

# GARRAUN

## URBAN FRAMEWORK PLAN

A flagship neighbourhood for County Galway, setting new standards in sustainable contemporary living, and with excellent access to public transport.

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Oranmore Station at Garraun

# 1.0 INTRODUCTION

Garraun is located within the Galway Metropolitan Area, 8km east of the city, adjacent to Oranmore town and overlooking Oranmore Bay. The lands at Garraun, together with Ardaun and Briarhill immediately to the northwest, are to provide substantial capacity for plan-led growth within the eastern Metropolitan Area of Galway.

Uniquely, an established railway station, Oranmore Station, together with a surface carpark, are located at the centre of the lands. Train services are available to both Galway City to the west, and to Athenry to the east, and onwards to Dublin and Limerick. Oranmore Station is the first station outside Galway City on the Galway-Dublin/Limerick line, and at the eastern fringe of the city. The second station is a further 15km east at Athenry.

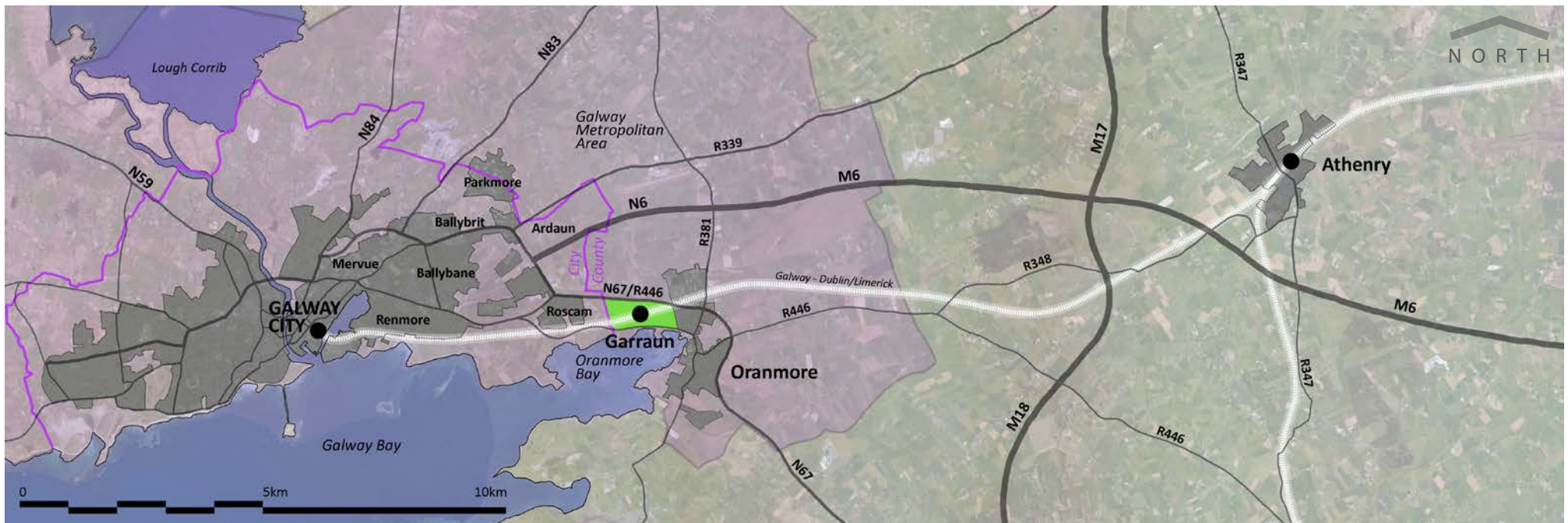
Garraun enjoys direct access to rail and road networks, with connectivity to local, regional and national destinations. Galway City centre is less than 10 minutes away by train and the planned development at Ardaun is just over 1km to the northwest of the railway station.

Major employment areas at Parkmore, Ballybrit and Mervue are within 3 to 6km by road.

Oranmore centre is within 1.5km via the Coast Road, incorporating town centre, community and amenity uses around the original village core, and substantial employment uses to the north of the town at Oranmore Business Park and Deerpark Industrial Estate.

Garraun is strategically positioned to become the public transport hub that serves the future population of the eastern Metropolitan Area of Galway. This document establishes a Framework Plan for the long term delivery of a sustainable new settlement at Garraun, and as a catalyst for further sustainable growth along the eastern edge of Galway City.

This Framework Plan sets out the vision, principles and framework that will guide the orderly and sustainable development of a high quality, contemporary and compact new public transport focused settlement at Garraun.



Metropolitan and Regional context of Garraun



Garraun will be a flagship development for County Galway, setting new standards in sustainable contemporary living, and with excellent access to public transport.

Distinctive, compact and walkable neighbourhood, with a vibrant local centre at its core, fostering community and quality of life.

Highly visible and directly accessible rail and bus services at the local centre, providing sustainable transport for residents of Garraun and the eastern metropolitan area.

Living within a spectacular coastal landscape setting, with excellent recreation and amenity facilities supporting health and well-being.

Fostering climate change, through sustainable transport, energy efficient building technologies, and a strong green infrastructure network.

Sustainable development that integrates fully with Oranmore Village and Galway city.







## 3.0 STRATEGIC PLANNING CONTEXT

This Framework Plan aligns with a hierarchy of National, Regional and Local planning strategies and development plans. Compact Growth, Sustainable Mobility, and responding to Climate Change are common policies and objectives of all of these strategies and plans.

**The National Planning Framework (NPF)** is the Government's strategic plan for shaping the future growth and development of our country out to the year 2040. The NPF subdivides the country into three regions, including the Northern and Western, Southern, and Eastern and Midland regions.

The NPF designates Galway as a Metropolitan Area, and as the primary centre for growth in the Northern and Western region. Galway needs to accommodate a greater proportion of the growth it generates within its metropolitan boundary. Challenges to be addressed include transport/mobility and urban quality, housing choice and affordability, especially outside the core-city centre area.

**The Regional Spatial and Economic Strategy (RSES)** for the Northern and Western region supports the implementation of the NPF. In the RSES, the Growth Framework is underpinned by 'Placemaking' as a priority, ensuring synergy between investments and planning for strategic interventions that maximise returns for 'People and Place'.

'Compact growth will be pursued to ensure sustainable growth of more compact urban and rural settlements, supported by jobs, houses, services and amenities, rather than continued sprawl and unplanned, uneconomic growth.'

**The Metropolitan Area Strategic Plan (MASP)**, within the RSES, provides a framework for development plans and investment prioritisation. The Metropolitan Area has considerable land capacity to meet population growth, and seeks to provide an integration of housing with transport infrastructure fostering sustainable growth patterns. A number of strategic growth areas are identified, including Oranmore and Garraun, Ardaun, and Briarhill to the east of the city.

**The Galway County Development Plan 2015-2021 (GCDP)** identifies the Strategic Economic Corridor to the east of the city, with easy access and a high concentration of established and valuable infrastructure. The GCDP also proposes to pursue the main elements of the Galway Transportation and Planning Study (GTPS), including consolidating development within Galway City and County within a planned corridor for expansion to the east, generally known as the Ardaun and Garraun area.

The Greater Galway Area Drainage Plan is noted as a key enabler for the larger area of Oranmore and metropolitan areas to the north, and as enabler of the strategic potential offered by the Oranmore railway station .

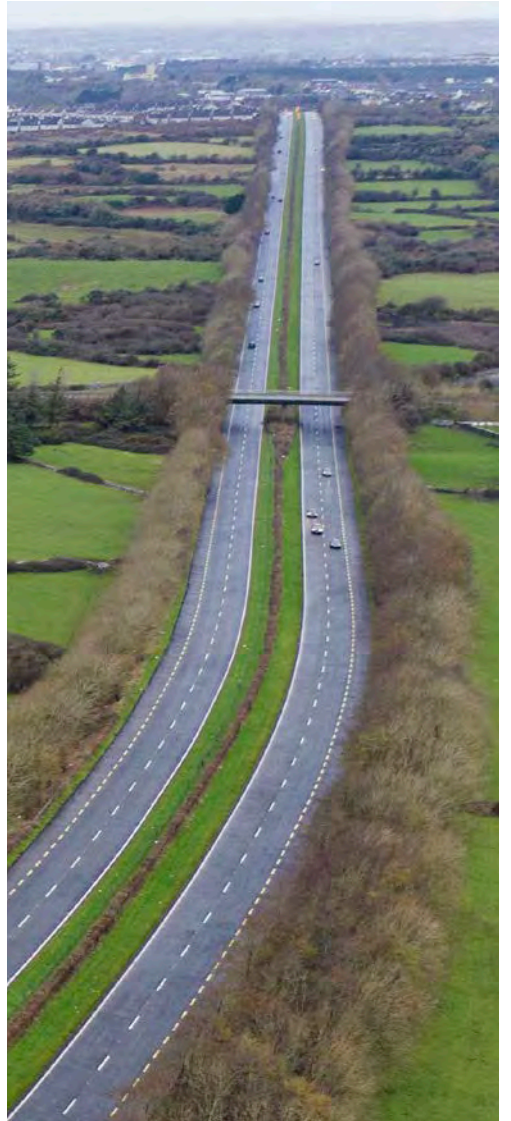
Oranmore train station is located at Garraun at the southern end of the Briarhill, Ardaun and Garraun growth areas. The station is to be upgraded to a dual platform with a passing loop that will facilitate doubling the frequency of train services in the Metropolitan Area. A plan-led approach to developing these areas must ensure a high quality walking and cycling green link between the train station and future growth areas.



View of Oranmore Bay from L7105



Single track rail line looking west towards Galway



N67/R446

### 4.1 Local Context

The lands at Garraun, the subject of this Framework Plan, comprise c. 70 hectares of substantially undeveloped agricultural land that connect the developed extent of Galway City at Roscam with that of Galway County at Oranmore.

The N67/R446 and the R338 Coast Road define the northern and southern extent of the lands respectively, and the Galway to Dublin/Limerick railway line traverses the lands between these two roads. Currently, the coast road provides the primary road access to the lands on the southern side of the railway line, as well as conveniently linking to Oranmore and Roscam in the east and west respectively. Road connections northwards from the coast road, including the L7105 local road that runs through Garraun, incorporate level crossings at the railway line.

Ardaun, a significant planned new settlement area to the northwest, is connected to Garraun via the Doughiska Road and the L7105. There is an opportunity to establish a more direct pedestrian and cycle link from Ardaun over the N67/R446 to the railway station at Garraun.

While the railway station will be a major catalyst for sustainable development and growth, the establishment of direct vehicular access to and from the N67/R446 will also be important in reducing private vehicular demand along the coast road and increasing the potential for this to be a sustainable transport corridor.

Garraun, with the railway station, is positioned to become the key sustainable transport and growth hub, serving not just Garraun, but also the existing and planned populations of the eastern side of Galway City, and Oranmore.



Local context of Garraun lands



Oranmore Bay as seen from the level crossing at Garraun



### 4.2 Framework Lands

#### 4.2.1 Characteristics

Garraun is both rural and coastal in character. The landscape is typical of this part of County Galway, and characterised by relatively small field parcels extending across sloping and undulating terrain. Field boundaries are typically defined by hawthorn hedges, dry stone walls and post and rail fencing.

##### Landscape

Vegetation includes agricultural grassland and areas of both scrub cover and of more developed woodlands. The more distinctive trees and woodlands are clustered around stone farm buildings within the southern part of the lands. North of the railway, vegetation includes a number of larger woodland areas, continuous tree screening along the north boundary where the lands adjoin the N67, and a mix of continuous hedging and individual trees along field boundaries and the railway embankment.

There are no watercourses within the lands, however, the lower levels of the coastal mudflats extend across the coast road into the lands resulting in a wetland area that is also susceptible to coastal flooding.

A Ringfort, (Recorded Monument Ref: GA095-012) is located on a rocky hillock within a woodland area along the north of the lands, and comprises a poorly preserved circular cashel of collapsed drystone wall.

Oranmore Bay affords a distinctive coastal setting and visual amenity, with expansive views across the bay to Oranmore including Oranmore Castle, and beyond to Renville in the distance.



##### Ecology

Preliminary ecological investigation of the lands identified three main habitats, including rich agricultural grassland, hazel scrub and more developed ash dominated woodlands. There is no exposed limestone pavement present on the lands. There are limited mature trees and hedgerows that would be suitable for any significant numbers of roosting bats, however, the habitats present are suitable for a range of foraging and commuting bats. There was no direct evidence of badgers, otters, or other protected mammals recorded, however, such species are known in the wider area. It is likely that smaller mammals such as hare and hedgehog, although not recorded, are present at least occasionally.

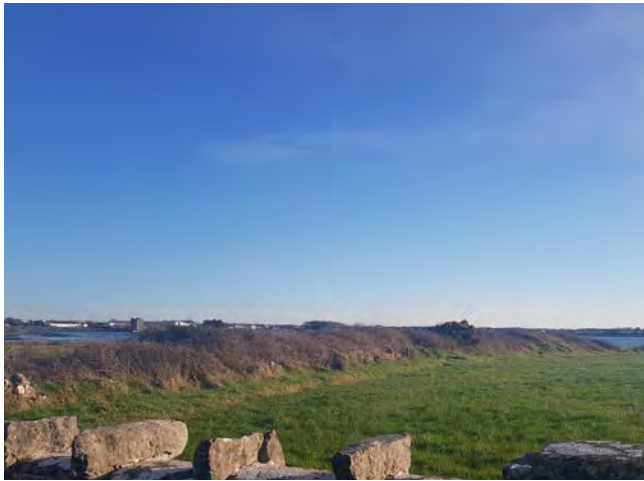
##### Buildings

While the lands are substantially undeveloped, they do include a number of distinct groups of buildings. A cluster of detached bungalows and old farm buildings is located towards the west at Cartron. There are small number of bungalows and traditional stone buildings along the L7105 running northwards through the lands. A new residential development, An Inse Ghlas, is located in the eastern part of the lands and comprises c. 40 No. two story dwellings.









Traditional dry stone walls

## 4.0 LANDS AT GARRAUN



Rural and coastal landscape character

### KEY

- █ Garraun Boundary
-  Train Station
-  Level Crossing
-  Parking
-  Views
-  Vegetation
-  Wetlands



Landscape characteristics



Low lying wetland area adjacent to coast road










## 4.2.2 Topography

The lands generally fall from north to south, and feature impressive views over Oranmore Bay to the south. Levels along the northern edge of the lands are typically at 14-16m OD, rising westwards to over 25m OD at the high point. Within the lands, there are localised and steeper undulations, with the more heavily modeled and sloping terrain in the western part of the lands.

Along the Coast Road, levels are typically 4-4.5m OD, reducing locally along the midpoint of the lands to as low as 3.0m OD. This low section of the coast road continues for c. 200m. The bay comes right up to the road, and the low level coastal contours extend across the road into the lands. Levels within this southern part of the lands are as low as 2.0m OD, and this area is characterised as a coastal wetland, and is susceptible to flooding.

The railway line traverses the lands and is either in cutting or on an embankment depending on the underlying terrain profile. The highest portion of the railway embankment is facing the carpark, and is over 6.0m high.

### KEY

-  Garraun Boundary
-  Train Station
-  Level Crossing
-  Parking
-  Views
-  Spot Levels
-  Contours



Topography



Elevated railway line on embankment at Garraun

### 4.2.3 Railway Infrastructure

The Galway to Dublin/Limerick railway runs through the lands from east to west, and with a level crossing where joins the L7105. The western 20km of the line, from Galway to Athenry, is a single track only, limiting the frequency of train services.

Oranmore Station is located towards the centre of the lands, west of the level crossing, and with the platform on the southern side of the track extending for 175m.

Steps and ramps lead from the platform down to a surface carpark with 140 car spaces on the southern side of the track. A recently constructed road and cycleway connect to the Coast Road.

The railway enters the north eastern part of the lands from Oranmore under the N67. Track level at this location is c. 15m OD, reducing gradually westwards to c. 11m OD towards the railway station before crossing a stone over the local road at Cartron, and rising again to the west.

Dual tracking of the railway line between Athenry and Galway is a long standing objective for the western region.

Railway infrastructure upgrades at Garraun will include a 1km passing railway loop, together with addition of a second platform and associate infrastructure.

Increased frequency of rail services, together with an enhanced railway station, will be a major catalyst for establishing a modern and compact new public transport focused settlement at Garraun.

Just as the railway station will be a defining characteristic of living at Garraun, the establishment of convenient pedestrian and cycle links across the line will be essential to ensuring a walkable and connected settlement.



Stone bridge at L71051



Existing carpark, railway station and single track railway

## 4.0 LANDS AT GARRAUN

### 4.2.2 Roads and Access

**The R338 Coast Road** defines the southern extent of the lands, and is effectively the only current means of accessing the lands. The Coast Road is a generous two-lane roadway defined for the most part by traditional low dry stone walls. The setting of the road is of a flat coastal landscape, with open views southwards over agricultural fields and mud flats to Oranmore Bay and beyond. Where the road is low lying, the dry stone wall on the coastal side becomes a higher solid stone wall with a stone capping so as to mitigate tidal flooding. This low section of the coast road presents as a causeway. The northern side of the coast road is characterised by a mix of agricultural grasslands, woodlands, scrub cover, stands of mature trees, and the coastal wetlands referenced previously.

**A narrow local road, or lane, the L7105**, leads northwards from the coast road through the middle of the Garraun lands. A bungalow and a cluster of traditional stone sheds set in a copse of mature trees marks the junction with the coast road. The narrow lane is of traditional and rural character, defined by dry stone walls, and with mature trees in the adjacent fields. The lane climbs with the terrain, becoming more open in character beyond the mature trees and affording views southwards over Oranmore Bay. It then rises more sharply to meet the level crossing at the Galway to Dublin/Limerick railway, and continues as a rural local road to cross over the N67/R446 leading to Garraun North and Doughiska to the north. Four detached bungalows are located along the eastern side of the road, one south of the level crossing, and the others to the north.

**A second local road, the L71051**, is a cul-de-sac leading from the coast road to Cartron towards the west of Garraun. It provides access to a farmhouse and farmyard, and then continues under the railway via a stone buttressed railway bridge to small settlement of 10 detached bungalows.

**The railway station** is accessed from the coast road via a recently constructed roadway with cycle lanes and footpaths, and new development of c. 40 No. detached and semi-detached two storey dwellings at An Inse Ghlas is accessed directly from the coast road.

**The N67/R446** runs along the northern side of Garraun, but does not currently provide access to the lands. It is a 30m wide four lane dual carriageway with hard shoulders and a wide central median. The road is elevated on an embankment at the northeast of the lands where it crosses the Galway to Dublin/Limerick railway, and reduces in level to follow the natural terrain as it leads westwards. A strong landscape edge of mixed deciduous woodland planting encloses the road corridor along both sides.



Until recently, the road had a National Road designation, but has been reclassified to a Regional Road, R446. It is anticipated that the road function will be adapted in due course to include QBCs and cycle lanes between Oranmore and Galway City. As a regional road, it will also be possible to establish a new junction directly serving Garraun.



## 4.0 LANDS AT GARRAUN



### KEY

-  Current Road Access Options
-  No Access



Existing road network and access



## 5.1 Principles

In order to deliver a truly public transport focused settlement at Garraun, maximising the return on investment in transport infrastructure and offering a real alternative to traditional private car-based development, the Garraun Framework Plan must be plan-led from the outset, and based on key principles that will underpin the Vision for such a sustainable development.

The key principles are informed directly by the Vision for Garraun, and are rooted in both National and Local planning policy. They include:

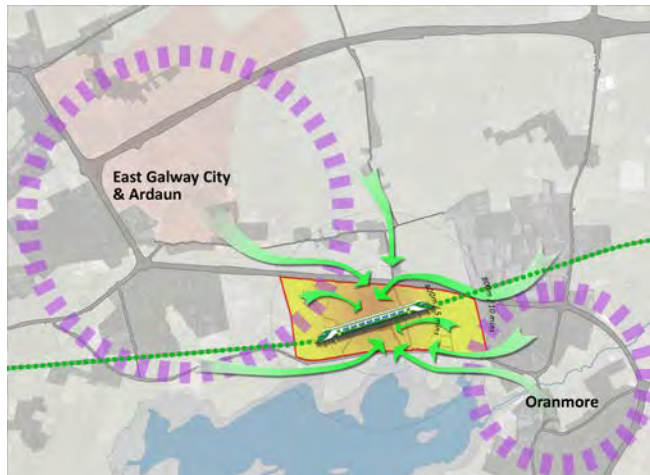
Metropolitan Settlement

Compact, Walkable and Connected

Landscape and Seascape

Vehicular Access

### Metropolitan Settlement



- Connecting existing and planned settlements.
- Optimise the value of established railway station for sustainable transport oriented development
- Maximise planning gain and return on investment in public transport
- Delivering appropriate higher density in proximity to public transport services
- Provide for local bus connections from the eastern metropolitan area to the railway station
- Catalyst for sustainable living both residential and employment potential

### Compact, Walkable and Connected



- Distinctive local centre, incorporating railway station, shops for local needs, pedestrian streets and public space, and serving the wider and legible development
- Local centre incorporating higher density buildings, high quality architecture and public realm, creating vibrant and attractive local and community centre
- Density profile reduces appropriately to respond to boundary conditions
- Dwellings within walking distance of local centre, transport, employment, and mixed-use education and community centre
- Green routes to extend from local centre to all parts of Garraun, any beyond, creating safe and attractive walking and cycling environment throughout

## 5.0 PRINCIPLES AND STRATEGY

### Landscape and Seascape



Bringing the bay in, to create a distinctive rural and coastal development, where residents enjoy the amenity of both

Open space and landscape structured by established woodland areas, coastal wetlands Ecopark, and a network of high quality and attractive green spaces, routes and links

SuDS incorporated in swales and attenuation ponds as part of Garraun landscape character

Reinforce existing habitats and establish new connections ensuring rich biodiversity profile

Incorporating stone walls, rolling landscape, woodlands and coast, and combined with high quality building design, creating a place with its own distinct identity

### Vehicular Access



New junction on N67/R446 to provide direct vehicular access to Garraun

Northern road network connected via L7105 and primary streets of Garraun to N67/R446, and to Oranmore and beyond

Direct access to southern lands from coast road

Pedestrian access to local centre, ensuring high quality pedestrian environment within local centre

Progressive traffic management, commensurate with development phases, of north-south through traffic at the level crossing and at Cartron underpass, and of through traffic along coast road



# 5.0 PRINCIPLES AND STRATEGY



Framework strategy

## 5.2 Strategy

- A 1km passing railway loop and a second platform at Garraun to facilitate increased frequency of train services and longer term dual tracking of the full railway line.
- Strong mixed use local centre with railway station and public square, ensuring a vibrant and attractive community core with pedestrian priority.
- Establish new junction at N67/R448 to provide primary vehicular access to and from Garraun, and pedestrian access to bus services.
- Encourage the provision of local buses with frequent services for people in Oranmore, Roscam and Ardaun to access the railway station, Oranmore and Galway city.
- Develop the low lying lands alongside the coast as a unique EcoPark attraction, incorporating wetlands, trails and amenity areas, and a rich flora and fauna profile.
- A walkable neighbourhood, with a network of pedestrian and cycle links throughout and across the railway at key locations, and to the coast road and beyond. Potential future pedestrian and cycle bridge over the N67/R446 connecting Ardaun to Garraun and train services.
- Landscape structure of green corridors connecting open spaces, woodland areas and the Ecopark, incorporating swales and attenuation ponds for surface water harvesting, as well as pollinator friendly planting and trees.
- Optimise building forms and orientation to take advantage of solar gain as well as views of Oranmore Bay.
- Traffic management at the level crossing, the underpass at Cartron, and along the coast road, commensurate with phased, so as to limit through traffic at these locations and establish stronger and safer pedestrian and cycle links.



## 6.1 Land Use

The land use strategy for Garraun is strongly informed by the presence of the railway station at the centre of the lands, and by the vision for a vibrant and walkable neighbourhood fostering community and quality of life.

A mixed use local centre will be located adjacent to the railway station, and comprising retail, restaurant/café, community and residential uses arranged around a central public space, and with direct access to the railway station. Either side of the core local centre, there will be residential areas that expand the local centre and ensure a critical mass for a vibrant centre.

Employment use will be located between the local centre and the N67/R446, which will be readily accessible by foot for residents of Garraun, and also accessible from the N67/R446. This area extends to 2ha and could support various employment types that could deliver between 300-1200 jobs depending on the proposed and permitted uses.

The majority of the lands will provide for Residential use, with a dual use Education and Community to the east, and with a significant proportion of Open Space providing both structured and natural parklands and facilitating pedestrian and cycle links throughout.

### KEY

- Local Centre - Mixed Use
- Local Centre - Residential
- Employment
- Residential
- Education and Community
- Open Space and Amenity



Land Use

## 6.0 FRAMEWORK

### 6.2 Density

To realise the Vision for Garraun, the density profile adopted must deliver sufficient population in a compact form of development.





Garraun has capacity to deliver c. 1,000 units, in a mix of densities and typologies. The density strategy has regard to existing dwellings within the lands, particularly at Cartron, so as to allow integration with established dwellings. Equally, it is noted that should some or all of these properties become available for redevelopment, a higher density could be applied.

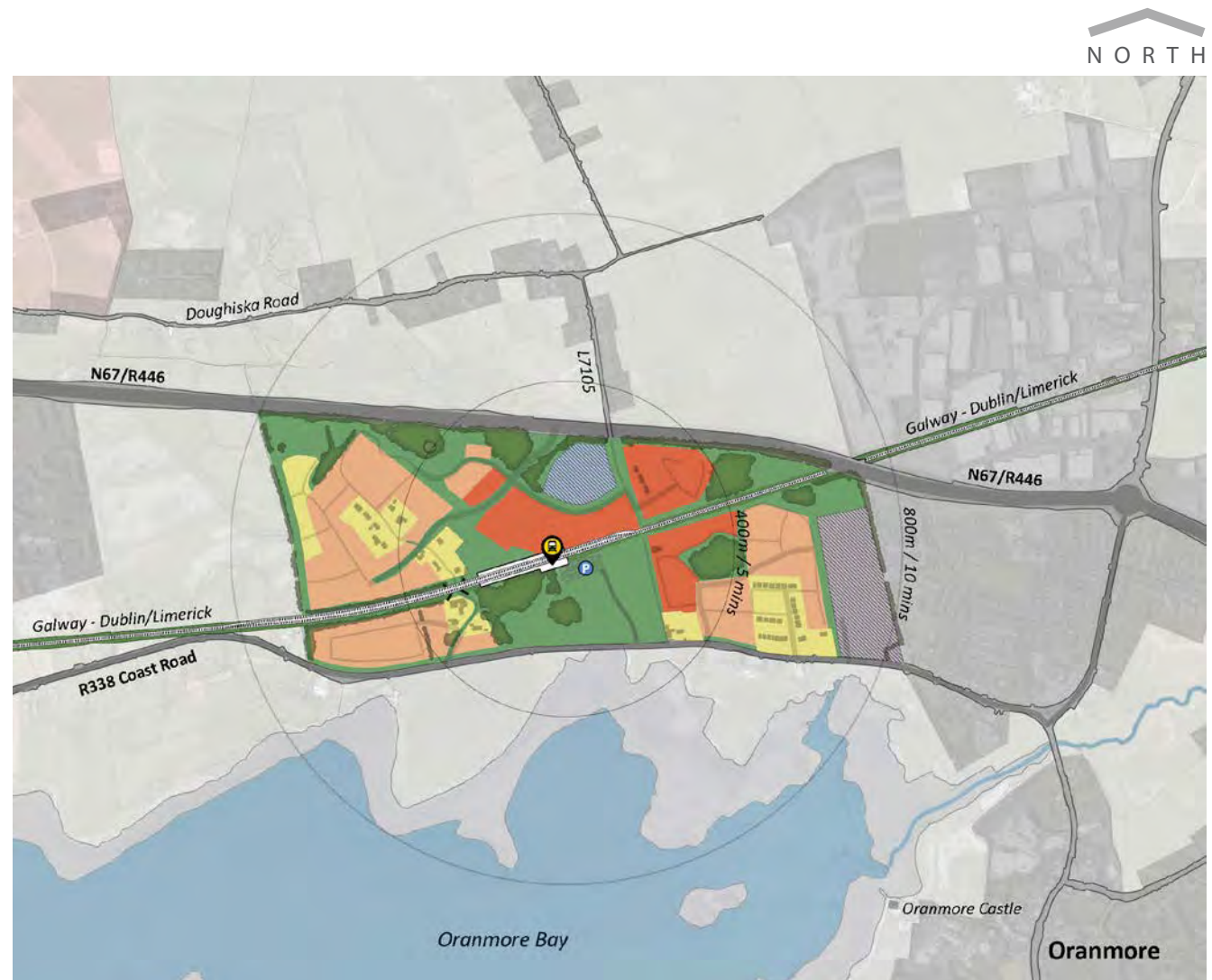
The core of Garraun, close to the railway station, and together with the lands to the east of the Ecopark and overlooking the Ecopark, will be developed using a high density range so as to maximise population living within 400m of the station and local centre.

The balance of residential areas will adopt a medium density range, ensuring a vibrant neighbourhood, and appropriate integration with established dwellings.

Lower density will be limited to the elevated land along the County boundary so as to provide an appropriate transition to the adjoining landscape.

#### KEY

-  High Density
-  Medium Density
-  Low Density
-  Not Applicable



Land Use

### 6.3 Public Transport

An essential component of the Garraun Framework is maximising the benefit of the established railway station as a catalyst for compact and sustainable development.

A passing railway loop at Garraun, and a second platform at Oranmore Station will facilitate an important upgrade in the frequency of services to an almost “turn-up and go” railway service. Trains every 15 minutes (12 minutes with fleet availability), and journey times between Oranmore and Galway of just 8 minutes, will underpin the vision for the Framework Plan.

The public transport strategy goes beyond Garraun to include the established populations of Oranmore and East Galway, and also the planned population at Ardaun.

With the re-designation of the N67 as a regional road, the public road network has potential to support a local bus service that can provide a frequent service facilitating movement of people living in the wider population centres to and from the railway station.

A local bus loop is illustrated, utilising the R446 and the Coast Road to offer frequent services and short journey times to the railway station. The route of the bus loop can be modified as new areas are developed, especially Ardaun.



Local bus network linking residential and employment areas with train station at Garraun

## 6.0 FRAMEWORK

### 6.4 Movement and Access

Garraun will have an extensive network of pedestrian and cycle links throughout, encouraging walking and cycling in an environment that is both safe and attractive to use.

Garraun will be served by train, with local feeder buses serving the populations of the wider settlement areas. Buses will have direct access from the N67/R446 and the Coast Road to the train station.

A new junction on the N67/R446 will provide vehicular access to Garraun, and will serve the local centre and the residential areas north of the railway, including the Cartron area. The main streets north of the local centre will connect the L7105 to the N67/R446, providing a link from the Doughiska Road area to the main road network.

The Coast Road will serve the existing and new residential areas south of the railway, as well as the station carpark. As Garraun is developed, through traffic between Galway and Oranmore will be diverted via the N67/R446, making the Coast Road an attractive and safe coastal amenity and connection for pedestrians and cyclists.

Through traffic on the L7105 will also be phased out, with pedestrians, cyclists and public transport only using the level crossing. Similarly, the underpass bridge to Cartron will become a pedestrian and cyclist access, creating an attractive connection to the Coast Road.

Within Garraun, a hierarchy of streets will provide a highly legible movement structure providing access to all parts of the neighbourhood, and in a manner that ensures a safe environment for walking and cycling.



Pedestrian and cycle links throughout, with new vehicular access on the N67/R446

## 6.5 Landscape









The landscape strategy is informed by the characteristics of the lands, including topography, views of Oranmore Bay, the established woodlands and vegetation, field boundary stone walls and hedgerows, and the wetland nature of the area between the coast road and the railway line.

Key to the landscape strategy is the establishment of a coastal EcoPark that connects Garraun to its coastal landscape setting, and also creates a unique amenity facility and destination.

Higher quality woodland areas and field boundaries will be part of the landscape and green infrastructure, informing the placement of open space and green corridors that will provide recreation areas as well as creating a pleasant and safe walking a cycling environment.

The railway corridor embankments will be landscape as part of green infrastructure network, and also adapted to provide gently ramped pedestrian and cycle links that connect varied ground levels along the railway and a new pedestrian bridge to the east of the level crossing. A biodiversity parkland will be located on the southern side of the embankment, adjacent to the school site, and can serve as a combined education and amenity area.

### KEY

- |   |                                   |   |                       |
|---|-----------------------------------|---|-----------------------|
|  | Existing Woodland                 |  | New Trees             |
|  | New Woodland                      |  | EcoPark               |
|  | Grassland & Swales                |  | Biodiversity Parkland |
|  | Sports Pitches                    |   |                       |
|  | Pedestrian & Cycle rail crossings |   |                       |



Landscape and Green Infrastructure strategy

## 6.0 FRAMEWORK







### 6.6 Character Areas

Garraun will be a flagship development for County Galway, setting new standards in sustainable contemporary living, and featuring excellent access to public transport. The character of Garraun will be strongly influenced by its coastal landscape setting, however, it will have an identity informed by its local centre, with a public square and railway station, as well as a unique coastal EcoPark.

#### Local Centre

A high quality, pedestrian, and vibrant urban core, with the railway station, retail, restaurant/café, community and residential uses arranged around a distinctive public square. A compact urban structure and street pattern will accommodate higher density buildings that typically range from two to four storeys, and are expressed in a contemporary architectural style. The centre will be within walking distance for all residents of Garraun.

#### EcoPark

A defining landscape and amenity facility that connects Garraun to its coastal landscape, bringing the coast into Garraun, and bringing residents and visitors to the coast. The character of the park will be of a natural coastal wetland, with areas of wetlands, woodlands and biodiversity, together with informal recreation and amenity areas connected by network of pathways and boardwalks. The park will function as an amenity, and as part of the overall pedestrian and cycle network, but will also be part of the storm water harvesting and management infrastructure for Garraun. The park will be overlooked by the local centre to the north, and by residential developments to the east.

#### Residential Areas

Residential character areas at Garraun, designed to respond to the varying topographic and landscape characteristics throughout the lands, and also to optimise orientation and sense of place, will ensure both diversity and legibility of the overall development. As a walkable neighbourhood, pedestrian, cycle and landscape corridors will be a common characteristic across all areas. Buildings will be characterised by high quality contemporary architecture, with varying typologies and heights at different locations in order to achieve target densities. The four quadrants of Garraun, north and south of the railway, and to the east and west, will present as distinct character areas.

#### Employment and Education

Two distinct areas within Garraun will provide workspace and school facilities, and will have their own identities and characters that reflect their uses. The employment area is adaptable and can facilitate a number of typologies, however, compact building forms with multiple occupancies will complement the local centre. With the benefits of public transport, the local centre, and the coastal landscape, the employment area will be a superb working location for residents of Garraun and of the wider metropolitan area. The Education area will be a transitional area between Garraun and Oranmore, and will be within convenient walking distance of both. This area will also incorporate sports facilities and a biodiversity park that will cater for student and community needs.

## 6.0 FRAMEWORK



### Rail Line

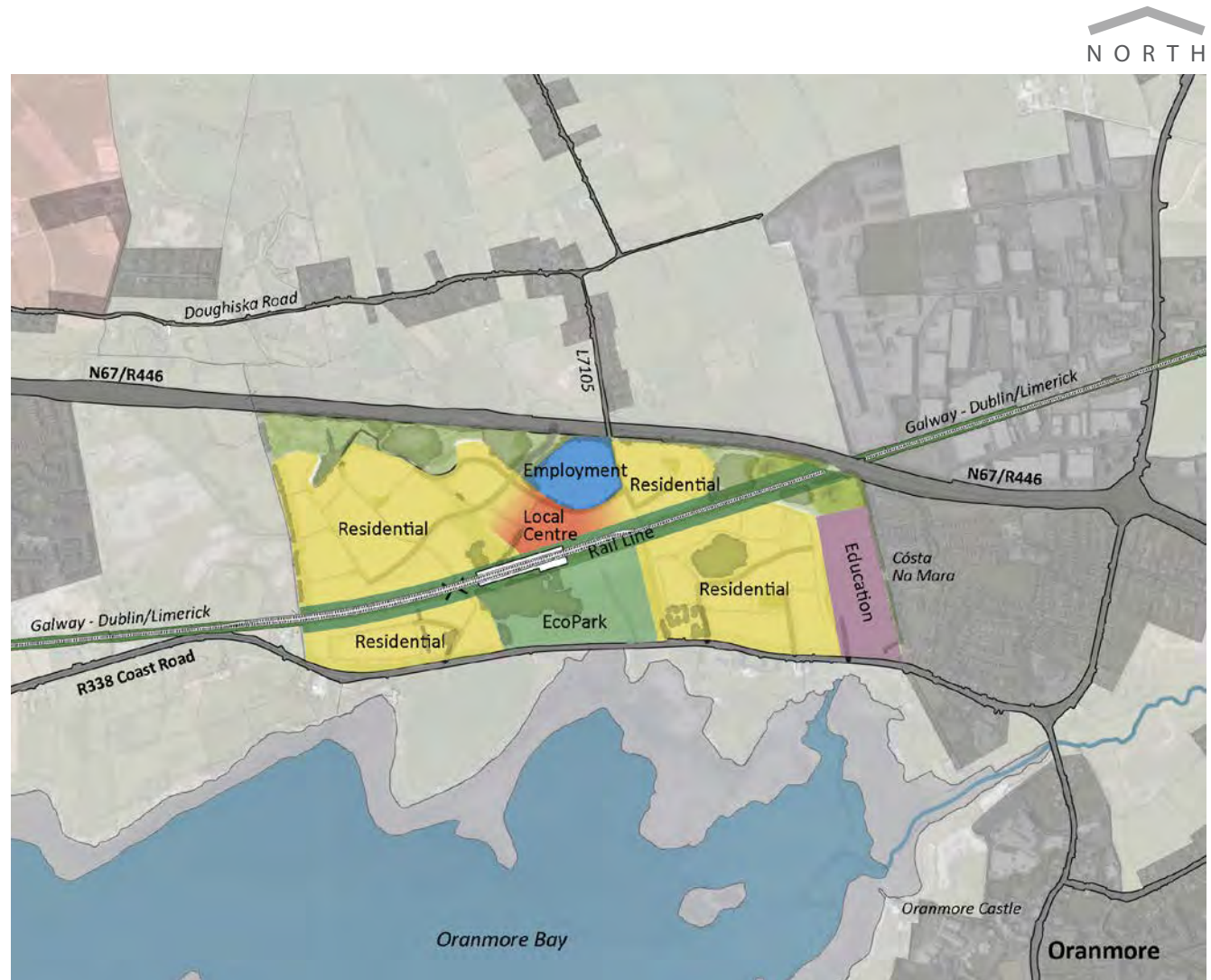
The rail line is a substantial feature of Garraun, and will be an integral part of the overall design strategy in providing landscape corridors and pedestrian and cycle links that reinforce the overall vision of a walkable neighborhood.

There are currently two crossing points, at the level crossing, and at the Cartron underpass, and these both provide at-grade connections.

These will be supplemented by two additional crossings. The first will be at the local centre and railway station, and in the form of a pedestrian and cycle overbridge that can be accessed from platform level by a choice of stairs and lifts. On the southern side, leading to the carpark and EcoPark, there are already steps and ramps from platform level, however, additional gently sloping routes leading east and west will be integrated within the embankment and connecting to the residential areas.

The second will be east of the level crossing, and where the railway is partially in cutting. This will comprise gently sloping pathways from the adjoining lands, leading to ramped and stepped access to a new overbridge.

The bridge structures will be designed as distinctive elements within the landscape and contributing to the sense of place. They will also strengthen the pedestrian and cycle network, providing connections between different parts of development, and also affording spectacular views to Oranmore Bay.



Garraun Character Areas

# 6.0 FRAMEWORK

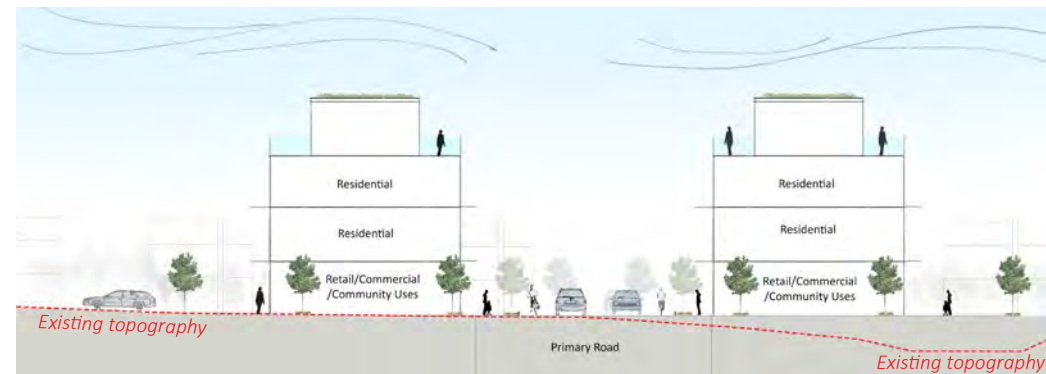
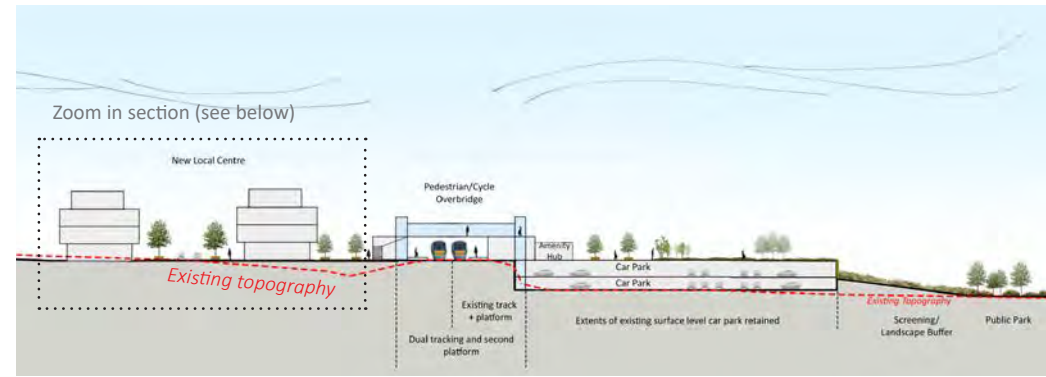
## Indicative Primary Street Type



## Indicative Secondary Street Type



## Indicative Tertiary Street Types



### KEY

- Site Boundary
- Train Station
- Dual tracked rail line
- Station Car Park
- Pedestrian/Cycle Crossings
- Proposed primary route
- Proposed secondary routes
- Mixed use local centre
- Residential
- Employment
- Dual use school/community
- Public open space
- Retained vegetation

### 6.7 Sustainability

Garraun will have inherently high levels of sustainability by virtue of being a compact development with a low dependency on private vehicular transport. In addition, the Framework Plan has been developed to embody the three dimensions and objectives of sustainable development, including social, environmental and economic sustainability.

#### Social Sustainability

As a compact and walkable development, incorporating a wide network of pedestrian and cycle links, together with the EcoPark, smaller open space network, and a vibrant local centre, social interaction will be an essential characteristic of living at Garraun.

Social interaction is significant in determining wellbeing, quality of life, and pride/ownership in places. Formal and informal amenity spaces close to homes will provide activated social and amenity spaces for residents to meet and interact, and the dual use education and community facility will further promote social engagement and interaction.

#### Environmental sustainability

The core principle of the Framework Plan is to facilitate and promote walking, cycling and public transport in favour of private car use. The establishment of a public transport oriented settlement, combined with sensitive integration of the landscape, ecological and coastal characteristics of the locality, creates a strong basis for an environmentally sensitive new settlement.

The Framework Plan embraces and protects the key natural features. Green spines, linking existing vegetation corridors, and the enhancement of the existing wetland area to create a rich habitat area will enhance the environmental credentials of the lands. A network of amenity spaces, connected by green corridors, create an attractive walking environment, but also establishes a strong ecological and biodiversity profile for the area.

The large proportion of open space afforded by the Framework Plan and the lands is such that there is potential to develop district heating infrastructure for Garraun that would further enhance its long term environmental credentials.

#### Economic Sustainability

Employment, local centre uses, and community, social and education facilities are incorporated at Garraun, and will be accessible by immediate residents, but also by public transport from the wider metropolitan area.

Development of Garraun will bring significant investment in railway infrastructure and construction, and will also create long term business and employment opportunities. The new population at Garraun, together with public transport connections from the wider metropolitan area, will also benefit Oranmore town centre with new patronage from an expanding population base. .



## 7.0 GARRAUN FRAMEWORK PLAN



A flagship development for County Galway, setting new standards in sustainable contemporary living, and with excellent access to public transport.

## 7.0 GARRAUN FRAMEWORK PLAN

**The Garraun Framework Plan has been developed through a process informed by engagement, understanding of the site, its strength, opportunities and challenges. The Framework Plan demonstrates how a high quality, compact transport oriented new settlement can be created and delivered.**

### Land Uses

- A compact public transport oriented urban settlement where a mix of residential tenure for multi-generational living is provided throughout the site;
- A new mixed use local centre, approximately 1 hectare in area, located at the northern heart and incorporating the existing train station;
- A new employment area, approximately 2 hectares in area, providing excellent on site live/work opportunities and is easily accessible and very well served by and connected to public transport;
- A dual use school and community site, approximately 6ha in area providing for potential education needs in Galway County.

### Access and Movement

- A dual track passing loop and a second platform - in line with planned potential train services frequency increase, and to provide for the aspiration of a compact, transit oriented new settlement at Garraun;
- New vehicular access from the N67/R446; and,
- A network of dedicated pedestrian and cycle routes, links and access points, ensuring permeability and direct connectivity between north and south development areas, adjoining settlement areas and the wider landscape.

### Landscape

- A new Eco Park, approximately 7 hectares in area, incorporating a potential amenity hub, located at the station car park, with a network of pedestrian and cycle routes which connect the train station, new homes and the Coastal Greenway;
- An enhanced and integrated landscape network that incorporates retained and enhanced landscape features, and provides for enhanced amenity, ecological habitats and informal amenity.

### KEY FEATURES OF THE FRAMEWORK MASTERPLAN

#### Land Uses

- 1 Residential (existing and proposed)
- 2 Garraun Local Centre
- 3 Employment area
- 4 Dual use education site

#### Landscape

- 5 Garraun EcoPark
- 6 Amenity/community hub
- 7 Green spines
- 8 Retained trees and hedgerows
- 9 Public open space
- 10 Potential Coastal Greenway

#### Access and Movement

- 11 Train station
- 12 Station car park
- 13 Vehicular access points
- 14 Dedicated pedestrian/cycle links and routes
- 15 Pedestrian/cycle rail crossings
- 16 Primary street
- 17 Secondary streets
- 18 Local Access Only

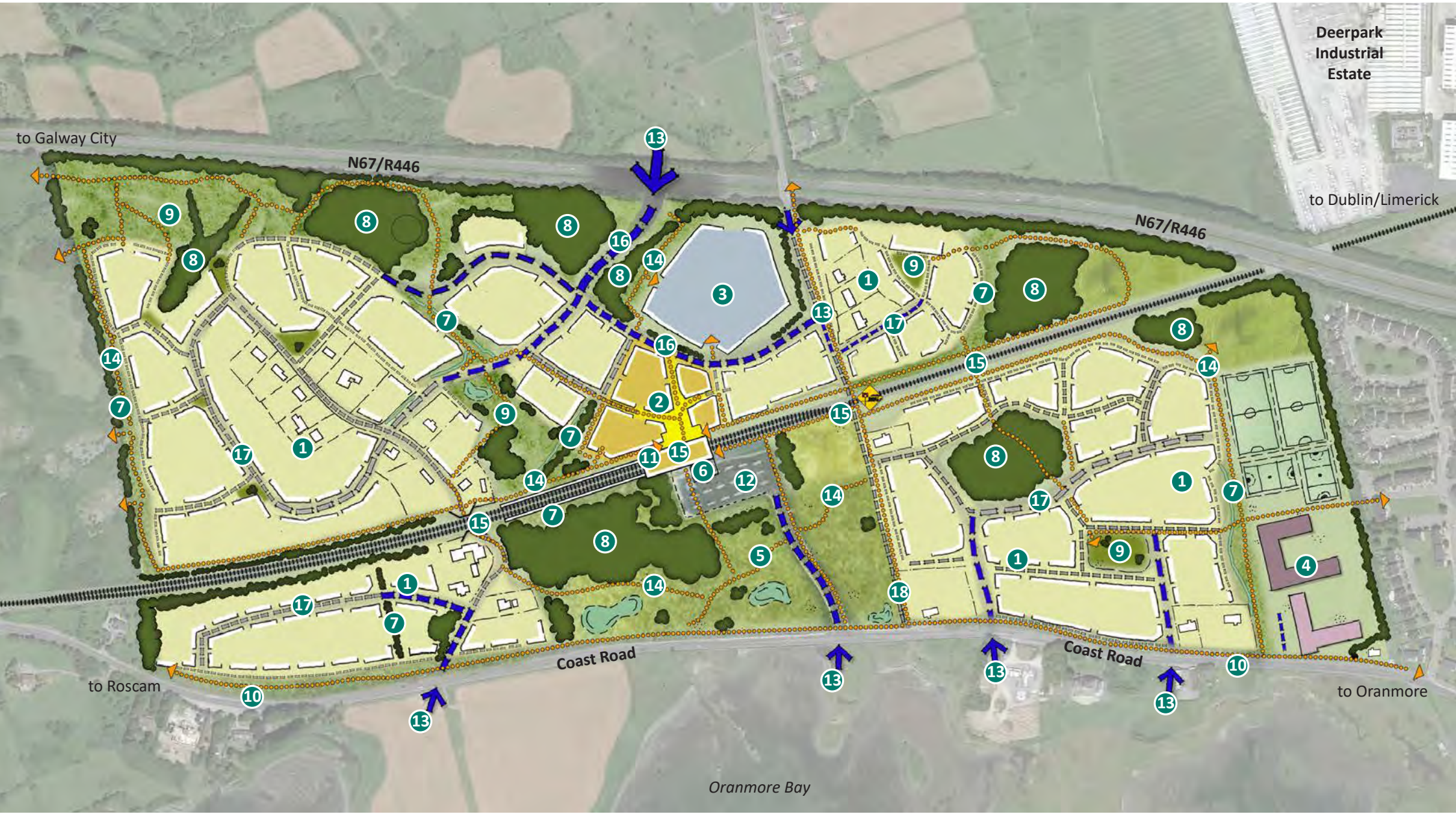


# 7.0 GARRAUN FRAMEWORK PLAN



Deerpark Industrial Estate

to Dublin/Limerick



to Galway City

N67/R446

N67/R446

Coast Road

Coast Road

to Roscam

to Oranmore

Oranmore Bay

## 8.0 POLICY OBJECTIVES AND LAND USE ZONING

### **GUPP 1 Residential Development**

Support the development of lands designated as Residential (Phase 1) within the lifetime of the County Development Plan, subject to normal planning, access and servicing requirements, and reserve the lands designated as Residential (Phase 2) for the longer term growth needs of the Garraun Urban Framework Plan. Residential (Phase 2) lands are generally not developable within the lifetime of this Plan, with the exception of the following developments, which may be considered by the Planning Authority within the lifetime of this County Development Plan subject to a suitable case being made for the proposal:

1. Single house developments for family members on family owned lands.
2. Non-residential developments that are appropriate to the site context, any existing residential amenity and the existing pattern of development in the area.
3. Where it is apparent that Residential (Phase 1) lands cannot or will not be developed within the plan period, residential development may be considered in a phased manner on some Residential (Phase 2) lands.

The above exceptions will be subject to compliance with the Core Strategy in the County Development Plan, the Policy Objectives in the Urban Framework Plan, the principles of proper planning and sustainable development and to meeting normal planning, access and servicing requirements. Developments will only be permitted where a substantiated case has been made to the satisfaction of the Planning Authority and the development will not prejudice the future use of the lands for the longer-term growth needs of this metropolitan town.

### **GUPP 2 Nodal Centre Development**

Promote the development of a distinct mixed use nodal centre incorporating local retail and services as well as residential uses. Building forms will ensure a clearly defined nodal centre that is urban in character.

The nodal centre will also be characterised by being a highly pedestrian environment with high quality public realm and landscaping and a central urban square defined by built frontage incorporating the railway station. Pedestrian and cycle links will connect the nodal centre to all parts of Garraun and will include choices for crossing the railway.

The primary vehicular link will be routed between the nodal centre and employment area and so as to minimise any potential through traffic. Consideration will be given to elevating the ground plane of the nodal centre to make it level with the station platforms and also to facilitate the provision of parking in a basement semi-basement manner.

### **GUPP 3 Business and Enterprise**

Promote the development of business and enterprise uses, light industry/warehousing and the facilitation of enterprise park/office park type uses to include incubation/start-up units and small medium enterprises, the lands identified within the Urban Framework Plan with adequate services and facilities.

### **GUPP 3 Community Facilities**

Promote the provision of and improvement of a diverse range of community facilities within the Garraun Urban Framework Plan. For Large scale development community facilities shall be in situ prior to the completion or occupation of the development unless otherwise agreed by the Planning Authority.

### **GUPP 4 Open Space, Recreation and Amenity**

Promote the sustainable management, use and/or development, as appropriate, of the Open Space lands within the Urban Framework Plan area, including:

- a) Development of open spaces and recreational activities, in accordance with best practice and on suitable lands with adequate access to the local community and retain existing open space and recreational facilities, unless it can be clearly demonstrated to the satisfaction of Galway County Council that these uses are no longer required by the community;
- b) Establishment of the EcoPark on the southern lands as a major public amenity and to enhance the biodiversity of the Urban Framework Plan area
- c) Appropriate management and use of flood risk areas within the OS zone to avoid, reduce and/or mitigate, as appropriate, the risk and potential impact of flooding;
- d) Appropriate management and use of any areas of high biodiversity value.

### **GUPP 5 Transport Infrastructure**

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

### **GUPP 6 R446 Proposed Access**

Examine the potential for the creation of transport infrastructure arrangements in relation to access from the R446 to the northern section of the Garraun Urban Framework area

## 8.0 POLICY OBJECTIVES AND LAND USE ZONING

### **GUPF 7 URDF Funding**

It is a Policy Objective of the Council to deliver fully infrastructure enabling works and associated development in accordance with the URDF funding awarded in March 2021.

### **GUPF 7 Constrained Land Use**

To facilitate the appropriate management and sustainable use of flood risk areas within the Garraun Urban Framework Plan. This zoning limits new development, while recognising that existing development uses within this area may require small scale development, as outlined below, over the life of the Urban Framework Plan which would contribute towards the compact and sustainable urban development of the town.

The underlying zoning or the existing permitted uses are deemed to be acceptable in principle for minor developments to existing buildings (such as small extensions to houses, most changes of use of existing buildings), which are unlikely to raise significant flooding issues, provided they don't obstruct important flow paths, introduce significant additional people into flood risk areas or entail the storage of hazardous substances.

Since such applications concern existing buildings or developed areas, the sequential approach cannot be used to locate them in lower-risk areas and the Justification Test will not apply.

Development proposals within this zone shall be accompanied by a detailed Flood Risk Assessment, carried out in accordance with The Planning System and Flood Risk Assessment Guidelines and Circular PL 2/2014 (or as updated), which shall assess the risks of flooding associated with the proposed development.

Proposals shall only be considered where it is demonstrated to the satisfaction of the Planning Authority that they would not have adverse impacts or impede access to a watercourse, floodplain or flood protection and management facilities, or increase the risk of flooding to other locations. The nature and design of structural and non-structural flood risk management measures required for development in such areas will also be required to be demonstrated, so as to ensure that flood hazard and risk will not be increased. Measures proposed shall follow best practice in the management of health and safety for users and residents of the development.

Specifications for developments in flood vulnerable areas set out in this plan shall be complied with as appropriate. (Please also refer to Policy Objective DO6 and DM Guideline CSB 3)

### **GUPF 8 Coastal Flooding (CAAS to formulate)**

Galway County Council will phase the development of this area in a manner which will align development with the provision of infrastructure and public elements so as to ensure the delivery of the overall vision

### **GUPF 9 Specialist Housing**

Require that a minimum of 10% of all new eligible residential sites are set aside for the development of new social and specialist housing units, unless addressed through suitable alternative arrangements by agreement with the Planning Authority, in accordance with County Galway Housing Strategy and Part V of the Planning and Development Act 2000 (as amended) and any subsequent amendments to the Part V provision to reflect Government policy.

### **GUPF 10 Urban Framework Plan Integration**

All planning applications for development will be required to include a clear and concise design rationale report demonstrating how the proposed development will:

- a) Contribute to the overall establishment of Garraun as anticipated in this Urban Framework Plan.
- b) Contribute to the establishment of the EcoPark as set out in the Urban Framework Plan.
- c) Integrate with any other developments at Garraun that are completed, permitted or planned and in a manner that is fully informed by the vision and strategy set out in the Garraun Urban Framework Plan.
- d) Integrate appropriately with adjoining properties.
- e) Clearly demonstrate the architectural and landscape design and quality of proposed development and how such development will support the establishment of appropriate character areas.

### **GUPF 11 Density Typology Study**

Galway County Council will undertake a detail Density Typology Study specific to Garraun that will identify the optimum and appropriate building typologies and densities that will ensure the ultimate delivery of the vision and strategy for Garraun.

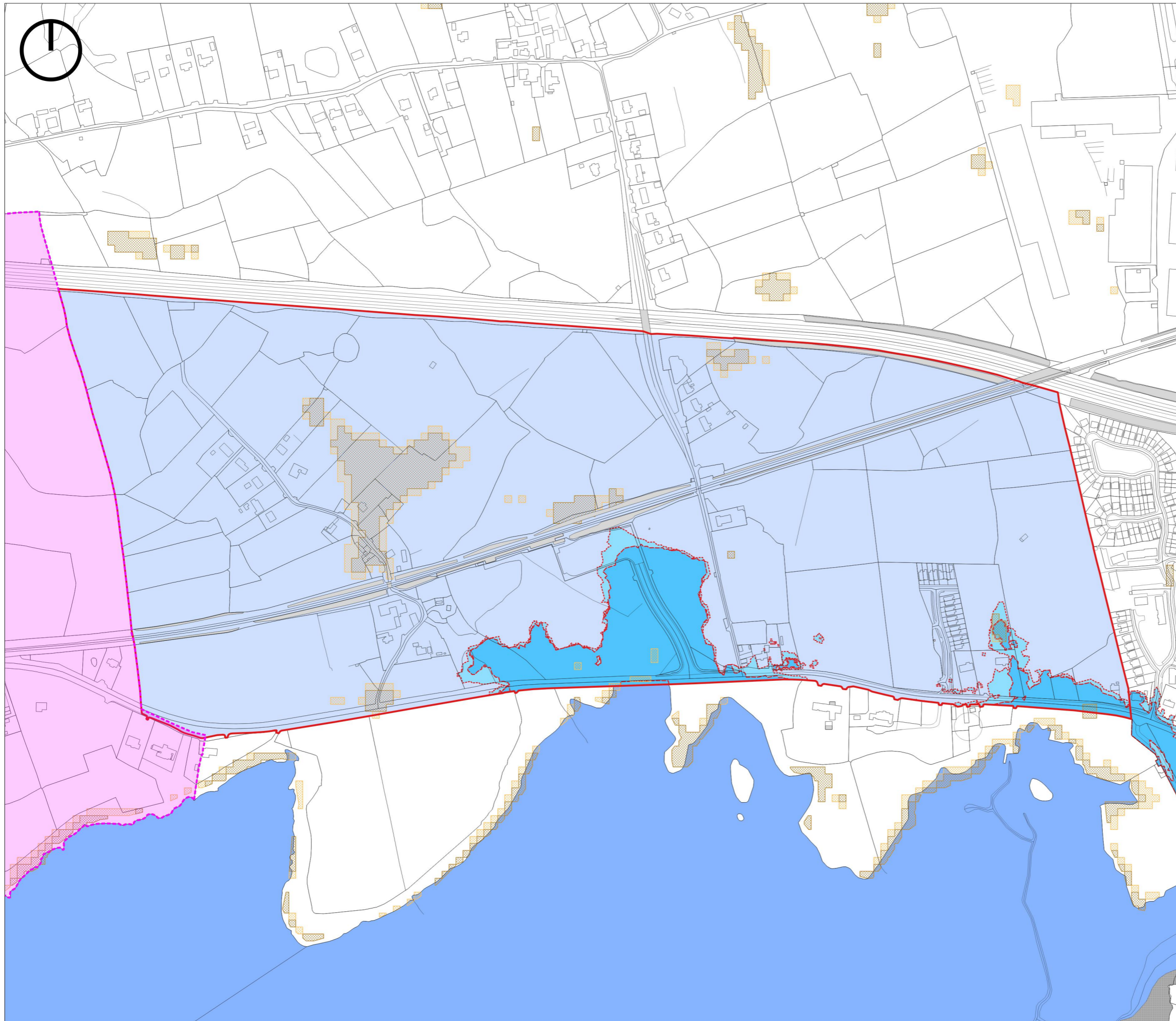
### **GUPF 12 Special Development Contribution**

It is the intention of Galway County Council to prepare a Special Development Contribution Scheme to enable the provision of infrastructure at this location and to assist in the development of public areas and support development.

## 8.0 POLICY OBJECTIVES AND LAND USE ZONING



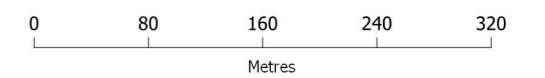
### Land Use Zoning



-  Settlement Boundary
-  Indicative Flood Zone A
-  Indicative Flood Zone B
-  Indicative Flood Zone C
-  PFRA Pluvial Indicative
-  PFRA Pluvial Extreme
-  Galway City Administrative Area
-  Water

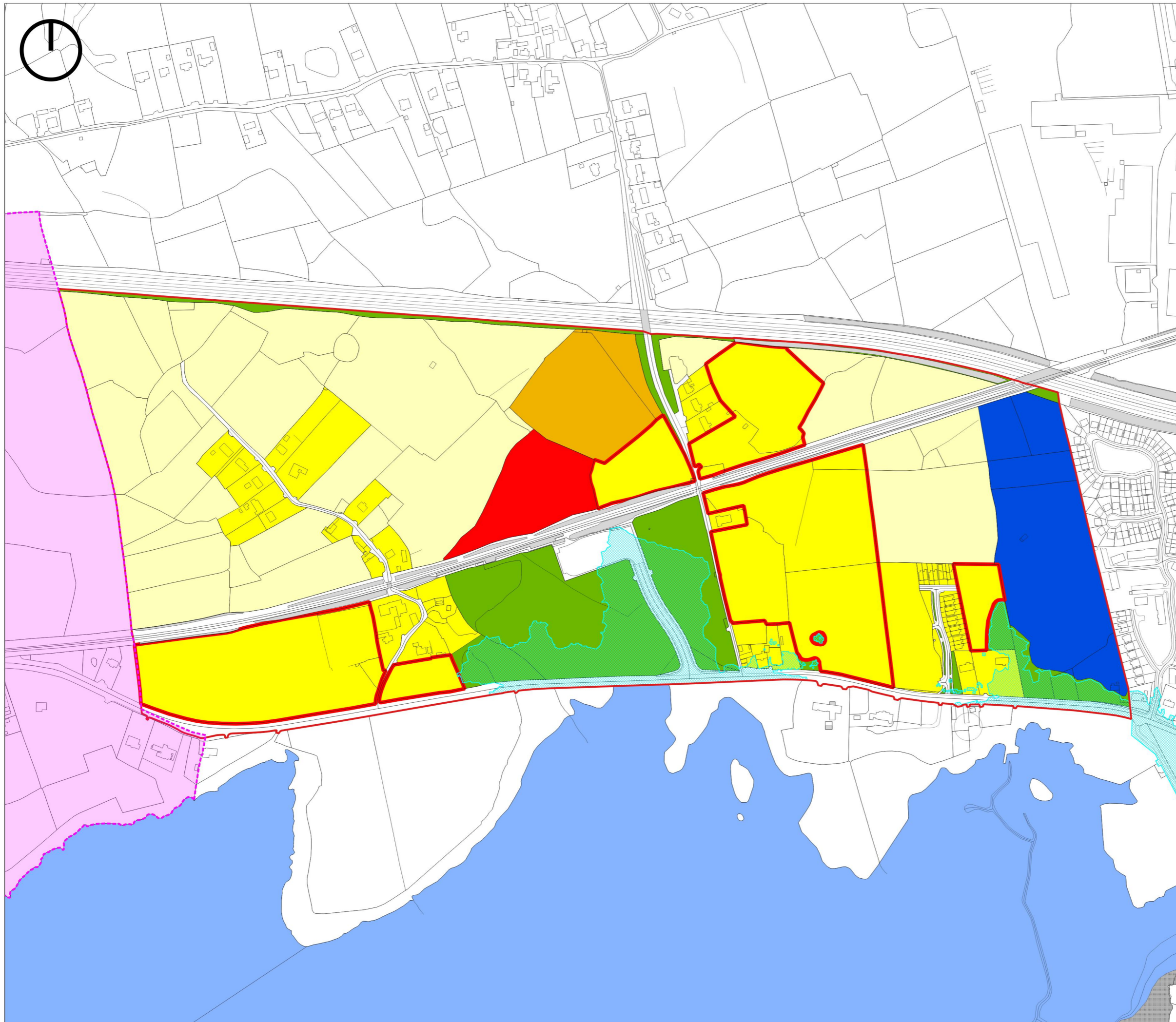
**Galway County Development Plan  
2022-2028**

**Galway Metropolitan Area  
Garraun  
Flood Risk Management**



**Comhairle Chontae na Gaillimhe  
Galway County Council**

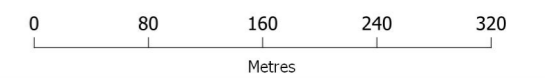
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- Settlement Boundary
- R - Residential Existing
- R - Residential (Phase 1)
- R - Residential (Phase 2)
- Nodal Centre
- BE - Business & Enterprise
- CF - Community Facilities
- OS - Open Space/Recreation & Amenity
- TI - Transport Infrastructure
- Constrained Land Use
- Galway City Administrative Area

**Galway County Development Plan  
2022-2028**

**Galway Metropolitan Area  
Garraun  
Land Use Zoning Map**



**Comhairle Chontae na Gaillimhe  
Galway County Council**

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