

# Appendix 2

Draft Headford Road Framework Plan 2009

# HEADFORD ROAD FRAMEWORK PLAN





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## 1.0 INTRODUCTION

### 1.1 Background

The Headford Road area is perhaps best known in Galway as one of the busiest shopping destinations in the city, containing brand name shops alongside smaller private, niche businesses, situated within several minutes walk of the city centre.

The two main retailing elements on Headford Road are the Galway Shopping Centre, which was opened in c. 1972, and the Retail Park, which was opened in c. 1992. However, while these centres are evidently highly popular with shoppers, both areas lack cohesion and harmony in terms of the appearance and character of buildings, and with the passage of time the fabric of many buildings has become somewhat dated. It is also apparent that for an edge of centre location land use and the layout/organisation of uses is poor, and also that access and parking issues have become dominant. Moreover, the lands are surrounded on three sides by medium-high density housing and there are questions regarding the efficiency of land use.

In the last 10 years or so the area has also become known for the evolving urban woodland in the Terryland Forest Park, which spans either side of the N6 and fronts the River Corrib, while the Bohermore Neighbourhood Park, Plots Local Park and the River Corrib (with its associated boating facilities) remain important elements in the City's recreational resources. Nonetheless, there are concerns about the accessibility of the Terryland Forest Park and whether Bohermore and the Plots Park are fulfilling their recreational potential.

Similarly, the Bodkin roundabout and Headford Road, which is one of the key approach roads to the city, are perceived as some of the most congested roads in the city. The sense of car domination of the area is heightened by large areas of surface car parking on either side of Headford Road itself.

Against this background, Galway City Council appointed a team of consultants to prepare this Framework Plan, to guide and inform the regeneration of this area. The Plan lands are outlined in red in Figure 1.1.

The lands extend to approximately 30.8ha, of which c. 50% is occupied by green spaces with the balance being built over (including buildings, roads and car parks). They are bounded on the north by the N6, on the west by the River Corrib (which is a candidate Special Area of Conservation, or cSAC), on the east by housing in an area known as Bohermore, and on the south by the Woodquay area and city centre also. The southern boundary also abuts the residential neighbourhoods along the Plots Road. The lands are bisected by Headford Road running north-south, Dyke Road also runs along the western flank of the lands.

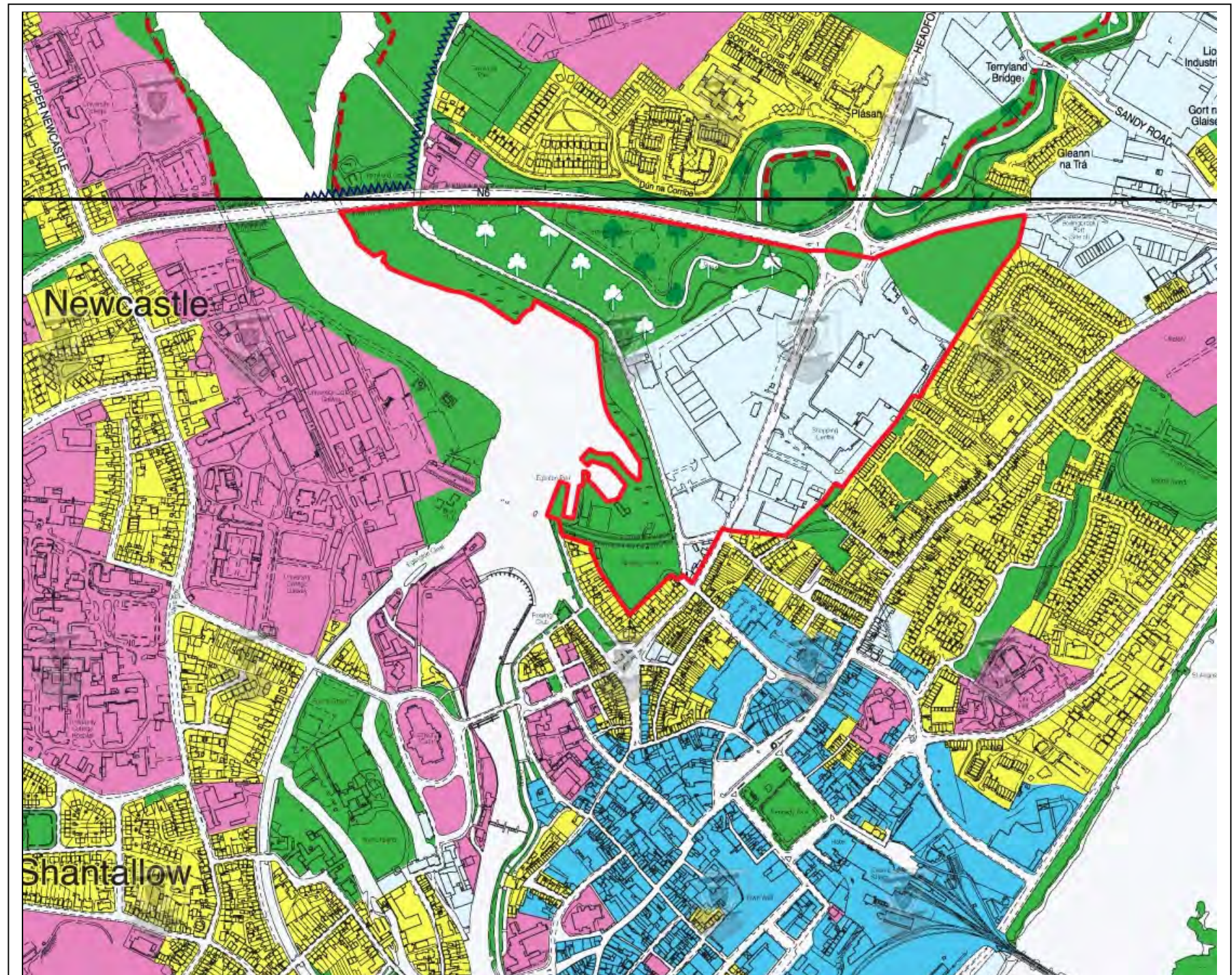


Figure 1.1 Galway City Development Plan 2005-2011: Headford Road Framework Plan Lands edged red



## **1.2 The Framework Plan and its Purpose**

The Framework Plan illustrates a layout and mix of uses for the built areas (to include retail, commercial, residential, arts, cultural, community and civic uses) and provides a strategy for development of the associated public realm/open spaces, including the enhancement of existing green spaces. The layout is intended to facilitate and encourage movement by pedestrians, cyclists and motor vehicles, with a strong emphasis on the provision of public transport infrastructure on Headford Road. The Framework for both the built and green areas is supported by detailed design guidance.

The Framework Plan is in keeping with the general provisions of the Galway City Development Plan 2005-2011 and where it materially departs from the Development Plan, the Council will consider a material contravention(s), as appropriate.

## **1.3 Planning Policy Context**

### **1.3.1 National and Regional Planning Policy**

A number of National and Regional Planning Policy documents were referenced in the preparation of this Framework Plan, including:

- National Development Plan 2007-2013;
- National Spatial Strategy 2002-2020;
- Retail Planning Guidelines for Planning Authorities 2005;
- Western Regional Planning Guidelines 2004; and
- Galway Transportation Planning Study 2003.

The main aim of these documents is to promote balanced regional development in an integrated and sustainable manner. They support the re-development of lands such as the Plan lands with mixed uses and an improved traffic and public transport strategy. Notably, Galway is identified as a Gateway City in the National Spatial Strategy.

### **1.3.2 Local Planning Policy**

The following Local Planning Policy documents were referenced to:

- Galway City Development Plan, 2005-2011;
- Retail Strategy for Galway City Council, 2002 (amended 2008);
- Terryland Forest Park – Urban Woodland Plan (1997);
- Galway City Recreational Needs Study (2008); and
- Galway as a Child Friendly City (2000).

Under the Development Plan there are two land use zonings pertaining to the Framework Plan lands:

- CI: which seeks to provide for enterprise, light industry and commercial uses other than those reserved for the City Centre Zone; and
- RA: which seeks to provide for and protect recreational uses, open space, amenity use and natural heritage.

## **1.4 Relationship of the Framework Plan to Plans, Guidance, Proposals and Legislation**

### **1.4.1 Galway City Development Plan 2005-2011**

The Framework Plan is generally consistent with the policies and objectives of the Development Plan except for the following:

- It proposes reduced car parking standards in order to reduce the volume of traffic generated by development;
- Where design standards in documents published by the Department of Environment, Heritage and Local Government are higher than those in the Development Plan, the higher standards should be adhered to.
- A proposal for a new link to the N6 from Dyke Road.

The Framework Plan forms a sub-set of the Galway City Development Plan 2005-2011 and is therefore subservient to the City Plan. Where National

Guidelines require standards higher than those contained in the City Plan, regard will be had to these higher standards.

### **1.4.2 Retail Strategy for Galway City 2002 (amended 2008)**

The development proposals in the Framework Plan are consistent with the provision of the Retail Strategy, which seeks to maintain the vitality and viability of the city centre.

### **1.4.3 Galway Shopping Centre (Planning Authority Ref. No. 05/33; ABP Ref. No. PL61.231711)**

The Framework Plan lands include land on the east and west side of the Headford Road, however it does not make proposals for the Shopping Centre lands as these are subject to a current planning application. However, the drawings in the Framework Plan show the outline of the proposed development. (At the time of writing a notification of decision to grant planning permission for the redevelopment of the Galway Shopping Centre has been issued by Galway City Council, subject to 67 conditions. This decision is subject to First and Third Party appeals to An Bord Pleanála (ABP)). The successful implementation of the proposals for the west side of Headford Road can, in design terms, be achieved independently of the proposals for the east side of the Road.

### **1.4.4 Galway City Outer By-Pass (GCOB)**

By Order dated the 28<sup>th</sup> November 2008 (Ref. No. 07.ER.2056), An Bord Pleanála granted permission for a portion of the GCOB (from Junction M (Garraun) to Junction A (Gortatlewa)), whilst refusing permission for the balance of the route (from Junction A (Gortatlewa) to Junction W (An Baile Nua)). The implementation of the complete set of objectives for the Framework Plan lands would benefit from the construction of the full GCOB. It will be a requirement of the Framework Plan that planning applications for redevelopment proposals on the Plan lands demonstrate by way of a Traffic and Transportation Assessment that they will not contribute to traffic congestion by reference to traffic volumes. Planning applications shall also be accompanied by mobility management plans.

## 2.0 CONTEXT AND SITE ANALYSIS

### 2.1 Land Ownership and Uses

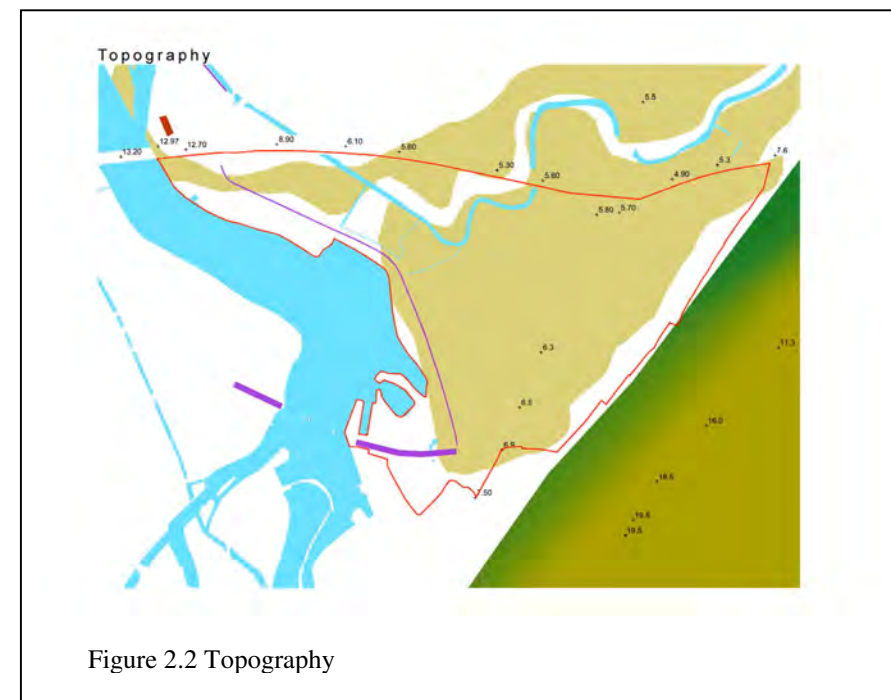
There are believed to be in excess of 45 landowners, with the largest single area of land being in Council ownership. Broadly, the main uses are the Galway Shopping Centre (containing multiple shop units), Terryland Retail Park (containing approximately 9 units, in multiple ownerships/tenures), the Terryland Forest Park, Bohermore Neighbourhood Park, the Plots Local Park, property and grounds belonging to the Commercial Boat Club, retail/commercial premises, a small number of residential apartments, and an ESB sub-station. Large areas of surface car parking are associated with the Retail Park and Shopping Centre. A disused railway embankment from the old Galway-Clifden line separates the Commercial Boat Club from The Plots Local Park.

### 2.2 Topography

The lands are generally flat and low lying, reflecting their former function as a flood plain. They are now protected by a (600mm high approx) stone dyke along Dyke Road.

Other man-made topographical features of note include the old Galway-Clifden railway embankment, abutments of the former railway bridge and the Quincentennial Bridge, which rises to a level of 13.2 metres OD as it crosses the river.

The most prominent natural topographical feature of the area is the ridge of ground along the axis of Bohermore and the flat nature of the former floodplain (typically 5.5-6.5metres OD).

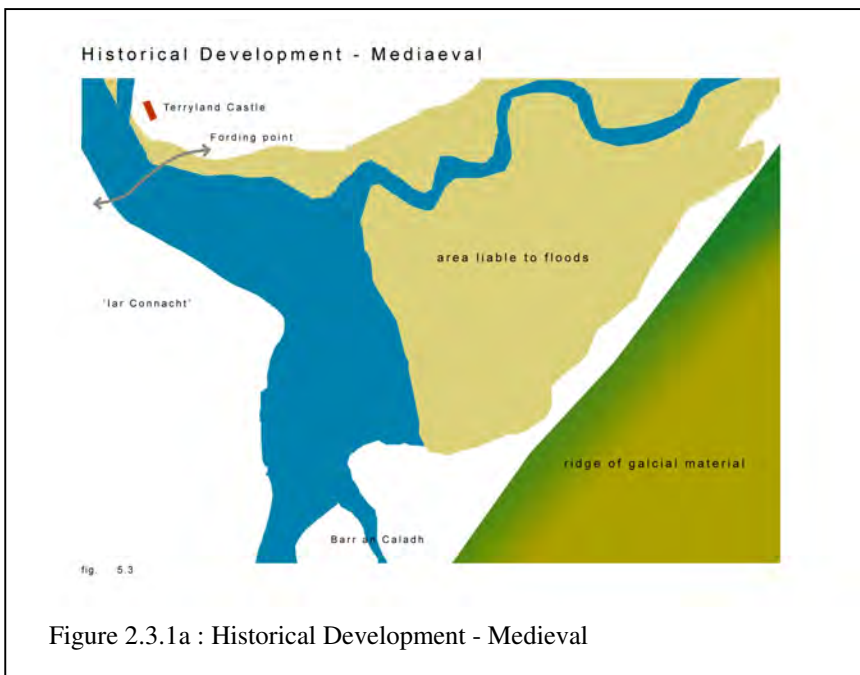


### 2.3 Landscape and Visual Analysis

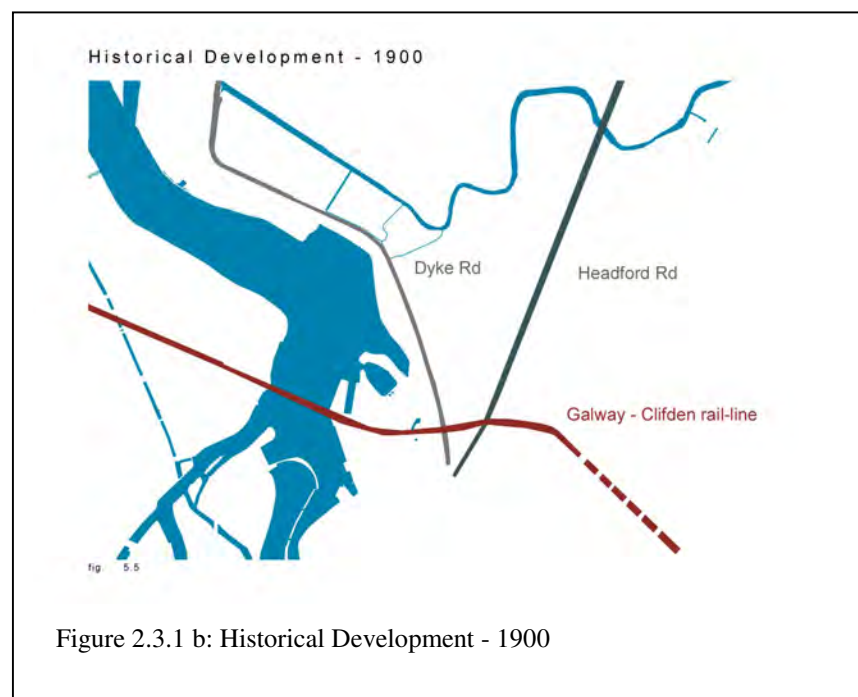
#### 2.3.1 History

- The Headford Road area has historically been an important fording point across the River Corrib.
- The River could be crossed close by the site of Terryland Castle, which was built at the end of the 16th century.
- The place name Terryland is a corruption of the Gaelic place name; “Tír na hOileánn” possibly a reference to islands in the river such as Jordan island and the river islands that have since become the city centre district of Woodquay.

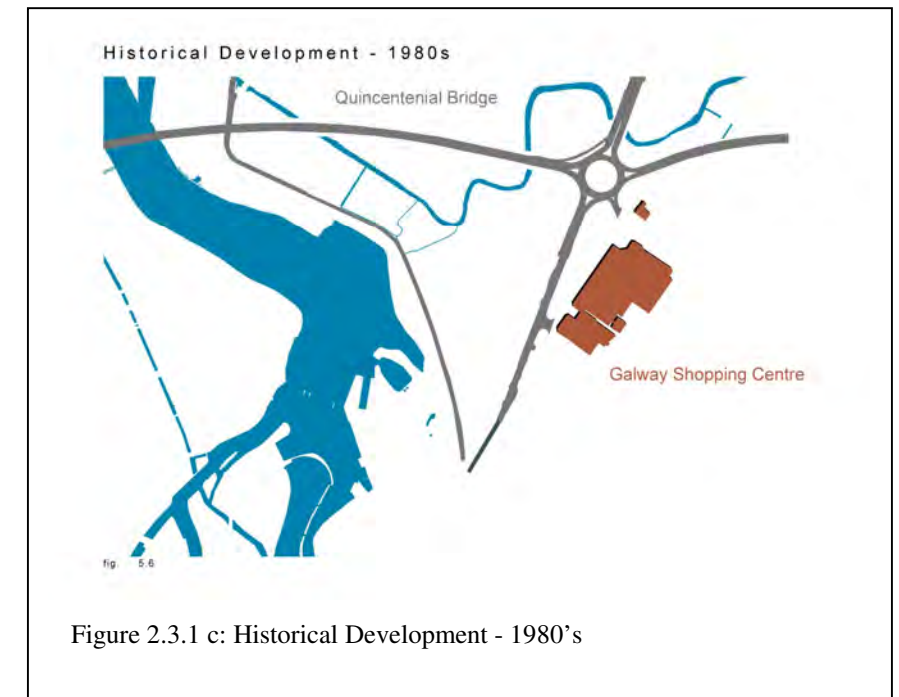
- The site historically was liable to flooding and formed part of the larger Corrib river and lake system.



- The site changed very little up to the 19th century. In the latter half of the 19th century new roads were built across the floodplain to Headford (present day Headford Road) and to Menlo (present day Dyke Road).
- The course of the Terryland River was diverted. With the construction of the road to Menlo and the dyke to protect it from flooding, the course of the Terryland River was moved further north adjacent to Jordan's Island.
- In the 1889 the Clifden rail-line was opened. The rail-line passed along an embankment across the southern corner of the site before crossing the river on a wrought iron bridge.
- The rail-line ceased to be operational in 1936.



- The next layer of urbanisation occurred in the final third of the 20th century, with the opening of the Galway Shopping Centre and the building of the Sean Mulvoy Road to connect the Headford and Tuam Roads.
- The opening of the Quincentennial Bridge in 1985 heightened the strategic importance of the Headford road as a node of Commercial Activity.
- In the early 1990's a multi screen cinema complex opened opposite the shopping centre, followed by retail park units and the Black Box theatre constructed on the site of a city council car park.
- The planting of the Terryland Forest Park commenced at the turn of the century and the woodland planting has since been extended to the north of the N6 and east along the course of the Terryland River.



#### 2.3.2 Landscape Structure and Character

Approximately 50% of the total area of the Plan lands is occupied by green spaces (The remainder of land being built on/over - see Figure 2.3.2).





Figure 2.3.2: Site Coverage

The greenspaces illustrated in diagram 2.3.2 include the following:

1. Terryland Forest Park; areas of native woodland planting with a network of footpaths and some openings in the woodland cover.
2. The riverbank; open areas of mown grass, reed beds and scrub between the edge of the water and the Dyke Road.
3. An area of open space between the Terryland Park and the Dyke Road is identified in the City Development Plan for future woodland planting.
4. Bohermore Neighbourhood Park; located between the Sean Mulvoy Road and the Bohermore housing. The park includes a playing field and an all weather 5 / 7 aside pitch. The edge of the park with Sean Mulvoy Road is planted with native woodland species.
5. The Plots Local Park is a 0.8 ha area of open space, consisting of mown grass and goal posts used for informal ball games. The western and southern edges of the park are formed by the rear walls of private dwellings. The northern edge of the park consists of a part of the old Clifden rail-line embankment.
6. Residential open space: north of the N6 areas of open space belonging to a residential area directly adjoin the Forest park and could be interpreted as a part of the same open space complex.

## 2.4 Ecological Sensitivities

### 2.4.1 The Lough Corrib cSAC

An Appropriate Assessment has been carried out in order to assess the potential impact that the implementation of the Plan may have on the habitat. The Appropriate Assessment found that, having regard to ecological sensitivities, there will be no significant adverse impacts on the cSAC (please refer to Appendix 3).

The Plan lands lie alongside the river Corrib, which forms part of the Lough Corrib candidate Special Area of Conservation (cSAC). This cSAC is also designated as a Special Protection Area (SPA) and proposed Natural Heritage Area (pNHA), although only the boundary for the cSAC lies adjacent to the study area. The Inner Galway Bay SPA and the Galway Bay Complex cSAC lie downstream of the study area. The lands include a small portion of the habitat (Lough Corrib) protected under the EU Directive 92/43/EEC concerning the conservation of natural habitats and of wild flora and fauna.

Lough Corrib cSAC is a site of major conservation importance and includes twelve habitats listed on Annex I of the EU Habitats Directive. Of these, floating river vegetation is the most relevant habitat.

The River Corrib is also a designated salmonid river under S.I. No. 293/1988, European Communities (Quality of Salmonid Waters) Regulations, 1988. Under this statutory instrument, local authorities are required to maintain the water quality in the designated rivers at a level that is suitable to support salmonid fish (salmon and trout) and within specified parameters for water quality.

### 2.4.2 Ecological Interest of the Plan lands

Some 11 habitat types are to be found within the boundaries of the Plan lands:

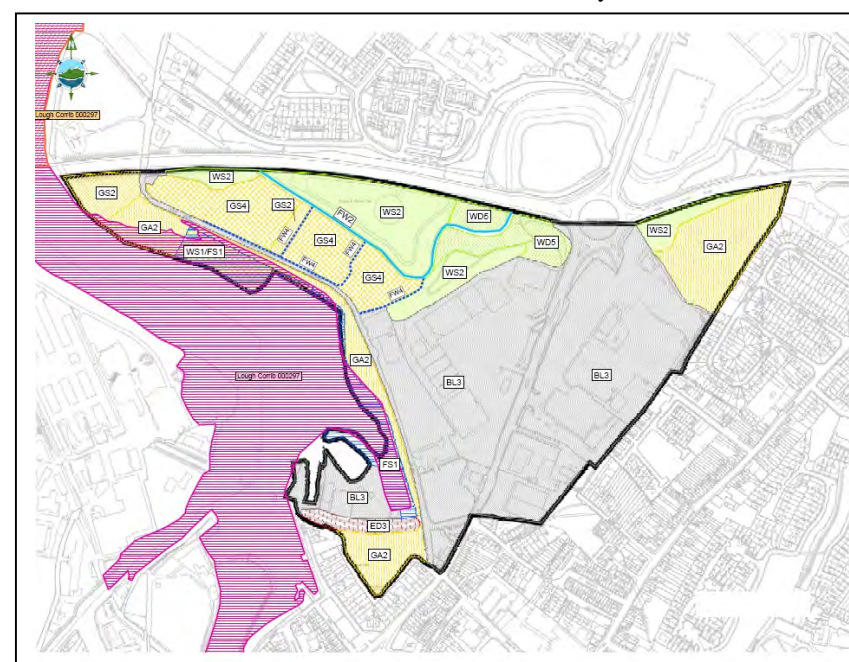
- Depositing/Lowland Rivers (FW2).
- Drainage Ditches (FW4).
- Reed and Large Sedge Swamps (FS1).
- Amenity Grassland (GA2).
- Dry Meadows and Grassy Verges (GS2).
- Wet Grassland (GS4).
- Mosaic of Scrub/ Reed and Large Sedge Swamps (WS1/FS1).
- Scattered Trees and Parkland (WD5).
- Immature Woodland (WS2).
- Recolonising Bare Ground (ED3).
- Buildings and Artificial Surfaces (BL3).

Two of the above habitats - Reed and Large Sedge Swamps (FS1) and Mosaic of Scrub/ Reed and Large Sedge Swamps (WS1/FS1) - lie on the river edge, where they are encompassed by the boundary of the cSAC (see Figure 2.4.2). These habitats are therefore deemed to be the most ecologically valuable habitats within the Plan lands.

Areas of immature woodland planted as part of the Terryland Forest Park are currently of limited ecological value but over time these will develop into areas of wet woodland of high ecological value.

Overall, the chief ecological features of the lands are considered to be the:

1. Proximity of the river Corrib cSAC;
2. 2 habitats associated with the cSAC that lie within the Plan boundary;
3. Terryland Forest Park;
4. Wetland habitats associated with Terryland River.



## 2.5 Archaeology

One Recorded Monument (Ref GA082) and two Protected Structures (Ref. No.'s 8501 and 8601) are to be found within the Plan lands. These consist of a dwelling; the bridges, weirs and walls; and the stone pillars from the old railway bridge. Three other Protected Structures (Ref 3501, 3502 and 3503) are to be found just north of the Plan lands (see Figure 2.5). A search of the excavations database of Irish excavations, coupled with desktop study, showed that in the townland of Terryland, no archaeological features were discovered through excavations.

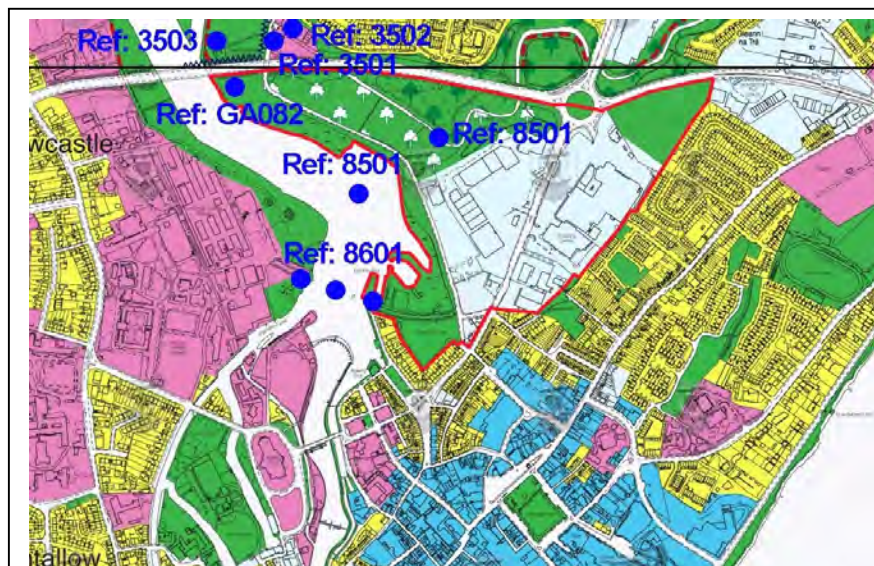


Figure 2.5 Recorded Monuments and Protected Structures

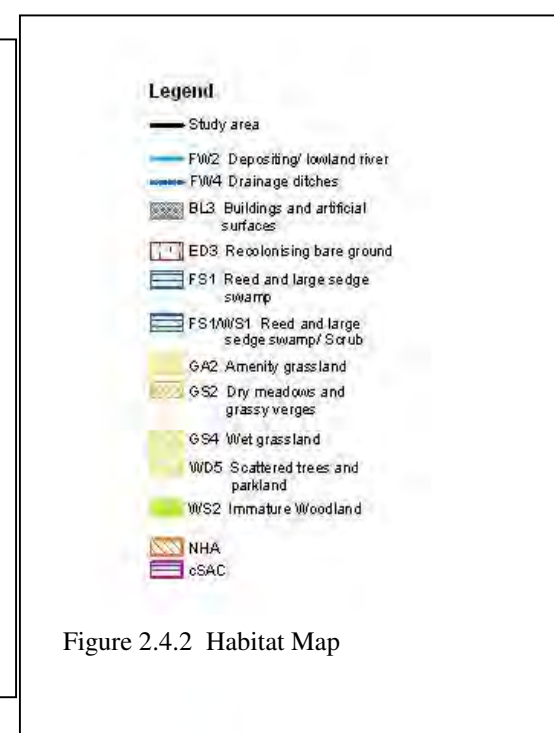
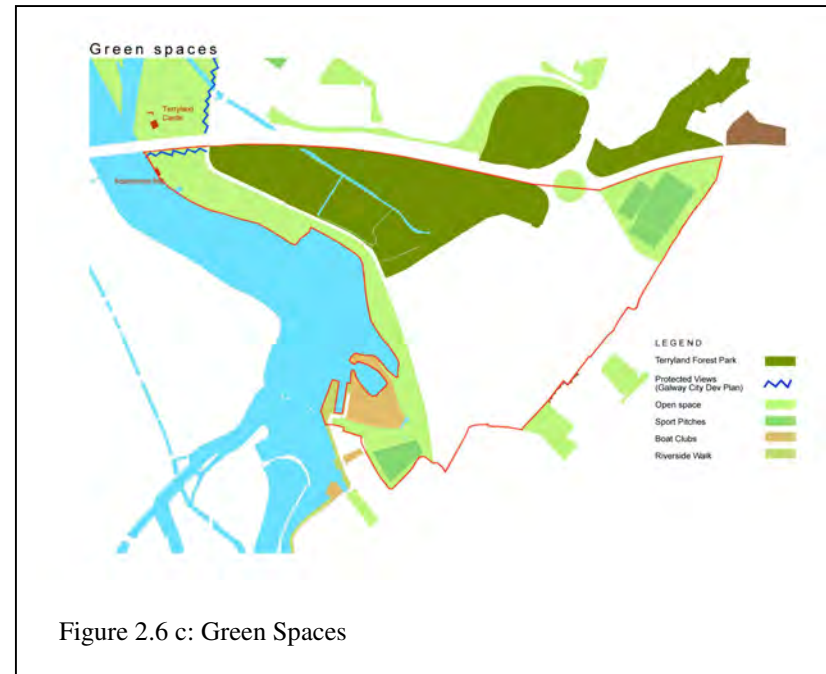
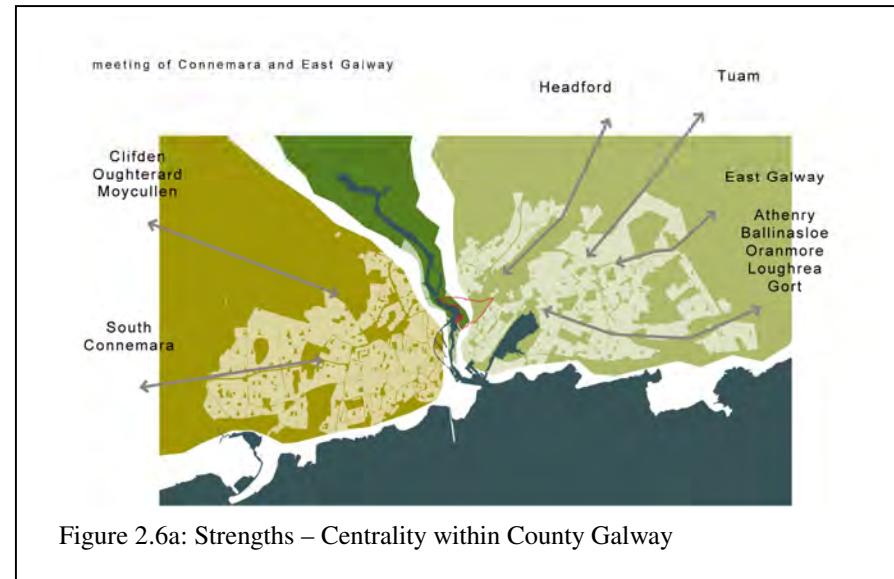


Figure 2.4.2 Habitat Map

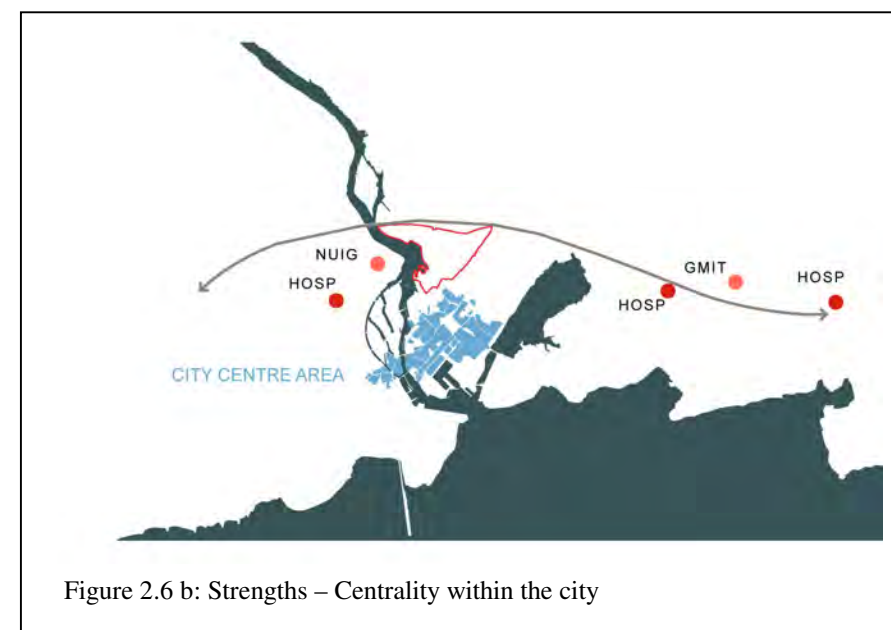


## 2.6 Urban Design Analysis – The Existing Built Environment

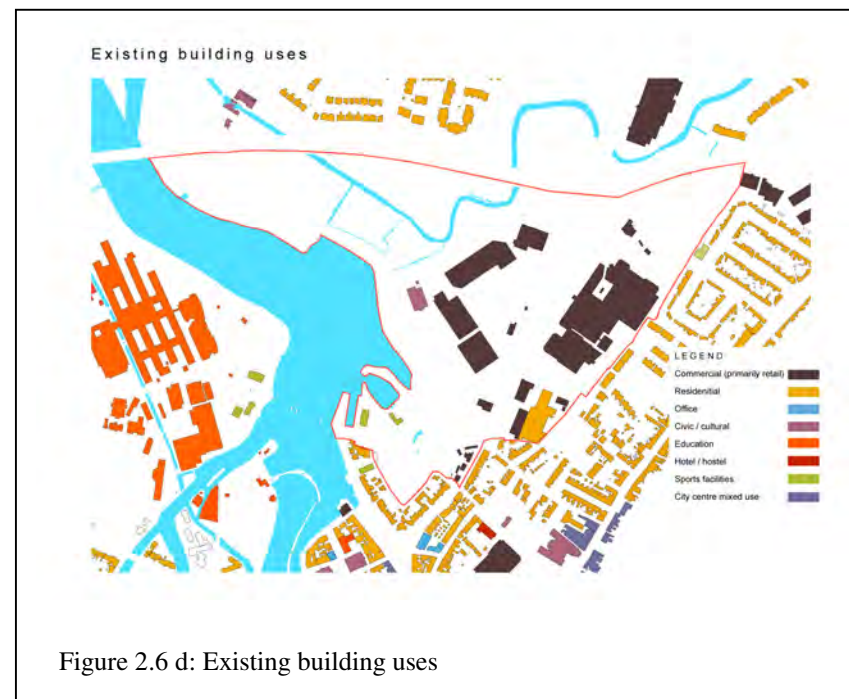
While the site is located at a key point in the city (historically, commercially and infrastructurally) its full potential, as an edge of city site at a critical juncture with Galway's natural landscape needs to be developed.



In terms of urban design many of the existing buildings are dated in terms of materials, structure, massing, density, mix of uses, energy efficiency, signage and aspect.



The balance of the site is built on but it is not experienced as a City Centre environment with high quality finishes and street furniture. For example, streets and squares are absent in the Plan area and buildings are isolated in surface car parks. A city centre parking model combining multi-storey car parking with limited on-street car parking would make a positive contribution. Side and rear facades of buildings are generally blank and do not contribute to making street frontages. The absence of streets, which normally provide shelter from wind and rain means that the existing environment can be harsh and windswept. Landscaping is not sufficiently developed to provide shelter.



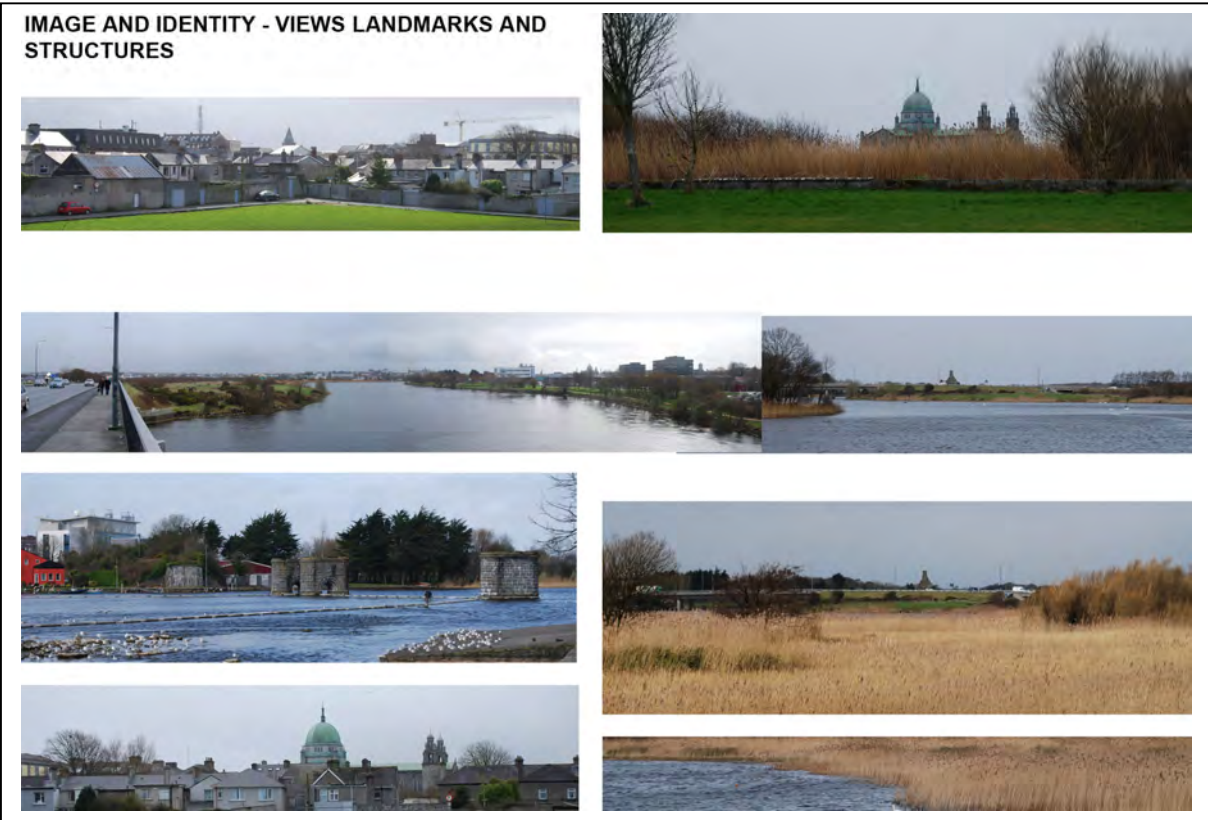
Its perception as an important junction between Galway city and the landscape is undermined by traffic congestion and poor pedestrian links between the built and natural environments.

The Plan lands are 50% green but are not experienced in this way. Currently the majority of people passing through the area are motorists experiencing traffic congestion and surface car parking associated with the N6, Headford Road and the Retail Park. Pedestrian and cyclist linkages with the surrounding areas are poor in terms of quantity and quality.



The Plan Lands – Photographic Analysis

The Plan area contains an attractive natural environment with important views and landmarks, including of the Cathedral. However, provision of quality buildings, within an urban environment would contribute towards the beauty of the setting of the Plan lands.





## The Plan Lands – Photographic Analysis

These images highlight the weak urban form currently found on the Plan lands. The area is dominated by surface car parking with building design that is now dated. An improved urban form would better relate to the “street” and provide improved passive supervision over public spaces and parks

### IMAGE AND IDENTITY - EXISTING BUILT FORM



Galway Shopping Centre - North Elevation



Galway Shopping Centre - Front Elevation



Advance Pitstop



Residential Buildings - Walsh's Terrace



South part of Headford Road Elevation



Residential Buildings - St. Bridget's Place Lower



Retail Park - North - East Elevations



Retail Park - South - West Elevations



The Black Box



Edge of Retail Park



The Plan Lands – Photographic Analysis

The existing pedestrian links in the Plan lands are in need of upgrading. For example, they would benefit from improved lighting and passive supervision from adjoining buildings and from an improved sense of safety.

IMAGE AND IDENTITY - PEDESTRIAN LINKAGES



Bohermore



Bohermore



Bothar Na mBan



Walsh's Terrace



Terry Land Forest Park



Dyke Road



Terry Land Forest Park



Riverside



### 3.0 VISION FOR THE FRAMEWORK PLAN LANDS

#### Vision:

The vision of the Headford Road Framework Plan is the comprehensive regeneration and transformation of the Plan area into a vibrant, mixed-use edge of city centre district, and the enhancement and improved utilisation of existing green spaces with proposals that will improve their utility, amenity and ecological value (please refer to Figure 3.4).

#### 3.1 The Principles

The Framework Plan promotes development to bring about lasting civic improvement and the creation of a quality urban environment. The Plan therefore draws together and applies the principles of best practice with regard to: urban design, landscape design, facilitating sustainable modes of movement, land use planning, energy efficiency, universal access, designing for residential communities, play and recreation, and conservation and enhancement of biodiversity.

#### Guidance FP 1:

Whilst the provisions of the Framework Plan, including the mix of uses, urban grain, building heights, block format, the streets hierarchy and positioning of streets are policy aims, objectives and targets that the Planning Authority requires adherence to, the Council recognises that a degree of flexibility is desirable. However, the level of flexibility shall not undermine the policy aims, objectives or targets of the Framework Plan. The overriding consideration is to ensure that the urban design framework, as set out in the Plan, is achieved, including strong levels of permeability through the Plan lands and connectivity between the Plan lands and the city centre.

#### 3.1.1 A Mixed Use, Edge of City District

Presently, Headford Road is almost exclusively a retail/commercial district. In line with the principles of sustainable development (and consistent with national, regional and local planning policy guidance), the Framework Plan proposes to redress the imbalance, making better use of land and existing infrastructure, services and facilities, by providing for a mixed-use, edge of city centre district that is economically, socially and culturally vibrant and viable. It shall comprise:

- A viable residential community
- An expanded array of retail and commercial uses
- Office based employment uses
- Arts and cultural facilities
- Civic/community facilities and functions
- Entertainment, leisure and recreational uses

The envisaged city district will incorporate a sufficiently diverse and balanced mix of uses to sustain an animated and vibrant public realm of streets and urban spaces. The district will be pedestrian and cyclist friendly, and serviced by public transport, whilst still facilitating access by the private car.

The regeneration of Headford Road will represent the first comprehensive regeneration of an entire edge of city centre area in Galway and as such it is intended that it will act as an exemplar for other initiatives.

#### 3.1.2 Districts Within the District

In terms of built form the main uses and activities that are proposed are located for greatest benefit, complementarity with other uses and practical

considerations. The net effect of this is the creation of three ‘mini-districts’ within the new, edge of city district. (See Figure 3.1.1)

**Retail and commercial** activity will be concentrated on the spine of a reinvented Headford Street, creating a busy shopping and business area. The status and footfall of Headford Street will be of greatest interest and desirability to retail traders.

**Arts, cultural and civic uses** are concentrated in a single block located for its proximity to the city centre and thus existing cultural and civic functions within the city centre. The arts/cultural component will draw more visitors into the area, especially in the evening, and make another layer of connection with the city centre. It will also bring activity and events to the vicinity of the river’s edge, and set up a new gateway to the City Park. This will complement the development of Fisheries Field with a conference centre and the arts facility within a redeveloped Galway Shopping Centre.

**The residential urban blocks** adjoining the City Park and overlooking the river will have primarily a residential function. The setting of the park and river is an intrinsically attractive environment in which to live, and the new residential community will derive benefit from use of the park. Increased levels of usage will in turn benefit the park in terms of passive surveillance and the community’s sense of ownership of the park.

#### The New Streets

The primary space will be ‘Headford Street’ (re-created from the existing Headford Road), a wide tree-lined urban boulevard, forming the geometrical spine of the area, with a series of narrower streets running perpendicular from it towards the City Park and river.

A side street (Corrib Street) is proposed parallel to and west of Headford Street. This street will serve an important function in providing access to new development and, collectively with the perpendicular streets, it will define the retail, commercial and residential blocks. At the scale proposed, this ‘grid’ will be readily permeated by pedestrians.

Between the blocks to the west of Headford Street a square is proposed (Corrib Square). Corrib Square will be an enclosed space, providing a transition from the business dominated Headford Street to the primarily residential areas adjoining the City Park and overlooking the river.

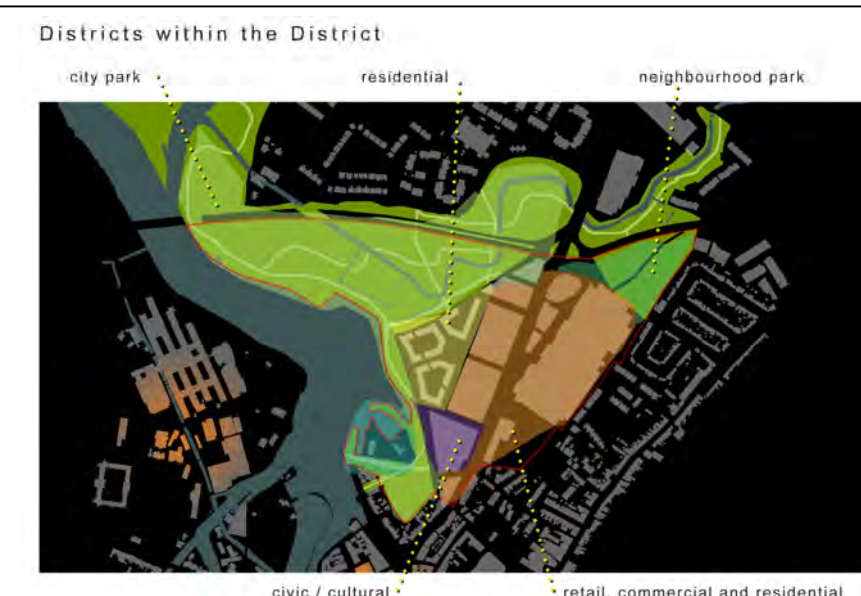


Figure 3.1.1 Districts within the District

Re-development offers the opportunity to create a high quality public realm based on well-designed streets and urban spaces. The Framework Plan therefore proposes a continuous, hierarchical network of streets and squares that will connect with the surroundings, especially with Woodquay and the city centre. (See Figure 3.1.2).



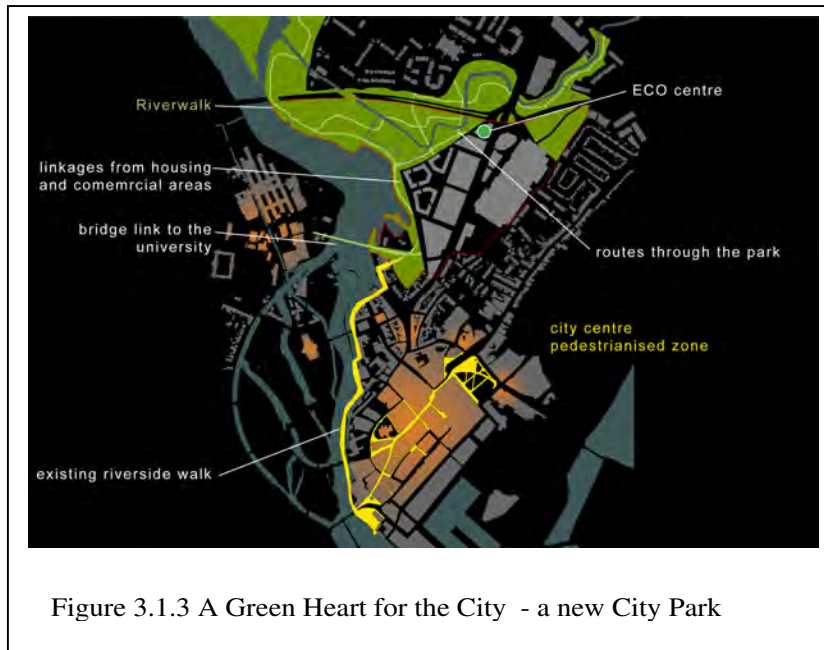
Figure 3.1.2 A new urban public realm of streets and urban spaces

#### 3.1.3 A Green Heart for the City

Uniquely for an edge of city centre location approximately 50% of the Plan area comprises existing parks and open space areas. This represents an enormous opportunity to conserve and develop a ‘green heart’ close to the city centre.

Collectively, the existing Terryland Forest Park and the open spaces along the riverbank can be reimagined as a City Park. Within the Plan area alone the City Park will have a footprint of 11.1 ha approx and will form part of a larger network of greenspace connecting from the riverbank to the perimeter of the city. The City Park can continue to retain its semi wild character and function as an ecological resource and corridor, and yet with some low-key interventions it can be better linked into to the city centre and the neighbouring residential areas. (See Figure 3.1.3.).

The Framework Plan proposals and objectives for the City Park are described further under Chapter 5.0.



### 3.1.4 A Stepping Stone in the City - Connectivity

The preparation of the Framework Plan provides an opportunity to make new connections between existing neighbourhoods and districts of the city and, with this purpose, the following six key routes (see Figure 3.3.1) shall be integrated into re-development proposals for the Plan area:

- An extension of the riverside walk from the city centre along the bank of the Corrib, following the line of the existing stone dyke (Dyke Rd);
- An east to west pedestrian/cyclist link from NUIG over the Corrib into the Plan area (using a new bridge over the River Corrib at Woodquay) and then onwards to the residential areas to the north of the plan area;
- New link between the city centre and the residential areas north of the N6, along and through Headford Street and Terryland Forest Park, respectively;
- A link from the east side of Headford Road to Bohermore and Prospect Hill and;
- New links between the east and west of Dyke Road.
- Improved connectivity to the city centre via St. Vincents Avenue and Bothar na mBán.

These links will benefit not only the areas they connect, but also they will draw-in pedestrians and cyclists, generating a 'footfall' that will contribute to the vibrancy of the new public realm, increasing usage and passive surveillance of the existing parks and open spaces.

Critical to achieving a meaningful linkage with the city centre is the creation of a thread of active frontages at ground level along the route from the Plan area to Wood Quay and Bothar na Bán. In order to achieve this 'active thread', the entire frontage along both sides of Headford Street shall be promoted primarily for retail at ground level, except for significant entertainment, civic and cultural facilities (e.g. cinema, theatre, court services, Eco Centre).

#### a) St. Vincents Avenue

Between the Plan area and Wood Quay (outside the Plan area) there is a row of housing on St Vincents Avenue with some potential to facilitate improved connectivity running towards the city centre from the Plan lands. This Plan supports the introduction of appropriate uses along these frontages, provided they do not detract from the privacy and amenity of existing dwellings.

#### b) Bothar na mBán

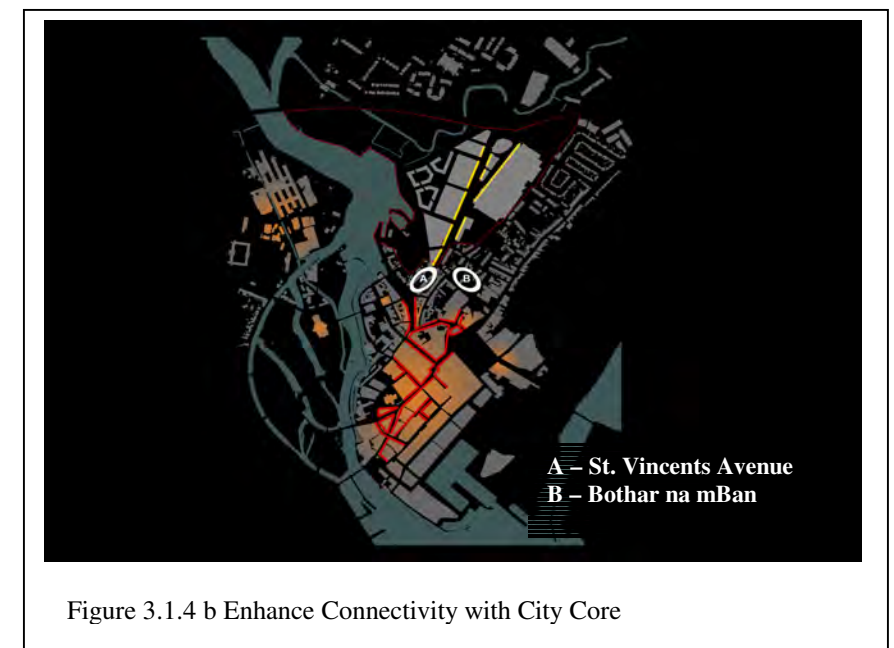
Bothar na mBán is outside of the Plan area. However, it is acknowledged that the development of a new County library on the Galway County Council site at the rear of the County Hall would be a positive addition to the active thread or alternatively a broader mix of uses at ground level (see Figure 3.3.2), provided the amenities of existing dwellings are protected.

#### Wood Quay

Although Wood Quay lies just outside the Framework Plan area, it is an important location as it connects the Plan lands to the city centre. It is important therefore that a seamless connection is provided from the Plan lands in the north to the city centre in the south. The Plan recommends that the future regeneration of Wood Quay be analysed in further detail in order to provide enhanced connectivity to the Plan lands.

#### Guidance FP 2:

The above connectivity suggestions are on lands affected by residential and city centre zoning objectives and are outside the Plan boundaries. It is recommended that the zoning objective affecting these lands be subject to review, perhaps as part of the next review of the City Development Plan.





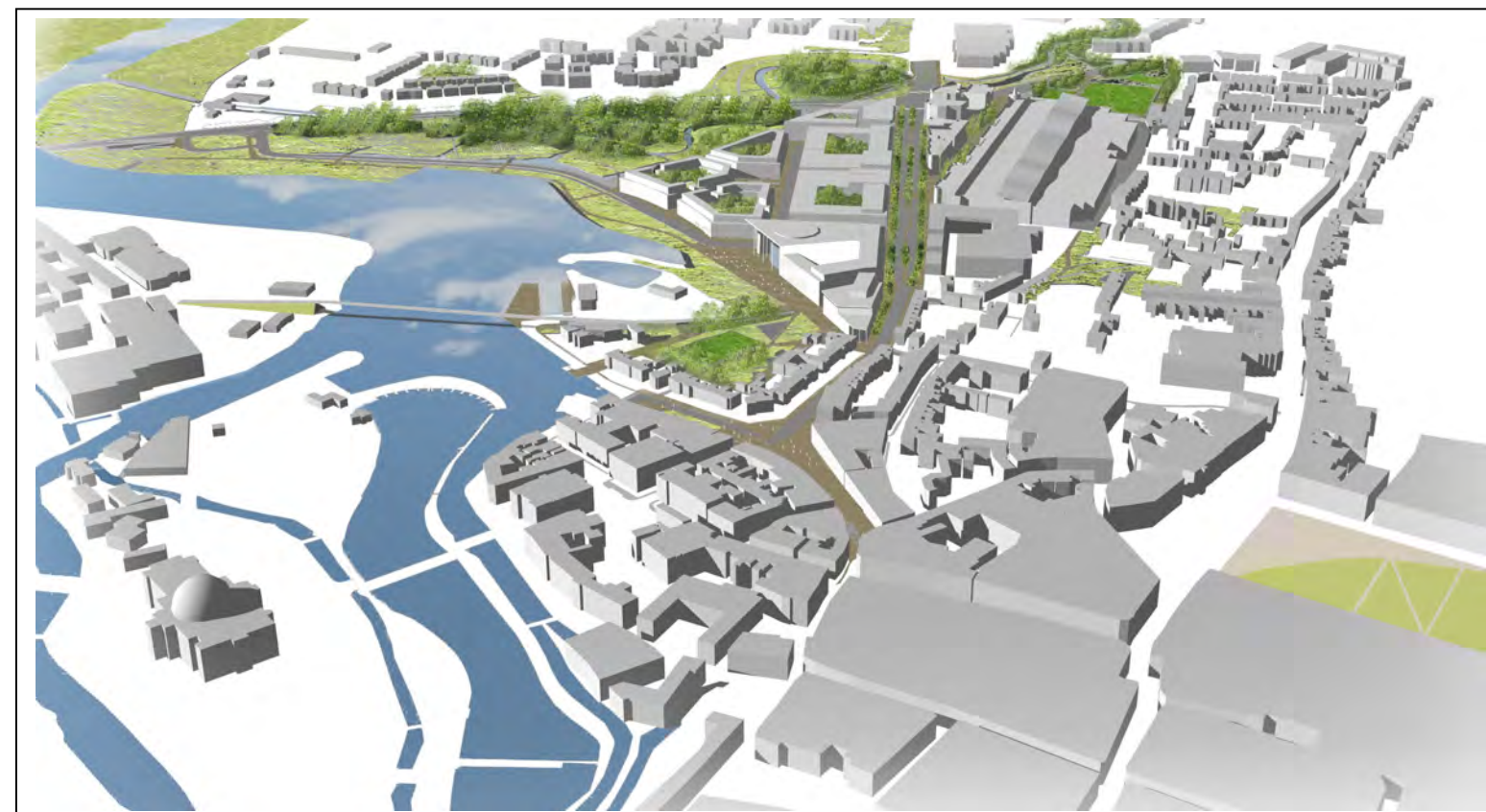


Figure 3.3.3 Connecting the Plan Lands to the City Centre





Figure 3.4 Framework Plan Lands Context Plan



4.0 THE OVERALL FRAMEWORK

4.1 Introduction

Stemming from analysis of the existing built and natural environment along with the relationship of the Plan lands to the City Centre and surrounding areas and the evolution through testing of various models, the preferred Framework emerged. This section of the Plan describes in terms of layout, mix of uses and urban design, how the preferred Framework can be realised.

The overall framework is illustrated in Figure 4.1. For ease of reference, proposed new streets and spaces have been named, including Headford Street, Bodkin Street, Pier Street, Corrib Square and so on.

The Primary Elements:

**Guidance FPPE 1:**

The primary elements are those proposals of the plan that must be implemented in full and for which there is limited scope for re-interpretation. These are:

- Headford Road to be regenerated as Headford Street, a wide tree lined boulevard. It will be wide enough to accommodate quality bus corridors, traffic lanes and generous pedestrian areas, and (potentially) the introduction of an on street light rail system. The Street is one of the key elements of the public realm and is therefore described in further detail under section 6.4.1.
- The frontage along Headford Street is to be broken into a series of blocks with frequent side streets to facilitate permeability.
- Retail and office based employment uses are to be concentrated in the blocks adjoining Headford Street. The primary retail frontages are those facing Headford Street along its entire length from Bodkin junction to Bothar na mBan.
- An arts/cultural/civic block is to be located at the southern end of Headford Street, overlooking the river and facing the Street. The block will incorporate a new arts centre. The arts centre will also provide a permanent home for local creative arts group(s).
- An interpretive centre - the Eco Centre - is located at the Bodkin junction with double frontages onto Headford Street and into the park.
- The urban blocks adjoining the park will be predominantly residential use. Additional specific design guidance for residential development is provided under section 5.4.
- Terryland Forest Park is re-conceived as the City Park and extends to the river bank. The concepts for its development are described in section 6.4.2.2.
- Bohermore Neighbourhood Park is to be redeveloped to enhance its utility and amenity value. The concepts behind this are described in section 6.4.3.
- The Plots Local Park is redeveloped to enhance its utility and amenity value. The concepts behind this are described in section 6.4.4.
- Connectivity.
- Sustainability

**The Secondary Elements:**

The secondary elements are those proposals and objectives of the plan that must be delivered but where there is scope for reinterpretation at the detailed design stage.

**Guidance FPPE 2:**

- Corrib Square and linkages through to the City Park and the river.
- Cafes and shop units located on the ground floor level of the residential blocks, on particular corners and overlooking the river and the Corrib Square.
- Dedicated crèche facilities provided to service the residential community (these must be provided but the locations are, to a degree, flexible).
- Community facilities provided for the residents. This can be in the form of a single community centre on the west side of Headford Street or community spaces provided in each residential block. The purpose of the community facility will be to provide a facility and location for community events and meetings and as a resource available for the residents e.g. a space that can be hired for children’s parties. The requirements for community facilities are described under section 4.2.4.

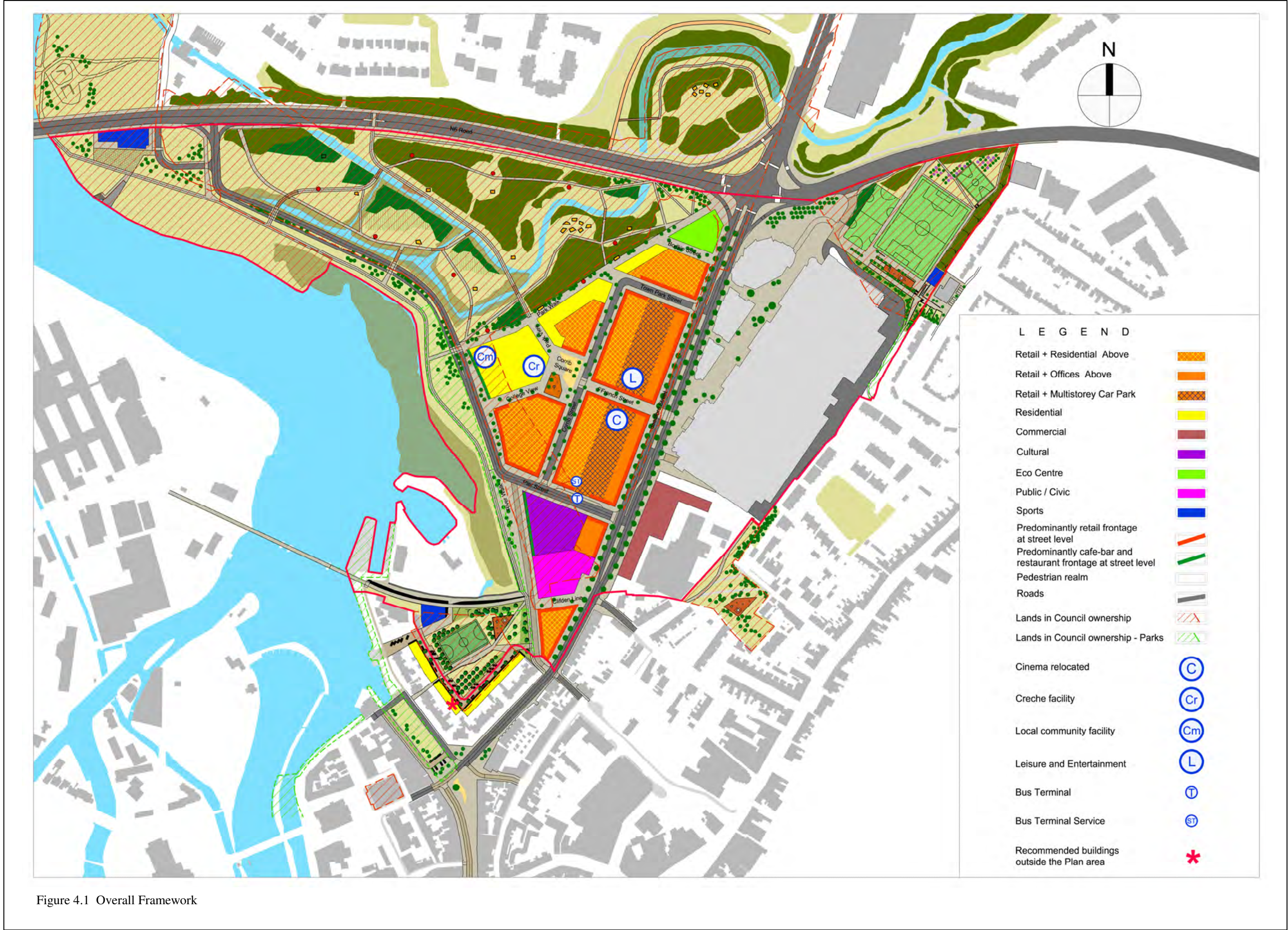


Figure 4.1 a Residential Blocks



Figure 4.1 b Mixed Use Blocks







## 4.2 Use mix

This section of the Plan describes and explains the distribution of the main uses across the Plan lands, including retail, commercial, residential and arts/culture/civic/community.

### 4.2.1 Retail

Re-development of the Plan lands will lead to an increase in the existing quantum of retail space on the existing Retail Park (presently estimated to be in the region of 10,000sqm). It will also result in a change in the *nature* of retailing which, at the time of writing, is primarily ‘bulky goods’.

#### Guidance: FPR 1

Having regard to the city centre’s role as the prime shopping destination, as confirmed by the Development Plan, the Retail Strategy and National planning policy guidance, proposals for re-development must demonstrate that there would be no adverse impacts on the vitality and viability of city centre retailing. The considerations to be taken into account concern inter-alia:

- the type of retail that would complement, rather than threaten, the city centre and also complement retail uses in the (redeveloped) Galway Shopping Centre,
- the *quantum* of retail that could be accommodated without threatening the vitality and viability of the city centre.

The quantum of proposals and their impacts on the city must be explored by the preparation of a Retail Impact Assessment, having regard to the drawings, advice and guidance in this Framework Plan, the sequential test, National and regional guidance, the Development Plan including Development Control considerations and Retail Strategy applicable at the time, including potential implications of any other significant retailing proposals for the city centre or edge of city that are in the broader planning system at the time.

#### 4.2.1.1 The Nature of Retailing

It is envisaged that so-called ‘medium space users’, or large format, department stores selling goods such as fashion, sports clothing and equipment and house/home-ware, would be suitable for the retail mini-district. These types of retailers normally find it difficult to secure premises in city centres and Headford Street will provide an ideal position for such stores. In this location they will be within walking distance of the city centre and will complement city centre retailers selling high-end, comparison goods.

Retailers of this nature are also seen as being complementary to a redeveloped Galway Shopping Centre. Proposals for the Shopping Centre (at the time of writing) comprise 4 anchor stores and some 91 smaller units (each with areas of approximately 300-1000 sqm) offering retail and services, many of which are retained from the ‘original’ Shopping Centre.

The blocks on the Headford Road in the Framework Plan lands accommodating retail and commercial uses have been designed to contain the floorplates of large format stores (e.g. 1000-4000sqm) and their servicing requirements.

According to the Retail Planning Guidelines, 2005 gross retail area is the net lettable area – i.e. sales space, plus storage space, offices, toilets, canteen and circulation space, while the net retail sales area is the area of a shop or store

which is devoted to the sale of goods (including the checkout areas). The floor area discussed in this Plan relates to the gross retail area.

#### Guidance: FPR 2

In order to ensure that the area is reserved for ‘medium space users’, it is policy that units of less than 1000 sq.m or greater than 4000 sq.m will not normally be permitted. Equally, sub-division or amalgamation of units outside these parameters will not normally be permitted, subject to Guidance FPR 3 below.

All retail is accommodated on the ground floor (and, potentially, mezzanine), although retail at first floor will be acceptable, subject to there being no adverse effects on city centre retailing, or on the road network’s capacity and function. Prime retail areas front onto Headford Street. There should be limited ‘dead’ return frontages onto secondary streets such as Town Park Street, Ffrench Street and Pier Street.

Notwithstanding the Plan’s aspiration for the medium space users to provide the clear majority of retailing at Headford Street, there needs to be a relatively small proportion of small-format shops and outlets (e.g. 300-1000 sqm) in order to provide variety and foster liveliness, and also to provide for the daily needs of the new resident and working population. These units may include services, facilities, cafes and restaurants and stores selling convenience goods.

#### Guidance: FPR 3

It is envisaged that retail/ retail services outlets in the 300-1000 sq.m. range would not amount to more than 25% of all retailing floorspace (the remainder comprising the large format stores described above). These 300 – 1000 sq.m. outlets should not be concentrated in prime retail locations.

If developed as envisaged above, the east and west sides of Headford Street would, together, provide a hierarchy comprising:

- a small number of large space users (anchor stores),
- a sizable number of medium space users (the large format departments stores), and
- several smaller format stores/services.

In effect, the redevelopment of both sides of Headford Street would create a single destination wherein a wide range of shopping and other needs can be conveniently met.

### 4.2.2 Commercial

It is envisaged that blocks facing onto Headford Street will provide accommodation for office/office types at first floor and above. The office space will contribute to the economic base of the development and bring additional people into the area by day. It will also provide a buffer between the active ground floor uses and the residential uses in the upper floors (see below).

#### Guidance FPC:

The word commercial is used to distinguish between retail and non-retail uses. Commercial in the context of this Framework Plan includes, offices, professional and financial services, research and development, hotel, media and such related uses. Other appropriate uses for lands with a commercial zoning will include uses such as (but not exclusively) hotel, medical centre / primary care centre and post office. The exact mix of uses will be determined at the planning application stage and will accord with the CI zoning of the lands in the Development Plan.

### 4.2.3 Residential

Apartments will be suitable for family housing and will reflect the requirements of the City Housing Strategy and Development Plan and will also be in accordance with the DoE guidelines – including ‘*Sustainable Urban Housing: Design Standards for New Apartments*’, 2007 and related guidance. Their location is such that they will provide passive supervision for both the Park and the retail/commercial areas throughout the day and evening.

#### Guidance FPRS:

Given the close proximity of the Plan lands to NUIG, a certain quantity of apartments, suitable for student housing will be required within the main mixed-use blocks fronting Headford Street. However, the main residential development is to be contained within 4 ‘courtyard blocks’ that overlook the river and the new City Park on one side, and the retail and commercial uses on the other.

### 4.2.4 Arts/ Cultural/ Civic/ Community

#### Guidance FPCC 1:

The arts/cultural/civic block is intended to accommodate a range of facilities, including some or all of the following:

- Court services building.
- Multi-functional performance space to replace the ‘Black Box’.
- Rehearsal rooms.
- Prop and costume workshops.
- Civic Art Gallery.
  - Multimedia library.
  - Arts Groups.

In addition to arts/cultural/civic functions the block can incorporate units for cafe-bar and restaurants.

#### Guidance FPCC 2:

**Childcare** - Dedicated crèche facilities will be provided for the residential community. Two crèche facilities are envisaged, preferably one east of Headford Street and another west of Headford Street. The locations for these crèches are illustrated in Diagram 4.1



**Guidance FPCC 3:**  
**Neighbourhood Community Facility** - The minimum size of facility to be provided is 300 sqm with the following specifications:

- Multi-purpose room for meetings and functions, min 190 sqm including demountable stage.
- Kitchen facility min 15 sqm.
- Small Meeting room / Dressing Room min 20 sqm.
- WCs (Male, Female and Accessible ) 25 sqm.
- Entrance and Cloaks 35 sqm.
- Circulation Bin Store and Boiler Room 15 sqm.
- Directly access to an outdoor area, which can be part of a public or semi- private open space.

The location of the facility is shown on Figure 4.1 as a local community facility (Cm).

**Guidance FPCC 4:**  
**An Eco Centre** - An interpretative centre is an objective of the Galway City Development Plan 2005-2011 and as such an ‘Eco Centre’ is proposed fronting the Bodkin junction, on lands dedicated to the Council for Park use. The Eco Centre is located to form a new gateway into the City Park and will operate as a visitor centre with exhibitions on matters such as the ecology and heritage of the Corrib Lake and River and the Terryland River and their associated habitats. The Eco Centre will be a valuable educational facility and will incorporate lecture spaces for teaching and audio-visual presentation. It will also incorporate office space, meeting rooms for park management staff and community groups with an environmental focus. The Eco Centre may also incorporate a café, library and study area.

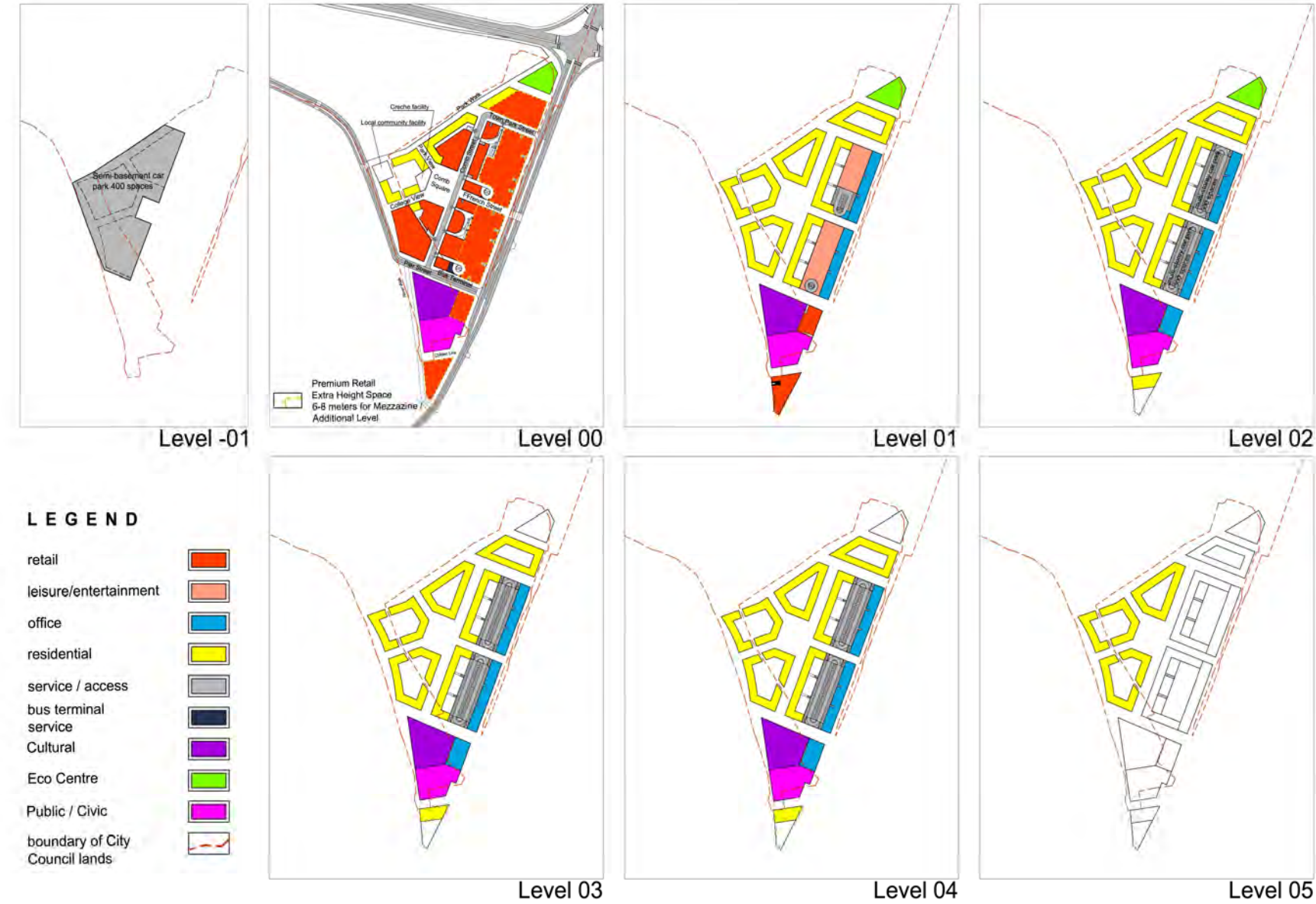


Figure 4.2 Indicative Mix of Uses Within the Framework Plan Lands



## 5.0 DESIGN GUIDANCE

Section 4 considers the distribution of uses across the Plan lands. This section of the Framework Plan considers the built form envisaged for the new City District, with particular reference to building height. Consideration is also given to development control requirements such as density, plot ratio, parking and servicing.

### 5.1 Principles of Building Design, Layout, and Orientation

#### 5.1.1 Building Design and Layout

Before considering building height, the Framework Plan sets the ‘stage’ for the buildings, including design, layout and orientation. Buildings are expected to be high quality in their design, construction and use of materials. Particular buildings, such as the Civic Building and Eco Centre are suitable for design competitions.

The focus of the building design is to contribute to a new urban quarter for Galway that portrays the city as vibrant, attractive, sustainable, technologically advanced and of a high civic quality. In order to promote the development of sustainable neighbourhoods and communities, the Plan lands can be zoned both vertically and also in the traditional horizontal method. In vertical zoning typical patterns are residential over offices over shops generating a vibrant city centre at all times of day and night. This allows for a better mixture of uses can be achieved at higher densities.

General policy guidance on principles of design, layout and orientation are as follows: -

#### Guidance FPDG 1:

- **Design Quality:**

The plan area presents an opportunity to design innovative environmentally friendly buildings of appropriate human scale with a high level of civic quality. The mix of character areas adjacent to the plan area (e.g. University / traditional housing / low density commercial etc) means that the Framework Plan is free to establish its own identity and character area(s). Typical successful streetscapes whether historically significant or of more recent construction can be used as models for new design. It is important to avoid pastiche replication of “traditional” buildings in the city centre.

- **Elevations and Façade Design:**

Blank elevations should be avoided. Passive supervision of street and public areas requires windows and animation. Overly large-scale structures such as towers and monumental forms are not appropriate. Design detail must not be visually intrusive. At the same time, signature elements to buildings at key locations are appropriate. A high variety of treatment and design is encouraged to create visual diversity. Designers should be encouraged to express diverse (functional) elements of façade design (differing materials, balconies, winter gardens, double skinned facades, brise soleil etc). Decorative elements should be avoided. Roller shutters are not permitted on street edge.

- **Scale and Massing:**

- The existing scale and urban grain of the city centre must be respected. Use of glazed areas with backing film in place of blank elevations is not appropriate. Where retail units occur at upper levels it is important that windows onto street are maintained.
- Care in articulation of corners of blocks will have a positive impact on streetscape and is already an established method of ‘turning the corner’ in Galway City centre.
- The scale of the individual plot size in Galway City centre was dictated by ownership patterns and traditional building construction methods. It is not considered necessary to replicate this scale. However buildings in single ownership should be carefully scaled and detailed to avoid dominant presentation to the street.
- Repetition and monotony of elevation design and artificial subdivision of facades including elevations across divisions will increase the perceived mass of the building and are therefore inappropriate.

- **Materials:**

The quality of Materials used and their durability is to be carefully monitored.

- *Appropriate materials:* Render, pigmented render, glass, timber, stone cladding, galvanised steel, stainless steel, aluminium, copper, zinc, lead, natural slate, brick within appropriate relationships with other materials.
- *Innapropriate materials:* PVC, plastic, painted steel, reflective glass, corrugated sheeting, fibre cement slates.
- *Colours:* Avoid harsh colours generally -Colours to comply with Template.

- **Accessibility:**

All areas and all parts of buildings shall incorporate the principles of universal accessibility (as described in the National Disability Authorities document: Building for Everyone).

- **Roofscape:**

In the absence of a pitched roof the final building storey should articulate the junction between the facade of the street and the sky e.g by setting back the final storey. Slated mansard structures are not appropriate.

- **Signature Buildings:**

Public buildings can become focal points of design excellence (and elaboration). Buildings within private ownership should not be over-elaborate and should be under rather than over-stated. They should not threaten or overwhelm civic/public buildings, either existing or proposed.

#### 5.1.2 Building Orientation and Sustainability

Units on east-west streets should be wide and shallow to maximise solar gain. Units on north-south streets should be narrow fronted and deep plan with transverse lighting.

Sustainable energy design promotes larger glazed areas on southern facades with appropriate screening to avoid heat overload. Shallow building design and or stack effect atria should be used to allow passive heating and cooling of structures eliminating energy load. Double skinned facades with brise soleils should be considered. Generally north facades should accommodate service zones where possible e.g. bathrooms in dwellings, storage areas of offices etc.

Notwithstanding requirements for energy efficient design it is important that buildings orientate themselves also to the park, the river and Headford Street. This will animate these spaces (particularly at night) and provide passive supervision at all times. It will also improve the internal environment for building occupants. Apartments should also orientate towards landscaped internal courtyards of residential blocks. All buildings shall incorporate sustainable technology and accord with the most recent guidelines and BER requirements.

#### 5.1.3 Retail and Commercial Uses Design

Retail and commercial uses are the hub that drives the development of the Framework Plan area. However there is potential for the functional requirements of these uses to conflict with adjoining uses and with good quality urban design solutions. In addition to guidance in the City Development Plan the guidance set out in appendix 2 will apply with respect to matters including signage, lighting, canopies and noise.





**Guidance FPBH 1:**  
Building heights shall accord with Figure 5.1 as described in section 5.2



## 5.2 Building Heights and Signature Buildings

As with the mix and distribution of land uses across the Plan lands, the approach to building heights in the Framework Plan derives from a series of tests on alternative design models all aimed at achieving a high quality built environment for the future residents of the area as well as people who will work and take part in recreational, civic or cultural activities there. The preferred model is illustrated in Figure 5.1, and is derived from a desire to give an appropriate degree of spatial enclosure appropriate and desirable to a city centre district and to streets and spaces within that district, while allowing for adequate daylighting of streets and buildings.

### Guidance FPBH 2:

- A minimum building height of 5 storeys (20 metres) must be provided along Headford Street in order to achieve the desired enclosure for this Street. The maximum height will normally be 26 metres subject to the considerations noted at 5.1 above.
- Lower building heights are accommodated on the side streets and on the edge with the park and river. A stepping down of the building heights will be required to ensure daylight penetration to apartments and enclosed semi-private spaces.
- Lower buildings heights will be provided at the junction between the Plan lands at Bother na mBán to the south. Building heights here will range from 10 metres to 16 metres (please refer to Figure 5.2.8). This will ensure that the Plan lands will successfully integrate with the surrounding built form.

### Guidance FPBH 3:

Applications for planning permission shall be accompanied by sun and shadow analysis to demonstrate adequate daylight to all residential units and appropriate daylight to semi-private open spaces.

The Framework Plan area has not been identified as a strategic location for tall buildings or a cluster of such buildings. A limited number of signature buildings or building elements may be permissible where the benefits in regard to townscape can be established where there are no significant negative impacts on residential amenity as a result of, for example, overshadowing and overlooking and where the City skyline is not threatened or undermined (see Figure 5.1).

With the aim of achieving the overall goals in terms of type and quality of built and civic/recreational environment, the following guidance is to be adhered to.

There follows some guidance and indicative cross sections to illustrate how buildings on the various new streets can be designed to adhere to Guidance FPBH 1. Typical sections are illustrated in Figures 5.2.1 to 5.2.9. Figure 5.2.10 illustrate a typical section through the principle streets and blocks of development.

### Headford Street

The Framework Plan proposes that Headford Street is predominantly retail at ground floor with commercial offices and apartments at upper levels. The buildings on Headford Street will be of stature and similar in quality to buildings on O'Connell Street in Dublin and Patrick Street in Cork. As stated above, buildings are a minimum height of 20 metres with an additional storey set back at roof level, with a maximum height of 26 metres. The ground floor incorporates high quality double height shop fronts and materials. Upper level commercial units should also express an open "public" face to the street.



Figure 5.2.1 Section / Elevation of Headford St.



Figure 5.2.2 Headford Street Elevation & Building Heights





Figure 5.2.3 Section through mixed-use block fronting Headford Street

#### Corrib Street

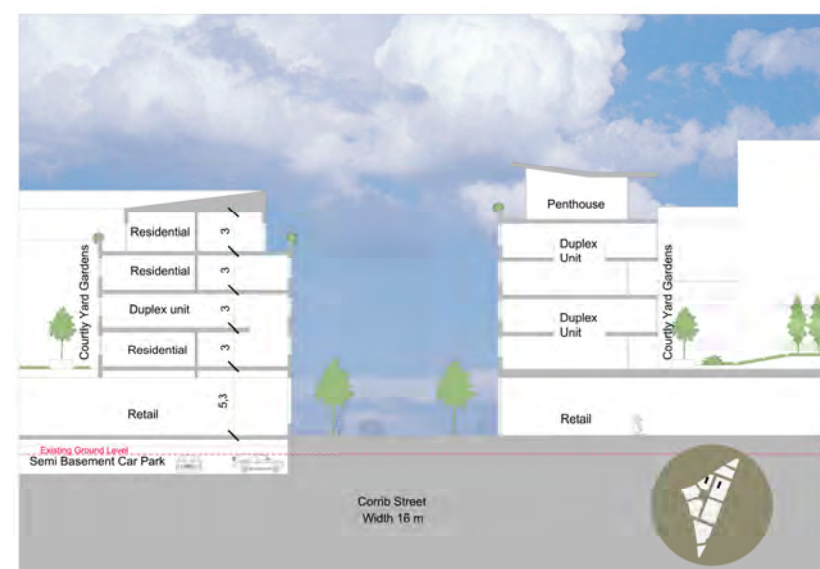


Figure 5.2.4 Section through Corrib Street.

This is the secondary street and there can be more flexibility on heights and materials. The street is quieter. The scale is more intimate and local and forms a transition between the busy Headford Street and the more private residential areas and the parkland beyond. The street incorporates shops, professional services, offices, studios, employment uses and access to apartments. The height is 20 metres on the east side and on the west side is 17.5 metres.

#### Corrib Square



Figure 5.2.5 Section through Corrib Square

Corrib Square is the community square and its design needs to reflect “ownership” of the space by local residents. It is the most sheltered space in the plan area. There is a high quality of finish and pedestrianisation. Cafes and restaurants open onto the square. Building heights on the south and west of the square are 17.5 metres.

#### The Civic Buildings Complex

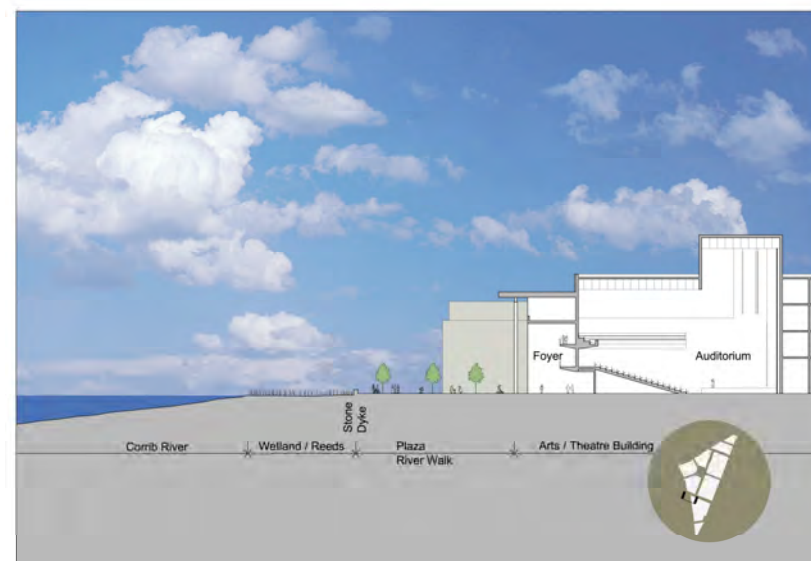


Figure 5.2.6 Section through riverbank and civic/court services/cultural block

The courthouse and surrounding civic block should have materials and finishes that are of the highest civic quality. Ground floor functions on the river edge need to contribute to making a lively environment at night. The height on Headford Street and on the park edge is 17.5 metres. The block between the courthouse and Walshe’s terrace will provide a transition in scale from the height of Headford Street to the lower height on Walshe’s Terrace. This building will have a maximum height of 16 metres and graduate to a lower height (10 metres) beside the existing dwellings.

#### Guidance FPBH 3:

An exceptionally high level of design excellence is required for the Civic Block building complex and it is recommended the entire Civic block be procured through design competition.

#### Apartments and The Park/River Edges

Apartments on the park and river edges benefit from orientation to south and west with good views over the Terryland Forest Park and River Corrib. It is desirable that following (and being on the same façade) as the Eco building these units should also be exemplars of low energy design. Buildings on the park edge are 17.5 metres in height.

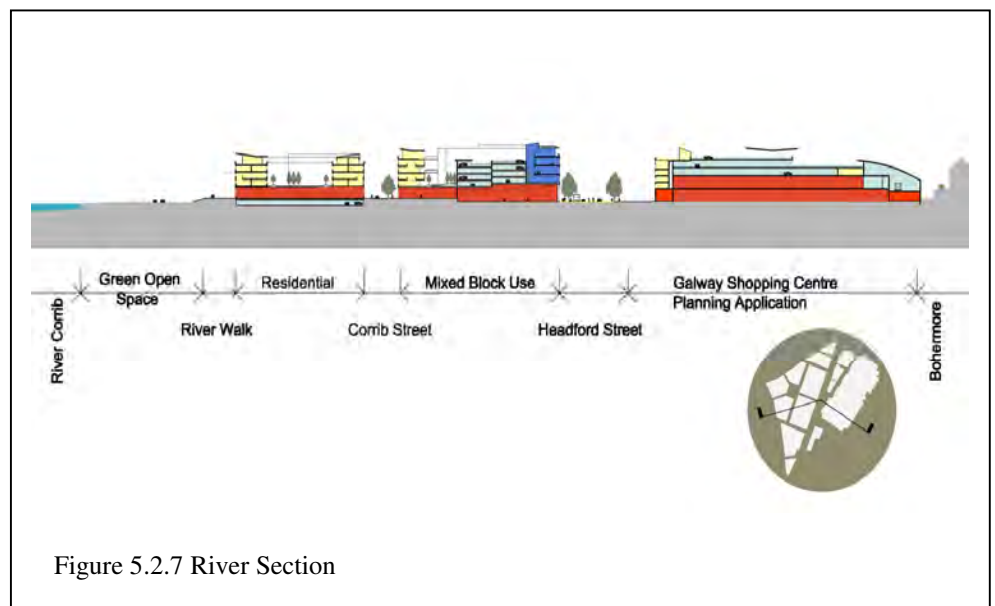


Figure 5.2.7 River Section

#### The Eco Centre:

The Eco Centre is a signature, gateway building to the Terryland Forest Park and the City Centre. The design focus of this building will be sustainability and it should be an exemplar of a minimum carbon embodied energy building. The building might also combine energy generation (as part of a district heating system), waste recycling, CHP, solar and other active renewable technologies. Whereas most of the buildings in the Framework Plan are constrained by street-making, this building can be designed as an “independent” building within a park/street interface. A design competition in conjunction with Sustainable Energy Ireland is recommended. The Eco Centre building should be of sufficient scale and stature to signal the entrance to the city centre possibly mirroring the East side of Headford Street. The design of the Eco Centre building should reflect its location at the interlocking of the city Park and the City blocks (e.g. the building might be ‘diffuse’ in its nature with trees, vegetation and built fabric interlinked.)



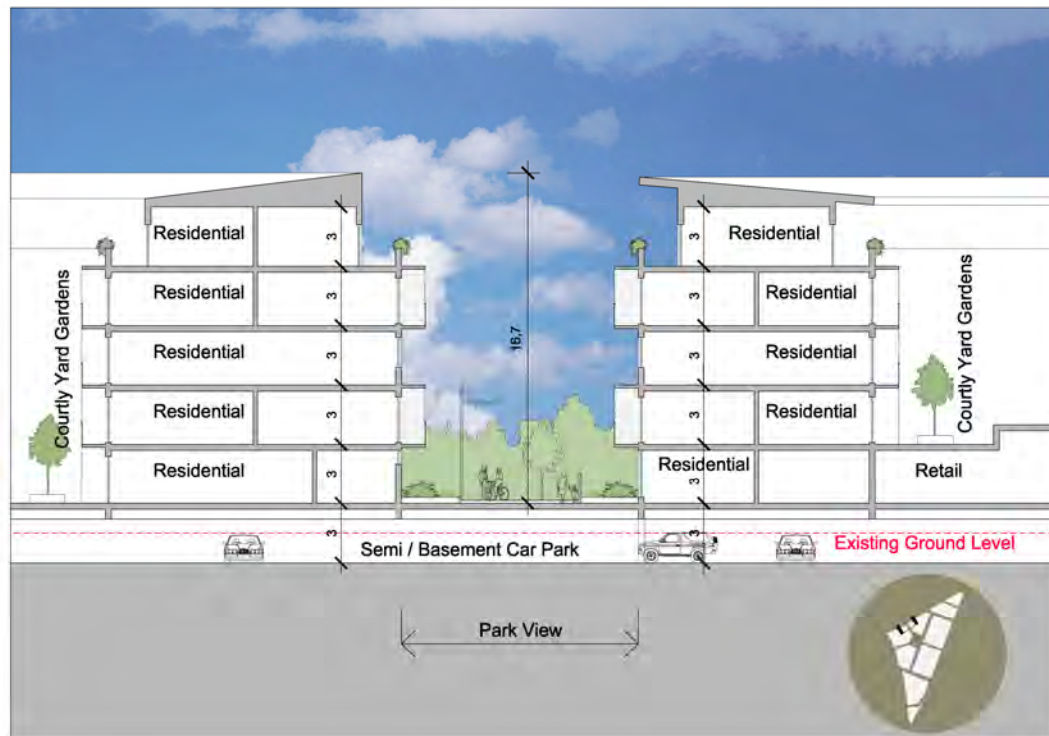


Figure 5.2.8 Section showing Homezone between residential blocks, looking towards City Park

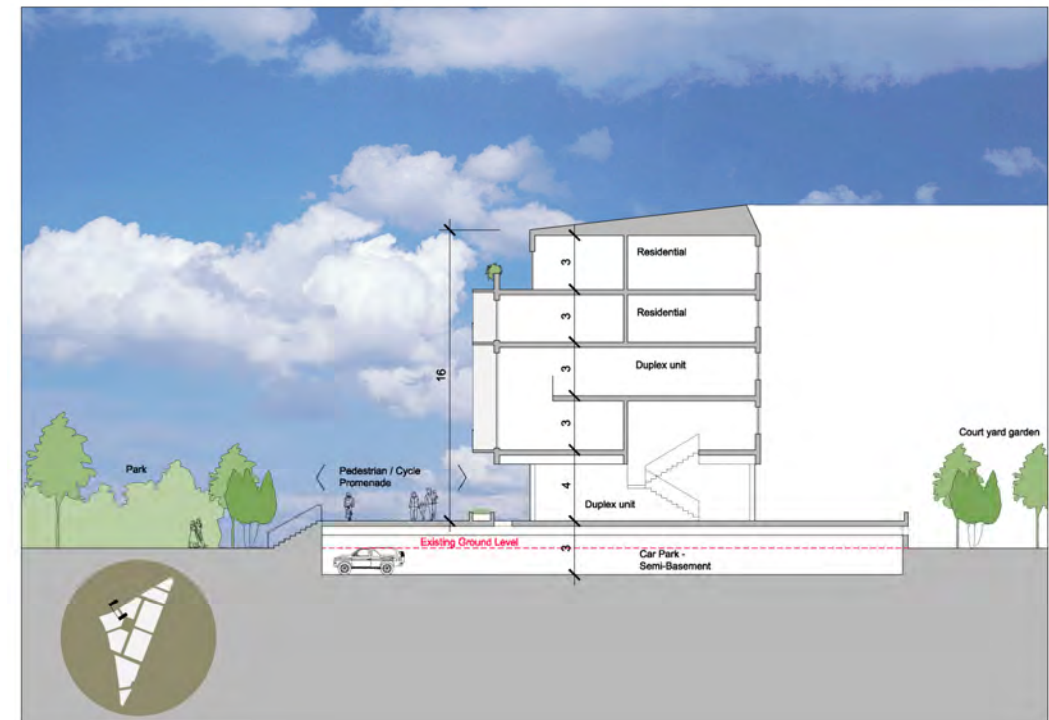


Figure 5.2.9 Section of primarily residential block and City Park

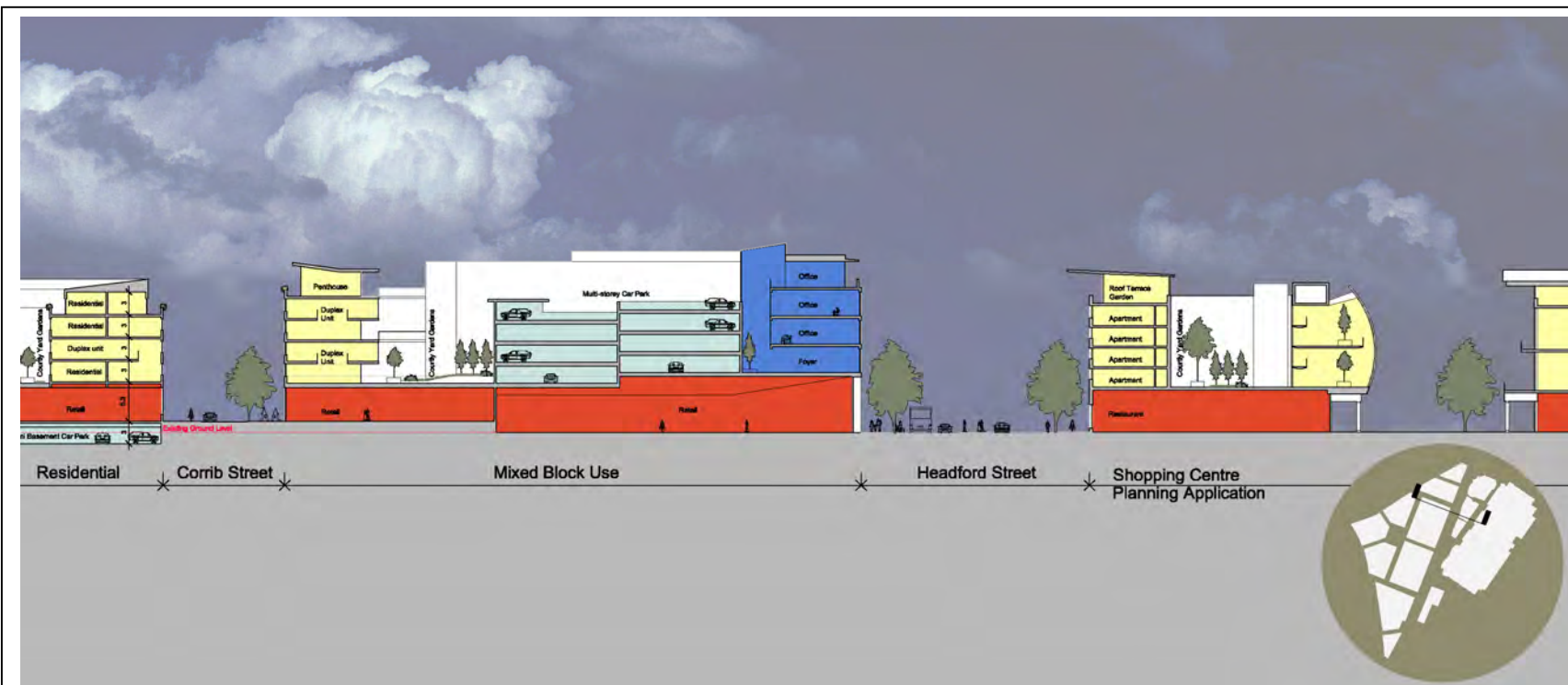


Figure 5.2.10 Street Section



### 5.3 Development Management

#### 5.3.1 Density and Plot Ratio

The methodology for the plot ratio calculation follows that in the City Development Plan and broadly is the gross floor area of buildings on a site divided by the gross site area. The City Development Plan allows for a maximum plot ratio of 1.25.

The City Plan methodology calculates plot ratio from the total gross floor area of the building excluding community uses, arts and cultural uses, civic uses (court house, library), internal mall areas, childcare facilities, sports facilities, plant areas, service yards, loading bays, basement and multi-storey car-parking.

In keeping with City Plan development management guidelines, a general plot ratio of 1.25 will apply. This may be relaxed where:

- A development can demonstrate adherence with the Framework Plan and is of an exceptionally high standard of architectural and landscape design.
- In the interest of achieving an appropriate mix of uses and a critical quantum of residential development to sustain a residential community and neighbourhood character.

#### 5.3.2 Housing Mix and Typology

A sustainable community is one where a community becomes established. For this to happen a high quality residential environment is necessary where residents can benefit from the proximity to the city centre and park without encountering nuisance from the use of either, and especially where the community feels a strong sense of 'ownership' of their living environment.

##### Guidance FPDM 1:

The overarching planning policy document is the Galway City Development Plan 2005-2011, and all development proposals will be assessed against the City Plan, including future amendments to the Plan. Where more recent National Policy Guidelines require standards higher than those contained in the City Plan, regard will be had to those higher standards.

##### Guidance FPDM 2:

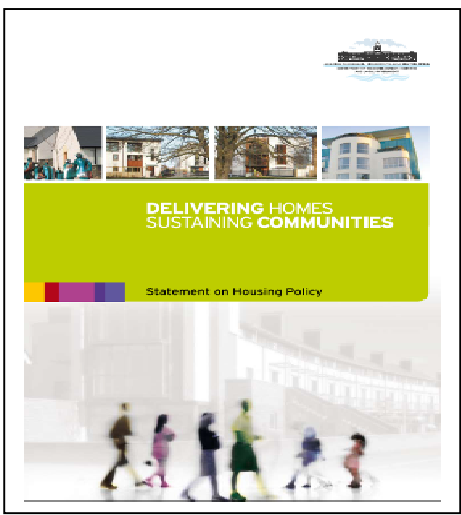
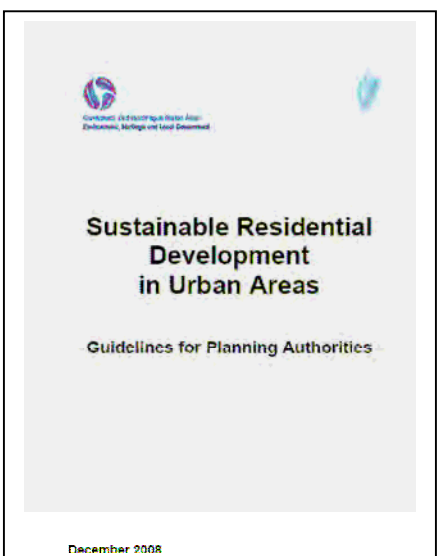
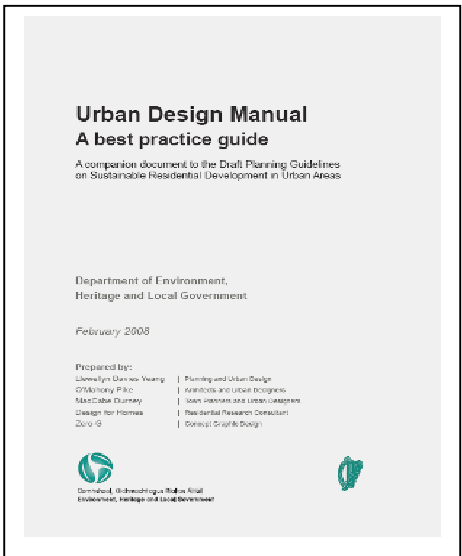
Best practice in the design of residential development shall be achieved by adherence to the principles in the following Government Policy documents, issued by the Department of the Environment, Heritage and Local Government in 2007 and 2008. These set out design parameters for creating sustainable residential communities and are to be used as a guide for detailed design development of various residential typologies within the Framework area:

- *Sustainable Residential Development in Urban Areas Guidelines for Planning Authorities 2008*
- *Delivering Homes Sustaining Communities 2007*
- *Urban Design Manual A Best Practice Guide 2008*
- *Quality Housing for Sustainable Communities 2007*
- *Sustainable Urban Housing Design Standards for New Apartments Guidelines for Planning Authorities 2007.*

##### Guidance FPDM 3:

A mixture of apartment sizes is to be provided to allow residents to move residence within the same area as different housing needs arise during different life stages. In accordance with the document '*Sustainable Urban Housing: Design Standards for New Apartments*' (2007), a maximum of 15% of units in any apartment scheme of 20 or more units can be of the one-bedroom type with the exception of student accommodation.

Developers are encouraged to provide a wide range of apartments and dwelling types to encourage an equally diverse population within the Plan area. A wide variety of residential unit types is proposed in the current Plan such as duplex apartments, penthouse suites overlooking the park and river, family apartments, wide front atrium apartments, student apartments on Headford Street, atrium apartments with winter gardens etc. All residential units must have dual aspect to allow for natural cross ventilation and maximisation of daylight. It is recommended that existing dwellings on Walshe's Terrace be allowed build an edge onto the park in the form of extensions or mews apartments to provide passive supervision of the park. Since this area is outside the Plan boundary, it would require a separate, detailed study in order to make appropriate recommendations on design and height.





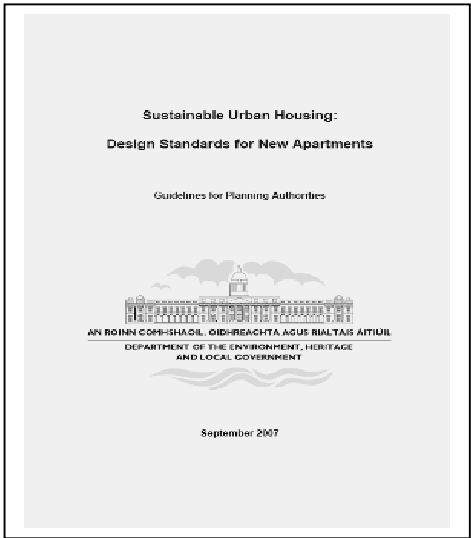
5.3.3 Social and Affordable Housing

**Guidance FPDM 4:**  
Guidance in the 2004 Galway City Guidelines applies i.e. 20% of residential units are allocated to social and affordable housing. However, as part of creating a vibrant diverse and sustainable community, a wide mixture of tenures is encouraged within the residential areas of the plan. It is an objective to achieve this mix across the Plan lands. However, each application must demonstrate compliance within the terms of the application to the satisfaction of the City Council.



5.3.4 Dwelling Size

**Guidance FPDM 5:**  
Dwelling size is defined by current Government standards issued in 2007 by the Department of the Environment, Heritage and Local Government: *Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities* and these standards (as may be amended or incorporated into the City Plan) apply.



The guidelines set out the minimum sizes applicable to apartment units. The standards for storage, private open space, room dimensions, parking, refuse, communal open space, satellite dishes, facilities for children, daylighting and security are equally applicable to the Framework Plan area.

**Guidance FPDM 6:**  
At least 75% of apartments for each proposal within the Plan lands will exceed the standards for apartment sizes as outlined at Guidance FPDM 5 above by at least 15% (overall apartment size).

5.3.5 Private and Semi-Private Open Spaces

Semi private open spaces are critical in providing an interface where residents can meet. These spaces also provide a buffer zone between busy streets and quiet residences. They occur in the courtyards within perimeter blocks, in play areas, along the park edge and on Corrib Square. These spaces need passive supervision from adjoining dwellings and premises and therefore must be overlooked. Changes of surface are used to signal the change from public street to semi private to private.

**Guidance FPDM 7:**  
Finishes and landscaping are to be of a high quality. Private and semi-private open space will be provided in accordance with the requirements of the City Plan, as may be amended, which currently requires that an equivalent to 30% of gross floor area of the residential content be provided for open space. Balconies, where proposed should form an integral part of the dwelling which they serve. Balconies standing fully proud of the elevation are not normally acceptable. Partially recessed balconies will normally be required.

Ground floor dwelling units need to be carefully designed to avoid overlooking from public areas by change of levels between public and private areas or by providing a buffer zone / privacy zoned of planting or materials.

Public squares, semi private open spaces such as courtyards gardens and roof gardens in addition to home zones will be taken into account in calculating the open space being provided. Where acceptable 'home zones' are proposed they shall not exceed one third of the total communal open space requirement.



Semi-private space, Dublin

**Guidance FPDM 8:**

- In accordance with Development Plan requirements, all planning applications shall include landscape proposals, to consist of plan drawings, site sections, details, planting schedules and specifications. Layout plans are to be provided at a minimum scale of 1:200, unless otherwise agreed with the planning authority. Proposals should be prepared by a suitably qualified design professional.
- Semi-private open spaces are to be furnished with seating, lighting, play equipment and/or barbeque facilities. Lighting shall be low level; side lit, wall mounted or bollard type, in the interest of minimising ambient light pollution of the night sky and of overlooking dwellings.
- An area of soft fall surfacing for young children's play (0-7 years) must be provided in each residential courtyard. The soft fall surfacing shall be a non-organic durable safety surface, such as an approved wet pour or rubber tiles. Play equipment must comply fully with EU and national safety standard – IS EN 1176.
- All planting areas over podium decks are to incorporate irrigation systems. All water for irrigation purposes is to be provided from 2nd class or grey water. All shrub and groundcover planting is to be well mulched with suitable organic matter, such as leaf mould, bark chip, spent hops and/or straw. Tree and shrub species shall be appropriate to the scale of the spaces planted, avoiding overly large species in small confined spaces. Species selection shall take into account the local microclimate; wind resistance, frost hardiness and tolerant of periodic drought stress.

Development management regarding parking and servicing are considered at Section 7 of this Framework Plan.





**6.0 PUBLIC REALM AND GREEN SPACE STRATEGY**

**6.1 Objectives of the Strategy**

As noted some 50 per cent of the Plan lands comprise opens spaces of various types, including existing parks and streets. This section of the Framework Plan provides guidance on retaining and enhancing existing public spaces, maximizing benefits from those existing public spaces and also on how proposed new spaces might knit into the existing public realm. This section therefore sets out a comprehensive strategy, with guidance, for development of the public realm and green spaces within the Framework Plan lands. The expression ‘public realm and greenspaces’ encompasses all the areas of open space that will be publicly accessible, including streets, squares and plaza areas, and all the public park areas e.g. Terryland Forest Park, Bohermore Neighbourhood Park and the Plots Local Park.

**Guidance FPPR 1:**

A core objective of the strategy is the delivery of a high quality urban environment, underpinned by a network of attractive, pedestrian friendly and highly permeable streets and urban spaces. It is the preferred layout and design of these streets and urban spaces that frames the size and shape of the urban blocks. A key aspect of the proposals is the consolidation of open space areas along the riverbank and the Terryland Forest Park into a single City Park.

Another fundamental objective of the strategy is the retention and enhancement of existing public parks and open space areas by:

- improving integration of greenspaces with the re-developed retail, commercial and residential area,
- improving integration of greenspaces with existing residential neighbourhoods,
- providing a definitive vision for each park; outlining core functions and landscape character,
- providing new routes to bring pedestrian and cycle movement through the greenspaces,
- improving the recreational functions of existing parks.

The overall Public Realm and Green Space Strategy is illustrated in Figure 6.2.

**6.2 Influences on the Public Realm and Greenspace Strategy**

As noted at the beginning of the Plan the following documents have influenced the Public Realm and Greenspace Strategy.

- Galway City Development Plan 2005-2011
- Terryland Forest Park – Urban Woodland Plan
- Galway City Recreational Needs Study
- Galway as a Child Friendly City



# Greenspaces Strategy

## LEGEND

- A New boat club building and pedestrian link onto N6
- B New slipway and hardstanding for boat launching
- C Wetlands formed from existing drains
- D Site for community tree nursery
- E Outdoor performance space
- F Location for sports court or skate park
- G Location for new changing rooms
- H Potential location for relocated boat club house
- i Cluster of play elements / adventure palyground
- J New pedestrian / cycle bridge to NUIG
- K Outdoor demonstration area associated with Eco-Centre
- L Possible future regeneration of Wood Quay as a public space

scale 1:5000



Figure 6.2 Public Realm and Green Space Strategy



### 6.3 Connectivity, Play and Views

Detailed recommendations and guidance for individual spaces and parks have taken a number of factors into account, notably the desired network of primary pedestrian/cycle routes that cross the study area, the need to achieve an equitable distribution of local play spaces, and opportunities to take advantage of views. These matters are discussed below.

#### 6.3.1 Primary and Secondary Routes

##### Guidance FPPR 2:

The network of primary and secondary routes to be delivered are illustrated in Figure 6.3.1. The primary routes will be designed for pedestrians and cyclists and should be a minimum width of 4.0 metres. Secondary routes can be narrower and will not have dedicated cycle lanes. Figure 6.3.1 also identifies the preferred locations for signalised pedestrian crossings on Headford Street and the N6. In addition it is proposed that Dyke Rd should be traffic calmed as it passes through the City Park. The exact positioning of these crossings will be decided at the detailed planning stage.

Traffic calming on these routes can be achieved by a number of means: -

- Road design, minimised carriageway width (max. 6.0 metre carriageway for two way traffic).
- Speed gates, horizontal alignment adjustments and other traffic calming devices.
- Pedestrian priority crossing points.

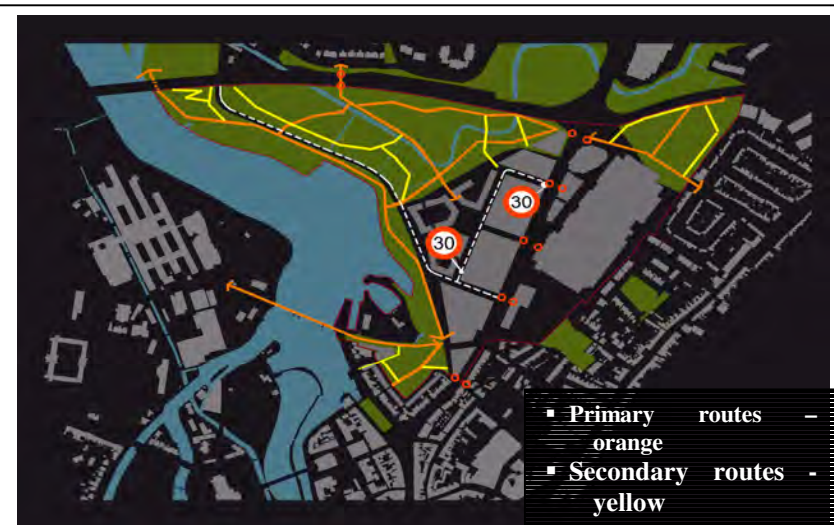


Figure 6.3.1 Primary and secondary routes.

#### 6.3.2 Local Area Play Spaces (LAPS)

In order to achieve a child and family friendly city centre district it is important to ensure all residents are within recommended catchment distances of play spaces. Figure 6.3.2 illustrates how, by providing 4 no. Local Area Play Spaces, all parts of the Plan area would be within a 200 metre catchment or 2-3 minute walk of a Local Play Space.

##### Guidance FPPR 3:

It is a requirement that four Local Play Spaces are provided. These are located at The Plots Local Park, Bohermore Neighbourhood Park, Corrib Square and another in the green space at St. Bridget's Place (immediately adjoining the Plan area boundary).

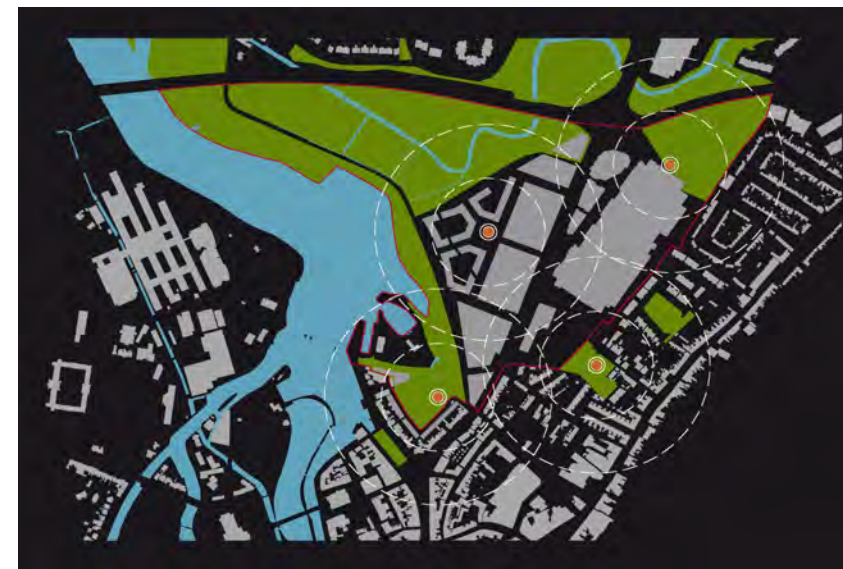


Figure 6.3.2 Local Area Play Spaces (LAPS)

#### 6.3.3 Views

The Framework Plan respects the Protected Linear View from the Quincentennial bridge, in addition it is proposed to maintain the open character of the river bank and in turn the panoramic views of the river and the background of the University of Galway campus and the Cathedral on the opposite bank (see Figure 6.3.3).

##### Guidance FPPR 4:

The layout of streets and spaces within the built up area is amongst other matters, derived from the objective of opening views into the park and towards the riverbank. Development Proposals will be required to submit visual analysis demonstrating the protection or successful creation of the stated views (Figure 6.3.3).

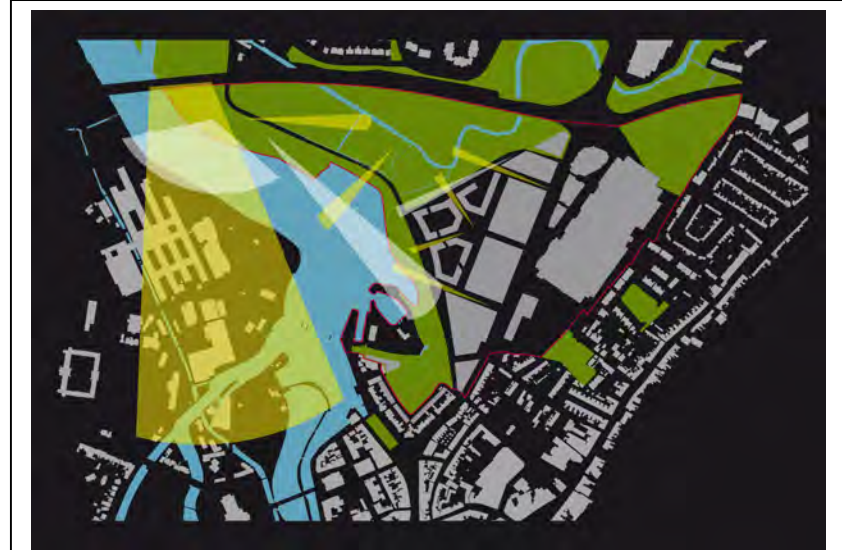


Figure 6.3.3 Protected views, panoramic views and new vistas



#### 6.4 The Main Components of the Strategy and Design Guidance for the Public Realm

The strategy for the Public Realm is derived from the analysis as set out in the preceding section and consists of a hierarchy of distinct public spaces and parks. The main elements are described below.

##### 6.4.1 Headford Street

The existing Headford Road is to be reinvented as 'Headford Street', an elegant, wide, tree-lined boulevard, comparable in urban landscape quality to the regenerated O'Connell St in Dublin and Patrick St in Cork.

At its widest, Headford Street will be approximately 30 metres between building frontages. If this width is to be achieved it will require land take from private properties. The Street width will narrow at the southern end as it integrates with the residential area and Wood Quay. The 30 metre width proposed is a factor of the streets multi-functional role as a pedestrian friendly urban space, a major urban traffic route, a public transport route and a shopping, entertainment, civic, cultural and business district. The proposed cross section of the street is illustrated in Figure 6.4.1.a. The street will be sufficiently wide to accommodate at a minimum the following:

- 6 metre wide pavements on each side.
- 2 quality bus corridors (4.5 metres wide each).
- Cycle lanes, which could be combined with the quality bus corridors.
- 2 traffic lanes 3.5 metres wide each.
- A central median (4.5 metres wide), which also doubles, at particular locations, as a right turn lane for traffic.

The street will also be capable of accommodating future on street light rail proposals, which can utilise the road space occupied by the quality bus corridors or the traffic lanes, or a combination of both.

Headford Street will have frequent signal controlled pedestrian crossings as illustrated at figure 6.4.1. A signal controlled pedestrian crossing will be provided on the arm of the Bodkin junction and at Bothar na mBán. A minimum of 3 additional crossings will be provided between these. The 3 (min.) additional pedestrian crossings can be co-located with the signalised road junctions.

The streetscape will be of an exceptional quality in terms of design and finish, and all pedestrian areas will be paved in natural stone, preferably sourced locally.

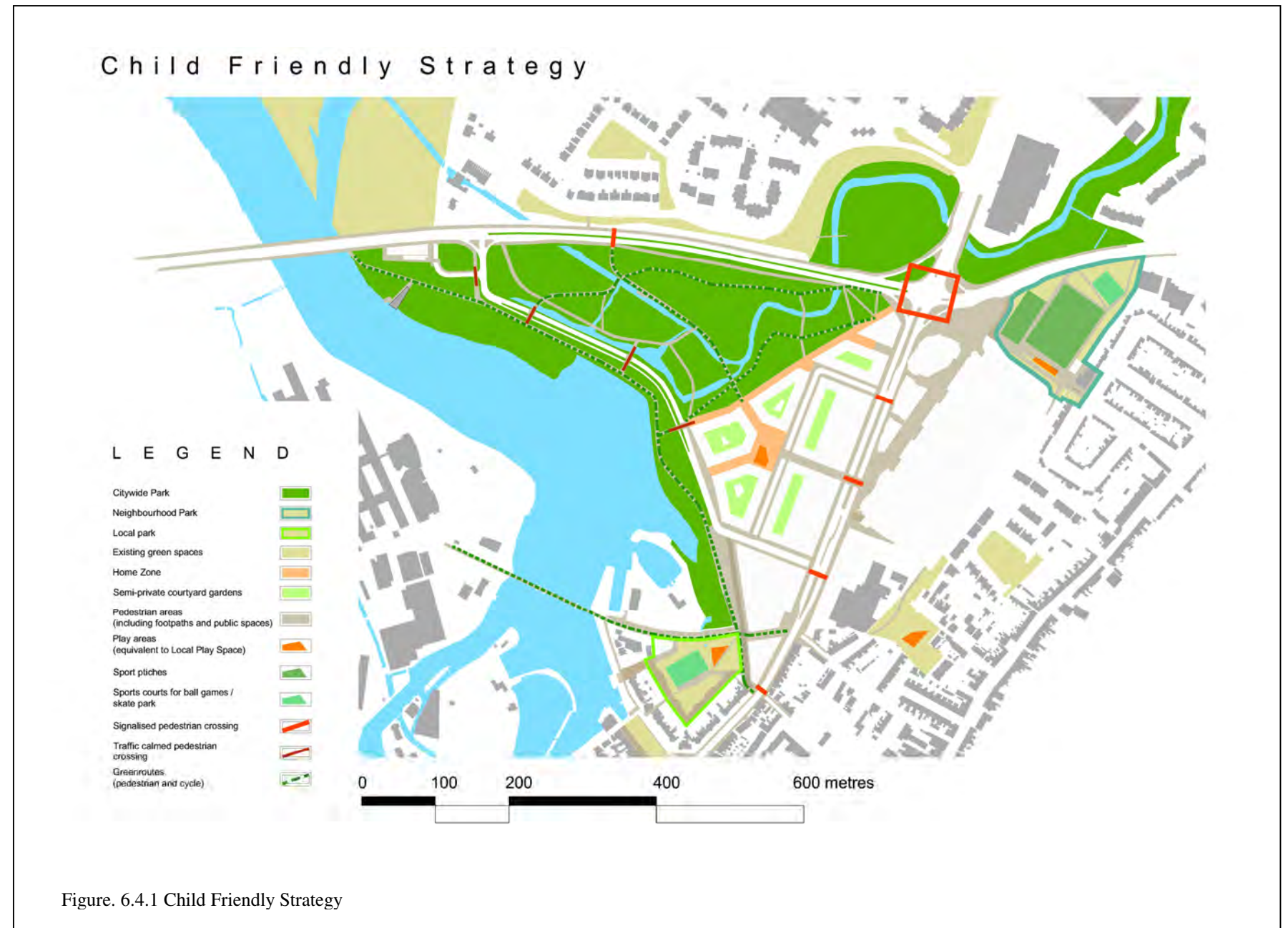


Figure. 6.4.1 Child Friendly Strategy



**Guidance: FPPR 5:**

Headford Street will be c. 30 metres in width between building frontages. It is an objective to secure footpaths, c. 6 metres wide on each side along with quality bus corridors, traffic lanes, a central median on road cycle paths. In order to ensure consistency in terms of materials and finishes, a detailed design statement for the overall length of the street in the Plan lands, including costings, is required, prior to the commencement of development proposals contained in the Framework Plan.

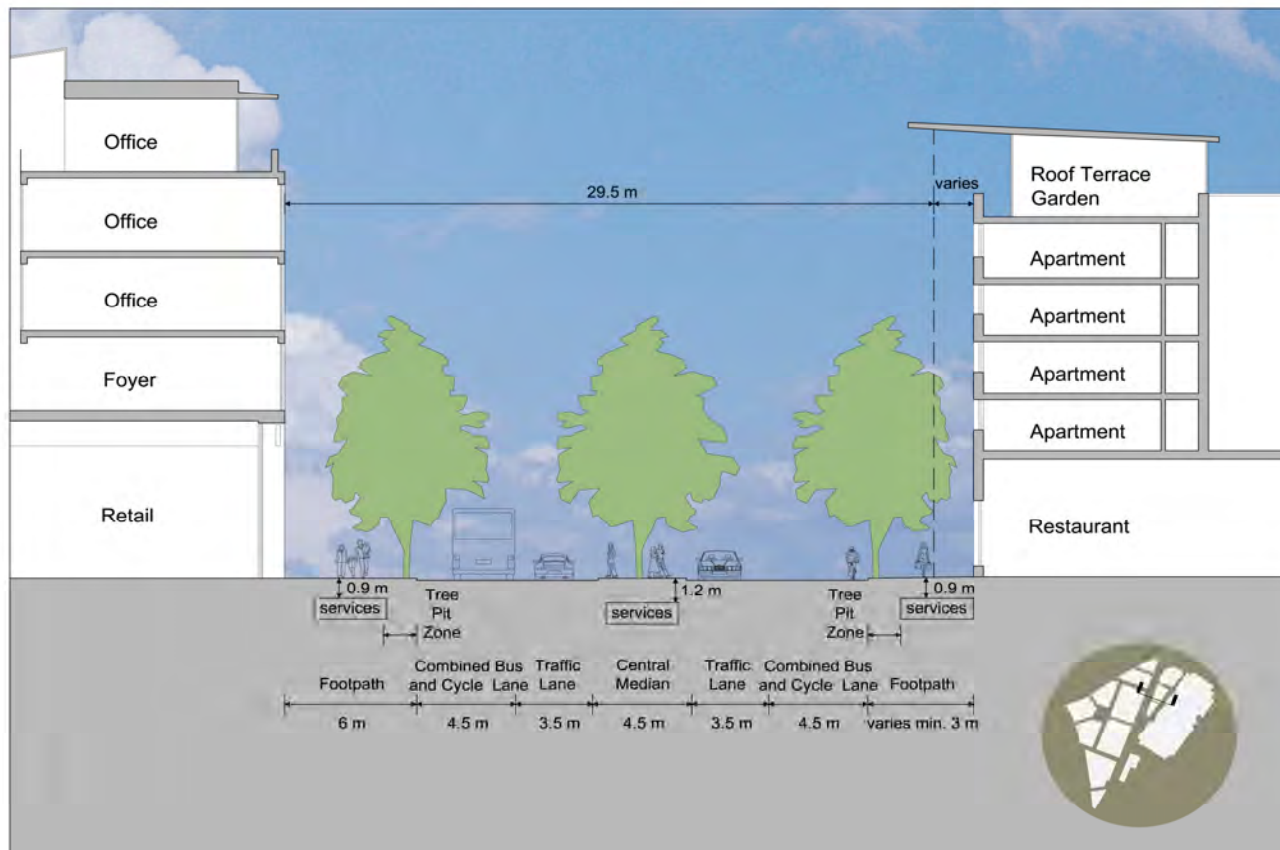


Figure 6.4.1.a Section of Headford Street



Figure 6.4.1.b Perspective of Headford Street



## Typical streetscape treatment of Headford St

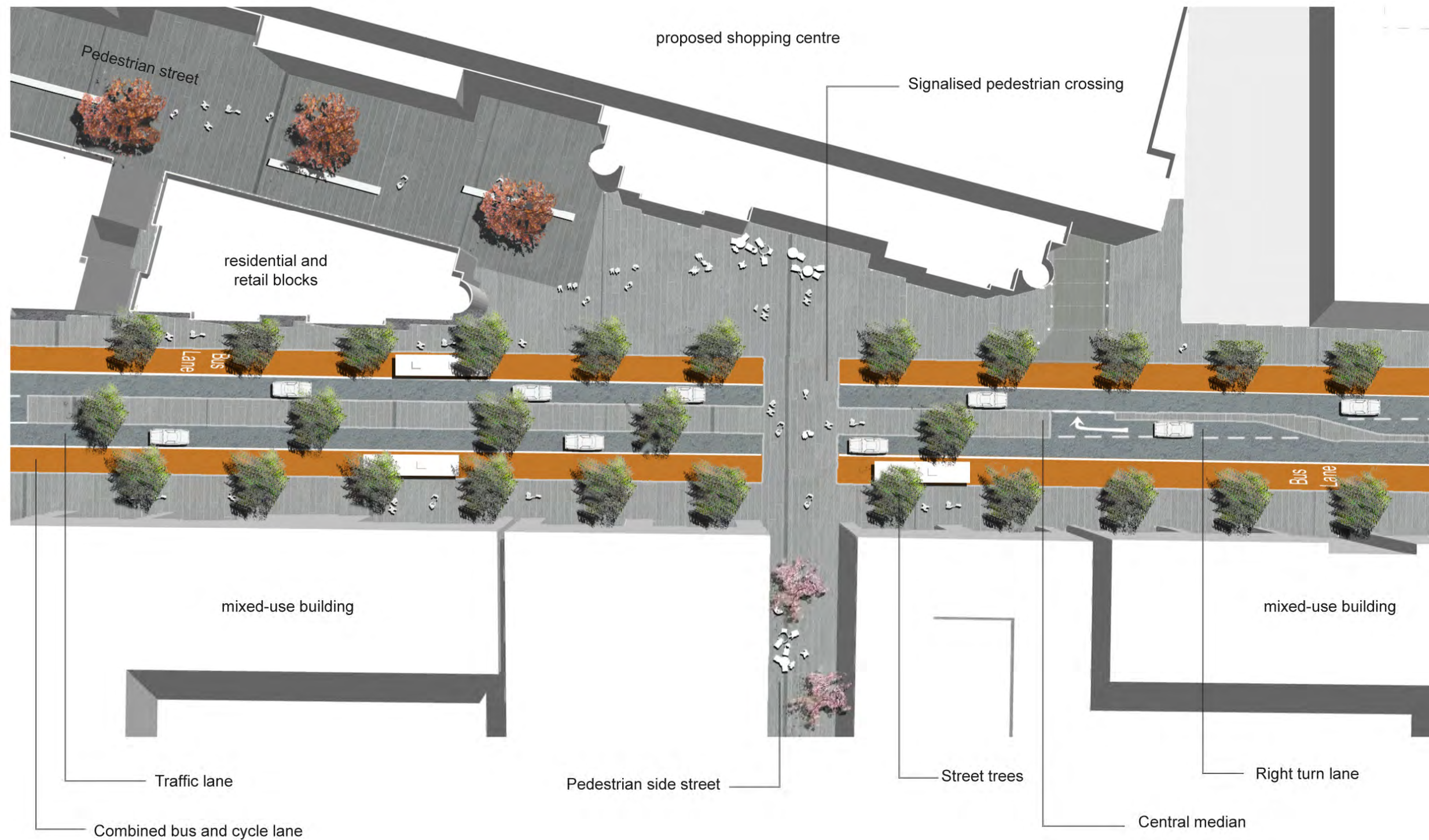


Figure 6.4.1.c Typical Streetscape of Headford Street



#### 6.4.2 The Main Parks within the Plan Lands

This section of the Framework Plan concentrates on the vision for the three main parks within the Plan lands, namely Terryland City Park, Bohermore Neighbourhood Park and the Plots Local Park. In addition commentary is made on the proposed new urban square, “Corrib Square”.

##### 6.4.2.1 Public Parks – Masterplanning and Management

###### FPPR 6:

This Plan sets out a park utilisation strategy and vision. The next stage in implementing the Framework Plan’s recommendations with regard to the three main parks will be the preparation of detailed masterplan(s) and park management plan(s) commencing with Terryland City Park. The masterplan should set out a cost plan for the works proposed and a timetable for phased delivery of works.

The proposed management plan shall identify budgets for ongoing maintenance and address supervision of the park; perhaps by ground staff or wardens. The management plan should also provide guidance on matters such as regular safety auditing; and regular inspections of all play equipment.

The proposed masterplan and management plan shall also seek to optimise opportunities for community involvement as the Forest Park project has. It should be prepared by a multi-disciplinary team in cooperation with the City Council and Forest Park Committee. The multi-disciplinary team should incorporate the expertise of suitably qualified; architects, landscape architects, arborists, ecologists, quantity surveyors and consulting engineers.

##### 6.4.2.2 Terryland City Park

It is proposed to accumulate the open space area adjoining the riverside and the existing Forest Park into a single park. This will amount to an expansion of the City Park within the Plan area from 7.6 ha to 11.1 ha. There is considerable merit to rebranding the Forest Park as the Terryland City Park. The title Terryland City Park also better captures the broad remit and scope of the park as a recreational resource and greenroute in the city (see Figure 6.4.2.2.). The enlarged park will be the single most significant area of green space within the entire city a fact already acknowledged by its Borough park status. The park will link directly into the city centre and will be the green heart and lung for the city centre area. The existing Terryland Park system will connect to the riverside and by extension the landscape of the Corrib River and Lough. This will also give greater recognition to the Corrib River within the plan of the city.

By extending the park to the river bank an opportunity arises to connect the Park directly with the city centre, this will itself improve access to the park and open up the opportunity to create pedestrian and cycle routes across the park. In addition redevelopment of the lands to the west of Headford Street generates the opportunity to create new routes into the park, increase passive surveillance and create defined edges to the Park.

The City Park can form part of the route to school and to work, the route to the shops and be used by walkers/joggers/cyclists for exercise and relaxation. At the same time, the park must also have destination elements.

The Framework Plan does not propose a revision of the original philosophy for the Forest Park, rather it endorses the ecological approach to the park. Bringing new pedestrian/cycle routes across the City Park does not compromise the ecological role of the park.

#### Terryland City Park Vision:

The vision for the Terryland City Park is as follows:

##### Guidance FPPR 7 Terryland City Park:

- Terryland City Park is to be a semi wild ecological park, with a mosaic of natural woodland habitat types in addition to wetland, wet grassland and meadow habitats.
- The role of the park as an ecological corridor and as an area of local biodiversity value is to be conserved and enhanced.
- Existing areas of woodland planting are to be retained. New woodland planting will be undertaken to the west between Dyke road and the existing park.
- The existing drainage ditches are to be retained and modified to enhance their habitat value. The ditches can be modified to create areas of wetland and wet grassland within the park. The wetlands and wet grasslands can in effect create islands in the park, a proposal of historical resonance considering the historical landscape condition of Terryland as Tír na nOileánn; land of the islands.
- The open space along the riverbank is to be retained as an open area and is not appropriate for woodland planting.
- There is potential to incorporate boating facilities on the river edge.
- An Eco Centre is proposed at the Bodkin junction as discussed earlier in Chapter 4.2.5.
- The City Park can incorporate play elements for children. Play elements should be integrated within the woodland and meadow areas of the park. They can be dispersed through the park except for a cluster of elements to be associated with one of the primary routes through the park. There is scope to consider a synergy between play elements and a sculpture trail, where sculptures are in themselves act as props for play. Play structures and features should be sympathetic in character and material to the semi wild nature of the park.
- A habitat trail is proposed. The habitat trail could consist of a marked trail beginning and ending at the Eco Centre. The trail would encompass the full range of habitat types in the park including the wetlands at the edge of the Corrib. At each location on the trail a notice board would provide information on the habitat and the plant and animal species present.
- A fitness trail is also appropriate. The fitness trail could consist of a marked route with frequent distance markers. The area of City Park within the Framework plan area is sufficiently large to accommodate a fitness trail loop of 1-1.5km. Along the fitness trail elements of robust fitness equipment such as push up bars and benches can be located.
- A number of clearings or openings could be set-aside within woodland areas. Such openings could be utilised for community tree nurseries. In the community tree nursery native tree species could be propagated from seed and cuttings and grown on as saplings. Saplings could then be made available to community groups, schools and households for planting elsewhere in the city.
- Open areas could also be utilised for events within the park, such as garden parties and concerts.
- The park shall be well light to ensure passive surveillance and an increased sense of safety.



Figure 6.4.2 Fisherman’s Building in Ballina (Architect: Vincent Coleman)



### The City Park and the River

An existing and disused slipway could be renovated for use as a launching area for rowing boats and canoes on the riverbank and an associated area of hardstanding for vehicles and trailers. The visual and ecological impact of the hard standing can be mitigated by using a reinforced grass paving system. Car parking will be limited to a maximum of 10 spaces. A boat club building can be set back into the existing embankment with the N6. The boat club buildings will be limited to a footprint of approximately 800 sq.m. The siting of the boat club against the N6 will minimise its visual impact on the open landscape of the river bank and the panoramic view from the bridge (see Figure 6.4.2). It is also sited to minimise ecological impacts, being located outside of the cSAC and away from the water's edge. The height of the boat club building will be limited so as not to reach above the surface level of the bridge. Subject to more detailed investigation and risk assessment the slipway ramps could also be utilised as a place for swimming in the river and steps into the water could be provided.



Figure 6.4.2.1 3D view of the Riverside and City Park



Figure 6.4.2.2 Perspective of rejuvenated southern end of Dyke Road





Figure 6.4.2.3 - Terryland City Park





Figure 6.4.2.4 Potential improvements to Terryland City Park



Figure 6.4.2.5 Existing images of Terryland City Park



### 6.4.2.3 Bohermore Neighbourhood Park

The Bohermore Neighbourhood Park is approximately 2.0 hectares in area. The park has an established usage pattern as a football ground with a full size grass pitch and all weather 5 a side pitches. The park directly adjoins the residential community of Bohermore and the Galway Shopping Centre site. The western boundary with Sean Mulvoy road has been planted with native tree species contemporaneous with the Forest Park planting, in addition to some tree planting on the steep embankment along the edge with Bohermore.

The park presently suffers from poor access from Sean Mulvoy Road and there are no routes through the park from Sean Mulvoy Rd to the Galway Shopping Centre. It is not positively addressed by the Shopping Centre and neighbouring dwellings 'back' onto the park. Therefore the park is not directly overlooked and consequently has limited passive surveillance. In addition, the recreational facilities serve a limited profile of users.

There are limited opportunities to address the lack of overlooking from adjoining built up areas. The best opportunity to create a new edge to the park exists on the southern boundary of the park with the Shopping Centre.

#### Guidance FPPR 8 - Bohermore Park:

- Create a new edge of activity to the park by concentrating active and passive recreational features such as a play area, sitting area and a park pavilion with changing rooms within a formal band of landscape. The pedestrian route from Bohermore to the shopping centre could also be rerouted through the park.
- New routes through the park from Sean Mulvoy road to the shopping centre and from Bohermore to the Bodkin junction. Creating the route from Sean Mulvoy Rd to the Shopping Centre will require the shifting of the grass pitch 2-3 metres eastward.
- Dedicated play area for young children.
- Attractively designed and sheltered seating areas.
- Provision of new changing rooms in a park pavilion building, with potential for additional community facilities such as a meeting/training room to be incorporated.



Figure 6.4.3 Bohermore Neighbourhood Park

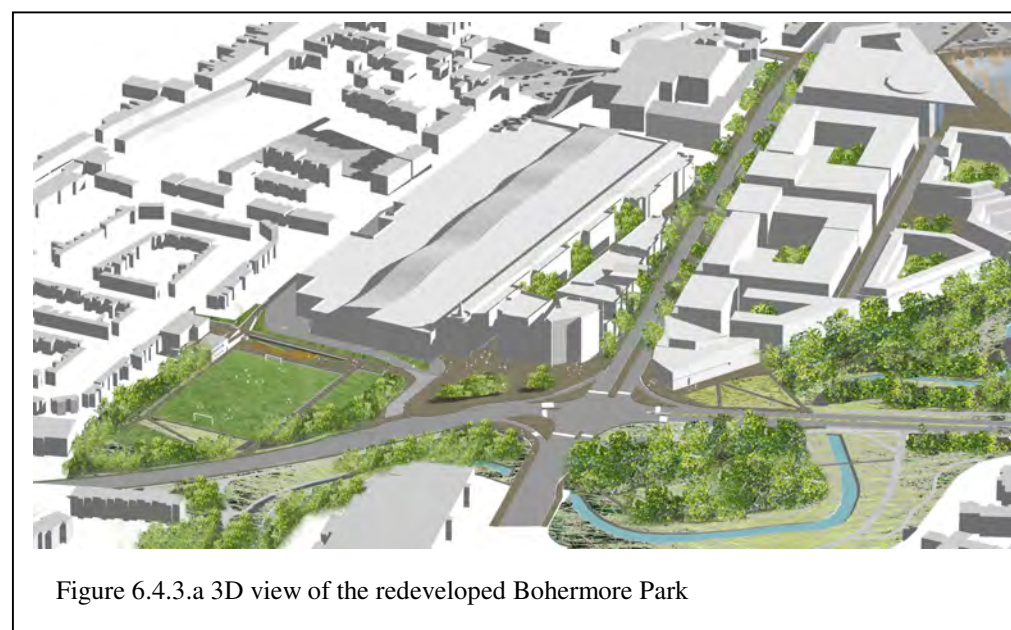


Figure 6.4.3.a 3D view of the redeveloped Bohermore Park



Plate 6.4.3 Photo of existing Bohermore Park



#### 6.4.2.4 The Plots Local Park

The Plots Local park is approximately 0.75 ha in area. The park is located adjacent to an established city centre residential area. The park is enclosed on two sides by the rear gardens walls of a row of housing fronting Wood Quay and Walshe's Terrace. The embankment of the dis-used Galway to Clifden railway line forms the northern edge of the park. The park adjoins Dyke Road on its eastern edge.

The park, which has not been formally set out and presently consists of mown grass and goalposts used as a kickabout space, enjoys a sheltered microclimate.

A major drawback of the space is that the enclosing dwellings 'back' onto the park and there is limited passive surveillance. The earthen railway embankment also blocks off views and linkages to the river. There are no pedestrian or cycle routes passing through the park while the only direct access to Wood Quay and Eglinton Pier is via a narrow laneway.

In terms of usage and catchment, the Plots Local Park will have a local focus.

##### Guidance FPPR 9 Plots Local Park:

- Subject to a Design Brief permit mews development to the rear of dwelling on Walshe's Terrace and Wood Quay (see Figure 6.4.4.a). Mews developments could consist of new dwellings, 'granny' flats or extensions, home offices and extensions of existing dwellings. Mews developments must address the park and will be accessed via a shared surface area or homezone around the edge of the park.
- Redevelopment of the triangular block formed between Dyke Rd and Headford Rd will provide a new edge to the park as will the development of the civic block for the Court Services building and Art Centre.
- The construction of the proposed pedestrian and public transport bridge to NUIG will bring more pedestrian and cyclist movement through the park.
- Extend the river side route through The Plots Park, linking up the existing river side walk with the City Park. Delivering the riverside route can be achieved a number of ways:
  - a) via the existing laneway.
  - b) in conjunction with the pedestrian bridge link to NUIG, a new route can be provided along the edge with the boat club by removing part of the earthen embankment.
  - c) by relocating an existing boat club into the corner of the park, a new wide route can be opened up. This new route would be safer and more comfortable than the existing laneway.
- Additional elements proposed for The Plots Park are as follows:
  - All weather sports court (MUGA) for 5 a side football and /or basketball court.
  - Children's play area.
  - Seating area.
  - Tree planting.





6.4.2.5 Corrib Square and Homezones

- Guidance FPPR 10:**
- Corrib Square will be a new public space formed between the urban blocks west of Headford Street (see Figure 6.4.5.a).
  - The Square forms a key link between the busy Headford Street area and the tranquil City Park to the west.
  - The scale of the square will be intimate with an area of approximately 0.2 hectares.
  - The square will have a predominantly local community focus and will incorporate a children’s play area and seating.
  - The square may also accommodate a copse of native tree planting.
  - Community uses and shop units for cafes or convenience retail should be arranged around the edge of the square.
  - The narrow streets linking from Corrib Square to the park and river can be configured as homezones (see Figure 6.4.5.a-f).



Figure 6.4.5.a 3D View of Corrib Square



Figure 6.4.5 b Section through Corrib Square

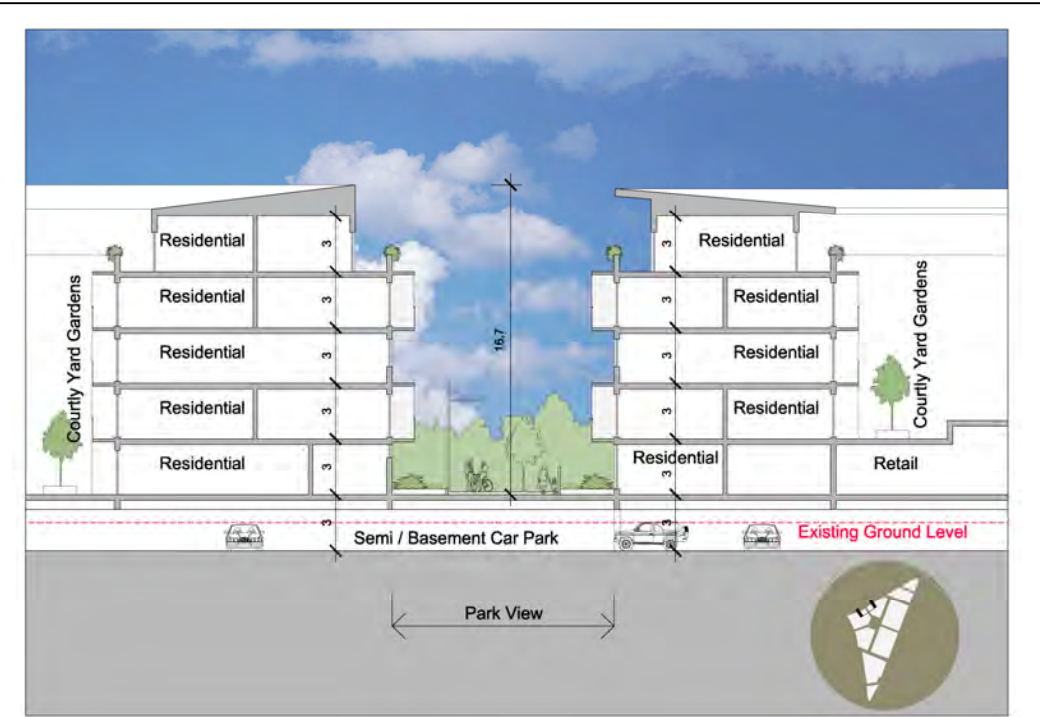


Figure 6.4.5c Homezone off Corrib Square



Typical landscape treatment of Home Zone

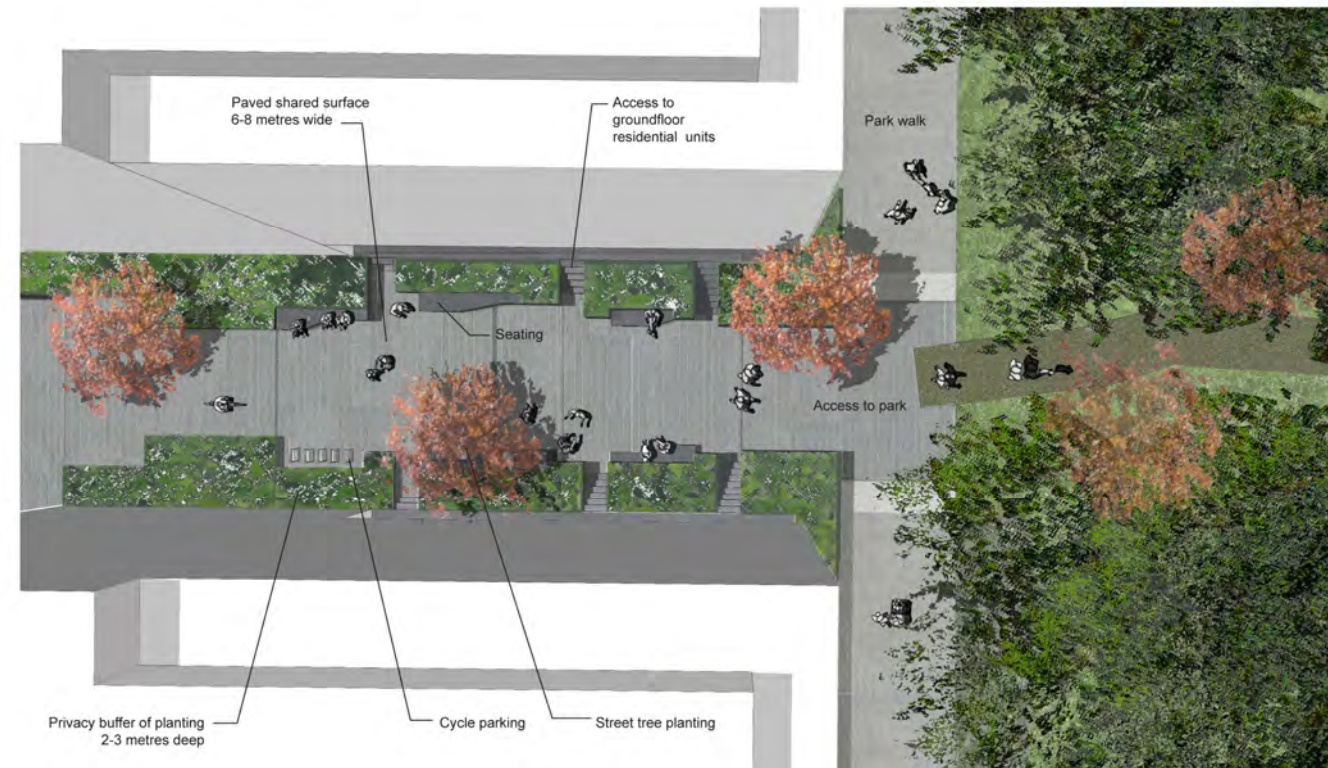


Figure 5.4.5d Typical Home Zone Landscape Treatment



Figure 6.4.5e Section Through Corrib Square Home Zone



Figure 6.4.5.f Perspective of Ffrench Street



## 7.0 TRANSPORTATION

This section of the Framework Plan provides guidance on the existing transport infrastructure within the Plan lands and also proposes improvements to the infrastructure, that are necessary to ensure the successful implementation of the Plan.

### 7.1 The Existing Environment

The Plan area is well served by a number of public roads including the N6 to the north and north west, Sean Mulvoy Road to the north east, Dyke Road, which runs along the western boundary and the Headford Road, which runs from the Bodkin Junction through the Plan lands towards the city centre. Nevertheless each of these routes can be considered to be congested and operating outside of design capacity. There is, in addition, a significant accompanying environmental impact in terms of air / noise pollution and general reduction in the environmental quality of the Plan area.

While the area is accessed by pedestrians, cyclists and various bus routes, the movement of people into and through the Plan area is predominantly by motor car.

#### 7.1.1 Bus

The area is poorly served by the current Bus Service as the primary purpose of the routes running through it along the Headford Road is the connection of outgoing city areas of Terryland / Ballinfoile and Renmore / Merlin Park to the present Eyre Square Hub. Furthermore the poor physical integration of services and the lack of ticket integration militate against the use of these services by passengers from the broader city area for the purpose of accessing the Plan lands.

#### 7.1.2 Rail

The Ceannnt Station Rail Terminus, which has the potential to provide a greatly improved local and commuter rail service, is located approximately 600 metres from the nearest part of the Plan area and in excess of 1000 metres to the further most part of the area.

The distance to Ceannnt Station is sufficiently long to discourage pedestrian access if other equal and more accessible options are available. For this reason the rail service as it operates at present without a favourable vehicular connection is not seen to be of significant importance to the ‘customers’, visitors and workers in the Plan area.

#### 7.1.3 Pedestrian and Cycle Linkages

The standard of the existing pedestrian and cycle linkages through the Plan area and with the surrounding city is considered to be inadequate such as not to encourage the use of these sustainable access modes.

The primary pedestrian link along the Headford Road with the city centre, rail and bus hubs is well used but suffers from a number of shortcomings, including narrow footpaths and limited crossing-points.

These problems affecting this important link must be addressed if the Plan Area is to be successfully and demonstrably integrated with the important retail, transportation and other services that are available in the city core.

The use of pedal cycles within the Plan area is very low for the following reasons:

- The absence of a city wide cycle culture
- The lack of on and off carriageway provision for cycles

- The difficulties and hazards of negotiating roundabouts and car dominated junctions by cycle.
- The lack of safe and accessible cycle storage facilities, and changing facilities for cyclists at the workplace.

## 7.2 Proposed Transport Improvements

### 7.2.1 Bus Strategy

Recommendations contained in the Galway Strategic Bus Plan, 2007 and other improvements such as public transport integrated ticketing must have a high priority in order to maximise the accessibility of the service to all.

In order to be truly effective in delivering modal shift of the order that is required to reduce congestion in the Plan area and beyond, these far seeing measures must be accompanied by unambiguous policy measures, which will create positive car restraint. Amongst the most obvious of these is a continued downward pressure on the levels of car parking required by the City Development Plan.

#### Guidance FPTT 1:

As regards bus based public transport, the Framework Plan proposes:

- (i) A bus terminal within the Plan lands (on ‘Pier Street’) that will provide a stopping point for buses, potentially linking with park and ride sites and an enhanced range of destinations throughout the city (see Figure 7.2.1).
- (ii) Bus lanes within the newly created Headford Street and inbound (only) on the Dyke Road (linked to the N6).
- (iii) Bus stops to the highest modern standards.

#### Guidance FPTT 2:

It is acknowledged that the road width becomes constricted at the southern end of the Plan lands where Headford Street joins Bothar na mBán. Bus priority measures and junction amendments will be required at this location with the objective of ensuring higher and priority measures for buses entering the core city area.

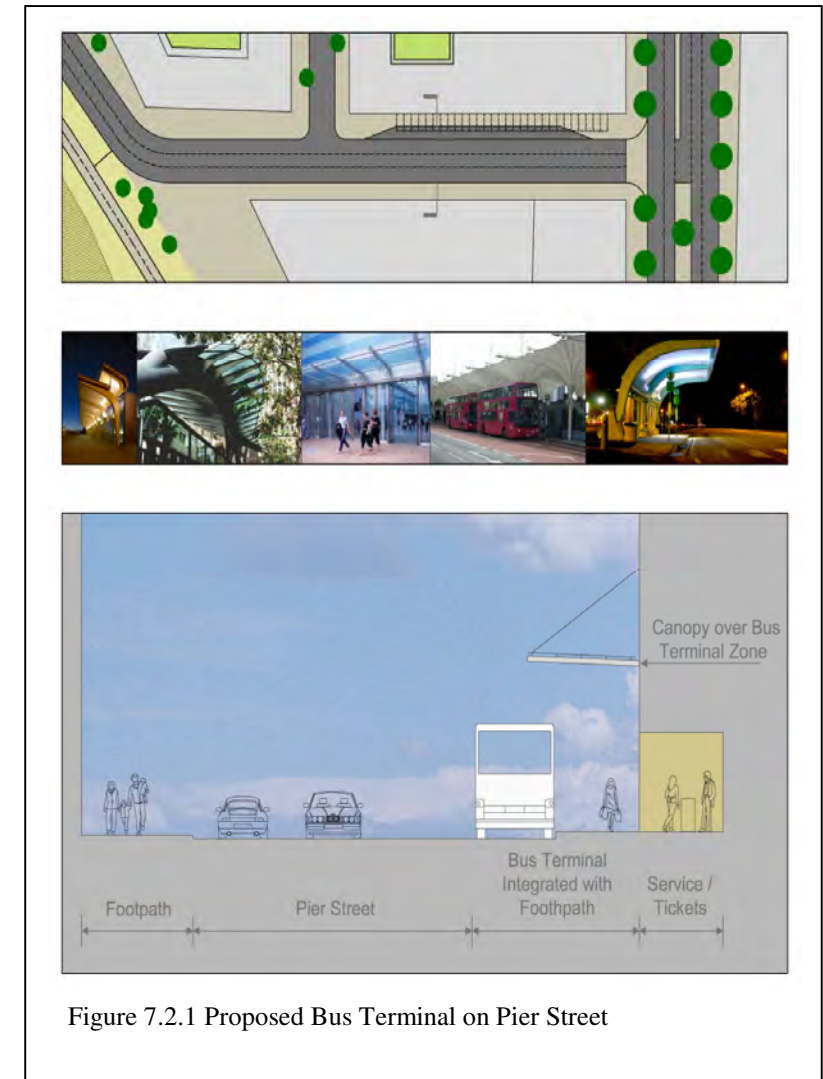


Figure 7.2.1 Proposed Bus Terminal on Pier Street

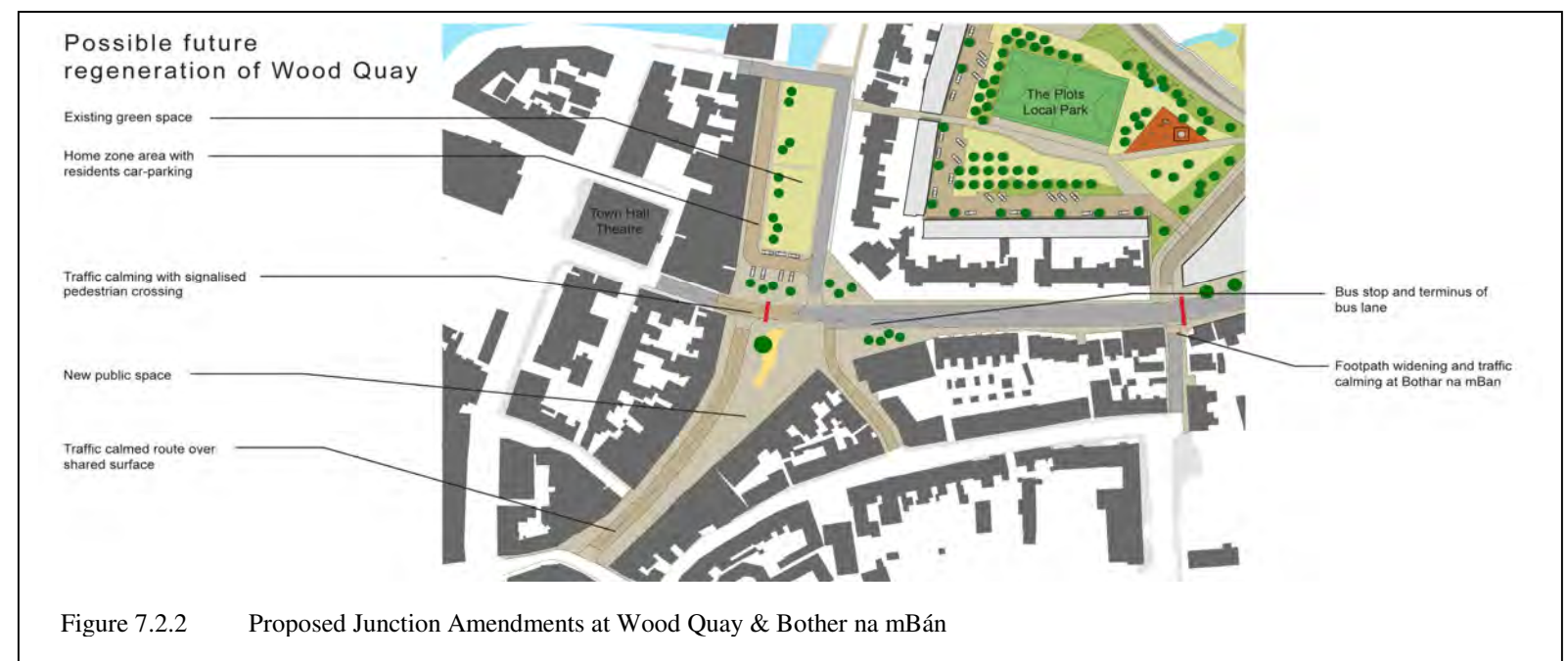


Figure 7.2.2 Proposed Junction Amendments at Wood Quay & Bothar na mBán



### 7.2.2 Light Rail

Consultation proposals for a light rail system (GLUAS) for Galway have recently been launched. The Plan area could in the future be served by one of these routes.

While it is accepted that the current “GLUAS” light rail proposals are at an early stage of development, and require further consideration, public consultation and evaluation in terms of comparative cost benefit analysis, it is considered that they have the potential to form a part of the range of sustainable transport options necessary to deliver the required level of modal shift to the city and could serve the Plan lands.

To this end, and notwithstanding the need for feasibility studies to be undertaken, the Framework Plan provides for Headford Street being of sufficient width to accommodate a light rail system.

### 7.2.3 Planned Roads Infrastructure up to 2020

The operation of traffic passing into and through the Plan area will be affected positively by network improvements taking place locally and at some remove from the area.

The following is a list of the more significant road improvement projects scheduled for completion within the coming years:

- The M6 Motorway terminating at the existing N6 between the Briarhill and Doughiska roundabouts.
- The Galway City Outer Bypass (taking account of the An Bord Pleanála decision of 28<sup>th</sup> November 2008, ABP Ref. No. 07.ER.2056).
- The widening of the Bishop O’ Donnell/Seamus Quirke Road to Dual Carriageway Standard.
- The continued provision of QBC’s (quality bus corridors) along key routes as proposed in the 2007 Galway Strategic Bus Plan.
- Minor general network and junction improvements being proposed throughout the city core area, which will assist with traffic circulation and the provision of bus priority measures.
- The development of an Urban Traffic Control System, which will provide a significant improvement in traffic circulation through traffic signal integration and positive and optimised traffic control.

### 7.3 Other Roads Infrastructure Measures Considered- Dyke Road / N6 Link

Traffic modelling identified the need for a new link between the Plan lands and the N6 if the Plan lands are to be redeveloped as proposed. In this regard a number of options were considered, including grade separated junctions (over and under the N6 at the Bodkin Roundabout) as well as a link from Dyke Road to the N6. The latter link was found to be of greatest benefit in terms of traffic flows and costs. The Plan therefore proposes a new Dyke Road / N6 link, which could serve vehicles, including public transport, cycles and pedestrians. The traffic modelling studies demonstrate this link would significantly reduce congestion at the Bodkin Junction Roundabout. Although the new road link would require some land take from the City Park, the benefits associated with reduced traffic volumes at the Bodkin Roundabout would it is considered outweigh this. It could also be constructed with minimal disruption to existing traffic. Based only on the Terryland City Park area (11.1 hectares) the new link would result in the loss of between 0.3 ha and 0.5 ha of the Park, representing between 2.7 per cent and 4.5 per cent of the park. The percentage loss of parkland if calculated based on the wider Terryland Park network would be significantly lower.

#### Guidance FPTT 3:

It is recommended that the plan area be linked directly to the N6 via a new junction to be created from the Dyke Road subject to the completion of an assessment of its environmental impacts, including an Appropriate Assessment of potential effects on the Lough Corrib cSAC.

### 7.4 Traffic Generation

In the preparation of the Framework Plan, assessments have been carried out to establish the likely traffic generation that will occur as a result of the redevelopment of the west side of the Headford Road.

#### Guidance FPTT 4:

The computer traffic modelling carried out indicates that with the implementation of specific road network improvements and the proposed Urban Traffic Control System, combined with a modal shift of 25% of private car users to other modes of transport, the road network within the plan area could operate within capacity with the lands fully redeveloped as envisaged by this Framework Plan. These network improvements are the upgrading of the Bodkin Roundabout to traffic signalised cross-road junction, the construction of a new junction and link from the Dyke Road onto the N6, the improvement of the Headford Road, and in the longer term the construction of the Galway City Outer Bypass.

### 7.5 Modal Shift

As has been discussed elsewhere in the Plan (Section 4.2), the preferred layout and mix of uses is based on an increased density, which meets sustainability objectives and assists in providing a credible balance between urban design, commercial potential and the costs of development.

It is clear that access to this important new City Quarter must be promoted upon the basis of greatly improved public transport and the other sustainable modes of transport i.e. walking and cycling.

The layout of the proposed development scenario has been selected so as to provide maximum permeability for pedestrians and cyclists and this must be followed through by the provision at detailed design stage of supporting facilities such as seating, sheltered walkways and secure cycle-parking facilities. In addition the pedestrian and cycle linkages through the Plan area and with the surrounding areas particularly the city centre must be developed and enhanced in terms of pedestrian/cycle priority comfort and security.

The Plan’s layout encourages the use of bus based public transport through the provision of quality bus corridors and accessible bus stops, which can be used by regular city bus services as well as buses servicing park and ride site facilities.

Furthermore the cross sections proposed for the principal transport corridors are sufficient to accommodate the inclusion of light rail lines if further evaluation should prove them to have a comparative benefit to cost advantage.

In addition to these specific measures, the Plan shall be accompanied by proactive actions on the part of developers and those taking up space within the Plan area, which shall ensure that a culture of minimum car dependence is created through the timely formulation and promotion of mobility management plans (mobility management).

#### Guidance FPTT 5:

It is a requirement that development proposals within the Plan lands are accompanied by Traffic and Transportation Assessments and Mobility Management Plans. These shall have regard to the Guidance as contained throughout the Plan lands and particularly section 7.

### 7.6 Servicing

Servicing of the Plan lands needs careful consideration to ensure service traffic movements at peak hours are minimised and also to take account of the objective of this Plan to ease linkage across Dyke Road. Furthermore, residential elements of the proposals are concentrated at the west side of the Plan lands so if main servicing was to take place from this direction it could lead to disamenity for occupiers of dwellings in this area and also impact negatively on the quieter more tranquil spaces envisaged on the western side of the Plan lands.

For the above reasons it is envisaged that servicing of the Plan lands will take place via the new Headford Street itself and furthermore that servicing times will be restricted to off-peak traffic times.

#### Guidance FPTT 6:

Galway City Council shall work in conjunction with stakeholders and developers to ensure that the amenity of the area is not undermined by inappropriate servicing arrangements for the area. In this regard servicing shall take place primarily via Headford Street. It is a requirement that development proposals are accompanied by detailed servicing plans.



## 7.7 Pedestrian Linkages

A key consideration in the preparation of this Framework Plan is encouraging and defining connections within the Plan lands and between the Plan lands and adjoining areas. In particular the N6 serves the Plan lands from the residential areas to the north, whilst Dyke Road in its present form restricts linkages between important open space areas, whilst Headford Road itself serves both sides of the Plan lands due to heavy traffic on the road.

### Guidance FPTT 7:

It is a requirement to secure signal controlled pedestrian crossing points on the N6, Dyke Road and Headford Street at the locations as illustrated on diagram 7.3.3. Details of the type of crossing envisaged are illustrated at diagrams 7.3.1 and 7.3.2

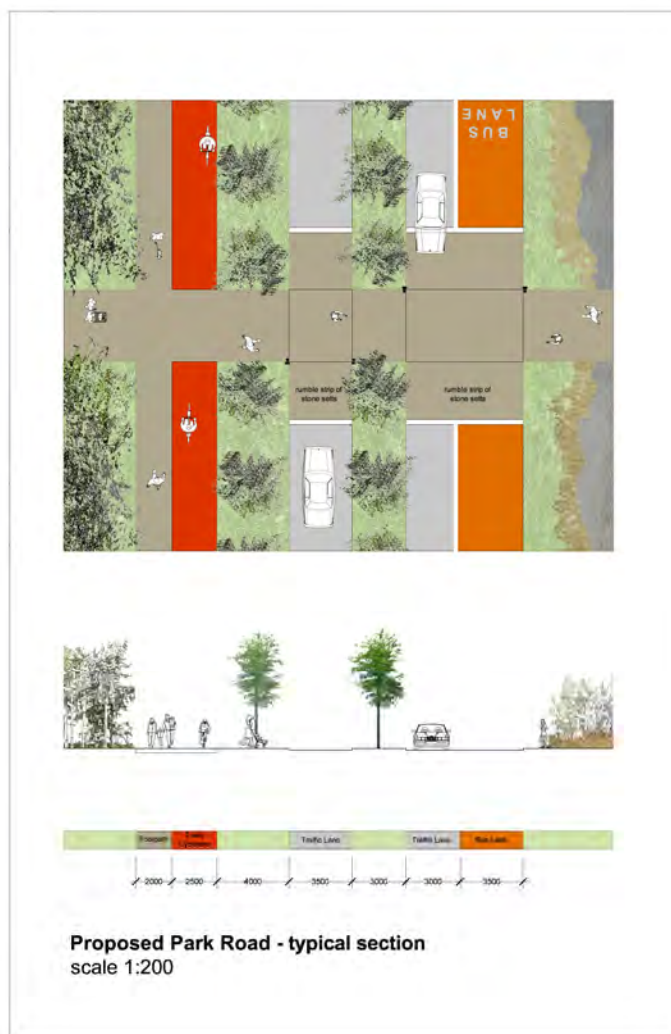


Figure 7.3.1 Typical Section across Dyke Road (Park Road) indicating Pedestrian Crossings

Figure 7.3.1 above illustrates a typical pedestrian crossing on Dyke Road. In order to ensure pedestrian safety as well as encouraging modal shift, surface treatment will vary for each mode of transport (vehicular, bicycle and pedestrian). The crossing will be signal controlled.

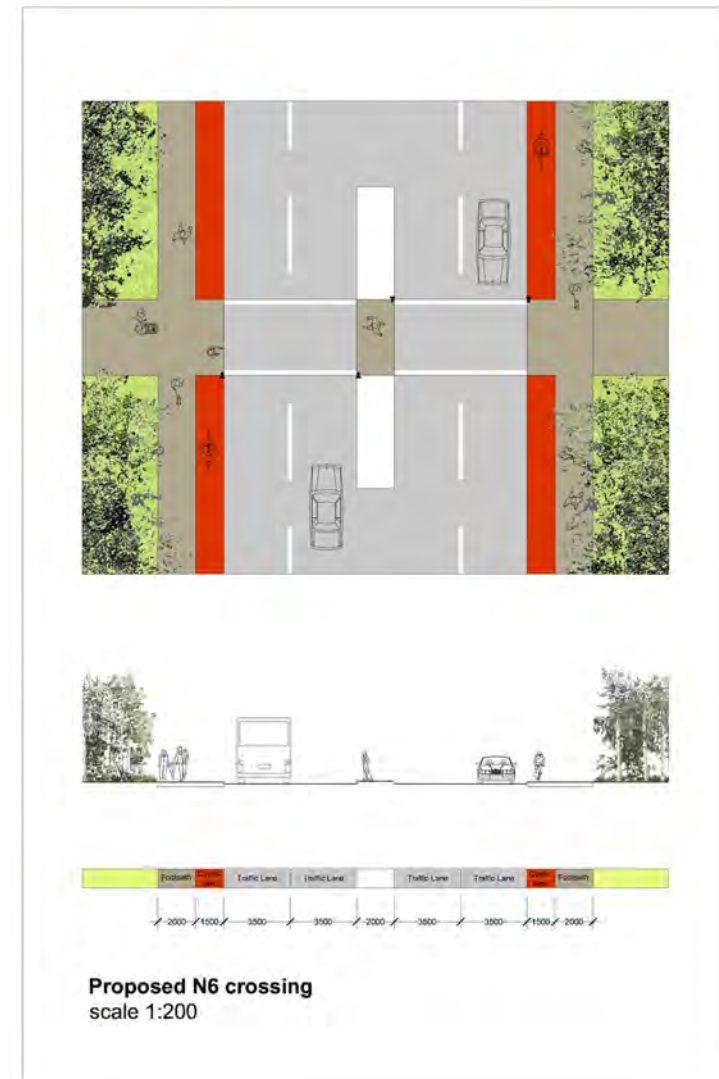


Figure 7.3.2 Typical Section across the N6 indicating Pedestrian Crossings

Figure 7.3.2 above illustrates the proposed pedestrian crossing on the N6. The crossing will be signal controlled and a pedestrian refuge will be provided for increased safety for pedestrians crossing at this location.

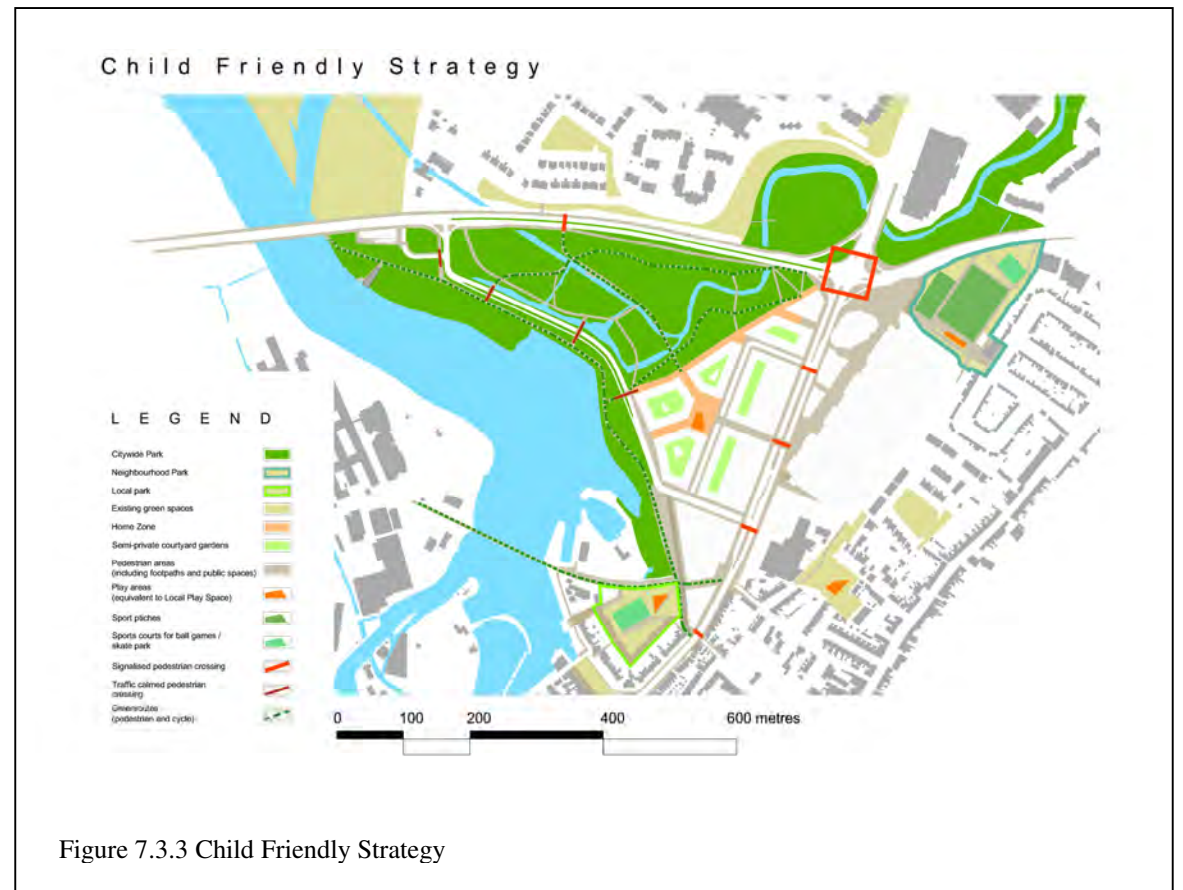


Figure 7.3.3 Child Friendly Strategy



## 7.8 Car Parking

At present there are two large surface carparks on the west side of the Headford Road and one on the east. The Headford Road Retail Park provides surface car-parking for 404 patrons and staff of the units within the Retail Park and its use is free of charge. The Dyke Road car-park, with 537 spaces is owned and operated by Galway City Council and provides day long parking for a fee (precisely €4). This car park is predominantly used by commuting motorists. To the east side of the Headford Road there are approximately 650 parking spaces currently provided by the Headford Road Shopping Centre complex, which are free of charge to patrons of the Shopping Centre.

In order to advance the objective of Galway City Council to reduce dependency on the private car (Policy no. 3.4 of the 2005 Development Plan) the most effective restraint on car use is the imposition of reduced parking provision. The Framework Plan proposes a modal shift of 20% from the private car to more sustainable forms of transport, namely public transport, cycling and walking has been selected as being an optimistic but achievable target for the year 2018 within the Plan area (The assumed year of completion of the redevelopment of the Plan area).

In addition, as a number of differing development types and land uses are proposed within the Plan area, it is expected that a number of trips to the area will be ‘multi-purpose’ or ‘shared use’ trips. It is conservatively estimated that this will result in a further 5% reduction in demand for parking spaces as against current development plan requirements.

Taking account of modal shift and proposed parking levels in adjacent proposed developments, the Plan recommends a reduction of 35% of parking spaces to that which is predicted by present maximum demand standards. Accordingly this Framework Plan proposes that c. 1300 spaces be allocated for parking in the redevelopment of the west side of the Headford Road. This parking shall be in the form of semi-basement and multi-storey car parks located within the mixed use blocks on the west side of Headford Road.

### Guidance FPTT 8:

Having regard to modal shift proposals. This Plan recommends a reduction of 35% in parking requirement against present maximum demand standards. Accordingly the Plan proposes c. 1,300 spaces in the redeveloped western side of Headford Road. These spaces are to be provided in the form of semi-basement and multi-storey car parks positioned within the mixed use blocks on the west side of Headford Road. Where semi-basement parking is proposed active street frontages must be maintained.

Due to the permeability of the Framework Plan area, it is anticipated that patrons of both the Galway Shopping Centre and the Retail Park area can park on either side of the Headford Road in order to carry out their business.

### Guidance FPTT 9:

Development proposals must be accompanied by car park management plans which shall inter alia, ensure car parking spaces are available to the general public and pricing is such as to positively encourage short-term usage, and take account of parking provision for residential dwellings.

It is proposed to remove the existing Galway City Council car-park at Dyke Road, with its primary function as a commuter car park being replaced by park and ride services based on new sites located on the periphery of the city.

### Guidance FPTT 10:

In order to ensure that the short term development potential of the plan area is not affected negatively it is important that the reduction in parking provision is applied in tandem with planned improvements to the public transport network and services including identification and implementation for a park and ride site(s).

### Guidance FPTI 11:

It is proposed that access to the multi-storey car parks is via the new “Corrib Street”. It is recommended that right turning lanes be provided on Corrib Street so as right turning vehicles waiting to access to car-parks do not obstruct through traffic on Corrib Street. Furthermore, it is a requirement that multiple access points to the car-parks be provided to minimise queuing of vehicles waiting to enter the car-parks. It is proposed that no on-street parking be permitted along Corrib Street, in order to prevent congestion and to ensure that traffic can move freely along this road. Real time advanced signage will also be required.



## 8.0 INFRASTRUCTURE AND SERVICES

This section of the Framework Plan details the existing infrastructure and services serving the Plan lands. It goes on to provide guidance on the improvements to the infrastructure, which are necessary to accommodate the proposed developments set out in the Plan.

### 8.1 Foul Sewerage

#### 8.1.1 Existing Infrastructure

There are existing sewers serving the east and west side of Headford Road. However, they do not have the capacity to accommodate the proposed redevelopment of the Plan area.

#### 8.1.2 Effluent Generation

Future foul sewage flows for the Plan area have been calculated based on the recommended wastewater loading rates contained in Table 3 of the EPA Treatment Systems for Small Communities, Business, Leisure Centres and Hotels Manual. Calculations have produced an estimate for total future foul dry weather flow for the study area of 661m<sup>3</sup>/day.

#### 8.1.3 Proposed Infrastructure

##### Guidance FPI 1:

The foul sewage infrastructure serving the Plan area does not have the capacity for dealing with flows from a development of the scale envisaged. In order to serve any redevelopment, new foul sewers will be required to transfer sewage to an area of the City downstream, where there is spare capacity in the sewers, or at a minimum upsizing of the existing sewers should be carried out. Further upgrading work may also be required in the sewer network downstream. It is a requirement that development proposals be accompanied by studies estimating future flows for the proposal based on be input into the Galway Main Drainage Stage 3 Hydroworks model. This is necessary to assess the requirements to cater for the future flows from development proposals.

### 8.2 Surface Water Drainage

Existing development on both sides of Headford Road and within the Plan area are served by existing surface water sewers. There are three separate 600mm diameter outfalls from the storm sewer networks.

- A storm network to the east of the Headford Road serves the Galway Shopping Centre and discharges to the Terryland River at the north-eastern side of the Bodkin roundabout.
- A storm water collection system network serves the Galway Retail Park to the west of the Headford Road, and to the Terryland River at the south-western side of the Bodkin roundabout. From here, the Terryland River flows to the north-east and continues on in an underground channel to an outfall at Lough Atalia.
- The southern part of the study area is served by a third storm water network, which discharges to a stream at the rear of the Black Box. This stream flows directly into the Terryland River to the east.

#### 8.2.1 Anticipated Future Requirements

##### Guidance FPI 2:

It is assumed that all future storm-water flows within the study area will continue to discharge to the Terryland River. Upsizing of the present outfalls and storm water sewers may be a requirement.

### 8.3 Water Supply

The existing water supply network within the Plan area consists of the following:

- 2 no. 225mm diameter water-mains which are laid in the Dyke Road from Walsh's Terrace to the underpass close to the Quincentennial Bridge, with a branch supply going to the west of the River Corrib
- 1 no. 300mm diameter watermain along the Headford Road,
- 1 no. 100mm diameter watermain along the Headford Road terminating at a point approximately 100m south of the Bodkin roundabout, and
- there are a number of short spurs serving the developments east and west of the Headford Road.

A further 250mm diameter watermain is located along the Sean Mulvoy Road, perpendicular to the Headford Road at the Bodkin Roundabout, and must be taken into consideration in relation to the study area.

The Galway City Development Plan 2005 – 2011 policy with regard to water supply and water quality is stated as follows:

*Policy no. 8.5-Water Supply and Water Quality*

- *Ensure that an adequate water supply is provided in a sustainable manner to meet existing and future demands of the city, in accordance with the assessment of needs as will be identified in the Galway City Water Supply Scheme.*
- *Achieve and maintain high standards for drinking water and water quality in the city, in compliance with E.U. Directives.*
- *Minimise and control discharges to inland and coastal waters and seek to improve the quality of bathing waters along the coast.*
- *Implement the requirements of the E.U. Water Framework Directive with regard to a sustainable approach to water services management by fully internalising the costs of water usage and wastewater generation in respect of the non-domestic sector.*
- *Encourage all significant water users to use best practises in water conservation.*

#### 8.3.1 Future Demand

##### Guidance FPI 3:

An upgrade of the Galway City water supply will be in place by June 2009 and the following assumptions are based on this being in place. The redevelopment of the Galway Shopping Centre will bring the service close to maximum capacity of the local network, with the result that any further development will pose issues to the Headford Road and City Centre supplies. Increased demand from development on the western side of the Headford Road will require an increased water supply to the area. It is possible to facilitate this by utilising the existing water mains on the Dyke Road, as they are currently operating well below capacity. Upgrade work to these water mains may be necessary and a survey of the integrity of the pipes would be a requirement. It would also be possible to redirect supplies, which currently serve areas west of the River Corrib to the study area. Upgrade work to a chamber junction at the Dyke Road would be required to facilitate this. Proposals for this upgrade work are presently at tender stage.

Furthermore, a connection between the Dyke Road and the Headford Road would need to be designed and implemented. When the exact nature of further development at the retail park is known, the increased demand and associated upgrades/redirected flows can be examined in more detail by Galway City Waterworks.

### 8.4 Electricity

At present, the study area is served by an underground electrical supply network. The ESB confirms that this network is capable of supplying the demand that may be anticipated to arise from the redevelopment of the Plan area.

It is considered to be premature to devote costly resources to the design of a specific power distribution network for the recommended development scenario at this juncture as the actual power demand arising from the various proposed uses and indeed the overall layout may be subject to variation as it is fleshed out in the further remaining design stages.

Developers involved in realising the Plan concepts shall engage in early and detailed consultation with the electricity providers so that the necessary infrastructure whether on or off site can be procured in a timely manner.

### 8.5 Gas

At present the Plan area is served by a gas main, which feeds along the Sean Mulvoy road, and enters the area both to the East and West of the Headford Road immediately South of the Bodkin Roundabout. The gas main currently terminates in the North Eastern corner of the Galway Retail Park at a point adjacent to Curry's Electrical Store, and would be available to service the redevelopment of the retail park area.

Bord Gais Eireann (BGE) has confirmed that the existing network has the capacity to supply the increased demand that could be anticipated to arise from the redevelopment of the Plan area.

As with the electrical network, apart from stressing its capacity to serve a redevelopment of the area at the scale envisaged in the recommended scenario, BGE is of the opinion that the preparation of a more detailed gas main distribution proposal for the area is better left until the development scenario has been brought to a more advanced level of design and





requirements are known with greater exactitude. It is a requirement that developers engage in early and detailed discussions with BGE to ensure necessary infrastructure is in place and supply is available.

**8.6 Telecommunication Services**

A range of telecommunication services are delivered to the Plan area by a number of independent service providers and are carried to the customers predominantly via the Eircom copper wire network. The service currently available to customers is considered adequate to fulfil their requirements.

It is anticipated that with timely upgrading of the network through fibre optic substitution there should be no difficulty in providing an enhanced range of services for the increased customer base and demand that would arise from the redevelopment of the Plan area.

With the rapid development of technology in this sector it may well be that the range of service options will change over the lifetime of the realisation of the recommended development scenario, and it is considered prudent to postpone a more detailed proposal in terms of service delivery until later in the design process.

**8.7 Design Coordination**

As the purpose of the Framework Plan is to provide guidance and inform development of detailed designs at the planning application stage, it follows that not all of the fine detail concerning service infrastructure can be provided at this point.

**Guidance FPI 4:**

It is essential that when detailed planning commences, there is strong project management and coordination in the specification and design of the services. As these will be predominantly underground they will be competing for limited space in the public areas in which, for the most part, they will be located.

In addition, because of the difficult ground conditions to be found throughout the Plan area, these services will need to be supported in the soft material or attached to fixed construction elements to ensure they do not settle and suffer damage. This requirement will limit the degree of flexibility that might be expected in a similar development constructed on good ground in terms of implementing changes to original layouts or network options. This places a more than usual degree of importance on the careful coordination and forward planning needed for a development of the scale in question taking place over what may be an extended timescale. Accordingly, the City Council will ensure that arrangements are put in place to provide an appropriate level of consultation, coordination and forward planning with the utility providers and the primary developers, which will enable the required services to be specified and located in the detailed layouts that will emerge from the approved Framework Plan in an accessible and compatible manner.



## 9.0 PHASING AND IMPLEMENTATION

The Framework Plan has provided guidance on the nature, type, scale and location of development, which should take place on the Plan lands. It also provides guidance on the transportation, infrastructure and other services necessary to accommodate this growth. This section of the Plan sets out the possible phasing and implementation within which the future development of the area could take place.

### 9.1 Phasing

#### 9.1.1 Timing of Delivery

It is envisaged that the Vision for the Headford Road area could be realised in a 5-10 year period possibly over 2 phases, assuming no significant constraints.

##### Guidance FPPI 1:

Regardless of the time period or the number of phases, the purpose of 'phasing' is to ensure orderly, rather than piecemeal, development and sequential, rather than time-related, provision of key infrastructural elements and the residential, retail, commercial, arts/cultural/civic, community and residential elements of the Plan.

Importantly, given that additional traffic will be generated by re-development, phasing of construction should also allow time for 'modal shift' to occur.

More specifically, phasing should have regard to –

- the need to provide alternative parking (Park & Ride) to replace the Council's existing surface car park
- the need to allow retailers on the Retail Park to continue to trade effectively until such time as they relocate to new premises
- the benefits of spreading implementation costs over time.

#### 9.1.2 Land Equalisation

The implementation and phasing of development have consequences for landowners and developers (e.g. land take and costs), and these must be equitably apportioned as far as possible.

#### 9.1.3 The Sequencing and Main Components of Each Phase

While there are different ways in which phasing could be achieved, one possible approach is shown in Figure 9.1. The sequence of phasing shown in Figure 9.1 is based on the release and development of lands in Council ownership – primarily the surface owned car park alongside Dyke Road - acting a catalyst to initiate the development.

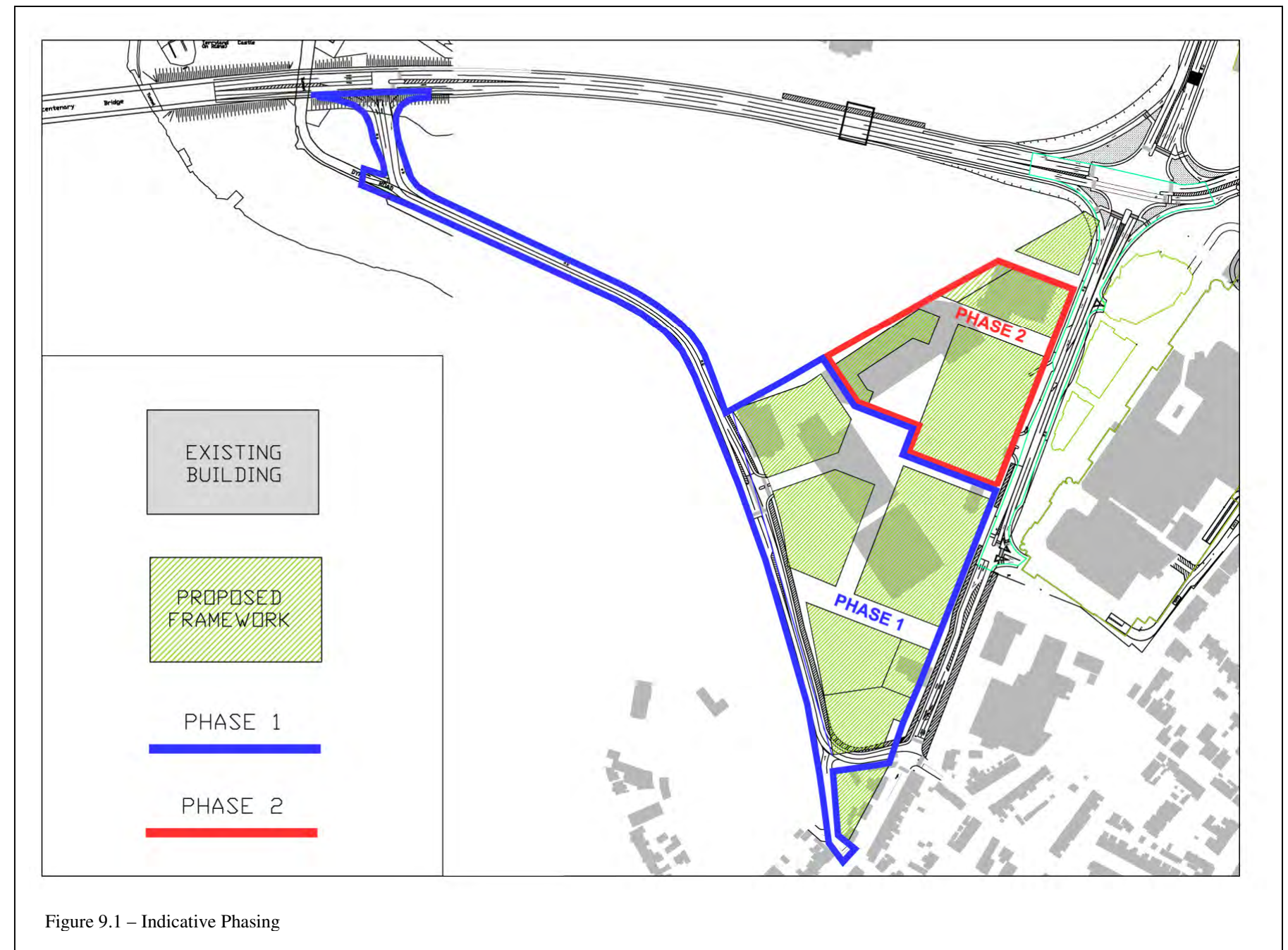


Figure 9.1 – Indicative Phasing



## Phase 1

Based on Figure 9.1 implementation could occur in the following sequence. In view of the quantity of public works required at an early stage, the Phase includes a significant quantity of residential, retail and commercial development. The main items of development are:

1. Headford Road upgraded to become 'Headford Street.'
2. Creation of 'Pier Street', connecting Headford Street and Dyke Road, and 'Clifden Line.'
3. Subject to detailed study and environmental assessments the re-alignment of Dyke Road/construction of slip road onto N6.
4. Provision of bus terminal at Pier Street.
5. Development of Arts/Cultural Centre and Courts Services building.
6. Development of residential, retail and commercial uses between Headford Street and Dyke Road.
7. Construction of Corrib Square.
8. Seek alternative Park & Ride facility.

The delivery of the Eco Centre is not necessarily related to any particular phase or sequence and construction could commence at any time. Similarly, development of the Green Spaces (Terryland City Park, Bohermore Neighbourhood Park, Plots Local Park) could commence at any time, although ideally they would be developed and completed as soon as possible in order to enhance the attractiveness of the area to investors, traders, shoppers, residents and the wider city population. Development of the Public Realm - the public squares and streets – will occur alongside the relevant elements of development.

## Phase 2

Phase 2 includes:

1. Development of remaining residential, retail and commercial uses between Headford Street and Dyke Road.
2. Completion of Ffrench Street, 'Corrib Street', 'Corrib Square' and 'Town Park Street'.

## 9.2 Implementation

### 9.2.1 Main Items of Infrastructure

The Framework Plan contains proposals for significant items of infrastructure to improve traffic and transportation, the public realm and green-spaces, and for public/municipal buildings. Some of the items are identified by the Council's Development Contribution Scheme, and are distinct from works that would be considered to be part of any planning application e.g. the creation of Corrib Square and areas of semi-private open space associated with residential blocks facing the river and Terryland Forest Park. A number of the items are considered to be 'Primary' elements of the Plan, which is to say that they must be implemented to ensure that the vision for the Plan lands is delivered, and there is little scope for their re-interpretation (see Chapter 4). The cost of these works has been estimated to run into several millions of euros.

The main items of infrastructure are as follows:

- Creation of 'Headford Street' – including required traffic signalisation,
- New Pedestrian Bridge,
- Terryland City Park and pedestrian/cycle promenades through the park and soft landscape works to enlarged City Park and river side (including new boat launch area),
- Upgrade works to the Bohermore Neighbourhood Park,
- Upgrade works to the Plots Local Park,

- Signalisation of Bodkin junction,
- New signalised pedestrian crossing on the N6,
- Subject to detailed study and environmental assessments, a slip road from Dyke Road onto the N6, including pedestrian ramp and steps,
- New changing rooms to Bohermore Neighbourhood Park,
- A relocated (private) boat club building within the Plots Local Park (to facilitate linkages in the riverside walk/pedestrian route),
- Upgrade piped services.

The public/municipal works are as follows:

- Courts Services building.
- Eco Centre.
- Cultural and community facilities (including sports buildings and a library).

The Council will consider a number of mechanisms for ensuring the delivery of the above proposals, including:

- the City Council's Development Contribution Scheme for those items that are identified by the Scheme,
- a Special Development Contribution Scheme for those items that are regarded as being 'exceptional costs', not already provided for in the 'general' S48 Development Contribution Scheme, and clearly of benefit to a specific development, and
- sources of funding such as the Office of Public Works (OPW), Public Private Partnerships (PPP), the Department of Transportation, EU Funding for Special Projects and Department of Arts, Sport and Tourism.

### Guidance FPPI 2:

The successful delivery of the Framework Plan's vision, and especially these important items of infrastructure, is dependent on the establishment of a high level steering group to drive the implementation phases forward. The Council will take steps to ensure that such a body is defined and assigned perhaps comprising Council personnel, developer interests and community interests with external expert input as required.

In particular, the steering group will be responsible for the preparation of a financial model, including legal agreement to identify those infrastructural and municipal/community/open space elements to be provided in conjunction with the redevelopment of the Plan lands as well as land value equalisation. Ideally the financial model/legal agreement is to be in place prior to the commencement of development on the Plan lands.



## Appendix 1:

### Planning Policy Context

#### National and Regional Planning Policy

A number of National and Regional policy documents were referenced during the preparation of this Framework Plan. These documents supported the re-development of lands such as the Plan lands with mixed uses and an improved traffic and public transport system. We set out below a brief analysis of these documents and their relevance to this Plan.

National Spatial Strategy 2002-2020 - The National Spatial Strategy (NSS) identifies Galway as one of a total of nine Gateway cities (4 existing, 5 new) to which significant levels of growth and development are targeted. The NSS states that the five new Gateway cities (including Galway) have considerable potential for further development and expansion to achieve more balanced regional development and to act as a counterweight to the pull eastwards on the island. The importance of achieving critical mass in the Gateway cities is vital to the continued success of the cities.

National Development Plan 2007-2013 - The National Development Plan (Transforming Ireland — A Better Quality of Life for All) acknowledges that Galway is the principal economic and population centre in the Western Region, having performed very strongly throughout the 1980s and 1990s and having seen the highest increases in population growth in Ireland. As a consequence, the National Development Plan sets out a number of key development and investment priorities over the period of the Plan to support Galway in this role, including: completion by 2010 of the M6/N6 Dublin-Galway motorway; creation of an effective bus-based public transport network, building on recent fleet investment through widespread bus prioritisation measures; and, provision of sport, social and community facilities to serve fast developing residential areas.

Retail Planning Guidelines for Planning Authorities (2005) - The Retail Planning Guidelines for Planning Authorities were originally published in 2000, and revised in 2005. The Guidelines were amended to take account of increasing pressure for retail development and to further guide the scale, location and type of retailing to take place in and around urban settlements. The broad thrust of this guidance to support significant new retail development within or adjacent to city centres, in locations where there will be synergies between existing and new developments, and where public transport is available.

Western Regional Planning Guidelines (2004) - The Western Regional Planning Guidelines provide a long-term strategic planning framework for the development of the Western Region. Galway is the principal gateway in the Region. The Guidelines acknowledge that as the commuter belt of Galway City and the other main towns in the region extends, increased travel times and serious congestion on the radial routes leading to them gives rise to the growing problem of injury to the environment and also to quality of life issues. To this end, the Guidelines reinforce the need for a sustainable and structured overall settlement strategy for the region.

As noted on Section 1 the status of the Framework Plan will be as an informal guidance document in the hierarchy of Plans for the city. The over-arching policy document is the Galway City Development Plan and proposals for development within the Framework Plan lands will have to adhere to the provisions of the Development Plan, as may be varied.

#### Local Planning Policy

The Galway City Development Plan 2005-2011 - The Galway City Development Plan is the statutory plan pertaining to the Framework Plan lands, and according to this Plan, two land use zonings are directly applicable to the lands:

- CI – Enterprise, Light Industry and Commercial Uses (Objective: To provide for Enterprise, Light Industry and Commercial Uses other than those reserved for the City Centre zone); and,
- RA – Natural Heritage, Recreational and Amenity Uses (Objective: To provide for and protect recreational uses, open space, amenity use and natural heritage).

Associated with the CI zoning and relevant to Headford Road are the following development standards:

- Maximum site coverage = 0.8
- Maximum Plot ratio = 1.25
- Open Space = 5% of the total area, and 50% of the gross floor area of the residential content
- A minimum residential content of 30% of the proposed gross floor area of all new large-scale developments (GCDP 2005, p158-159).

The Development Plan is associated with a suite of other plans, studies and strategies, including the Draft Recreation and Amenity Needs Study (2007), and also the Parks and Amenities Strategy (2002-2006), City Habitats Inventory, and Galway As A Child friendly City (2000). The Development Plan reflects many of the key findings and objectives of these documents in policies with a direct bearing on the Framework Plan lands, for example: the Green Network, Greenways and Public Rights of Way, Natural Heritage, Coastal Areas and Waterways, and Views of Special Amenity Value and Interest. Similarly, there are a number of specific objectives that are directly or indirectly relevant to the Plan lands. These policies and objectives are outlined below and discussed in subsequent sections of this Plan.

Three parks are located within the Plan lands and these form part of the City's green network, namely, the Terryland Forest Park, Bohermore Neighbourhood Park and The Plots Local Park. Policy 4.2 of the City Development Plan sets out the Council's intentions, which are, broadly, to protect, improve and expand this network through acquisition of lands as opportunities arise. Policy 4.6 'Parks, and 4.7 – 'Urban Woodlands and Trees' expand on the same theme.

In relation to greenways (another name for pedestrian and cycleways that are separated from traffic) the Development Plan zoning and objective map shows two green networks affecting the Framework Plan lands, one running alongside the River Corrib and another through the Terryland Forest Park. Policy 4.3 outlines the Council's intentions with regard to greenways, which includes the aim of developing such routes. Three walkways alongside the River Corrib are described as Long Term objectives in section 4.11.

Natural heritage areas are part of the green network noted above as 'resources' in their own right. The River Corrib, which forms the western limit of the Plan lands, is part of the Lough Corrib Complex cSAC and is protected by European law (the European Habitats Directive), which offers the very highest levels of protection to designated sites. Policy 4.4 Natural Heritage describes the Council's obligations and intentions with regard to such sites.

There are Protected Structures and Recorded Monuments along the banks of the River Corrib, notably including the piers for the former Galway-Clifden railway bridge. Policy 4.5 recognises the need to protect such structures (and also the nature conservation value of the River). Policy 4.5 also seeks to develop and enhance the recreational and amenity potential of the river.

Views that require special protection are identified by policy 4.9 and Table 4.5 of the Development Plan. Of relevance in this context are V2, V11, V17, V19, which are within or close to the Framework Plan lands. These views are denoted as being on the eastern side of the River Corrib, and on the Quincentennial Bridge, looking west, south and north. These views reinforce/reflect the value and function of the parks, greenways, green networks and waterways noted above, and present particular challenges and opportunities for any re-development of the lands.

Specific objectives Contained in the City Plan of Relevance to the Plan Lands include:

- Provide for a bus lane to and from the city centre.
- Construct a new pedestrian bridge over the Corrib using the Clifden railway piers.
- Provide a cycleway along the Terryland River Valley from Headford Road to Castlegar and along Dyke Road.
- Develop an interpretive centre (eco-centre) for passive recreational and amenity purposes within the Terryland Forest Park.
- Develop riverside walks across the Corrib at Woodquay; alongside the eastern bank of the Corrib as far as Menlough; and, along the northern side of the Terryland River.

In summary, local planning policy as set out in the Development Plan supports the re-development of lands zoned CI with new uses, including city centre uses and residential, but places a high priority on the protection, enhancement and enjoyment of the natural environment and green spaces that are zoned RA.

Galway Transportation Planning Study (2003) - This study came about as a response to the rapid growth of population in Galway City and provides an integrated framework for accommodating development in an approach that places emphasis on two key elements:

- o A focus on Galway City - consolidating development within Galway City and County within a major new corridor for expansion to the east, the 'Ardaun Corridor'.
- o A focus on the main County towns-encouraging the development of the main towns with Galway's catchment, including Tuam, Oranmore, Athenry, Loughrea and Gort together with the satellite towns of Oughterard, Headford, Claregalway, Moycullen, Barna and Spiddal and linking these to Galway City via a County based fixed route radial network.

Retail Strategy for Galway City Council (2002, amended 2008) -

The Retail Strategy for the city confirms that the city centre is the preferred location for major retail development with higher order comparison-shopping. At the same time, it indicates that retailing can be accommodated outside the preferred areas subject to restrictions on the type and scale. This is consistent with the principles of the 'sequential test' for retail.

be amended. The nature of retailing that is encouraged by the Plan is discussed further in section 4.2.

#### Process and Public Consultation

The process of preparing the Framework Plan has been informed by:

- A brief prepared by Galway City Council.
- A Steering Group comprising City Council staff from the Planning, Engineering and Parks and Recreation departments.
- Invitations to key stakeholders and the wider public to submit views on the issues to be addressed by the Framework Plan (9th



April 2008), 2 public meetings (2nd April and 4th June 2008) and meetings with individual stakeholders groups.

- Comprehensive site analysis.
- Option generation.

The key messages to emerge from the public consultation process highlighted concerns about traffic, congestion, lack of parking, traffic light signalisation and the narrowness of lanes. As a consequence, there were requests for more buses, bus lanes, light rail, park & ride, integrated transport, safe provision for cyclists/pedestrians/the elderly/mobility impaired, water taxi and trolley bus. Many were concerned that the resolution of the above issues should not result in land-take from the Terryland Forest Park, for reasons relating to loss of character and amenity and ecological disturbance. At the same time, there were some who considered that while the Park is important it should not be regarded as sacrosanct as regards the resolution of traffic and other associated problems.

There was broad support for the creation of an interpretation centre within the Terryland Forest Park, better use of the Park, greater passive supervision, greater use of the waterfront, and provision of boating and other recreational facilities. Public aspirations for the development of the Forest Park, are summarised below:

- Arboreal natural playgrounds/woodland theme playground.
- Artificial lakes and canals.
- Outdoor natural amphitheatre.
- Educational / interpretive center.
- Training facility
- Forest walks and picnic areas
- Nature, heritage and sculpture trails
- Community tree nursery
- An area for performing arts
- Important role of the Forest Park as an 'ecological' corridor

There was also broad support for the redevelopment of the Headford Road area, including support for the creation of new streetscapes, improved architectural quality, re-creating Headford Road as a 'boulevard', increased density and plot ratios, and the introduction of more recreational/leisure uses.

Regarding retail and commercial issues, a number of submissions highlighted the importance to retail trade of retaining parking adjacent to shops. Equally, it was emphasised that traffic congestion is adversely affecting shopping and this has to be resolved with improved public transport.

This Plan considers all the issues raised in consultation and seeks, where there are conflicting requirements, to promote those solutions which strengthen the Framework Plan and Galway City as a whole.



Appendix 2:

Retail and Commercial Uses – Shop Front Design Guidance

- **Shop Front Design:** A consistent shop front height is required across the plan area and it is generally in appropriate to extend shop fronts above ground floor level. Elevations to shop fronts are to be single story with separate glazed areas at upper levels where units are higher than single storey. Upper level windows should not be shelved across internally. Large expanses of undivided glass will generally not be permitted.
- **Materials:** Shop front materials throughout the Plan area but particularly on Headford Street must be of highest quality and finishes must integrate with building design overhead. It is envisaged that offices on Corrib Street should have ‘shop fronts’ at ground level to animate the streetscape.
- **Signage:** Only signage on the shop front itself is permitted. No projecting signs, banners or first floor signage are permitted. Signage inside windows will require specific agreement with Galway City Council. Maximum area of signage is 10% of building façade and 5% where elevation exceeds 300 sqm. Signage should not be on freestanding structures and should not cover windows, street signs, traffic signs, or break the skyline. Limited signage may be permitted for commercial units at upper levels. Lettering must be in proportion to the building façade.
- **Corporate Image:** National and international branded shops will not necessarily be permitted to use standard business colours and design where it conflicts with streetscape and design of adjoining premises. Compatibility with individual buildings and with the streetscape will be considered more important.
- **Lighting:** No projecting lighting is permitted on building façades. Lighting is to be concealed within the structure of shop fronts. Internal illumination of signage is not permitted. Care should be taken to avoid nuisance to residential amenity. To prevent sky pollution, up-lighting should be avoided.
- **Deliveries:** Loading bays and areas for storage of goods and waste must not be visible from streets. Deliveries and Waste Removal will be to timetables agreed with Galway City Council in consultation with residential management companies.
- **Noise and Nuisance:** Plant areas must not be visible from streets. Acoustic attenuation of plant rooms adjoining or effecting residences will be required. Restaurant ventilation shafts should not discharge in areas causing nuisance to residential amenity. Uses such as takeaways and pubs that may conflict with residential amenity should be remote from predominantly residential blocks.

- **Sustainability:** Commercial units should incorporate a high degree of sustainable design. Mechanical air-conditioning heating and cooling should be minimised. High levels of insulation should reduce energy dependency. Atrium design with stack effect ventilation in offices is encouraged. Consideration should also be given to the use of combined heat and power where electricity generated for commercial units distributes heat to residential units.
- **Open Door Retailing:** To minimise energy usage and to avoid acoustic pollution shop units are required to have ‘closed doors’ to streets. Break out music from units is not appropriate.
- **Projecting Canopies and Awnings:** Projecting canopies have the benefit of solar shading of shop fronts and providing shelter from rain for shoppers and in this regard may be permitted. However, design and materials must be to a high quality. Retractable awnings may also be considered.
- **Service Areas:** Service areas should not be visible from street and should be fully enclosed within blocks.

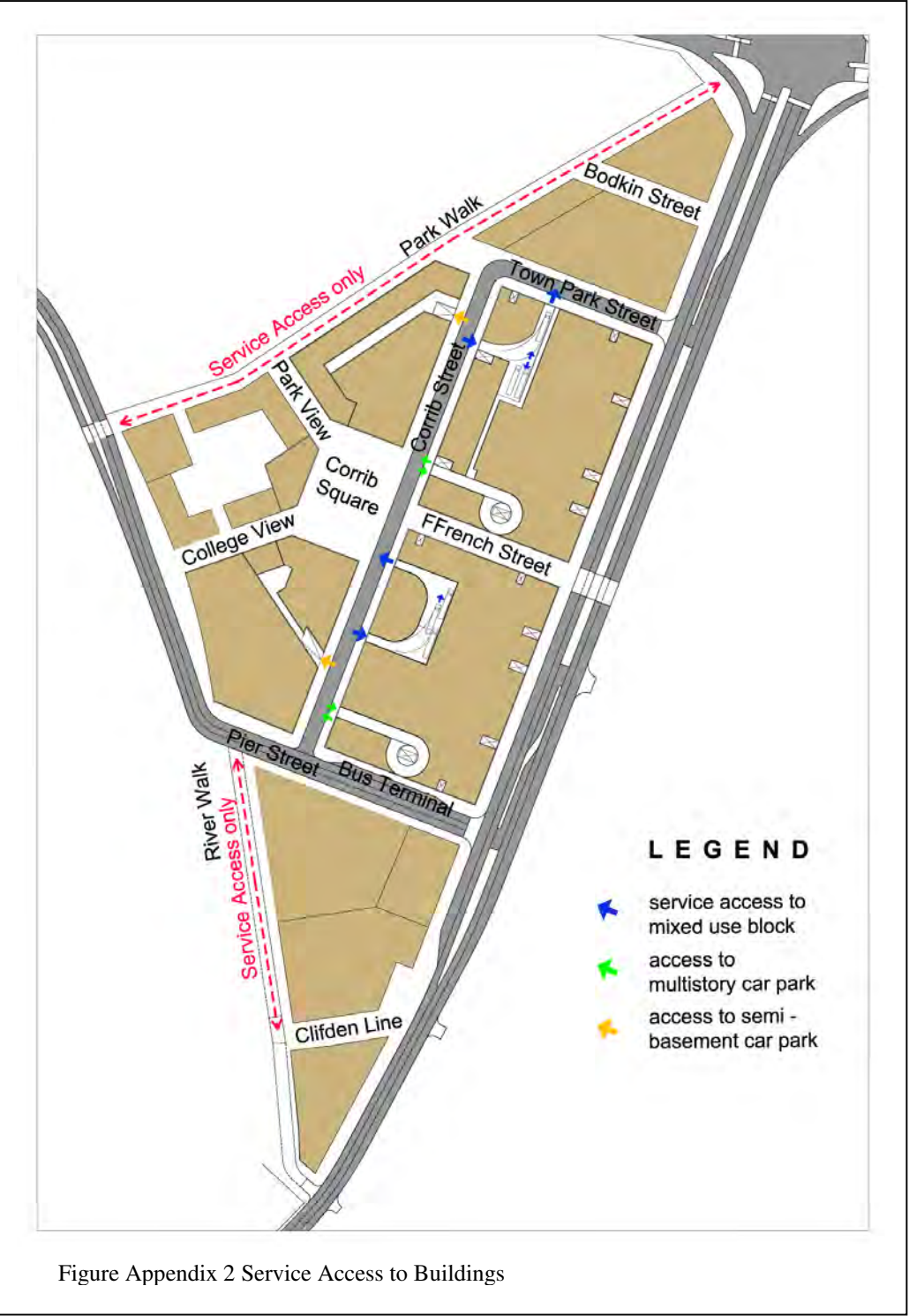
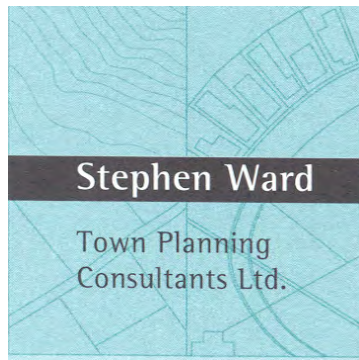


Figure Appendix 2 Service Access to Buildings





# DERMOT FOLEY

*Landscape Architects*

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