-serviced lands elsewhere in the Plan area and beyond. • Sustains existing sustainable rural management practices – and the communities who support them – to ensure the continuation of long-established managed landscapes and the flora and fauna that they contain. • Sustains existing sustainable rural management practices – and the communities who support them – to ensure the continuation of long-established managed landscapes and the flora and fauna that they contain.	Arising from both construction and operation of development and associated infrastructure: • Loss of/damage to biodiversity in designated sites (including European Sites and Wildlife Sites) and Annexed habitats and species, listed species, ecological connectivity and non-designated habitats; and disturbance to biodiversity and flora and fauna; • Habitat loss, fragmentation and deterioration, including patch size and edge effects; and • Disturbance (e.g. due to noise and lighting along transport corridors) and displacement of protected species such as birds (e.g. wetland birds, swifts) and bats.
Population and Human Health	• Promotion of economic growth to encourage retention of working age population and funding of sustainable development and environmental protection and management. • Contribution towards appropriate provision of infrastructure and services to existing population and planned growth by facilitating compact development of lands (including those within and adjacent to central/core locations within the Plan area) that are served (or can be more easily served) by infrastructure and services, thereby helping to avoid the need to develop less well-serviced lands elsewhere in the Plan area and beyond. • Contribution towards the protection of human health by facilitating development of lands (including those within and adjacent to central/core locations within the Plan area) that have relatively low levels of environmental sensitivities and are served (or can be more easily served) by infrastructure and services, thereby helping to avoid the need to develop more sensitive, less well-serviced lands elsewhere in the Plan area and beyond.	• Potential adverse effects arising from flood events. • Potential interactions if effects arising from environmental vectors.
Soil	• Contribution towards the protection of soils (including those used for agriculture) and designated sites of geological heritage by facilitating development of lands (including those within and adjacent to central/core locations within the Plan area) that have relatively low levels of environmental sensitivities and are served (or can be more easily served) by infrastructure and services, thereby helping to avoid the need to develop more sensitive, less well-serviced lands elsewhere in the Plan area and beyond.	• Potential adverse effects on the hydrogeological and ecological function of the soil resource, including as a result of development on contaminated lands. • Potential for riverbank erosion.

Environmental Component	Significant Positive Effect, likely to occur	Potentially Significant Adverse Environmental Effects, if unmitigated
Water	• Contribution towards the protection of water by facilitating development of lands (including those within and adjacent to central/core locations within the Plan area) that have relatively low levels of environmental sensitivities and are served (or can be more easily served) by infrastructure and services, thereby helping to avoid the need to develop more sensitive, less well-serviced lands elsewhere in the Plan area and beyond.	• Potential adverse effects upon the status of water bodies and entries to the WFD Register of Protected Areas (ecological and human value), arising from changes in quality, flow and/or morphology. • Increase in flood risk and associated effects associated with flood events.
Material Assets	• Contribution towards appropriate provision of infrastructure and services to existing population and planned growth by facilitating compact development of lands (including those within and adjacent to central/core locations within the Plan area) that are served (or can be more easily served) by infrastructure and services, thereby helping to avoid the need to develop less well-serviced lands elsewhere in the Plan area and beyond. • Contribution towards limits in increases in energy demand from the transport sector by facilitating sustainable compact growth.	• Failure to provide adequate and appropriate waste water treatment (water services infrastructure and capacity ensures the mitigation of potential conflicts). • Failure to adequately treat surface water run-off that is discharged to water bodies (water services infrastructure and capacity ensures the mitigation of potential conflicts). • Failure to comply with drinking water regulations and serve new development with adequate drinking water (water services infrastructure and capacity ensures the mitigation of potential conflicts). • Increases in waste levels. • Potential impacts upon public assets and infrastructure. • Interactions between agricultural waste and soil, water, biodiversity and human health – including as a result of emissions of ammonia from agricultural activities (e.g. manure handling, storage and spreading) and the production of secondary inorganic particulate matter.
Air and Climatic Factors	• Contribution towards climate mitigation and adaptation and reduction of overall emissions to air by facilitating compact development of lands (including those within and adjacent to central/core locations within the Plan area) that are served (or can be more easily served) by infrastructure and services, thereby helping to avoid the need to develop less well-serviced lands elsewhere in the Plan area and beyond.	• Potential conflict between development under the Plan and aiming to reduce carbon emissions in line with local, national and European environmental objectives. • Potential conflicts between transport emissions, including those from cars, and air quality. • Potential conflicts between increased frequency of noise emissions and protection of sensitive receptors. • Potential conflicts with climate adaptation measures including those relating to flood risk management.
Cultural Heritage	• Contributes towards protection of cultural heritage elsewhere by facilitating development within the Plan area.	• Potential effects on protected and unknown archaeology and protected architecture arising from construction and operation activities.
Landscape	• Contributes towards protection of wider landscape and landscape designations by facilitating development within the Plan area.	• Occurrence of adverse visual impacts and conflicts with the appropriate protection of designations relating to the landscape.

7.3.2 Assessment of Type 2: Alternatives for Land Use Zoning

Alternative Type 2 (i): "More Consolidated, More Compact"

The more compact, serviced/serviceable land and infrastructure assessment approach under this alternative would allow for water supply, waste water, compact growth, public transport and co-ordinated development considerations to be integrated into the Plan to the highest degree.

The infrastructure required to be in place to achieve the growth targets is already in place or planned under this alternative.

The development of the Town Centre would be more compact and sustainable under this scenario and would support the longer-term viability of the settlement. 30% of Residential units would be expected within the existing built-up footprint.

Opportunity sites identified with clear design and proposed uses identified – making successful applications for the sustainable, compact development of the town more likely.

The approach under Alternative Type 2 (i): "More Compact Development" would benefit the protection of various environmental components. Although potentially adverse effects associated with land use development would exist, they would be mitigated to a significant degree.

Alternative Type 2 (ii): "Less Consolidated, Less Compact"

By not following a more compact, serviced/serviceable land and infrastructure assessment approach, this alternative would not allow for water supply, waste water, compact growth, public transport and co-ordinated development considerations to be integrated into the Plan to the highest degree.

Additional infrastructure would be required to accommodate sporadic development, more than would be required for Alternative 1 'More Compact Development' and some development may have to be serviced by private waste water treatment systems which would have to be properly maintained.

The development of the Town Centre would be less compact and less sustainable under this scenario and would not optimally support the longer-term viability of the settlement. 30% of Residential units would be less likely to be achieved within the existing built-up footprint (in comparison with Type 2 (i).

Opportunity sites are identified but no clear guidance on the design parameters or uses identified – making successful applications for the sustainable, compact development of the town less likely.

An opportunity to mitigate potentially adverse effects arising from land use development to a significant degree would have been missed by the approach under Alternative Type 2 (ii): "Less Compact Development".

Selected Alternative: Type 2 (i): "More Consolidated, More Compact"

Type 2 alternatives are assessed against Strategic Environmental Objectives on Table 7.4.

Table 7.4 Assessment of Type 2 Alternatives against Strategic Environmental Objectives

Alternative (selected alternative for the Draft Plan Type 2 (i) "More Compact Development"	Likely to **Improve** status of SEOs **+**		Potential **Conflict** with status of SEOs - likely to be mitigated **-**		Probable **Conflict** with status of SEOs - unlikely to be mitigated **-**	**No Likely** interaction with status of SEOs **0**
	to a **Greater** degree	to a **Lesser** degree	to a **Lesser** degree	to a **Greater** degree		
Type 2 (i): "More Consolidated, More Compact"	**BFF PHH S W MA A C CH L**		**BFF PHH S W MA A C CH L**			
Type 2 (ii): "Less Compact Development"		**BFF PHH S W MA A C CH L**		**BFF PHH S W MA A C CH L**		

7.3.3 Assessment of Type 3: Alternatives for Transport

Informing the Plan with a Local Transport Plan, which focuses on delivering travel solutions that support moving people from the private car to more sustainable modes, (**Transport Alternative Type 3i**) would provide a more coordinated and more orderly provision of transport infrastructure and services, with delivery of projects, and associated benefit with respect to sustainable mobility and compact development, more likely. This approach would be more likely to improve the potential for meeting important objectives relating to emissions and energy use. Potentially adverse impacts on environmental components including ecology and water would need to be adequately mitigated at project level.

Transport Alternative 2i would:

- Support greater alignment between and integration of land use planning and transport planning.
- Ensure the assessment of transport demand and its associated impact informs the scale of development proposals, including location, density, required transport infrastructure etc.
- Facilitate a greater shift towards a more sustainable, healthy, and low carbon-built environment.
- Prioritise of active travel measures and considerations in the formulation of development proposals, including the consideration of suitable land for development.
- Promote and encourage a modal shift from the private car to walking and cycling, particularly for short to medium distance trips.
- Prioritise walking, cycling and public transport accessibility.
- Result in improvements in the built environment for the safety and security of those walking and cycling.
- Potentially reduce traffic congestion at peak traffic times, improving road network reliability.

Alternative 3i would be more likely to result in more connected and accessible built environments, with associated positive benefits for the health and wellbeing of local communities. Alternative 3i would contribute to the transition of the Plan area to a more low-carbon, climate resilient and healthy urban environment, with reduced car dependency and an increase in sustainable travel such as walking and cycling.

Not informing the Plan with a Local Transport Plan, which focuses on delivering travel solutions that support moving people from the private car to more sustainable modes, (**Transport Alternative Type 3ii**) would provide a less coordinated and less orderly provision of transport infrastructure and services, with delivery of projects, and associated benefit with respect to sustainable mobility and compact development, less likely. This approach would be less likely to improve the potential for meeting important objectives relating to emissions and energy use. Potentially adverse impacts

arising from more coherently planned transport developments on environmental components, including ecology and water, could be mitigated at both Plan and project level.

Transport Alternative 3ii would:

- Increase the potential for land use planning and developments aspects of the Plan to be considered in isolation of transport planning considerations.
- Mean that the assessment of existing traffic, transport, and movement conditions within the Plan area would not be taken into account in the formulation of policies and objectives.
- Undermine ability to plan for efficient movement of people and services within the Plan area.
- Limit the ability and scope to plan for required transport interventions in the Plan area.
- Not inform site specific transport assessment for development proposals with a Local Transport Plan.
- Reduce support for modal shift from private car travel to active travel, including walking and cycling.

There would be greater potential for the existing pattern of car dependency to continue and increase under Alternative 3ii. Alternative 3ii would undermine policies and objectives supporting climate action and the transition to a more low-carbon urban environment. There would be potential for negative impacts on the health and wellbeing of local communities due to absence of measures for targeted active travel infrastructure.

Selected Alternative: Alternative Type 3i

Type 3 alternatives are assessed against Strategic Environmental Objectives on Table 7.5.

Table 7.5 Assessment of Type 3 Alternatives against Strategic Environmental Objectives

Transport Alternatives (selected alternative indicated in **bold**)	Likely to **Improve** status of SEOs **+**		Potential **Conflict** with status of SEOs - likely to be mitigated **-**		Probable **Conflict** with status of SEOs - unlikely to be mitigated **-**	**No Likely** interaction with status of SEOs **0**
	to a **Greater** degree	to a **Lesser** degree	to a **Lesser** degree	to a **Greater** degree		
3i. Inform the Plan with a Local Transport Plan	**BFF PHH S W MA A C CH L**		**BFF PHH S W MA A C CH L**			
3ii. Do not inform the Plan with a Local Transport Plan		**BFF PHH S W MA A C CH L**		**BFF PHH S W MA A C CH L**		

7.4 Reasons for Choosing the Selected Alternative in light of Other Reasonable Alternatives Considered

Selected alternatives for the Plan from each of the types of alternatives that emerged from the planning/SEA process are indicated above.

Alternatives were selected for the Plan having regard to both:

1. The environmental effects which are identified by the SEA and are detailed above; and
2. Planning - including social and economic - effects that also were considered.

Section 8 Evaluation of Draft Plan Provisions

8.1 Introduction

This section provides an assessment of environmental effects using the information on the current state of the environment (provided in Section 4) and the Strategic Environmental Objectives (see Table 8.1) from implementation of the Plan.

The Draft Plan provisions (and, in Section 7, the alternatives) are evaluated using compatibility criteria (see Table 8.2 below) in order to determine how they would be likely to affect the status of the existing environment and the SEOs. The SEOs and the Plan provisions (and, in Section 7, the alternatives) are arrayed against each other in order to demonstrate which interactions would cause effects on specific components of the environment. Where the appraisal identifies an interaction with the status of an SEO the relevant SEO code is entered into the relevant column.

The interactions identified are reflective of likely significant environmental effects:

- Interactions that would be *likely to improve the status* of a particular SEO would be likely to contribute towards a significant positive effect on the environmental component to which the SEO relates, including in-combination with the existing statutory planning/decision-making and consent-granting framework.

- Interactions that would *potentially conflict with the status* of *an SEO and would be likely to be mitigated* would be likely to result in potential significant negative effects; however, these effects will be mitigated by measures which have been integrated into the Plan, or associated County Development Plan, and residual effects would not be significant (see Table 8.3 of this report).

- Interactions that would probably *conflict with the status of an SEO and would be unlikely to be mitigated* would be likely to result in a significant residual negative effect on the environmental component to which the SEO relates.

Effects considered include secondary, cumulative, synergistic, short, medium and long-term permanent and temporary, positive and negative effects.

The degree of significance of effects occurring cannot be fully determined at this level of decision making due to the lack of exact detail available with regard to the type or scale of development that will be permitted under the Plan. However, a strategic assessment can be undertaken.

Table 8.1 Strategic Environmental Objectives[75]

Environmental Component	SEO Code	Guiding Principle	Strategic Environmental Objectives
Biodiversity, Flora and Fauna	**BFF**	No net contribution to biodiversity losses or deterioration	• To preserve, protect, maintain and, where appropriate, enhance the terrestrial, aquatic and soil biodiversity, particularly EU designated sites and protected species • Ensure no adverse effects on the integrity of any European site, with regard to its qualifying interests, associated conservation status, structure and function • Safeguard national, regional and local designated sites and supporting features which function as stepping stones for migration, dispersal and genetic exchange of wild species • Enhance biodiversity in line with the National Biodiversity Strategy and its targets • To protect, maintain and conserve natural capital
Population and Human Health	**PHH**	Improve quality of life for all ages and abilities based on high-quality, serviced, well connected and sustainable residential, working, educational and recreational environments	• Promote economic growth to encourage retention of working age population and funding of sustainable development and environmental protection and management • Ensure that existing population and planned growth is matched with the required public infrastructure and the required services • Safeguard citizens from environment-related pressures and risks to health and well-being
Soil (and Land)	**S**	Ensure the long-term sustainable management of land	• Protect soils against pollution, and prevent degradation of the soil resource • Promote the sustainable use of infill and brownfield sites over the use of greenfield • Safeguard areas of prime agricultural land and designated geological sites
Water	**W**	Protection, improvement and sustainable management of the water resource	• Ensure that the status of water bodies is protected, maintained and improved in line with the requirements of the Water Framework Directive • Ensure water resources are sustainably managed to deliver proposed regional and County growth targets in the context of existing and projected water supply and wastewater capacity constraints ensuring the protection of receiving environments • Avoid inappropriate zoning and development in areas at risk of flooding and areas that are vulnerable to current and future erosion • Integrate sustainable water management solutions (such as SuDS, porous surfacing and green roofs) into development proposals
Material Assets	**MA**	Sustainable and efficient use of natural resources	• Optimise existing infrastructure and provide new infrastructure to match population distribution proposals - this includes transport infrastructure • Ensure access to affordable, reliable, sustainable and modern energy for all which encourages a broad energy generation mix to ensure security of supply – wind, solar, hydro, biomass, energy from waste and traditional fossil fuels • Promote the circular economy, reduce waste, and increase energy efficiencies • Ensure there is adequate sewerage and drainage infrastructure in place to support new development • Reduce the energy demand from the transport sector and support moves to electrification of road and rail transport modes • Encourage the transition to a zero-carbon economy by facilitating the development of a grid infrastructure to support renewables and international connectivity. Reduce the average energy consumption per capita including promoting energy efficient buildings, retrofitting, smart-buildings, cities and grids

[75] See also Section 5

Environmental Component	SEO Code	Guiding Principle	Strategic Environmental Objectives
Air	**A**	Support clean air policies that reduce the impact of air pollution on the environment and public health	• To avoid, prevent or reduce harmful effects on human health and the environment as a whole resulting from emissions to air from all sectors with particular reference to emissions from transport, residential heating, industry and agriculture • Maintain and promote continuing improvement in air quality through the reduction of emissions and promotion of renewable energy and energy efficiency • Promote continuing improvement in air quality • Reduction of emissions of sulphur dioxide, nitrogen oxides, volatile organic compounds, ammonia and fine particulate matter which are responsible for acidification, eutrophication and ground-level ozone pollution • Meet Air Quality Directive standards for the protection of human health — Air Quality Directive • Significantly decrease noise pollution and move closer to WHO recommended level
Climatic Factors[76]	**C**	Achieving transition to a competitive, low carbon, climate-resilient economy that is cognisant of environmental impacts	• To minimise emissions of greenhouse gasses • Integrate sustainable design solutions into infrastructure (e.g. energy efficient buildings; green infrastructure) • Contribute towards the reduction of greenhouse gas emissions in line with national targets • Promote development resilient to the effects of climate change • Promote the use of renewable energy, energy efficient development and increased use of public transport
Cultural Heritage	**CH**	Safeguard cultural heritage features and their settings through responsible design and positioning of development	Protect places, features, buildings and landscapes of cultural, archaeological or architectural heritage
Landscape	**L**	Protect and enhance the landscape character	To implement the Plan's framework for identification, assessment, protection, management and planning of landscapes having regard to the European Landscape Convention

Table 8.2 Criteria for appraising the effect of the Plan provisions on SEOs

Likely to **Improve** status of SEOs	Potential **Conflict** with status of SEOs - likely to be mitigated	Probable **Conflict** with status of SEOs - unlikely to be mitigated	**No Likely** interaction with status of SEOs
+	-	-	0

[76] Please also refer to relevant legislation and requirements under Section 4.10 and Appendix II. Targets under the national Climate Action Plan are reviewed and updated periodically.

8.2 Cumulative Effects[77]

Cumulative effects are one of the types of effects which have been considered by the assessment of the alternatives. Cumulative effects can be described as the addition of many small impacts to create one larger, more significant, impact.

There are two types of potential cumulative effects that have been considered, namely:

- Potential *intra-Plan* cumulative effects - these arise from the interactions between different types of potential environmental effects resulting from a plan, programme, etc. Where there are elevated levels of environmental sensitivities (such as those identified under Section 4), future development could result in environmental conflicts and lead to a deterioration in environmental integrity. The interrelationships between environmental components that help determine these potential effects are identified on Table 8.4 e.g. interrelationships between: human health and water quality; human health and air quality; human health and flood risk; and ecology and water quality.
- Potential *inter-Plan* cumulative effects - these arise when the effects of the implementation of one plan occur in combination with those of other plans, programmes, developments, etc.

Effects that may arise as a result of implementing the Plan have been mitigated to the extent that the only residual adverse effects likely to occur as a result of implementation of the Plan are those which are identified under Table 8.3.

Other policies, plans and programmes that have been considered by the assessment of effects include those which are detailed under Section 2.5 (and associated Appendix II "Relationship with Legislation, Plans and Programmes"), Section 4 and Section 5. Plans and programmes from various sectors will interact with the Plan, including those relating to land use planning. These plans and programmes are subject to their own environmental assessment requirements as relevant. Examples include:

- Land use policy, plans and programmes (e.g. the National Planning Framework, the Northern and Western Regional Spatial and Economic Strategy, the Galway County Development Plan and adjoining County Development Plans and Local Area Plans)
- Galway Local Economic and Community Plan and the Local Economic and Community Plans of adjoining counties;
- Energy policy, plans and programmes (e.g. Shaping Our Electricity Future Version 1.1~~Grid25 and associated Implementation Programme~~ and the National Energy and Climate Plan 2021-2030);
- Climate related policy, plans and programmes (e.g. Climate Action and Low Carbon Development Act 2015, as amended, Climate Action Plan 2024, the National Adaptation Framework 2024 and the Galway Climate Action Plan 2024-2029);
- Water services, waste management and transport infrastructure plans (e.g. Uisce Éireann's Water Services Strategic Plan and associated Capital Investment Plan and National Waste Management Plan for a Circular Economy 2024); and
- Environmental protection and management plans (e.g. River Basin Management Plan and Flood Risk Management Plans).

Potential cumulative/in combination effects include:

- Contributions towards reductions in travel related greenhouse gas and other emissions to air, reductions in consumption from non-renewables and associated achievement of legally binding targets (in combination with plans and programmes from all sectors, including energy, transport and land use planning) as a result of facilitating:
    - Sustainable compact growth;
    - Sustainable mobility, including walking, cycling and public transport;
    - Drainage, flood risk management and resilience;

[77] The EPA's guidance note 'Good Practice Guidance note on cumulative effects assessment in SEA' has been considered in the assessment.

    - Sectors including agriculture, residential heating and infrastructure;
    - Sustainable design, energy efficiency and green infrastructure.
- Contributions towards travel related greenhouse gas and other emissions to air (in combination with plans and programmes from all sectors, including transport and land use planning) as a result of facilitating development which must be accompanied by road capacity;
- Facilitation of new development that is accompanied by appropriate levels of water services thereby contributing towards environmental protection;
- Need for and use of water and waste water treatment capacity arising from new developments and associated potential adverse effects;
- Potential cumulative effects upon surface and ground water status as a result of uses, within the Plan area and wider catchment, including housing, employment, agricultural and forestry – loadings and abstractions;
- Potential cumulative effects (habitat damage, enhancing ecological connectivity, contributing towards sustainable mobility) arising from linear developments, such as those relating to green infrastructure, including beyond the Plan boundary;
- Potential cumulative effects on flood risk by, for example, development of greenfield lands or obstruction of flood paths; and
- In combination with plans and programmes from all sectors potential adverse effects on all environmental components arising from all development in greenfield and brownfield areas (e.g. infrastructural, residential, economic, agricultural etc.). The type of these effects are consistent with those described on Table 8.3. These plans and programmes are required to comply with environmental legislation and undergo SEA and AA as relevant comply with environmental legislation while projects are subject to EIA and AA, as relevant.

These effects would have the potential, if unmitigated, if they occurred, to result in changes in the environment within and beyond the Plan area.

A variety of the issues covered by the Plan provisions are regional and county issues which are considered: at Regional Assembly level, in the Northern and Western RSES and by planning authorities across the Region; and at County level, including through the Galway County Development Plan. The solutions to these issues are often regional solutions which are subject to their own consenting procedures. Works arising outside of the Plan area as a result of providing for new development within the Plan area, including works arising as a result of the cumulative provision of development in the wider County and region, would potentially conflict with a number of environmental components, across the wider County and region and beyond, including: ecology, soil function, the status of water bodies and the landscape. Some of these conflicts would be mitigated by measures which will be integrated into the Plan while some will be mitigated by measures arising out of separate consent procedures.

8.3 Overall Evaluation

Galway County Council has integrated various recommendations arising from the SEA process into the Plan (see Section 9). Table 8.3 provides a detailed overall evaluation of the environmental effects arising from the Plan. The effects encompass all in-combination/cumulative effects arising from implementation of the Plan. The Plan would contribute towards the proper planning and sustainable development of the Plan area and the wider County and the effects are consistent with those identified by the SEA for the Galway County Development Plan 2022-2028.

The potentially significant adverse environmental effects (if unmitigated) arising from implementation of the Plan are detailed as are residual effects, taking into account mitigation integrated into both the Draft Plan and the Galway County Development Plan – see Section 9.

Environmental impacts which occur will be determined by the nature and extent of multiple or individual projects and site-specific environmental factors. Strategic Environmental Objective (SEO) codes are taken from Table 8.1.

Table 8.3 Overall Evaluation – Effects arising from the Plan

Environmental Component	Environmental Effects, in combination with the wider planning framework Effects include in-combination effects that are planned for through the wider planning framework including the NPF and associated NDP, the Northern and Western RSES, the Galway County Development Plan and adjacent Development Plans and lower-tier land use plans.			SEO Codes
	Significant Positive Effect, likely to occur	**Potentially Significant Adverse Environmental Effects, if unmitigated**	**Likely Residual Adverse Non-Significant Effects**	
Biodiversity and Flora and Fauna	• Contribution towards protection of ecology (including designated sites, ecological connectivity, habitats) by facilitating development of lands (including those within and adjacent to central/core locations within the Plan area) that have relatively low levels of environmental sensitivities and are served (or can be more easily served) by infrastructure and services, thereby helping to avoid the need to develop more sensitive, less well-serviced lands elsewhere in the Plan area and beyond. • Contribution towards the maintenance of existing green infrastructure and associated ecosystem services, listed species, ecological connectivity and non-designated habitats. • Contribution towards protection and/or maintenance of biodiversity and flora and fauna by contributing towards the protection of natural capital including the environmental vectors of air, water and soil. Biodiversity and flora and fauna includes biodiversity in designated sites (including European Sites and Wildlife Sites) and Annexed habitats and species (including birds and bats), listed/protected species, ecological connectivity and non-designated habitats (including terrestrial and aquatic habitats), and disturbance to biodiversity and flora and fauna – including terrestrial and aquatic biodiversity and flora and fauna. • Sustains existing sustainable rural management practices – and the communities who support them – to ensure the continuation of long-established managed landscapes and the flora and fauna that they contain.	Arising from both construction and operation of development and associated infrastructure: • Loss of/damage to biodiversity in designated sites (including European Sites and Wildlife Sites) and Annexed habitats and species, listed species, ecological connectivity and non-designated habitats; and disturbance to biodiversity and flora and fauna; • Habitat loss, fragmentation and deterioration, including patch size and edge effects; and • Disturbance (e.g. due to noise and lighting along transport corridors) and displacement of protected species such as birds and bats.	• Loss of an extent of non-protected habitats and species arising from the replacement of semi-natural land covers with artificial surfaces. • Losses or damage to ecology (these would be in compliance with relevant legislation).	**BFF**

Environmental Component	Environmental Effects, in combination with the wider planning framework Effects include in-combination effects that are planned for through the wider planning framework including the NPF and associated NDP, the Northern and Western RSES, the Galway County Development Plan and adjacent Development Plans and lower-tier land use plans.			SEO Codes
	Significant Positive Effect, likely to occur	**Potentially Significant Adverse Environmental Effects, if unmitigated**	**Likely Residual Adverse Non-Significant Effects**	
Population and Human Health	• Promotion of economic growth to encourage retention of working age population and funding of sustainable development and environmental protection and management. • Contribution towards appropriate provision of infrastructure and services to existing population and planned growth by facilitating compact development of lands (including those within and adjacent to central/core locations within the Plan area) that are served (or can be more easily served) by infrastructure and services, thereby helping to avoid the need to develop less well-serviced lands elsewhere in the Plan area and beyond • Contribution towards the protection of human health by facilitating development of lands (including those within and adjacent to central/core locations within the Plan area) that have relatively low levels of environmental sensitivities and are served (or can be more easily served) by infrastructure and services, thereby helping to avoid the need to develop more sensitive, less well-serviced lands elsewhere in the Plan area and beyond. • Contributes towards protection of human health as a result of contributing towards the protection of natural capital including environmental vectors, such as air and water.	• Potential adverse effects arising from flood events. • Potential interactions if effects arising from environmental vectors.	• Potential interactions with residual effects on environmental vectors – please refer to residual adverse effects under "Soil", "Water" and "Air and Climatic Factors" below.	**PHH**
Soil	• Contribution towards the protection of soils and designated sites of geological heritage by facilitating development of lands (including those within and adjacent to central/core locations within the Plan area) that have relatively low levels of environmental sensitivities and are served (or can be more easily served) by infrastructure and services, thereby helping to avoid the need to develop more sensitive, less well-serviced lands elsewhere in the Plan area and beyond. • Contribution towards the protection of the environment from contamination.	• Potential adverse effects on the hydrogeological and ecological function of the soil resource, including as a result of development on contaminated lands. • Potential for riverbank erosion.	• Loss of an extent of soil function arising from the replacement of semi-natural land covers with artificial surfaces. • Coastal and riverbank erosion will continue to occur naturally over time and is likely to be enhanced by climate change.	**S**

Environmental Component	Environmental Effects, in combination with the wider planning framework Effects include in-combination effects that are planned for through the wider planning framework including the NPF and associated NDP, the Northern and Western RSES, the Galway County Development Plan and adjacent Development Plans and lower-tier land use plans.			SEO Codes
	Significant Positive Effect, likely to occur	**Potentially Significant Adverse Environmental Effects, if unmitigated**	**Likely Residual Adverse Non-Significant Effects**	
Water	• Contribution towards the protection of water by facilitating development of lands (including those within and adjacent to central/core locations within the Plan area) that have relatively low levels of environmental sensitivities and are served (or can be more easily served) by infrastructure and services, thereby helping to avoid the need to develop more sensitive, less well-serviced lands elsewhere in the Plan area and beyond. • Contributions towards the protection of water resources including the status of surface and groundwaters and water-based designations. • Contribution towards flood risk management and appropriate drainage.	• Potential adverse effects upon the status of water bodies and entries to the WFD Register of Protected Areas (ecological and human value), arising from changes in quality, flow and/or morphology. • Increase in flood risk and associated effects associated with flood events.	• Any increased loadings as a result of development to comply with the River Basin Management Plan. • Flood related risks remain due to uncertainty with regard to extreme weather events – however such risks will be mitigated by measures that have been integrated into the Plan.	**W**
Material Assets	• Contribution towards appropriate provision of infrastructure and services to existing population and planned growth by facilitating compact development of lands (including those within and adjacent to central/core locations within the Plan area) that are served (or can be more easily served) by infrastructure and services, thereby helping to avoid the need to develop less well-serviced lands elsewhere in the Plan area and beyond. • Contribution towards compliance with national and regional water services and waste management policies. • Contribution towards increase in renewable energy use by facilitating renewable energy and electricity transmission infrastructure developments. • Contribution towards limits in increases in energy demand from the transport sector by facilitating sustainable compact growth. • Contribution towards reductions in average energy consumption per capita including promoting sustainable compact growth, sustainable mobility, sustainable design and energy efficiency.	• Failure to provide adequate and appropriate waste water treatment (water services infrastructure and capacity ensures the mitigation of potential conflicts). • Failure to adequately treat surface water run-off that is discharged to water bodies (water services infrastructure and capacity ensures the mitigation of potential conflicts). • Failure to comply with drinking water regulations and serve new development with adequate drinking water (water services infrastructure and capacity ensures the mitigation of potential conflicts). • Increases in waste levels. • Potential impacts upon public assets and infrastructure. • Interactions between agricultural waste and soil, water, biodiversity and human health – including as a result of emissions of ammonia from agricultural activities (e.g. manure handling, storage and spreading) and the production of secondary inorganic particulate matter.	• Exceedance of capacity in critical infrastructure risks remain, including due to uncertainty with regard to climate – however, such risks will be mitigated by: measures, including those requiring the timely provision of critical infrastructure, and compliance with the Water Framework Directive and associated River Basin Management Plan. • Residual wastes to be disposed of in line with higher-level waste management policies. • Any impacts upon public assets and infrastructure to comply with statutory planning/consent-granting framework.	**MA**

Environmental Component	Environmental Effects, in combination with the wider planning framework Effects include in-combination effects that are planned for through the wider planning framework including the NPF and associated NDP, the Northern and Western RSES, the Galway County Development Plan and adjacent Development Plans and lower-tier land use plans.			SEO Codes
	Significant Positive Effect, likely to occur	**Potentially Significant Adverse Environmental Effects, if unmitigated**	**Likely Residual Adverse Non-Significant Effects**	
Air and Climatic Factors	• Contribution towards climate mitigation and adaptation by facilitating compact development of lands (including those within and adjacent to central/core locations within the Plan area) that are served (or can be more easily served) by infrastructure and services, thereby helping to avoid the need to develop less well-serviced lands elsewhere in the Plan area and beyond. • In combination with other plans, programmes etc., contribution towards the objectives of the wide policy framework relating to climate mitigation and adaptation, and associated contribution towards maintaining and improving air quality and managing noise levels, including through measures relating to: o Sustainable compact growth; o Sustainable mobility, including walking, cycling and public transport; o Drainage, flood risk management and resilience; o Sectors including agriculture, residential heating and infrastructure; o Sustainable design, energy efficiency and green infrastructure.	• Potential conflict between development under the Plan and aiming to reduce carbon emissions in line with local, national and European environmental objectives. • Potential conflicts between transport emissions, including those from cars, and air quality[78]. • Potential conflicts between increased frequency of noise emissions and protection of sensitive receptors[79]. • Potential conflicts with climate adaptation measures including those relating to flood risk management.	• An extent of travel related greenhouse gas and other emissions to air. This has been mitigated by provisions which have been integrated into the Plan, including those relating to sustainable compact growth and sustainable mobility. • Interactions between noise emissions and sensitive receptors. Various provisions have been integrated into the Plan to ensure that noise levels at sensitive receptors will be minimised.	**AC**
Cultural Heritage	• Contributes towards protection of cultural heritage elsewhere by facilitating development within the Plan area. • Contributes towards protection of cultural heritage within the Plan area by facilitating brownfield development and regeneration.	• Potential effects on protected and unknown archaeology and protected architecture arising from construction and operation activities.	• Potential effects on known architectural and archaeological heritage and unknown archaeology however, these will occur in compliance with legislation.	**CH**
Landscape	• Contributes towards protection of wider landscape and landscape designations by facilitating development within the Plan area.	• Occurrence of adverse visual impacts and conflicts with the appropriate protection of designations relating to the landscape.	• Landscapes will change overtime as a result of natural changes in vegetation cover combined with new developments that will occur in compliance with the Plan's landscape protection measures.	**L**

[78] Although road transport interventions would be likely to result in an overall reduction in traffic flows and associated interactions with air, noise and human heath, there would be potential for displacement of traffic to lead to localised increases traffic flows and associated localised potential impacts in terms of increased population exposure to air pollutants and/or elevated noise levels, both within the Plan area and beyond.

[79] Although road transport interventions would be likely to result in an overall reduction in traffic flows and associated interactions with air, noise and human heath, there would be potential for displacement of traffic to lead to localised increases traffic flows and associated localised potential impacts in terms of increased population exposure to air pollutants and/or elevated noise levels, both within the Plan area and beyond.

8.4 Appropriate Assessment and Strategic Flood Risk Assessment

Stage 2 Appropriate Assessment (AA) is being undertaken alongside the preparation of the Plan. The requirement for AA is provided under the EU Habitats Directive (Directive 1992/43/EEC). The AA assesses the effects of the Plan on European Sites designated for certain habitats and species. The emerging conclusion of the AA is that the Draft Plan will not affect the integrity of the Natura 2000 network[80].

A Strategic Flood Risk Assessment (SFRA) has been undertaken as part of the preparation of the Local Area Plan. Requirements in relation to SFRA are provided under 'The Planning System and Flood Risk Management Guidelines for Planning Authorities' (Department of Environment and Office of Public Works, 2009) and associated Department of the Environment, Community and Local Government Circular PL2/2014. The SFRA has informed both the land use zoning and the written provisions of the Local Area Plan.

8.5 Interrelationship between Environmental Components

The SEA Directive requires the Environmental Report to include information on the likely significant effects on the environment, including on issues such as biodiversity, fauna, flora, population, human health, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors.

Likely significant effects on environmental components which are identified include those which are interrelated; implementation of the Plan will not affect the interrelationships between these components. The presence of significant interrelationships between environmental components is identified on Table 8.4.

[80] Except as provided for in Article 6(4) of the Habitats Directive, viz. There must be:
(a) no alternative solution available;
(b) imperative reasons of overriding public interest for the plan/programme/project to proceed; and
(c) adequate compensatory measures in place.

Table 8.4 Presence of Interrelationships between Environmental Components

Component	Biodiversity, flora and fauna	Population and human health	Soil	Water	Air and Climatic factors	Material assets	Cultural heritage	Landscape
Biodiversity, flora and fauna		Yes	Yes	Yes	Yes	Yes	No	Yes
Population and Human Health			Yes	Yes	Yes	Yes	No	No
Soil				Yes	No	Yes	No	No
Water					No	Yes	No	No
Air and Climatic Factors						Yes	No	No
Material Assets							Yes	Yes
Cultural Heritage								Yes
Landscape								

8.6 Detailed Evaluation

For an explanation of SEO codes e.g. **BFF**, **PHH**, **S**, **W**, etc. refer to Table 8.1 on page 65.

The following applies to each of the sub-sections 8.6.1 to 8.6.3 below:

The Plan is situated in a hierarchy of documents setting out public policy setting out public policy for, among other things, land use planning, infrastructure, sustainable development, tourism, environmental protection and environmental management, such as the National Planning Framework, the National Development Plan, the National Climate Action Plan 2024, the National Adaptation Framework 2024, the Regional Spatial and Economic Strategy for the Northern and Western Region, the Galway County Development Plan, the Galway Climate Action Plan 2024-2029 and the Galway Local Economic and Community Plan 2024 (for additional detail please refer to Section 2.5 *"Relationship with other relevant Plans and Programmes"* in this report).

These other existing policies, plans etc. have been subject to their own environmental assessment processes, as relevant, and already provide for various measures that have been compiled into the Plan. The Plan aligns with these documents and will be incorporated into the review and preparation of these documents.

Lower tier plans and projects must be consistent and comply with the provisions of the Plan and of these other policies, plans etc. and will be subject to their own project level EIA and AA requirements as relevant. An assessment of cumulative effects is provided at Section 8.2 of this report.

8.6.1 Vision and Strategic Aims

	Likely to **Improve** status of SEOs +	Potential **Conflict** with status of SEOs - likely to be mitigated -	Probable **Conflict** with status of SEOs - unlikely to be mitigated -	**No Likely** interaction with status of SEOs 0
The Draft Plan sets out a Vision as follows: "Gort is a Self-Sustaining, vibrant, and socially inclusive town with a focus on protecting and enhancing its historical core, natural environment, supporting an educated workforce, and providing a range of supporting services/facilities/amenities. This plan will be delivered through a managed and phase development strategy of appropriately zoned and serviced lands to achieve balanced and sustainable growth for Gort and the immediate environment that it serves." The following strategic aims will assist in delivering the vision for Gort: • Promote Gort as a Self-Sustaining Town as set out in the GCDP 2022 – 2028 and continue to support a sustainable level of population growth as established in the Core Strategy up to 2028 and beyond. • Support the delivery of residential units on appropriately zoned land targeted in the Housing Strategy set out in Chapter 2 of the GCDP 2022 – 2028, encouraging sequential and compact growth in the town. • Promote the reuse of existing buildings for residential use, where appropriate, having regard to the receiving environment, access to services, capacity of public infrastructure, and the delivery of a high quality of residential amenity. • The strategic location of Gort shall be harnessed to enhance the economic and employment potential of the town, by creating sustainable employment opportunities, supported by investment on appropriately zoned lands. • Maintain a strong and vibrant town centre that sustains the ability to attract new businesses, which meets the retail and service needs of the town and surrounding areas. • Support the principle of the Gort Inse Guaire Town Centre First Plan (September 2023) which seeks to deliver holistic sustainable regeneration	**BFF PHH S W MA A C CH L**	**BFF PHH S W MA A C CH L**		

for the current and future needs of the local community through engagement with local business owners, community representatives, and stakeholders. • Encourage and foster appropriate tourism opportunities that capitalise on Gort's tourist potential and better promote itself as a traditional Irish market town, with strong links to its natural, cultural and architectural heritage. • Provide suitable recreation facilities, amenities and support services that shall promote an inclusive and cohesive local environment and serve the needs of the whole community. • Support the redevelopment of underutilised buildings within the town centre to accommodate multi-functional community and cultural spaces, to facilitate the growth of remote-working, cultural, creative and community sectors in the town centre. • Protect and enhance the heritage and character of Gort, including the natural assets, environment, built heritage, public realm, local character, and amenity for the benefit of current and future generations. • Actively encourage sustainable mobility, including walking and cycling, in accordance with the aspirations of the LTP and support the continued provision of investment in public transport and active travel infrastructure.				

Commentary

The assessment of the Plan's Strategic Aims against Strategic Environmental Objectives (SEOs BFF, PHH, S, W, MA, A, C, CH and L) is consistent with the:

- Environmental effects detailed under subsections 8.2 to 8.7 of this report; and
- Assessments of the selected alternatives for the Plan provided at Section 7 of this report.

Implementing the Plan will help to direct incompatible development away from the most sensitive areas in the town and focus on directing compact, sustainable development within the existing envelope of the Plan area. Development of these generally more robust, well-serviced and well-connected areas of the town will contribute towards environmental protection and sustainable development, including climate mitigation and adaptation. Compact development can be accompanied by placemaking initiatives to enable the town to become a more desirable place to live – so that it maintains populations and services. Compatible sustainable development in the town's sensitive areas is also provided for, subject to various requirements relating to environmental protection and management being met.

The Vision and Strategic Aims would contribute towards the Statutory consent granting and decision-making framework for land use developments and activities and sustainable development of the Plan area, in combination with other Plan provisions and other plans, programmes, strategies, etc. Potential adverse environmental effects arising from land use development and activities include in-combination effects arising from services and infrastructure to service development, for example those relating to water services, transport and energy.

The SEA process that is being undertaken alongside the preparation of the Plan has brought about various changes to the emerging Plan through an iterative process. Some of these measures are reproduced under Section 9 "Mitigation Measures" of this report. By integrating SEA recommendations into the Plan, Galway County Council is helping to ensure that:

- The potential significant adverse effects of implementing the Plan, in combination with implementation of other provisions from the Plan and other plans, programmes, etc., are avoided, reduced or offset; and
- The beneficial environmental effects of implementing the Plan, in combination with implementation of other provisions from the Plan and other plans, programmes, etc., are maximised.

The Vision and Strategic Aims will contribute towards the sustainable development of the Plan area and the protection and management of the environment.

8.6.2 Land Use Zoning, Development Management Guidelines and Opportunity Sites

	Likely to **Improve** status of SEOs +	Potential **Conflict** with status of SEOs - likely to be mitigated -	Probable **Conflict** with status of SEOs - unlikely to be mitigated -	**No Likely** interaction with status of SEOs 0
The Local Area Plan provides for land use zoning across the Plan area and guidance on relating to land use developments and activities, including development management guidelines and standards relating to flood risk. Opportunity Sites identified comprise Opportunity Site 1 – Town Centre Georges Street & Loughrea Road, Opportunity Site 2 – The Barracks, Opportunity Site 3 – Courtney's Lane and Opportunity Site 4 – Community Lands.	**BFF PHH S W MA A C CH L**	**BFF PHH S W MA A C CH L**		

Commentary

The assessment of the Plan's land use zoning and associated provisions against Strategic Environmental Objectives (SEOs BFF, PHH, S, W, MA, A, C, CH and L) is consistent with the:

- Environmental effects detailed under subsections 8.2 to 8.7 of this report; and
- Assessments of the selected alternatives for the Plan provided at Section 7 of this report.

Implementing the Plan will help to direct incompatible development away from the most sensitive areas in the town and focus on directing compact, sustainable development within the existing envelope of the Plan area. Development of these generally more robust, well-serviced and well-connected areas of the town will contribute towards environmental protection and sustainable development, including climate mitigation and adaptation. Compact development can be accompanied by placemaking initiatives to enable the town to become a more desirable place to live – so that it maintains populations and services. Compatible sustainable development in the town's sensitive areas is also provided for, subject to various requirements relating to environmental protection and management being met.

These provisions would contribute towards the Statutory consent granting and decision-making framework for land use developments and activities and sustainable development of the Plan area, in combination with other Plan provisions and other plans, programmes, strategies, etc. Potential adverse environmental effects arising from land use development and activities include in-combination effects arising from services and infrastructure to service development, for example those relating to water services, transport and energy.

The SEA process that is being undertaken alongside the preparation of the Plan has brought about various changes to the emerging Plan through an iterative process. Some of these measures are reproduced under Section 9 "Mitigation Measures" of this report. By integrating SEA recommendations into the Plan, Galway County Council is helping to ensure that:

- The potential significant adverse effects of implementing the Plan, in combination with implementation of other provisions from the Plan and other plans, programmes, etc., are avoided, reduced or offset; and
- The beneficial environmental effects of implementing the Plan, in combination with implementation of other provisions from the Plan and other plans, programmes, etc., are maximised.

Environmental considerations were integrated into the Local Area Plan's zoning through an interdisciplinary approach, which was informed by the environmental considerations identified by the SEA, AA and SFRA processes.

Zoning has been applied in a way that primarily seeks to achieve sustainable and compact growth, taking into account the various requirements set out in the higher-level NPF, Western and Northern RSES and Galway County Development Plan 2022-2028.

The detailed Plan preparation process undertaken by the Planning Department combined with specialist input from the SFRA process facilitated zoning that helps to avoid inappropriate development being permitted in areas of high flood risk. Also taken into account were environmental sensitivities relating to ecology, cultural heritage, landscape and water.

Opportunity Sites are identified by the Plan, which would, if developed, contribute to the enhancement of the public realm, streetscape, vibrancy, vitality, and the retail/services offer in the town.

8.6.3 Policy Objectives

	Likely to **Improve** status of SEOs +	Potential **Conflict** with status of SEOs - likely to be mitigated -	Probable **Conflict** with status of SEOs - unlikely to be mitigated -	**No Likely** interaction with status of SEOs 0
The Local Area Plan provides for various provisions, including the following policy objectives: GSST 1 Consistency with Core Strategy GSST 2 Service - Led Development GSST 3 Environmental Assessment GSST 4 Compact Growth GSST 5 Opportunity Sites GSST 6 Residential Development Phasing GSST 7 Residential Infill Development GSST 8 Sequential Development GSST 9 Town Centre GSST 10 Proliferation of Individual Uses GSST 11 Gort Inse Guaire Town Centre First Plan GSST 12 Shop Front Design GSST 13 Social Inclusion and Universal Design and Access GSST 14 Community Facilities GSST 15 Educational Facilities in Gort GSST 16 Business and Technology GST 17 Business and Enterprise GSST 18 Industrial GSST 19 Open Space, Recreation and Amenity GSST 20 New Playground/Recreational Area GSST 21 Tourism GSST 22 The River Walk GSST 23 Agriculture GSST 24 Public Utilities GSST 25 Constrained Land Use GSST 26 Active Land Management in Gort GSST 27 Social and Affordable Housing GSST 28 Housing for Older persons - Housing for People with Special Needs GSST 29 Other Residential Development GSST 30 Traveller Accommodation GSST 31 Water Supply and Water Conservation GSST 32 High Quality and Contextually Sensitive Design GSST 33 Public Spaces and Streets GSST 34 Spatial Definition and Animation GSST 35 Green Infrastructure GSST 36 Street-Oriented Development and Responsive Frontages GSST 37 Views and Prospects GSST 38 Design Statements	**BFF PHH S W MA A C CH L**	**BFF PHH S W MA A C CH L**		

GSST 39 Architectural Heritage GSST 40 Architectural Conservation Areas GSST 41 Development/Works relating to Protected Structures and Architectural Conservation Area GSST 42 Zones of Archaeological Notification GSST 43 Archaeology and Infrastructure Schemes GSST 44 Local Transport Plan GSST 45 Transportation Infrastructure GSST 46 Sustainable Transportation GSST 47 Pedestrian and Cycle Network GSST 48 Pedestrian Crossings GSST 49 Traffic and Transport Assessment (TTA) and Road Safety Audits (RSA) GSST 50 Preservation of Routes, Road Upgrades and Infrastructure Provision GSST 51 Reservation of Access Points GSST 52 Road Junction Improvements GSST 53 Climate Change GSST 54 Climate Change and Local Renewable Energy Sources GSST 55 European Sites GSST 56 Trees, Parkland/Woodland and Hedgerows GSST 57 Biodiversity & Ecological Networks GSST 58 Flood Risk Management Guidelines GSST 59 Flood Risk Management and Assessment GSST 60 Principles of Flood Risk Management Guidelines GSST 61 Surface Water Drainage and Sustainable Drainage Systems (SuDs) GSST 62 Protection of Waterbodies and Watercourses GSST 63 Flood Risk Assessment for Planning Applications and CFRAMS GSST 64 Flood Risk Assessment and Climate Change GSST 65 River Basin Management Plan and Protection of Waters GSST 66 Flood Vulnerable Zones GSST 67 Flood Risk Management GSST 68 Waste Prevention, Reduction and Recycling GSST 69 Broadband & Telecommunications GSST 70 Open Access Fibre Ducting GSST 71 Electricity Supply GSST 72 Renewable Energy GSST 73 Development Management Standards, Guidelines and Other Provisions GSST 74 Implementation and Monitoring				

Commentary

The assessment of the Plan's Policy Objectives against Strategic Environmental Objectives (SEOs BFF, PHH, S, W, MA, A, C, CH and L) is consistent with the:

- Environmental effects detailed under subsections 8.2 to 8.7 of this report; and
- Assessments of the selected alternatives for the Plan provided at Section 7 of this report.

Implementing the Plan will help to direct incompatible development away from the most sensitive areas in the town and focus on directing compact, sustainable development within the existing envelope of the Plan area. Development of these generally more robust, well-serviced and well-connected areas of the town will contribute towards environmental protection and sustainable development, including climate mitigation and adaptation. Compact development can be accompanied by placemaking initiatives to enable the town to become a more desirable place to live – so that it maintains populations and services. Compatible sustainable development in the town's sensitive areas is also provided for, subject to various requirements relating to environmental protection and management being met.

The Policy Objectives would contribute towards the Statutory consent granting and decision-making framework for land use developments and activities and sustainable development of the Plan area, in combination with other Plan provisions and other plans, programmes, strategies, etc. Potential adverse environmental effects arising from land use development and activities include in-combination effects arising from services and infrastructure to service development, for example those relating to water services, transport and energy.

Policy Objectives relating to town centre and residential development and regeneration would contribute towards the vibrancy, diversity, vitality, attractiveness, safety, liveability and compact growth of Gort.

Opportunity Sites are identified by the Plan, which would, if developed, contribute to the enhancement of the public realm, streetscape, vibrancy, vitality, and the retail/services offer in the town.

Tourism development would have the potential to contribute towards an increase in the number and dwell time of visitors and associated potential adverse effects. Such effects would include in-combination effects arising from services and infrastructure to service development, including tourism. Examples may include developments/operation of developments relating to water services, transport, energy, access or accommodation. The mitigation of potential adverse effects arising would be contributed towards by Plan/wider planning framework provisions including those relating to infrastructure capacity, visitor management, green infrastructure and ecosystem services.

The development of new and existing walking and cycling networks has the potential to contribute towards sustainable mobility and a better management of mobility and tourism in sensitive areas, thereby benefitting various environmental components including habitats at certain locations. The development of these projects, however, presents a variety of potentially adverse environmental effects that would, if unmitigated, have the potential to arise from both the construction and operation of such developments and/or their ancillary infrastructure. These types of infrastructure are often constructed in ecologically and visually sensitive areas adjacent to the banks of rivers and streams. Potential adverse effects would be mitigated both by measures which have been integrated into the Plan which provide for and contribute towards environmental protection, environmental management and sustainable development (including those identified at Section 9 of this report) and by measures arising from lower tier assessments (including those for the preparation of lower tier plans and projects).

Various Policy Objectives would contribute towards the Statutory consent granting and decision-making framework for land use developments and activities, and sustainable development of the Plan area, in combination with other Plan provisions and other plans, programmes, strategies, etc. These include:

- The National Climate Action Plan 2024;
- Galway County Council's Climate Action Plan 2024-2029;
- The National Planning Framework, which has identified National Strategic Outcome Objectives 8 "Build Climate Resilience" and 9 "Support the transition to low carbon and clean energy" under National Strategic Outcome 8 "Transition to a Low Carbon and Climate Resilient Society"; and
- The Western and Northern Regional Spatial and Economic Strategy that has identified various Regional Policy Objectives relating to climate action, including:
    - RPO 4.16 The NWRA shall co-ordinate the identification of potential renewable energy sites of scale in collaboration with Local Authorities and other stakeholders within 3 years of the adoption of the RSES. The identification of such sites (which may extend to include energy storage solutions) will be based on numerous site selection criteria including environmental matters, and potential grid connections.
    - RPO 4.17 To position the region to avail of the emerging global market in renewable energy by: Stimulating the development and deployment of the most advantageous renewable energy systems; Supporting research and innovation; Encouraging skills development and transferability; Raising awareness and public understanding of renewable energy and encourage market opportunities for the renewable energy industry to promote the development and growth of renewable energy businesses; Encourage the development of the transmission and distribution grids to facilitate the development of renewable energy projects and the effective utilisation of the energy generated from renewable sources having regard to the future potential of the region over the lifetime of the Strategy and beyond.
    - RPO 4.18 Support the development of secure, reliable and safe supplies of renewable energy, to maximise their value, maintain the inward investment, support indigenous industry and create jobs.
    - RPO 4.20 Support and encourage the development of the bio-economy sector, and facilitate its development for energy production, heat, and storage distribution, in particular advocating Combined Heat and Power Units integrated into District Heating networks, in combination with Pyrogenic Carbon Capture and Storage (PyCCS) or Bio-Energy Carbon capture and storage (BECCS) all to be done in collaboration with EPA and other regulators.
    - 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.
    - RPO 5.1 The Assembly will support through CARO and Local Authorities the preparation and implementation of Local Climate Strategies which will, inter alia, address vulnerability to climate risks and provide prioritised actions in accordance with the guiding principles of the National Adaptation Framework.
    - PO 6.51 Promote values and policies that make it easy to commute between home, work and school across the region in a way that contributes to a healthy, attractive and climate-friendly region.

Policy Objectives relating to energy, would contribute towards achieving various government objectives and targets including those relating to energy security, climate mitigation and reducing greenhouse gas emissions and increasing the amount of energy to be consumed from renewable sources. Further general commentary on the types of potential effects arising from certain renewable energy types is provided below.

Bio-Energy
Positive Effects: Contribution towards renewable energy and minimisation of greenhouse gases targets. Can provide for the use of agricultural and other wastes
Potential Negative Effects, if unmitigated:

- Potential impact upon designated and non-designated biodiversity and flora and fauna arising from changes in vegetation. Soil structure may also be impacted upon.
- Changes in farming practices may lead to changes in drainage and runoff which could impact upon biological and chemical status of waters - - this could interact with drinking water sources and biodiversity
- Potential human health impact: odour and noise from operation of plants

- Potential impacts upon traffic during operation due to transportation of fuel to plants
- Fuels derived from bio-mass still produce emissions however these are less than those derived from fossil fuels
- Changes to the land cover of areas could occur however visual impacts would depend on perception of the relevant area;
- Biomass plants may have visual impacts - these would depend on perception of the relevant area

Geothermal Energy
Positive Effects: Contribution towards renewable energy and minimisation of greenhouse gases targets
Potential Negative Effects, if unmitigated:

- Potential impacts upon the status of waters and ecology contained within, especially arising from changes in the temperature of groundwater which can impact upon the structure and ecology of the aquifer and any dependent surface waters - this could interact with drinking water sources
- Potential interactions leading to change in structure of soil and geology
- Potential impacts upon archaeology, including unknown underground archaeology
- Potential impacts upon on site water services
- Potential impacts upon context of archaeological and architectural heritage arising from surface installation
- Large scale installations may have visual impacts – these would depend on perception of the relevant area

Hydro-Energy
Positive Effects: Contribution towards renewable energy and minimisation of greenhouse gases targets
Potential Negative Effects, if unmitigated:

- Depending on the scale and location of the development there is potential for impacts to occur on biodiversity, in particular aquatic biodiversity
- Potential to impact upon the morphological, biological and chemical status of waters - this could interact with drinking water sources (in freshwater) and biodiversity
- Potential interactions leading to change in structure of soil and geology
- Operation could impact upon flood risk elsewhere
- Potential impacts upon archaeological heritage or nearby architectural heritage, including context
- Changes to the character of locations may occur however visual impacts would depend upon, inter alia, the size of the installation, ancillary facilities and the perception and visibility of the relevant area

Solar Energy and Solar Thermal Energy
Positive Effects: Contribution towards renewable energy and minimisation of greenhouse gases targets
Potential Negative Effects, if unmitigated:

- Potential impacts on architectural heritage – including the context of this heritage – at micro scale
- Potential impacts on habitats and species and micro scale
- Large scale installations may have visual impacts – these would depend on perception of the relevant area -, however these are unlikely to be provided for

Waste to Energy
Positive Effects: Contribution towards renewable energy and minimisation of greenhouse gases targets. Meets waste management objectives
Potential Negative Effects, if unmitigated:

- Potential odour issues
- Construction of facilities can result in impacts similar to other built development – potential visual impact, impact on ecology, waters
- Design needs to ensure that emissions comply with relevant standards

Wind Energy
Positive Effects: Contribution towards renewable energy and minimisation of greenhouse gases targets
Potential Negative Effects, if unmitigated:

- Potential impacts include those associated with construction and operation of the turbines and ancillary facilities and infrastructure (including roads and electrical infrastructure)
- Potential human health impact: shadow flicker, noise, and impacts arising from bog bursts and landslides
- Potential impact upon designated and non-designated biodiversity and flora and fauna including birdlife
- Potential interactions leading to change in structure of soil and geology and changes to drainage
- Potential impacts on water status during construction – this could interact with drinking water sources and biodiversity
- Potential impacts upon the context of protected archaeological and architectural heritage – including the context of this heritage – as well as unknown archaeological heritage
- Potential impacts upon traffic during construction due to transportation of turbine components
- Changes to the character of areas would be likely to occur however visual impacts would depend on various factors including the size, number and spacing of the turbines, perception of the relevant areas and any cumulative effect arising from multiple wind farms

Policy Objectives relating to the management of flood risk and surface water drainage would benefit the protection of human health, biodiversity, flora and fauna, cultural heritage, water status and existing infrastructure and services. Flood risk management infrastructure (if required) has the potential to result in significant adverse environmental effects during construction and operation on most environmental components. These types of infrastructure are often constructed in ecologically and visually sensitive areas and adjacent to the banks of rivers and streams. Potential adverse effects will be mitigated both by measures which have been integrated into the Plan (including those identified at Section 9 of this report) and by measures arising from lower tier assessments.

As identified under Section 1.2.4 "Gort Local Transport Plan": "The detail associated with new transport or green infrastructure projects referred to in this Plan, including locations and associated mapping, that are not already permitted or provided for by existing plans / programmes / etc. is non-binding and indicative. Such new projects shall be subject to feasibility assessment, taking into account the environmental constraints and the objectives of the Plan relating to sustainable mobility. A Corridor and Route Selection Process will be undertaken for such projects where appropriate (as outlined in the Galway County Development Plan Policy Objective PRP 2). Proposed interventions will be required to demonstrate that they are consistent with all relevant legislative requirements." Transport related provisions, including those of the Local Transport Plan, would contribute towards the planning framework for the future development of sustainable transport and movement within and beyond the Plan area (including relating to delivery of the infrastructure and services proposed in the Local Transport Plan), in combination with the implementation of other provisions from the Plan and other plans and programmes. Many of these

provisions would primarily contribute towards maximising sustainable mobility and associated interactions with emissions to air (including noise and greenhouse gas emissions), energy usage, air quality and human health. The facilitation of journeys by car, in particular, would give rise to emissions to air. PRP 2 "Corridor & Route Selection Process"[81] of the County Development Plan 2022-2028 would need to be complied with by new projects as relevant.

Provisions relating to water resources and services would, by protecting water resources, appropriately treating waste water and providing safe drinking water, contribute towards the protection of various environmental components including: human health, biodiversity and flora and fauna, the status of waters, flood risk management and soil. There would be potential for significant adverse environmental effects upon various environmental components to arise during construction of water services infrastructure. Such potential significant adverse effects could also arise during operation: the protection of human health, biodiversity and flora and fauna and the status of waters, could all be conflicted with by outflows and abstractions.

The SEA process that is being undertaken alongside the preparation of the Plan has brought about various changes to the emerging Plan through an iterative process. Some of these measures are reproduced under Section 9 "Mitigation Measures" of this report. By integrating SEA recommendations into the Plan, Galway County Council is helping to ensure that:

- The potential significant adverse effects of implementing the Plan, in combination with implementation of other provisions from the Plan and other plans, programmes, etc., are avoided, reduced or offset; and
- The beneficial environmental effects of implementing the Plan, in combination with implementation of other provisions from the Plan and other plans, programmes, etc., are maximised.

Further to these provisions there are various other provisions in the County Development Plan 2022-2028 with which new development under the Local Area Plan would have to comply with as relevant.

The focus of various Policy Objectives is the protection and management of the environment, such as those relating to environmental assessment, architectural heritage, European sites, flood risk management and appropriate and adequate infrastructure provision.

The Policy Objectives would contribute towards the sustainable development and the protection and management of the environment.

[81] PRP 2 Corridor and Route Selection Process. Policy objectives relating to new roads and other transport infrastructure projects that are not already provided for by existing plans/ programmes or are not already permitted, are subject to the undertaking of feasibility assessment, taking into account planning need, environmental sensitivities as identified in the SEA Environmental Report and the policy objectives of the Plan relating to sustainable mobility. Where feasibility is established, a Corridor and Route Selection Process will be undertaken where appropriate, for relevant new road infrastructure in two stages: Stage 1 – Route Corridor Identification, Evaluation and Selection; and Stage 2 – Route Identification, Evaluation and Selection.

Section 9 Mitigation Measures

9.1 Introduction

Mitigation measures are measures envisaged to prevent, reduce and, as fully as possible, offset any significant adverse impacts on the environment of implementing the Plan. Various environmental sensitivities and issues have been communicated to the Council through the SEA, Appropriate Assessment (AA) and Strategic Flood Risk Assessment (SFRA) processes. By integrating related recommendations into the Draft Plan, the Council has ensured that both the beneficial environmental effects of implementing the Plan have been and will be maximised and that potential adverse effects have been and will be avoided, reduced or offset.

Mitigation was achieved through:

- Strategic work undertaken by the Council to ensure evidence-based planning;
- Considering alternatives for the Plan;
- The integration of environmental considerations into zoning provisions of the Draft Local Area Plan;
- The integration of individual SEA, AA and SFRA provisions into the text of the Draft Local Area Plan; and
- The integration of individual provisions into the text of the existing, already in force, County Development Plan.

9.2 Strategic work undertaken by the Council to ensure evidence-based planning

Far in advance of the placing of the Draft Plan on public display, Galway County Council undertook various works in order to inform the preparation of the Plan.

The findings of this strategic work have been integrated into the Plan and will contribute towards both environmental protection and management and sustainable development.

The undertaking of this SEA process was part of this strategic work and contributed towards the integration of environmental considerations into individual Plan provisions.

9.3 Consideration of Alternatives

Although strategic alternatives in relation to the content of the Plan were significantly limited for the Plan (see Section 6), as part of the Plan preparation/SEA process alternatives for the Plan were considered.

These alternatives were assessed by the SEA process (see Section 7) and the findings of this assessment informed the selection of alternatives for the Plan, facilitating an informed choice with respect to the type of Plan that was prepared and placed on public display.

9.4 Integration of environmental considerations into Zoning of the Draft Plan

Environmental considerations, including those relating to ecology, cultural heritage, landscape and water, were integrated into the Local Area Plan's zoning through an interdisciplinary approach which was informed by the environmental considerations identified by the SEA, AA and SFRA processes.

Zoning has been applied in a way that primarily seeks to achieve sustainable and compact growth, taking into account the various requirements set out in the higher-level NPF, Western and Northern RSES and Galway County Development Plan 2022-2028.

Flood risk management and drainage provisions are already in force through the County Development Plan and related provisions have been integrated into the LAP. In addition, land use zoning contained within the Plan has been informed by the SFRA process and associated delineation of flood risk zones. The detailed Plan preparation process undertaken by the Planning Department combined with specialist input from the SFRA process facilitated zoning that helps to avoid inappropriate development being permitted in areas of high flood risk.

9.5 Integration of individual provisions into the text of the Draft Plan

Various provisions have been integrated into the text of the Draft Plan through the Plan-preparation and SEA, SFRA and AA processes. Both the Planning and the assessment teams contributed towards the mitigation which was developed over multiple iterations and was informed by, inter alia, various communications through the SEA, AA and SFRA processes.

Table 9.1 links key mitigation measure(s) to the likely significant effects of implementing the Plan, if unmitigated. The effects are consistent with those identified by the SEA for the Galway County Development Plan 2022-2028. The measures generally benefit multiple environmental components i.e. a measure providing for the protection of biodiversity, flora and fauna could beneficially impact upon the minimisation of flood risk and the protection of human health, for example.

9.6 Integration of individual provisions into the text of the County Development Plan

In addition to the individual provisions integrated into the text of the Draft Local Area Plan, individual provisions relating to environmental protection and management have been integrated into the existing, already in force, Galway County Development Plan. These measures, which must be complied with by development under the Local Area Plan, are identified alongside the Local Area Plan measures on Table 9.1.

Table 9.1 Integration of Environmental Considerations into the Plan

Topic	Potentially Significant Adverse Effect, if Unmitigated	Draft Local Area Plan measures, including:	Existing Galway County Development Plan measures, including:
Various – see below	Various – see below	**Strategic Aims** • Promote Gort as a Self-Sustaining Town as set out in the GCDP 2022 – 2028 and continue to support a sustainable level of population growth as established in the Core Strategy up to 2028 and beyond. • Support the delivery of residential units on appropriately zoned land targeted in the Housing Strategy set out in Chapter 2 of the GCDP 2022 – 2028, encouraging sequential and compact growth in the town. • Promote the reuse of existing buildings for residential use, where appropriate, having regard to the receiving environment, access to services, capacity of public infrastructure, and the delivery of a high quality of residential amenity. • The strategic location of Gort shall be harnessed to enhance the economic and employment potential of the town, by creating sustainable employment opportunities, supported by investment on appropriately zoned lands. • Maintain a strong and vibrant town centre that sustains the ability to attract new businesses, which meets the retail and service needs of the town and surrounding areas. • Support the principle of the Gort Inse Guaire Town Centre First Plan (September 2023) which seeks to deliver holistic sustainable regeneration for the current and future needs of the local community through engagement with local business owners, community representatives, and stakeholders. • Encourage and foster appropriate tourism opportunities that capitalise on Gort's tourist potential and better promote itself as a traditional Irish market town, with strong links to its natural, cultural and architectural heritage. • Provide suitable recreation facilities, amenities and support services that shall promote an inclusive and cohesive local environment and serve the needs of the whole community. • Support the redevelopment of underutilised buildings within the town centre to accommodate multi-functional community and cultural spaces, to facilitate the growth of remote-working, cultural, creative and community sectors in the town centre. • Protect and enhance the heritage and character of Gort, including the natural assets, environment, built heritage, public realm, local character, and amenity for the benefit of current and future generations. • Actively encourage sustainable mobility, including walking and cycling, in accordance with the aspirations of the LTP and support the continued provision of investment in public transport and active travel infrastructure. **GSST 1 Consistency with Core Strategy** Galway County Council will ensure that developments permitted within the settlement of Gort are consistent with the zoned land allocations in the Core Strategy and associated provisions of the Galway County Development Plan 2022 - 2028. **GSST 2 Service - Led Development** Development under the plan shall be preceded by sufficient capacity in	MM1 Monitoring. The Council shall, in conjunction with the Regional Assembly and other sources as relevant, implement the monitoring programme as set out in the SEA Environmental Report and Statement. This will include the preparation of stand-alone SEA Monitoring Reports: 1. To accompany the report required of the manager under section 15(2) of the Act, including information in relation to progress on, and the results of, monitoring the significant environmental effects of implementation of the Development Plan 2. On the significant environmental effects of implementing the Plan, in advance of the beginning of the review of the next Plan. PRP 2 Corridor and Route Selection Process. Policy objectives relating to new roads and other transport infrastructure projects that are not already provided for by existing plans/ programmes or are not already permitted, are subject to the undertaking of feasibility assessment, taking into account planning need, environmental sensitivities as identified in the SEA Environmental Report and the policy objectives of the Plan relating to sustainable mobility. Where feasibility is established, a Corridor and Route Selection Process will be undertaken where appropriate, for relevant new road infrastructure in two stages: Stage 1 – Route Corridor Identification, Evaluation and Selection; and Stage 2 – Route Identification, Evaluation and Selection. WM 5 Construction and Environmental Management Plans. Construction Environment Management Plans shall be prepared in advance of the construction of relevant projects and implemented throughout. Such plans shall incorporate relevant mitigation measures which have been integrated into the Plan and any lower tier Environmental Impact Statement or Appropriate Assessment. CEMPs typically provide details of intended construction practice for the proposed development, including: a) location of the sites and materials compound(s) including area(s) identified for the storage of construction refuse; b) location of areas for construction site offices and staff facilities; c) details of site security fencing and hoardings; d) details of on-site car parking facilities for site workers during the course of construction; e) details of the timing and routing of construction traffic to and from the construction site and associated directional signage; f) measures to obviate queuing of construction traffic on the adjoining road network; g) measures to prevent the spillage or deposit of clay, rubble or other debris; h) alternative arrangements to be put in place for pedestrians and vehicles in the case of the closure of any public right of way during the course of site development works; i) details of appropriate mitigation measures for noise, dust and vibration, and monitoring of such levels; j) containment of all construction-related fuel and oil within specially constructed bunds to ensure that fuel spillages are fully contained (such bunds shall be roofed to exclude rainwater); k) disposal of construction/demolition waste and details of how it is proposed to manage excavated soil, including compliance with 2006 Best Practice Guidelines on the Preparation of Waste Management Plans for Construction and Demolition Projects, Department of the Environment, Heritage and Local Government; l) a water and sediment management plan, providing for means to ensure that surface water runoff is controlled such that no silt or other pollutants enter local water courses or drains. WM 6 Waste Management. To continue to meet the duties under the Waste Management (certification of historic unlicensed waste disposal and recovery activity) Regulations 2008, including those in relation to the identification and registration of closed landfills. WM7 Recycling Infrastructure. To provide for the provision of recycling infrastructure throughout the county where it is considered necessary and support the provision of additional recycling infrastructure throughout the county. WM 8 Sustainable Waste Management Practices. Promote and facilitate communities to become involved in environmental awareness activities and community based recycling initiatives or environmental management initiatives that will lead to local sustainable waste management practices. WM 9 Separate Collection of Waste. Encourage and support the provision of separate collection of waste in accordance with the requirements of the Waste Management (Food Waste) Regulations 2009, the Waste Framework Directive Regulations, 2011 and other relevant legislation. MAS 1 Separation Distances from SEVESO Sites. To ensure that appropriate distances are maintained between any proposed development and any existing Seveso II establishment, in the interest of the health and safety of the occupiers of the proposed development. MAS 2 Soil Protection Measures. To require that, the siting of new establishments, or modification of existing establishments classified under the Seveso II Directive, and new development in the vicinity of existing establishments shall take into account the need to prevent major accidents involving hazardous substances and safeguard both the public and the environment. MAS 3 SEVESO III Sites. Take into account the provisions of the Major Accidents Directive, relating to the control of major accident hazards involving dangerous substances, and the recommendations of the Health and Safety Authority in the assessment of all planning applications located within the consultation distance of such sites.

Topic	Potentially Significant Adverse Effect, if Unmitigated	Draft Local Area Plan measures, including:	Existing Galway County Development Plan measures, including:
		the public wastewater infrastructure and potable water infrastructure. Potential developers shall make a Pre-Connection Enquiry to Uisce Éireann in order to establish the feasibility of a connection to the public network. **GSST 3 Environmental Assessment** To require the preparation and assessment of all planning applications in the plan area to have regard to the information, data and requirements of the Appropriate Assessment Natura Impact Report, SEA Environmental Report and Strategic Flood Risk Assessment Report that accompany this LAP. **GSST 4 Compact Growth** Galway County Council shall support the delivery of new homes within the existing built-up footprint of Gort, by sites such as infill or opportunity sites in the settlement and prioritising underutilised land in preference to greenfield sites. **GSST 6 Residential Development Phasing** Support the development of lands designated as Residential (Phase 1) within the lifetime of the plan, subject to normal planning, access and servicing requirements, and reserve the lands designated as Residential (Phase 2) for the longer-term growth needs of Gort. Residential (Phase 2) lands are generally not developable for housing within the lifetime of this plan, with the exception of the following developments, which may be considered by the Planning Authority, subject to a suitable evidence-based case being for the proposal: a) Single house developments for local family members on family-owned lands, subject to a 7-year occupancy clause. b) Non-residential developments that are appropriate to the site context, residential amenities, the existing pattern of development in the area and the policy objectives in the plan. c) Where it is apparent that Residential (Phase 1) lands cannot or will not be developed for residential purposes within the plan period, residential development may be considered in limited cases in a phased manner on suitable Residential (Phase 2) lands, in exceptional circumstances; • Development on Residential (Phase 2) lands will normally only be considered where 50% of the lands in Residential (Phase 1) are committed to the development • Residential developments on Residential (Phase 2) lands will be subject to compliance with the Core Strategy, the principles of proper planning and sustainable development, connectivity, including infrastructure and public footpath and lighting to the town centre, the sequential approach, avoidance of leap-frog developments, and subject to meeting normal planning, environmental, access and servicing requirements. The development will only be permitted where a substantiated evidence-based case has been made to the satisfaction of the Planning Authority and the development will not prejudice the future use of the lands for the longer-term growth needs of each settlement. **GSST 8 Sequential Development** Endeavour to promote the orderly and phased development of residential development in accordance with the principles of the sequential approach as set out in the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities, 2024 (or as updated). This shall include a positive presumption in favour of the sequential development of suitably serviced Residential Phase 1 lands emanating outwards from the town	TI 4 Tourism and Infrastructure Capacity. The potential environmental effects of a likely increase in tourists/tourism-related traffic volumes in particular locations/along particular routes shall be considered and mitigated as appropriate. Such a consideration should include potential impacts on existing infrastructure (including drinking water, wastewater, waste and transport) resulting from tourism proposals. Galway County Council will support Irish Water and Fáilte Ireland to ensure that tourism is serviced by adequate and appropriate water services infrastructure. MCH 2 Marine Based Environment. It is a policy objective of the Local Authority to protect and enhance where appropriate marine biodiversity in accordance with proper planning and sustainable development. MCC 1 Environmental Values of the Coast. Protect the amenity, character, visual, recreational, economic potential and environmental values of the coast. Ensure that natural coastal defences including sand dunes, beaches and coastal wetlands are not compromised by inappropriate development. MCC 2 Protection of Coastal Habitats. To strictly control the nature and pattern of development within coastal areas and ensure that it is designed and landscaped to the highest standards and sited appropriately so as not to detract from the visual amenity of the area. (a) Development shall be prohibited where the development poses a significant or potential threat to coastal habitats or features, and/or where the development is likely to result in altered patterns of erosion or deposition elsewhere along the coast; (b) To prohibit development along the coast outside existing towns and villages where such development is not adequately safeguarded over the lifetime of the development without the need to construct additional coastal defences. MCC 3 Protection of Coastal Area. It is a policy objective to protect the Coastal Area through the following measures: (a) Ensure that conservation works undertaken in coastal areas are in accordance with best practice and measures to protect the coast, the coastal edge and coastal habitats are supported; (b) Seek to prevent the unauthorised removal of sand and related beach material; (c) Protect, enhance and conserve beaches in the County from inappropriate development and seek to maintain the current status of the designated Blue Flag beaches and Green Coasts and to increase the number of beaches and coasts holding this status in the future; (d) Facilitate an Integrated Coastal Zone Management approach to ensure the conservation, management and protection of man-made and natural resources of the coastal zone; MCC 4 Integrated Framework Management Plan. Support the preparation of an Integrated Galway Bay Framework Management Plan by all relevant stakeholders to provide for the sustainable and integrated development of the Galway Bay Area in a co-ordinated manner GICT 3 Tourism Development within An Gaeltacht and Islands. (a) Encourage and facilitate the development of the tourism potential of the Gaeltacht and Islands in a manner that respects, builds on, protects and enhances the cultural, built and natural heritage and local amenities of the area; (b) Provide where feasible, and support the provision of tourism infrastructure and services including, walking, cycling and water-based infrastructure and short-term guest accommodation facilities throughout the Gaeltacht area in appropriate locations. Such infrastructure and services shall seek to manage any increase in visitor numbers in order to avoid significant effects including loss of habitat and disturbance and ensuring that any new projects, such as greenways, are developed at suitable locations. AD1 Sustainable Agriculture Practices. To facilitate the development of sustainable agricultural practices and facilities within the county, subject to complying with best practice guidance, normal planning and environmental criteria and the development management standards in Chapter 15 Development Management and Standards. AD3 Modernisation of Agriculture Buildings. To facilitate the modernisation of agriculture and to encourage best practice in the design and construction of new agricultural buildings and installations to protect the environment, natural and built heritage and residential amenity.

Topic	Potentially Significant Adverse Effect, if Unmitigated	Draft Local Area Plan measures, including:	Existing Galway County Development Plan measures, including:
		core and/or sequential extensions to the existing residential fabric of suitably serviced Residential Phase 1 lands within the LAP boundary, subject to the principles of proper planning and sustainable development and the current County Development Plan. **GSST 9 Town Centre** 1) It is a policy objective of Galway County Council that Gort Town Centre will remain the primary focus for the location of new retail and commercial development. The Planning Authority will ensure that the location of future retail development is consistent with the key policy principles and order of priority as set out in the Guidelines for Planning Authorities: Retail Planning 2012 (and any updated/superseded document) and will require Retail Impact Assessments, including details of the sequential approach and Design Statements for retail developments in accordance with the Retail Planning Guidelines. 2) This plan will also promote the development of commercial and complementary mixed uses, on suitable lands that can provide a focal point for the provision of services to the town and opportunities for commercial enterprises, retail developments and employment creation 3) The plan will protect and enhance the vitality and viability of the town centre by ensuring that it remains the primary retail, commercial and mixed use centre of Gort and prohibit a proliferation of any individual use or other uses, which in the opinion of the Planning Authority do not contribute to the vitality and viability of the town centre. **GSST 21 Tourism** Galway County Council shall encourage and foster appropriate tourism opportunities that capitalise on Gort's tourist potential and better promote itself as a traditional Irish market town, with strong links to its natural, cultural and architectural heritage. Any proposals shall be required to comply with environmental considerations and the relevant DM Standards. **GSST 73 Development Management Standards, Guidelines and Other Provisions** Ensure that all of the provisions and general development management standards and guidelines set out in this LAP and the current Galway County Development Plan 2022 - 2028, or any subsequent variation or review shall apply as appropriate in the plan area. Provisions from the County Development Plan identified as mitigation in the SEA Environmental Report and Natura Impact Report shall apply regardless of whether the County Development Plan expires and/or is reviewed.	
Biodiversity and flora and fauna	Arising from both construction and operation of development and associated infrastructure: • Loss of/damage to biodiversity in designated sites (including European Sites and Wildlife Sites) and Annexed habitats and species, listed species, ecological connectivity and non-designated	**GSST 19 Open Space, Recreation and Amenity** Promote the sustainable management, use and/or development, as appropriate, of open space/recreation and amenity lands. This will include; • Development of open spaces and recreational activities, in accordance with best practice and on suitable lands with adequate access to the local community; • Existing open space, sport and recreational facilities should be retained unless it can be clearly demonstrated to the satisfaction of Galway County Council that these uses are surplus to requirements of the local community or are to be replaced by an equivalent or better provision; • Appropriate management and use of any flood risk areas within the OS zone to avoid, reduce and/or mitigate, as appropriate, the risk and potential impact of flooding; • Support the protection of habitats and species listed in the annexes to	Also refer to detailed measures for settlements contained in Volume 2 of the Plan. LP 1 Lighting Schemes.To require that all developments shall ensure lighting schemes are designed so that excessive light spillage is minimised to ensure light pollution in the surrounding environment including residential amenity, wildlife and near public roads is limited. Such lighting schemes shall be submitted and agreed with the Planning Authority. LP 2 Lighting and Climate Action. To require the use of low energy LED (or equivalent) lighting in support of Climate Action. LP 3 Dark Skies. To encourage the maintenance of dark skies in rural areas and to limit light pollution in urban and rural areas. F2 Sustainable Development. To encourage the development of a well-managed sustainable forestry sector, which is compatible with the protection of the environment including the avoidance of likely significant effects on European sites (SACs and SPAs) and is planted, managed and harvested in accordance with the Forest Service Guidelines for Landscape, Forest Harvesting and Environmental, Archaeology, Biodiversity and Water Quality. F3 Native Woodlands. To ensure that existing native woodlands are protected and enhanced and, where appropriate, encourage the conversion of coniferous forest to native woodlands with a focus on opportunities for habitat linkage and wider eco-services. F4 Forestry Development. To encourage forestry and forestry related development, as a means of diversifying from traditional agriculture activity with a preference for native species. F5 Deforestation. To promote the avoidance of deforestation or commercial afforestation within European sites unless directly

Topic	Potentially Significant Adverse Effect, if Unmitigated	Draft Local Area Plan measures, including:	Existing Galway County Development Plan measures, including:
	habitats; and disturbance to biodiversity and flora and fauna; • Habitat loss, fragmentation and deterioration, including patch size and edge effects; and • Disturbance (e.g. due to noise and lighting along transport corridors) and displacement of protected species such as birds and bats.	and/or covered by the EU Habitats Directive (92/43/EEC, as amended) and Birds Directive (2009/147/EC), and species that are protected under the Wildlife Acts, 1976-2000, and stepping stones or ecological corridors in the context of Article 10 of the Habitats Directive • Tourism • Encourage and assist the development of the tourist potential within Gort in a manner that protects the architectural, archaeological and cultural significance of the town and its environs in a sustainable manner. **GSST 21 Tourism** Galway County Council shall encourage and foster appropriate tourism opportunities that capitalise on Gort's tourist potential and better promote itself as a traditional Irish market town, with strong links to its natural, cultural and architectural heritage. Any proposals shall be required to comply with environmental considerations and the relevant DM Standards. **GSST 22 The River Walk** Protect and enhance walkways along the Cannahowna/Gort River including the Kinincha and Pound Road in a sustainable manner where possible. Regard should be had to the protection of Otters and Otter breeding sites and resting places along the river walk. Any proposals shall be required to comply with environmental considerations and the relevant DM Standards. **GSST 23 Agriculture** To promote the development of agriculture and agriculture-related uses in accordance with proper planning and sustainable development. There will be a general presumption against residential development on Agricultural zoned lands, located within the plan boundary except for single house developments for family members on farm family-owned lands. **GSST 35 Green Infrastructure** Galway County Council shall promote the benefit of open spaces and implement the integration of green infrastructure/networks (e.g., interconnected network of green spaces (including aquatic ecosystems) and other physical features on land) into new development and regeneration proposals in order to mitigate and adapt to climate change. **GSST 55 European Sites** Protect European Sites including Special Protection Areas (SPA) and Special Areas of Conservation (SAC) that form part of the Natura 2000 network. In accordance with the requirements in the EU Habitats Directive (92/43/EEC), EU Birds Directive (2009/147/EC), the Planning and Development (Amendment) Act 2010, the European Communities (Birds and Natural Habitats) Regulations 2011 (SI No. 477 of 2011) (and any subsequent amendments or updated legislation) and having due regard to the guidance in the Appropriate Assessment Guidelines 2010 (and any updated/superseding guidance). A plan or project (e.g., proposed development) within the plan area will only be authorised after the competent authority (Galway County Council) has ascertained, based on scientific evidence and an Appropriate Assessment where necessary, that: 1.The plan or project will not give rise to significant adverse direct, indirect or secondary impacts on the integrity of any European Sites (either individually or in combination with other plans or projects); Or	relating to the management of the site for its qualifying interests. MEQ2 "Protection of the Environment. The Council shall require the following in relation to the management of authorised aggregate extraction (a) All quarries shall comply with the requirements of the EU Habitats Directive, the Planning and Development (Amendment) Act 2010 and by the guidance as contained within the DoEHLG Quarries and Ancillary Facilities Guidelines 2004, the EPA Guidelines 'Environmental Management in the Extractive Industry: Non Scheduled Minerals 2006 (including any updated/superseding documents) and to DM Standard 21 of this Development Plan; (b) Require development proposals on or in the proximity of quarry sites, to carry out appropriate investigations into the nature and extent of old quarries (where applicable). Such proposals shall also investigate the nature and extent of soil and groundwater contamination and the risks associated with site development works together with appropriate mitigation; (c) Require Development Proposals to assess the potential impact of extraction in areas where geo-morphological interest, groundwater and important aquifers, important archaeological features and Natural Heritage Areas are located; d) Have regard to the Landscape Character Assessment of the County and its recommendations; (e) Ensure that any quarry activity has minimal adverse impact on the road network and that the full cost of road improvements, including during operations and at time of closure, which are necessary to facilitate those industries are borne by the industry itself. (f) Ensure that the extraction of minerals or aggregates does not adversely impact on residential or environmental amenity; (g) Protect all known un-worked deposits from development that might limit their scope for extraction." NHB 1 Natural Heritage and Biodiversity of Designated Sites, Habitats and Species. Protect and where possible enhance the natural heritage sites designated under EU Legislation and National Legislation (Habitats Directive, Birds Directive, European Communities (Birds and Natural Habitats) Regulations 2011 and Wildlife Acts) and extend to any additions or alterations to sites that may occur during the lifetime of this plan. Protect and, where possible, enhance the plant and animal species and their habitats that have been identified under European legislation (Habitats and Birds Directive) and protected under national Legislation (European Communities (Birds and Natural Habitats) Regulations 2011 (SI 477 of 2011), Wildlife Acts 1976-2010 and the Flora Protection Order (SI 94 of 1999). Support the protection, conservation and enhancement of natural heritage and biodiversity, including the protection of the integrity of European sites, that form part of the Natura 2000 network, the protection of Natural Heritage Areas, proposed Natural Heritage Areas, Ramsar Sites, Nature Reserves, Wild Fowl Sanctuaries (and other designated sites including any future designations) and the promotion of the development of a green/ ecological network." NHB 2 European Sites and Appropriate Assessment. To implement Article 6 of the Habitats Directive and to ensure that Appropriate Assessment is carried out in relation to works, plans and projects likely to impact on European sites (SACs and SPAs), whether directly or indirectly or in combination with any other plan(s) or project(s). All assessments must be in compliance with the European Communities (Birds and Natural Habitats) Regulations 2011. All such projects and plans will also be required to comply with statutory Environmental Impact Assessment requirements where relevant. NHB 3 Protection of European Sites. No plans, programmes, or projects etc. giving rise to significant cumulative, direct, indirect or secondary impacts on European sites arising from their size or scale, land take, proximity, resource requirements, emissions (disposal to land, water or air), transportation requirements, duration of construction, operation, decommissioning or from any other effects shall be permitted on the basis of this Plan (either individually or in combination with other plans, programmes, etc. or projects.* NHB 4 Ecological Appraisal of Biodiversity. Ensure, where appropriate, the protection and conservation of areas, sites, species and ecological/networks of biodiversity value outside designated sites. Where appropriate require an ecological appraisal, for development not directly connected with or necessary to the management of European Sites, or a proposed European Site and which are likely to have significant effects on that site either individually or cumulatively. NHB 5 Ecological Connectivity and Corridors. Support the protection and enhancement of biodiversity and ecological connectivity in non-designated sites, including woodlands, trees, hedgerows, semi-natural grasslands, rivers, streams, natural springs, wetlands, stonewalls, geological and geo-morphological systems, other landscape features and associated wildlife areas where these form part of the ecological network and/or may be considered as ecological corridors in the context of Article 10 of the Habitats Directive. NHB 6 Implementation of Plans and Strategies. Support the implementation of any relevant recommendations contained in the National Heritage Plan 2030, the National Biodiversity Plan, the All Ireland Pollinator Plan and the National Peatlands Strategy and any such plans and strategies during the lifetime of this plan. NHB 7 Mitigation Measures. Require mitigating measures in certain cases where it is evident that biodiversity is likely to be affected. These measures may, in association with other specified requirements, include establishment of wildlife areas/corridors/parks, hedgerow, tree planting, wildflower meadows/marshes and other areas. With regard to residential development, in certain cases, these measures may be carried out in conjunction with the provision of open space and/or play

Topic	Potentially Significant Adverse Effect, if Unmitigated	Draft Local Area Plan measures, including:	Existing Galway County Development Plan measures, including:
		2.The plan or project will adversely affect the integrity of any European Sites (that does not host a priority natural habitat type and/or a priority species) but there are no alternative solutions, and the plan or project must nevertheless be carried out for imperative reasons of overriding public interest, including those of a social or economic nature. In this case, it will be a requirement to follow procedures set out in legislation and agree and undertake all compensatory measures necessary to ensure the protection of the overall coherence of European Sites; Or 3.The plan or project will adversely affect the integrity of any European Sites (that hosts a priority natural habitat type and/or a priority species) but there are no alternative solutions and the plan or project must nevertheless be carried out for imperative reasons of overriding public interest, restricted to reasons of human health or public safety, to beneficial consequences of primary importance for the environment or, further to an opinion from the Commission to other imperative reasons of overriding public interest. In this case, it will be a requirement to follow procedures set out in legislation and agree and undertake all compensatory measures necessary to ensure the protection of the overall coherence of European Sites. **GSST 56 Trees, Parkland / Woodland and Hedgerows** a) Protect important trees, tree clusters and hedgerows in the plan area and ensure that development proposals take cognisance of significant trees/tree stands. Ensure that all planting schemes use suitable native variety of trees. b) Seek to retain natural boundaries, including stone walls, hedgerows and tree boundaries, wherever possible and replace with a boundary type similar to the existing boundary where removal is unavoidable. Discourage the felling of mature trees where possible. All works to be carried out in accordance with the provisions of the Forestry Act, 1946 (as amended); c) Carry out a tree survey on important tree stands within the plan area by suitably qualified personnel (excluding Ash). **GSST 57 Biodiversity & Ecological Networks** Support the protection of biodiversity and ecological connectivity within the Plan Area including woodlands, trees, hedgerows, rivers, streams, natural springs, peatlands, wetlands, stonewalls, and other landscape features, where these form part of the ecological network. Seek to retain and/or incorporate these natural features into developments, to avoid ecological fragmentation and maintain ecological corridors. **GSST 65 River Basin Management Plan and Protection of Waters** Support the implementation of the relevant recommendations and measures as outlined in the National River Basin Management Plan or any other plan that may supersede same during the lifetime of this Local Area Plan. Development shall only be permitted where it can be clearly demonstrated that the proposal would not have an unacceptable impact on the water environment, including surface water, groundwater quality and quantity, river corridors and associated wetlands. Galway County Council will support the protection and, where appropriate, the restoration of all water bodies in order to reach good status and will seek to prevent deterioration in the status of all water bodies.	areas. NHB 8 Increased Awareness of the County's Biodiversity and Natural Heritage. Facilitate increased awareness of the County's biodiversity and natural heritage through the provision of information to landowners and the community generally, in cooperation with statutory and other partners. NHB 9 Protection of Bats and Bats Habitats. Seek to protect bats and their roosts, their feeding areas, flight paths and commuting routes. Ensure that development proposals in areas which are potentially important for bats, including areas of woodland, linear features such as hedgerows, stonewalls, watercourses and associated riparian vegetation which may provide migratory/foraging uses shall be subject to suitable assessment for potential impacts on bats. This will include an assessment of the cumulative loss of habitat or the impact on bat populations and activity in the area and may include a specific bat survey. Assessments shall be carried out by a suitably qualified professional and where development is likely to result in significant adverse effects on bat populations or activity in the area, development will be prohibited or require mitigation and/or compensatory measures, as appropriate. The impact of lighting on bats and their roosts and the lighting up of objects of cultural heritage must be adequately assessed in relation to new developments and the upgrading of existing lighting systems. NHB 10 NPWS & Integrated Management Plans. Article 6(1) of the Habitats Directive requires that Member States establish the necessary conservation measures for European sites involving, if need be, appropriate management plans specifically designed for the sites or integrated into other development plans. The NPWS's current priority is to identify site specific conservation objectives; management plans may be considered after this is done. Where Integrated Management Plans are being prepared by the NPWS for European sites (or parts thereof), the NPWS shall be engaged with in order to ensure that plans are fully integrated with the Plan and other plans and programmes, with the intention that such plans are practical, achievable and sustainable and have regard to all relevant ecological, cultural, social and economic considerations, including those of local communities. NHB 11 Increases in Visitor Numbers to Semi-Natural Areas, Visitor and Habitat Management. Seek to manage any increase in visitor numbers in order to avoid significant effects including loss of habitat and disturbance, including ensuring that any new projects, such as greenways, are a suitable distance from ecological sensitivities, such as riparian zones. Where relevant, the Planning Authority and those receiving permission for development under the Plan shall seek to manage any increase in visitor numbers and/or any change in visitor behaviour in order to avoid significant effects, including loss of habitat and disturbance. Management measures may include ensuring that new projects and activities are a suitable distance from ecological sensitivities. Visitor/Habitat Management Plans will be required for proposed projects as relevant and appropriate. WTWF 1 Wetland Sites Protect and conserve the ecological and biodiversity heritage of the wetland sites in the County. Ensure that an appropriate level of assessment is completed in relation to wetland habitats that are subject to proposals which would involve drainage or reclamation that might destroy, fragment or degrade any wetland in the county. This includes lakes and ponds, turloughs, watercourses, springs and swamps, marshes, fens, heath, peatlands, some woodlands as well as some coastal and marine habitats. Protect Ramsar sites under The Convention on Wetlands of International Importance (especially as Waterfowl Habitat). P 1 Protection of Peatlands. Ensure that peatland areas which are designated (or proposed for designation) as NHAs, SACs or SPAs are conserved for their ecological, climate regulation, education and culture, archaeological potential including any ancient walkways (toghers) through bogs. P 2 Best Practice in Peatland conservation and management. Work in partnership with relevant stakeholders on all suitable peatland sites to demonstrate best practice in sustainable peatland conservation, management and restoration techniques and to promote their heritage and educational value subject to Ecological Impact Assessment and Appropriate Assessment Screening, as appropriate. P3 Framework Plans. Seek to support relevant agencies such as Bord na Mona in advancing rehabilitation works for the peatlands and related infrastructure, to provide for the future sustainable and environmentally sensitive use of peatlands sites including for amenity purposes. IS 1 Control of Invasive and Alien Invasive Species. It is a policy objective of the Planning Authority to support measures for the prevention and eradication of invasive species. IS 2 Invasive Species Management Plan. Ensure that proposals for development do not lead to the spread or introduction of invasive species. If developments are proposed on sites where invasive species are currently or were previously present, an invasive species management plan will be required. A landscaping plan will be required for developments near water bodies and such plans must not include alien invasive species. PO 1 Delivery of All Ireland Pollinator Plan To facilitate the delivery of the All Ireland Pollinator Plan where possible. In the interest of preserving and enhancing biodiversity and working in conjunction with the All Ireland Pollinator Plan, it shall be the policy objective of the Planning Authority to ensure that at least 20% of the green space on all housing estates being built will have to be dedicated, developed and maintained as a pollinator zone. The area dedicated can be confined to one single lot or various lots around the

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			site providing that the total area of the lots meets the minimum requirement of 20%. The pollinator zones should be planted with a mix of pollinator friendly-bulbs, self-seeding annuals and biennials, perennials, shrubs, trees, fruit trees and fruit bushes and the majority of this planting should consist of native plants. TWHS 1 Trees, Hedgerows, Natural Boundaries and Stone Walls Protect and seek to retain important trees, tree clusters and tree boundaries, ancient woodland, natural boundaries including stonewalls, existing hedgerows particularly species rich roadside and townland boundary hedgerows, where possible and replace with a boundary type similar to the existing boundary. Ensure that new development proposals take cognisance of significant trees/tree stands and that all planting schemes developed are suitable for the specific site and use suitable native variety of trees of Irish provenance and hedgerows of native species. Seek Tree Management Plans to ensure that trees are adequately protected during development and incorporated into the design of new developments. TWHS 2 Planting of Trees and Woodlands Encourage and promote in co-operation with Coillte and the Department of Agriculture, Food and the Marine and other organisations, the planting of trees and woodlands, as an important means of contributing to its objective of sustaining, protecting and enhancing the County's biodiversity, natural resources, amenity, landscape and developing tourism product. Encourage community woodlands in urban/urban fringe areas utilising funding available through schemes such as the NeighbourWood and Native Woodland Schemes. TWHS 3 Protection of Forestry Protect all substantial areas of deciduous forest, other than areas of commercial forestry. Proposals for development in these areas should seek to interact with the landscape character of the forested areas and its limits while also enhancing the forested areas so as to increase biodiversity value. BMSP 8 Jetty/Marina Development. Support the preparation of a feasibility study for a jetty/marina development in the vicinity of Bearna Pier and any necessary marine/foreshore works to facilitate public access to and use of the area around the pier, such as breakwaters. This feasibility study shall take account of the requirements to comply with the European Habitats Directive CT 2 Water Sports To encourage the development of coastal tourism in areas such as water-sports and water-related activities and events subject to normal planning and environmental criteria CT3 Tourism Development To support proposals for tourism development in coastal areas where it can be demonstrated that there will be no negative impacts on the amenities of the area, the integrity of the natural environment or the economic value of the County's coastline and beaches. CT 4 Blue Flags To continue to work with An Taisce, the local community and other relevant stakeholders to retain and increase the number of Blue Flag awards in the County. CT 5 Tourism Products To support the protection and enhancement of our islands, coastline and waterways as tourism products and attractions, subject to community and environmental carrying capacity. HT 3 Sustainable Tourism Industry To support the development of a more sustainable tourism industry which minimises adverse impacts on local communities, the built heritage, landscapes, habitats and species; leaving them undiminished as a resource for future generations, while supporting social and economic prosperity. GICT 3 Tourism Development within An Ghaeltacht and Islands (a) Encourage and facilitate the development of the tourism potential of the Gaeltacht and Islands in a manner that respects, builds on, protects and enhances the cultural, built and natural heritage and local amenities of the area; (b) Provide where feasible and support the provision of tourism infrastructure and services including, walking, cycling and water-based infrastructure and short-term guest accommodation facilities throughout the Gaeltacht area in appropriate locations. Such infrastructure and services shall seek to manage any increase in visitor numbers in order to avoid significant effects including loss of habitat and disturbance and ensuring that any new projects, such as greenways are developed at suitable locations. RE4 Solar Energy Developments. Promote and facilitate solar farm developments in suitable locations, having regard to areas of the County designated for this purpose in the Local Authority Renewable Energy Strategy. The Planning Authority will assess any planning application proposals for solar energy production having due regard to the Habitats Directive and to the detailed policy objectives and Development Standards set out in the Local Authority Renewable Energy Strategy.

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Population and human health	• Potential adverse effects arising from flood events. • Potential interactions if effects arising from environmental vectors.	Also refer to measures under other environmental components including Soil, Water and Air and Climatic Factors. **Strategic Aims** • Promote Gort as a Self-Sustaining Town as set out in the GCDP 2022 – 2028 and continue to support a sustainable level of population growth as established in the Core Strategy up to 2028 and beyond. • Support the delivery of residential units on appropriately zoned land targeted in the Housing Strategy set out in Chapter 2 of the GCDP 2022 – 2028, encouraging sequential and compact growth in the town. • Promote the reuse of existing buildings for residential use, where appropriate, having regard to the receiving environment, access to services, capacity of public infrastructure, and the delivery of a high quality of residential amenity. • The strategic location of Gort shall be harnessed to enhance the economic and employment potential of the town, by creating sustainable employment opportunities, supported by investment on appropriately zoned lands. • Maintain a strong and vibrant town centre that sustains the ability to attract new businesses, which meets the retail and service needs of the town and surrounding areas. • Support the principle of the Gort Inse Guaire Town Centre First Plan (September 2023) which seeks to deliver holistic sustainable regeneration for the current and future needs of the local community through engagement with local business owners, community representatives, and stakeholders. • Encourage and foster appropriate tourism opportunities that capitalise on Gort's tourist potential and better promote itself as a traditional Irish market town, with strong links to its natural, cultural and architectural heritage. • Provide suitable recreation facilities, amenities and support services that shall promote an inclusive and cohesive local environment and serve the needs of the whole community. • Support the redevelopment of underutilised buildings within the town centre to accommodate multi-functional community and cultural spaces, to facilitate the growth of remote-working, cultural, creative and community sectors in the town centre. • Protect and enhance the heritage and character of Gort, including the natural assets, environment, built heritage, public realm, local character, and amenity for the benefit of current and future generations. • Actively encourage sustainable mobility, including walking and cycling, in accordance with the aspirations of the LTP and support the continued provision of investment in public transport and active travel infrastructure.	Also refer to measures under other environmental components including Soil, Water and Air and Climatic Factors. AQ 1 Ambient Air Quality To promote the preservation of best ambient air quality compatible with sustainable development in accordance with the EU Ambient Air Quality and Cleaner Air for Europe (CAFÉ) Directive (2008/50/EC) and ensure that all air emissions associated with new developments are within Environmental Quality Standards as set out in the Air Quality Standards Regulations 2011 (SI No. 180 of 2011) (or any updated/superseding documents). AQ 2 Assessment of Air Quality To require developments which would have the potential to have adverse impacts on air quality to carry out assessments of the impact of the development on air quality. AQ 3 Air Quality Mitigation Measures To require the use of appropriate mitigation measures such as dust dampeners to minimise the potential impacts of developments on air quality. AQ 4 Air Purification Galway County Council shall encourage landscaping and deciduous tree planting in an environmentally sensitive manner within towns and villages as a means of air purification, the filtering of suspended particles and the improvement of their micro-climate. AQ 5 Radon Galway County Council shall have regard, to the specific guidance on radon prevention measures for new homes as contained within the existing Building Regulations (including any updated/superseding Regulations that may be published within the lifetime of this Development Plan). NP 1 Galway County Council Noise Action Plan 2019-2023 To implement the Galway County Council Noise Action Plan 2019-2023 (and any subsequent Plan) in order to avoid, prevent and reduce the harmful effects, including annoyance, due to environmental noise exposure. NP 2 Developments within Noise Maps (Noise Action Plan 2019-2023) To require that where new developments are proposed within the noise limits of the noise maps for the designated sections of roads in the County, appropriate mitigation measures are undertaken so as to prevent harmful effects from environmental noise. NP3 Noise Impact Assessments To require an assessment of impact of the development on noise levels, having regard to the provisions of the Environmental Protection Agency Acts 1992 and 2003 and the EPA Noise Regulations 1994 when assessing planning application. NP 4 Noise Pollution and Regulation Restrict development proposals causing noise pollution in excess of best practice standards and regulate and control activities likely to give rise to excessive noise, other than those activities which are regulated by the EPA NP 5 Noise Mitigation Measures Require activities likely to give rise to excessive noise to install noise mitigation measures and monitors. The provision of a noise audit may be required where appropriate. SQ 3 Soil Protection, Contamination and Remediation Adequate and appropriate investigations shall be carried out into the nature and extent of any soil and groundwater contamination and the risks associated with site development work, where brownfield development is proposed. All undeveloped, contaminated sites shall be remediated to internationally accepted standards prior to redevelopment. All applications shall be accompanied by a report from a qualified, expert consultant remediation incorporating international best practice and expertise on innovative ecological restoration techniques including specialist planting and green initiatives that create aesthetically improved sites, healthy environments and contribute to the provision of new green open spaces as integral parts of newly created areas. Treatment/management of any contaminated material shall comply as appropriate with the Waste Management Act 1996 (waste licence, waste facility permit), as amended, and under the EPA Act 1992 (Industrial Emissions licensing, in particular the First Schedule, Class 11 Waste), as amended. These measures will ensure that contaminated material will be managed in a manner that removes any risk to human health and ensures that the end use will be compatible with any risk. MAS 1 Separation Distances from SEVESO Sites To ensure that appropriate distances are maintained between any proposed development and any existing Seveso II establishment, in the interest of the health and safety of the occupiers of the proposed development. MAS 2 Soil Protection Measures To require that, the siting of new establishments, or modification of existing establishments classified under the Seveso II Directive, and new development in the vicinity of existing establishments shall take into account the need to prevent major accidents involving hazardous substances and safeguard both the public and the environment.

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			MAS 3 SEVESO III Sites Take into account the provisions of the Major Accidents Directive, relating to the control of major accident hazards involving dangerous substances, and the recommendations of the Health and Safety Authority in the assessment of all planning applications located within the consultation distance of such sites.
Soil	• Potential adverse effects on the hydrogeological and ecological function of the soil resource, including as a result of development on contaminated lands. • Potential for riverbank erosion.	Also refer to measures under other environmental components including Biodiversity, Flora and Fauna and Water. **GSST 4 Compact Growth** Galway County Council shall support the delivery of new homes within the existing built-up footprint of Gort, by sites such as infill or opportunity sites in the settlement and prioritising underutilised land in preference to greenfield sites. **GSST 8 Sequential Development** Endeavour to promote the orderly and phased development of residential development in accordance with the principles of the sequential approach as set out in the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities, 2024 (or as updated). This shall include a positive presumption in favour of the sequential development of suitably serviced Residential Phase 1 lands emanating outwards from the town core and/or sequential extensions to the existing residential fabric of suitably serviced Residential Phase 1 lands within the LAP boundary, subject to the principles of proper planning and sustainable development and the current County Development Plan.	Also refer to measures under other environmental components including Water. SQ 1 Soil Impact Assessments Ensure good soil quality throughout the county by requiring developments of a certain nature (as specified in the relevant environmental legislation) to carry out assessments of the impact of the development on soil quality. SQ 2 Soil Protection Measures To ensure that adequate soil protection measures are undertaken where appropriate. SQ 3 Soil Protection, Contamination and Remediation Adequate and appropriate investigations shall be carried out into the nature and extent of any soil and groundwater contamination and the risks associated with site development work, where brownfield development is proposed. All undeveloped, contaminated sites shall be remediated to internationally accepted standards prior to redevelopment. All applications shall be accompanied by a report from a qualified, expert consultant remediation incorporating international best practice and expertise on innovative ecological restoration techniques including specialist planting and green initiatives that create aesthetically improved sites, healthy environments and contribute to the provision of new green open spaces as integral parts of newly created areas. Treatment/management of any contaminated material shall comply as appropriate with the Waste Management Act 1996 (waste licence, waste facility permit), as amended, and under the EPA Act 1992 (Industrial Emissions licensing, in particular the First Schedule, Class 11 Waste), as amended. These measures will ensure that contaminated material will be managed in a manner that removes any risk to human health and ensures that the end use will be compatible with any risk. PG 1 Geological and Geo-Morphological Systems Protect and conserve geological and geo-morphological systems, county geological heritage sites and features from inappropriate development that would detract from their heritage value and interpretation and ensure that any plan or project affecting karst formations, eskers or other important geological and geo-morphological systems are adequately assessed with regard to their potential geophysical, hydrological or ecological impacts on the environment. PG 2 Geological Heritage of County Galway Support the implementation of recommendations made in the Geological Heritage of County Galway – An Audit of County Geological Sites in County Galway (2019). Consult with the Geological Survey of Ireland when undertaking, approving or authorising developments which are likely to impact on County Geological Sites or involve significant ground excavations including sites identified as part of the Geological Heritage of County Galway – An Audit of County Geological Sites in County Galway (2019). PG 3 Promotion of and Access to Geological Sites Encourage greater awareness of the geological heritage sites of the county and promote, where appropriate, public access to geological and geomorphological sites and avoid inappropriate development. ESK 1 Protection of Eskers Systems Protect and conserve the landscape, natural heritage and biodiversity value of esker systems in the county. Assess applications for quarrying and other proposed developments with reference to their status or relative importance, for example, amenity, landscape and scientific value in the context of the overall esker system. ESK 2 Esker Areas Have regard to the Landscape Character Assessment of the County of Galway and its recommendations relating to the Esker areas and any other subsequent relevant reports/ data. UGG 1 UNESCO Global Geopark Status. To continue to work in partnership with all relevant stakeholders to facilitate and support the ongoing work of the Joyce Country and Western Lakes aspiring Geopark and its application for full UNESCO Global Geopark status. Support initiatives in relation to the Burren Lowlands, The Burren and Cliffs of Moher UNESCO Global Geopark that relate to the county.
Water	• Potential adverse effects upon the status of water bodies and entries to the WFD Register of Protected Areas (ecological and human value), arising from changes in	Also refer to measures under other environmental components including Biodiversity, Flora and Fauna, Soil and Material Assets. **GSST 22 The River Walk** Protect and enhance walkways along the Cannahowna/Gort River including the Kinincha and Pound Road in a sustainable manner where possible. Regard should be had to the protection of Otters and Otter breeding sites and resting places along the river walk. Any proposals shall be required to comply with environmental considerations and the relevant DM Standards.	Also refer to measures under other environmental components including Soil and Material Assets. RH 11 Waste Water Treatment provision. Provide for sustainable rural housing in the county in accordance with the EPA Code of Practice: Wastewater Treatment Systems for Single Houses (2009). AD4 Agriculture Waste. To ensure agricultural waste is managed and disposed of in a safe, efficient and sustainable manner having regard to the environment and in full compliance with the European Communities Good Agricultural Practice for the Protection of Waters Regulations (2014) and relevant best practice guidelines. WS 1 Enhancement of Water Supply Infrastructure

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	quality, flow and/or morphology. • Increase in flood risk and associated effects associated with flood events.	**GSST 25 Constrained Land Use** To facilitate the appropriate management and sustainable use of land within Flood Zones A and B. New development in these areas will generally be limited (apart from where the Plan-level Justification Test outlined in the accompanying SFRA has been passed or where the uses comprise minor developments in existing developed areas, as outlined in Section 5.28 of the Guidelines as amended by Circular PL 2/2014) to water-compatible uses in Flood Zone A, and less vulnerable or water compatible uses in Flood Zone B, and a detailed site-specific Flood Risk Assessment will be required in these areas. This limitation shall take primacy over any other provision relating to land use zoning objectives. The Plan-level Justification Test has been passed for all lands zoned Town Centre overlapping within Flood Zone A or B. **GSST 35 Green Infrastructure** Galway County Council shall promote the benefit of open spaces and implement the integration of green infrastructure/networks (e.g., interconnected network of green spaces (including aquatic ecosystems) and other physical features on land) into new development and regeneration proposals in order to mitigate and adapt to climate change. **GSST 57 Biodiversity & Ecological Networks** Support the protection of biodiversity and ecological connectivity within the Plan Area including woodlands, trees, hedgerows, rivers, streams, natural springs, peatlands, wetlands, stonewalls, and other landscape features, where these form part of the ecological network. Seek to retain and/or incorporate these natural features into developments, to avoid ecological fragmentation and maintain ecological corridors. **GSST 58 Flood Risk Management Guidelines** It is the policy objective of Galway County Council to support, in co-operation with the OPW, the implementation of the EU Flood Risk Directive (2007/60/EC), the Flood Risk Regulations (SI No. 122 of 2010) and the DEHLG/OPW publication The Planning System and Flood Risk Management Guidelines (2009) (and any updated/superseding legislation or policy guidance) and Department Circular PL2/2014 or any updated / superseding version. **GSST 59 Flood Risk Management and Assessment** It is a Policy Objective of the Council to comply with the requirements of the DoEHLG/OPW The Planning System and Flood Risk Management Guidelines for Planning Authorities and its accompanying Technical Appendices Document 2009 (including any updated/superseding documents). This will include the following: a) Avoid, reduce and/or mitigate, as appropriate in accordance with the Guidelines; b) Development proposals in areas where there is an identified or potential risk of flooding or that could give rise to a risk of flooding elsewhere will be required to carry out a Site- Specific Flood Risk Assessment, and justification test where appropriate, in accordance with the provisions of The Planning System and Flood Risk Management Guidelines 2009 (or any superseding document); Any flood risk assessment should include an assessment of the potential impacts of climate change, such as an increase in the extent or probability of flooding, and any associated measures necessary to address these impacts;	Liaise with Irish Water, to maximise the potential of existing capacity and to facilitate the timely delivery of new water services infrastructure, to facilitate existing and future growth. WS 2 Protection of Water Supplies Collaborate with Irish Water and the Group Water Federation Scheme to protect, conserve and enhance all existing and potential water resources in the County to ensure compliance with the European Union (Drinking Water) Regulations 2014 (as amended) and compliance of water supplies with the parameters identified in these Regulations. WS 3 River Basin Management Plan for Ireland 2018-2021 Support the implementation of the relevant recommendations and measures as outlined in the relevant River Basin Management Plan 2018-2021, and associated Programme of Measures, or any such plan that may supersede same during the lifetime of this plan. WS 4 Requirement to Liaise with Irish Water – Water Supply Ensure that new developments are adequately serviced with a suitable quantity and quality of drinking water supply and require that all new developments intending to connect to a public water supply liaise with Irish Water with regard to the water (and wastewater) infrastructure required. WS 5 Private Water Supply Support the provision of a private water supply in instances where there is no public water supply or where the existing supply does not have sufficient capacity to serve the proposed development. This will only be considered where it can be demonstrated that the proposed water supply meets the standards set out in the EU and national legislation and guidance including adherence to Article 6 of the EU Habitats Directive, and would not be prejudicial to public health or would not significantly impact negatively on the source or yield of an existing supply." WS 6 Water Framework Directive Support the preparation of Drinking Water Safety Plans and Source Protection Plans to protect sources of public water supply, in accordance with the requirements of the Water Framework Directive. WS 7 Water Quality Require that new development proposals would ensure that there would not be an unacceptable impact on water quality and quantity including surface water, ground water, designated source protection areas, river corridors and associated wetlands. WS 8 Proliferation of Septic Tanks Encourage the use of high standard treatment plants to minimise the risk of groundwater pollution. CWS 1 Water Conservation with all Developments To ensure all developments incorporate water conservation measures such as rainwater harvesting to minimise wastage of water supply. CWS 2 Water Mains Rehabilitation To assist Irish Water in their commitment to water conservation and support efforts to tackle leakage through find and fix (active leakage control) and water mains rehabilitation. CWS 3 Promotion of Water Conservation To support Irish Water in promoting public awareness and involvement in water conservation measures by households, business and industry. WW 1 Enhancement of Wastewater Supply Infrastructure Work in conjunction with Irish Water to maximise the potential of existing capacity and to facilitate the delivery of new wastewater services infrastructure, to facilitate future growth in the county. WW 2 Delivery of Wastewater Infrastructure Liaise and co-operate with Irish Water in the implementation and delivery of the Water Services Strategic Plan (2015) and the Irish Water Investment Plan 2020-2024 and other relevant investment works programmes of Irish Water in the delivery of infrastructure within the county. WW 3 The Greater Galway Area Strategic Drainage Study To seek to accelerate and support the delivery of the Greater Galway Area Strategic Drainage Study and the associated solutions as identified in the RSES as an essential infrastructure requirement in conjunction with the Department of the Environment, Climate and Communications, Irish Water and Galway City Council. WW 4 Requirement to Liaise with Irish Water – Wastewater Ensure that new developments will only be permitted which are adequately serviced with sufficient capacity for appropriate collection, treatment and disposal (in compliance with the Water Framework Directive and River Basin Management Plan) to the public sewer unless provided for otherwise by the plan. Developers shall liaise with Irish Water with regard to the wastewater (and water) infrastructure to ensure sufficient capacity is available prior to the submission of a planning application. " WW 5 Serviced Sites Support the servicing of small towns and villages including initiatives to provide an alternative to one-off housing in the

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		c) Development that would be subject to an inappropriate risk of flooding or that would cause or exacerbate such a risk at other locations shall not normally be permitted; d) Galway County Council shall work with other bodies and organisations, as appropriate, to help protect critical infrastructure, including water and wastewater, within the County, from risk of flooding. **GSST 60 Principles of Flood Risk Management Guidelines** The Council shall implement the key principles of flood risk management set out in the Flood Risk Management Guidelines as follows: a) Avoid development that will be at risk of flooding or that will increase the flooding risk elsewhere, where possible; b) Substitute less vulnerable uses, where avoidance is not possible; and, c) Mitigate and manage the risk, where avoidance and substitution are not possible. Development should only be permitted in areas at risk of flooding when there are no alternative reasonable sites available in areas at lower risk that also meet the objectives of proper planning and sustainable development. Vulnerable development in areas which have the highest flood risk should be avoided and/or only considered in exceptional circumstances (through a prescribed Justification Test) if adequate land or sites are not available in areas which have lower flood risk. **GSST 61 Surface Water Drainage and Sustainable Drainage Systems (SuDs)** Maintain and enhance, as appropriate, the existing surface water drainage system in Gort. Ensure that new developments are adequately serviced with surface water drainage infrastructure and promote the use of Sustainable Drainage Systems in all new developments. Surface water runoff from development sites will be limited to pre-development levels and planning applications for new developments will be required to provide details of surface water drainage and Sustainable Drainage Systems proposals. To maximise the capacity of existing collection systems for foul water, the discharge of additional surface water to combined (foul and surface water) sewers is not permitted. Refer also to Section 3.5 of the accompanying SFRA, "Sustainable Urban Drainage Systems and Surface Water Guidance and Strategy". **GSST 62 Protection of Waterbodies and Watercourses** Protect waterbodies and watercourses within the County from inappropriate development, including rivers, streams, associated undeveloped riparian strips, wetlands and natural floodplains. This will include protection buffers in the riverine, wetland and coastal areas as appropriate. To contribute towards protection and improvement of the status of surface and ground waters in accordance with the Water Framework Directive. Applications for development under the Plan must demonstrate that the proposed development would not adversely affect a water body's ability to meet its objectives under the Water Framework Directive, individually as a result of the proposed development or cumulatively, in combination with other developments. **GSST 63 Flood Risk Assessment for Planning Applications and CFRAMS** Protect Flood Zone A and Flood Zone B from inappropriate development and direct developments/land uses into the appropriate Flood Zone in	countryside, in accordance with the National Planning Framework. WW 6 Private Wastewater Treatment Plants Ensure that private wastewater treatment plants, where permitted, are operated in compliance with Environmental Protection Agency (EPA) Code of Practice for Domestic Waste Water Treatment System 2021 (Population Equivalent ≤10). WW 7 Sustainable Drainage Systems To require the use of Sustainable Drainage Systems to minimise and limit the extent of hard surfacing and paving and require the use of SuDS measures be incorporated in all new development (including extensions to existing developments). All development proposals shall be accompanied by a comprehensive SuDS assessment including run-off quantity, run off quality and impacts on habitat and water quality. WW 8 Storm Water Infrastructure To support the improvement of storm water infrastructure and to increase the use of sustainable drainage and reduce the risk of flooding in urban environments. WW 9 Integrated Wetland Wastewater Treatment Systems Galway County Council will encourage the use of integrated wetland wastewater treatment systems for both one off and multi-unit housing developments that accord with the prevailing regulations and standards including the relevant EPA Code of Practice. WW10 Surface Water Drainage To require all new developments to provide a separate foul and surface water drainage system and to incorporate sustainable urban drainage systems where appropriate in new development and the public realm. WW11 Protection of Irish Water Collection Systems To prohibit the discharge of additional surface water to combined (foul and surface water) sewers in order to maximise the capacity of existing collection systems for foul water. AF 1 Marine Aquaculture To support the sustainable development of marine aquaculture and fishing industries, so as to maximise their contribution to jobs and growth in coastal communities where it can be demonstrated that the development will not have significant adverse effects on the environment. SF 1 Shellfish Waters Directive To continue to work with local communities, relevant stakeholders and with the Department of Agriculture, Food and Marine to ensure the proper and successful implementation of the Shellfish Waters Directive along County Galway's coastline. SF 2 Protection of Shellfish Waters To seek to protect the quality of designated shellfish waters off the County Galway coast. WR 1 Water Resources Protect the water resources in the plan area, including rivers, streams, lakes, wetlands, springs, turloughs, surface water and groundwater quality, as well as surface waters, aquatic and wetland habitats and freshwater and water dependant species in accordance with the requirements and guidance in the EU Water Framework Directive 2000 (2000/60/EC), the European Union (Water Policy) Regulations 2003 (as amended), the River Basin District Management Plan 2018 – 2021 and other relevant EU Directives, including associated national legislation and policy guidance (including any superseding versions of same) and also have regard to the Freshwater Pearl Mussel Sub-Basin Management Plans. WR 2 River Basin Management Plans It is a policy objective of the Planning Authority to implement the programme of measures developed by the River Basin District Projects under the Water Framework Directive in relation to: Surface and groundwater interaction, Dangerous substances, Hydro-morphology, Forestry, On site wastewater treatment systems, Municipal and industrial discharges, Urban pressures, Abstractions. WTWF 1 Wetland Sites Protect and conserve the ecological and biodiversity heritage of the wetland sites in the County. Ensure that an appropriate level of assessment is completed in relation to wetland habitats that are subject to proposals which would involve drainage or reclamation that might destroy, fragment or degrade any wetland in the county. This includes lakes and ponds, turloughs, watercourses, springs and swamps, marshes, fens, heath, peatlands, some woodlands as well as some coastal and marine habitats. Protect Ramsar sites under The Convention on Wetlands of International Importance (especially as Waterfowl Habitat). IW 1 Inland Waterways (a) Protect and conserve the quality, character and features of inland waterways by controlling developments close to navigable and non-navigable waterways in accordance with best practice guidelines. (b) Preserve, protect and enhance Galway's inland lakes and waterways for their amenity and recreational resource amenity. (c) Protect the riparian zones of watercourse systems throughout the County, recognising the benefits they provide in relation to flood risk management and their protection of the ecological integrity of watercourse systems and ensure they are

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		accordance with The Planning System and Flood Risk Management Guidelines for Planning Authorities 2009 (or any superseding document) and the guidance contained in Development Management Standards 2 and 3. Site-specific Flood Risk Assessment (FRA) is required for all planning applications in areas at elevated risk of flooding, even for developments appropriate to the particular flood zone. The detail of these site-specific FRAs will depend on the level of risk and scale of development. A detailed site-specific FRA should quantify the risks, the effects of selected mitigation and the management of any residual risks. The Council shall have regard to the results of any CFRAM Studies in the assessment of planning applications. Where a development/land use is proposed that is inappropriate within the Flood Zone, then the development proposal will need to be accompanied by a Development Management Justification Test in addition to the site-specific Flood Risk Assessment. In Flood Zone C, where the probability of flooding is low (less than 0.1%, Flood Zone C), site-specific Flood Risk Assessment may be required, and the developer should satisfy themselves that the probability of flooding is appropriate to the development being proposed. **GSST 64 Flood Risk Assessment and Climate Change** Flood Risk Assessment in Gort shall provide information on the implications of climate change with regards to flood risk in relevant locations. The Flood Risk Management – Climate Change Sectoral Adaptation Plan 2019 (or any superseding document) shall be consulted with to this effect. **GSST 65 River Basin Management Plan and Protection of Waters** Support the implementation of the relevant recommendations and measures as outlined in the National River Basin Management Plan or any other plan that may supersede same during the lifetime of this Local Area Plan. Development shall only be permitted where it can be clearly demonstrated that the proposal would not have an unacceptable impact on the water environment, including surface water, groundwater quality and quantity, river corridors and associated wetlands. Galway County Council will support the protection and, where appropriate, the restoration of all water bodies in order to reach good status and will seek to prevent deterioration in the status of all water bodies. **GSST 66 Flood Vulnerable Zones** It is a policy objective of the Council to ensure that applications pertaining to existing developments in flood vulnerable zones provide details of structural and non-structural risk management measures to include, but not be limited to specifications of the following – floor levels, internal layout, flood resilient construction, flood resistant construction, emergency response planning, access and egress during flood events. **GSST 67 Flood Risk Management** Ensure each flood risk management activity is examined to determine actions required to embed and provide for effective climate change adaptation as set out in the OPW Climate Change Sectoral Adaptation Plan for Flood Risk Management applicable at the time.	considered in the land use zoning in Local Area Plans. (d) The Planning Authority will support in principle the development and upgrading of the Inland Waterways and their associated facilities in accordance with legislation, best practice and relevant management strategies, key stakeholders and bodies including Waterways Ireland. (e) Ensure all abstractions of water will be subject to assessment for compliance with the requirements of Article 6 of the Habitats Directive. (f) Seek to provide additional accesses to lake shores and rivers for public rights of way, parking and layby facilities, where appropriate. (g) Developments shall ensure that adequate soil protection measures are undertaken, where appropriate, including investigations into the nature and extent of any soil/groundwater contamination. FL 1 Flood Risk Management Guidelines It is the policy objective of Galway County Council to support, in co-operation with the OPW, the implementation of the EU Flood Risk Directive (2007/60/EC), the Flood Risk Regulations (SI No. 122 of 2010) and the DEHLG/OPW publication The Planning System and Flood Risk Management Guidelines (2009) (and any updated/superseding legislation or policy guidance) and Department Circular PL2/2014 or any updated / superseding version. FL 2 Flood Risk Management and Assessment Comply with the requirements of the DoEHLG/OPW The Planning System and Flood Risk Management Guidelines for Planning Authorities and its accompanying Technical Appendices Document 2009 (including any updated/superseding documents). This will include the following: (a) Avoid, reduce and/or mitigate, as appropriate in accordance with the Guidelines; (b) Development proposals in areas where there is an identified or potential risk of flooding or that could give rise to a risk of flooding elsewhere will be required to carry out a Site-Specific Flood Risk Assessment, and justification test where appropriate, in accordance with the provisions of The Planning System and Flood Risk Management Guidelines 2009 (or any superseding document); Any flood risk assessment should include an assessment of the potential impacts of climate change, such as an increase in the extent or probability of flooding, and any associated measures necessary to address these impacts; (c) Development that would be subject to an inappropriate risk of flooding or that would cause or exacerbate such a risk at other locations shall not normally be permitted; (d) Galway County Council shall work with other bodies and organisations, as appropriate, to help protect critical infrastructure, including water and wastewater, within the County, from risk of flooding. FL 3 Principles of the Flood Risk Management Guidelines The Planning Authority shall implement the key principles of flood risk management set out in the Flood Risk Management Guidelines as follows: (a) Avoid development that will be at risk of flooding or that will increase the flooding risk elsewhere, where possible; (b) Substitute less vulnerable uses, where avoidance is not possible; and (c) Mitigate and manage the risk, where avoidance and substitution are not possible. Development should only be permitted in areas at risk of flooding when there are no alternative, reasonable sites available in areas at lower risk that also meet the objectives of proper planning and sustainable development. Vulnerable development in areas which have the highest flood risk should be avoided and/or only considered in exceptional circumstances (through a prescribed Justification Test) if adequate land or sites are not available in areas which have lower flood risk FL 4 Flood Relief Schemes The Planning Authority shall support and co-operate with the Office of Public Works (OPW) in the delivery of Flood Relief Schemes. FL 5 Catchment Planning The Planning Authority will support the OPW'S CFRAM Programme and catchment-based Flood Planning Groups, especially where catchments go beyond the Council's administrative boundary, in the development and implementation of catchment-based strategies for the management of flood risk - including those relating to storage and conveyance. FL 6 Surface Water Drainage and Sustainable Drainage Systems (SuDs) Maintain and enhance, as appropriate, the existing surface water drainage system in the County. Ensure that new developments are adequately serviced with surface water drainage infrastructure and promote the use of Sustainable Drainage Systems in all new developments. Surface water run-off from development sites will be limited to pre-development levels and planning applications for new developments will be required to provide details of surface water drainage and sustainable drainage systems proposals. FL 7 Protection of Waterbodies and Watercourses Protect waterbodies and watercourses within the County from inappropriate development, including rivers, streams, associated undeveloped riparian strips, wetlands and natural floodplains. This will include protection buffers in riverine, wetland and coastal areas as appropriate.

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

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			FL 18 Inappropriate Development on Flood Zones Where a development/land use is proposed within any area subject to this objective the development proposal will need to be accompanied by a detailed hydrological assessment and robust SUDS design which demonstrates the capacity to withstand potential flood events to maintain water quality and avoid potential effects to ecological features. • Any development proposals should be considered with caution and will be required to comply with The Planning System and Flood Risk Management Guidelines for Planning Authorities/Circular PL2/2014 & the associated Development Management Justification Test. • Climate Change should be duly considered in any development proposal. • Protect the riparian zones of watercourse systems throughout the plan area through a general 10 metre protection buffer from rivers within the plan area as measured from the near riverbank, (this distance may be increased and decreased on a site by site basis, as appropriate). • Any development proposals submitted for this site will require a detailed ecological report (s), carried out by suitably qualified personnel for the purposes of informing Appropriate Assessment Screening by Galway County Council, the competent authority. • The relevant lands will be outlined and flagged with a symbol on the land use zoning map and on the GIS system of Galway County Council so that staff and the public are aware of the special conditions/constraints attached. • A briefing will be provided to relevant staff within Galway County Council on the special conditions and constraints on relevant lands. DM Standard 67 DM Standard 68
Air and Climatic Factors	• Potential conflict between development under the Plan and aiming to reduce carbon emissions in line with local, national and European environmental objectives. • Potential conflicts between transport emissions, including those from cars, and air quality. • Potential conflicts between increased frequency of noise emissions and protection of sensitive receptors. • Potential conflicts with climate adaptation measures including those relating to flood risk management.	**GSST 44 Local Transport Plan** Support the implementation of the Local Transport Plan as set out in Section 3 in accordance with proper planning and sustainable development. **GSST 45 Transportation Infrastructure** Facilitate the provision and maintenance of essential transportation infrastructure. This shall include the reservation of lands to facilitate public roads, footpaths, cycle ways, bus stops and landscaping together with any necessary associated works, as appropriate. **GSST 46 Sustainable Transportation** Facilitate any Smarter Travel initiatives that will improve sustainable transportation within the plan area and facilitate sustainable transportation options including public transportation, rail freight, electric vehicles rentals, car clubs, public bike schemes, cycle parking as appropriate. **GSST 47 Pedestrian and Cycle Network** Facilitate the improvement of the pedestrian and cycling environment and network so that it is safe and accessible to all, through the provision of the necessary infrastructure. New development shall promote and prioritise walking and cycling, shall be permeable, adequately linked and connected to neighbouring areas, the town centre, recreational, educational, residential and employment destinations and shall adhere to the principles contained within the national policy document Smarter Travel – A Sustainable Transport Future 2009 – 2020, the Design Manual for Urban Roads and Streets (DMURS) and NTA document Permeability: Best Practice Guide. **GSST 48 Pedestrian Crossings** Facilitate the provision of pedestrian crossings adjacent to schools and at other appropriate locations within the plan area. **GSST 49 Traffic and Transport Assessment (TTA) and Road Safety Audits (RSA)** Require all significant development proposals to be accompanied by a Road Safety Audit and Traffic & Transport Assessment carried out by suitably competent consultants, which are assessed in association with their cumulative impact with neighbouring developments on the road network, in accordance with the requirements contained within the TII's	AQ 1 Ambient Air Quality To promote the preservation of best ambient air quality compatible with sustainable development in accordance with the EU Ambient Air Quality and Cleaner Air for Europe (CAFÉ) Directive (2008/50/EC) and ensure that all air emissions associated with new developments are within Environmental Quality Standards as set out in the Air Quality Standards Regulations 2011 (SI No. 180 of 2011) (or any updated/superseding documents). AQ 2 Assessment of Air Quality To require developments which would have the potential to have adverse impacts on air quality to carry out assessments of the impact of the development on air quality. AQ 3 Air Quality Mitigation Measures To require the use of appropriate mitigation measures such as dust dampeners to minimise the potential impacts of developments on air quality. AQ 4 Air Purification Galway County Council shall encourage landscaping and deciduous tree planting in an environmentally sensitive manner within towns and villages as a means of air purification, the filtering of suspended particles and the improvement of their micro-climate. AQ 5 Radon Galway County Council shall have regard, to the specific guidance on radon prevention measures for new homes as contained within the existing Building Regulations (including any updated/superseding Regulations that may be published within the lifetime of this Development Plan). NP 1 Galway County Council Noise Action Plan 2019-2023 To implement the Galway County Council Noise Action Plan 2019-2023 (and any subsequent Plan) in order to avoid, prevent and reduce the harmful effects, including annoyance, due to environmental noise exposure. NP 2 Developments within Noise Maps (Noise Action Plan 2019-2023) To require that where new developments are proposed within the noise limits of the noise maps for the designated sections of roads in the County, appropriate mitigation measures are undertaken so as to prevent harmful effects from environmental noise. NP3 Noise Impact Assessments To require an assessment of impact of the development on noise levels, having regard to the provisions of the Environmental Protection Agency Acts 1992 and 2003 and the EPA Noise Regulations 1994 when assessing planning application. NP 4 Noise Pollution and Regulation Restrict development proposals causing noise pollution in excess of best practice standards and regulate and control activities likely to give rise to excessive noise, other than those activities which are regulated by the EPA NP 5 Noise Mitigation Measures Require activities likely to give rise to excessive noise to install noise mitigation measures and monitors. The provision of a noise audit may be required where appropriate.

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		Traffic & Transport Assessment Guidelines (PE-PDV-02045) 2014 (including any updated/superseding document) and 'Road Safety Audit' (GE-STY-01024) December 2017. **GSST 50 Preservation of Routes, Road Upgrades and Infrastructure Provision** Prohibit development on lands which are reserved for proposed road/street corridors and associated buffers and where development would affect a route, line, level or layout of any proposed new roadway or any junction required between a proposed and existing road. **GSST 51 Reservation of Access Points** Reserve access points for future development and the development of backlands that may be identified for reservation by the Planning Authority during the plan period, to ensure adequate vehicular, pedestrian and cycle access to backlands, in order to facilitate efficient development of these lands and to ensure connectivity and accessibility to lands with limited road frontage. G**SST 52 Road Junction Improvements** Continue to carry out road junction improvements where improvements to traffic flow and safety can be achieved, subject to normal planning and environment considerations. **GSST 53 Climate Change** Support and encourage sustainable compact growth and settlement patterns, integrated land use and low carbon transportation, and maximise opportunities through development location, form, layout and design to secure climate resilience and reduce carbon emissions. **GSST 54 Climate Change and Local Renewable Energy Sources** Support and facilitate the implementation of European, National and Regional objectives for climate adaptation and mitigation taking into account other provisions of the Plan (including those relating to land use planning, energy, sustainable mobility, flood risk management and drainage) and having regard to the Climate mitigation and adaptation measures.	CC 1 Climate Change Support and facilitate the implementation of European, National and Regional objectives for climate adaptation and mitigation taking into account other provisions of the Plan (including those relating to land use planning, energy, sustainable mobility, flood risk management and drainage) and having regard to the Climate mitigation and adaptation measures. CC 2 Transition to a low carbon, climate-resilient society It is a policy objective of the Planning Authority to support the transition to a competitive, low carbon, climate-resilient and environmentally sustainable economy by 2050, by way of reducing greenhouse gases, increasing renewable energy, and improving energy efficiency. CC 3 County Galway Climate Adaptation Strategy 2019-2024 To implement the County Galway Climate Adaptation Strategy 2019-2024 as appropriate. CC 4 Local Authority Climate Action Plan Support the preparation of a Climate Action Plan for County Galway. CC 5 Climate Adaptation and Mitigation To promote, support and direct effective climate action policies and objectives that seek to improve climate outcomes across County Galway through the encouragement and integration of appropriate mitigation and adaptation considerations and measures into all development and decision-making processes. CC 6 Local Authority Renewable Energy Strategy (LARES) To support the implementation of the Renewable Energy Strategy contained in Appendix 1 of the Galway County Development Plan to facilitate the transition to a low carbon county. CC 7 Climate Action Fund Support the delivery of sustainable development projects under the European Green Deal and utilise the Climate Action Fund/ Just Transition Fund established under the National Development Plan to encourage public and private climate mitigation and adaptation projects in line with criteria set out by the Fund at that time. CC 8 Climate Action and Development Location To implement, through the plan and future local areas plans, policies that support and encourage sustainable compact growth and settlement patterns, integrate land use and transportation, and maximise opportunities through development location, form, layout and design to secure climate resilience and reduce carbon dioxide and greenhouse emissions. CC 9 Mainstreaming Climate Change Adaptation Galway County Council shall incorporate climate change adaptation into land use planning, building layouts, energy, transport, natural resource management, forestry, agriculture and marine waters. CC 10 Green Infrastructure Galway County Council shall promote the benefit of open spaces and implement the integration of green infrastructure/networks (e.g., interconnected network of green spaces (including aquatic ecosystems) and other physical features on land) into new development and regeneration proposals in order to mitigate and adapt to climate change.
Material Assets	• Failure to provide adequate and appropriate waste water treatment (water services infrastructure and capacity ensures the mitigation of potential conflicts). • Failure to adequately treat surface water run-off that is discharged to water bodies (water services infrastructure and capacity ensures the mitigation of potential conflicts). • Failure to comply with drinking water regulations and serve new development	Also refer to measures under other environmental components including Population and Human Health, Cultural Heritage, Soil, Water, Air, various Land Use and Phasing provisions. **GSST 2 Service - Led Development** Development under the plan shall be preceded by sufficient capacity in the public wastewater infrastructure and potable water infrastructure. Potential developers shall make a Pre-Connection Enquiry to Uisce Éireann in order to establish the feasibility of a connection to the public network. **GSST 5 Opportunity Sites** To encourage and support the appropriate and sustainable development or redevelopment of lands identified as development opportunity sites within the Land Use Zoning Map. See Section 3.0 in respect of individual sites. **GSST 23 Agriculture** To promote the development of agriculture and agriculture-related uses in accordance with proper planning and sustainable development. There will be a general presumption against residential development on Agricultural zoned lands, located within the plan boundary except for single house developments for family members on farm family-owned lands.	Also refer to measures under other environmental components including Population and Human Health, Cultural Heritage, Soil, Water, Air, various Land Use and Phasing provisions. RH 11 Waste Water Treatment provision Provide for sustainable rural housing in the county in accordance with the EPA Code of Practice: Wastewater Treatment Systems for Single Houses (2009). AD4 Agriculture Waste To ensure agricultural waste is managed and disposed of in a safe, efficient and sustainable manner having regard to the environment and in full compliance with the European Communities Good Agricultural Practice for the Protection of Waters Regulations (2014) and relevant best practice guidelines. WS 1 Enhancement of Water Supply Infrastructure Liaise with Irish Water, to maximise the potential of existing capacity and to facilitate the timely delivery of new water services infrastructure, to facilitate existing and future growth. WS 2 Protection of Water Supplies Collaborate with Irish Water and the Group Water Federation Scheme to protect, conserve and enhance all existing and potential water resources in the County to ensure compliance with the European Union (Drinking Water) Regulations 2014 (as amended) and compliance of water supplies with the parameters identified in these Regulations. WS 3 River Basin Management Plan for Ireland 2018-2021 Support the implementation of the relevant recommendations and measures as outlined in the relevant River Basin Management Plan 2018-2021, and associated Programme of Measures, or any such plan that may supersede same during the lifetime of this plan. WS 4 Requirement to Liaise with Irish Water – Water Supply Ensure that new developments are adequately serviced with a suitable quantity and quality of drinking water supply and

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	with adequate drinking water (water services infrastructure and capacity ensures the mitigation of potential conflicts). • Increases in waste levels. • Potential impacts upon public assets and infrastructure. • Interactions between agricultural waste and soil, water, biodiversity and human health – including as a result of emissions of ammonia from agricultural activities (e.g. manure handling, storage and spreading) and the production of secondary inorganic particulate matter.	**GSST 24 Public Utilities** Facilitate the provision and maintenance of essential public utility infrastructure, together with the necessary ancillary facilities and uses, as appropriate. Development proposals in the vicinity of public utilities infrastructure will be assessed on a case-by-case basis in accordance with proper planning and sustainable development. **GSST 31 Water Supply and Water Conservation** Ensure that new developments are adequately serviced with a suitable quantity and quality of drinking water supply, promote water conservation to reduce the overall level of water loss in the public supply and require that new domestic developments provide for water supply metering in accordance with their connection agreement with Uisce Éireann. **GSST 35 Green Infrastructure** Galway County Council shall promote the benefit of open spaces and implement the integration of green infrastructure/networks (e.g., interconnected network of green spaces (including aquatic ecosystems) and other physical features on land) into new development and regeneration proposals in order to mitigate and adapt to climate change. **GSST 44 Local Transport Plan** Support the implementation of the Local Transport Plan as set out in Section 3 in accordance with proper planning and sustainable development. **GSST 45 Transportation Infrastructure** Facilitate the provision and maintenance of essential transportation infrastructure. This shall include the reservation of lands to facilitate public roads, footpaths, cycle ways, bus stops and landscaping together with any necessary associated works, as appropriate. **GSST 68 Waste Prevention, Reduction and Recycling** Promote the prevention, reduction and recycling of waste in new developments, new development proposals shall be required to submit proposals demonstrating how this is to be achieved and shall seek to ensure on-site provision for waste storage and segregation (bio-waste/dry recyclables/residual waste) pending collection at all new domestic and non-domestic premises. **GSST 69 Broadband & Telecommunications** To facilitate the sustainable delivery of a high capacity and high-quality ICT infrastructure within the plan area, including telephony and broadband services, to the requirements of the relevant service providers and in accordance with the principles of proper planning and sustainable development. **GSST 70 Open Access Fibre Ducting** Facilitate and promote the installation of underground shared telecommunications physical infrastructure, where practicable, in line with the Department of Environment, Climate and Communications documents including 'Recommendations for Open Access Fibre Ducting and Interior Cabling for New Residential Buildings 'Making Homes Fibre Ready', 2011, Support and facilitate delivery of the National Broadband Plan and the National Digital Strategy for Ireland 2013, 'Doing more with Digital – Phase 1 Digital Engagement' and Galway County Digital Strategy 2020 - 2023(including any updated/superseding documents). **GSST 71 Electricity Supply** Support the provision of an adequate supply of electricity and gas to developments in the Plan Area, to the requirements of the relevant service provider.	require that all new developments intending to connect to a public water supply liaise with Irish Water with regard to the water (and wastewater) infrastructure required. WS 5 Private Water Supply Support the provision of a private water supply in instances where there is no public water supply or where the existing supply does not have sufficient capacity to serve the proposed development. This will only be considered where it can be demonstrated that the proposed water supply meets the standards set out in the EU and national legislation and guidance including adherence to Article 6 of the EU Habitats Directive, and would not be prejudicial to public health or would not significantly impact negatively on the source or yield of an existing supply. WS 6 Water Framework Directive Support the preparation of Drinking Water Safety Plans and Source Protection Plans to protect sources of public water supply, in accordance with the requirements of the Water Framework Directive. WS 7 Water Quality Require that new development proposals would ensure that there would not be an unacceptable impact on water quality and quantity including surface water, ground water, designated source protection areas, river corridors and associated wetlands. WS 8 Proliferation of Septic Tanks Encourage the use of high standard treatment plants to minimise the risk of groundwater pollution. CWS 1 Water Conservation with all Developments To ensure all developments incorporate water conservation measures such as rainwater harvesting to minimise wastage of water supply. CWS 2 Water Mains Rehabilitation To assist Irish Water in their commitment to water conservation and support efforts to tackle leakage through find and fix (active leakage control) and water mains rehabilitation. CWS 3 Promotion of Water Conservation To support Irish Water in promoting public awareness and involvement in water conservation measures by households, business and industry. WW 1 Enhancement of Wastewater Supply Infrastructure Work in conjunction with Irish Water to maximise the potential of existing capacity and to facilitate the delivery of new wastewater services infrastructure, to facilitate future growth in the county. WW 2 Delivery of Wastewater Infrastructure "Liaise and co-operate with Irish Water in the implementation and delivery of the Water Services Strategic Plan (2015) and the Irish Water Investment Plan 2020-2024 and other relevant investment works programmes of Irish Water in the delivery of infrastructure within the county. WW 3 The Greater Galway Area Strategic Drainage Study To seek to accelerate and support the delivery of the Greater Galway Area Strategic Drainage Study and the associated solutions as identified in the RSES as an essential infrastructure requirement in conjunction with the Department of the Environment, Climate and Communications, Irish Water and Galway City Council. WW 4 Requirement to Liaise with Irish Water – Wastewater Ensure that new developments will only be permitted which are adequately serviced with sufficient capacity for appropriate collection, treatment and disposal (in compliance with the Water Framework Directive and River Basin Management Plan) to the public sewer unless provided for otherwise by the plan. Developers shall liaise with Irish Water with regard to the wastewater (and water) infrastructure to ensure sufficient capacity is available prior to the submission of a planning application. " WW 5 Serviced Sites Support the servicing of small towns and villages including initiatives to provide an alternative to one-off housing in the countryside, in accordance with the National Planning Framework. WW 6 Private Wastewater Treatment Plants Ensure that private wastewater treatment plants, where permitted, are operated in compliance with Environmental Protection Agency (EPA) Code of Practice for Domestic Waste Water Treatment System 2021 (Population Equivalent ≤10). WW 7 Sustainable Drainage Systems To require the use of Sustainable Drainage Systems to minimise and limit the extent of hard surfacing and paving and require the use of SuDS measures be incorporated in all new development (including extensions to existing developments). All development proposals shall be accompanied by a comprehensive SuDS assessment including run-off quantity, run off quality and impacts on habitat and water quality. WW 8 Storm Water Infrastructure To support the improvement of storm water infrastructure and to increase the use of sustainable drainage and reduce the risk of flooding in urban environments.

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		GSST 72 Renewable Energy Promote and facilitate the development of renewable sources of energy and associated infrastructure within the LAP area and encourage the integration of micro-renewable energy sources into the design and construction of new developments as appropriate.	WW 9 Integrated Wetland Wastewater Treatment Systems Galway County Council will encourage the use of integrated wetland wastewater treatment systems for both one off and multi-unit housing developments that accord with the prevailing regulations and standards including the relevant EPA Code of Practice. WW10 Surface Water Drainage To require all new developments to provide a separate foul and surface water drainage system and to incorporate sustainable urban drainage systems where appropriate in new development and the public realm. WW11 Protection of Irish Water Collection Systems To prohibit the discharge of additional surface water to combined (foul and surface water) sewers in order to maximise the capacity of existing collection systems for foul water. WM 1 Connacht and Ulster Waste Management Plan 2015-2021 Support the implementation of the Connacht and Ulster Waste Management Plan 2015-2021 or any updated version of this document within the lifetime of the plan. WM 2 Requirements for Waste Management Support and promote the circular economy principles, prioritising prevention, reuse, recycling and recovery, and to sustainably manage residual waste. New developments will be expected to take account of the provisions of the Waste Management Plan for the Region and observe those elements of it that relate to waste prevention and minimisation, waste recycling facilities, and the capacity for source segregation. WM 3 Waste Recovery and Disposal Facilities Support and facilitate the provision of adequate waste recovery and disposal facilities for the County. WM 4 Waste Legalisation To require that all waste disposal shall be undertaken in compliance with the requirements of the Environmental Protection Agency and relevant Waste Management Legislation.
Cultural Heritage	• Potential effects on protected and unknown archaeology and protected architecture arising from construction and operation activities.	**GSST 21 Tourism** Galway County Council shall encourage and foster appropriate tourism opportunities that capitalise on Gort's tourist potential and better promote itself as a traditional Irish market town, with strong links to its natural, cultural and architectural heritage. Any proposals shall be required to comply with environmental considerations and the relevant DM Standards. **GSST 32 High Quality and Contextually Sensitive Design** Ensure that new developments are responsive to their site context and in keeping with the character, heritage, amenities, environment and landscape of the area. New development proposals will be required to complement the existing character of the area in terms of scale, height, massing, building line, urban grain and definition and through high quality design proposals for buildings/structures/shop fronts, the use of high quality, appropriate materials and the provision of appropriate signage, lighting, landscaping proposals and other such details. **GSST 39 Architectural Heritage** Ensure the protection and conservation of the architectural heritage in the plan area, in particular by implementing the relevant legislative provisions of the Planning and Development Act 2000 (as amended) in relation to architectural heritage and policy guidance contained within the Architectural Heritage Protection Guidelines 2004/2011 and the published DAHG & NDA advice series titled Access: Improving the Accessibility of Historic Buildings and Places 2011 (or any superseding document). Policy Objective AH 2 – Protected Structures (Refer to the Current Galway County Development Plan 2022 - 2028). Ensure the protection and sympathetic enhancement of structures included in the Record of Protected Structures (RPS) that are of special architectural, historical, archaeological, artistic, cultural, scientific, social, or technical interest, together with the integrity of their character and setting. **GSST 40 Architectural Conservation Areas** Protect, conserve and enhance the essential character of the Gort	AH 1 Architectural Heritage Ensure the protection of the architectural heritage of County Galway, which is a unique and special resource, having regard to the policy guidance contained in the Architectural Heritage Protection Guidelines 2011 (and any updated/superseding document). AH 2 Protected Structures (Refer to Appendix 6) (a) Ensure the protection and sympathetic enhancement of structures including their curtilage and attendant grounds included and proposed for inclusion in the Record of Protected Structures (RPS) that are of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest, together with the integrity of their character and setting. (b) Review the Record of Protected Structures in order to provide a comprehensive schedule for the protection of structures of special importance in the County during the lifetime of the plan. (c) Ensure that development proposals are appropriate in terms of architectural treatment, character, scale and form to the existing protected structure and not detrimental to the special character and integrity of the protected structure and its setting. (d) Ensure high quality architectural design of all new developments relating to or which may impact on structures (and their settings) included in the Record of Protected Structures. (e) Promote and ensure best conservation practice through the use of specialist conservation professionals and craft persons. (f) Prohibit development proposals, either in whole or in part, for the demolition of protected structures, save in exceptional circumstances. AH 3 Protection of Structure on the NIAH Give regard to and consideration of all structures which are included in the NIAH for County Galway, which are not currently included in the Record of Protected Structures, in development management functions. AH 4 Architectural Conservation Areas (Refer to Appendix 7) Protect, conserve and enhance the special character of the Architectural Conservation Areas (ACA) included in this plan through the appropriate management and control of the design, location and layout of new development, modifications, alterations or extensions to existing structures, surviving historic plots and street patterns and/or modifications to the character or setting of the Architectural Conservation Area. Works within the ACA shall ensure the conservation of traditional features and building elements that contribute to the character of the area. The special character of an area includes its traditional building stock and material finishes, spaces, streetscape, shop fronts, landscape and setting. New proposals shall have appropriate regard to scale, plot, form, mass, design, materials, colours and function. This will be achieved by; (a) Protecting all buildings, structures, groups of structures, sites, landscapes and all features which contribute to the special character of the ACA from demolition and non-sympathetic alterations. (b) Promote appropriate and sensitive reuse and rehabilitation of buildings and sites within the ACA. (c) Ensure new development within or adjacent to an ACA respects the established character of the area and contributes positively in terms of design, scale, setting and material finishes to the ACA. (d) Promote high quality architectural design within ACAs. (e) Seek the repair and reuse of traditional shopfronts and where

Topic	Potentially Significant Adverse Effect, if Unmitigated	Draft Local Area Plan measures, including:	Existing Galway County Development Plan measures, including:
		Architectural Conservation Area (ACA) through the appropriate management and control of the design, location and layout of new development, respecting surviving historic plots and street patterns, alterations or extensions to existing structures, and/or modifications to the character or setting of the Architectural Conservation Areas. The identification of areas of special interest within the plan boundary may be considered during the lifetime of the plan. **GSST 41 Development/Works relating to Protected Structures and Architectural Conservation Area** Ensure that any development, modifications, alterations, or extensions materially affecting the character of a Protected Structure, or a structure adjoining a Protected Structure or structure within or adjacent to an Architectural Conservation Area (ACA), is sited and designed appropriately and is not detrimental to the character or setting of the Protected Structure or the ACA. This will include the following: Works materially affecting the character of a Protected Structure or the exterior of a building/structure within an ACA will require planning permission. Any works/development carried out to a Protected Structure or the exterior of a building/structure within an ACA shall be in accordance with best conservation practice and use sustainable and appropriate materials. Prohibit development proposals, either in whole or in part, for the demolition of Protected Structures or structures within an Architectural Conservation Area, which contributes to the special character of the area, save in exceptional circumstances. **GSST 42 Zones of Archaeological Notification** Ensure that all planning applications for development (including proposed services and infrastructural schemes such as electricity, sewerage, telecommunications and water schemes) within or in close proximity (30m) to the Zones of Archaeological Notification established for Gort Town as defined in Map 2 or at or in relation to other recorded archaeological sites and monuments (i.e. within the areas indicated on the SMR Database/Historic Environment Viewer – www.archaeology.ie) or in proximity to any National Monuments, including the historic town walls (both upstanding and sub-surface remains), shall take account of the archaeological heritage of the area and the need for archaeological assessments and possible mitigation measures. **GSST 43 Archaeology and Infrastructure Schemes** It is a policy objective of the planning authority to have regard to archaeological heritage when considering proposed service schemes (including electricity, sewerage, telecommunications, and water supply) and proposed roadwork (both realignments and new roads) located in close proximity to Recorded Monuments and Places and their known archaeological monuments.	appropriate, encourage new shopfronts of a high quality architectural design. (f) Ensure that all new signage, lighting, advertising and utilities to buildings within ACA are designed, constructed, and located in such a manner that they do not detract from the character of the ACA. (g) Protect and enhance the quality of open spaces within ACAs and ensure the protection and where necessary reuse of street furniture and use of appropriate materials during the course of public infrastructure schemes within ACAs. (h) Prohibit development proposals, either in whole or in part for the demolition of a structure within an Architectural Conservation Area that contributes to the special character of the area. (i) Protect structures in ACAs from non-¬sympathetic alterations and encourage appropriate in-fill developments. (j) Works materially affecting the character of a protected structure or the exterior of a building/ structure within an ACA will require planning permission; (k) Any works carried out to a protected structure or the exterior of a building/structure within an ACA shall be in accordance with best conservation practice and use sustainable and appropriate materials. (l) Ensure that any development, modifications, alterations, or extensions materially affecting the character of a protected structure, or a structure adjoining a protected structure, or a structure within or adjacent to an Architectural Conservation Area (ACA), is sited and designed appropriately and is not detrimental to the character or setting of the protected structure or of the ACA. AH 5 Maintenance and Re-use of existing Building Stock Promote the maintenance and appropriate re-use of the existing stock of buildings with architectural merit as a more sustainable option to their demolition and redevelopment. AH 6 Vernacular Architecture Recognise the importance of the contribution of vernacular architecture to the character of a place and ensure the protection, retention and appropriate revitalisation and reuse of the vernacular built heritage including structures that contribute to landscape and townscape character and resist the demolition of these structures. AH 7 Local Place Names Protect local place names as an important part of the cultural heritage and unique character of an area. Support the use of appropriate names for new developments that reflect the character and heritage of the area and that contribute to the local distinctiveness of a place. AH 8 Energy Efficiency and Traditionally Built Structures Ensure that measures to upgrade the energy efficiency of protected structures and traditionally built historic structures are sensitive to traditional construction methods, employ best practice and use appropriate materials and methods that will not have a detrimental impact on the material, functioning or character of the building. AH 9 Local Landscape and Place Assessment To support proposals from local communities including Tidy Town Committees, Chambers of Commerce and residents' groups in analysing the character of their place and promoting its regeneration for their own use and enjoyment and that of visitors to the area. AH 10 Designed Landscapes Protect the surviving historic designed landscapes in the County and promote the conservation of their essential character, both built and natural. Consider protection of the designed landscape by inclusion in an Architectural Conservation Area. Development proposals in designed landscape shall be accompanied by an appraisal of the contributing elements and an impact assessment. AH 11 Custodianship Promote an inter-disciplinary approach demonstrating best practice with regard to the custodianship of protected structures, recorded monuments and elements of built heritage. AH 12 Placemaking for Towns and villages Promote the value of placemaking in cooperation with communities in their towns, villages and local areas. AH 13 Traditional Building Skills Support and promote traditional building skills, training and awareness of the use of appropriate materials and skills within the Local Authority, community groups, owners and occupiers of traditionally built structures. AH 14 Design and Landscaping in New Buildings Encourage new buildings that foster an innovative approach to design and acknowledges the diversity of suitable design solutions in appropriate locations while promoting the added economic, amenity and environmental value of good design. ARC 1 Legislative Context Support and promote the preservation, conservation and appropriate management and enhancement of the County's archaeological sites and monuments, together with the settings of these monuments, having regard to the legislative, statutory and policy provisions relevant to the conservation of the archaeological heritage. ARC 2 Archaeological Sites Seek to encourage and promote awareness of and access to archaeological heritage of the County for all, through the provision of information to landowners and the community generally, in co-operation with statutory and other partners.

Topic	Potentially Significant Adverse Effect, if Unmitigated	Draft Local Area Plan measures, including:	Existing Galway County Development Plan measures, including:
			ARC 3 Archaeological Landscapes To facilitate where possible the identification of important archaeological landscapes in the County ARC 4 Protection of Archaeological Sites All planning applications for new development, redevelopment, any ground works, refurbishment, and restoration, etc. within areas of archaeological potential or within close proximity to Recorded Monuments or within the historic towns of County Galway will take account of the archaeological heritage of the area and the need for archaeological mitigation. ARC 6 Burial Grounds Protect the burial grounds, identified in the Record of Monuments and Places, in co-operation with the National Monuments Service of the Department of Housing, Local Government and Heritage. Encourage the local community to manage burial grounds in accordance with best conservation and heritage principles. ARC 7 Battlefield Sites Protect the Battle of Aughrim site and other battlefield sites and their settings. ARC 8 Underwater Archaeological Sites To protect and preserve the archaeological value of underwater archaeological sites and associated features. In assessing proposals for development, the Council will take account of the potential underwater archaeology of rivers, lakes, intertidal and subtidal locations. ARC 9 Recorded Monuments Ensure that any development in the immediate vicinity of a Recorded Monument is sensitively designed and sited and does not detract from the monument or its visual amenity. ARC 10 Zones of Archaeological Potential To protect the Zones of Archaeological Potential located within both urban and rural areas and around archaeological monuments generally as identified in the Record of Monuments and Places. Any development within the ZAPs will need to take cognisance of the potential for subsurface archaeology and if archaeology is demonstrated to be present appropriate mitigation (such as preservation in situ/buffer zones) will be required. ARC 11 Industrial and Post Medieval Archaeology Protect and preserve the archaeological value of industrial and post medieval archaeology such as mills, limekilns, bridges, piers, harbours, penal chapels and dwellings. Proposals for refurbishment, works to or redevelopment/conversion of these sites should be subject to careful assessment. ARC 12 Archaeology and Infrastructure Schemes Have regard to archaeological concerns when considering proposed service schemes (including electricity, sewerage, telecommunications, water supply) and proposed roadwork's (both realignments and new roads) located in close proximity to Recorded Monuments and Places and their known archaeological monuments. CUH 1 Cultural heritage Protect and promote the cultural heritage assets and the intangible cultural heritage assets of County Galway as important social and economic assets. CUH 2 Special Places of Historic Interest To protect and promote where possible special places of historical interest. CUH 3 Placenames/Naming of New Developments Promote and preserve local place names, local heritage and the Irish language by ensuring the use of local place names or geographical or cultural names which reflect the history and landscape of their settings in the naming of new residential and other developments. All names will be in the Irish language only. The naming and numbering schemes including associated signage must be submitted to the Planning Authority prior to the commencement of a new development. CUH 4 The Gaeltacht and Linguistic Heritage (a) To protect the linguistic and cultural heritage of the Gaeltacht and to promote Irish as a community language. To promote and facilitate the sustainable development of An Ghaeltacht and Island communities in County Galway. (b) To support organisations involved in the continued promotion and preservation of the Irish language and culture. To work in a positive and encouraging way to create and maintain a bilingual environment in the County, and to ensure the availability of opportunities for the use of spoken and written Irish. CUH 5 Library and Archives (a) To facilitate the development and implementation of Galway Library Development Programme 2016-2021 or subsequent programme and support the development and promotion of the library network in the county. (b) Galway County Council shall support the provision of a purpose built repository, meeting international archival standards, to house, and ensure the preservation, of this important heritage resource.

Topic	Potentially Significant Adverse Effect, if Unmitigated	Draft Local Area Plan measures, including:	Existing Galway County Development Plan measures, including:
Landscape	• Occurrence of adverse visual impacts and conflicts with the appropriate protection of designations relating to the landscape.	Also refer to measures under Biodiversity and Flora and Fauna and Cultural Heritage **GSST 32 High Quality and Contextually Sensitive Design** Ensure that new developments are responsive to their site context and in keeping with the character, heritage, amenities, environment and landscape of the area. New development proposals will be required to complement the existing character of the area in terms of scale, height, massing, building line, urban grain and definition and through high quality design proposals for buildings/structures/shop fronts, the use of high quality, appropriate materials and the provision of appropriate signage, lighting, landscaping proposals and other such details. **GSST 37 Views and Prospects** Preserve the protected views and scenic routes as detailed in Maps 8.3 and 8.4 in the GCDP 2022-2028 from development that in the view of the Planning Authority would negatively impact on said protected views and scenic routes. This shall be balanced against the need to develop key infrastructure to meet the strategic aims of the plan. **GSST 38 Design Statements** Significant proposals will be required to submit Design Statements which will be determined by scale and impact the latter of which will vary depending on the development location and the pertinent sensitivities. The design statement must demonstrate the suitability of the proposed design solution to the site context I accordance with the relevant urban design criteria. They should include a detailed explanation with illustrations where necessary the design principles and design concept. This should refer to the development layout, landscape, scale md mix, details of materials should also be included. The statement should show how the development will contribute to the process of placemaking. Particular reference should also include; • A site analysis; • A concept plan or masterplan as deemed appropriate; • A statement demonstrating the 12 urban design criteria set out in the Sustainable Residential Guidelines for Planning Authorities; • Quality Audit addressing street design as outlined in the Design Manual for Urban Roads and Streets; • Reference to the contribution of the development of the quality of public realm surrounding the development; • Demonstrate compliance with the Policy Objectives set out in this LAP and the GCDP. A degree of flexibility will apply to the requirements of Design Statements and other DM standards. Gort has its own set of circumstances which require flexible tailored design solutions where a proposal accords with specific planning standards and requirements. **GSST 57 Biodiversity & Ecological Networks** Support the protection of biodiversity and ecological connectivity within the Plan Area including woodlands, trees, hedgerows, rivers, streams, natural springs, peatlands, wetlands, stonewalls, and other landscape features, where these form part of the ecological network. Seek to retain and/or incorporate these natural features into developments, to avoid ecological fragmentation and maintain ecological corridors.	Also refer to measures under Biodiversity and Flora and Fauna and Cultural Heritage. Policy Objectives Landscape Conservation and Management LCM 1 Preservation of Landscape Character Preserve and enhance the character of the landscape where, and to the extent that, in the opinion of the Planning Authority, the proper planning and sustainable development of the area requires it, including the preservation and enhancement, where possible of views and prospects and the amenities of places and features of natural beauty or interest. LCM 2 Landscape Sensitivity Classification The Planning Authority shall have regard to the landscape sensitivity classification of sites in the consideration of any significant development proposals and, where necessary, require a Landscape/Visual Impact Assessment to accompany such proposals. This shall be balanced against the need to develop key strategic infrastructure to meet the strategic aims of the plan. LCM 3 Landscape Sensitivity Ratings Consideration of landscape sensitivity ratings shall be an important factor in determining development uses in areas of the County. In areas of high landscape sensitivity, the design and the choice of location of proposed development in the landscape will also be critical considerations. LCM 4 Open/Unfenced Landscape Preserve the status of traditionally open/unfenced landscape. The merits of each case will be considered in light of landscape sensitivity ratings and views of amenity importance. PVSR 1 – Protected Views and Scenic Routes Preserve the protected views and scenic routes as detailed in Maps 8.3 and 8.4 from development that in the view of the Planning Authority would negatively impact on said protected views and scenic routes. This shall be balanced against the need to develop key infrastructure to meet the strategic aims of the plan. TWHS 1 Tentative World Heritage Sites. Protect the Outstanding Universal Value of the tentative World Heritage Sites in County Galway namely the Western Stone Forts and the Burren that are included in the UNESCO Tentative List and engage with other national and international initiatives which promote the special built, natural and cultural heritage of places in the County. Collaborate with landowners, local communities and other relevant stakeholders to achieve World Heritage Site status for the sites identified in County Galway.

Section 10 Monitoring Measures

10.1 Introduction

The SEA Directive requires that the significant environmental effects of the implementation of plans and programmes are monitored. This section details the measures which will be used in order to monitor the likely significant effects of implementing the Plan.

Monitoring can both demonstrate the positive effects facilitated by the Plan and can enable, at an early stage, the identification of unforeseen adverse effects and the undertaking of appropriate remedial action.

The occurrence of significant adverse environmental effects not predicted and mitigated by this assessment, which are directly attributable to the implementation of the Plan, would necessitate consideration of these effects in the context of the Plan and potential remediation action(s) and/or review of part(s) of the Plan.

10.2 Indicators and Targets

Monitoring is based around indicators which allow quantitative measures of trends and progress over time relating to the Strategic Environmental Objectives identified in Section 5 and used in the evaluation. Each indicator to be monitored is accompanied by the target(s) which were identified with regard to the relevant strategic actions. The monitoring measures identified below as part of the Gort Local Area Plan SEA are consistent with the measures that were identified by the Galway County Development Plan 2022-2028 SEA. This consistency across the hierarchy of land use plans will improve the efficiency and effectiveness of future monitoring.

Table 10.1 overleaf shows the indicators and targets which have been selected for monitoring the likely significant environmental effects of implementing the Plan, if unmitigated.

Monitoring is an ongoing process and the programme allows for flexibility and the further refinement of indicators and targets. The Monitoring Programme may be updated to deal with specific environmental issues – including unforeseen effects – as they arise.

10.3 Sources

The Plan forms part of the wider land use planning framework comprising a hierarchy of policies, plans, programmes, etc. This wider framework, including the National Planning Framework, Northern and Western RSES, and Galway County Development Plan is subject to its own SEA (and associated monitoring) requirements. Individual projects will be subject to their own monitoring requirements as relevant.

In implementing the Monitoring Programme, the Council will take into account this hierarchy of planning and environmental monitoring.

Sources for indicators may include existing monitoring databases (including those maintained by planning authorities and national/regional government departments and agencies) and the output of lower-tier environmental assessment and decision making (including a review of project approvals granted and associated documents and the output of any EIA monitoring programmes).

Internal monitoring of the environmental effects of grants of permission in the Council would provide monitoring of certain indicators on a *grant of permission*[82] basis. Where significant adverse effects as a result of the development to be permitted are identified, such effects could be identified, recorded and used to inform monitoring evaluation.

[82] The likely significant effects of development proposals on environmental sensitivities are further determined during the development management process. Documenting any identified effects as a result of a development to be permitted can help to fulfill monitoring requirements.

10.4 Reporting

A stand-alone Monitoring Report on the significant environmental effects of implementing the Plan will be prepared in advance of the beginning of the review of the Plan. This report should address the indicators set out on Table 10.1.

Interim reporting may be undertaken as part of reporting on the County Development Plan and other Local Area Plans.

The Council is responsible for the ongoing review of indicators and targets, collating existing relevant monitored data, the preparation of monitoring evaluation report(s), the publication of these reports and, if necessary, the carrying out of remedial action.

Table 10.1 Indicators, Targets, Sources and Remedial Action

Environmental Component	SEO Code	Indicators	Targets	Sources	Remedial Action[83]
Biodiversity, Flora and Fauna	BFF	• Condition of European sites	• Require all local level land use plans to include ecosystem services and green/blue infrastructure provisions and to have regard to the required targets in relation to the conservation of European sites, other nature conservation sites, ecological networks, and protected species • Confirmation of compliance with Plan provisions relating to the protection of European Sites and sustaining resources • Implement and review, as relevant, the Galway County Heritage and Biodiversity Plan 2024-2030	• DHLGH report of the implementation of the measures contained in the Habitats Directive - as required by Article 17 of the Directive (every 6 years) [84] • DHLGH National Birds Directive Monitoring Report for the under Article 12 (every 6 years) [85] • Internal review of local land use plans • Internal review of development management / grants of permission	• Where condition of European sites is found to be deteriorating this will be investigated with the Regional Assembly and the DHLGH to establish if the pressures are related to Plan actions / activities. A tailored response will be developed in consultation with these stakeholders in such a circumstance.
		• Number of spatial plans that have included ecosystem services content, mapping and policy to protect ecosystem services when their relevant plans are either revised or drafted	• Require all local level land use plans to include ecosystem services and green/blue infrastructure provisions and to have regard to the required targets in relation to the conservation of European sites, other nature conservation sites, ecological networks, and protected species • Implement and review, as relevant, the Galway County Heritage and Biodiversity Plan 2024-2030	• Internal review of local land use plans	• Review internal systems
		• SEAs and AAs as relevant for new Council policies, plans, programmes etc.	• Screen for and undertake SEA and AA as relevant for new Council policies, plans, programmes etc.	• Internal review of new Council policies, plans, programmes etc. under the County Development Plan	• Review internal systems
		• Status of water bodies	• Included under Water below	• Included under Water below	• Included under Water below
		• Compliance of planning permissions with Plan measures providing for the protection of Biodiversity and flora and fauna – see County Development Plan Chapter 10 "Natural Heritage, Biodiversity and Green Infrastructure"	• For planning permission to be only granted when applications demonstrate that they comply with all Plan measures providing for the protection of biodiversity and flora and fauna – see County Development Plan Chapter 10 "Natural Heritage, Biodiversity and Green Infrastructure"	• Internal review of development management / grants of permission	• Review internal systems

[83] Where remedial action is required, consultations with government agencies (e.g. DECC, DT, EPA, HSE, NPWS, Regional Assembly, Uisce Éireann) may be undertaken in order to confirm causes of any identified changes in the environment and in order to develop appropriate responses.

[84] Including confirmation with development management that the following impacts have been considered and including use of monitoring data, where available: biodiversity/habitat loss; nitrogen deposition impacts on European sites; recreational disturbance resulting from implementation of tourism and recreation policies and objectives particularly in riparian areas; biodiversity enhancement; and disturbance /visitor pressure impacts of recreation, amenity and tourism development.

[85] Including confirmation with development management that the following impacts have been considered and including use of monitoring data, where available: biodiversity/habitat loss; nitrogen deposition impacts on European sites; recreational disturbance resulting from implementation of tourism and recreation policies and objectives particularly in riparian areas; biodiversity enhancement; and disturbance /visitor pressure impacts of recreation, amenity and tourism development.

Environmental Component	SEO Code	Indicators	Targets	Sources	Remedial Action[83]
Population and Human Health	PHH	• Implementation of Plan measures relating to the promotion of economic growth as provided for by County Development Plan Chapter 9 "Economic, Enterprise and Retail"	• Progress in successfully implementing Plan measures relating to the promotion of economic growth as provided for by County Development Plan Chapter 9 "Economic, Enterprise and Retail"	• Internal review of progress on implementing Plan objectives	• Review internal systems • Consultations with DECC
		• Number of spatial concentrations of health problems arising from environmental factors resulting from development permitted under the Plan	• No spatial concentrations of health problems arising from environmental factors as a result of implementing the Plan	• Review of published information from the Health Service Executive and EPA • Internal consultations with the Council's Environment Department	• Consultations with the Health Service Executive and EPA
		• Proportion of people reporting regular cycling / walking to school and work above previous CSO figures	• Increase in the proportion of people reporting regular cycling / walking to school and work above previous CSO figures • Progress in successfully implementing Plan measures relating to active travel	• CSO data • Internal review of progress on implementing Plan objectives	• Where proportion of population shows increase in private car use above previous CSO figures, the Council will coordinate with the Regional Assembly, the DHLGH, DECC and NTA to develop a tailored response.
		• Number of spatial plans that include specific green infrastructure mapping	• Require all local level land use plans to include specific green infrastructure mapping	• Internal review of local land use plans	• Review internal systems
Soil (and Land)	S	• Proportion of population growth occurring on infill and brownfield lands compared to greenfield (also relevant to Material Assets)	• Maintain built surface cover nationally to below the EU average of 4% as per the NPF • In accordance with National Policy Objectives 3c of the National Planning Framework, a minimum of 30% of the housing growth targeted in any settlement is to be delivered within the existing built-up footprint of the settlement • To map brownfield and infill land parcels	• EPA Geoportal • Compilation of greenfield and brownfield development for the DHLGH • Internal review of development management / grants of permission	• Where the proportion of growth on infill and brownfield sites is not keeping pace with the targets set in the NPF and the RSES, the Council will liaise with the Regional Assembly to establish reasons and coordinate actions to address constraints to doing so.
		• Instances where contaminated material generated from brownfield and infill must be disposed of	• Dispose of contaminated material in compliance with EPA guidance and waste management requirements	• Internal review of development management / grants of permission where contaminated material must be disposed of	• Consultations with the EPA and Development Management
		• Environmental assessments and AAs as relevant for applications for brownfield and infill development prior to planning permission	• Screen for and undertake environmental assessments and AA as relevant for applications for brownfield and infill development prior to planning permission	• Internal review of development management / grants of permission	• Review internal systems

Environmental Component	SEO Code	Indicators	Targets	Sources	Remedial Action[83]
Water	W	• Status of water bodies as reported by the EPA Water Monitoring Programme for the WFD	• Subject to exemptions provided for by Article 4 of the Water Framework Directive, not to cause deterioration in the status of any surface water or affect the ability of any surface water to achieve 'good status' • Implementation of the objectives of the River Basin Management Plan	• EPA Monitoring Programme for WFD compliance [86]	• Where water bodies are failing to meet at least good status this will be investigated with the DHLGH Water Section, the EPA Catchment Unit, the Regional Assembly and, as relevant, Uisce Éireann to establish if the pressures are related to Plan actions / activities. A tailored response will be developed in consultation with these stakeholders in such a circumstance. • Where planning applications are rejected due to insufficient capacity in the WWTP or failure of the WWTP to meet Emission Limit Values, the Council will consider whether it is necessary to coordinate a response with the Regional Assembly, EPA and Uisce Éireann to achieve the necessary capacity.
		• Number of incompatible developments permitted within flood risk areas	• Minimise developments granted permission on lands which pose - or are likely to pose in the future - a significant flood risk	• Internal review of development management / grants of permission	• Where planning applications are being permitted on flood zones, the Council will ensure that such grants are in compliance with the Flood Risk Management Guidelines and include appropriate flood risk mitigation and management measures.
Material Assets	MA	• Programmed delivery of Uisce Éireann infrastructure for all key growth towns in line with Uisce Éireann Investment Plan and prioritisation programme to ensure sustainable growth can be accommodated • Number of new developments granted permission which can be adequately and appropriately served with waste water treatment over the lifetime of the Plan	• All new developments granted permission to be connected to and adequately and appropriately served by waste water treatment over the lifetime of the Plan • Where septic tanks are proposed, for planning permission to be only granted when applications demonstrate that the outfall from the septic tank will not – in-combination with other septic tanks – contribute towards any surface or ground water body not meeting the objective of good status under the Water Framework Directive • Facilitate, as appropriate, Uisce Éireann in developing water and wastewater infrastructure • See also targets relating to greenfield and brownfield development of land under Soil and broadband under Population and Human Health	• Internal review of development management / grants of permission	• Where planning applications are rejected due to insufficient capacity in the WWTP or failure of the WWTP to meet Emission Limit Values, the Council will consider whether it is necessary to coordinate a response with the Regional Assembly, EPA and Uisce Éireann to achieve the necessary capacity.
		• Proportion of people reporting regular cycling / walking to school and work above previous CSO figures	• Increase in the proportion of people reporting regular cycling / walking to school and work above previous CSO figures • Progress in successfully implementing Plan measures relating to active travel	• CSO data • Internal review of progress on implementing Plan objectives	• Where proportion of population shows increase in private car use above previous CSO figures, the Council will coordinate with the Regional Assembly, the DHLGH, DECC and NTA to develop a tailored response.

[86] Including monitoring of water quality and nitrogen deposition due to bioenergy and agricultural projects where available

Environmental Component	SEO Code	Indicators	Targets	Sources	Remedial Action[83]
Air	A	• Proportion of journeys made by private fossil fuel-based car compared to previous levels • NO_2 (Nitrogen Dioxide), PM10 (particulate matter with diameter of 10 microns or less) and O_3 (Ozone) as part of Ambient Air Quality Monitoring	• Decrease in proportion of journeys made by car compared to previous levels • Improvement in Air Quality trends, particularly in relation to transport related emissions • Progress in successfully implementing Plan measures relating to sustainable mobility and travel	• CSO data • EPA Air Quality Monitoring • Internal review of progress on implementing Plan objectives	• Where proportion of population shows increase in private car use above previous CSO figures, Council will coordinate with the Regional Assembly, DHLGH, DECC and NTA to develop a tailored response. See also entry under Population and human health above
Climatic Factors	C	• Implementation of Plan measures relating to climate reduction targets	• For review of progress on implementing Plan objectives to demonstrate successful implementation of measures relating to climate reduction targets	• Internal review of development management / grants of permission	• Review internal systems
		• A competitive, low-carbon, climate-resilient and environmentally sustainable economy	• Contribute towards transition to a competitive, low-carbon, climate-resilient and environmentally sustainable economy by 2050	• Confirmation of progress in implementing of Galway County Council's Climate Change Adaptation Strategy 2019-2024 and Climate Action Plan 2024-2029 • EPA Greenhouse Gas Emissions reporting • Internal review of implementation of Plan provisions relating to renewable energy in transport, including facilitating the development of electricity charging and transmission infrastructure	• Where targets are not achieved, the Council will liaise with the Regional Assembly and the Eastern and Midlands Climate Action Regional Office to establish reasons and develop solutions.
		• Share of renewable energy in transport	• Contribute towards the National Energy and Climate Plan 2021-2030 sectoral target for transport (RES-T) of 14%, by 2030 (this may be increased following a provisional European agreement on 30 March 2023 for a binding overall RES target of at least 42.5% by 2030)		
		• Greenhouse gas emissions	• Contribute towards the target of aggregate reduction in carbon dioxide (CO_2) emissions of at least 51% (compared to 1990 levels) by 2030 (helping to set Ireland on a path to reach net-zero emissions by 2050)		
		• Energy consumption, the uptake of renewable options and solid fuels for residential heating	• To promote reduced energy consumption and support the uptake of renewable options and a move away from solid fuels for residential heating		
		• Proportion of journeys made by private fossil fuel-based car compared to previous levels	• Decrease in the proportion of journeys made by residents of the settlement using private fossil fuel-based car compared to previous levels • Progress in successfully implementing Plan measures relating to sustainable mobility and travel	• CSO data • Internal review of progress on implementing Plan objectives	• Where trends toward carbon reduction are not recorded, the Council will liaise with the Regional Assembly and the Eastern and Midlands Climate Action Regional Office to establish reasons and develop solutions.
		• Proportion of people reporting regular cycling / walking to school and work above previous CSO figures	• Increase in the proportion of people reporting regular cycling / walking to school and work above previous CSO figures • Progress in successfully implementing Plan measures relating to active travel	• CSO data • Internal review of progress on implementing Plan objectives	• Where proportion of population shows increase in private car use above previous CSO figures, the Council will coordinate with the Regional Assembly, the DHLGH, DECC and NTA to develop a tailored response.

Environmental Component	SEO Code	Indicators	Targets	Sources	Remedial Action[83]
Cultural Heritage	CH	• Percentage of entries to the Record of Monuments and Places, and the context these entries within the surrounding landscape where relevant, protected from adverse effects resulting from development which is granted permission under the Plan	• Protect entries to the Record of Monuments and Places, and the context of these entries within the surrounding landscape where relevant, from adverse effects resulting from development which is granted permission under the Plan	• Internal review of development management / grants of permission	• Where monitoring reveals visitor or development pressure is causing negative effects on designated archaeological or architectural heritage, the Council will work with Regional Assembly, Fáilte Ireland and the National Monuments Service and other stakeholders, as relevant, to address pressures through additional mitigation.
		• Percentage of entries to the Record of Protected Structures and Architectural Conservation Areas and their context protected from significant adverse effects arising from new development granted permission under the Plan	• Protect entries to the Record of Protected Structures and Architectural Conservation Areas and their context from significant adverse effects arising from new development granted permission under the Plan	• Internal review of development management / grants of permission	
Landscape	L	• Number of developments permitted that result in avoidable adverse visual impacts on the landscape, especially with regard to landscape and amenity designations included in Land Use Plans, resulting from development which is granted permission under the Plan	• No developments permitted which result in avoidable adverse visual impacts on the landscape, especially with regard to landscape and amenity designations included in Land Use Plans, resulting from development which is granted permission under the Plan	• Internal review of development management / grants of permission	• Where monitoring reveals developments permitted which result in avoidable adverse visual impacts on the landscape, the Council will re-examine Plan provisions and the effectiveness of their implementation

Appendix I Screening for SEA Determination

Screening for Strategic Environmental Assessment Determination

under Article 8 (14A) (3) Planning and Development (Strategic Environmental Assessment) Regulations 2004 (SI No. 436 of 2004), as amended by the Planning and Development (Strategic Environmental Assessment) (Amendment) Regulations 2011 (SI No. 201 of 2011) for the:

Draft Gort Local Area Plan 2024-2030

This Screening for Strategic Environmental Assessment (SEA) determination regarding whether or not implementation of the Draft Gort Local Area Plan 2024-2030 would be likely to have significant effects on the environment is being made under the above Regulations.

As part of this determination, the Council is considering whether or not implementation of the local area plan or amended plan would be likely to have significant effects on the environment, taking account of relevant criteria set out in Schedule 2A of the above Regulations. These criteria are taken into account as follows:

PART 1

1. *The characteristics of the plan having regard, in particular, to:* the degree to which the plan sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources

The Draft Gort Local Area Plan 2024-2030 will be prepared over the coming months. The Plan will provide a six-year framework for the sustainable development of Gort, while considering the conservation and protection of the built and natural environment. It will set out an overall strategy for the proper planning and sustainable development of the town in terms of its social, cultural, economic and physical development and will consist of a written statement supported by mapping and other appendices indicating the development objectives for Gort.

2. *The characteristics of the plan having regard, in particular, to:* the degree to which the plan influences other plans, including those in a hierarchy

The Plan will be guided by the National Planning Framework, the Regional Spatial and Economic Strategy for the Northern and Western Region and the Galway County Development Plan 2022-2028. In turn, the Plan will guide any lower-tier plans and future proposals for land use developments and activities.

3. *The characteristics of the plan having regard, in particular, to:* the relevance of the plan for the integration of environmental considerations in particular with a view to promoting sustainable development

The Plan will integrate environmental considerations with a view to promoting sustainable development at local level in Gort.

4. *The characteristics of the plan having regard, in particular, to:* environmental problems relevant to the plan

Environmental problems arise where there is a conflict between current environmental conditions and legislative targets.

It is intended that, through provisions relating to environmental protection and management, the Plan will contribute towards ensuring that environmental conditions do not get worse and, where possible, they contribute towards its amelioration.

The status of rivers and streams (2016-2021) draining the Plan is identified as being good (Kilchreest) and moderate (Cannahowna). The status (2016-2021) of Lough Cutra c. 2 km to the south-east of the Plan area is identified as good. Provisions contributing towards the Water Framework Directive's overall objective of good status are provided by the Galway County Development Plan 2022-2028.

There are significant areas at elevated levels of flood risk within the Plan area – including those at risk from fluvial (from rivers/streams) and groundwater sources. Other sources of flood risk present including those from rainwater (pluvial) and surface drainage systems.

5. *The characteristics of the plan having regard, in particular, to:* the relevance of the plan for the implementation of European Union legislation on the environment (e.g. plans linked to waste-management or water protection)

The Plan relates to the land use and town planning sector. It is expected that the Plan will integrate considerations with regard to EU and national legislation on the environment, including those relating to the waste management and the Water Framework Directive.

PART 2

1. *Characteristics of the effects and of the area likely to be affected, having regard, in particular, to:* the probability, duration, frequency and reversibility of the effects

The development of the Plan area will involve a range of land use developments and activities that would be likely to, if unmitigated, significantly affect all environmental components; this would include positive and negative effects across the Plan area and beyond. Such effects would encompass short term construction effects and longer-term operational effects.

Effects could be mitigated by integrating measures relating to environmental protection and management into the Plan and by adhering to such provisions from the existing Galway County Development Plan 2022-2028.

2. *Characteristics of the effects and of the area likely to be affected, having regard, in particular, to:* the cumulative nature of the effects

There are two types of potential cumulative effects that would be likely to occur, namely:

- Potential intra-Plan cumulative effects - these would be likely to arise from the interactions between different types of potential environmental effects resulting from the Plan. Examples of interrelationships between environmental components that help determine such effects include those between: human health and water quality; human health and air quality; human health and flood risk; and ecology and water quality.
- Potential inter-Plan cumulative effects - these would be likely to arise when the effects of the implementation of Plan occur in combination with those of other plans, programmes, etc. such as the County Development Plan and the Regional Spatial and Economic Strategy.

3. *Characteristics of the effects and of the area likely to be affected, having regard, in particular, to:* the transboundary nature of the effects

Potential effects, such as those on water will extend beyond the Plan boundary; however, significant environmental effects on other countries are unlikely.

4. *Characteristics of the effects and of the area likely to be affected, having regard, in particular, to:* the risks to human health or the environment (e.g. due to accidents)

Human health has the potential to be impacted upon by environmental vectors (i.e. environmental components such as air, water or soil through which contaminants or pollutants, which have the potential to cause harm, can be transported so that they come into contact with human beings). Hazards or nuisances to human health can arise as a result of exposure to these vectors arising from incompatible adjacent land uses for example. There is historic and predictive evidence of Fluvial flooding in various locations across the Plan area.

5. *Characteristics of the effects and of the area likely to be affected, having regard, in particular, to:* the magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected)

The spatial extent of potential effects includes the Plan area and areas downstream. The population most likely to be affected would be the population of the Plan area. Census 2016 recorded a population of 2,994 persons in Gort and the town is identified as a "Self-Sustaining Town" in the Galway County Development Plan 2022-2028. Self-Sustaining Towns have a high levels of population growth and a limited employment base and are reliant on other areas for employment and/or services requiring targeted 'catch up' investment to become more self-sustaining.

6. *Characteristics of the effects and of the area likely to be affected, having regard, in particular, to:* the value and vulnerability of the area likely to be affected due to:

a) special natural characteristics or cultural heritage;

Key ecological sensitivities within and surrounding the Plan area include those relating to:

- Ecologically designated sites located less than 5 km of the Plan area, including: Pollduagh Cave, Gort proposed Natural Heritage Area (partially adjacent to the south of the Plan area); The Coole-Garryland Complex Special Area of Conservation, Special Protection Area and proposed Natural Heritage Area (c. 1 km to the north-west of the Plan area); and Lough Cutra Special Area of Conservation, Special Protection Area and proposed Natural Heritage Area (c. 2 km to the south-east of the Plan area);
- Locally important habitats within the Plan area, various woodlands, parks, gardens, hedgerows, old buildings/stone walls and lands used for agriculture within and surrounding the Plan area, providing habitats for flora and fauna and facilitating linkages and corridors to the surrounding countryside for the wildlife; and

- Aquatic and riverine ecology associated with the Cannahowna River (including its tributaries and riparian buffer zones) and the Coole-Garryland Turlough and Caherglassaun Turlough.

The emerging finding of the Screening for Appropriate Assessment (AA) process being undertaken alongside the preparation of the Draft Plan is that the Plan has the potential, if unmitigated, to affect European Sites.

There are various entries to the Record of Monuments and Places within and around the Plan area, such as: castles; churches; graveyards; holy wells; ringforts; enclosures; ponds; and ecclesiastical remains.

There are many Protected Structures within and surrounding the Plan area, including examples of: railway stations; religious buildings; courthouses; barracks; terraced houses; and schools. Gort has a several buildings and structures of architectural interest, including: well-preserved Georgian period market town; St. Colman's Catholic Church; Gort Crane House; Gort Library; Gort Bridge; and St. Colman's Hall Heritage Centre. There is one Architectural Conservation Area designated within the Plan area: Gort Town Centre ACA. Many of the Protected Structures in the town are located within this ACA.

b) exceeded environmental quality standards or limit values, and;

The status of rivers and streams (2016-2021) draining the Plan is identified as being good (Kilchreest) and moderate (Cannahowna). The status (2016-2021) of Lough Cutra c. 2 km to the south-east of the Plan area is identified as good. Provisions contributing towards the Water Framework Directive's overall objective of good status are provided by the Galway County Development Plan 2022-2028. Provisions contributing towards the Water Framework Directive's overall objective of good status are provided by the Galway County Development Plan 2022-2028.

c) intensive land-use.

The Plan will provide for the relative intensive land use of urban and semi urban areas within the Plan area.

7. *Characteristics of the effects and of the area likely to be affected, having regard, in particular, to*: the effects on areas or landscapes which have a recognised national, European Union or international protection status

Gort is located in a generally flat area towards the south of the County of Galway. The Cannahowna River runs from south to north through the centre of the Plan area and provides a recreational amenity for the town (3 km looped Gort River Walk). The land surrounding Gort is predominantly made up of agricultural lands with woodlands associated with the Coole-Garryland Nature Reserve to the north-west and Lough Cutra to the south-west of the Plan area.

The existing Galway County Development Plan 2022-2028 identifies three Landscape Regions, which include ten Landscape Character Types (subdivided into smaller Landscape Character Units), 52 Viewing Points and seven Scenic Routes within the Council's administrative area. Landscape Character Units in County Galway are arranged in a hierarchy according to the level of their sensitivity.

The Plan area is located within the 'South Galway Region' Landscape Region, the 'Urban Environs' and 'Central Galway Complex' Landscape Character Types and the 'Urban Environs' and 'Kilchreest Basin Unit' Landscape Character Units. These Landscape Character Areas are classified as 'low' landscape value. Other landscape designations within the Plan area include 'Slieve Aughty Scenic Route'.

Furthermore, the emerging finding of the Screening for Appropriate Assessment (AA) process being undertaken alongside the preparation of the Draft Plan is that the Plan has the potential, if unmitigated, to affect European Sites. Stage 2 AA must therefore be carried out for the Plan. The SEA Directive (Article 3 para. 2) requires that SEA is carried out for certain plans and programmes that are being subject to Stage 2 AA. As a result, SEA must be carried out for the Plan.

With reference to the foregoing information, it is determined that the Plan would, if unmitigated, be likely to result in significant environmental effects and that SEA is required to be undertaken on the Draft Gort Local Area Plan 2024-2030.

Galway County Council

Date: January 2023

Appendix II Relationship with Legislation and Other Policies, Plans and Programmes

Legislation, Plan, etc.	Summary of high-level aim/ purpose/ objective	Additional information/lower-level objectives, etc.	Relevance to the Draft Plan
European Level			
SEA Directive (2001/42/EC)	• Contribute to the integration of environmental considerations into the preparation and adoption of plans and programmes with a view to promoting sustainable development. • Provide for a high level of protection of the environment by carrying out an environmental assessment of plans and programmes which are likely to have significant effects on the environment.	• Carry out and environmental assessment for plans or programmes referred to in Articles 2 to 4 of the Directive. • Prepare an environmental report which identifies, describes and evaluates the likely significant effects on the environment of implementing the plan or programme and reasonable alternatives that consider the objectives and the geographical scope of the plan or programme. • Consult with relevant authorities, stakeholders and public allowing sufficient time to make a submission. • Consult other Member States where the implementation of a plan or programme is likely to have transboundary environmental effects. • Inform relevant authorities and stakeholders on the decision to implement the plan or programme. • Issue a statement to include requirements detailed in Article 9 of the Directive. • Monitor and mitigate significant environmental effects identified by the assessment.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
EIA Directive (2011/92/EU as amended by 2014/52/EU)	• Requires the assessment of the environmental effects of public and private projects which are likely to have significant effects on the environment. • Aims to assess and implement avoidance or mitigation measures to eliminate environmental effects, before consent is given of projects likely to have significant effects on the environment by virtue, inter alia, of their nature, size or location are made subject to a requirement for development consent and an assessment with regard to their effects. Those projects are defined in Article 4.	• All projects listed in Annex I are considered as having significant effects on the environment and require an EIA. • For projects listed in Annex II, a "screening procedure" is required to determine the effects of projects on the basis of thresholds/criteria or a case by case examination. This should take into account Annex III. • The environmental impact assessment shall identify, describe and assess in an appropriate manner, in the light of each individual case and in accordance with Articles 4 to 12, the direct and indirect effects of a project on the following factors: human beings, fauna and flora, soil, water, air, climate and the landscape, material assets and the cultural heritage, the interaction between each factor. • Consult with relevant authorities, stakeholders and public allowing sufficient time to make a submission before a decision is made.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Habitats Directive (92/43/EEC)	• Promote the preservation, protection and improvement of the quality of the environment, including the conservation of natural habitats and of wild fauna and flora. • Contribute towards ensuring biodiversity through the conservation of natural habitats and of wild fauna and flora. • Maintain or restore to favourable conservation status, natural habitats and species of wild fauna and flora of community interest. • Promote the maintenance of biodiversity, taking account of economic, social, cultural and regional requirements.	• Propose and protect sites of importance to habitats, plant and animal species. • Establish a network of European sites hosting the natural habitat types listed in Annex I and habitats of the species listed in Annex II, to enable the natural habitat types and the species' habitats concerned to be maintained or, where appropriate, restored at a favourable conservation status in their natural range. • Carry out comprehensive assessment of habitat types and species present. • Establish a system of strict protection for the animal species and plant species listed in Annex IV.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Birds Directive (2009/147/EC)	• Conserve all species of naturally occurring birds in the wild state including their eggs, nests and habitats. • Protect, manage and control these species and comply with regulations relating to their exploitation. • The species included in Annex I shall be the subject of special conservation measures concerning their habitat in order to ensure their survival and reproduction in their area of distribution.	• Preserve, maintain or re-establish a sufficient diversity and area of habitats for all the species of birds referred to in Annex 1. • Preserve, maintain and establish biotopes and habitats to include the creation of protected areas (Special Protection Areas). • Ensure the upkeep and management in accordance with the ecological needs of habitats inside and outside the protected zones, re-establish destroyed biotopes and creation of biotopes. • Measures for regularly occurring migratory species not listed in Annex I is required as regards their breeding, moulting and wintering areas and staging posts along their migration routes. The protection of wetlands and particularly wetlands of international importance.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.

Legislation, Plan, etc.	Summary of high-level aim/ purpose/ objective	Additional information/lower-level objectives, etc.	Relevance to the Draft Plan
EU Nitrates Directive (91/676/EEC)	It aims to reduce water pollution from nitrates used for agricultural purposes and prevent any further pollution. It forms an integral part of the water framework directive (Directive 2000/60/EC) of the European Union and is closely linked to other EU policies that address air quality, climate change and agriculture.	EU Member States must do the following: • Designate as vulnerable zones all those draining into waters that are or could be affected by high nitrate levels and eutrophication. The designation is reviewed and possibly revised at least every 4 years to take account of any changes that have occurred. • Establish mandatory action programmes for these areas, taking into account available scientific and technical data and overall environmental conditions. • Monitor the effectiveness of the action programmes. • Test the nitrate concentration in fresh ground and surface water at sampling stations, at least monthly and more frequently during flooding. • Carry out a comprehensive monitoring programme and submit – every 4 years – a detailed report on the directive's implementation. The report includes information on nitrate-vulnerable zones, results of water monitoring and a summary of the relevant aspects of codes of good agricultural practices and action programmes. • Draw up a code of good agricultural practices, which farmers apply on a voluntary basis. It sets out various good practices, such as when fertiliser use is inappropriate. • Provide training and information for farmers, where appropriate. The European Commission provides a report every 4 years on the basis of the national information it has received.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
EU Environmental Quality Standards Directive (EQSD) (2008/105/EC)	It sets out environmental quality standards (EQSs) for the presence in surface water of certain substances or groups of substances identified as priority pollutants because of the significant risk they pose to or via the aquatic environment. These standards are in line with the strategy and objectives of the European Union (EU)'s water framework directive (Directive 2000/60/EC). It repeals Directives 82/176/EEC, 83/513/EEC, 84/156/EEC, 84/491/EEC and 86/280/EEC with effect from 22 December 2012.	The directive sets EQSs for priority substances and eight other pollutants. These substances include: the metals cadmium, lead, mercury and nickel, and their compounds; benzene; polyaromatic hydrocarbons; and several pesticides. Several of these priority substances are classed as hazardous. The EQSs in Directive 2008/105/EC are limits on the concentration of the priority substances and eight other pollutants in water (or biota), i.e. thresholds which must not be exceeded if a good chemical status is to be met. There are two types of water standard. A threshold for the average concentration of the substance concerned calculated from measurements over a 1-year period. The purpose of this standard is to ensure protection against long-term exposure to pollutants in the aquatic environment. A maximum allowable concentration of the substance concerned, i.e. the maximum for any single measurement. The purpose of this standard is to ensure protection against short-term exposure, i.e. pollution peaks. The EQSs are different for: • inland surface waters (rivers and lakes); • other surface waters (transitional, coastal and territorial waters). • EU Member States must ensure compliance with the EQSs. They must also take measures to ensure that the concentrations of substances that tend to accumulate in sediment and/or biota do not increase significantly.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.

Legislation, Plan, etc.	Summary of high-level aim/ purpose/ objective	Additional information/lower-level objectives, etc.	Relevance to the Draft Plan
EU Industrial Emissions (Integrated Pollution Prevention and Control) –IED Directive (2010/75/EU)	It is aimed at achieving significant benefits to the environment and human health by reducing harmful industrial emissions across the EU, in particular through better application of Best Available Techniques (BAT). The IED is based on the following principles: • an integrated approach (focusing on the installation being permitted rather than separately on different environmental media such as air, water or soil); • best available techniques; • flexibility; • inspections; • public participation. The IED combines seven separate existing Directives related to industrial emissions: With effect from 7 January 2014: • Directive 78/176/EEC of 20 February 1978 on waste from the titanium dioxide industry; • Directive 82/883/EEC on the surveillance and monitoring of titanium dioxide waste; • Directive 92/112/EEC on the reduction of titanium dioxide industrial waste; • Directive 1999/13/EC on reducing emissions of volatile organic compounds; • Directive 2000/76/EC on waste incineration (Waste Incineration Directive); • Directive 2008/1/EC concerning integrated pollution prevention and control (IPPC Directive); With effect from 1st January 2016: • Directive 2001/80/EC on the limitation of emissions of certain pollutants from large combustion plants (LCP Directive).	• The IED aspires to reduce and, as far as possible, eliminate pollution arising from industrial activities. It seeks to achieve this by providing a general framework for the control of the industries with the highest pollution potential in order to prevent the shifting of pollution from one environmental medium (or industry) to another. The overall intention is to provide an integrated approach to the prevention and control of emissions into the various environmental media such as, air, water and soil while striking a commercial balance for businesses. • The IED aims to increase the effectiveness of the legislation by supporting Member States in implementing BAT-based permitting. The IED aims to improve and clarify the concept and use of BAT and increases transparency by requiring that the use of flexibility must be justified and documented leading to a more coherent and EU-wide application of BAT. • The IED also strengthens existing minimum requirements in certain sectors (such as large combustion plants, waste incineration, etc.) so as to ensure the achievement of objectives of the Commission's Thematic Strategy on Air Pollution. • The IED aims to further increase the effectiveness of the legislation by strengthening provisions on environmental improvement and enforcement, while stimulating innovation. The IED introduces minimum requirements as regards the environmental inspections of installations, the review and update of permits, and reporting on compliance. It also provides incentives for the development and promotion of environment-friendly technologies. • The IED aims to cut all identified unnecessary administrative burdens and simplify current legislation. The IED tackles the shortcomings of current EU legislation on industrial emissions by overhauling the seven existing pieces of legislation on industrial emissions. This has improved the clarity and coherence of the legislation and should reduce the administrative burden through combined requirements on granting permits and streamlined reporting.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
EU Plant Protection (products) Directive 2009/127/EC	The Directive applies to pesticides which are plant protection products. Regarding pesticide application equipment already in professional use, the Framework Directive introduces requirements for the inspection and maintenance to be carried out on such equipment.	This Directive is limited to the essential requirements with which machinery for pesticide application must comply before being placed on the market and/or put into service, while the European standardisation organisations are responsible for drawing up harmonised standards providing detailed specifications for the various categories of such machinery in order to enable manufacturers to comply with those requirements.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
EU Renewable Energy Directive (RED) 2023/2413 **- amending Directive (EU) 2018/2001, Regulation (EU) 2018/1999 and Directive 98/70/EC as regards the promotion of energy from renewable sources, and repealing Council Directive (EU) 2015/652**	The Renewable Energy Directive is the legal framework for the development of clean energy across all sectors of the EU economy, supporting cooperation between EU countries towards this goal. The revised Directive introduces stronger measures to ensure that all possibilities for the further development and uptake of renewables are fully utilised. This will be key to achieving the EU's objective of climate neutrality by 2050 and to strengthen Europe's security of energy supply. In addition to double the existing share of renewable energy sources, a strong policy framework will facilitate electrification in different sectors, with new increased sector-specific targets for renewables in heating and cooling, transport, industry, buildings and district heating/cooling, but also with a framework promoting electric vehicles and smart recharging.	The revised Directive sets an overall renewable energy target of at least 42.5% binding at EU level by 2030 - but aiming for 45%. The amended RED contains revised targets for renewable energy consumption in transport, of 29% energy share (known as the 'RES-T') or a 14.5% GHG reduction by 2030.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Indirect Land Use Change Directive (2012/0288 (COD))	• Article 3(4) of Directive 2009/28/EC of the European Parliament and of the Council (3) requires Member States to ensure that the share of energy from renewable energy sources in all forms of transport in 2020 is at least 10 % of their final energy consumption. • The blending of biofuels is one of the methods available for Member States to meet this target, and is expected to be the main contributor. • Other methods available to meet the target are the reduction of energy consumption, which is imperative because a mandatory percentage target for energy from renewable sources is likely to become increasingly difficult to achieve sustainably if overall demand for energy for transport continues to rise, and the use of electricity from renewable energy sources.	• Limit the contribution that conventional biofuels (with a risk of ILUC emissions) make towards attainment of the targets in the Renewable Energy Directive; • Improve the greenhouse gas performance of biofuel production processes (reducing associated emissions) by raising the greenhouse gas saving threshold for new installations subject to protecting installations already in operation on 1st July 2014; • Encourage a greater market penetration of advanced (low-ILUC) biofuels by allowing such fuels to contribute more to the targets in the Renewable Energy Directive than conventional biofuels; • Improve the reporting of greenhouse gas emissions by obliging Member States and fuel suppliers to report the estimated indirect land-use change emissions of biofuels.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.

Legislation, Plan, etc.	Summary of high-level aim/ purpose/ objective	Additional information/lower-level objectives, etc.	Relevance to the Draft Plan
Alternative Fuel Infrastructure Regulation (AFIR) - **(Regulation (EU) 2023/1804 on the deployment of alternative fuels infrastructure, and repealing Directive 2014/94/EU)**	The regulation sets mandatory national targets for European Union Member States to deploy publicly accessible alternative fuels infrastructure (in particular for electricity and hydrogen) for road vehicles, vessels moored at the quayside and stationary aircraft, with a specific focus on the trans-European networks. The regulation also includes: • common rules for user information, data provision and payment requirements; • a mandate for the Commission to adopt delegated acts to ensure interoperability of infrastructure by mandating technical specifications on the basis of European standards; and • planning and reporting requirements for Member States.	Recharging infrastructure for electric cars and vans: • Member States must ensure that publicly accessible recharging stations are set up in proportion to the number of registered vehicles, as follows: • for each registered electric vehicle, a total power output of at least 1.3 kilowatts (kW); for each registered plug-in hybrid vehicle, a total power output of at least 0.80 kW. • Member States must also ensure the deployment of publicly accessible recharging stations along the trans-European transport network (TEN-T) road network. Recharging infrastructure for electric heavy-duty vehicles: • Member States must ensure a minimum coverage of recharging points for heavy-duty electric vehicles. Hydrogen infrastructure for road vehicles: • By 31 December 2030, Member States must ensure that publicly accessible hydrogen refuelling stations with a total capacity of at least 1 tonne per day are deployed at least every 200 km along the TEN-T core network. At least one refuelling station must be deployed in each urban node. Liquefied methane for road transport: • Until 31 December 2024, Member States must ensure that an appropriate number of publicly accessible refuelling points for liquefied methane are set up, at least along the TEN-T core network, where there is demand, unless the costs are disproportionate to the benefits, including environmental benefits. Electricity supply in maritime ports: • By 31 December 2029, there must be sufficient shoreside electricity for ships moored at the quayside at TEN-T core and TEN-T comprehensive maritime ports to serve at least 90% of all container and passenger vessels above 5,000 gross tonnage. Electricity for stationary aircraft: • By 31 December 2024, all airports of the TEN-T core and comprehensive network must provide electricity to stationary aircraft used for commercial air transport operations at aircraft contact stands, and by 31 December 2029 at all remote stands. Railway infrastructure: • Member States must assess the development of alternative fuel technologies and propulsion systems (including hydrogen and battery power) for rail infrastructure that cannot be fully electrified for technical or cost-efficiency reasons. Payment: • Users of electric and hydrogen vehicles must be able to pay easily at recharging and hydrogen refuelling points (with payment cards and without subscriptions). Prices, including all of their components and specific to the recharging session, must be communicated clearly to end users before the start of a recharging session.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
EU Energy Efficiency Directive (2012/27/EU)	• Establishes a set of binding measures to help the EU reach its 20% energy efficiency target by 2020. • Under the Directive, all EU countries are required to use energy more efficiently at all stages of the energy chain, from production to final consumption.	• Energy distributors or retail energy sales companies have to achieve 1.5% energy savings per year through the implementation of energy efficiency measures • EU countries can opt to achieve the same level of savings through other means, such as improving the efficiency of heating systems, installing double glazed windows or insulating roofs • The public sector in EU countries should purchase energy efficient buildings, products and services • Every year, governments in EU countries must carry out energy efficient renovations on at least 3% (by floor area) of the buildings they own and occupy • Energy consumers should be empowered to better manage consumption. This includes easy and free access to data on consumption through individual metering • National incentives for SMEs to undergo energy audits • Large companies will make audits of their energy consumption to help them identify ways to reduce it • Monitoring efficiency levels in new energy generation capacities.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
EU Seveso Directive (2012/18/EU)	This Directive lays down rules for the prevention of major accidents which involve dangerous substances, and the limitation of their consequences for human health and the environment, with a view to ensuring a high level of protection throughout the Union in a consistent and effective manner.	The Seveso Directive is well integrated with other EU policies, thus avoiding double regulation or other administrative burden. This includes the following related policy areas: • Classification, labelling and packaging of chemicals; • The Union's Civil Protection Mechanism; • The Security Union Agenda including CBRN-E and Protection of critical infrastructure; • Policy on environmental liability and on the protection of the environment through criminal law; • Safety of offshore oil and gas operations.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.

Legislation, Plan, etc.	Summary of high-level aim/ purpose/ objective	Additional information/lower-level objectives, etc.	Relevance to the Draft Plan
EU Effort Sharing Regulation (ESR) 2018 (as amended in 2023)	The ESR establishes binding annual greenhouse gas emission targets for Member States from 2021 to 2030. It is part of a set of policies and measures to reduce the EU's emissions by at least 55% by 2030, compared to 1990 levels. This is a crucial milestone to deliver the European Green Deal and achieve climate neutrality by 2050. The ESR is also part of the Energy Union strategy and the EU's implementation of the Paris Agreement.	The national targets concern emissions from the following sectors: domestic transport (excluding aviation), buildings, agriculture, small industry, and waste. These sectors account for almost 60% of emissions in the EU. The ESR assigns each Member State with an emission reduction target for 2030, a set of annual emission allocations for each year from 2021 to 2030, and flexibilities to deal with annual fluctuations in greenhouse gas emissions due to weather or economic conditions. The amended legislation increases the emissions reduction target for the targeted sectors including transport, from 29% to 40% by 2030, compared to 2005 levels.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
The Energy Union Strategy (COM/2015/080) (2015) and the EU "Clean energy for all Europeans" package (2019)	The Energy Union Strategy aims at building an energy union that gives EU consumers - households and businesses - secure, sustainable, competitive and affordable energy. Since its launch in 2015, the EC has published several packages of measures and regular progress reports, which monitor the implementation of this key priority, to ensure that the energy union strategy is achieved. The package aims to help to decarbonise EU's energy system in line with the European Green Deal objectives. The ESR transforms the targets of the Clean Energy Package into binding annual climate targets for each Member State for the period 2021–2030. The "Clean energy for all Europeans" package – marked a significant step towards implementing the Energy Union Strategy.	The Energy Union Strategy builds five closely related and mutually reinforcing dimensions: • Security, solidarity and trust - diversifying Europe's sources of energy and ensuring energy security through solidarity and cooperation between EU countries. • A fully integrated internal energy market - enabling the free flow of energy through the EU through adequate infrastructure and without technical or regulatory barriers. • Energy efficiency - improved energy efficiency will reduce dependence on energy imports, lower emissions, and drive jobs and growth. • Climate action, decarbonising the economy - the EU is committed to a quick ratification of the Paris Agreement and to retaining its leadership in the area of renewable energy. • Research, innovation and competitiveness - supporting breakthroughs in low-carbon and clean energy technologies by prioritising research and innovation to drive the energy transition and improve competitiveness. Based on Commission proposals published in 2016, the Clean Energy package consists of 8 new laws. Following political agreement by the EU Council and the European Parliament (finalised in May 2019) and the entry into force of the different EU rules, EU countries have 1-2 years to convert the new directives into national law.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Directive on ambient air quality and cleaner air for Europe 2024/EC **recast: Ambient Air Quality and Cleaner Air for Europe Directive 2008/50/EC and Fourth Daughter Directive 2004/107/EC**	This new directive simplifies EU rules on ambient air quality by merging the two existing EU directives into one. Its goal is to bring quality standards in line with the World Health Organization (WHO) recommendations. The new directive introduces stricter limits on key air pollutants, aligning EU standards more closely with World Health Organization (WHO) guidelines.	Air quality is assessed using common methods and criteria across the EU, and the revised directive brings further improvements to air quality monitoring and modelling. The revised directive will also ensure early action, with air quality roadmaps that need to be prepared ahead of 2030 if there is a risk that the new standards will not be attained by that date. The air quality standards will be reviewed regularly in line with latest scientific evidence to assess whether they continue to be appropriate. The revised directive prioritises the health of EU citizens: it sets new air quality standards for pollutants to be reached by 2030 which are more closely aligned with the WHO air quality guidelines. Those pollutants include, among others, particulate matter PM_{10} and $PM_{2.5}$, nitrogen dioxide and sulphur dioxide, all known to cause respiratory problems. Member states may request that the 2030 deadline be postponed if specific conditions are met.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
EU (2018) Clean Air Policy Package	Aims to substantially reduce air pollution across the EU.	The proposed strategy sets out objectives for reducing the health and environmental impacts of air pollution by 2030, and contains legislative proposals to implement stricter standards for emissions and air pollution.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
National Emissions Ceilings (NEC) Directive 2016/2284/EU on the reduction of certain atmospheric pollutants	It aims to reduce the health risks and environmental impact of air pollution by establishing national emission reduction commitments. The Directive also aligns emission reduction commitments under EU law with international commitments (following the revision of the Gothenburg Protocol in 2012). The legislation was proposed as part of the EU's 2013 Clean Air Policy Package, which included a Clean Air Programme for Europe.	The Directive covers 5 air pollutants: • sulphur dioxide; • nitrogen oxides; • non-methane volatile organic compounds; • ammonia; and • fine particulate matter. The Directive sets emission reduction commitments per pollutant for each EU country to be attained by 2020 and 2030. The emission reduction commitments for each pollutant that will apply each year from 2020 to 2029 are the same as those which the EU countries are already committed to under the revised Gothenburg protocol. New stricter reductions have been agreed from 2030 onwards.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.

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UNECE Convention on Long-range Transboundary Air Pollution (1979)	The first international treaty to deal with air pollution on a broad regional basis. The Convention entered into force in 1983, laying down the general principles of international cooperation for air pollution abatement and setting up an institutional framework which has since brought together research and policy.	The Convention has substantially contributed to the development of international environmental law and has created the essential framework for controlling and reducing the damage to human health and the environment caused by transboundary air pollution.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Directive on arsenic, cadmium, mercury, nickel and PAH in ambient air (2004/107/EC), as amended	Directive 2004/107/EC of the European Parliament and of the Council of 15 December 2004 relating to arsenic, cadmium, mercury, nickel and polycyclic aromatic hydrocarbons in ambient air.	The objective of this Directive is to establish a target value for the concentration of arsenic, cadmium, nickel and benzo(a)pyrene in ambient air so as to avoid, prevent or reduce harmful effects of arsenic, cadmium, nickel and polycyclic aromatic hydrocarbons on human health and the environment as a whole. It determines common methods and criteria for the assessment of concentrations of arsenic, cadmium, mercury, nickel and polycyclic aromatic hydrocarbons in ambient air as well as of the deposition of such substances.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Medium Combustion Plants (MCP) Directive (2015/2193)	Directive (EU) 2015/2193 of the European Parliament and of the Council on the limitation of emissions of certain pollutants into the air from medium combustion plants.	This Directive lays down rules to control emissions of sulphur dioxide (SO_2), nitrogen oxides (NOx) and dust into the air from medium combustion plants, as well as to monitor emissions of carbon monoxide (CO). The aim is to reduce emissions to air and the potential risks to human health and the environment from such emissions. As regards the scope, Article 2 identifies the types of combustion plants to which these rules apply. Emission limits values are set out in Annex II.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
EU Energy Efficiency Directive 2023/1791 on energy efficiency and amending Regulation (EU) 2023/955 (recast)	The revised Energy Efficiency Directive significantly raises the EU's ambition on energy efficiency. It establishes 'energy efficiency first' as a fundamental principle of EU energy policy, giving it legal-standing for the first time. The Commission has published a series of recommendations, including guidelines for EU countries related to the revised directive, to help countries transpose its different elements into national law.	The revised Directive: • raises the EU energy efficiency target, making it binding for EU countries to collectively ensure an additional 11.7% reduction in energy consumption by 2030, compared to the projections of the EU reference scenario 2020; • more than doubles the annual energy savings obligation (Article 8) by 2028, this is one of the key policy instruments of the directive to meet the headline target and to drive energy savings in end-use sectors, such as buildings, industry and transport; • puts a stronger focus on alleviating energy poverty, it aims at empowering consumers through stronger requirements for EU countries to raise awareness and provide information on energy efficiency; • it includes improved regulations to identify and remove barriers related to split incentives for energy efficiency renovations between tenants and owners or among multiple owners; • introduces an obligation for the monitoring and reporting of the energy performance of data centres; • expands the scope of energy audit obligations to include all those companies, regardless of their size, which are consuming energy above a certain threshold; • mandates EU countries to report on energy efficiency investments, including energy performance contracts, as part of the Governance Regulation, ensuring transparency and accountability; • establishes project development assistance mechanisms at national, regional, and local levels to support energy efficiency investments and facilitate the attainment of the EU's ambitious energy efficiency targets.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Noise Directive (2002/49/EC)	The Noise Directive - Directive 2002/49/EC relating to the assessment and management of environmental noise - is part of an EU strategy setting out to reduce the number of people affected by noise in the longer term and to provide a framework for developing existing Community policy on noise reduction from source.	The Directive requires competent authorities in Member States to: • Draw up strategic noise maps for major roads, railways, airports and agglomerations, using harmonised noise indicators and use these maps to assess the number of people which may be impacted upon as a result of excessive noise levels; • Draw up action plans to reduce noise where necessary and maintain environmental noise quality where it is good; and • Inform and consult the public about noise exposure, its effects, and the measures considered to address noise. The Directive does not set any limit value, nor does it prescribe the measures to be used in the action plans, which remain at the discretion of the competent authorities.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.

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Floods Directive (2007/60/EC)	• Establishes a framework for the assessment and management of flood risks • Reduce adverse consequences for human health, the environment, cultural heritage and economic activity associated with floods in the Community	• Assess all water courses and coast lines at risk from flooding through Flood Risk Assessment • Prepare flood hazard maps and flood risk maps outlining the extent or potential of flooding and assets and humans at risk in these areas at River Basin District level (Article 3(2) (b)) and areas covered by Article 5(1) and Article 13(1) (b) in accordance with paragraphs 2 and 3. • Implement flood risk management plans and take adequate and coordinated measures to reduce flood risk for the areas covered by the Articles listed above. • Inform the public and allow the public to participate in planning process.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Water Framework Directive (2000/60/EC)	• Establish a framework for the protection of water bodies to include inland surface waters, transitional waters, coastal waters and groundwater and their dependent wildlife and habitats. • Preserve and prevent the deterioration of water status and where necessary improve and maintain "good status" of water bodies. • Promote sustainable water usage. • The Water Framework Directive repealed the following Directives: o The Drinking Water Abstraction Directive o Sampling Drinking Water Directive o Exchange of Information on Quality of Surface Freshwater Directive o Shellfish Directive o Freshwater Fish Directive o Groundwater (Dangerous Substances) Directive o Dangerous Substances Directive	• Protect, enhance and restore all water bodies and meet the environmental objectives outlined in Article 4 of the Directive. • Achieve "good status" for all waters. • Manage water bodies based on identifying and establishing river basins districts. • Involve the public and streamline legislation. • Prepare and implement a River Basin Management Plan for each river basin districts identified and a Register of Protected Areas. • Establish a programme of monitoring for surface water status, groundwater status and protected areas. • Recover costs for water services.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Groundwater Directive (2006/118/EC)	• Protect, control and conserve groundwater. • Prevent the deterioration of the status of all bodies of groundwater. • Implements measures to prevent and control groundwater pollution, including criteria for assessing good groundwater chemical status and criteria for the identification of significant and sustained upward trends and for the definition of starting points for trend reversals.	• Meet minimum groundwater standards listed in Annex 1 of Directive. • Meet threshold values adopted by national legislation for the pollutants, groups of pollutants and indicators of pollution which have been identified as contributing to the characterisation of bodies or groups of bodies of groundwater as being at risk, also taking into account Part B of Annex II.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Drinking Water Directive (98/83/EC)	• Improve and maintain the quality of water intended for human consumption. • Protect human health from the adverse effects of any contamination of water intended for human consumption by ensuring that it is wholesome and clean.	• Set values applicable to water intended for human consumption for the parameters set out in Annex I. • Set values for additional parameters not included in Annex I, where the protection of human health within national territory or part of it so requires. The values set should, as a minimum, satisfy the requirements of Article 4(1) (a). • Implement all measures necessary to ensure that regular monitoring of the quality of water intended for human consumption is carried out, in order to check that the water available to consumers meets the requirements of this Directive and in particular the parametric values set in accordance with Article 5. • Ensure that any failure to meet the parametric values set in accordance with Article 5 is immediately investigated in order to identify the cause. • Ensure that the necessary remedial action is taken as soon as possible to restore its quality and shall give priority to their enforcement action. • Undertake remedial action to restore the quality of the water where necessary to protect human health. • Notify consumers when remedial action is being undertaken except where the competent authorities consider the non-compliance with the parametric value to be trivial.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Urban Waste Water Treatment Directive (91/271/EEC)	• This Directive concerns the collection, treatment and discharge of urban waste water and the treatment and discharge of waste water from certain industrial sectors. • The objective of the Directive is to protect the environment from the adverse effects of waste water discharges.	• Urban waste water entering collecting systems shall before discharge, be subject to secondary treatment. • Annex II requires the designation of areas sensitive to eutrophication which receive water discharges. • Establishes minimum requirements for urban waste water collection and treatment systems in specified agglomerations to include special requirements for sensitive areas and certain industrial sectors.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.

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Water Reuse Regulation (2020/741)	The purpose of this Regulation is to facilitate the uptake of water reuse whenever it is appropriate and cost-efficient, thereby creating an enabling framework for those Member States who wish or need to practise water reuse.	• Regulation (EU) 2020/741 of the European Parliament and of the Council on minimum requirements for water reuse. This Regulation lays down minimum requirements for water quality and monitoring and provisions on risk management, for the safe use of reclaimed water in the context of integrated water management.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Environmental Liability Directive (2004/35/EC) as amended by Directive 2006/21/EC, Directive 2009/31/EC and Directive 2013/30/EU	The overall aim of the ELD is to prevent and fully remedy damaged natural resources and their services to the condition that would have existed if no damage had occurred.	• Relates to environmental damage caused by any of the occupational activities listed in Annex III, and to any imminent threat of such damage occurring by reason of any of those activities; damage to protected species and natural habitats caused by any occupational activities other than those listed in Annex III, and to any imminent threat of such damage occurring by reason of any of those activities, whenever the operator has been at fault or negligent. • Where environmental damage has not yet occurred but there is an imminent threat of such damage occurring, the operator shall, without delay, take the necessary preventive measures. • Where environmental damage has occurred the operator shall, without delay, inform the competent authority of all relevant aspects of the situation and take all practicable steps to immediately control, contain, remove or otherwise manage the relevant contaminants and/or any other damage factors in order to limit or to prevent further environmental damage and adverse effects on human health or further impairment of services and the necessary remedial measures, in accordance with Article 7. • The operator shall bear the costs for the preventive and remedial actions taken pursuant to this Directive. • The competent authority shall be entitled to initiate cost recovery proceedings against the operator. • The operator may be required to provide financial security guarantees to ensure their responsibilities under the directive are met. • The Environmental Liability Directive has been amended through a number of Directives. Implementation of the Environmental Liability Directive is contributed towards by a Multi-Annual Work Programme (MAWP) 'Making the Environmental Liability Directive more fit for purpose' that is updated annually to changing developments, growing knowledge and new needs.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Sewage Sludge Directive **(Council Directive 86/278/EEC of 12 June 1986 on the protection of the environment, and in particular of the soil, when sewage sludge is used in agriculture)**	The purpose of this Directive is to regulate the use of sewage sludge in agriculture in such a way as to prevent harmful effects on soil, vegetation, animals and man, thereby encouraging the correct use of such sewage sludge. Member States shall prohibit the use of sludge where the concentration of one or more heavy metals in the soil exceeds the limit values which they lay down in accordance with Annex I A and shall take the necessary steps to ensure that those limit values are not exceeded as a result of the use of sludge. The aims of the Sewage Sludge Directive are • to protect humans, animals, plants and the environment by ensuring that heavy metals in soil and sludge do not exceed set limits • to increase the amount of sewage sludge used in agriculture	The Directive also: • sets limits for the concentration of seven heavy metals in sewage sludge intended for agricultural use and in sludge-treated soils (cadmium, copper, nickel, lead, zinc, mercury, chromium) • bans the use of sewage sludge that results in concentrations of these heavy metals in soil exceeding these limit values	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.

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Bathing Waters Directive **(Directive 2006/7/EC of the European Parliament and of the Council concerning the management of bathing water quality and repealing Directive 76/160/EEC)**	With a view to preserving, protecting and improving human health and the environment, within the legal framework of Directive 2000/60/EC, the present Directive establishes provisions for: (a) the monitoring and classification of bathing water quality; (b) the management of bathing water quality; and (c) the provision of information to the public on bathing water quality. Member States are required to annually identify all bathing waters and define the length of the bathing season. The EU aims to protect the environment and the health of Europeans by attaining good bathing water quality throughout the EU. More specifically, it aims to: • provide better and earlier information to citizens about the quality of their bathing waters, including logos • move from simple sampling and monitoring of bathing waters to bathing quality management • integrate into other EU measures protecting the quality of all our waters (rivers, lakes, ground waters and coastal waters) through the Water Framework Directive	The Bathing Water Directive requires Member States to monitor and assess bathing water. It ensures timely information is given to the public during the bathing season and requires Member States to disseminate information on bathing water quality actively and promptly. In particular, notices banning or advising against bathing should be rapidly and easily identifiable. The Directive applies to all surface waters that can be used for bathing, except for swimming pools and spa pools, confined waters subject to treatment or used for therapeutic purposes and confined waters artificially separated from surface water and groundwater. Decision establishing a symbol for information to the public on bathing water classification and any bathing prohibition. View the symbols for informing the public on bathing water prohibition, advice against bathing and bathing water classification. The implementation of the Bathing Water Directive is supported by a broad EU framework of water legislation, including the Water Framework Directive, the Environmental Quality Standards Directive, the Groundwater Directive, the Marine Strategy Framework Directive and the Urban Waste Water Treatment Directive.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Sustainable Use of Pesticides Directive (2009/128/EC) **Proposal for a Regulation of the European Parliament and of the Council on the sustainable use of plant protection products and amending Regulation (EU) 2021/2115**	The Sustainable Use of Pesticides Directive (SUD) establishes a framework for European Community action to achieve the sustainable use of pesticides by setting minimum rules to reduce the risks to human health and the environment that are associated with pesticide use. The Directive aims to achieve a sustainable use of pesticides in the EU by reducing the risks and impacts of pesticide use on human health and the environment and promoting the use of Integrated Pest Management (IPM) and of alternative approaches or techniques, such as non-chemical alternatives to pesticides. EU countries have drawn up National Action Plans to implement the range of actions set out in the Directive.	The main actions relate to training of users, advisors and distributors of pesticides, inspection of pesticide application equipment, the prohibition of aerial spraying, limitation of pesticide use in sensitive areas, and information and awareness raising about pesticide risks. EU countries must also promote Integrated Pest Management, for which, general principles are laid down in Annex III to the Directive. The European Commission has adopted a proposal for a new Regulation on the Sustainable Use of Plant Protection Products, including EU wide targets to reduce by 50% the use and risk of chemical pesticides by 2030, in line with the EU's Farm to Fork and Biodiversity strategies. The proposal, adopted on 22 June 2022, is part of a package of measures to reduce the environmental footprint of the EU's food system and help mitigate the economic losses that we are already suffering due to climate change and biodiversity loss. The proposal transforms the existing Directive into a Regulation which will be directly binding and uniformly applicable to all Member States. It overhauls the existing rules on the Sustainable Use of Pesticides (see Directive 2009/128/EC) to bring them in line with the ambitions set in the EU Green Deal, Biodiversity and Farm to Fork strategies. The proposals must be approved by Member States in the Council and the European Parliament, under the normal legislative procedure.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
EU Common Agricultural Policy (CAP) (1962) **CAP 2023-2027**	The CAP is a partnership between society and agriculture that ensures a stable supply of food, safeguards farmers' income, protects the environment and keeps rural areas vibrant. It aims to: • support farmers and improve agricultural productivity, ensuring a stable supply of affordable food; • safeguard European Union farmers to make a reasonable living; • help tackle climate change and the sustainable management of natural resources; • maintain rural areas and landscapes across the EU; • keep the rural economy alive by promoting jobs in farming, agri-food industries and associated sectors.	The CAP 2023-2027 entered into force on 1 January 2023. Support for farmers and rural stakeholders across the 27 EU countries is based on the CAP 2023-2027 legal framework and the choices detailed in the CAP Strategic Plans, approved by the Commission. The approved Plans are designed to make a significant contribution to the ambitions of the European Green Deal, Farm to Fork Strategy and Biodiversity Strategy.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
EU REACH Regulation (EC 1907/2006), as amended	The purpose of this Regulation is to ensure a high level of protection of human health and the environment, including the promotion of alternative methods for assessment of hazards of substances, as well as the free circulation of substances on the internal market while enhancing competitiveness and innovation.	This Regulation lays down provisions on hazardous substances and mixtures and specification of hazard classes; general obligations of manufacturers, importers and downstream users to classify, label and package the substances and mixtures; identification and examination of available information on substances and mixtures; evaluation of hazard information and decision on classification; establishment of a classification and labelling inventory in the form of a database; and the manufacture, placing on the market and use of chemical substances and preparations, pursuant to the precautionary principle. The Regulation sets forth the framework concerning the registration of such substances and preparations as well as the granting of authorizations. Furthermore, it sets up the European Chemicals Agency for the purposes of managing and carrying out the technical, scientific and administrative aspects of this Regulation. This Regulation sets out eight annexes attached. Annex I sets out the criteria for classification and labelling requirements for hazardous substances and mixtures. Annex II lays down special rules for labelling and packaging of certain classified substances and mixtures.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.

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UN Sustainable Development Goals	The 2030 Agenda for Sustainable Development provides a shared blueprint for peace and prosperity for people and the planet, now and into the future. At its heart are 17 Sustainable Development Goals (SDGs), which reflect the need for all countries to urgently act as a global partnership.	Sustainable transport is mainstreamed across several SDGs and targets, especially those related to food security, health, energy, economic growth, infrastructure, and cities and human settlements.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
European Commission's "Forging a climate-resilient Europe - the new EU Strategy on Adaptation to Climate Change" (2021)	The Strategy sets out how the European Union can adapt to the unavoidable impacts of climate change and become climate resilient by 2050.	The Strategy has four principal objectives: to make adaptation smarter, swifter and more systemic, and to step up international action on adaptation to climate change.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
European Environment Agency's European Climate Risk Assessment (2024)	This assessment identifies 36 climate risks with potentially severe consequences across Europe.	The risks are evaluated in the contexts of risk severity, policy horizon (lead time and decision horizon), policy readiness and risk ownership. It further identifies priorities for EU policy action, based on a structured risk assessment united with qualitative aspects, such as considering social justice.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
UN Kyoto Protocol (2nd Kyoto Period), the Second European Climate Change Programme (ECCP II), Paris climate conference (COP21) 2015 (Paris Agreement)	The UN Kyoto Protocol set of policy measures to reduce greenhouse gas emissions. The Second European Climate Change Programme (ECCP II) aims to identify and develop all the necessary elements of an EU strategy to implement the Kyoto Protocol. At the Paris climate conference (COP21) in December 2015, 195 countries adopted the first-ever universal, legally binding global climate deal. The agreement sets out a global action plan to put the world on track to avoid dangerous climate change by limiting global warming to well below 2°C and in line with recommendations of the Intergovernmental Panel on Climate Change (IPCC) take steps "to limit the temperature increase to 1.5°C above preindustrial levels".	• The Kyoto Protocol is implemented through the European Climate Change Programme (ECCP II). • EU member states implement measures to improve on or compliment the specified measures and policies arising from the ECCP. Under COP21, governments agreed to come together every 5 years to set more ambitious targets as required by science; report to each other and the public on how well they are doing to implement their targets; track progress towards the long-term goal through a robust transparency and accountability system.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
European Green Deal (2019) and "Fit for 55" legislation (2021)	The European Green Deal provides a roadmap for making the EU's economy sustainable by turning climate and environmental challenges into opportunities across all policy areas and making the transition just and inclusive for all. The "Fit for 55" legislative package is a central part of the European Green Deal.	The European Green Deal covers all sectors of the economy, notably transport, energy, agriculture, buildings, and industries such as steel, cement, ICT, textiles and chemicals. It outlines investments needed and financing tools available, and explains how to ensure a just and inclusive transition. The 'Fit for 55' package responds to the requirements in the EU Climate Law to reduce Europe's net greenhouse gas emissions by at least 55% by 2030. It was updated when the Commission proposed increased ambition on renewable energy and energy efficiency in the REPowerEU plan to respond to Russia's invasion of Ukraine and boost Europe's energy security. The final legislative package is expected to reduce EU net greenhouse gas emissions by 57% by 2030. For transport, the package is primarily focused on reducing fossil fuel dependency and increasing the availability of, and infrastructure for, renewable alternatives.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.

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Leaders Pledge for Nature 2020	Political leaders (including Taoiseach Michael Martin) participating in the United Nations Summit on Biodiversity in September 2020, representing 75 countries from all regions and the European Union, have committed to reversing biodiversity loss by 2030.	As part of the UN Decade of Action to achieve sustainable development, the leaders commit to achieve the vision of Living in Harmony with Nature by 2050 by undertaking ten actions, including: • Putting biodiversity, climate, and the environment at the heart of COVID-19 recovery strategies and investments as well as national and international development and cooperation; • Developing and implementing an ambitious and transformational post-2020 global biodiversity framework for adoption at the 15th meeting of the Conference of the Parties (COP 15) to the UN Convention on Biological Diversity (CBD) in Kunming, China, as a key instrument to reach the SDGs; • Raising ambition and aligning domestic climate policies with the Paris Agreement on climate change, with enhanced nationally determined contributions (NDCs) and long-term strategies consistent with the temperature goals of the Paris Agreement, and the objective of net zero greenhouse gas (GHG) emissions by mid-century, and strengthen climate resilience of economies and ecosystems; and • Mainstream biodiversity into relevant sectoral and cross-sectoral policies at all levels, including in food production, agriculture, fisheries and forestry, energy, tourism, infrastructure and extractive industries, and trade and supply chains, as well as into key international agreements and processes.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Europe 2020: European 2020 Strategy for Growth and Employment	The Europe 2020 Strategy aims to ensure that the economic revival of the European Union following the economic and financial crisis is supported by a series of reforms in order to build solid foundations for growth and job creation by 2020. While addressing the structural weaknesses of the EU's economy and economic and social issues, the strategy also takes account of the longer-term challenges of globalisation, pressure on resources and ageing.	• The Europe 2020 Strategy should enable the EU to achieve growth that is: o smart, through the development of knowledge and innovation; o sustainable, based on a greener, more resource efficient and more competitive economy; o inclusive, aimed at strengthening employment and social and territorial cohesion. • The EU has set itself five major targets for this ambition to be achieved by 2020: o increasing the employment rate of the population aged 20-64 to at least 75 %; o investing 3 % of gross domestic product in research and development; o reducing greenhouse gas emissions by at least 20 %, increasing the share of renewable energies to 20 % and increasing energy efficiency by 20 %; o reducing the school drop-out rate to less than 10 % and increasing the proportion of tertiary degrees to at least 40 %; o reducing the number of people threatened by poverty or social exclusion by 20 million. • The Europe 2020 Strategy targets are also supported by 7 flagship initiatives at European level and in EU countries: the Innovation Union; Youth on the move; the Digital Agenda for Europe; a Resource-efficient Europe; an industrial policy for the globalisation era; the agenda for new skills and jobs; and the European Platform against Poverty. • At European level, the single market, the EU budget and the European external policy are additional levers in achieving the targets of the Europe 2020 strategy	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Biodiversity Strategy for 2030 - Bringing nature back into our lives (European Commission, 2020)	The EU's biodiversity strategy for 2030 is a comprehensive, ambitious and long-term plan to protect nature and reverse the degradation of ecosystems. The strategy aims to put Europe's biodiversity on a path to recovery by 2030, and contains specific actions and commitments. Aims to build resilience to future threats such as the impacts of climate change, forest fires, food insecurity, disease outbreaks and protecting wildlife and fighting illegal wildlife trade.	The Strategy contains specific commitments and actions to be delivered by 2030, including: • Establishing a larger EU-wide network of protected areas on land and at sea; • Launching an EU nature restoration plan; • Introducing measures to enable the necessary transformative stage; and • Introducing measures to tackle the global biodiversity challenge.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
EU Green Infrastructure Strategy (2013)	Aims to create a robust enabling framework in order to promote and facilitate Green Infrastructure (GI) projects.	• Promoting GI in the main EU policy areas. • Supporting EU-level GI projects. • Improving access to finance for GI projects. • Improving information and promoting innovation.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.

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European Convention on the Protection of the Archaeological Heritage (Valletta, 1992)	The aim of this (revised) Convention is to protect the archaeological heritage as a source of the European collective memory and as an instrument for historical and scientific study.	The Valletta Convention makes the conservation and enhancement of the archaeological heritage one of the goals of urban and regional planning policies. The Convention sets guidelines for the funding of excavation and research work and publication of research findings. It also deals with public access, in particular to archaeological sites, and educational actions to be undertaken to develop public awareness of the value of the archaeological heritage. It also constitutes an institutional framework for pan-European co-operation on the archaeological heritage, entailing a systematic exchange of experience and experts among the various States.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
ICOMOS (2011) Principles for the Conservation of Industrial Heritage Sites, Structures, Areas and Landscapes ('Dublin Principles')	It is aimed to assist in the documentation, protection, conservation and appreciation of industrial heritage as part of the heritage of human societies around the World.	• (I) Document and understand industrial heritage structures, sites, areas and landscapes and their values; • (II) Ensure effective protection and conservation of the industrial heritage structures, sites, areas and landscapes; • (III) Conserve and maintain the industrial heritage structures, sites, areas and landscapes; and • (IV) Present and communicate the heritage dimensions and values of industrial structures, sites, areas and landscapes to raise public and corporate awareness, and support training and research.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Convention of the Protection of the Architectural Heritage of Europe (Granada, 1995)	The main purpose of the Convention is to reinforce and promote policies for the conservation and enhancement of Europe's heritage. It also affirms the need for European solidarity with regard to heritage conservation and is designed to foster practical co-operation among the Parties. It establishes the principles of "European co-ordination of conservation policies" including consultations regarding the thrust of the policies to be implemented.	• The reinforcement and promotion of policies for protecting and enhancing the heritage within the territories of the parties. • The affirmation of European solidarity with regard to the protection of the heritage and the fostering of practical co-operation between states and regions.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Council of Europe Framework Convention on the Value of Cultural Heritage for Society (Faro, 2005)	• Cultural heritage is a group of resources inherited from the past which people identify, independently of ownership, as a reflection and expression of their constantly evolving values, beliefs, knowledge and traditions. It includes all aspects of the environment resulting from the interaction between people and places through time. • A heritage community consists of people who value specific aspects of cultural heritage which they wish, within the framework of public action, to sustain and transmit to future generations.	• Recognise that rights relating to cultural heritage are inherent in the right to participate in cultural life, as defined in the Universal Declaration of Human Rights. • Recognise individual and collective responsibility towards cultural heritage. • Emphasise that the conservation of cultural heritage and its sustainable use have human development and quality of life as their goal. • Take the necessary steps to apply the provisions of this Convention concerning the role of cultural heritage in the construction of a peaceful and democratic society. • Greater synergy of competencies among all the public, institutional and private actors concerned.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
European Landscape Convention (Florence, 2000)	The European Landscape Convention introduced a Europe-wide concept centring on the quality of landscape protection, management and planning and covering the entire territory, not just outstanding landscapes. Through its ground-breaking approach and its broader scope, it complements the Council of Europe's and UNESCO's heritage conventions.	• Promote protection, management and planning of landscapes. • Organise European co-operation on landscape issues.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
The Seventh Environmental Action Programme (EAP) of the European Community (2013-2020)	It identifies three key objectives: • to protect, conserve and enhance the Union's natural capital • to turn the Union into a resource-efficient, green, and competitive low-carbon economy • to safeguard the Union's citizens from environment-related pressures and risks to health and wellbeing	Four so called "enablers" will help Europe deliver on these objectives (goals): • Better implementation of legislation. • Better information by improving the knowledge base. • More and wiser investment for environment and climate policy. • Full integration of environmental requirements and considerations into other policies. Two additional horizontal priority objectives complete the programme: • To make the Union's cities more sustainable. • To help the Union address international environmental and climate challenges more effectively.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.

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Bern Convention (Convention on the Conservation of European Wildlife and Natural Habitats) (1979)	The convention has three main aims: • to conserve wild flora and fauna and their natural habitats • to promote cooperation between states • to give particular attention to endangered and vulnerable species including endangered and vulnerable migratory species	The Parties under the convention recognise the intrinsic value of nature, which needs to be preserved and passed to future generations, they also: • Seek to ensure the conservation of nature in their countries, paying particular attention to planning and development policies and pollution control. • Look at implementing the Bern Convention in central Eastern Europe and the Caucus. • Take account of the potential impact on natural heritage by other policies. • Promote education and information of the public, ensuring the need to conserve species is understood and acted upon. • Develop an extensive number of species action plans, codes of conducts, and guidelines, at their own initiative or in co-operation with other organisations. • Created the Emerald Network, an ecological network made up of Areas of Special Conservation Interest.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Bali Road Map (2007)	The Bali Road Map includes the Bali Action Plan, which charts the course for a new negotiating process designed to tackle climate change. The Bali Action Plan is a comprehensive process to enable the full, effective and sustained implementation of the Convention through long-term cooperative action, now, up to and beyond 2012, in order to reach an agreed outcome and adopt a decision.	The Bali Action Plan is divided into five main categories: shared vision, mitigation, adaptation, technology and financing. The shared vision refers to a long-term vision for action on climate change, including a long-term goal for emission reductions.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Cancun Agreements (2010)	Set of decisions taken at the COP 16 Conference in Cancun in 2010, which addresses a series of key issues in the fight against climate change. Cancun Agreements' main objectives cover: • Mitigation • Transparency of actions • Technology • Finance • Adaptation • Forests • Capacity building	Among the most prominent agreements is the establishment of a Green Climate Fund to transfer money from the developed to developing world to tackle the impacts of climate change.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Doha Climate Gateway (2012)	Set of decisions taken at the COP 18 meeting in Doha in 2012 which pave the way for a new agreement in Paris in 2015.	Among the many decisions taken, governments: • Strengthened their resolve and set out a timetable to adopt a universal climate agreement by 2015, which will come into effect in 2020. • Streamlined the negotiations, completing the work under the Bali Action Plan to concentrate on the new work towards a 2015 agreement under a single negotiating stream in the Ad hoc Working Group on the Durban Platform for Enhanced Action. • Emphasized the need to increase their ambition to cut greenhouse gases and to help vulnerable countries to adapt. • Launched a new commitment period under the Kyoto Protocol, thereby ensuring that this treaty's important legal and accounting models remain in place and underlining the principle that developed countries lead mandated action to cut greenhouse gas emissions. • Made further progress towards establishing the financial and technology support and new institutions to enable clean energy investments and sustainable growth in developing countries.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Stockholm Convention on Persistent Organic Pollutants (POPs) (2001)	The Stockholm Convention on Persistent Organic Pollutants is a global treaty to protect human health and the environment from chemicals that remain intact in the environment for long periods, become widely distributed geographically, accumulate in the fatty tissue of humans and wildlife, and have harmful impacts on human health or on the environment. The objective of the Stockholm Convention is to protect human health and the environment from persistent organic pollutants.	• Prohibit and/or eliminate the production and use, as well as the import and export, of the intentionally produced POPs that are listed in Annex A to the Convention • Restrict the production and use, as well as the import and export, of the intentionally produced POPs that are listed in Annex B to the Convention • Reduce or eliminate releases from unintentionally produced POPs that are listed in Annex C to the Convention • Ensure that stockpiles and wastes consisting of, containing or contaminated with POPs are managed safely and in an environmentally sound manner • Other provisions of the Convention relate to the development of implementation plans, information exchange, public information, awareness and education, research, development and monitoring, technical assistance, financial resources and mechanisms, reporting, effectiveness evaluation and non-compliance	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.

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Ramsar Convention (1971)	The Convention's mission is *"the conservation and wise use of all wetlands through local and national actions and international cooperation, as a contribution towards achieving sustainable development throughout the world".*	Under the "three pillars" of the Convention, the Contracting Parties commit to: • Work towards the wise use of all their wetlands; • Designate suitable wetlands for the list of Wetlands of International Importance (the "Ramsar List") and ensure their effective management; • Cooperate internationally on transboundary wetlands, shared wetland systems and shared species.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
OSPAR Convention (1992)	The mission of OSPAR is to conserve marine ecosystems and safeguard human health in the North-East Atlantic by preventing and eliminating pollution; by protecting the marine environment from the adverse effects of human activities; and by contributing to the sustainable use of the seas.	OSPAR's work is organised under six strategies: • Biodiversity and Ecosystem Strategy • Eutrophication Strategy • Hazardous Substances Strategy • Offshore Industry Strategy • Radioactive Substances Strategy • Strategy for the Joint Assessment and Monitoring Programme These six strategies fit together to underpin the ecosystem approach. For each strategy a programme of work is designed and implemented annually.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
National Level			
Ireland 2040 - Our Plan, the National Planning Framework, and the National Development Plan	The National Planning Framework is the Government's high-level strategic plan for shaping the future growth and development of to the year 2040. It is a framework to guide public and private investment, to create and promote opportunities for people, and to protect and enhance the environment - from villages to cities, and everything around and in between. The National Development Plan sets out the investment priorities that will underpin the successful implementation of the new National Planning Framework. This will guide national, regional and local planning and investment decisions in Ireland over the next two decades, to cater for an expected population increase of over 1 million people.	National Strategic Outcomes as follows: 1. Compact Growth 2. Enhanced Regional Accessibility 3. Strengthened Rural Economies and Communities 4. Sustainable Mobility 5. A Strong Economy, supported by Enterprise, Innovation and Skills 6. High-Quality International Connectivity 7. Enhanced Amenity and Heritage 8. Transition to a Low-Carbon and Climate-Resilient Society 9. Sustainable Management of Water and other Environmental Resources 10. Access to Quality Childcare, Education and Health Services	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Planning and Development Act 2000 (as amended)	An Act to consolidate and revise the law relating to planning and development; to provide for proper planning and sustainable development in the interests of the common good; to provide for the licensing of events and control of funfairs; for those purposes to repeal and replace the Planning and Development Act 2000; to amend certain other enactments; and to provide for matters connected therewith.	• Development, with certain exceptions, is subject to development control under the Planning Acts and the local authorities grant or refuse planning permission for development, including ones within protected areas. • There are, however, a range of exemptions from the planning system. Use of land for agriculture, peat extraction and afforestation, subject to certain thresholds, is generally exempt from the requirement to obtain planning permission. • Additionally, Environmental Impact Assessment (EIA) is required for a range of classes and large-scale projects. • Under planning legislation, Development Plans must include mandatory objectives for the conservation of the natural heritage and for the conservation of European sites and any other sites which may be prescribed. There are also discretionary powers to set objectives for the conservation of a variety of other elements of the natural heritage.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Planning and Development Act 2024	An Act to consolidate and revise the law relating to planning and development; to provide for proper planning and sustainable development in the interests of the common good; to provide for the licensing of events and control of funfairs; for those purposes to repeal and replace the Planning and Development Act 2000 and amend certain other enactments; for purposes unrelated to the foregoing, to amend the Residential Tenancies Act 2004, the Residential Tenancies (Amendment) Act 2019, the Land Development Agency Act 2021 and the National Asset Management Agency Act 2009; and to provide for matters connected therewith.	Key reforms included in the Act: • The introduction of statutory timelines for all consenting processes, to give confidence and certainty to applicants; • A significant reorganisation of An Bord Pleanála, to be known as An Coimisiún Pleanála; • Greater mandatory alignment of all tiers of planning, improving consistency; • Improvements to the planning judicial review processes; • Clearer, more consistent policies and guidance; • Longer term, more strategic, ten-year plans for Local Authorities; • More agile local implementation, through the introduction of Urban and Priority Area Plans, including new bespoke plans for Gaeltacht and Island communities; • Creation of Urban Development Zones, which will facilitate a more plan-led approach to development, increasing certainty at the master-planning stage; • Provisions to deter abuse of planning processes through spurious planning submissions and appeals, as well as a ban on requesting payment for not opposing development and; • Ability to suspend the duration of a permission while subject to judicial review proceedings, so as not to lose any time available for completing the development.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.

Legislation, Plan, etc.	Summary of high-level aim/ purpose/ objective	Additional information/lower-level objectives, etc.	Relevance to the Draft Plan
European Communities (Environmental Assessment of Certain Plans and Programmes Regulations 2004 (S.I. 435 of 2004), as amended by S.I. 200 of 2011	The purpose of these Regulations is to transpose into Irish law Directive 2001/42/EC of 27 June 2001 (O.J. No. L 197, 21 July 2001) on the assessment of the effects of certain plans and programmes on the environment — commonly known as the Strategic Environmental Assessment (SEA) Directive.	• The Regulations cover plans and programmes in all of the sectors listed in article 3(2) of the Directive except land-use planning. • These Regulations also amend certain provisions of the Planning and Development Act 2000 to provide the statutory basis for the transposition of the Directive in respect of land-use planning. • Transposition in respect of the land-use planning sector is contained in the Planning and Development (Strategic Environmental Assessment) Regulations 2004 (S.I. No. 436 of 2004).	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
European Communities (Birds and Natural Habitats) Regulations 2011 (S.I. 477 of 2011), as amended	These Regulations provide a new for the implementation in Ireland of Council Directive 92/43/EEC on habitats and protection of wild fauna and flora (as amended) and for the implementation of Directive 2009/147/EC of the European Parliament and of the Council on the protection of wild birds.	• They provide, among other things, for: the appointment and functions of authorized officers; identification, classification and other procedures relative to the designation of Community sites. • The Regulations have been prepared to address several judgments of the CJEU against Ireland, notably cases C-418/04 and C-183/05, in respect of failure to transpose elements of the Birds Directive and the Habitats Directive into Irish law.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
European Communities Environmental Objectives (FPM) Regulations 2009 (S.I. 296 of 2009)	The purpose of these Regulations is to support the achievement of favourable conservation status for freshwater pearl mussels,	• Set environmental quality objectives for the habitats of the freshwater pearl mussel populations named in the First Schedule to these Regulations that are within the boundaries of a site notified in a candidate list of European sites, or designated as a Special Area of Conservation, under the European Communities (Natural Habitats) Regulations, 1997 (S.I. No. 94/1997). • Require the production of sub-basin management plans with programmes of measures to achieve these objectives. • Set out the duties of public authorities in respect of the sub-basin management plans and programmes of measure.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
European Communities Environmental Objectives (Groundwater) Regulations 2010 (S.I. 9 of 2010), as amended	To amend the European Communities Environmental Objectives (Groundwater) Regulations 2010 (S.I. No. 9 of 2010) to make further provision to implement Commission Directive 2014/80/EU of 20 June 2014 amending Annex II to Directive 2006/118/EC of the European Parliament and of the Council on the protection of groundwater against pollution and deterioration.	The substances and threshold values set out in Schedule 5 to S.I. No. 9 of 2010 have been reviewed and amended where necessary, based on existing monitoring information and international guidelines on appropriate threshold values. • Part A of Schedule 6 has been amended to include changes to the rules governing the determination of background levels for the purposes of establishing threshold values for groundwater pollutants and indicators of pollution. • Part B of Schedule 6 has been amended to include nitrites and phosphorus (total) / phosphates among the minimum list of pollutants and their indicators which the Environmental Protection Agency (EPA) must consider when establishing threshold values. • Part C of Schedule 6 amends the information to be provided to the Minister by the EPA with regard to the pollutants and their indicators for which threshold values have been established.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
European Communities (Water Policy) Regulations of 2003 (S.I. 722 of 2003) **European Communities (Water Policy) Regulations of 2003 (S.I. 350 of 2014)** **European Communities Environmental Objectives (Surface waters) Regulations of 2009 (S.I. 272 of 2009)**	• Transpose the Water Framework Directive into legislation. • Outlines the general duty of public authorities in relation to water. • Identifies the competent authorities in charge of water policy (amended to Irish Water in 2013) and gives EPA and the CER the authority to regulate and supervise their actions.	• Implements River basin districts and characterisation of RBDs and River Basin Management Plans. • Requires the public to be informed and consulted on the Plan and for progress reports to be published on RBDs. • Implements a Register of protected areas, Classification systems and Monitoring programmes for water bodies. • Allows the competent authority to recover the cost of damage/destruction of status of water body. • Outlines environmental objectives and programme of measures and environmental quality standards for priority substances. • Outlines criteria for assessment of groundwater. • Outlines environmental objectives to be achieved for surface water bodies. • Outlines surface water quality standards. • Establishes threshold values for the classification and protection of surface waters against pollution and deterioration in quality.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.

Legislation, Plan, etc.	Summary of high-level aim/ purpose/ objective	Additional information/lower-level objectives, etc.	Relevance to the Draft Plan
Water Pollution Acts 1977 to 1990	The Water Pollution Acts allow Local Authorities the authority regulate and supervise actions relating to water in their division.	The Water Pollution Acts enable local authorities to: • Prosecute for water pollution offences. • Attach appropriate pollution control conditions in the licensing of effluent discharges from industry, etc., made to waters. • Issue notices ("section 12 notices") to farmers, etc., specifying measures to be taken within a prescribed period to prevent water pollution. • issue notices requiring a person to cease the pollution of waters and requiring the mitigation or remedying of any effects of the pollution in the manner and within the period specified in such notices; • Seek court orders, including High Court injunctions, to prevent, terminate, mitigate or remedy pollution/its effects. • Prepare water quality management plans for any waters in or adjoining their functional areas.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Water Services Act 2007 (No. 30 of 2007) **Water Services Act 2013 (No. 6 of 2013)** **Water Services (No. 2) Act 2013 (No. 50 of 2013)** **Water Services Act 2017 (No. 29 of 2017)** **Water Services (Amendment) Act 2022 (No. 39 of 2022)**	• Provides the water services infrastructure. • Outlines the responsibilities involved in delivering and managing water services. • Identifies the authority in charge of provision of water and waste water supply. Irish Water was given the responsibility of the provision of water and waste water services in the amendment act during 2013, therefore these services are no longer the responsibility of the 34 Local Authorities in Ireland.	Key strategic objectives include: • Ensuring Uisce Éireann delivers infrastructural projects that meet key public health, environmental and economic objectives in the water services sector. • Ensuring the provision of adequate water and sewerage services in the gateways and hubs listed in the National Spatial Strategy, and in other locations where services need to be enhanced. • Ensuring good quality drinking water is available to all consumers of public and group water supplies, in compliance with national and EU drinking water standards • Ensuring the provision of the remaining infrastructure needed to provide secondary waste water treatment, for compliance with the requirements of the EU Urban Waste water Treatment Directive.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Irish Water's Water Services Strategic Plan 2015 and Capital Investment Plan 2020-2024	This Water Services Strategic Plan sets out strategic objectives for the delivery of water services over the next 25 years up to 2040. It details current and future challenges which affect the provision of water services and identifies the priorities to be tackled in the short and medium term. The Capital Investment Plan 2020-2024 is Uisce Éireann investment plan for water and wastewater assets and infrastructure for the next 5 years. The Capital Investment Plan sets out where to prioritise investment to deliver the most urgently needed improvements in drinking water quality, leakage reduction, water availability, wastewater compliance, efficiencies and customer service.	The Capital Investment Plan 2020-2024 is made up of investment in individual projects such as building new or upgrading existing water and wastewater treatment plants and upgrading existing networks, and national programmes where activities are being delivered in a consistent and efficient manner across the country. Some examples of these programmes are the Leakage Reduction Programme, the National Disinfection Programme, the Small Towns and Villages Growth Programme, and the National Certification Authorisation Programme.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Ireland's Forest Strategy 2023-2030 and associated Implementation Plan including the National Forestry Programme 2023-2027	The Implementation Plan will facilitate the initial steps in the implementation of the Strategy on the road to achieving the Shared Vision for 2050. The Implementation Plan includes the new Forestry Programme (2023 – 2027), which will be the primary implementation mechanism for the Forest Strategy. The Plan also includes a list of actions that will be funded and enabled by mechanisms outside of the Forestry Programme.	The Forestry Programme 2023-2027 was created in alignment with Ireland's Forest Strategy and is designed to provide lasting benefits for many key areas including climate change, biodiversity, wood production, and employment alongside enhancing societal benefits. The Forestry Programme will provide incentives for farmers and other landowners and will provide farm families with the opportunity to increase and diversify their income streams.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Water Action Plan 2024: River Basin Management Plan for Ireland 2022-2027 (3rd Cycle) (2024)	The Water Action Plan 2024 is Ireland's third River Basin Management Plan and it outlines the measures the Government and other sectors are taking to improve water quality in Ireland's groundwater, rivers, lakes, estuarine and coastal waters, and provide sustainable management of our water resources (as specified under SDG 6). This Water Action Plan enhances and builds upon the work of the first and second-cycle plans. Where necessary, this plan addresses the shortcomings experienced during the implementation of previous plans.	The responses to shortcomings addressed include, for example, strengthing the incorporation of the integrated catchment management approach, improving the environmental ambition, improving the evidence base for 'targeting the right measures in the right place' and securing dedicated resources to deliver these, increasing environmental enforcement and compliance, and strengthening the governance structures.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Ireland's National Water Quality Monitoring Programme 2022-2027	The main purpose of Ireland's National Water Quality Monitoring Programme 2022-2027 is to provide a comprehensive national overview of the ecological and chemical status of surface waters and the quantitative and chemical status of groundwaters. The information is used to track progress towards the achievement of the environmental objectives required by the Water Framework Directive, and those set out in the River Basin Management Plan.	The programme is comprised of 2,899 surface and groundwater bodies representing 60% of the total number of national water bodies, covering 2,429 river water bodies, 224 lakes, 80 transitional water bodies, 45 coastal waters, 16 canals and 121 groundwater bodies. The programme is operated by the Environmental Protection Agency, Marine Institute, Inland Fisheries Ireland, Waterways Ireland, National Parks and Wildlife Service and Local Authorities.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.

Legislation, Plan, etc.	Summary of high-level aim/ purpose/ objective	Additional information/lower-level objectives, etc.	Relevance to the Draft Plan
National Water Resources Plan (NWRP) – Framework Plan (2021)	The NWRP is a plan on how to provide a safe, secure and reliable water supply to customers for the next 25 years, without causing adverse impact on the environment. The objective of the NWRP is to set out how we intend to maintain the supply and demand for drinking water over the short, medium and long term whilst minimising the impact on the environment. The preparation of the plan has been divided into two distinct phases, the combination of which will become the final NWRP. Phase 1 was carried out in 2021 and the NWRP Framework has been adopted. In Phase 2 of the NWRP, Uisce Éireann summarised the needs across the 539 individual water supplies and identified the solutions to address these needs. Due to the large number of supplies in Ireland, Phase 2 was delivered as four Regional Water Resources Plans: • Regional Water Resources Plan: North West (RWRP NW) • Regional Water Resources Plan: South West (RWRP SW) • Regional Water Resources Plan: South East (RWRP SE) • Regional Water Resources Plan: Eastern and Midlands (RWRP EM)	The key objectives are to: • Identify areas where there are current and future potential water supply shortfalls, taking into account normal and extreme weather conditions • Assess the current and future water demand from homes, businesses, farms, and industry • Consider the impacts of climate change on Ireland's water resources • Develop a drought plan advising measures to be taken before and during drought events • Develop a plan detailing how we deal with the material that is produced as a result of treating drinking water • Assess the water resources available at a national level including lakes, rivers and groundwater	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
National Strategic Plan for Sustainable Aquaculture Development 2030	The national plans are intended to inform investment priorities for aquaculture under Member States' operational programmes under the European Maritime, Fisheries and Aquaculture Fund. They are also intended to identify measures to reduce the administrative burden on operators, to secure sustainable development and growth of aquaculture through coordinated spatial planning, to enhance the competitiveness of the aquaculture sector and to promote a level playing field for EU operators by exploiting their competitive advantages. Ireland's National Strategic Plan for Sustainable Aquaculture Development was finalised following public consultation earlier in 2022. The Plan was adopted by the European Commission in 2022.	The National Strategic Plan for Sustainable Aquaculture Development proposes 58 actions to be implemented over the period up to 2030.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Aquaculture Acts 1997 to 2006 (Sea-Fisheries and Maritime Jurisdiction Act 2006 (8/2006), s. 1(3)) Fisheries (Amendment) Act 1997 (23/1997) Fisheries and Foreshore (Amendment) Act 1998 (54/1998), ss. 2, 3 and 4 Fisheries (Amendment) Act 2001 (40/2001) Sea-Fisheries and Maritime Jurisdiction Act 2006 (8/2006)	The Aquaculture and Foreshore Management Division ensures the efficient and effective management of Aquaculture licensing and Foreshore licensing in respect of Aquaculture and Sea Fishery related activities.	The Strategic Objectives of the Aquaculture and Foreshore Management Division are: • to develop and manage an efficient and effective regulatory framework in respect of Aquaculture licensing and Foreshore licensing of Aquaculture and Sea Fishery related activities; • to secure a fair financial return from the State's foreshore estate in the context of Aquaculture licensing and Foreshore licensing in respect of Aquaculture and Sea Fishery related activities; • to progressively reduce arrears in the clearing of licence applications.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Foreshore Acts 1933 to 2011	The Foreshore Acts require that a lease or licence must be obtained from the Minister for Housing, Planning and Local Government for the carrying out of works or placing structures or material on, or for the occupation of or removal of material from, State-owned foreshore, which represents the greater part of the foreshore. Construction of permanent structures on privately owned foreshore also required the prior permission of the Minister under the Foreshore Act.	Developments on the foreshore require planning permission in addition to a Foreshore Lease/Licence/Permission. All Foreshore Leases, Licences Permissions are without prejudice to the powers of the local planning authority. Applicants should, therefore, consult initially with the local planning authority regarding their proposal. In the case of developments on foreshore for, by or on behalf of a Local Authority where an EIS is required, applications should be made to An Bord Pleanála under Part XV, Planning and Development Act 2000.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
National Marine Planning Framework (NMPF) (2024)	The NMPF details how marine activities will interact with each other in an ocean space that is under increasing spatial pressure, ensuring the sustainable use of Ireland's marine resources to 2040. The NMPF has been prepared with an ecosystem-based approach and informed by best available knowledge.	The National Marine Planning Framework (NMPF) brings together all marine-based human activities for the first time, outlining the Government's vision, objectives and marine planning policies for each marine activity. The NMPF is intended as the marine equivalent to the National Planning Framework. This approach will enable the Government to: • set a clear direction for managing our seas • clarify objectives and priorities • direct decision makers, users and stakeholders towards strategic, plan-led, and efficient use of our marine resources	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.

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Seafood Development Programme 2021-2027	Based on the challenges identified for the seafood sector and coastal communities and the policy context, Ireland's Programme requires an ambitious vision to: "To support a resilient, climate smart, environmentally sustainable and profitable Irish seafood sector in order to maximise its contribution to jobs and growth and maintain the economic and social activities of our most vibrant and sustainable coastal communities"	The Programme details the vision and key missions to be achieved by the implementation of the programme. It also demonstrates how the strategic objectives of the EMFAF fund (specified in Regulation (EU) 2021/1139) will be employed in fulfilling the Programme.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Harnessing Our Ocean Wealth: An Integrated Marine Plan for Ireland 2012	Harnessing Our Ocean Wealth is an Integrated Marine Plan (IMP), setting out a roadmap for the Government's vision, high-level goals and integrated actions across policy, governance and business to enable our marine potential to be realised. Implementation of this Plan will see Ireland evolve an integrated system of policy and programme planning for our marine affairs.	• Sustainable economic growth of marine/ maritime sectors; • Increase the contribution to the national GDP; • Deliver a business friendly yet robust governance, policy and planning framework; • Protect and conserve our rich marine biodiversity and ecosystems; • Manage our living and non-living resources in harmony with the ecosystem; • Implement and comply with environmental legislation; • Building on our maritime heritage, strengthen our maritime identity; • Increase our awareness of the value, opportunities and societal benefits; and • Engagement and participation by all.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Flood Risk Management Plans arising from National Catchment Flood Risk Assessment and Management Programme	The national Catchment Flood Risk Assessment and Management (CFRAM) programme commenced in Ireland in 2011 and is being overseen by the Office of Public Works. The CFRAM Programme is intended to deliver on core components of the National Flood Policy, adopted in 2004, and on the requirements of the EU Floods Directive.	CFRAM Studies have been undertaken for all River Basin Districts. The studies are focusing on areas known to have experienced flooding in the past and areas that may be subject to flooding in the future either due to development pressures or climate change. Flood Risk and Hazard mapping, including Flood Extent Mapping, was finalised in 2017. The final outputs from the studies are the CFRAM Plans, finalised in 2018. The Plans define the current and future flood risk in the River Basin Districts and set out how this risk can be managed.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
National Raised Bog Special Areas of Conservation Management Plan 2017 – 2022 and a Review of Raised Bog Natural Heritage Area Network	The National Raised Bog Special Areas of Conservation Management Plan 2017 - 2022 sets out a roadmap for the long-term management, restoration and conservation of protected raised bogs in Ireland.	The Plan is part of the measures being implemented in response to the on-going infringement action against Ireland in relation to the implementation of the EU Habitats Directive, with regard to the regulation of turf cutting on the Special Areas of Conservation and on foot of the recommendation of Mr. Justice Quirke that a National Raised Bog SAC Management Plan be drawn up, arising from the Peatlands Forum (2012).	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
National Peatlands Strategy (2015-2025)	This Strategy aims to provide a long-term framework within which all of the peatlands within the State can be managed responsibly in order to optimise their social, environmental and economic contribution to the well-being of this and future generations.	Objectives of the Strategy: • To give direction to Ireland's approach to peatland management. • To apply to all peatlands, including peat soils. • To ensure that the relevant State authorities and state-owned companies that influence such decisions contribute to meeting cross-cutting objectives and obligations in their policies and actions. • To ensure that Ireland's peatlands are sustainably managed so that their benefits can be enjoyed responsible. • To inform appropriate regulatory systems to facilitate good decision making in support of responsible use. • To inform the provision of appropriate incentives, financial supports and disincentives where required.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.

Legislation, Plan, etc.	Summary of high-level aim/ purpose/ objective	Additional information/lower-level objectives, etc.	Relevance to the Draft Plan
European Union (Good Agricultural Practice for Protection of Waters) Regulations 2022 (S.I. No. 113/2022)	The purpose of these Regulations is to give effect to Ireland's Nitrates Action Programme pursuant to Council Directive 91/676/EEC concerning the protection of waters against pollution caused by nitrates from agricultural source.	Part 2 concerns farmyard management. The Part requires an occupier of a holding shall take all such steps, as far as is practicable for the purposes of minimising the amount of soiled water produced on the holding; livestock manure and other organic fertilisers, soiled water and effluents from dungsteads, farmyard manure pits, silage pits or silage clamps arising or produced in a building or yard on a holding shall, prior to its application to land or other treatment, be collected and held in a manner that prevents the run-off or seepage, directly or indirectly, into groundwaters or surface waters of such substances. The Regulations provides for general obligations related to capacity of storage facilities and then distinguishes among requirements for storage facilities of: effluents and soiled water; pig manure; poultry manure; manure from deer, goats and sheep; manure from cattle. Part 3 concerns nutrient management. Part 4 is focused on the prevention of water pollution from fertilizers and certain activities; this includes the distances from a water body and other issues requirements as to manner of application of fertilizers, soiled water etc; periods when application of fertilizers is prohibited; limits on the amount of livestock manure to be applied. Part 5 regulates general duty of occupier, such as keeping of records, etc. Offences and related matters. Part 6 is functions of the public authorities: certificates, exemptions, etc.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
European Union (Birds and Natural Habitats) (Sea-Fisheries) (Amendment) Regulations 2014 (S.I. 565 of 2014)	These Regulations the European Union (Birds and Natural Habitats) (Sea-fisheries) Regulations 2013 so as to apply them to the regulation of sea-fishing activity in so far as the regulation of that activity is necessary to secure compliance with the European Communities (Birds and Natural Habitats) Regulations 2011 and the objectives of the Council Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora.	• Regulation 3 provides for the submission of a Fisheries Natura Plan in relation to planned fisheries; • Regulation 4 provides for a screening of a Fisheries Natura Plan to determine whether or not an appropriate assessment is required; • Regulation 5 provides for an appropriate assessment of a Fisheries Natura Plan and also provides for public and statutory consultation; • Regulation 6 provides for the Minister to make a determination to adopt a Fisheries Natura Plan. The Minister may amend, withdraw or revoke a plan; • Regulation 7 provides for publication of the adopted Fisheries Natura Plan; • Regulation 8 provides for a Risk Assessment of unplanned fisheries and also provides for public and statutory consultation on the assessment; • Regulation 9 provides for the issue of a Natura Declaration to prohibit, restrict including restricting by permit, control, etc. of sea fishing activities; • Regulation 10 provides for Natura Permits to be issued where required by Natura Declarations; and • Regulations 11 to 31 deal with functions of authorised officers and related matters, offences, etc.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Wildlife Act of 1976 **Wildlife (Amendment) Act, 2000** **Wildlife (Amendment) Act, 2023**	The act provides protection and conservation of wild flora and fauna. The Wildlife (Amendment) Act 2023 introduced a new public sector duty on biodiversity. The legislation provides that every public body, as listed in the Act, is obliged to have regard to the objectives and targets in the National Biodiversity Action Plan.	• Provides protection for certain species, their habitats and important ecosystems • Give statutory protection to NHAs • Enhances wildlife species and their habitats • Includes more species for protection	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Ireland's 4th National Biodiversity Action Plan 2023-2030	Ireland's 4th National Biodiversity Action Plan sets the national biodiversity agenda for the period 2023-2030 and aims to deliver the transformative changes required to the ways in which we value and protect nature.	This National Biodiversity Action Plan 2023-2030 builds upon the achievements of the previous Plan. It will continue to implement actions within the framework of five strategic objectives, while addressing new and emerging issues: Objective 1 - Adopt a Whole of Government, Whole of Society Approach to Biodiversity Objective 2 - Meet Urgent Conservation and Restoration Needs Objective 3 - Secure Nature's Contribution to People Objective 4 - Enhance the Evidence Base for Action on Biodiversity Objective 5 - Strengthen Ireland's Contribution to International Biodiversity	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
All Ireland Pollinator Plan 2021-2025	The All-Ireland Pollinator Plan is an island-wide attempt to reverse declines in pollinating insects to ensure the sustainability of our food, avoid additional economic impacts on agriculture, and protect the health of the environment. The main objectives include: • Making farmland, public land and private land in Ireland pollinator friendly; • Raising awareness of pollinators and how to protect them; • Managed pollinators – supporting beekeepers and growers; • Expanding our knowledge of pollinators and pollination service; and • Collecting evidence to track change and measure success.	This voluntary Plan identified 81 actions, shared out between over 100 governmental and non-governmental organisations. A large focus of the Plan is to identify actions to improve the quality and amount of flower-rich habitat. Actions range from creating pollinator highways along our transport routes, to supporting pollinators on farmland, in gardens, businesses, and on public land.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.

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Climate Action and Low Carbon Development Act 2015 (as amended)	An Act to provide for the approval of plans by the Government in relation to climate change for the purpose of pursuing the transition to a low carbon, climate resilient and environmentally sustainable economy.	When considering a plan or framework, for approval, the Government shall endeavour to achieve the national transition objective within the period to which the objective relates and shall, in endeavouring to achieve that objective, ensure that such objective is achieved by the implementation of measures that are cost effective and shall, for that purpose, have regard to: • The ultimate objective specified in Article 2 of the United Nations Framework Convention on Climate Change done at New York on 9 May 1992 and any mitigation commitment entered into by the European Union in response or otherwise in relation to that objective, • The policy of the Government on climate change, • Climate justice, • Any existing obligation of the State under the law of the European Union or any • international agreement referred to in section 2; and • The most recent national greenhouse gas emissions inventory and projection of future greenhouse gas emissions, prepared by the Agency.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
National Climate Action Plan 2024	The National Climate Action Plan 2023 provided a detailed plan for taking decisive action to achieve a 51% reduction in overall greenhouse gas emissions by 2030 and setting Ireland on a path to reach net-zero emissions by no later than 2050, as committed to in the Programme for Government and set out in the Climate Act 2021. The Climate Action Plan 2024 builds upon the 2023 Plan by refining and updating the measures and actions required to deliver the carbon budgets and sectoral emissions ceilings.	The Climate Action Plans list the actions needed to deliver on Ireland's climate targets and sets indicative ranges of emissions reductions for each sector of the economy. It will be updated periodically to ensure alignment with Ireland's legally binding economy-wide carbon budgets and sectoral ceilings.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
National Adaptation Framework (NAF) 2024 and associated regional, local and sectoral adaptation plans	NAF specifies the national strategy for the application of adaptation measures in different sectors and by local authorities in their administrative areas in order to reduce the vulnerability of the State to the negative effects of climate change and to avail of any positive effects that may occur.	• Adaptation under this Framework should seek to minimise costs and maximise the opportunities arising from climate change. • Adaptation actions range from building adaptive capacity (e.g. increasing awareness, sharing information and targeted training) through to policy and finance-based actions. • Adaptation actions must be risk based, informed by existing vulnerabilities of our society and systems and an understanding of projected climate change. • Adaptation actions taken to increase climate resilience must also consider impacts on other sectors and levels of governance	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
National Climate Mitigation Plan 2017	The Plan represents an initial step to set Ireland on a pathway to achieve the deep decarbonisation required in Ireland by mid-century in line with the Government's policy objectives.	The National Mitigation Plan focuses on the following issues: • Climate Action Policy Framework • Decarbonising Electricity Generation • Decarbonising the Built Environment • Decarbonising Transport • An Approach to Carbon Neutrality for Agriculture, Forest and Land Use Sectors	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Climate Adaptation Sectoral Adaptation Plans	The Climate Act sets out the requirements for the preparation of Sectoral Adaptation Plans. The 12 priority sectors identified in the 2018 NAF were grouped into 9 such Plans and clustered into four themes covering natural and cultural capital, critical infrastructure, water resource and flood risk management, and public health. This approach aims to provide a structured and systematic approach to sectoral developments.	To support key national sectors in planning for climate change adaptation and according to the requirements of the National Adaptation Framework (2018), sectoral planning guidelines were developed as part of the Irish Climate Information Platform, Climate Ireland project . The guidelines aim to ensure that a coherent and consistent approach to adaptation planning is adopted at national and local levels. Since the guidelines' publication in May 2018, they have been successfully implemented by relevant Departments to develop Sectoral Adaptation Plans.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
National Sustainable Mobility Policy (SMP) (2022)	It sets out a strategic framework to 2030 for active travel (walking and cycling) and public transport journeys to help Ireland meet its climate obligations. It is framed around three key principles that will guide the delivery of sustainable mobility policy over the coming decade. They are: • Safe and green mobility; • People focussed mobility; and • Better integrated mobility.	The SMP includes an Action Plan covering the period 2022-2025 with 91 actions, supporting behavioural change across a wide range of interventions including, among other things, public transport infrastructure and services, active travel promotion and supports, road safety initiatives, legislative measures, research, and public engagement. The Policy also supports the implementation of large-scale transport projects including MetroLink and DART+ in Dublin, BusConnects in the five cities, the Connecting Ireland scheme in rural areas, and an Active Travel Infrastructure Programme providing high-quality cycling infrastructure across the country.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.

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Electric Vehicle Charging Infrastructure Strategy 2022-2025 and associated implementation plan	It sets out a pathway for the delivery of EV charge point infrastructure, including the rollout of EV infrastructure as required under the EU's Alternative Fuels Infrastructure Regulation (AFIR), where a 300% increase in the amount of public recharging infrastructure is targeted for delivery.	The strategy takes a people-first approach, focusing on the different transport needs across the country and is being informed by the piloting of different technologies and charging options in Ireland. An Implementation Plan has also been developed in conjunction with the strategy to provide an initial set of actions and deliverables to support the strategy's delivery. This includes the development the National Road Network EV Charging Plan and the Regional and Local EV Charging Network Plan.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Renewable Transport Fuel Policy 2023-2025	The Renewable Transport Fuel Policy, 2023 – 2025 sets out a pathway to incentivise the supply of renewable transport fuel through annual increases in the renewable transport fuel obligation rate to 2030.	The policy will underpin the shift to the Climate Action Plan 2023 (CAP 23) biofuel targets of at least B20 (biodiesel equivalent) in diesel and E10 (Ethanol) in petrol by 2030 (with an interim B12/E10 by 2025 target).	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
National Energy Security Framework (2022)	National Energy Security Framework provides an overarching and comprehensive response to Ireland's energy security needs in the context of the war in Ukraine. The Framework outlines the structures which are in place within Government to monitor and manage our energy supplies. It sets out the plans which are in place to deal with energy security emergencies should they arise, and outlines out how these plans will be tested in light of the war in Ukraine.	The Framework sets out the government's action in response to these issues across three key themes: - managing the impact on consumers and businesses, with a specific focus on financially vulnerable residential consumers in the short-term - ensuring security of energy supply in the near term, with a focus on the period up to and including winter 2022/23 - reducing our dependency on imported fossil fuels, in the context of the phasing out of Russian energy imports across the EU	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Ireland's National Energy and Climate Plan (NECP) 2021-2030 (published in 2024)	National Energy and Climate Plans are the framework within which EU Member States must notify their climate and energy objectives, targets, policies, and measures to the European Commission and were established under Regulation (EU) 2018/1999 of the European Parliament and of the Council on the Governance of the Energy Union and Climate Action. Member States are required to develop NECPs on a ten-year rolling basis. The aim of the plans is to outline our energy and climate policies in detail for the period from 2021 to 2030 and provide projections and ambitions towards 2050. Under the Regulation, Member States are also required to update their initial plans after 5 years, this is the first update of the initial NECP which was published in 2019. The NECP covers five dimensions of the Energy Union: - Decarbonisation - Energy Efficiency - Energy Security - Internal Energy Market - Research, Innovation and Competitiveness The NECP brings together the policies, targets, tools and associated material relating to our climate and energy obligations under various EU Regulations and Directives from across government bodies and departments into one document. It reflects our ambitions and provides certainty to investors and policymakers that we are committed to EU-wide targets and ambitions to move towards becoming a carbon-neutral society.	It outlines our department's energy and climate policies in detail for the period from 2021 to 2030 and looks onwards to 2050. The NECP collates the policies, measures and actions related to energy and climate outlined in a range of government plans: such as the Climate Action Plan, the National Development Plan, and Project Ireland 2040, into one cohesive document. It also presents modelling that illustrates Ireland's current trajectories toward its three main European targets. The NECP reflects the ambitions set out in Climate Action Plan 2024. The NECP will act to identify gaps and areas that Ireland can improve on, which should be reflected in updated policies and measures in subsequent Climate Action Plans. The policies outlined in the NECP reflect the ambition of Climate Action Plan 2024.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
National Implementation Plan for the Sustainable Development Goals 2022-2024	It is the second National Implementation Plan for the achievement of the Sustainable Development Goals reviews the progress made towards each of the 17 Goals.	The Plan sets out five strategic objectives and 51 actions, with 119 individual measures to increase Ireland's ambition and strengthen implementation structures to achieve the Sustainable Development Goals (SDGs). It also incorporates 23 external actions from four other National Plans or Strategies which contribute to and are complementary to the objectives of this Plan and which have been included for coherence and reporting purposes. Strategic Objective 1: To embed the SDG framework into the work of Government Departments to achieve greater Policy Coherence for Sustainable Development Strategic Objective 2: To integrate the SDGs into Local Authority work to better support the localisation of the SDGs Strategic Objective 3: Greater partnerships for the Goals Strategic Objective 4: To further incorporate the principle of Leave No One Behind into Ireland's Agenda 2030 implementation and reporting mechanisms Strategic Objective 5: Strong reporting mechanisms	Implementation of the Strategy needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.

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Planning, Land Use and Transport Outlook 2040	The PLUTO takes account of forecasted future economic and demographic scenarios, affordability considerations and relevant Government policies.	The PLUTO seeks to: 1. Quantify in broad terms the appropriate scale of financial investment in land transport over the long term; 2. Consider how fiscal, environmental and technological developments might impact on this investment; and, 3. Identify strategic priorities for future investment to ensure land transport infrastructure provision facilitates the objectives of Project Ireland 2040.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
National Investment Framework for Transport in Ireland (NIFTI) (2021)	The high-level strategic framework for prioritising future investment in the land transport network. This new framework is the Department of Transport's contribution to Project Ireland 2040, Government's long-term strategy for accommodating population growth in a sustainable manner and making Ireland a better country for all of its people. It has been developed to ensure that our transport sectoral strategy is underpinned by and supports the achievement of the spatial objectives and National Strategic Objectives set out in the National Planning Framework.	The framework establishes high-level investment priorities to efficiently and effectively address key transport challenges identified by the background analysis and to ensure that transport investment is aligned with and supports Government's overarching spatial and climate change objectives, as articulated in the National Planning Framework and Climate Action Plan.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Investing in our Future: A Strategic Framework for Investment in Land Transport (SFILT) – Department of Transport, Tourism and Sport	SFILT sets out a set of priorities to guide the allocation of the State's investment to best develop and manage Ireland's land transport network over the coming decades.	The three priorities stated in SFILT are: • Priority 1: Achieve steady state maintenance (meaning that the maintenance and renewal of the existing transport system is at a sufficient level to maintain the system in an adequate condition); • Priority 2: Address urban congestion; and • Priority 3: Maximise the value of the road network. In delivering on the steady state maintenance objective set out in SFILT, the Plan includes for: • Planned replacement programme for the bus fleet operated under Public Service Obligation ("PSO") contracts; • Tram refurbishment and asset renewal in the case of light rail; and • To the extent within the Authority' remit, support for the operation of the existing rail network within the GDA.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Infrastructure and Capital Investment Plan (2016-2021)	€27 billion multi-annual Exchequer Capital Investment Plan, which is supported by a programme of capital investment in the wider State sector, and which over the period 2016 to 2021 will help to lay the foundations for continued growth in Ireland.	• This Capital Plan reflects the Government's commitment to supporting strong and sustainable economic growth and raising welfare and living standards for all. • It includes allocations for new projects across a number of key areas and funding to ensure that the present stock of national infrastructure is refreshed and maintained.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Energy Security in Ireland to 2030 ("Energy Security Package")	It outlines a new strategy to ensure energy security in Ireland for this decade, while ensuring a sustainable transition to a carbon neutral energy system by 2050.	The Energy Security Package includes a range of measures to implement this approach in the short and medium term by prioritising: • Reduced and Responsive Demand • A Renewables-Led System • More Resilient Systems • Robust Risk Governance	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Our Sustainable Future: A framework for Sustainable Development for Ireland 2012	A medium to long term framework for advancing sustainable development and the green economy in Ireland. It identifies spatial planning as a key challenge for sustainable development and sets a series of measures to address these challenges. It aims at improving synergies and identifying and tackling policy gaps, policy conflicts and trade-offs as part of a coherent, joined-up approach to policy making on sustainable development. Ireland's Framework for Sustainable Development timeframe is to 2020 to tie in with other national and international frameworks, but a longer-term horizon to 2050 is also taken where appropriate, to provide a framework for guiding and reporting on long-term broad development trends such as on climate change.	The objectives of the Framework are to: • Identify and prioritise policy areas and mechanisms where a sustainable development approach will add value and enable progress towards the strategy aims. • Highlight and promote existing sustainable practices that, with the correct support, can underpin sustainable development more generally. • Strengthen policy integration, coherence and co-ordination and bring a long term perspective to decision making. • Set out governance mechanisms which ensure effective participation within government and across all stakeholders. • Set out clear measures, responsibilities and timelines in an implementation plan. • Set out how progress is to be measured and reported on through the use of indicators. • Incorporate adequate and effective monitoring, learning and improvement into the Framework process.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.

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Smarter Travel – A Sustainable Transport Future – A New Transport Policy for Ireland 2009 – 2020	Outlines a policy for how a sustainable travel and transport system can be achieved. Sets out five key goals: • To reduce overall travel demand. • To maximise the efficiency of the transport network. • To reduce reliance on fossil fuels. • To reduce transport emissions. • To improve accessibility to transport.	Others lower level aims include: • reduce distance travelled by private car and encourage smarter travel, including focusing population growth in areas of employment and to encourage people to live in close proximity to places of employment • ensuring that alternatives to the car are more widely available, mainly through a radically improved public transport service and through investment in cycling and walking • improving the fuel efficiency of motorised transport through improved fleet structure, energy efficient driving and alternative technologies • strengthening institutional arrangements to deliver the targets	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Draft National Bioenergy Plan 2014 - 2020	The Draft Bioenergy Plan vision: Bioenergy resources contributing to economic development and sustainable growth, generating jobs for citizens, supported by coherent policy, planning and regulation, and managed in an integrated manner.	Three high-level goals, of equal importance, based on the concept of sustainable development are identified: • To harness the market opportunities presented by bioenergy in order to achieve economic development, growth and jobs. • To increase awareness of the value, opportunities and societal benefits of developing bioenergy. • To ensure that bioenergy developments do not adversely impact the environment and its living and non-living resources.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Draft Renewable Electricity Policy and Development Framework (DCCAE) 2016	Goal: To optimise the opportunities in Ireland for renewable electricity development on land at significant scale, to serve both the All Island Single Electricity Market and any future regional market within the European Union, in accordance with European and Irish law, including Directive 2009/28/EC: On the promotion of the use of energy from renewable resources.	Objective: To develop a Policy and Development Framework for renewable electricity generation on land to serve both the All Island Single Electricity Market and any future regional market within the European Union, with particular focus on large scale projects for indigenous renewable electricity generation. This will, inter alia, provide guidance for planning authorities and An Bord Pleanála.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
National Alternative Fuels Infrastructure for the Transport Sector (DTTAS) 2017-2030	This Framework sets targets to achieve an appropriate level of alternative fuels infrastructure for transport, which is relative to national policy and Irish market needs. Non-infrastructure-based incentives to support the use of the infrastructure and the uptake of alternative fuels are also included within the scope of the Framework.	Targets for alternative fuel infrastructure include the following: • AFV forecasts • Electricity targets • Natural gas (CNG, LNG) targets • Hydrogen targets • Biofuels targets • LPG targets • Synthetic and paraffinic fuels targets	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
National Cycle Network Scoping Study 2010	Outlines objectives and actions aimed at developing a strong cycle network in Ireland. Sets out 19 specific objectives, and details the 109 actions, aimed at ensuring that a cycling culture is developed.	Sets a target where 10% of all journeys will be made by bike by 2020. Proposes the planning, infrastructure, communication, education and stakeholder participations measures required to implement the initiative.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
National Policy Framework for Alternative Fuels Infrastructure for Transport in Ireland 2017 to 2030	This National Policy Framework on Alternative Fuels Infrastructure for Transport represents the first step in communicating our longer-term national vision for decarbonising transport by 2050, the cornerstone of which is our ambition that by 2030 all new cars and vans sold in Ireland will be zero-emissions capable. By 2030 it is envisaged that the movement in Ireland to electrically-fuelled cars and commuter rail will be well underway, with natural gas and biofuels developing as major alternatives in the freight and bus sectors.	This policy set out to achieve five key goals in transport: • Reduce overall travel demand • Maximise the efficiency of the transport network • Reduce reliance on fossil fuels • Reduce transport emissions • Improve accessibility to transport These goals remain the cornerstone of transport policy and are fully aligned to the objectives of this National Policy Framework.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.

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Delivering a Sustainable Energy Future for Ireland – The Energy Policy Framework 2007 – 2020 (2007)	• White paper setting out a framework for delivering a sustainable energy future in Ireland. • Outlines strategic Goals for: o Security of Supply o Sustainability of Energy o Competitiveness of Energy Supply	The underpinning Strategic Goals are: • Ensuring that electricity supply consistently meets demand • Ensuring the physical security and reliability of gas supplies to Ireland • Enhancing the diversity of fuels used for power generation • Delivering electricity and gas to homes and businesses over efficient, reliable and secure networks • Creating a stable attractive environment for hydrocarbon exploration and production • Being prepared for energy supply disruptions	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
National Renewable Energy Action Plan (NREAP) (2010)	The National Renewable Energy Action Plan sets out the Government's strategic approach and concrete measures to deliver on Ireland's 16% target under Directive 2009/28/EC. National Renewable Energy Action Plan.	The areas of intervention identified by the NREAP are heat, transport and electricity. Section 4 provides an overview of all policies and measures to promote the use of energy from renewable resources, these are: Biofuels Mineral Oil Tax Relief (MOTR) Schemes to increase production and use of biofuel; Greener Homes Scheme, financial facilitates to wider deployment of renewable-energy heating technologies in the residential sector; Grant support for the planting of perennial biomass crops (willow and miscanthus) – contributes to biomass needs of renewable energy sector; a policy that facilitates renewables by providing for grid connections outside the gate process for certain small, renewable, low carbon generators; new local and central authorities; etc.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
National Energy Efficiency Action Plan for Ireland (2017 – 2020)	Article 24 of the EU Energy Efficiency Directive requires Member States to submit a National Energy Efficiency Action Plan (NEEAP) every three years. Ireland's 4th NEEAP was produced in early 2017.	It provides a comprehensive overview on the progress made towards the above targets the measures in place to ensure the targets are met the strategies and policies in place across the residential, commercial, transport and public sector.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
National Broadband Plan (2012)	The National Broadband Plan is the Government's initiative to deliver high speed broadband services to all premises in Ireland. This will be delivered through investment by commercial enterprises coupled with intervention by the State in those parts of the country where private companies have no plans to invest.	The Plan sets out: • A clear statement of Government policy on the delivery of High-Speed Broadband. • Specific targets for the delivery and rollout of high-speed broadband and the speeds to be delivered. • The strategy and interventions that will underpin the successful implementation of these targets. • A series of specific complementary measures to promote implementation of Government policy in this area.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Shaping Our Electricity Future - Version 1.1~~EirGrid's Grid25 Strategy and associated Grid25 Implementation Programme 2017-2022~~	The main objective of the Shaping Our Electricity Future Roadmap Version 1.1 is to outline how EirGrid can make the grid ready so that 80% of Ireland's and Northern Ireland's electricity can come from renewable sources, like the wind and sun, by 2030.~~EirGrid's mission is to develop, maintain and operate a safe, secure, reliable, economical and efficient transmission system for Ireland; "*Our vision is of a grid developed to match future needs, so it can safely and reliably carry power all over the country to the major towns and cities and onwards to every home, farm and business where the electricity is consumed and so it can meet the needs of consumers and generators in a sustainable way.*"~~	Shaping Our Electricity Future - Version 1.1 addresses various challenges including those relating to networks, engagement, operations and markets.~~Grid25, EirGrid's roadmap to uprate the electricity transmission grid by 2025, continues to be implemented so as to increase the capacity of the grid, to satisfy future demand, and to help Ireland meet its target of 40 per cent of electricity from renewable energy by 2020.~~	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Strategy for the Future Development of National and Regional Greenways (2018)	The objective of this Strategy is to assist in the strategic development of nationally and regionally significant greenways in appropriate locations constructed to an appropriate standard in order to deliver a quality experience for all greenways users. It also aims to increase the number and geographical spread of greenways of scale and quality around the country over the next 10 years with a consequent significant increase in the number of people using greenways as a visitor experience and as a recreational amenity.	• A strategic greenway network of national and regional routes, with a number of high capacity flagship routes that can be extended and/or link with local Greenways and other cycling and walking infrastructure; • Greenways of scale and appropriate standard that have significant potential to deliver an increase in activity tourism to Ireland and are regularly used by overseas visitors, domestic visitors and locals thereby contributing to a healthier society through increased physical activity; • Greenways that provide a substantially segregated off road experience linking places of interest, recreation and leisure in areas with beautiful scenery of different types with plenty to see and do; and • Greenways that provide opportunities for the development of local businesses and economies, and • Greenways that are developed with all relevant stakeholders in line with an agreed code of practice.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.

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Construction 2020, A Strategy for a Renewed Construction Sector	Construction 2020 sets out a package of measures agreed by the Government and is aimed at stimulating activity in the building industry. The Strategy aims both to increase the capacity of the sector to create and maintain jobs, and to deliver a sustainable sector, operating at an appropriate level. It seeks to learn the lessons of the past and to ensure that the right structures and mechanisms are in place so that they are not repeated.	This Strategy therefore addresses issues including: • A strategic approach to the provision of housing, based on real and measured needs, with mechanisms in place to detect and act when things are going wrong; • Continuing improvement of the planning process, striking the right balance between current and future requirements; • The availability of financing for viable and worthwhile projects; • Access to mortgage finance on reasonable and sustainable terms; • Ensuring we have the tools we need to monitor and regulate the sector in a way that underpins public confidence and worker safety; • Ensuring a fit for purpose sector supported by a highly skilled workforce achieving high quality and standards; and • Ensuring opportunities are provided to unemployed former construction workers to contribute to the recovery of the sector.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Sustainable Development: A Strategy for Ireland (1997)	The overall aim of this Strategy is to ensure that economy and society in Ireland can develop to their full potential within a well-protected environment, without compromising the quality of that environment, and with responsibility towards present and future generations and the wider international community.	The Strategy addresses all areas of Government policy, and of economic and societal activity, which impact on the environment. It seeks to re-orientate policies as necessary to ensure that the strong growth Ireland enjoys and seeks to maintain will be environmentally sustainable.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
National Landscape Strategy for Ireland 2015-2025 and National Landscape Character Assessment (pending preparation)	The National Landscape Strategy will be used to ensure compliance with the European Landscape Convention and to establish principles for protecting and enhancing the landscape while positively managing its change. It will provide a high-level policy framework to achieve balance between the protection, management and planning of the landscape by way of supporting actions. Landscape Strategy Vision: *"Our landscape reflects and embodies our cultural values and our shared natural heritage and contributes to the well-being of our society, environment and economy. We have an obligation to ourselves and to future generations to promote its sustainable protection, management and planning."*	The objectives of the National Landscape Strategy are to: • Implement the European Landscape Convention by integrating landscape into the approach to sustainable development; • Establish and embed a public process of gathering, sharing and interpreting scientific, technical and cultural information in order to carry out evidence-based identification and description of the character, resources and processes of the landscape; • Provide a policy framework, which will put in place measures at national, sectoral - including agriculture, tourism, energy, transport and marine - and local level, together with civil society, to protect, manage and properly plan through high quality design for the sustainable stewardship of the landscape; • Ensure that we take advantage of opportunities to implement policies relating to landscape use that are complementary and mutually reinforcing and that conflicting policy objectives are avoided in as far as possible.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Waste Management Act 1996 (as amended)	To make provision in relation to the prevention, management and control of waste; to give effect to provisions of certain acts adopted by institutions of the European communities in respect of those matters; to amend the Environmental Protection Agency Act, 1992, and to repeal certain enactments and to provide for related matters.	The Waste Management Act contains a number of key legal obligations, including requirements for waste management planning, waste collection and movement, the authorisation of waste facilities, measures to reduce the production of waste and/or promote its recovery.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
National Hazardous Waste Management Plan 2021-2027	The EPA's National Hazardous Waste Management Plan (NWHMP) covers a six-year period from 2021 to 2027. This is the fourth National Hazardous Waste Management Plan and is made under Section 26 of the Waste Management Act 1996. It sets out the priorities to be pursued over the next six years and beyond to improve the prevention and management of hazardous waste, taking into account the progress made since the previous revised plan, and the waste policy and legislative changes that have occurred since the previous revised plan was published. The purpose of this plan is to protect the environment and human health in Ireland through best-practice management of hazardous wastes.	The Plan's objectives are: 1. Support and drive priority prevention actions by industry and the public to reduce the generation of hazardous waste; 2. Support the identification of adequate and appropriate collection infrastructure for all hazardous wastes with a view to mitigating environmental and health impacts; 3. Endorse the proximity principle such that hazardous wastes are treated as close to the point of production as possible – including within Ireland, taking into account the need for specialised installations for certain types of waste. 4. Support effective regulation of the movement and management of hazardous wastes in line with national policy priorities; 5. Promotion of safe reuse and recycling pathways in support of the circular economy.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
National Waste Management Plan for a Circular Economy (2024)	The Regional Waste Management Planning Offices, under the auspices of the County and City Management Association National Oversight Group, have co-ordinated the preparation of this plan which is the first National Waste Management Plan for a Circular Economy. This Plan sets out a framework for the prevention and management of waste in Ireland for the period 2024 to 2030.	The Plan seeks to influence sustainable consumption and prevent the generation of waste, improve the capture of materials to optimise circularity and enable compliance with policy and legislation.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.

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Ministerial Guidelines such as Sustainable Rural Housing Guidelines and Flood Risk Management Guidelines	The Department produces a range of guidelines designed to help planning authorities, An Bord Pleanála, developers and the general public and cover a wide range of issues amongst others, architectural heritage, child care facilities, landscape, quarries and residential density.	The Minister issues statutory guidelines under Section 28 of the Act which planning authorities and An Bord Pleanála are obliged to have regard to in the performance of their planning functions.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Healthy Ireland Framework 2019-2025	The Healthy Ireland Framework 2019-2025 is a roadmap for building a healthier Ireland.	It is based around four key goals: • to increase the proportion of people who are healthy at all stages of life • to reduce health inequalities • to protect the public from threats to health and wellbeing • to create an environment where every individual and sector of society can play their part in achieving a healthy Ireland	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
S.I. 232/2018 - European Union (National Emission Ceilings) Regulations 2018	The Regulations require the Minister to ensure that emissions of the specified pollutants are limited in accordance with the ceilings set out in Schedule 2. Annex III part 2 includes a set of measures to reduce emissions from agriculture.	The Regulations provide that the Environment Protection Agency shall prepare an annual inventory report of emissions of 5 specified pollutants (sulphur dioxide (SO_2), nitrogen oxides (NO_x), non-methane volatile organic compounds (NMVOC), ammonia (NH_3), and fine particulate matter ($PM_{2.5}$), and in certain years a report on projections of emissions. The Regulations also require the preparation of a national air pollution control programme Referring, among other things, to the 1979 UNECE Convention on Long Range Transboundary Air Pollution), and the establishment of a network to monitor the negative impacts of air pollution upon ecosystems based on a network of monitoring sites that is representative of Ireland's freshwater, natural and semi-natural habitats and forest ecosystem types. The Programme shall contain elements on the use of nitrogen fertilizer and soil protection. In fulfilling the requirements of subparagraph (b) the Minister shall ensure coordination with other monitoring programmes established pursuant to Union legislation including Directive 2008/50/EC, Directive 2000/60/EC and Council Directive 92/43/EEC and, if appropriate, the LRTAP Convention and, where appropriate, make use of data collected under those programmes.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
National Clean Air Strategy 2023	The Clean Air Strategy provides the strategic policy framework necessary to identify and promote integrated measures across government policy that are required to reduce air pollution and promote cleaner air while delivering on wider national objectives.	• Having a National Strategy provides a policy framework by which Ireland can develop the necessary policies and measures to comply with new and emerging EU legislation. • The Strategy should also help tackle climate change. • The Strategy considers a wider range of national policies that are relevant to clean air policy such as transport, energy, home heating and agriculture. • In any discussion relating to clean air policy, the issue of people's health is paramount and this is a theme of the Strategy.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Agri-Food Strategy 2030	The Food Vision 2030 Strategy is a new ten year Strategy for the Irish agri-food sector (taken to include primary agriculture, food and drink processing and manufacturing, fisheries, aquaculture and fish processing, forestry and forestry processing and the equine sector).	The Strategy consists of 22 Goals, grouped into four high-level "Missions" for the sector to work toward: • A Climate Smart, Environmentally Sustainable Agri-Food Sector • Viable and Resilient Primary Producers with Enhanced Well-Being • Food Which is Safe, Nutritious And Appealing, Trusted And Valued at Home and Abroad • An Innovative, Competitive and Resilient Agri-Food Sector, Driven by Technology And Talent	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Agricultural Schemes, including: **Rural Environmental Protection Scheme (REPS), Agri-Environmental Options Scheme (AEOS), Green, Low-Carbon, Agri-environment Scheme (GLAS) and Results-based Environment-Agri Pilot Scheme (REAP)**	Agri-environmental funding schemes aimed at rural development for the environmental enhancement and protection. The REPS evolved to AEOS 1, 2 and 3 and currently the Green Low Carbon Agri-Environment (GLAS) Scheme is in place. The recently introduced REAP scheme in Ireland is a two year scheme in place for 2021 and 2022.	• Establish best practice farming methods and production methods in order to protect landscapes and maximise conservation. • Protect biodiversity, endangered species of flora and fauna and wildlife habitats. • Ensure food is produced with the highest regard to the environment. • Implement nutrient management plans and grassland management plans. • Protect and maintain water bodies, wetlands and cultural heritage.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.

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National Rural Development Programme 2014-2022 (as amended)	The National Rural Development Programme, prepared by the Department of Agriculture, Fisheries and Food, sets out a national programme based on the EU framework for rural development and prioritises improving the competitiveness of agriculture, improving the environment and improving the quality of life in rural areas.	At a more detailed level, the programme also: • Supports structural change at farm level including training young farmers and encouraging early retirement, support for restructuring, development and innovation; • Aims to improve the environment, biodiversity and the amenity value of the countryside by support for land management through funds such as Natura 2000 payments etc.; and • Aims to improve quality of life in rural areas and encouraging diversification of economic activity through the implementation of local development strategies such as non-agricultural activities	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Our Rural Future: Rural Development Policy 2021-2025	The vision of this policy is for a thriving rural Ireland which is integral to our national economic, social, cultural and environmental wellbeing and development. Our Rural Future represents the Irish Government's blueprint for a post-COVID-19 recovery and development of rural Ireland over the next 5 years. It provides the framework to achieve the vision of transforming the quality of life and opportunity for people living in rural areas.	A set of policy measures aim to deliver wellbeing for all, and to support an aligned policy approach to rural development. It seeks to promote enhanced community participation, to prepare rural areas for technological, demographic and environmental change, and to address the diversity of challenges and opportunities facing rural areas, informed by analysis, data, and consultation.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Food Wise 2025 (DAFM)	Food Wise 2025 sets out a ten-year plan for the agri-food sector. It underlines the sector's unique and special position within the Irish economy, and it illustrates the potential which exists for this sector to grow even further.	Food Wise 2025 identifies ambitious and challenging growth projections for the industry over the next ten years including: • 85% increase in exports to €19 billion. • 70% increase in value added to €13 billion. • 60% increase in primary production to €10 billion. • The creation of 23,000 additional jobs all along the supply chain from producer level to high-end value-added product development.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Tourism Action Plan 2019-2021	The Tourism Action Plan 2019-2021 sets out actions that the Tourism Leadership Group has identified as priorities to be progressed until 2021 in order to maintain sustainable growth in overseas tourism revenue and employment. Each action involves specific tourism stakeholders, both in the public and private sectors, all of whom we expect to proactively work towards the completion of actions within the specified timeframe.	The Plan contains 27 actions focusing on the following areas: • Policy Context • Marketing Ireland as a Visitor Destination • Enhancing the Visitor Experience • Research in the Irish Tourism Sector • Supporting Local Communities in Tourism • Wider Government Policy • International Context • Co-ordination Structures	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Tourism Policy Statement: People, Place and Policy – Growing Tourism to 2025	Growing Tourism to 2025 is a policy framework for the development of tourism within the Country. The main goal of this policy statement is to have a vibrant, attractive tourism sector that makes a significant contribution to employment across the country; is economically, socially and environmentally sustainable; helps promote a positive image of Ireland overseas, and is a sector in which people want to work.	The Tourism Policy Statement sets three headline targets to be achieved by 2025: • Overseas tourism revenue of €5 billion per year • net of inflation excluding carrier receipts; • 250,000 people employed in tourism; and • 10 million overseas visitors to Ireland per year.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Waterways Ireland Heritage Plan 2016-2020	The Waterways Ireland Heritage Plan provides a strategic framework for the integration of built, natural and cultural heritage into the future management of waterways. The overarching aim of the Plan is to: *"Identify and protect the unique waterways heritage and promote its sustainable use for the enjoyment of this and future generations".*	Four objectives of the Plan include the following: • Objective 1: Fostering partnerships to continue building waterway heritage knowledge through storing information, undertaking research and developing best practice. • Objective 2: Promoting awareness, appreciation and enjoyment of our waterway heritage with a focus on community engagement. • Objective 3: Promoting the integrated management, conservation, protection and sustainable use of the inland navigable waterway asset. • Objective 4: To develop Waterways Ireland as a heritage organisation committed to achieving the aim of this plan.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.

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Waterways Ireland "Reimagining Our Waterways" 10-Year Plan 2023	10-Year Plan is a visionary roadmap for reimagining historical waterways, greenways and blueways. Waterways Ireland's Vision is to be recognised as having enabled the creation of inspirational inland navigations and waterways experiences, through conservation and sustainable development for the benefit of all.	At the core of our 10-year plan is set of six strategic priorities. These are: • Organisation Development & Governance • Sustainable Funding Model • Asset Portfolio Management • Participation and Reputation • Sustainable Development • Climate Action, Environment and Heritage	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Tourism Development and Innovation – A Strategy for Investment 2016-2022, (Fáilte Ireland, 2016)	This strategy sets out the framework and mechanism for the delivery of investment to cities, towns, villages, communities and businesses across the country. It identifies priorities to support innovation in the sector to retain and grow the country's competitiveness in the marketplace. Its ultimate aim is to strengthen the appeal of Ireland for international visitors.	The objectives of the Tourism Development and Innovation Strategy are: • To successfully and consistently deliver a world class visitor experience; • To support a tourism sector that is profitable and achieves sustainable levels of growth and delivers jobs; • To facilitate communities to play an enhanced role in developing tourism in their locality, thereby strengthening and enriching local communities; and • To recognise, value and enhance Ireland's natural environment as the cornerstone of Irish tourism.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Housing (Traveller Accommodation) Act 1998	The Housing (Traveller Accommodation) Act 1998 requires that each Housing Authority adopts a Traveller Accommodation Programme for its functional area.	This Act amended and extended the Housing Acts, 1966 to 1997, the Local Government (Planning and Development) Acts, 1963 to 1998, the Local Government Act, 1991, to make provision for the accommodation needs of travellers, to provide for the appointment of a national traveller accommodation consultive committee and local traveller accommodation consultative committees and to provide for related matters.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Sustainable Residential Development and Compact Settlement Guidelines (DHLGH, 2024)	The Guidelines set out policy and guidance in relation to the planning and development of urban and rural settlements, with a focus on sustainable residential development and the creation of compact settlements. They are accompanied by a companion non-statutory Design Manual that illustrates best practice examples of how the policies and objectives of the Guidelines can be applied.	The Guidelines build on and update previous guidance to take account of current Government policy and economic, social and environmental considerations. There is a renewed focus in the Guidelines on the renewal of existing settlements and on the interaction between residential density, housing standards and quality urban design and placemaking to support sustainable and compact growth.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Retail Planning Guidelines for Planning Authorities (2012)	The Guidelines have five key policy objectives: • Ensuring that retail development is plan-led; • Promoting city/town centre vitality through a sequential approach to development; • Securing competitiveness in the retail sector by actively enabling good quality development proposals to come forward in suitable locations; • Facilitating a shift towards increased access to retailing by public transport, cycling and walking in accordance with the Smarter Travel strategy; and • Delivering quality urban design outcomes.	The aim of the Guidelines is to ensure that the planning system continues to play a key role in supporting competitiveness in the retail sector for the benefit of the consumer in accordance with proper planning and sustainable development. In addition, the planning system must promote and support the vitality and viability of city and town centres thereby contributing to a high standard of urban design and encouraging a greater use of sustainable transport.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Architectural Protection Guidelines for Planning Authorities (2011)	Part 1 of these guidelines includes the criteria to be applied when selecting proposed protected structures for inclusion in the RPS. It also offers guidance to planning authorities on issuing a declaration on a protected structure and on determining planning applications in relation to a protected structure, a proposed protected structure or the exterior of a building within an ACA.	Part 2 contains supplementary detailed guidance to support planning authorities in their role to protect the architectural heritage when a protected structure, a proposed protected structure or the exterior of a building within an ACA is the subject of development proposals and when a declaration is sought in relation to a protected structure.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.

Legislation, Plan, etc.	Summary of high-level aim/ purpose/ objective	Additional information/lower-level objectives, etc.	Relevance to the Draft Plan
National Housing Strategy for Disabled People 2022-2027	The primary objective of the strategy which is to facilitate disabled people to live independently with the appropriate choices and control over where, how and with whom they live, promoting their inclusion in the community.	This Strategy will build on the progress made under the previous strategy, The National Housing Strategy for People with a Disability (NHSPWD) 2011 – 2016 (extended to 2021). The Strategy promotes a whole of community approach to housing for disabled people when planning the provision of housing, including infrastructure, transport, education, and employment.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Derelict Sites Act (1990)	An Act to make provision with respect to land to prevent it being or becoming a derelict site, to enable Local Authorities to require the taking of measures on derelict sites by the owners or occupiers and, in certain circumstances, to acquire derelict sites compulsorily, to establish registers of derelict sites, to enable the minister to give directions in relation to derelict sites, to provide for a derelict sites levy and to provide for other matters connected with the aforesaid and to repeal the Derelict Sites Act 1961.	Under the Act, local authorities can: • Prosecute owners who do not comply with notices served • Make compulsory land purchases • Carry out necessary work themselves and charge the owners for the cost All local authorities must: • Maintain derelict sites register • Make the register available for public inspection - It can remove an entry from the Register when it is satisfied that improvement works have been carried out on the derelict site.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Urban Regeneration and Housing Act 2015 (as amended)	An Act to make provision with respect to land in areas in which housing is required and in areas which are in need of renewal to prevent it lying idle or remaining vacant, to establish a register of vacant sites in those areas, to provide for vacant sites levy, to amend the Derelict Sites Act 1990, to amend Parts II, III and V of the Planning and Development Act 2000, to amend the Housing (Miscellaneous Provisions) Act 2009 and to provide for related matters.	This Revised Act is an administrative consolidation of the Urban Regeneration and Housing Act 2015. It is prepared by the Law Reform Commission in accordance with its function under the Law Reform Commission Act 1975 (3/1975) to keep the law under review and to undertake revision and consolidation of statute law.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Housing for All - a New Housing Plan for Ireland	The government's overall objective is that every citizen in the State should have access to good quality homes: • to purchase or rent at an affordable price • built to a high standard and in the right place • offering a high quality of life	The policy has four pathways to achieving housing for all: • supporting home ownership and increasing affordability • eradicating homelessness, increasing social housing delivery and supporting social inclusion • increasing new housing supply • addressing vacancy and efficient use of existing stock	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Town Centre First Policy (2022)	The Town Centre First Policy is a major cross-government policy that aims to tackle vacancy, combat dereliction and breathe new life into town centres. It advocates for a holistic, place-based approach to sustainable rural development. The Town Centre First policy aims to create town centres that function as viable, vibrant and attractive locations for people to live, work and visit, while also functioning as the business, service, social and. cultural.	The Policy contains 33 actions which will give towns the tools and resources they need to become more viable and attractive places in which to live, work, socialise and run a business. This will focus on charting the future direction of their towns, address issues of vacancy and dereliction and add vibrancy to the town centre.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Regional/ County/Local Level			
Northern and Western Regional Spatial and Economic Strategy 2020-2032	The Regional Spatial and Economic Strategy provides a long-term strategic planning and economic framework for the Northern and Western Region in order to support the implementation of the National Planning Framework. The strategy includes a high-level Metropolitan Area Strategic Plan for Galway. This sets out the strategic direction for the Metropolitan Area to achieve compact growth which is the first national strategic outcome of the National Planning Framework.	The Northern and Western Regional Spatial and Economic Strategy includes provisions for its nine constituent local authorities: Roscommon County Council; Donegal County Council; Sligo County Council; Leitrim County Council; Mayo County Council; Monaghan County Council; Cavan County Council; Galway City Council; and Galway County Council.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.

Legislation, Plan, etc.	Summary of high-level aim/ purpose/ objective	Additional information/lower-level objectives, etc.	Relevance to the Draft Plan
Integrated Implementation Plan 2019-2024	The priorities in the Integrated Infrastructure Plan align with the objectives and priorities set out in the Greater Dublin Transport Strategy 2016-2035, focused on improving public and sustainable transport. While the bulk of the Plan relates solely to the Greater Dublin Area, certain areas such as public transport services and activities related to small public service vehicles are dealt with on a national basis.	The Implementation Plan identifies investment proposals for a number of areas including: • Bus; • Light Rail; • Heavy Rai; • Integration Measures and Sustainable • Transport Investment; • Integrated Service Plan; and • Integration and Accessibility.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Galway Transport Strategy 2016-2036	Galway City Council & Galway County Council, in partnership with the National Transport Authority, have developed the Galway Transport Strategy (GTS), an Integrated Transport Strategy for Galway City and Environs.	The GTS sets out a series of actions and measures, covering infrastructural, operational and policy elements to be implemented in Galway over the next 20 years and sets out a framework to deliver the projects in a phased manner.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
NPWS Conservation Plans and/or Conservation Objectives for SACs and SPAs	Management planning for nature conservation sites has a number of aims. These include: • To identify and evaluate the features of interest for a site • To set clear objectives for the conservation of the features of interest • To describe the site and its management • To identify issues (both positive and negative) that might influence the site • To set out appropriate strategies/management actions to achieve the objectives	Conservation objectives for SACs and SPAs (i.e. sites within the Natura 2000 network) have to be set for the habitats and species for which the sites are selected. These objectives are used when carrying out appropriate assessments for plans and projects that might impact on these sites.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Groundwater Protection Schemes	A Groundwater Protection Scheme provides guidelines for the planning and licensing authorities in carrying out their functions, and a framework to assist in decision-making on the location, nature and control of developments and activities in order to protect groundwater.	A Groundwater Protection Scheme aims to maintain the quantity and quality of groundwater, and in some cases improve it, by applying a risk assessment-based approach to groundwater protection and sustainable development.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Local Economic and Community Plans (LECPs), including Galway LECP 2024-2030	The overarching vision for each LECP is: "to promote the well-being and quality of life of citizens and communities."	The purpose of the LECP, as provided for in the Local Government Reform Act 2014, is to set out, for a six-year period, the objectives and actions needed to promote and support the economic development and the local and community development of the relevant local authority area, both by itself directly and in partnership with other economic and community development stakeholders.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Land Use Plans including those in force in County Galway (including the overarching Galway County Development Plan 2022-2028), and those in force in other adjoining planning authorities (including development plans for Local Authorities in: Galway City; Mayo; Roscommon; Offaly; Tipperary; and Clare; and local plans for settlements)	• Outline planning objectives for land use development. • Strategic framework for planning and sustainable development including those set out in National Planning Framework and Regional Economic and Spatial Strategies. • Set out the policies and proposals to guide development in the specific Local Authority area.	• Identify future infrastructure, development and zoning required. • Protect and enhances amenities and environment. • Guide planning authority in assessing proposals. • Aim to guide development in the area and the amount of nature of the planned development. • Aim to promote sustainable development. • Provide for economic development and protect natural environmental, heritage.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.

Legislation, Plan, etc.	Summary of high-level aim/ purpose/ objective	Additional information/lower-level objectives, etc.	Relevance to the Draft Plan
Galway County Landscape (and Seascape) Character Assessment and Landscape Character Assessments in adjoining local authorities	Landscape Character Assessments characterise the geographical dimension of the landscape.	• Identify the quality, value, sensitivity and capacity of the landscape area. • Guide strategies and guidelines for the future development of the landscape.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Galway County Heritage and Biodiversity Plan 2024-2030	Vision: *"The rich heritage and biodiversity of County Galway will be cherished, valued, conserved and enhanced in a manner that is respectful of our past, mindful of our present needs and sustainable for future generations."*	The Plan details a number of actions and initiatives aimed at ensuring that heritage continues to make a significant contribution to quality of life and remains an important part of the social and cultural infrastructure of the County.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Galway County Council Noise Action Plan 2024-2028	The Noise Action Plan is required under the Environmental Noise Directive ("END") (2002/49/EC) which was transported into Irish law through the European Communities (Environmental Noise) Regulations 2018 (S.I. 549/2018) and the European Communities (Environmental Noise) (Amendment) Regulations 2021 (S.I. 663/2021). The Regulations require Strategic Noise Maps and Noise Action Plans to be made or revised every five years.	The actions detailed in the Plan have been drawn up to assess noise exposure in priority areas, as indicated by strategic noise mapping located on the identified routes within the respective functional areas of the Council.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Galway County Council's Climate Action Plan 2024-2029	Vision: *"The communities, environment and economy of County of Galway are thriving, climate-resilient, biodiversity-rich, environmentally sustainable and carbon neutral."* Mission Statement: *"Deliver and enable transformative change and measurable climate action across our county and within our own organisation, ensuring a just transition to a carbon neutral and climate resilient future."*	The Plan is developed around thematic areas for actions: • Governance and Leadership • Energy and Built Environment • Transport • Communities and Enterprise • Circular Economy • Land Use and Green Infrastructure • Adaptation to Climate Risk	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Galway County Council Renewable Energy Strategy	The Strategy sets out the framework for the delivery of sustainable and renewable energies throughout the County.	The LARES outlines the potential for a range of renewable energy resources and developments and acknowledges the significant contribution that they can make to the county in terms of energy security, reduced reliance on traditional fossil fuels, enabling future energy exports, meeting assigned national targets and the transition to a low carbon economy.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Town Centre First Plans, including Gort Town Centre First Plan 2023	Town Centre First aims to create town centres that function as viable, vibrant and attractive locations for people to live, work and visit, while also functioning as the service, social, cultural and recreational hub for the local community.	Town Centre First (TFC) lays the foundation for each town to develop, at a local level, their own plan-led path forward. This will be expressed through a tailored TCF plan, which is underpinned by a clear diagnosis of local strengths and challenges. The TCF approach is centred on: • Collaboration and communication – a collaborative process involving all relevant local stakeholders, represented by a collaborative Town Team, with good communication in respect of issues raised and the agreed direction. • Understanding the place – analysis and appraisal underpinned by a town audit/ data gathering -process. • Defining the place – shaping the plan around high-level objectives that are subsequently expressed through a series of actions. • Enabling the place– identifying a clear path to delivery of the Plan, cognisant that this will require actions of varying scale to be delivered by different partners.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.

Legislation, Plan, etc.	Summary of high-level aim / purpose / objective	Additional information / lower-level objectives, etc.	Relevance to the Draft Plan
Fáilte Ireland Tourism plans and strategies, including those relating to "Wild Atlantic Way" including Destination Experience Development Plans and Regional Tourism Development Strategies	Fáilte Ireland's work includes preparing various plans and strategies for brands and initiatives. These plans are subject to their own environmental assessment processes and any project arising is required to be consistent with and conform with the provisions of all adopted/approved Statutory Policies, Strategies, Plans and Programmes, including provisions for the protection and management of the environment.	Some of Fáilte Ireland's plans and strategies include various projects relating to land use and infrastructural development, including those relating to development of land or on land and the carrying out of land use activities. Many of these projects exist already while some are not currently in existence. The Statutory Policies, Strategies, Plans and Programmes that provide for different projects undergo a variety of environmental assessments. These assessments ensure that environmental effects are considered, including: those arising from new and intensified uses and activities; and those arising from various sectors such as tourism.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.
Various existing, planned and emerging projects provided for by the above plans and programmes	These projects have been provided for by higher-level plans and programmes.	These projects will contribute towards the development of the area to which the Plan relates and/or wider area and will contribute towards environmental protection and management.	Where new land use developments or activities occur as a result of this legislation, plan, programme, etc., individually or in combination with others, potential in-combination effects may arise. Implementation of the Draft Plan needs to comply with all environmental legislation and align with and cumulatively contribute towards – in combination with other users and bodies and their plans etc. – the achievement of the objectives of the regulatory framework for environmental protection and management.

STRATEGIC FLOOD RISK ASSESSMENT

FOR THE

DRAFT GORT LOCAL AREA PLAN 2025-2031

FOLLOWING PUBLIC DISPLAY OF THE

DRAFT PLAN AND ASSOCIATED DOCUMENTS

Text added following public display in red "like this"
Text deleted following public display in red strikethrough "~~like this~~"

for: Galway County Council

Comhairle Chontae na Gaillimhe
Galway County Council

by: CAAS Ltd.

~~DECEMBER 2024~~MARCH 2025

Galway County Council, Áras an Chontae, Prospect Hill, Galway.
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Section 1 Introduction and Policy Background

1.1 Introduction

Galway County Council have prepared a Draft Local Area Plan for Gort under the Planning and Development Act 2000 (as amended). The Plan sets out an overall strategy for the proper planning and sustainable development of the town over the years 2025-2031.

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

1.2 The Draft Plan

Local Area Plans are required to be consistent with the policy objectives of the relevant Development Plan(s) and its Core Strategy, as well as the National Planning Framework and relevant Regional Spatial Economic Strategy.

Land use zoning contained within the Draft Plan has been informed by the SFRA process and associated delineation of flood risk zones. The detailed Plan preparation process undertaken by the Planning Department combined with specialist input from the SFRA process facilitated zoning that helps to avoid inappropriate development being permitted in areas of elevated flood risk. A variety of written provisions have been integrated into the Plan that will contribute towards flood risk management and sustainable drainage.

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

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

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

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

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

1.4 Flood Risk Management Policy

1.4.1 EU Floods Directive

The European Directive 2007/60/EC on the assessment and management of flood risk aims to reduce and manage the risks that floods pose to human health, the environment, cultural heritage and

economic activity. The Directive applies to inland waters as well as all coastal waters across the whole territory of the EU. The Directive requires Member States to:

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

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

1.4.2 National Flood Policy

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

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

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

- Focus on managing flood risk, rather than relying only flood protection measures aimed at reducing flooding;
- Taking a catchment-based approach to assess and manage risks within the whole-catchment context; and
- Being proactive in assessing and managing flood risks, including the preparation of flood maps and flood risk management plans.

1.4.3 National CFRAM Programme

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

The CFRAM Programme comprises three phases as follows:

- The Preliminary Flood Risk Assessment[1] (PFRA) mapping exercise, which was completed in 2012;
- The CFRAM Studies and parallel activities, with Flood Risk Management Plans finalised in 2018; and

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

- Implementation and Review.

The Programme provides for three main consultative stages as follows:

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

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

1.4.4 Flood Risk Management Guidelines

1.4.4.1 Introduction

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

The core objectives of the Guidelines are to:

- Avoid inappropriate development in areas at risk of flooding;
- Avoid new developments increasing flood risk elsewhere, including that which may arise from surface water run-off;
- Ensure effective management of residual risks for development permitted in floodplains;
- Avoid unnecessary restriction of national, regional or local economic and social growth;
- Improve the understanding of flood risk among relevant stakeholders; and
- Ensure that the requirements of EU and national law in relation to the natural environment and nature conservation are complied with at all stages of flood risk management.

1.4.4.2 Principles of Flood Risk Management

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

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

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

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

1.4.4.3 Stages of SFRA

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

> **Stage 1 Flood risk identification** – to identify whether there may be any flooding or surface water management issues related to either the area of Regional Spatial and Economic Strategies, Development Plans and Local Area Plans or a proposed development site that may warrant further investigation at the appropriate lower-level plan or planning application levels.
>
> **Stage 2 Initial flood risk assessment** – to confirm sources of flooding that may affect a Plan area or proposed development site, to appraise the adequacy of existing information and to scope the extent of the risk of flooding which may involve preparing flood zone maps. Where hydraulic models exist the potential impact of a development on flooding elsewhere and of the scope of possible mitigation measures can be assessed. In addition, the requirements of the detailed assessment are scoped.
>
> **Stage 3 Detailed flood risk assessment** – to assess flood risk issues in sufficient detail and to provide a quantitative appraisal of potential flood risk to a proposed or existing development or land to be zoned, of its potential impact on flood risk elsewhere and of the effectiveness of any proposed mitigation measures.

1.4.4.4 Flood Zones

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

Flood risk = Likelihood of flooding x Consequences of flooding

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

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

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

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

- **Flood Zone A** – where the probability of flooding from rivers and the sea is highest (greater than 1% or 1 in 100 for river flooding or 0.5% or 1 in 200 for coastal flooding[2]);
- **Flood Zone B** – where the probability of flooding from rivers and the sea is moderate (between 0.1% or 1 in 1000 and 1% or 1 in 100 for river flooding and between 0.1% or 1 in 1000 year and 0.5% or 1 in 200 for coastal flooding); and
- **Flood Zone C** – where the probability of flooding from rivers and the sea is low (less than 0.1% or 1 in 1000 for both river and coastal flooding). Flood Zone C covers all other areas that are not in zones A or B.

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

[2] Coastal flooding is not relevant to the Gort Local Area Plan.

1.5 Emerging Information and Disclaimer

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

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

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

Section 2 Stage 1 SFRA - Flood Risk Identification

2.1 Introduction

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

Gort is located within the Shannon Upper & Lower River Basin for which the "Flood Risk Management Plan for the Shannon Upper & Lower River Basin (UOM25-26)" has been prepared. Stage 1 SFRA is based on existing information on flood risk indicators based on historical evidence and computational models. A selection of key indicators are mapped for Gort in Appendix II.

2.2 Drainage, Defences and Early Warning Systems

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

Benefited land, land that was drained as part of the Drainage District measures, are also identified within the Plan area.

The 2018 Flood Risk Management Plan (FRMP) for the Galway Bay South East River Basin (UOM29) identifies the following general measures applicable to the catchment under "Measures Applicable for all Areas":

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

The FRMP identifies the following existing measures for the Galway Bay South East Catchment:

- Maintenance of Arterial Drainage Schemes[3];
- Maintenance of Drainage Districts[4]; and
- Development of a Flood Forecasting System[5].

[3] The OPW has a statutory duty under the Arterial Drainage Act, 1945, and the Amendment of the Act, 1995, to maintain the Arterial Drainage and Flood Relief Schemes constructed by it under those Acts.

[4] The statutory duty of maintenance for 4,600 km of river channel benefiting from Drainage District Schemes rests with the relevant Local Authorities.

[5] The development of a coastal flood forecasting system for Galway Bay - To progress as part of the development of the National Flood Forecasting Service.

- Maintain the existing Gort Flood Relief Scheme:

  "There is an existing Flood Relief Scheme providing protection to properties in Gort. Ongoing maintenance will be undertaken of this scheme. The Gort River (Bridge Street) Drainage Scheme was initiated in 1996 following major flooding in 1990 and 1994/1995, and was constructed in 1997. The Scheme comprises channel deepening and widening upstream and downstream of the N18 Road Bridge on the Gort/Cannahowna River for a length of 260m including associated bank protection walls, underpinning of the N18 Road Bridge and the construction of a flood embankment along the southern side of the N18 east of the bridge. The scheme provides protection against a 100-Year flood (1% Annual Exceedance Probability) from the Gort/Cannahowna River for 21 properties."

- Development of a Flood Forecasting System:

  "The development of a flood forecasting system for Gort - To progress as part of the development of the National Flood Forecasting Service. This system would include a "level trigger flood warning" which would require the installation of a new telemetered level gauge at Gort Bridge. This system would provide the ability to inform managing authorities and the public of the potential for failure or overtopping of flood defence structures and to trigger emergency response plans."

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

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

2.3 Other Flood Studies

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

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

2.4 Flood Risk Indicators

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

Table 2 Historical Flood Risk Indicators

Information Source	Description	Strategic Limitations
Recorded Flood Events from the OPW	A flood event is the occurrence of recorded flooding at a given location on a given date. The flood event is derived from different types of information (reports, photographs etc.).	This dataset only provides a spot location
Recurring Flood Events	A flood event that has occurred more than once at a certain area is named a recurring flood event.	This dataset only provides a spot location
OPW Flood Extent	A flood extent is an inundated area as recorded at a certain moment in time. This layer of information includes floods recorded in Winter 1994-95 at Gort Ardrahan and Cannahowna Gort.	Coverage limited
Alluvium Soils	Mineral alluvial soil mapping is indicative of recurrent or significant fluvial flooding at some point in the past and was generated by Teagasc with co-operation of the Forest Service, EPA and GSI. This project was completed May 2006.	Drainage may have changed significantly since these soils were deposited.

Table 3 Predictive Flood Risk Indicators

Information Source	Description	Strategic Limitations
CFRAM Study, Flood Extent Mapping, 2016	Following the undertaking of the PFRA, the OPW, through its engineering consultants and working with local authorities and other stakeholders, conducted extensive engineering assessments to better understand and detail the actual risk from flooding for areas that were at highest levels of risk. This was the subject of public consultation. The outcome of that work includes Predicted Flood Extent maps that were finalised in 2016. For fluvial flood levels, calibration and verification of the models make use of the best available data including hydrometric records, photographs, videos, press articles and anecdotal information.	Spatial spread is limited, including to the areas that are considered to be at most risk of flooding.
National Indicative Fluvial Mapping (NIFM) ~~2021~~2020	The PFRA indicative flood maps have now been superseded by the recently published NIFM. The OPW NIFM project has produced second generation indicative fluvial flood spatial data that are of a higher quality and accuracy to those produced for the first cycle PFRA. This project has covered 27,000 km of river reaches, separated into 37 drainage areas, consisting of 509 sub-catchments. Data has been produced for catchments greater than 5km^2 in areas for which flood maps were not produced under the National CFRAM Programme and should be read in this context.	Does not cover smaller sized catchments less than 5km^2.
Predictive groundwater flood mapping	The predictive groundwater flood map presents the probabilistic flood extents for locations of recurrent karst groundwater flooding. It consists of a series of stacked polygons at each site representing the flood extent for specific AEP's mapping floods that are expected to occur every 10, 100 and 1000 years (AEP of 0.1, 0.01, and 0.001 respectively). The map is focussed primarily (but not entirely) on flooding at seasonally inundated wetlands known as turloughs. Sites were chosen for inclusion in the predictive map based on existing turlough databases as well as manual interpretation of Synthetic Aperture Radar (SAR) imagery. The mapping process tied together the observed and SAR-derived hydrograph data, hydrological modelling, stochastic weather generation and extreme value analysis to generate predictive groundwater flood maps for over 400 qualifying sites.	Not all turloughs are included in the predictive map as some sites could not be successfully monitored with SAR and/or modelled.

2.5 Conclusion

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

Section 3 Stage 2 SFRA - Flood Risk Assessment

3.1 Introduction

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

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

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

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

- Predictive indicators, including the emerging findings of the Gort Flood Relief Scheme Project;
- Historical indicators of flood risk;
- Documented Council knowledge of lands;
- The potential source and direction of flood paths from rivers and streams;
- Vegetation indicative of flood risk; and
- The locations of topographic/built features that coincide with the flood indicator related boundaries/topographical survey.

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

3.3 Flood Risk Zone Mapping

Flood Risk Zone maps have been produced taking into account the findings of the Stage 1 and Stage 2 SFRA desk and in field studies as identified above[6].

The Flood Risk Zone map for Gort is provided in Appendix II and identifies Flood Zone A (darker blue) and Flood Zone B[7] (lighter blue). All other areas fall within Flood Zone C. As per the Guidelines, the flood zones are as follow:

- **Flood Zone A** – where the probability of flooding from rivers and the sea is highest (greater than 1% or 1 in 100 for river flooding or 0.5% or 1 in 200 for coastal flooding[8]);
- **Flood Zone B** – where the probability of flooding from rivers and the sea is moderate (between 0.1% or 1 in 1000 and 1% or 1 in 100 for river flooding and between 0.1% or 1 in 1000 year and 0.5% or 1 in 200 for coastal flooding); and
- **Flood Zone C** – where the probability of flooding from rivers and the sea is low (less than 0.1% or 1 in 1000 for both river and coastal flooding). Flood Zone C covers all other areas that are not in zones A or B.

[6] Including taking into account predictive and historical indicators of flood risk, documented Council knowledge of lands, Council Engineer review and input into indicators and flood zones (local knowledge), the potential source and direction of flood paths from rivers and streams, vegetation indicative of flood risk and the locations of topographic/built features that coincide with the flood indicator related boundaries/topographical survey.
[7] As identified by the Guidelines, in rivers with a well-defined floodplain or where the coastal plain is well defined at its rear, the limits of Zones A and B will virtually coincide. Zone B will only be significantly different in spatial extent from Zone A where there is extensive land with a gentle gradient away from the river or the sea.
[8] Coastal flooding is not relevant to the Gort Local Area Plan.

3.4 Sensitivity to Climate Change

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

- Recognising that significant changes in the flood extent may result from an increase in rainfall or tide events and accordingly adopting a cautious approach to zoning land in these potential transitional areas;
- Ensuring that the levels of structures designed to protect against flooding such as flood defences[9], land raising or raised floor levels are sufficient to cope with the effects of climate change over the lifetime of the development they are designed to protect (normally 85-100 years); and
- Ensuring that structures to protect against flooding and the development protected are capable of adaptation to the effects of climate change when there is more certainty about the effects and still time for such adaptation to be effective.

The CFRAM Programme include maps for two potential future scenarios taking account of different degrees of climate impact, the Mid-Range Future Scenario (more likely to occur over the coming decades) and the High-Range Future Scenario (less likely to occur over the coming decades). Furthermore, the National Coastal Flood Hazard Mapping 2021 provides updated national scale coastal flood extent and depth maps for the present-day scenario and for various future scenario maps, representing projected future scenarios for the end of century (c. 2100).

A selection of Future Scenario Mapping is provided under Appendix II of this SFRA report. In compliance with the Guidelines, the Flood Zones identified by the SFRA are defined on the basis of current flood risk.

The Guidelines state that:

> "A precautionary approach should be applied, where necessary, to reflect uncertainties in flooding datasets and risk assessment techniques and the ability to predict the future climate and performance of existing flood defences. Development should be designed with careful consideration to possible future changes in flood risk, including the effects of climate change and / or coastal erosion so that future occupants are not subject to unacceptable risks."

As identified in Section 1.2 "Climate Change" of the Draft Plan:

- "The Gort LAP is subject to a Stage 2 Strategic Flood Risk Assessment. The Stage 2 Flood Risk Assessment undertaken accords with the Planning System and Flood Risk Management – Guidelines for Planning Authorities 2009. These Guidelines recommend that a precautionary approach to climate change is adopted due to the level of uncertainty involved in the potential effects and this approach has been followed in the preparation of the LAP and the undertaking of the Strategic Flood Risk Assessment."
- Policy Objective GSST 59 Flood Risk Management and Assessment provides that: "….Any flood risk assessment should include an assessment of the potential impacts of climate change, such as an increase in the extent or probability of flooding, and any associated measures necessary to address these impacts…."
- Policy Objective GSST 64 "Flood Risk Assessment and Climate Change" provides that: "Flood Risk Assessment in Gort shall provide information on the implications of climate change with regards to flood risk in relevant locations. The Flood Risk Management – Climate Change Sectoral Adaptation Plan 2019 (or any superseding document) shall be consulted with to this effect."

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

3.5 Sustainable Drainage Systems and Surface Water Guidance and Strategy

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

It is likely that some or all of the following SuDS techniques will be applicable to opportunity sites[10] within Gort, including to manage surface water run-off:

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

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

Because of the infinite range of land use types and associated developments and designs that could occur on sites within the Plan area under this type of Plan[11], the guidance from this SFRA is to consider the full range of SUDs available, taking into account the recommendations and information provided above and below. On key development/opportunity sites, in particular, integrated and area-based provision of SuDS and green infrastructure may be appropriate in order to avoid reliance on individual site by site solutions.

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

At sites with high groundwater levels:

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

[10] Including: Opportunity Sites identified comprise Opportunity Site 1 – Town Centre Georges Street & Loughrea Road, Opportunity Site 2 – The Barracks, Opportunity Site 3 – Courtney's Lane and Opportunity Site 4 – Community Lands.
[11] Refer to Local Area Plan Section "1.7 Land Use Zones", including "Land Use Matrix Table".

At sites that are very flat:

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

At sites that include areas of floodplain:

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

At sites that are steeply sloping (less relevant to the Gort Plan area):

- Effective utilisation of SuDS storage capacity should be considered, which can benefit from aligning with contours of roads and other structures, where these sites are terraced. Terraced car-parking areas can allow for storage of water through pervious pavements. Basins on terraces can provide open space. The runoff catchment on these sites can also be divided into smaller sub catchments.
- Velocities in swales and basins due to the steep slope can be managed by using check dams in swales or in storage layers, such as below permeable pavements.
- The possibility of infiltrating water resurfacing downslope or to increase pressure on downslope structures, such as walls, causing them to fail should be considered.

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

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

In some exceptional cases, and at the discretion of the relevant Council, where it is demonstrated that SuDS devices are not feasible, approval may be given to install underground attenuation tanks or

enlarged pipes in conjunction with other devices to achieve the required water quality. Such alternative measures will only be considered as a last resort. Proposals for surface water attenuation systems should include maintenance proposals and procedures.

Urban developments, both within developments and within the public realm, should seek to minimise and limit the extent of hard surfacing and paving and require the use of sustainable drainage techniques for new development or for extensions to existing developments, in order to reduce the potential impact of existing and predicted flood risk. Development proposals should be accompanied by a comprehensive SuDS assessment that addresses run-off rate, run-off quality and its impact on the existing habitat and water quality.

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

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

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

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

As identified by Uisce Éireann, sewage lines in Gort are vulnerable to flooding, including along Crowe Street. The Draft Plan seeks to maintain and enhance as appropriate the existing surface water drainage system in Gort, as required by Policy Objective GSST 61.

Section 4 Flood and Drainage Provisions

4.1 Introduction

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

4.2 Land Use Zoning

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

4.3 Integration of flood risk management provisions into the Galway County Development Plan

Provisions relating to flood risk management have already been integrated into the Galway County Development Plan. These are detailed on Table 4.

Table 4 Galway County Development Plan Provisions relating to Flood Risk Management

Galway County Development Plan Provision
Policy Objectives Flood Risk Management FL 1 Flood Risk Management Guidelines It is the policy objective of Galway County Council to support, in co-operation with the OPW, the implementation of the EU Flood Risk Directive (2007/60/EC), the Flood Risk Regulations (SI No. 122 of 2010) and the DEHLG/OPW publication The Planning System and Flood Risk Management Guidelines (2009) (and any updated/superseding legislation or policy guidance) and Department Circular PL2/2014 or any updated / superseding version. FL 2 Flood Risk Management and Assessment Comply with the requirements of the DoEHLG/OPW The Planning System and Flood Risk Management Guidelines for Planning Authorities and its accompanying Technical Appendices Document 2009 (including any updated/superseding documents). This will include the following: (a) Avoid, reduce and/or mitigate, as appropriate in accordance with the Guidelines; (b) Development proposals in areas where there is an identified or potential risk of flooding or that could give rise to a risk of flooding elsewhere will be required to carry out a Site-Specific Flood Risk Assessment, and justification test where appropriate, in accordance with the provisions of The Planning System and Flood Risk Management Guidelines 2009 (or any superseding document); Any flood risk assessment should include an assessment of the potential impacts of climate change, such as an increase in the extent or probability of flooding, and any associated measures necessary to address these impacts; (c) Development that would be subject to an inappropriate risk of flooding or that would cause or exacerbate such a risk at other locations shall not normally be permitted; (d) Galway County Council shall work with other bodies and organisations, as appropriate, to help protect critical infrastructure, including water and wastewater, within the County, from risk of flooding. FL 3 Principles of the Flood Risk Management Guidelines The Planning Authority shall implement the key principles of flood risk management set out in the Flood Risk Management Guidelines as follows: (a) Avoid development that will be at risk of flooding or that will increase the flooding risk elsewhere, where possible; (b) Substitute less vulnerable uses, where avoidance is not possible; and (c) Mitigate and manage the risk, where avoidance and substitution are not possible. Development should only be permitted in areas at risk of flooding when there are no alternative, reasonable sites available in areas at lower risk that also meet the objectives of proper planning and sustainable development. Vulnerable development in areas which have the highest flood risk should be avoided and/or only considered in exceptional circumstances (through a prescribed Justification Test) if adequate land or sites are not available in areas which have lower flood risk FL 4 Flood Relief Schemes The Planning Authority shall support and co-operate with the Office of Public Works (OPW) in the delivery of Flood Relief Schemes. FL 5 Catchment Planning The Planning Authority will support the OPW'S CFRAM Programme and catchment-based Flood Planning Groups, especially where catchments go beyond the Council's administrative boundary, in the development and implementation of catchment-based strategies for the management of flood risk - including those relating to storage and conveyance. FL 6 Surface Water Drainage and Sustainable Drainage Systems (SuDs) Maintain and enhance, as appropriate, the existing surface water drainage system in the County. Ensure that new developments are

Galway County Development Plan Provision
adequately serviced with surface water drainage infrastructure and promote the use of Sustainable Drainage Systems in all new developments. Surface water run-off from development sites will be limited to pre-development levels and planning applications for new developments will be required to provide details of surface water drainage and sustainable drainage systems proposals. FL 7 Protection of Waterbodies and Watercourses Protect waterbodies and watercourses within the County from inappropriate development, including rivers, streams, associated undeveloped riparian strips, wetlands and natural floodplains. This will include protection buffers in riverine, wetland and coastal areas as appropriate. FL 8 Flood Risk Assessment for Planning Applications and CFRAMS "Protect Flood Zone A and Flood Zone B from inappropriate development and direct developments/land uses into the appropriate Flood Zone in accordance with The Planning System and Flood Risk Management Guidelines for Planning Authorities 2009 (or any superseding document) and the guidance contained in Development Management Standard 69. Site-specific Flood Risk Assessment (FRA) is required for all planning applications in areas at elevated risk of flooding, even for developments appropriate to the particular flood zone. The detail of these site-specific FRAs will depend on the level of risk and scale of development. A detailed site-specific FRA should quantify the risks, the effects of selected mitigation and the management of any residual risks. The Planning Authority shall have regard to the results of any CFRAM Studies in the assessment of planning applications. Development proposal will need to be accompanied by a Development Management Justification Test in addition to the site-specific Flood Risk Assessment. Where only a small proportion of a site is at risk of flooding, the sequential approach shall be applied in site planning, in order to seek to ensure that no encroachment onto or loss of the flood plain occurs and/or that only water compatible development such as Open Space would be permitted for the lands which are identified as being at risk of flooding within that site. In Flood Zone C, where the probability of flooding is low (less than 0.1%, Flood Zone C), site-specific Flood Risk Assessment may be required and the developer should satisfy themselves that the probability of flooding is appropriate to the development being proposed. In addition to the County Plan SFRA datasets (including the Flood Zones, CFRAMS mapping, historical and predictive groundwater mapping, predictive pluvial mapping and historical flood risk indicator mapping, such as the Benefitting Lands mapping), new and emerging datasets (such as the OPW's National Fluvial Mapping that will supersede existing PFRA fluvial mapping for catchments greater than 5km2) must be consulted by prospective applicants for developments and will be made available to lower-tier Development Management processed in the Council. Applications for developments in coastal areas and associated assessments shall also consider wave overtopping and coastal erosion. FL 9 SFRA of Lower Tier Plans Lower tier plans shall undertake SFRA (Strategic Flood Risk Assessment) in compliance with the Flood Risk Management Guidelines. FL 10 SFRA/FRA and Climate Change SFRAs and site-specific FRAs shall provide information on the implications of climate change with regard to flood risk in relevant locations. The 2009 OPW Draft Guidance on Assessment of Potential Future Scenarios for Flood Risk Management (or any superseding document) shall be consulted with to this effect. FL 11 FRA and Environmental Impact Assessment (EIA) Flood risk may constitute a significant environmental effect of a development proposal that in certain circumstances may trigger a sub-threshold EIA. FRA should therefore be an integral part of any EIA undertaken for projects within the County. FL 12 Inland Fisheries It is a policy objective of the Planning Authority to consult, where necessary, with Inland Fisheries Ireland, the National Parks and Wildlife Service and other relevant agencies in the construction of flood alleviation measures in County Galway. FL 13 CFRAM It is a policy objective of the Planning Authority to take account of and incorporate into local planning policy and decision making, including possible future variations to this plan, CFRAM measures that may be published in the future, including planned investment measures for managing and reducing flood risk. FL 14 Flood Vulnerable Zones It is a policy objective of the Planning Authority to ensure that applications pertaining to existing developments in flood vulnerable zones provide details of structural and non-structural risk management measures to include, but not be limited to specifications of the following - floor levels, internal layout, flood resilient construction, flood resistant construction, emergency response planning, access and egress during flood events. FL 15 Flood Risk Management Ensure each flood risk management activity is examined to determine actions required to embed and provide for effective climate change adaptation as set out in the OPW Climate Change Sectoral Adaptation Plan for Flood Risk Management applicable at the time. FL 16 Benefitting Land Applications for development on land identified as benefitting land may be prone to flooding, and as such site-specific flood risk assessments may be required in these areas. FL 17 Consultation with OPW Consult with the OPW in relation to proposed developments in the vicinity of drainage channels and rivers for which the OPW are responsible and retain a strip on either side of such channels where required, to facilitate maintenance access thereto. In addition, promote the sustainable management and uses of water bodies and avoid culverting or realignment of these features. FL 18 Inappropriate Development on Flood Zones Where a development/land use is proposed within any area subject to this objective the development proposal will need to be accompanied by a detailed hydrological assessment and robust SUDS design which demonstrates the capacity to withstand potential flood events to maintain water quality and avoid potential effects to ecological features. • Any development proposals should be considered with caution and will be required to comply with The Planning System and Flood Risk Management Guidelines for Planning Authorities/Circular PL2/2014 & the associated Development Management Justification Test. • Climate Change should be duly considered in any development proposal. • Protect the riparian zones of watercourse systems throughout the plan area through a general 10 metre protection buffer from rivers within the plan area as measured from the near riverbank, (this distance may be increased and decreased on a site by site basis, as appropriate). • Any development proposals submitted for this site will require a detailed ecological report (s), carried out by suitably qualified personnel for the purposes of informing Appropriate Assessment Screening by Galway County Council, the competent authority. • The relevant lands will be outlined and flagged with a symbol on the land use zoning map and on the GIS system of Galway County Council so that staff and the public are aware of the special conditions/constraints attached. • A briefing will be provided to relevant staff within Galway County Council on the special conditions and constraints on relevant lands.

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

Further to the land use zoning approach contained in the Draft Local Area Plan (see Section 4.2 above) and the measures contained in the existing County Development Plan (see Section 4.3 above), a number of other measures relating to flood risk and drainage have been integrated into the Draft Local Area Plan as detailed on Table 5.

Table 5 Draft Local Area Plan Provisions relating to Flood Risk Management

Draft Local Area Plan Provision **(to be updated following agreement on Proposed Material Alterations)**
GSST 25 Constrained Land Use To facilitate the appropriate management and sustainable use of land within Flood Zones A and B. New development in these areas will generally be limited (apart from where the Plan-level Justification Test outlined in the accompanying SFRA has been passed or where the uses comprise minor developments in existing developed areas, as outlined in Section 5.28 of the Guidelines as amended by Circular PL 2/2014) to water-compatible uses in Flood Zone A, and less vulnerable or water compatible uses in Flood Zone B, and a detailed site-specific Flood Risk Assessment will be required in these areas. This limitation shall take primacy over any other provision relating to land use zoning objectives. The Plan-level Justification Test has been passed for the lands zoned Town Centre overlapping within Flood Zone A or B. **GSST 35 Green Infrastructure** Galway County Council shall promote the benefit of open spaces and implement the integration of green infrastructure/networks (e.g., interconnected network of green spaces (including aquatic ecosystems) and other physical features on land) into new development and regeneration proposals in order to mitigate and adapt to climate change. **GSST 57 Biodiversity & Ecological Networks** Support the protection of biodiversity and ecological connectivity within the Plan Area including woodlands, trees, hedgerows, rivers, streams, natural springs, peatlands, wetlands, stonewalls, and other landscape features, where these form part of the ecological network. Seek to retain and/or incorporate these natural features into developments, to avoid ecological fragmentation and maintain ecological corridors. **GSST 58 Flood Risk Management Guidelines** It is the policy objective of Galway County Council to support, in co-operation with the OPW, the implementation of the EU Flood Risk Directive (2007/60/EC), the Flood Risk Regulations (SI No. 122 of 2010) and the DEHLG/OPW publication The Planning System and Flood Risk Management Guidelines (2009) (and any updated/superseding legislation or policy guidance) and Department Circular PL2/2014 or any updated / superseding version. **GSST 59 Flood Risk Management and Assessment** It is a Policy Objective of the Council to comply with the requirements of the DoEHLG/OPW The Planning System and Flood Risk Management Guidelines for Planning Authorities and its accompanying Technical Appendices Document 2009 (including any updated/superseding documents). This will include the following: a) Avoid, reduce and/or mitigate, as appropriate in accordance with the Guidelines; b) Development proposals in areas where there is an identified or potential risk of flooding or that could give rise to a risk of flooding elsewhere will be required to carry out a Site- Specific Flood Risk Assessment, and justification test where appropriate, in accordance with the provisions of The Planning System and Flood Risk Management Guidelines 2009 (or any superseding document); Any flood risk assessment should include an assessment of the potential impacts of climate change, such as an increase in the extent or probability of flooding, and any associated measures necessary to address these impacts; c) Development that would be subject to an inappropriate risk of flooding or that would cause or exacerbate such a risk at other locations shall not normally be permitted; d) Galway County Council shall work with other bodies and organisations, as appropriate, to help protect critical infrastructure, including water and wastewater, within the County, from risk of flooding. **GSST 60 Principles of Flood Risk Management Guidelines** The Council shall implement the key principles of flood risk management set out in the Flood Risk Management Guidelines as follows: a) Avoid development that will be at risk of flooding or that will increase the flooding risk elsewhere, where possible; b) Substitute less vulnerable uses, where avoidance is not possible; and, c) Mitigate and manage the risk, where avoidance and substitution are not possible. Development should only be permitted in areas at risk of flooding when there are no alternative reasonable sites available in areas at lower risk that also meet the objectives of proper planning and sustainable development. Vulnerable development in areas which have the highest flood risk should be avoided and/or only considered in exceptional circumstances (through a prescribed Justification Test) if adequate land or sites are not available in areas which have lower flood risk. **GSST 61 Surface Water Drainage and Sustainable Drainage Systems (SuDs)** Maintain and enhance, as appropriate, the existing surface water drainage system in Gort. Ensure that new developments are adequately serviced with surface water drainage infrastructure and promote the use of Sustainable Drainage Systems in all new developments. Surface water runoff from development sites will be limited to pre-development levels and planning applications for new developments will be required to provide details of surface water drainage and Sustainable Drainage Systems proposals. To maximise the capacity of existing collection systems for foul water, the discharge of additional surface water to combined (foul and surface water) sewers is not permitted. Refer also to Section 3.5 of the accompanying SFRA, "Sustainable Urban Drainage Systems and Surface Water Guidance and Strategy". **GSST 62 Protection of Waterbodies and Watercourses** Protect waterbodies and watercourses within the County from inappropriate development, including rivers, streams, associated undeveloped riparian strips, wetlands and natural floodplains. This will include protection buffers in the riverine, wetland and coastal areas as appropriate. To contribute towards protection and improvement of the status of surface and ground waters in accordance with the Water Framework Directive. Applications for development under the Plan must demonstrate that the proposed development would not adversely affect a water body's ability to meet its objectives under the Water Framework Directive, individually as a result of the proposed development or cumulatively, in combination with other developments. **GSST 63 Flood Risk Assessment for Planning Applications and CFRAMS** Protect Flood Zone A and Flood Zone B from inappropriate development and direct developments/land uses into the appropriate Flood Zone in accordance with The Planning System and Flood Risk Management Guidelines for Planning Authorities 2009 (or any superseding

Draft Local Area Plan Provision
(to be updated following agreement on Proposed Material Alterations)

document) and the guidance contained in Development Management Standards 2 and 3. Site-specific Flood Risk Assessment (FRA) is required for all planning applications in areas at elevated risk of flooding, even for developments appropriate to the particular flood zone. The detail of these site-specific FRAs will depend on the level of risk and scale of development. A detailed site-specific FRA should quantify the risks, the effects of selected mitigation and the management of any residual risks. The Council shall have regard to the results of any CFRAM Studies in the assessment of planning applications. Where a development/land use is proposed that is inappropriate within the Flood Zone, then the development proposal will need to be accompanied by a Development Management Justification Test in addition to the site-specific Flood Risk Assessment. In Flood Zone C, where the probability of flooding is low (less than 0.1%, Flood Zone C), site-specific Flood Risk Assessment may be required, and the developer should satisfy themselves that the probability of flooding is appropriate to the development being proposed.

GSST 64 Flood Risk Assessment and Climate Change

Flood Risk Assessment in Gort shall provide information on the implications of climate change with regards to flood risk in relevant locations. The Flood Risk Management – Climate Change Sectoral Adaptation Plan 2019 (or any superseding document) shall be consulted with to this effect.

GSST 65 River Basin Management Plan and Protection of Waters

Support the implementation of the relevant recommendations and measures as outlined in the National River Basin Management Plan or any other plan that may supersede same during the lifetime of this Local Area Plan. Development shall only be permitted where it can be clearly demonstrated that the proposal would not have an unacceptable impact on the water environment, including surface water, groundwater quality and quantity, river corridors and associated wetlands. Galway County Council will support the protection and, where appropriate, the restoration of all water bodies in order to reach good status and will seek to prevent deterioration in the status of all water bodies.

GSST 66 Flood Vulnerable Zones

It is a policy objective of the Council to ensure that applications pertaining to existing developments in flood vulnerable zones provide details of structural and non-structural risk management measures to include, but not be limited to specifications of the following – floor levels, internal layout, flood resilient construction, flood resistant construction, emergency response planning, access and egress during flood events.

GSST 67 Flood Risk Management

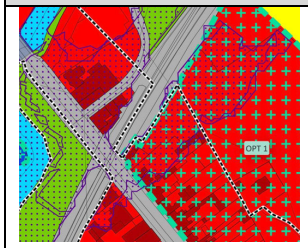
Ensure each flood risk management activity is examined to determine actions required to embed and provide for effective climate change adaptation as set out in the OPW Climate Change Sectoral Adaptation Plan for Flood Risk Management applicable at the time.

4.5 Justification Tests

In order to meet the objectives of proper planning and sustainable development various uses are provided for in Flood Zones A and B. The limitations outlined in Policy Objective GSST 25 Constrained Land Use, as detailed in Table 5 of this SFRA above (including "This limitation shall take primacy over any other provision relating to land use zoning objectives.") applies to all lands zoned in Flood Zone A and B, apart from those which pass the Justification Test set out in the Guidelines.

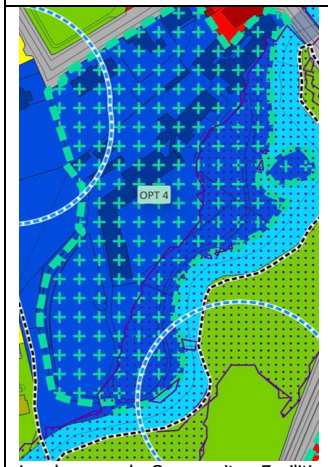
Table 6 provides the findings of the Justification Test undertaken for certain lands within Flood Zones A and B, as required by the Flood Guidelines, informed by Galway County Council.

Table 6 Justification Test

Map of Site and Land Use Zoning	Flood Zone (A and / or B)	Justification Test (Fails, if one of the following fails; all must be passed for the test to be passed)						Overall Result (Fail or Pass)
		Settlement targeted for growth under the NPF, RSES and/or CDP?	Is the zoning of the lands required to achieve the proper planning and sustainable development of the settlement and in particular has the required sub-criteria been satisfied[12] ?				Has flood risk assessment to an appropriate level of detail been carried out as part of the SEA as part of the plan preparation process, which demonstrates that flood risk to the development can be adequately managed and the use or development of the lands will not cause unacceptable adverse impact elsewhere?	
			(i) – see footnote	(ii) – see footnote	(iii) – see footnote	(iv) – see footnote	(v) – see footnote	
 Lands beside Gort Train Station zoned Town Centre. Some of these lands are part of Opportunity Site 1.	A and B	Yes	Yes	Yes	Yes	Yes	Yes	A Stage 1 and 2 Flood Risk Assessment has been undertaken as part of the plan preparation process. This level of assessment is considered appropriate and has informed the land use zoning and written provisions contained in the Plan. Section 4 of the SFRA outlines the measures integrated into Plan to adequately manage flood risks. A precautionary approach has been applied to the zoning of lands with undeveloped lands that is liable to flood generally zoned for "Open Space/Recreation & Amenity" or "Agriculture". Future development will: be subject to site-specific flood risk assessments; and comply with the flood risk management provisions of the Local Area Plan and relevant County Development Plan (see Section 4 above), including structural and non-structural risk management measures[13]. This is in order to ensure that flood hazard and risk to the area and to other adjoining locations will not be increased or, if practicable, will be reduced. Overlaps between Land Use Zoning and Flood Zones have been mapped to clearly indicate lands constrained by flood risk – these are subject to the Constrained Land Use Provisions of the Plan. Development is subject to the provisions of the Local Area Plan and relevant County Development Plan that relate to flood risk and climate change. The areas below would be protected from a 1% AEP event as indicated. 	**Pass**

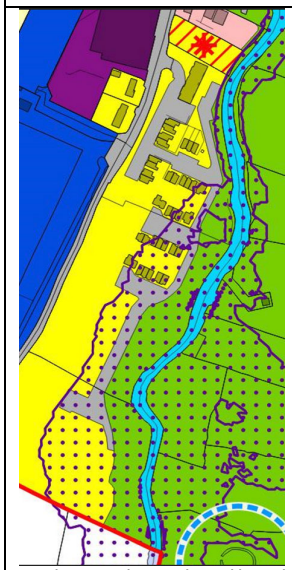
[12] (i) Is essential to facilitate regeneration and/or expansion of the centre of the urban settlement; (ii) Comprises significant previously developed and/or under-utilised lands; (iii) Is within or adjoining the core of an established or designated urban settlement; (iv) Will be essential in achieving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

[13] General flood risk management measures would include those from the County Development Plan (FL 4 Flood Relief Schemes, FL 5 Catchment Planning, FL 6 Surface Water Drainage and Sustainable Drainage Systems and FL 10 SFRA/FRA and Climate Change) and the Local Area Plan (GSST 59 Flood Risk Management and Assessment, GSST 61 Surface Water Drainage and Sustainable Drainage Systems, GSST 63 Flood Risk Assessment for Planning Applications and CFRAMS and GSST 64 Flood Risk Assessment and Climate Change). X from the County Development Plan and Y from the Local Area Plan would apply. FL 14 Flood Vulnerable Zones from the County Development Plan and GSST 66 Flood Vulnerable Zones from the Local Area Plan identify structural and non-structural measures relating to mitigate risks. Measures that could be used at this site to mitigate risk comprise floor levels, internal layout, flood resilient construction, flood resistant construction, emergency response planning and access and egress during flood events. Furthermore, this site would be benefitted by the Gort Flood Relief Scheme, which provides protection from a 1% AEP event as indicated in the map above.

 Lands zoned Town Centre in the north of the town centre.	A and B	Yes	Yes	Yes	Yes	Yes	Yes	A Stage 1 and 2 Flood Risk Assessment has been undertaken as part of the plan preparation process. This level of assessment is considered appropriate and has informed the land use zoning and written provisions contained in the Plan. Section 4 of the SFRA outlines the measures integrated into Plan to adequately manage flood risks. A precautionary approach has been applied to the zoning of lands with undeveloped lands that is liable to flood generally zoned for "Open Space/Recreation & Amenity" or "Agriculture". Future development will: be subject to site-specific flood risk assessments; and comply with the flood risk management provisions of the Local Area Plan and relevant County Development Plan (see Section 4 above), including structural and non-structural risk management measures[14]. This is in order to ensure that flood hazard and risk to the area and to other adjoining locations will not be increased or, if practicable, will be reduced. Overlaps between Land Use Zoning and Flood Zones have been mapped to clearly indicate lands constrained by flood risk – these are subject to the Constrained Land Use Provisions of the Plan. Development is subject to the provisions of the Local Area Plan and relevant County Development Plan that relate to flood risk and climate change.	**Pass**
 Lands zoned Community Facilities close to church. Some of these lands are part of Opportunity Site 4.	A and B	Yes	No	No	No	No	No	A Stage 1 and 2 Flood Risk Assessment has been undertaken as part of the plan preparation process. This level of assessment is considered appropriate and has informed the land use zoning and written provisions contained in the Plan. Section 4 of the SFRA outlines the measures integrated into Plan to adequately manage flood risks. A precautionary approach has been applied to the zoning of lands with undeveloped lands that is liable to flood generally zoned for "Open Space/Recreation & Amenity" or "Agriculture". Future development will: be subject to site-specific flood risk assessments; and comply with the flood risk management provisions of the Local Area Plan and relevant County Development Plan (see Section 4 above), including structural and non-structural risk management measures. This is in order to ensure that flood hazard and risk to the area and to other adjoining locations will not be increased or, if practicable, will be reduced. Overlaps between Land Use Zoning and Flood Zones have been mapped to clearly indicate lands constrained by flood risk – these are subject to the Constrained Land Use Provisions of the Plan. Development is subject to the provisions of the Local Area Plan and relevant County Development Plan that relate to flood risk and climate change. The areas below would be protected from a 1% AEP event as indicated. 	**Fail,** however Policy Objective GSST 25 Constrained Land Use will limit development at these lands. As detailed under Policy Objective GSST 25, the limitation provided "shall take primacy over any other provision relating to land use zoning objectives".

[14] General flood risk management measures would include those from the County Development Plan (FL 4 Flood Relief Schemes, FL 5 Catchment Planning, FL 6 Surface Water Drainage and Sustainable Drainage Systems and FL 10 SFRA/FRA and Climate Change) and the Local Area Plan (GSST 59 Flood Risk Management and Assessment, GSST 61 Surface Water Drainage and Sustainable Drainage Systems, GSST 63 Flood Risk Assessment for Planning Applications and CFRAMS and GSST 64 Flood Risk Assessment and Climate Change). X from the County Development Plan and Y from the Local Area Plan would apply. FL 14 Flood Vulnerable Zones from the County Development Plan and GSST 66 Flood Vulnerable Zones from the Local Area Plan identify structural and non-structural measures relating to mitigate risks. Measures that could be used at this site to mitigate risk comprise floor levels, internal layout, flood resilient construction, flood resistant construction, emergency response planning and access and egress during flood events. Furthermore, this site would be benefitted by the Gort Flood Relief Scheme, which provides protection from a 1% AEP event as indicated in the map above.

 Lands zoned Commerical/Mixed Use to the north of the town centre.	A and B	Yes	No	No	No	No	No	A Stage 1 and 2 Flood Risk Assessment has been undertaken as part of the plan preparation process. This level of assessment is considered appropriate and has informed the land use zoning and written provisions contained in the Plan. Section 4 of the SFRA outlines the measures integrated into Plan to adequately manage flood risks. A precautionary approach has been applied to the zoning of lands with undeveloped lands that is liable to flood generally zoned for "Open Space/Recreation & Amenity" or "Agriculture". Future development will: be subject to site-specific flood risk assessments; and comply with the flood risk management provisions of the Local Area Plan and relevant County Development Plan (see Section 4 above), including structural and non-structural risk management measures. This is in order to ensure that flood hazard and risk to the area and to other adjoining locations will not be increased or, if practicable, will be reduced. Overlaps between Land Use Zoning and Flood Zones have been mapped to clearly indicate lands constrained by flood risk – these are subject to the Constrained Land Use Provisions of the Plan. Development is subject to the provisions of the Local Area Plan and relevant County Development Plan that relate to flood risk and climate change.	**Fail,** however Policy Objective GSST 25 Constrained Land Use will limit development at these lands. As detailed under Policy Objective GSST 25, the limitation provided "shall take primacy over any other provision relating to land use zoning objectives".
 Lands zoned Industrial in the north of the town.	B	Yes	No	No	No	No	No	A Stage 1 and 2 Flood Risk Assessment has been undertaken as part of the plan preparation process. This level of assessment is considered appropriate and has informed the land use zoning and written provisions contained in the Plan. Section 4 of the SFRA outlines the measures integrated into Plan to adequately manage flood risks. A precautionary approach has been applied to the zoning of lands with undeveloped lands that is liable to flood generally zoned for "Open Space/Recreation & Amenity" or "Agriculture". Future development will: be subject to site-specific flood risk assessments; and comply with the flood risk management provisions of the Local Area Plan and relevant County Development Plan (see Section 4 above), including structural and non-structural risk management measures. This is in order to ensure that flood hazard and risk to the area and to other adjoining locations will not be increased or, if practicable, will be reduced. Overlaps between Land Use Zoning and Flood Zones have been mapped to clearly indicate lands constrained by flood risk – these are subject to the Constrained Land Use Provisions of the Plan. Development is subject to the provisions of the Local Area Plan and relevant County Development Plan that relate to flood risk and climate change.	**Fail,** however Policy Objective GSST 25 Constrained Land Use will limit development at these lands. As detailed under Policy Objective GSST 25, the limitation provided "shall take primacy over any other provision relating to land use zoning objectives".

 Lands zoned Business and Technology off Glenbrack Road	A and B	Yes	No	No	No	No	No	A Stage 1 and 2 Flood Risk Assessment has been undertaken as part of the plan preparation process. This level of assessment is considered appropriate and has informed the land use zoning and written provisions contained in the Plan. Section 4 of the SFRA outlines the measures integrated into Plan to adequately manage flood risks. A precautionary approach has been applied to the zoning of lands with undeveloped lands that is liable to flood generally zoned for "Open Space/Recreation & Amenity" or "Agriculture". Future development will: be subject to site-specific flood risk assessments; and comply with the flood risk management provisions of the Local Area Plan and relevant County Development Plan (see Section 4 above), including structural and non-structural risk management measures. This is in order to ensure that flood hazard and risk to the area and to other adjoining locations will not be increased or, if practicable, will be reduced. Overlaps between Land Use Zoning and Flood Zones have been mapped to clearly indicate lands constrained by flood risk – these are subject to the Constrained Land Use Provisions of the Plan. Development is subject to the provisions of the Local Area Plan and relevant County Development Plan that relate to flood risk and climate change.	**Fail,** however Policy Objective GSST 25 Constrained Land Use will limit development at these lands. As detailed under Policy Objective GSST 25, the limitation provided "shall take primacy over any other provision relating to land use zoning objectives".
 Lands zoned Residential/Residential Infill off Tubber Road.	A and B	Yes	No	No	No	No	No	A Stage 1 and 2 Flood Risk Assessment has been undertaken as part of the plan preparation process. This level of assessment is considered appropriate and has informed the land use zoning and written provisions contained in the Plan. Section 4 of the SFRA outlines the measures integrated into Plan to adequately manage flood risks. A precautionary approach has been applied to the zoning of lands with undeveloped lands that is liable to flood generally zoned for "Open Space/Recreation & Amenity" or "Agriculture". Future development will: be subject to site-specific flood risk assessments; and comply with the flood risk management provisions of the Local Area Plan and relevant County Development Plan (see Section 4 above), including structural and non-structural risk management measures. This is in order to ensure that flood hazard and risk to the area and to other adjoining locations will not be increased or, if practicable, will be reduced. Overlaps between Land Use Zoning and Flood Zones have been mapped to clearly indicate lands constrained by flood risk – these are subject to the Constrained Land Use Provisions of the Plan. Development is subject to the provisions of the Local Area Plan and relevant County Development Plan that relate to flood risk and climate change.	**Fail,** however Policy Objective GSST 25 Constrained Land Use will limit development at these lands. As detailed under Policy Objective GSST 25, the limitation provided "shall take primacy over any other provision relating to land use zoning objectives".

Any lands zoned Transport Infrastructure overlapping with Flood Zone A or B	A and B	Yes	No	No	No	No	No	A Stage 1 and 2 Flood Risk Assessment has been undertaken as part of the plan preparation process. This level of assessment is considered appropriate and has informed the land use zoning and written provisions contained in the Plan. Section 4 of the SFRA outlines the measures integrated into Plan to adequately manage flood risks. A precautionary approach has been applied to the zoning of lands with undeveloped lands that is liable to flood generally zoned for "Open Space/Recreation & Amenity" or "Agriculture". Future development will: be subject to site-specific flood risk assessments; and comply with the flood risk management provisions of the Local Area Plan and relevant County Development Plan (see Section 4 above), including structural and non-structural risk management measures. This is in order to ensure that flood hazard and risk to the area and to other adjoining locations will not be increased or, if practicable, will be reduced. Overlaps between Land Use Zoning and Flood Zones have been mapped to clearly indicate lands constrained by flood risk – these are subject to the Constrained Land Use Provisions of the Plan. Development is subject to the provisions of the Local Area Plan and relevant County Development Plan that relate to flood risk and climate change.	**Fail,** however Policy Objective GSST 25 Constrained Land Use will limit development at these lands As detailed under Policy Objective GSST 25, the limitation provided "shall take primacy over any other provision relating to land use zoning objectives".
All Agriculture zoned lands	A and B	Yes	No	No	No	No	No	A Stage 1 and 2 Flood Risk Assessment has been undertaken as part of the plan preparation process. This level of assessment is considered appropriate and has informed the land use zoning and written provisions contained in the Plan. Section 4 of the SFRA outlines the measures integrated into Plan to adequately manage flood risks. A precautionary approach has been applied to the zoning of lands with undeveloped lands that is liable to flood generally zoned for "Open Space/Recreation & Amenity" or "Agriculture". Future development will: be subject to site-specific flood risk assessments; and comply with the flood risk management provisions of the Local Area Plan and relevant County Development Plan (see Section 4 above), including structural and non-structural risk management measures. This is in order to ensure that flood hazard and risk to the area and to other adjoining locations will not be increased or, if practicable, will be reduced. Overlaps between Land Use Zoning and Flood Zones have been mapped to clearly indicate lands constrained by flood risk – these are subject to the Constrained Land Use Provisions of the Plan. Development is subject to the provisions of the Local Area Plan and relevant County Development Plan that relate to flood risk and climate change.	**Fail,** however Policy Objective GSST 25 Constrained Land Use will limit development at these lands. As detailed under Policy Objective GSST 25, the limitation provided "shall take primacy over any other provision relating to land use zoning objectives".

Section 5 Conclusion

Galway County Council have prepared a Draft Local Area Plan for Gort under the Planning and Development Act 2000 (as amended). The Plan sets out an overall strategy for the proper planning and sustainable development over the years 2025-2031.

Land use zoning contained within the Draft Plan has been informed by the SFRA process and associated delineation of flood risk zones. The detailed Plan preparation process undertaken by the Planning Department combined with specialist input from the SFRA process facilitated zoning that helps to avoid inappropriate development being permitted in areas of elevated flood risk. A variety of written provisions have been integrated into the Plan that will contribute towards flood risk management and sustainable drainage.

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

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

- The Sequential Approach, including the Justification test -

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

- Avoid development in areas at risk of flooding. If this is not possible, consider substituting a land use that is less vulnerable to flooding. Only when both avoidance and substitution cannot take place should consideration be given to mitigation and management of risks.

- Inappropriate types of development that would create unacceptable risks from flooding should not be planned for or permitted.

- Exceptions to the restriction of development due to potential flood risks are provided for through the use of a Justification Test, where the planning need and the sustainable management of flood risk to an acceptable level must be demonstrated.

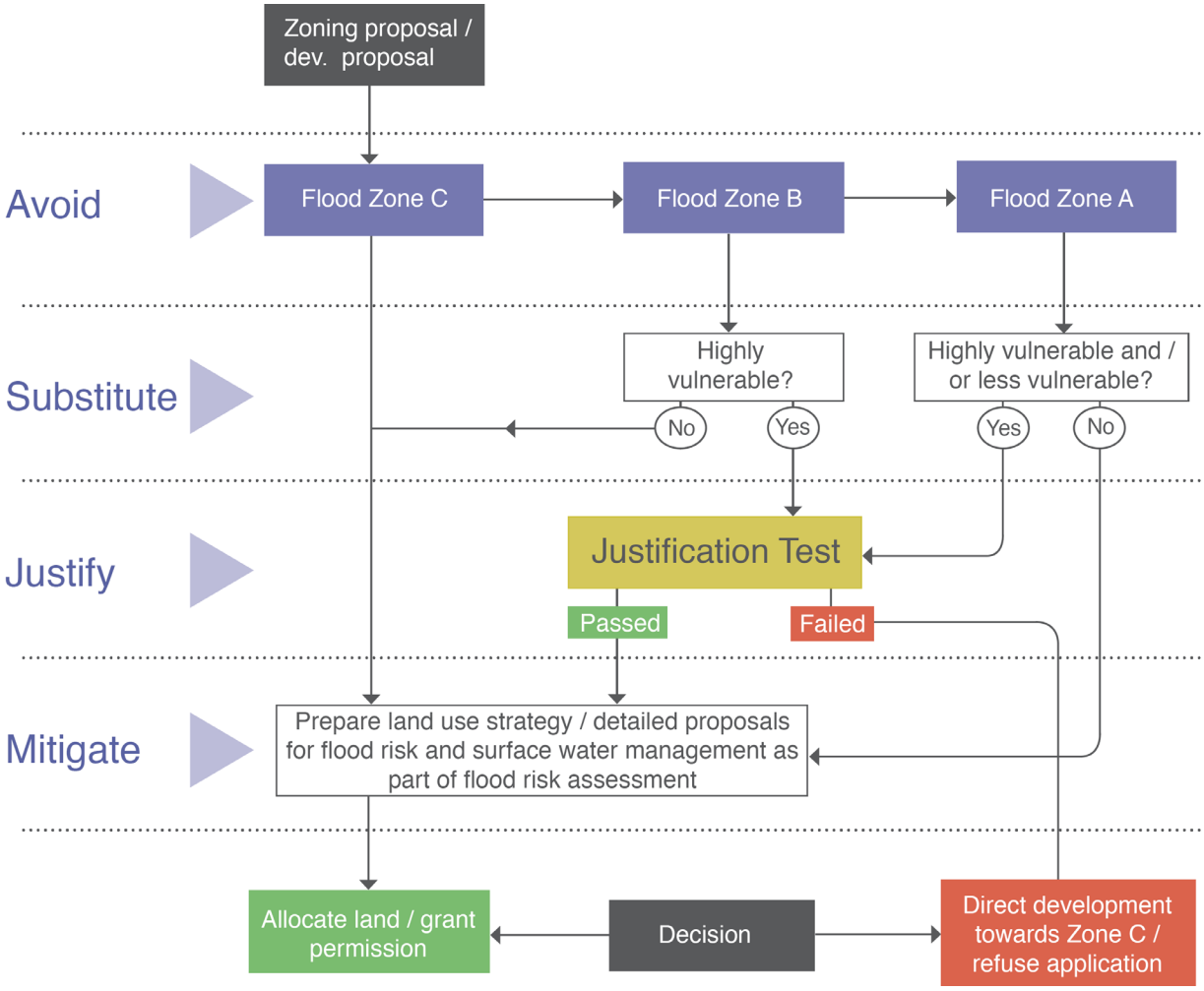


Figure 1 Sequential Approach Process[15]

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

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

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

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

[15] Flood Zone C covers all areas outside of Zones A and B

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

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

Table 7 Classification of vulnerability of different types of development

Vulnerability class	Land uses and types of development which include*:
Highly vulnerable development (including essential infrastructure)	Garda, ambulance and fire stations and command centres required to be operational during flooding; Hospitals; Emergency access and egress points; Schools; Dwelling houses, student halls of residence and hostels; Residential institutions such as residential care homes, children's homes and social services homes; Caravans and mobile home parks; Dwelling houses designed, constructed or adapted for the elderly or, other people with impaired mobility; and Essential infrastructure, such as primary transport and utilities distribution, including electricity generating power stations and sub-stations, water and sewage treatment, and potential significant sources of pollution (SEVESO sites, IPPC sites, etc.) in the event of flooding.
Less vulnerable development	Buildings used for: retail, leisure, warehousing, commercial, industrial and non-residential institutions; Land and buildings used for holiday or short-let caravans and camping, subject to specific warning and evacuation plans; Land and buildings used for agriculture and forestry; Waste treatment (except landfill and hazardous waste); Mineral working and processing; and Local transport infrastructure.
Water-compatible development	Flood control infrastructure; Docks, marinas and wharves; Navigation facilities; Ship building, repairing and dismantling, dockside fish processing and refrigeration and compatible activities requiring a waterside location; Water-based recreation and tourism (excluding sleeping accommodation); Lifeguard and coastguard stations; Amenity open space, outdoor sports and recreation and essential facilities such as changing rooms; and Essential ancillary sleeping or residential accommodation for staff required by uses in this category (subject to a specific warning and evacuation plan).
*Uses not listed here should be considered on their own merits	

Table 8 Vulnerability Classes and Flood Zones

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

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

Where, as part of the preparation and adoption or variation and amendment of a development/local area plan[1], a planning authority is considering the future development of areas in an urban settlement that are at moderate or high risk of flooding, for uses or development vulnerable to flooding that would generally be inappropriate as set out in Table 3.2, all of the following criteria must be satisfied:

1 The urban settlement is targeted for growth under the National Spatial Strategy, regional planning guidelines, statutory plans as defined above or under the Planning Guidelines or Planning Directives provisions of the Planning and Development Act, 2000, as amended.

2 The zoning or designation of the lands for the particular use or development type is required to achieve the proper planning and sustainable development of the urban settlement and, in particular:

- (i) Is essential to facilitate regeneration and/or expansion of the centre of the urban settlement[2];
- (ii) Comprises significant previously developed and/or under-utilised lands;
- (iii) Is within or adjoining the core[3] of an established or designated urban settlement;
- (iv) Will be essential in achieving compact and sustainable urban growth; and
- (v) There are no suitable alternative lands for the particular use or development type, in areas at lower risk of flooding within or adjoining the core of the urban settlement.[4]

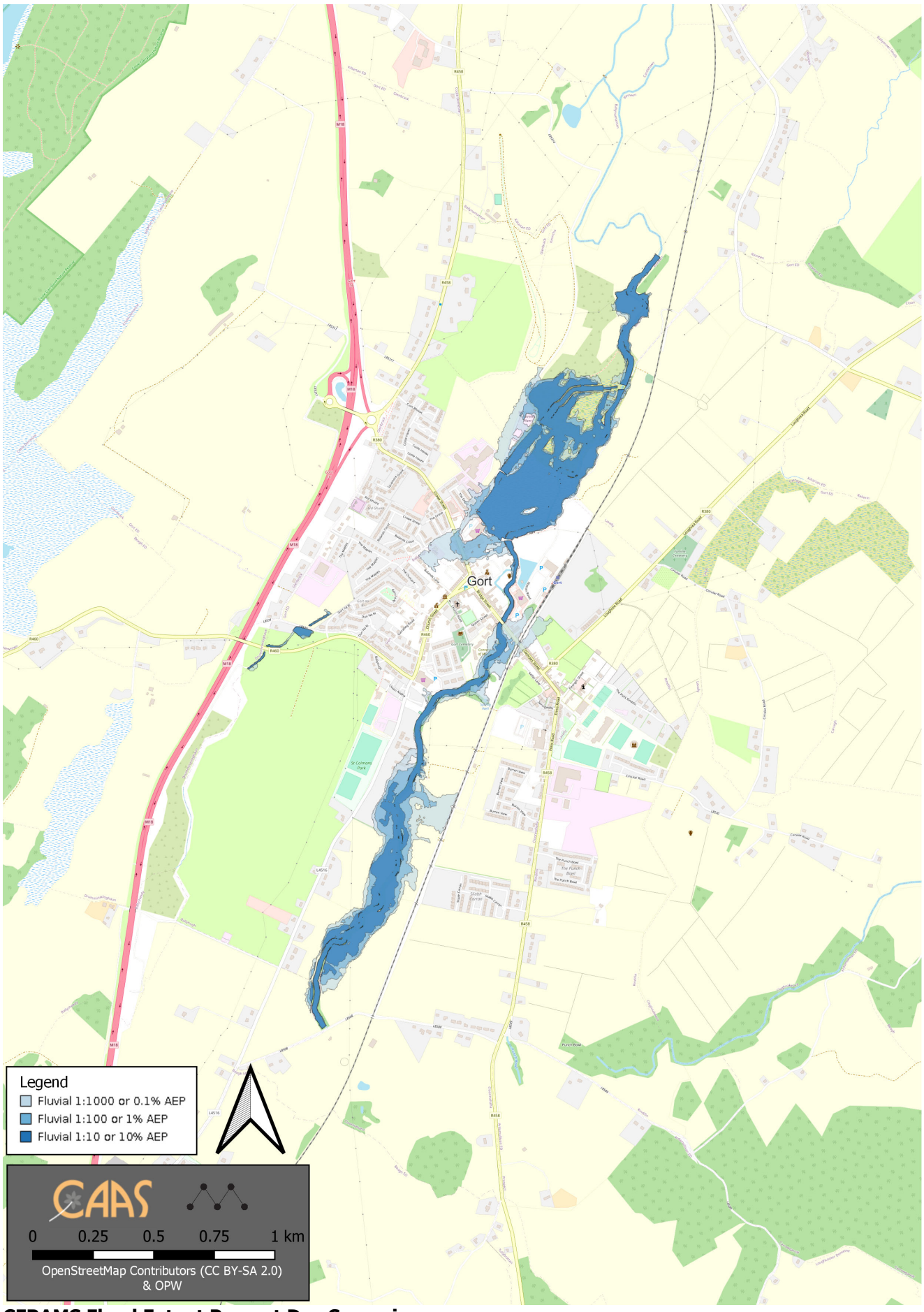
3 A flood risk assessment to an appropriate level of detail has been carried out as part of the Strategic Environmental Assessment as part of the development plan preparation process, which demonstrates that flood risk to the development can be adequately managed and the use or development of the lands will not cause unacceptable adverse impacts elsewhere.

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

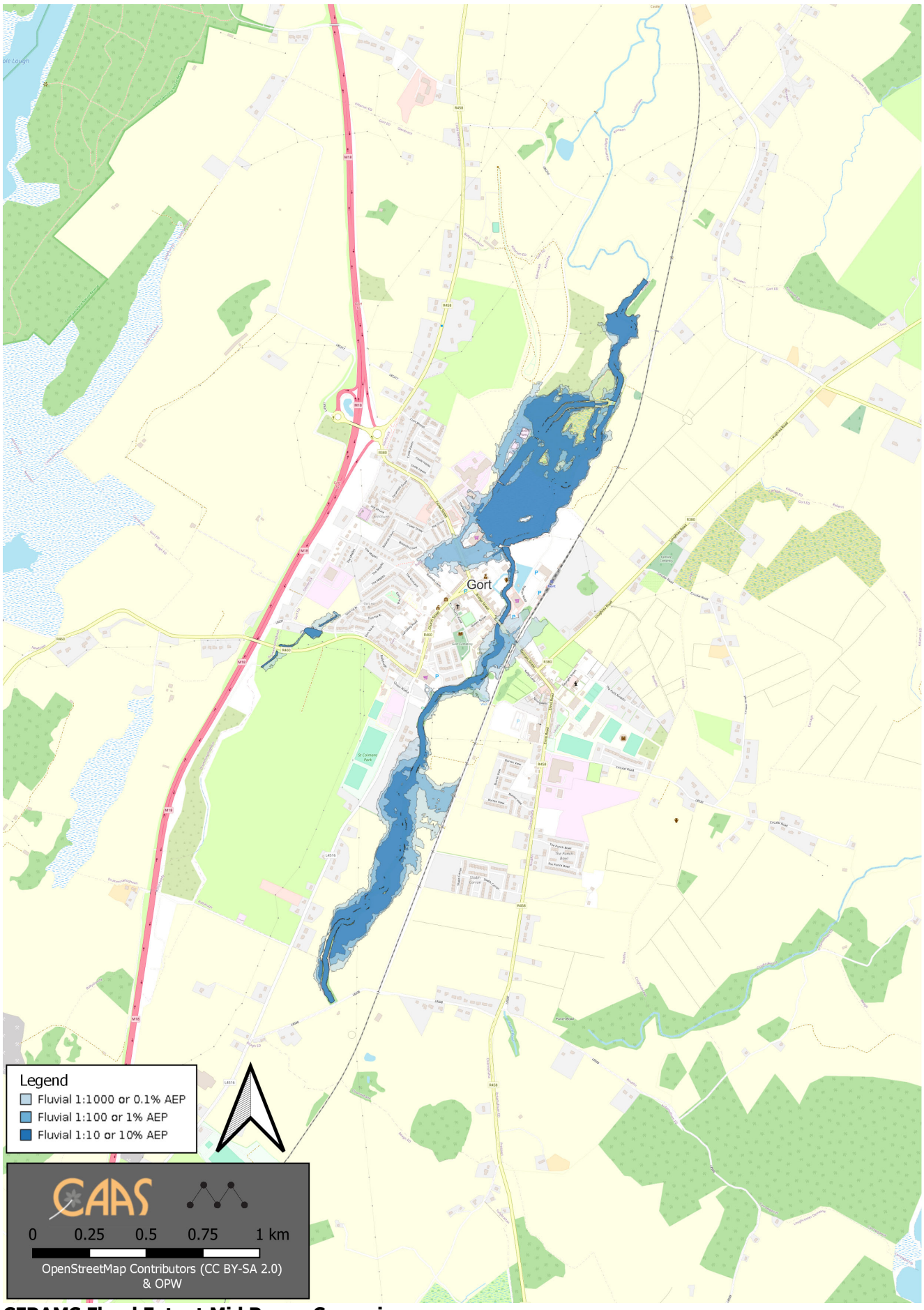
Figure 2 Justification Test [16]

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

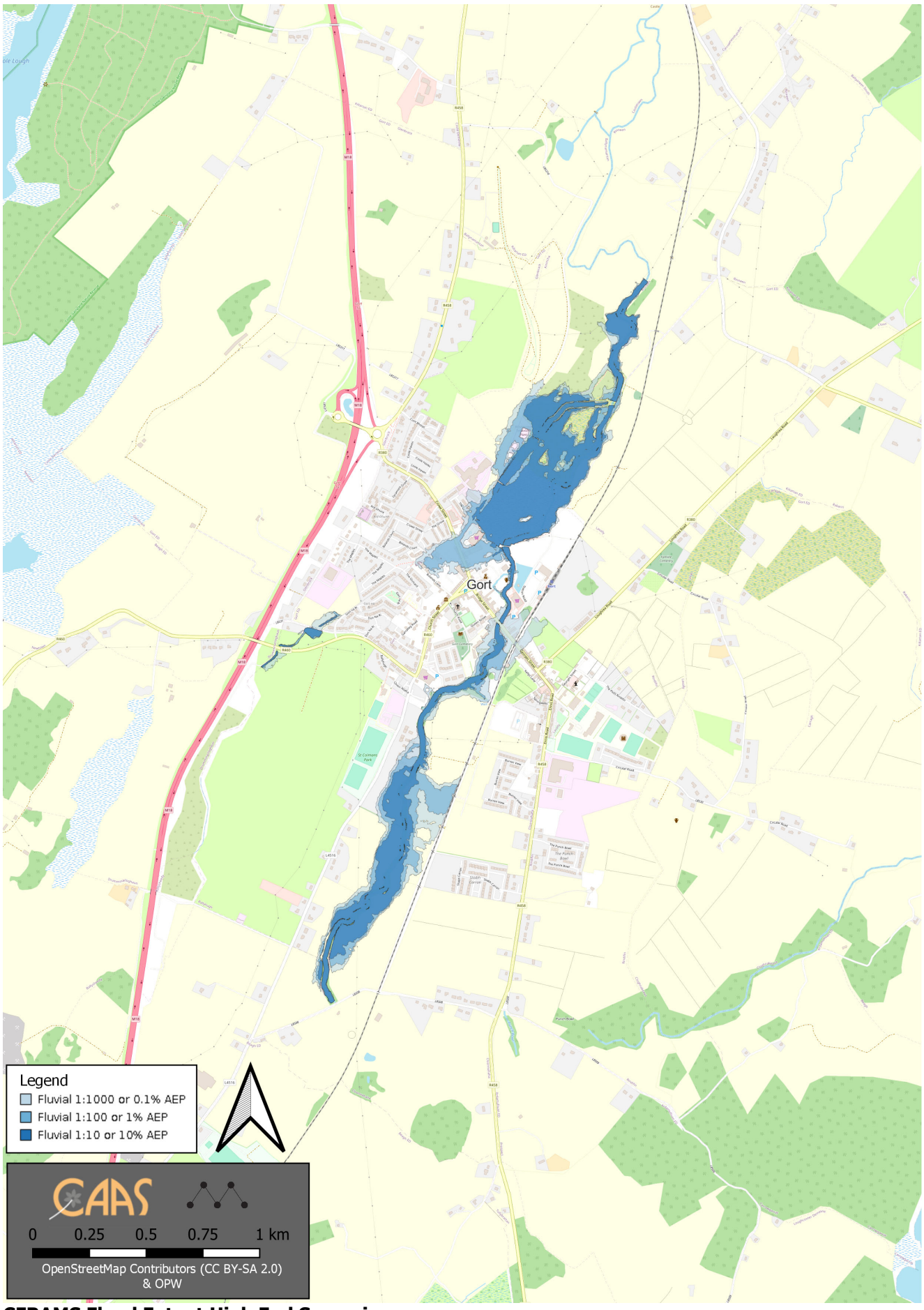
Appendix II: Flood Risk Indicator and Flood Zone Mapping



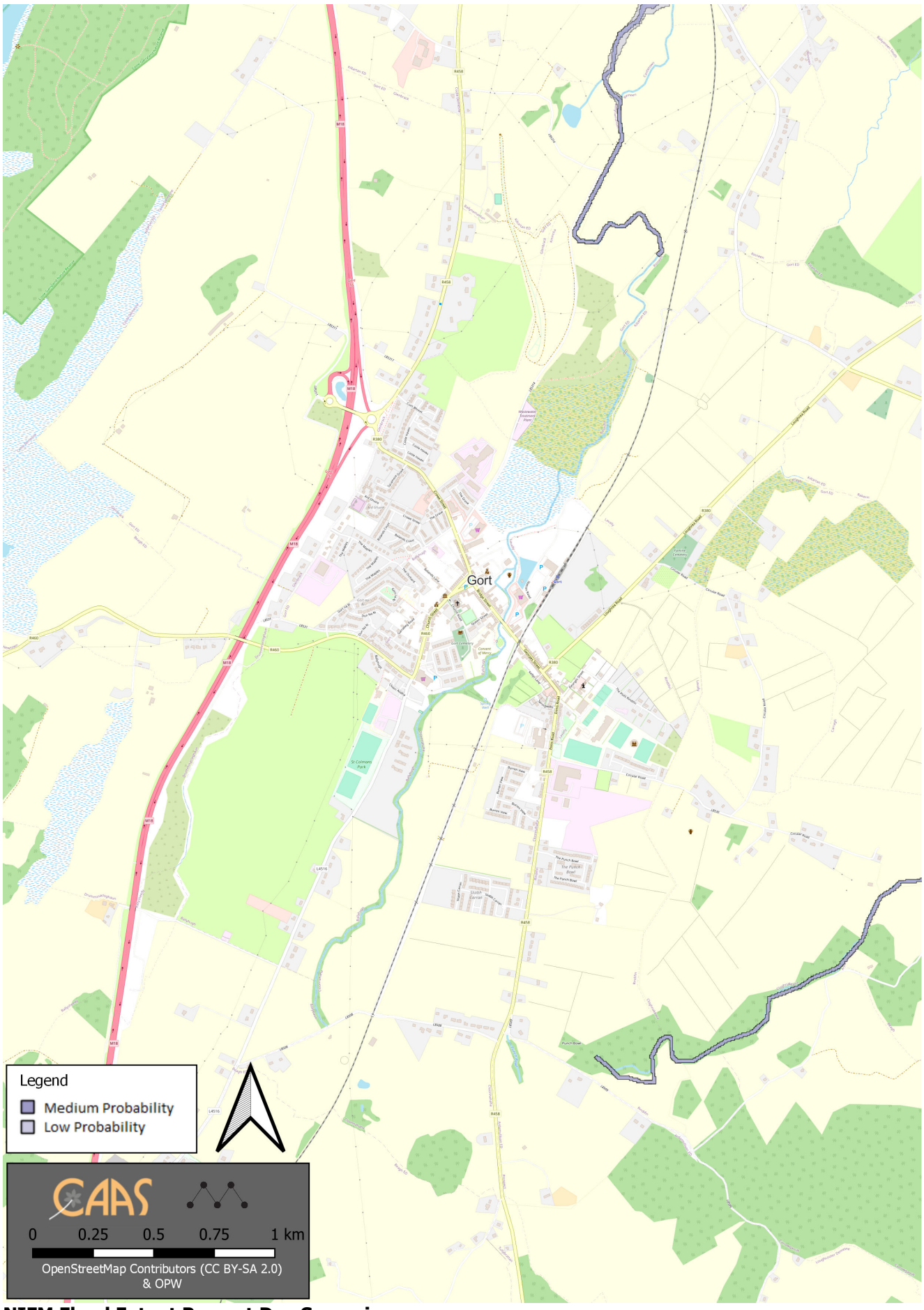
CFRAMS Flood Extent Present Day Scenario



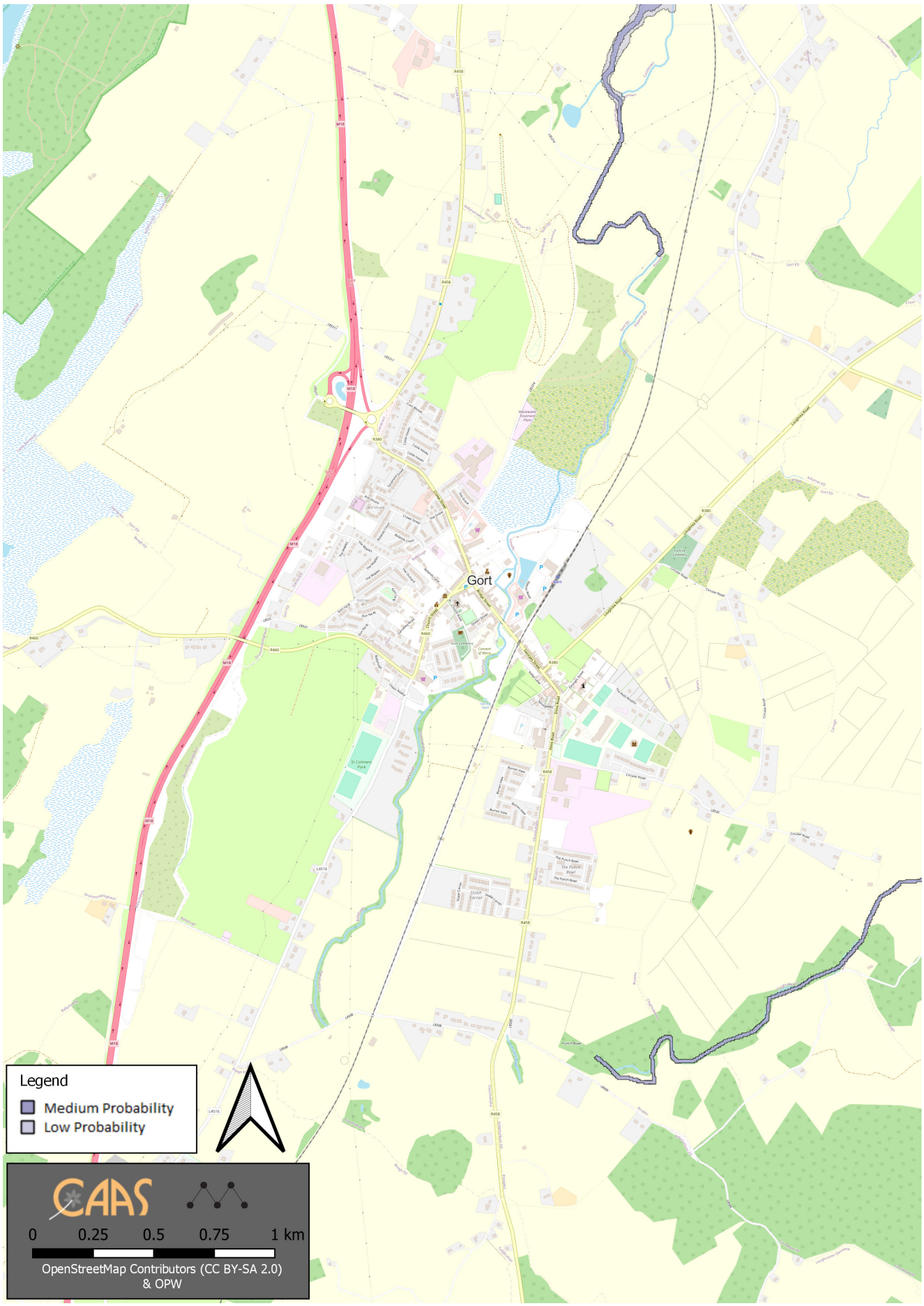
CFRAMS Flood Extent Mid Range Scenario



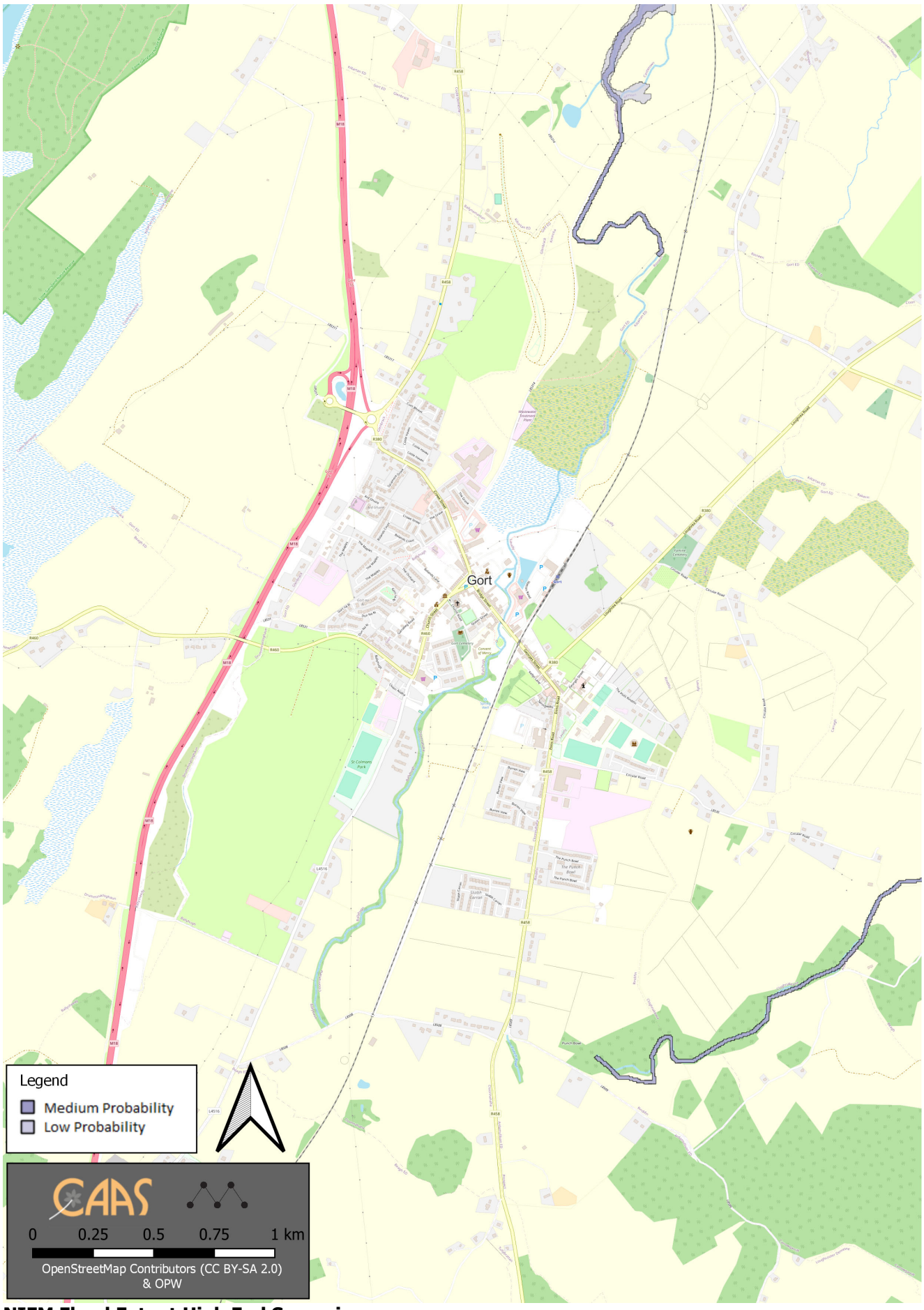
CFRAMS Flood Extent High End Scenario



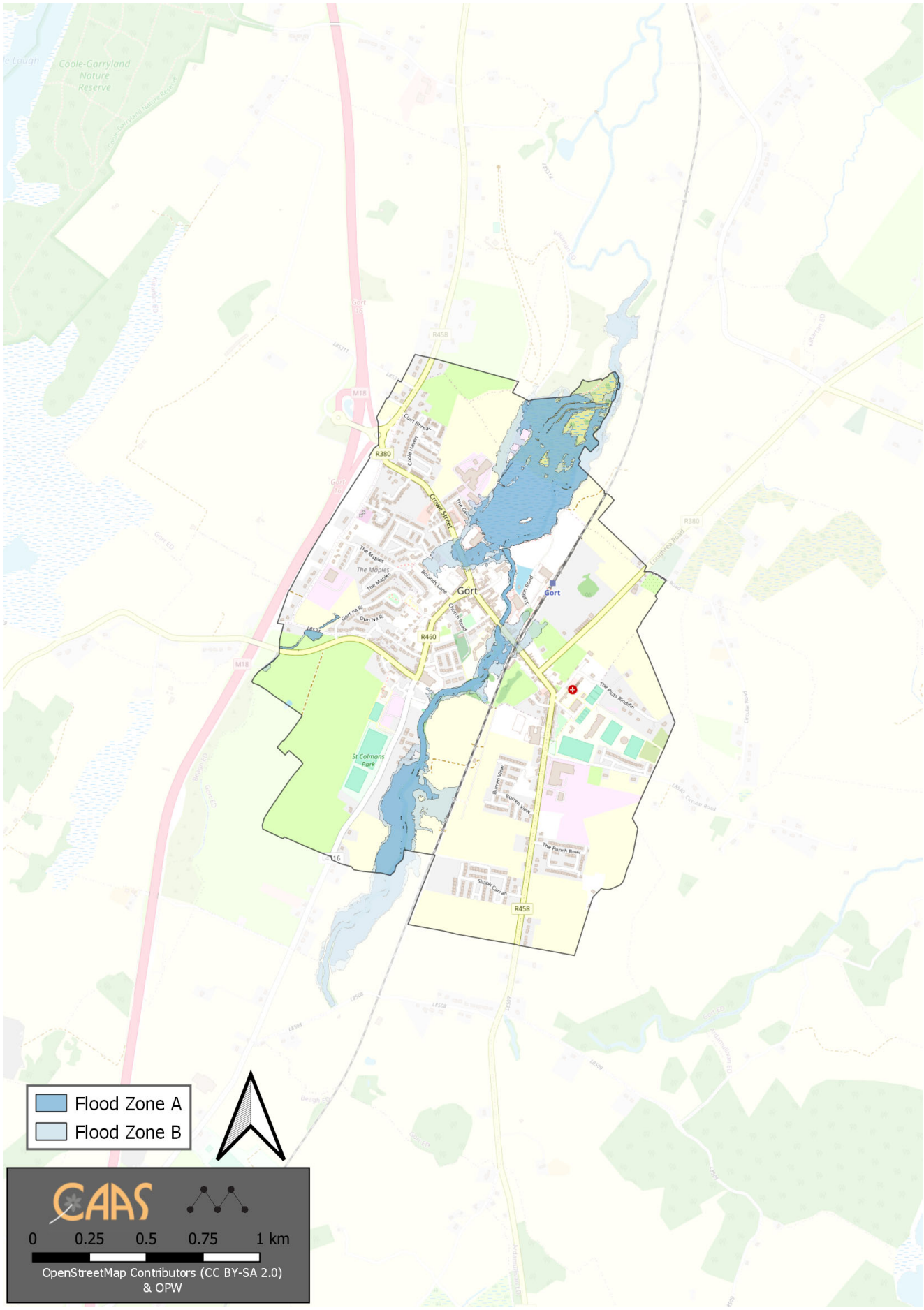
NIFM Flood Extent Present Day Scenario



NIFM Flood Extent Mid Range Scenario



NIFM Flood Extent High End Scenario



Flood Zones A and B

Comhairle Chontae na Gaillimhe
Galway County Council

Draft Gort Local Area Plan
2025 - 2031

Chief Executive Report
List of Submissions

Prescribed Authorities			
	Submission No.	**Name**	**Date Received**
1.	GLW-C136-101	Office of Planning Regulator (OPR)	20.02.2025
2.	GLW-C136-94	Office of Public Works (OPW)	20.02.2025
3.	GLW-C136-64	Uisce Eireann	19.02.2025
4.	GLW-C136-88	Department of Environment, Climate Change and Communication	20.02.2025
5.	GLW-C136-24	Department of Education	18.02.2025
6.	GLW-C136-16	Department of Transport	12.02.2025
7.	GLW-C136-18	Transport Infrastructure Ireland (TII)	14.02.2025
8.	GLW-C136-19	National Transport Authority (NTA)	14.02.2025
9.	GLW-C136-81	ESB	20.02.2025
10.	GLW-136-1	Environmental Protection Agency	16.01.2025
11.	GLW-C136-66	The Heritage Council	19.02.2025

Councillors/TD's			
	Submission No.	**Name**	**Date Received**
12.	GLW-C136-99	Cllr. Geraldine Donohue	20.02.2025
13.	GLW-C136-118	Cllr. Gerry Finnerty	20.02.2025

General Submissions			
	Submission No.	**Name**	**Date Received**
14.	GLW-C136-26	Gort River Walk Development Group	18.02.2025
15.	GLW-C136-25	Diane Kirk	18.02.2025
16.	GLW-C136-27	Gabrielle Bolster	18.02.2025
17.	GLW-C136-29	Nadin Reichel	18.02.2025
18.	GLW-C136-34	Sheena Monaghan	18.02.2025
19.	GLW-C136-35	Jillian O'Halloran	18.02.2025
20.	GLW-C136-36	Anna Stuart	18.02.2025
21.	GLW-C136-37	Sara Jane Kingston	18.02.2025
22.	GLW-C136-38	Patricia Farrell	18.02.2025

23.	GLW-C136-39	Marguerite Earls	18.02.2025
24.	GLW-C136-40	Karen O'Neill - O'Neill Holiday Homes	18.02.2025
25.	GLW-C136-41	John Pio	18.02.2025
26.	GLW-C136-44	Aileen Walsh	18.02.2025
27.	GLW-C136-48	Tom Donnellan	18.02.2025
28.	GLW-C136-49	Barbara McMullan	18.02.2025
29.	GLW-C136-50	Els Woods (E. Van Hout)	18.02.2025
30.	GLW-C136-51	Carol Arcos Derreen	18.02.2025
31.	GLW-C136-52	St Colman's Basketball Club (Sinead Burke)	19.02.2025
32.	GLW-C136-53	Els Wood (E. Van Hout)	18.02.2025
33.	GLW-C136-54	James T Fahy	18.02.2025
34.	GLW-C136-55	Therese Mulligan	19.02.2025
35.	GLW-C136-56	Mairead McKnight	19.02.2025
36.	GLW-C136-57	Mairead McKnight	19.02.2025
37.	GLW-C136-58	Marie Grealish	19.02.2025
38.	GLW-C136-59	Burren Lowlands	19.02.2025
39.	GLW-C136-60	Lucy O'Halloran	19.02.2025
40.	GLW-C136-62	Tanya Stares	19.02.2025
41.	GLW-C136-63	Jacinta Leech	19.02.2025
42.	GLW-C136-68	Geraldine Nolan	19.02.2025
43.	GLW-C136-77	Bryan Brennan	18.02.2025
44.	GLW-C136-78	Gaie Stewart	19.02.2025
45.	GLW-C136-79	Tanya Stares	19.02.2025
46.	GLW-C136-82	Flor Burke	20.02.2025
47.	GLW-C136-83	Flor Burke	20.02.2025
48.	GLW-C136-84	Marion Marion Edler submitted by Flor Burke	20.02.2025
49.	GLW-C136-91	David Murray	20.02.2025
50.	GLW-C136-92	Sean O'Connor	20.02.2025
51.	GLW-C136-93	Martin Aherne	20.02.2025
52.	GLW-C136-103	Agata Prinii	20.02.2025
53.	GLW-C136-108	Tonii Kelly	20.02.2025
54.	GLW-C136-114	Flor Burke	20.02.2025
55.	GLW-C136-120	Flor Burke	20.02.2025
56.	GLW-C136-121	Jory Breteler	18.02.2025
57.	GLW-C136-33	Michael and Anne O'Hara	18.02.2025
58.	GLW-C136-45	Karen O Neil	18.02.2025
59.	GLW-C136-47	Karen O Neil	18.02.2025
60.	GLW-C136-86	Paula Street	20.02.2025
61.	GLW-C136-95	Gort Biogas Concern Group CLG (Ciaran O'Donnell)	20.02.2025
62.	GLW-C136-107	Els Woods (E. van Hout)	20.02.2025
63.	GLW-C136-109	Els Woods (E. van Hout)	20.02.2025
64.	GLW-C136-116	Ciaran O'Donnell	20.02.2025
65.	GLW-C136-97	Education for Sustainable Development Team at Gort Community School (GCS)	20.02.2025
66.	GLW-C136-100	Pavel Bajiteanu	20.02.2025
67.	GLW-C136-105	Kathleen Cox	20.02.2025
68.	GLW-C136-111	Jim Ricks on behalf of Gort Tidy Town	20.02.2025

69.	GLW-C136-117	The Gort Town Team	20.02.2025
70.	GLW-C136-2	Michael Walsh	19.01.2025
71.	GLW-C136-3	Clara Blodau	23.01.2025
72.	GLW-C136-8	Jacinta Leech	07.02.2025
73.	GLW-C136-10	Bernie Coen	09.02.2025
74.	GLW-C136-11	Agata Prinii	11.02.2025
75.	GLW-C136-12	Gabrielle Fennessy	12.02.2025
76.	GLW-C136-20	Gort Resource Centre CLG	17.02.2025
77.	GLW-C136-21	Els Woods	17.02.2025
78.	GLW-C136-31	Renee Brennan	18.02.2025
79.	GLW-C136-32	Gort Cycle Trails (Kathleen Bonjean)	18.02.2025
80.	GLW-C136-61	Geraldine Cunnigham	19.02.2025
81.	GLW-C136-67	Francis Farrell	19.02.2025
82.	GLW-C136-72	Brian and Margaret Honan	19.02.2025
83.	GLW-C136-74	Bryan Brennan	20.02.2025
84.	GLW-C136-80	Els Woods (E. Van Hout)	20.02.2025
85.	GLW-C136-85	Flor Burke	20.02.2025
86.	GLW-C136-110	River Walk Residents Committee	20.02.2025
87.	GLW-C136-113	Orchard Services - Brothers of Charity Services Ireland (BOCSI) CLG	20.02.2025
88.	GLW-C136-4	Bryan Brennan	20.02.2025
89.	GLW-C136-6	Eamonn O Hara	29.01.2025
90.	GLW-C136-14	Hugh O Donnell	05.02.2025
91.	GLW-C136-22	Els Wood (E. Van Hout)	17.02.2025
92.	GLW-C136-42	Karen O'Neill	18.02.2025
93.	GLW-C136-70	Pearse and Noelle Piggott	19.02.2025
94.	GLW-C136-71	Mary Anne Jacobs	19.02.2025
95.	GLW-C136-23	Kevin Heery	18.02.2025
96.	GLW-C136-28	Eamonn O Hara	18.02.2025
97.	GLW-C136-30	Kevin Heery	18.02.2025
98.	GLW-C136-75	Eamonn O Hara	19.02.2025
99.	GLW-C136-76	Howard Konick	19.02.2025
100.	GLW-C136-96	Els Woods	20.02.2025
101.	GLW-C136-104	Swifts Local Network: Swifts and Planning Group (Michael Priaulx)	20.02.2025
102.	GLW-C136-106	Jim Ricks	20.02.2025
103.	GLW-C136-112	Els Woods (E. van Hout)	20.02.2025
104.	GLW-C136-119	Flor Burke	20.02.2025
105.	GLW-C136-7	Eamonn O Hara	30.01.2025
106.	GLW-C136-15	Grealish Glynn & Associates on behalf of Rita Lundon	12.02.2025
107.	GLW-C136-17	Joe Roche on behalf of the Roche Family	12.02.2025
108.	GLW-C136-43	MKO on behalf of Gort Homes Developments Limited	19.02.2025
109.	GLW-C136-46	Liam Fahey	19.02.2025
110.	GLW-C136-65	Colman Roche	19.02.2025
111.	GLW-C136-69	Dianne McDonogh, Town & Country Resources Limited on behalf of Ralph Keane	20.02.2025

112.	GLW-C136-89	Pat Malone (via Environ Consulting Ltd.)	20.02.2025
113.	GLW-C136-90	Enviroplan Ltd on behalf of Sean Ruane	20.02.2025
114.	GLW-C136-98	Enviroplan Ltd on behalf of Riverside Foods Limited	20.02.2025
115.	GLW-C136-102	MKO on behalf of Eliosha Lydon of Lydon Developments	20.02.2025
116.	GLW-C136-115	Declan Hayes submitted via Brendan Slevin & Associates	20.02.2025
117.	GLW-C136-9	Grealish Glynn & Associates on behalf of Paddy and Maura Grealish	07.02.2025
118.	GLW-C136-13	O'Neill - O'Malley Ltd On behalf of Alan and Olivia O'Grady.	12.02.2025
119.	GLW-C136-73	MKO on behalf of Riverside Foods Ltd	20.02.2025
120.	GLW-C136-87	Patrick Brady	20.02.2025

Late Submissions			
	Submission No.	**Name**	**Date Received**
121.	GLW-C136-L1	Macdara O Cuaig	20.02.2025
122.	GLW-C136-L2	Burren Lowlands (Karen O'Neill)	20.02.2025
123.	GLW-C136-L3	Burren Lowlands (Karen O'Neill)	20.02.2025
124.	GLW-C136-L4	Department of Housing, Local Government and Heritage.	20.02.2025
125.	GLW-C136-L5	Frances Lambert	21.02.2025
126.	GLW-C136-L6	Gráinne Ní Chonchúir	27.02.2025

Withdrawn Submissions			
	Submission No.	**Name**	**Date Received**
127.	GLW-C136-5	Eamonn O'Hara	29.01.2025