

## **Planning Cover Report**

Outdoor Amenity  
Enhancement Project at  
Long Point, Loughrea, Co.  
Galway





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# 1. INTRODUCTION

## 1.1 Preamble

This Planning Report has been prepared by MKO, on behalf of Galway County Council, in respect of an Outdoor Amenity Enhancement Project at Long Point, Loughrea, Co. Galway. A Design Team led by Helena McElmeel Architects in partnership with Galway County Council have prepared a masterplan for the enhancement of the public spaces and facilities at Long Point. The proposed development relates specifically to public realm upgrades to the amenity area including repair works, provision of new changing rooms, bathrooms and lifeguard hut and upgrade to the existing car park.

The proposed development will be considered in accordance with Section 177AE of the Planning and Development Act 2000 (as amended).

The description of the proposed development as well as the technical details are set out in full in Section 4 of this Planning Report and within the associated reports included with this application.

This report includes detailed discussion in respect of the proposed development relating to the site location and context, the development description, and the relevant planning history. This report also provides a detailed assessment of the proposed development’s consistency with the relevant planning policy documents at national, regional, and local levels

## 1.2 The Project Team

A comprehensive and experienced design team have been established to prepare and submit the planning application for the proposed development. The full design team is as follows:

- MKO – Planning and Environmental Consultants
- Helena McElmeel Architects – Architectural Consultants
- Colin Cooney Designs – Landscape Architecture Consultants
- S. Hanniffy & Associates – Civil Engineering Consultants
- Hydro Environmental Ltd – Hydrology Consultants
- MWP – Lighting Consultants

## 1.3 Report Structure

Following this Introduction section, the report is set out as follows:

Section 2	Provides a description of the site’s context within the surrounding area.
Section 3	Itemises the relevant planning history of the application site and other relevant sites in the surrounding area.
Section 4	Provides a detailed description of the proposed scheme.
Section 5	Provides an overview of the public consultation undertaken for the proposed scheme.
Section 6	Provides an overview of the relevant national, regional and local planning policy framework.
Section 7	Provides a planning assessment of the proposed scheme by setting out the following:

- Principle of Development
- Compliance with Zoning
- Compliance with Planning Policy
- Public Realm Upgrades
- Car Parking
- Impact on Residential Amenity

Section 8

Draws out and summarises the key features of the proposed development, in addition to providing a concluding statement on the proposed scheme's contribution to the proper planning and sustainable development the area.

## 2. SITE CONTEXT

### 2.1 Site Location

Loughrea is located approximately 30km south east of Galway City with a population of 6,322 according to the 2022 Census. Loughrea Lake is one of the most valuable recreational amenity for the town attracting both existing residents and visitors. Long Point is located on the shore of Loughrea Lake at Lake Road approximately 1.4km south east of Loughrea Town Centre. The proposed development focuses on public realm upgrade works to Long Point to enhance the area and create an inclusive and accessible space that can be enjoyed by all.

The subject site extends to 2.26 hectares. There are a number of existing facilities at Long Point including car parking located to the east of the lake and an indoor changing area. The Lake is popular for outdoor recreation and water-based activities with the lake being a designated blue flag beach.

The study area is illustrated in **Figure 1** below and includes the main amenity area as well as the existing car park located to the east of the lakeside.

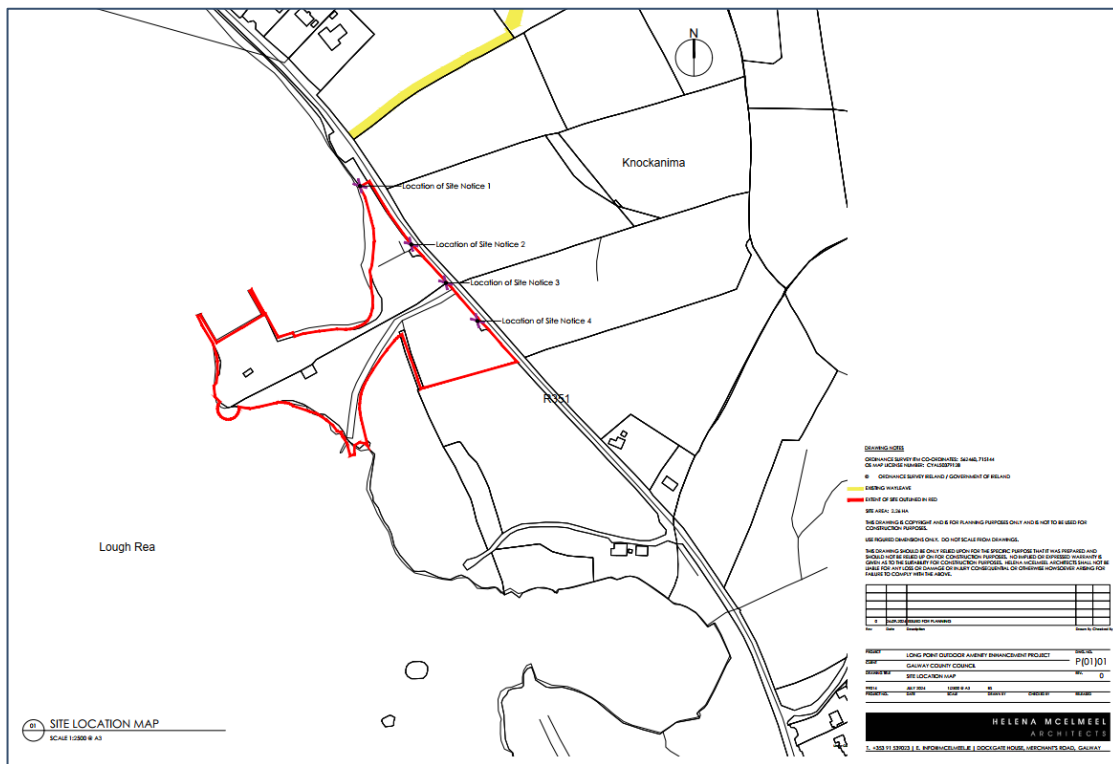


Figure 1: Site Location Map (Source: Helena McElmeel Architects). Drawing No. P(01)01



Figure 2: Aerial view of the subject site (Source: Bing Maps)

The subject site is currently in use as a recreational area and includes a range of existing facilities including changing rooms, seating and picnic benches, swimming area, pier surfaces, slipway and car parking. The proposed development will provide for necessary update works to the existing structures on site to create a more pleasant environment for visitors, and will also provide key access upgrades and active travel facilities.

The existing features of the site are indicated in **Plates 1 to 8** below.



*Plate 1: Existing Lifeguard Hut to be Replaced and Pier to be Repaired*



*Plate 2: Existing Building to be Refurbished*



*Plate 3: Existing Open Changing Shelter to be Demolished*



*Plate 4: Existing Slipway to be Upgraded*



*Plate 5: Existing Beach Area to be Extended*



*Plate 6: Existing Car Park and Vehicular Access to be Closed*



*Plate 7: Existing Entrance to be Upgraded*



*Plate 8: Existing Car Park and Vehicular Entrance to be Closed*

## 2.2 Site Zoning

The subject site is zoned for Open Space/Recreation and Amenity Use in the Loughrea Local Area Plan 2024-2030 as indicated in **Figure 3** below.

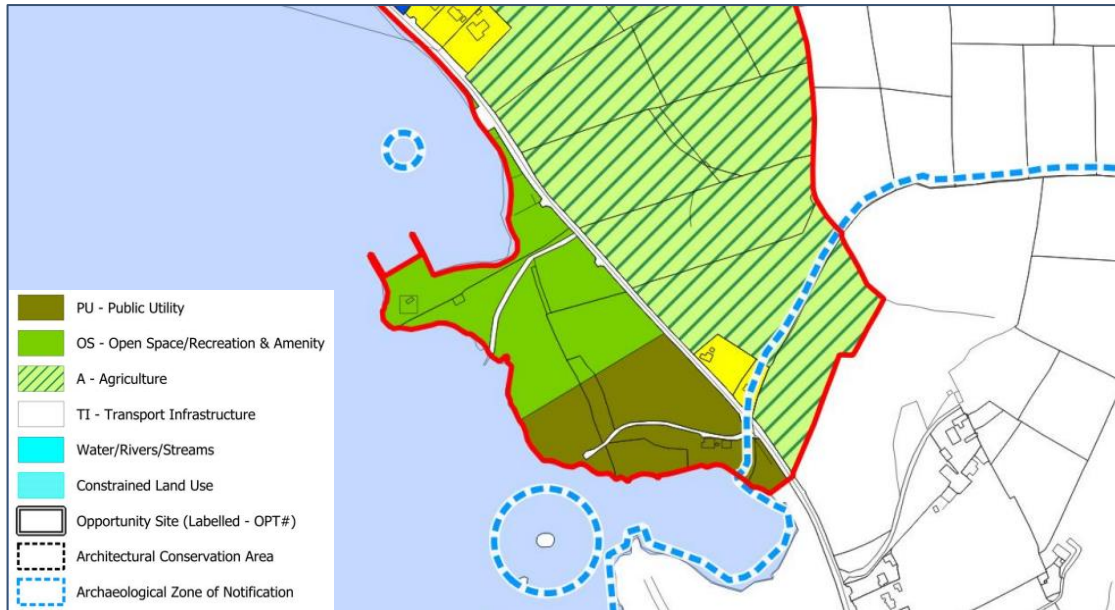


Figure 3: Zoning of the Subject Site in the Loughrea LAP 2024-2023

## 2.3 Environmental Constraints

### 2.3.1 Ecology

Loughrea Lake is an ecologically sensitive site with multiple European and National designations on the lake. In particular, the following designations apply to the lake:

- Lough Rea Special Protection Area (SPA) (Site Code: 004134)
- Lough Rea Special Area of Conservation (SAC) (Site Code: 000304)
- Lough Rea Proposed Natural Heritage Area

Due to the proximity of the proposed development works to the lake and the potential for adverse impacts, a Natura Impact Statement has been carried out in relation to the proposed development.

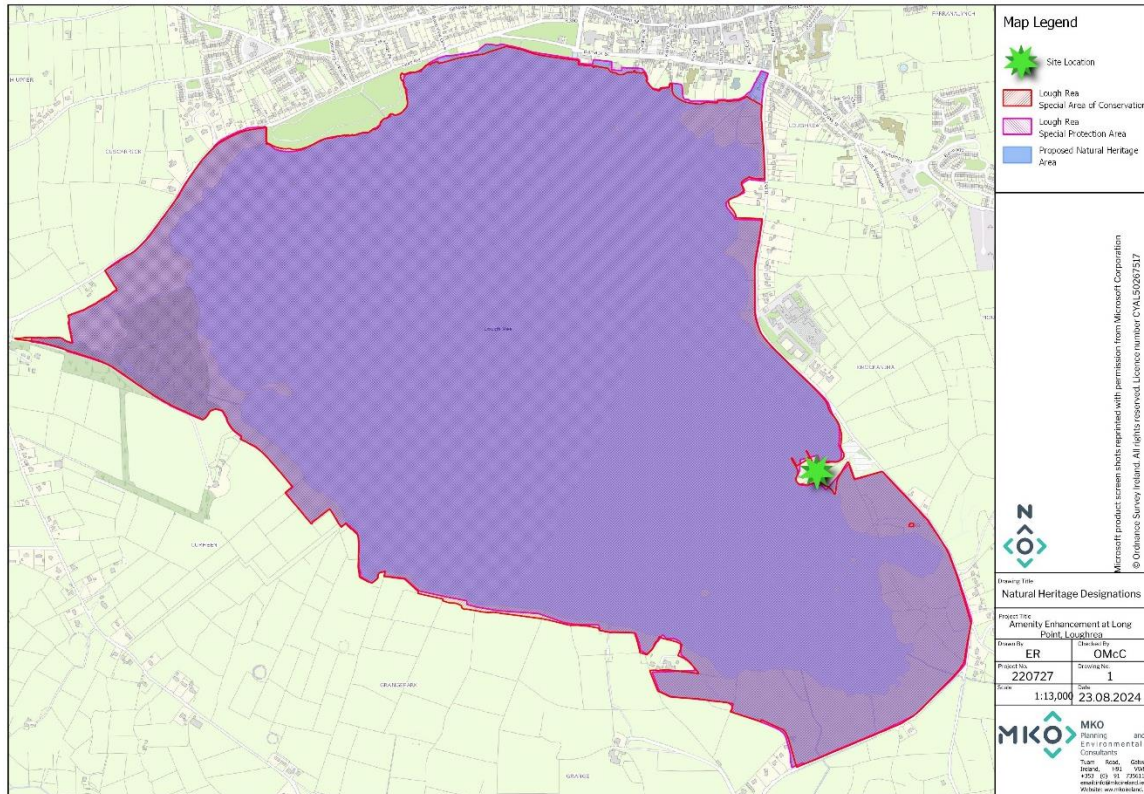


Figure 4: Site Location in relation to the natural heritage designations on Lough Rea

### 2.3.2 Cultural Heritage

There are no Protected Structures or Recorded Monuments located within the boundary of the proposed development. However, there is one structure, a crannog (GA105-226—), designated on the Sites and Monuments Record approximately 116m north of the development area. There is another designated crannog (GA105-227—) 219m south of the proposed development. St Brendan’s Hospital (RPS No. 309) is located approximately 0.56km north of Long Point. The building is of both architectural and historic value. Given the distance of the subject site from these structures as well as the existing development in the area, it is not considered that the proposed development would adversely impact the cultural heritage of the surrounding area.

### 2.3.3 Flooding

The most recent CFRAM data indicates the subject site is located outside any flood zones. The subject site is outside of pluvial flood risk areas. The proposed site is located outside the AEP Coastal Flood Event and therefore is not considered at risk from Coastal Flooding. The site is also not in vicinity of any tidally influenced area of groundwater flood and is therefore not considered at Risk from Groundwater flooding.

3.

## PLANNING HISTORY

A review of Galway County Council’s online planning application map viewer indicates that there have been no recent planning applications made within the proposed site boundary. Recent planning history within the vicinity of the subject site consists predominantly of the construction of or amendments to one-off houses. **Table 1** below presents an overview of the area’s recent planning history.

Table 1: Planning History in the Vicinity of the Subject Site

Pl. Ref	Applicant	Description	Decision
21/908	John & Audrey O'Neill	Extension of Duration on Pl. Ref. 16/297 for the construction of a serviced dwellinghouse and wastewater treatment system (gross floor space 186.30sqm)	Granted (20/07/2021)
19/66	M. O'Neill	Permission for the blocking up of an existing agricultural entrance and the construction of a replacement agricultural entrance, internal roadway and concrete bund for the temporary storage and disposal of animal waste.	Granted subject to 9 no. conditions (22/04/2019)
17/1343	P & C Cunningham	Permission for 1) Changes to elevations including door & window styles, material finishes, widening of existing openings, and changes to doors & windows previously granted under Pl. Ref. No's 00/1211 & 08/834. 2) Changes to the internal layout, 3) Demolition of the existing chimney stack and internal wall on the ground floor and demolition of existing internal wall at first floor level, 4) Construction of a new chimney stack, 5) Construction of 2 x no. window seat extensions to the front and all associated services. Gross floor space of proposed works 4.12sqm.	Granted subject to 6 no. conditions (12/02/2018)
16/438	Patrick & Jacinta Hesnan	Retention permission for the construction of a two storey extension to the rear of existing dwellinghouse and all associated site services (gross floor space 35sqm)	Granted subject to 2 no. conditions (11/07/2016)
16/297	John & Audrey O'Neill	Permission for the construction of a serviced dwellinghouse and wastewater treatment system (gross floor space 186.30sqm)	Granted subject to 14 no. conditions (17/10/2016)

## 4. PROPOSED DEVELOPMENT

### 4.1 Development Description

The proposed development description, as per the public notices, is as follows:

*Pursuant to the requirements of Section 177AE(4)(a) of the Planning and Development Act 2000 (as amended), notice is hereby given that Galway County Council proposes to seek approval from An Bord Pleanála to carry out the following development at Long Point, Lake Road (R351) in the townland of Knockanima, Loughrea, Co. Galway.*

*The development will consist of the following:*

- 1. Repair works comprising:
  - a. Repair of the existing pier surfaces.*
  - b. Repair of the existing slipway to provide safe launching point for kayaks and stand-up paddle boards.**
- 2. Demolition of an existing changing shelter to facilitate passive surveillance and views of Lough Rea.*
- 3. Alteration to existing toilet and shower building to provide storage, plant, and a changing places toilet (accessible toilet, shower and changing facility) (93 sqm).*
- 4. Provision of new changing, toilet and shower facilities in a single storey building (86 sqm) including sheltered outdoor shower changing area.*
- 5. Provision of a lifeguard station building (16 sqm).*
- 6. Provision of a circular viewing deck to the south of the existing pier.*
- 7. Provision of a totem sign extending to c. 4 metres in height.*
- 8. Alteration to existing beach area and provision of a deck, steps and ramp to water's edge and beach area for access for all to the water.*
- 9. Provision of a shared active travel route along the sites eastern boundary adjacent to the Lake Road (R351) and the provision of designated bicycle parking spaces.*
- 10. Removal of 2 no. existing vehicular access points and alterations and junction upgrade works to the existing central access point, and provision of internal pedestrian crossings.*
- 11. Reconfiguration of and upgrades to the existing car parking areas to provide increased parking provision and to accommodate age friendly and set down spaces and trading bays, and the provision of 1 no. new car parking area which includes EV charging and accessible parking spaces.*
- 12. Provision of hard and soft site landscaping works, SuDS measures, pumping and water stations all connections, public lighting, PV panels at roof level and site services.*
- 13. All ancillary services and associated site development works.*

*A Natura Impact Statement has been prepared in respect of the proposed development.*

*An Environmental Impact Assessment Screening Report has been undertaken in respect of the proposed development and concluded that an Environmental Impact Assessment Report is not required.*

5.

## PUBLIC CONSULTATION

A robust public consultation process has taken place for the proposed development in the form of 2 no. consultation events, 2 no. online surveys, children’s art competition and stakeholder consultations. The public consultation process was a collaborative effort involving Galway County Council and the various consultants on the project including Helena McElmeel Architects, MKO and Colin Cooney Designs. A presentation of the complete consultation process and results is attached in **Appendix 1** of this report.



Figure 5: Public Consultation Process for Long Point Loughrea

An initial consultation evening was held on Wednesday 25th January 2023 at Loughrea Library from 4pm to 7pm which had 32 attendees. A summary of findings from this consultation were as follows:

- Genuine affection for and admiration of the facility - both natural and historical heritage, and shared memory / experiences
- Potential to further enhance that relationship, but with careful intervention to maintain character and habitat, celebrating the natural and historical heritage of the site
- Continuation of existing community led use
- Community involvement essential in the development and future of the facility
- Upgrading of existing facilities - practical suggestions made regarding functionality and use
- Understanding of the variety of uses, current and previous, within the site - including potential conflicts
- Concerns highlighted:
  - Litter
  - Parking - only a problem at peak periods Inadequate lighting
  - Anti-social behavior / vandalism
  - Safety of pedestrian, cycling, and vehicle access

The initial online survey was open from 19<sup>th</sup> April to 4<sup>th</sup> May 2023 which received 439 no. responses. The key issues that arose during the initial survey were as follows:

- More recreational activities & facilities Better access to Long Point
- Enhance natural beauty
- Improve & maintain infrastructure
- Stop illegal camping, littering, anti-social behaviour & vandalism

A second public consultation event took place on the 19<sup>th</sup> April which saw c. 50 attendees. Overall feedback was that people were impressed and supportive of the proposal, with the main comments relating to the extent of the hard landscaping cooperation with Gardai to prevent anti-social behaviour, and suitability of beach area for disabled water access.

A further drop-in consultation took place on the 28<sup>th</sup> of April 2023 which provided a further opportunity to discuss the proposals with those that were unable to attend the first event.

A second and final online survey was available to provide feedback to the design team from the 19<sup>th</sup> of April to the 1<sup>st</sup> of May 2023. The respondents were asked to evaluate the design proposal and its

different aspects. The last open-ended question gave the public opportunity to voice their suggestions and concerns.

Key stakeholder consultations have also taken place as part of the consultation process with 24 no. organisations and individuals including the following:

- 10 Representatives of Galway County Council
- Irish Water
- OPW
- Water Safety Ireland
- Loughrea Water Safety
- IWAI
- Loughrea Tidy Towns

## 6. PLANNING POLICY FRAMEWORK

### 6.1 National Planning Framework: Project Ireland 2040

The Department of Housing, Planning, Community and Local Government recently published the National Planning Framework (NPF) entitled 'Ireland 2040' to succeed the NSS. The NPF comprises the Government's proposed long-term strategic planning framework to guide national, regional and local planning and investment decisions over the next 25 years. The NPF is a high-level document which provides a framework for future development and investment in Ireland, providing a long-term and place-based aspect to public policy and investment, and aiming to coordinate sectoral areas such as housing, jobs, transport, education, health, environment, energy and communications, into an overall coherent strategy.

**National Policy Objective 4** – *'Ensure the creation of attractive, liveable, well designed, high quality urban places that are home to diverse and integrated communities that enjoy a high quality of life and well-being.'*

**National Policy Objective 6** – *'Regenerate and rejuvenate cities, towns and villages of all types and scale as environmental assets, that can accommodate changing roles and functions, increased residential population and employment activity and enhanced levels of amenity and design quality, in order to sustainably influence and support their surrounding area.'*

**National Policy Objective 13** – *'In urban areas, planning and related standards, including in particular building height and car parking will be based on performance criteria that seek to achieve well designed high-quality outcomes in order to achieve targeted growth. These standards will be subject to a range of tolerance that enables alternative solutions to be proposed to achieve stated outcomes, provided public safety is not compromised and the environment is suitably protected.'*

**National Policy Objective 17** – *'Enhance, integrate and protect the special physical, social, economic and cultural value of built heritage assets through appropriate and sensitive use now and for future generations.'*

**National Policy Objective 18a** – *'To support the proportionate growth of and appropriately designed development in rural towns that will contribute to their regeneration and renewal, including interventions in the public realm, the provision of amenities, the acquisition of sites and the provision of services.'*

### 6.2 Regional Spatial and Economic Strategic for the Northern and Western Region

The Regional Spatial & Economic Strategy for the Northern and Western Region (2020) provides a high-level development framework for the region that supports the implementation of the NPF. It provides a 12-year strategy to deliver the transformational change that is necessary to achieve the objectives and vision of the Assembly. Key policies of the RSES that are relevant to and fulfilled by the proposed development are set out below:

**RPO 3.4:** To support the regeneration and renewal of small towns and villages in rural areas

**RPO 3.9:** Identify suitable development opportunities for regeneration and development that are supported by a quality site selection process that also addresses environmental constraints and opportunities.

**RPO 3.13:** To support the role of smaller and medium sized towns, which demonstrate an important role in terms of service provision and employment for their catchments within the economic function of the county. Such settlements will be identified through the Development Plan process as part of the Settlement Hierarchy and the Core Strategy.

## 6.3

## Galway County Development Plan 2022-2028

The subject area falls within the functional area of Galway County Council and therefore, the policies and provisions of the *Galway County Development Plan 2022-2028* (GCDP) apply to the proposed development. The GCDP was adopted on the 9<sup>th</sup> of May 2022 and came into effect on the 20<sup>th</sup> of June 2022. Key policies within the GCDP that relate to the proposed development are outlined below.

**CGR 9 Delivering Improved Public Realm:** Provide for a high-quality public realm and public spaces in towns and villages by promoting quality design that accommodates creative patterns of use having regard to the physical, cultural, and social identities of individual settlements.

**TOU 2 Key Economic Pillars:** To promote and facilitate tourism as an economic pillar of the County's economy and to support the provision of appropriate visitor attractions and improvement in public spaces to promote attractive and vibrant town centres as key places for tourists

**CT 1 Tourism Resource:** To protect beaches, and bathing areas as valuable local amenities and as a tourism resource and support the maintenance, protection and improvement of access to these amenities.

**CT 2 Water Sports:** To encourage the development of coastal tourism in areas such as water-sports and water-related activities and events subject to normal planning and environmental criteria.

**CT3 Tourism Development:** To support proposals for tourism development in coastal areas where it can be demonstrated that there will be no negative impacts on the amenities of the area, the integrity of the natural, environment or the economic value of the County's coastline and beaches.

**CT 4: Blue Flags:** To continue to work with An Taisce, the local community and other relevant stakeholders to retain and increase the number of Blue Flag awards in the County.

**LWT 1 Lakeland and Waterways Tourism:** To support the development of tourism activities in lakeland areas and waterways subject to Normal Planning and environmental criteria. All proposed developments shall be in accordance with the Water Framework Directive and all relevant EU Directives.

**PDU 1 Universal Design Approach:** It is a policy objective of the Planning Authority Council to promote Universal Design and ensure that all public buildings, public open spaces, recreational and amenity areas are accessible for people with disabilities.

**SRA 2 Promote Public Access to Natural Amenities:** Recognize the role played by natural amenities as a major resource for visitors and local people and support, protect and promote public access to natural amenities that have been traditionally used for outdoor recreation (water-based facilities, recreational activities, and marinas).

## 6.4

## Loughrea Local Area Plan 2024-2030

The Loughrea Local Area Plan 2024-2030 was adopted by the Elected Members on the 15<sup>th</sup> of July 2024 and came into effect on the 26<sup>th</sup> of August 2024.

### 6.4.1 Zoning

The subject site is zoned ‘OS – Open Space/Recreation and Amenity’ in the LAP as shown in **Figure 3** below. The overarching objective of this zoning is *‘to protect and enhance existing open space and provide recreational and amenity space.’* In this manner, the proposed development aligns with and supports this objective through the improvement and enhancement of a popular amenity space. The proposed development works will greatly enhance Long Point and ensure it is an accessible place for all to visit and enjoy.

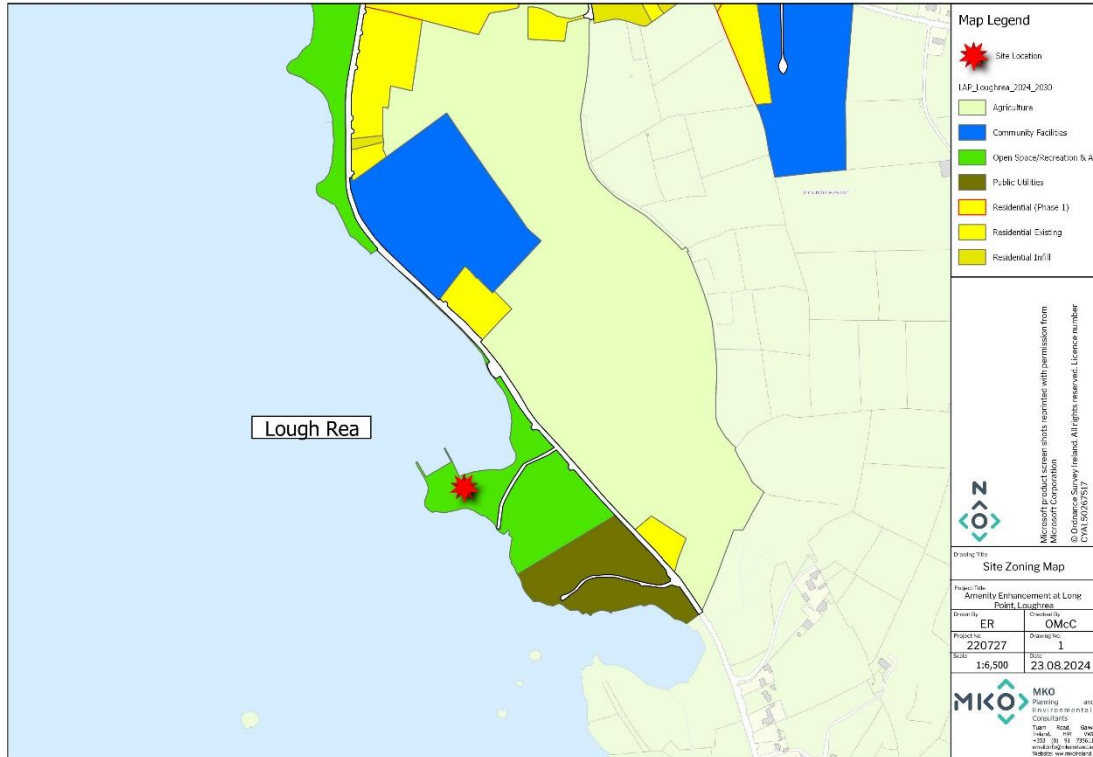


Figure 6: Zoning of Long Point Amenity Area as per the Loughrea Local Area Plan 2024-2030

## 7. PLANNING ASSESSMENT

### 7.1 Principle of Development

The proposed development aims to deliver public realm enhancements to the Long Point amenity area in Loughrea. The proposed development is in compliance with the policy objectives at local, regional and national levels as illustrated in Section 6 above. The public realm enhancement works aim to foster sustainable, inclusive, and well-connected communities while responding to and respecting the unique local context of Loughrea. Furthermore, the subject site is zoned '**OS – Open Space/Recreation and Amenity**' in the Loughrea LAP and therefore, enhancement and improvement work is permitted in principle.

The Galway County Development Plan 2022-2028 (GCDP) outlines policy **CT 1** which aims *“to protect beaches, and bathing areas as valuable local amenities and as a tourism resource and support the maintenance, protection and improvement of access to these amenities.”* The proposed development at Long Point seeks to upgrade the existing facilities to provide an enhanced public space that can be accessed and enjoyed by all. The upgrade works to the existing pier and slipway will ensure the continued ability to the space in a safe manner.

The proposed upgrades would align with the NPF's objectives of balanced regional development, sustainable communities, and infrastructure investment. The project focuses on enhancing public spaces to support local economies, improve quality of life, and promote sustainable development. Specifically, **National Policy Objective 4** aims to *‘Ensure the creation of attractive, liveable, well designed, high quality urban places that are home to diverse and integrated communities that enjoy a high quality of life and well-being’*. The proposed development fulfils this policy objective by delivering a well-designed public realm at Long Point. By also enhancing pedestrian and cyclist infrastructure through the delivery of an active travel route, the area will become more accessible and safer, encouraging locals to make use of the space. This will provide a variety of additional opportunities within the area, promoting social cohesion and a sense of community.

### 7.2 Architectural Design

The design and layout of the proposed development is illustrated in **Figure 7** below. Key features of the proposed development are summarised in this section of the report. Please also refer to the submitted **Design Statement** prepared by Helena McElmeel Architects for further details.



Proposed viewing area provides focal point ‘Crannog viewing area’ including a portion of boardwalk over the water, and a unique looped sensory walk, with potential for sensory elements and educational experience of the nature and heritage of the site and area, including view of crannog islands. Opportunity to create sensory experiences throughout the walk and site for children, individuals or groups with ASD, members of the public with restricted mobility, and other users.

## PROPOSED BEACH AREA

The existing footpath line is moved back from the water edge to provide an extension to the existing beach to provide a family friendly area and easier access to the existing beach and shallow water. This proposal arose from feedback during initial consultation indicated a need for larger play area / amenity area close to the sand, with a long cranked modified timber / composite timber bench proposed including age friendly seating elements to facilitate relaxation, social interaction and surveillance of children, the primary users of this area of the facility.

## ACCESSIBILITY

Improved safe pedestrian access throughout the site. All routes are level or gently sloped with firm, reasonably smooth and durable surface finishes to facilitate all users, included ambulant disabled, wheelchair users, and pushchairs.

Improved lighting throughout the site to ensure all routes are well lit and safe, improving sense of safety with lighting specification designed to mitigate against ecological impacts.

Fully accessible and ambulant accessible changing facilities are proposed, including a changing places toilet and shower facility.

Improved access to the lake and the lakeside area proposed through new ramp at the beach area, ambulant access steps with handrails, and additional ladders to swimming areas.

## REFURBISHMENT OF SLIPWAY

Remedial works to the existing pier and reinstatement of the slipway to provide safe and separate access to the lake for kayak and paddle board users, reducing potential conflict with swimmers, with potential benefits for other user groups, e.g. angling and sailing.

## CAR PARKING AND ACCESS IMPROVEMENTS

Two of the three existing vehicular access points will be closed, and the remaining access will be altered to provide improved and safer sight visibility and enhanced pedestrian access, ensuring easier flow at peak and busy periods.

138 landscaped car parking spaces in reconfigured layout, including 8 disabled parking spaces, 8 age-friendly parking spaces, and 8 EV charging spaces. This is an increase on the approximately 120 existing spaces (including estimate of spaces not defined in half of parking area), including 2 disabled parking spaces, and with no age-friendly parking spaces or charging spaces currently provided.

Parking behind the proposed beach area at raised level behind to provide enhanced lake views from parking area.

Additional areas of age-friendly and disabled parking area provided to rear of the main buildings to facilitate easy access to the waterside for all, and designated set-down area and trading area (eg. food / coffee provision).

## PROPOSED CYCLEWAY CONNECTION

A new shared active travel route is proposed through the site, to provide safe, separate, cycle access along the site boundary with the existing road. This has potential to link to the existing pedestrian and cycle routes to Loughrea town, and to possible extension alongside the road to the south in line with active travel strategies for Loughrea. Generous bicycle parking proposed including electric bike charging infrastructure.

## PROPOSED QUAYSIDE AND SWIMMING AREA

The proposals re-surface and incorporate the existing roads and hard-surfaced areas into a central hard surfaced meeting area with improved access for all. A space can facilitate existing and new community events, performance, and recreational / sport facilities, whilst providing better access for emergency vehicles.

The proposed paved areas is punctuated with planted feature areas, and feature bench seats. New steps to the main swimming area are provided to assist ambulant disabled users access the water.

Proposed remedial works to existing piers include additional ladder access, repairs to kickboards, and other localised repairs to steps and walls.

Relocated lifeguard position to central position to provide better supervision of the whole of the swimming area in a new permanent structure, in lieu of the existing temporary structure on site.

## NEW CHANGING ROOM AND STORAGE FACILITIES

The proposed new changing facilities include dedicated accessible changing / shower room and WC for disabled users, family changing room, six individual changing / shower cubicles, and six individual WCs.

The proposed sheltered open air changing area includes bench seating and three open air showers available for year-round use. This shelter replaces the function of the existing shelter to be demolished, which is often impacted by vandalism and anti-social behaviour. Following public consultation, significant consideration was given to retaining the existing shelter. However, it was decided to remove the existing shelter given the better location and proximity to desire lines and parking areas of the new sheltered area, and co-benefits of additional views becoming available from grassed amenity area, increasing the attractiveness for use for picnics and gatherings, and increasing footfall to this area of the site, creating a more inviting and usable space for the public

Storage facilities in the re-modelled existing shower/ toilet building include individual lockers available for public use, and larger storage areas for lifeguard or local club use and a changing places facility.

Robust finishes are proposed to the building, mainly a combination of roughcast render and local stone cladding to walls. Gates are proposed to facilitate energy and maintenance access to the water and paved public space. It is proposed the design of these gates are features co-designed with the young people of Loughrea through a series of creative workshops.

A green roof is proposed to the buildings to increase opportunities for biodiversity and contribute to water management and attenuation. The roof will be designed to accommodate solar panels, the extent will be dependent on the energy demands of the building and adjacent site area.

7.3

## Landscape Design and Planting Proposal

A **Landscape Soft Works Report** has been prepared by Cooney McDowall Design Studio Ltd and is submitted with the planning application.

The plant material for the Long Point Enhancement Project has been chosen on the basis of its long-term suitability within the setting, aesthetic appeal and its contribution to improve the overall biodiversity of the site. The plant material proposed within the development can be categorised into the following key types: namely:

- a) Native Wildflower Zones/reduced Mowing Areas
- b) Pollinator Friendly Perennial & Grass planting (Natural Stone Planting Beds)
- c) Woodland Tree Clusters
- d) Avenue Tree planting
- e) Swale Planting
- f) Amenity Grass

Please refer to the submitted Landscape Soft Works Report for further details.

7.4

## Traffic and Transport

7.4.1

### Traffic Impact

A traffic count was undertaken at the 2 existing access junctions the serve the existing carpark on Tuesday 23rd July, 2024. The main points to note for the year 2024 traffic flows are;

- The AM peak hour was observed to be 09:00 to 10:00 and the PM peak hour 17:00 to 18:00.
- The maximum 2-way hourly traffic flows observed on the R351 was observed to be 479 vehicles which was observed to the north of the Long Point access during the PM peak hour. A 2-way flow of 99 vehicles was observed on the Long Point access during the same hour.
- During the 24hr period a maximum flow of 5,198 vehicles was observed on the R351 and a total of 1,102 traffic movements were observed on the Long Point access junctions.

While there is an indeterminate parking capacity at present, as much of the parking area is unmarked, the proposed development includes the provision for a total of 155 parking spaces, including 132 standard spaces, 7 age friendly spaces, 8 spaces for those with mobility impairments and 8 EV spaces.

On the day of the traffic survey, which was undertaken on a typical weekday in July, the peak parking demand was determined to be an occupancy of 52 spaces, which occurred at 16:00.

For the proposed car park with 155 spaces, the observed occupancy of 52 spaces represents the car park operating at 33% of capacity. In order to test the capacity of the single improved junction that will serve the Long Point outdoor facility, traffic volumes passing through the junction were tested for the following scenarios;

- For background traffic volumes on the R351 for the AM and PM peak hours,
- For background traffic volumes on the R351 for the opening year 2025 and the future year 2040,
- For Long Point trip generation existing observed levels, for observed +100% levels, and for observed +200% levels. It is noted that the later scenario would result in all 255 proposed parking spaces being occupied on the site at 16:00 in the afternoon.

## 7.4.2 Junction Access Upgrade

It is proposed to expand the existing car park and rationalise the 3 existing access points that serve the site to one improved access junction, which will be located at the point of the existing middle access, which currently has a gate. Internal pedestrian crossings will also be provided to improve the pedestrian experience and safety within Long Point. This better enables the proposed shared active travel route along the eastern boundary of the subject site.

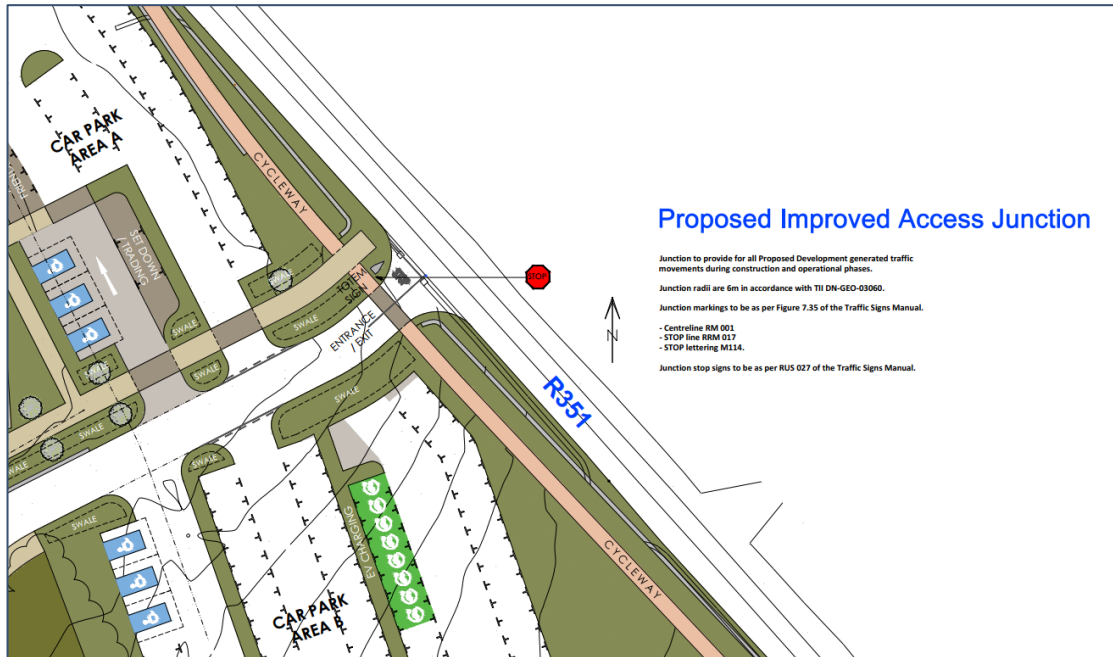


Figure 8: Extract from Figure B1 'proposed improved Long Point access junction on R351 and car park'

Junction capacity tests were undertaken for the proposed improved R351 / Long Point access junction using the industry standard modelling software PICADY. The worst case scenario in terms of traffic flows is for the year 2040 PM peak hour for the busiest possible day when all 155 spaces are occupied, as discussed above. For this case the results show that the single improved access junction is forecast to operate well within capacity with a maximum ratio of flow to capacity of 31.7%, with up to 85% considered to be acceptable in accordance with TII guidelines. For this worst case, queues of less than 1 car are forecast for the right turning movement from the R351 into the carpark, with vehicles incurring a maximum delay of 7 seconds.

The tests show that the proposed single improved junction will operate with considerable spare capacity up to and beyond the future year of 2040.

Visibility splays for the posted speed limit of 60kph are available in the horizontal and vertical planes, as shown in **Figure 9** below.

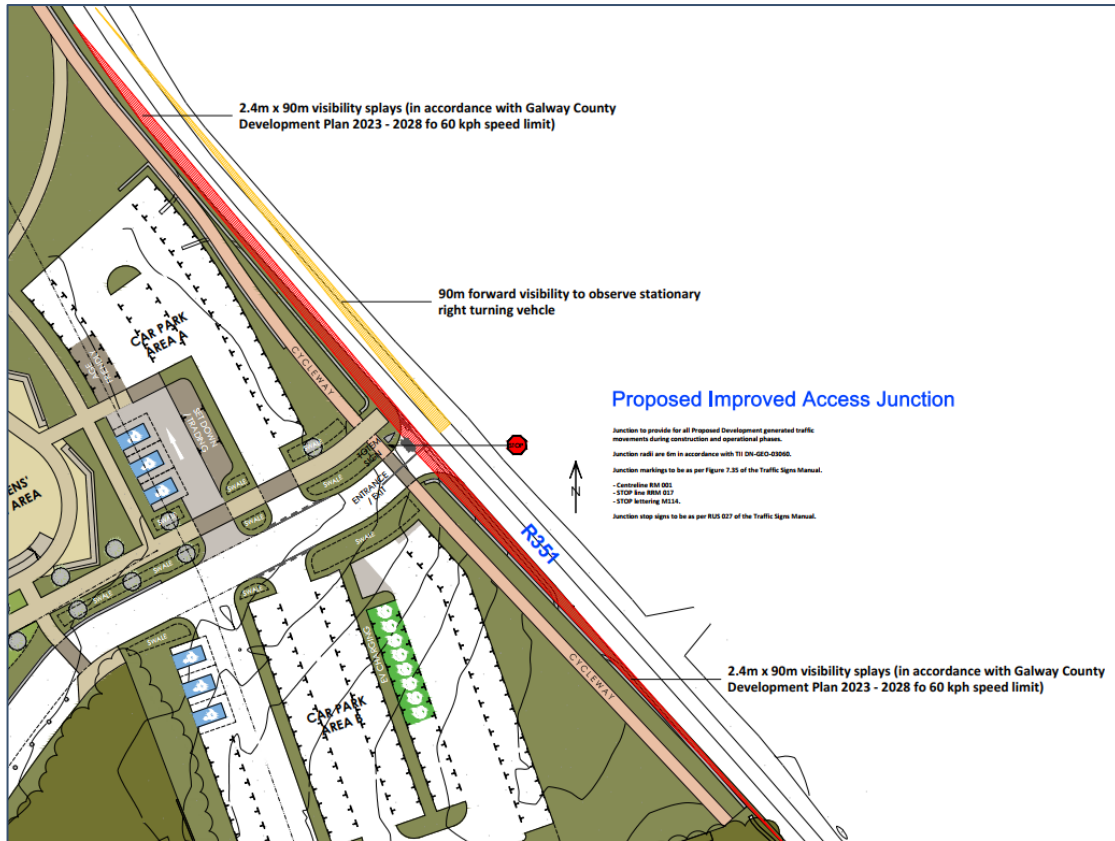


Figure 9: Proposed visibility splays shown in red

It is concluded that the proposed improved single junction on the R351 that will provide for the Long Point Outdoor facility will accommodate the traffic demand generated by the proposed development with significant spare capacity up to and beyond the year 2040.

### 7.4.3 Road Safety Audit

A Stage 1 Road Safety Audit has been prepared by Traffico and is submitted with the application. There are 3 no. problems identified in the Road Safety Audit which are addressed in the design of the proposed development. Please refer to the submitted Road Safety Audit for further details.

## 7.5 Civil Design

A **Civil Works Design** report and associated drawings have been prepared by S. Hanniffy & Associates Consulting Engineers and are submitted with the planning application. The report details the foul and storm drainage design for the proposed development.

### 7.5.1 Foul Water Treatment

The foul sewage from the existing Changing Room facility on site is discharged to a foul sewer adjacent to the changing rooms. The foul sewage is discharged to a pumping station to the northeast of the existing building and is pumped to the existing public sewer. It is proposed to install new foul sewers around the proposed storage/plant building and changing room/WC building as shown on drawing No. 24143-01. The new foul sewers will discharge to the existing pumping station and will be pumped to the public sewer.

## 7.5.2 Storm Water Drainage

A sustainable drainage system (SuDS) has been designed in order to deal with the surface water from the existing/proposed development. Infiltration tests were carried out on the site on Tuesday the 6th of August to determine the infiltration rate of the existing soil at locations shown on drawing No. 24143-01.

It is proposed to install 3No. Stormbreaker Water Attenuation, Infiltration & Soakaway systems to deal with the stormwater from the proposed buildings, carparks and roads, as shown on Drawing No. 24143-01.

The stormwater from the 2No. proposed buildings, Carpark C and the road will discharge to Soakaway No. 1 which is a 149m<sup>3</sup> Stormbreaker Soakaway. The stormwater from Carpark A will discharge to Soakaway No. 2 which is a 98.40m<sup>3</sup> Stormbreaker Soakaway. The stormwater from Carpark B will discharge to Soakaway No. 3 which is a 136.90m<sup>3</sup> Stormbreaker Soakaway.

It is proposed to use permeable paving to deal with stormwater in the proposed Quayside area, as shown on drawing no. 24143-01. The use of Permeable Paving is a SuDS based permeable system which is designed to cater for the stormwater runoff from the Quayside area and discharge it into the sub-base and ground below this area. There is no requirement for a bypass separator in this area, as it is primarily for pedestrian use. The paths within the development will be finished with permeable resin bound gravel, which is self-draining.

## 7.6 Flood Risk Assessment

A **Flood Risk Assessment** has been prepared by Hydro Environmental Ltd and is submitted with the planning application.

The report notes that the development type falls into the category of water compatible and less vulnerable development allowing for development within flood zones A and B.

The report concludes that a flood risk justification test is not required for the proposed development as the proposed changing room building and plant room are not located in the high risk Flood Zone A and the development is a mix of water compatible or less vulnerable development suitable for Flood Risk Zones B and A respectively, and that the proposed development satisfies the requirements of the Flood Risk Management planning guidelines (2009) and includes for potential future climate change impacts in respect to the Loughrea lake levels.

## 7.7 Construction and Environmental Management Plan

A **Construction and Environmental Management Plan** (CEMP) has been prepared by MKO and is enclosed with the planning application.

The CEMP provides the environmental management framework to be adhered to during the pre-commencement and construction phases of the proposed works and it incorporates the mitigating principles to ensure that the work is carried out in a way that minimises the potential for any environmental impacts to occur.

All measures identified in this CEMP, which will be finalised subsequent to any permission granted and updated prior to construction will include all mitigation measures identified to be adhered to during the pre-commencement and construction phases of the proposed works.

Please refer to the submitted CEMP for further details.

## 7.8 Appropriate Assessment

As a result of the proximity between the proposed development site and the sites designated as part of the Natura 2000 Network, a **Natura Impact Statement** has been prepared by MKO and is submitted with the planning application.

The submitted Natura Impact Statement concludes as follows:

*'This NIS has provided an assessment of all potential direct or indirect adverse effects on European Sites.*

*Where the potential for any adverse effect on any European Site has been identified, the pathway by which any such effect may occur has been robustly blocked through the use of avoidance, appropriate design and mitigation measures as set out within this report and its appendices. The measures ensure that the construction and operation of the Proposed Development does not adversely affect the integrity of European sites.*

*Therefore, it can be objectively concluded that the Proposed Development, individually or in combination with other plans or projects, will not adversely affect the integrity of any European Site.'*

## 7.9 Ecological Impact Assessment

An Ecological Impact Assessment (EcIA) has been prepared by MKO and is submitted with the planning application.

The EcIA concludes as follows:

*'Following the implementation of best practice and mitigation, there will be no residual significant impacts on biodiversity at any geographical scale. There will be no loss of any habitat of Local Importance (higher value) of higher and this report provides mitigations to ensure that no significant impacts on biodiversity as a result of deterioration of water quality or disturbance will occur.*

*The potential residual impacts on ecological receptors will not be significant and no potential for the Proposed Development to contribute to any cumulative impacts on biodiversity when considered in combination with other plans and projects was identified.*

*Provided that the Proposed Development is constructed and operated in accordance with the design described within this application, significant effects on biodiversity are not anticipated at any geographic scale.'*

## 7.10 EIA Screening Report

An **Environmental Impact Assessment (EIA) Screening Report** was carried out by MKO in respect of this proposed development. The EIA Screening Report is prepared in accordance with Section 179 of the *Planning and Development Act 2000 (as amended)* to demonstrate that a full EIA is not required as part of the application.

The submitted EIA Screening Report concludes as follows:

*It can be concluded that the Proposed Development, due to the considered design of the project and provided all mitigation measures are properly implemented, that there is no real likelihood of significant effects on the environment. The potential impacts associated with a*

*project of this nature are well established and understood by the authors of this EIASR and the technical reports prepared as part of this application all of whom have provided details of their competency. The impacts are not complex and the proposed mitigation measures are proven and effective. The Proposed Development site location is not considered to be especially sensitive from an environmental perspective and any potential impacts on identified specific sensitive receptors have been mitigated appropriately. Therefore, an EIA is not required for the Proposed Development.*

8.

## **CONCLUSION**

The proposed public realm improvements at Long Point, Loughrea represent a transformative enhancement project that promotes positive placemaking and creates an inclusive and accessible public space. The proposed development is a positive example of community engagement which sought to understand and incorporate the needs of the local community. In this manner, public engagement has formed a fundamental element of the proposed development.

The project aligns with relevant planning policy at the national, regional and local level.

In conclusion, this Part 10 Planning Application for the public realm upgrades to Long Point amenity area represents a strategic approach that amalgamates policy compliance, community engagement, environmental sustainability, and cultural preservation. In this manner, the proposed development will positively contribute to the proper planning and sustainable development of Long Point.



# **APPENDIX 1**

## **PUBLIC CONSULTATION REPORT**



# VISION FOR THE ENHANCEMENT OF THE LONG POINT



Comhairle Chontae na Gaillimhe  
Galway County Council

HELENA MCELMEEL  
ARCHITECTS

# AGENDA

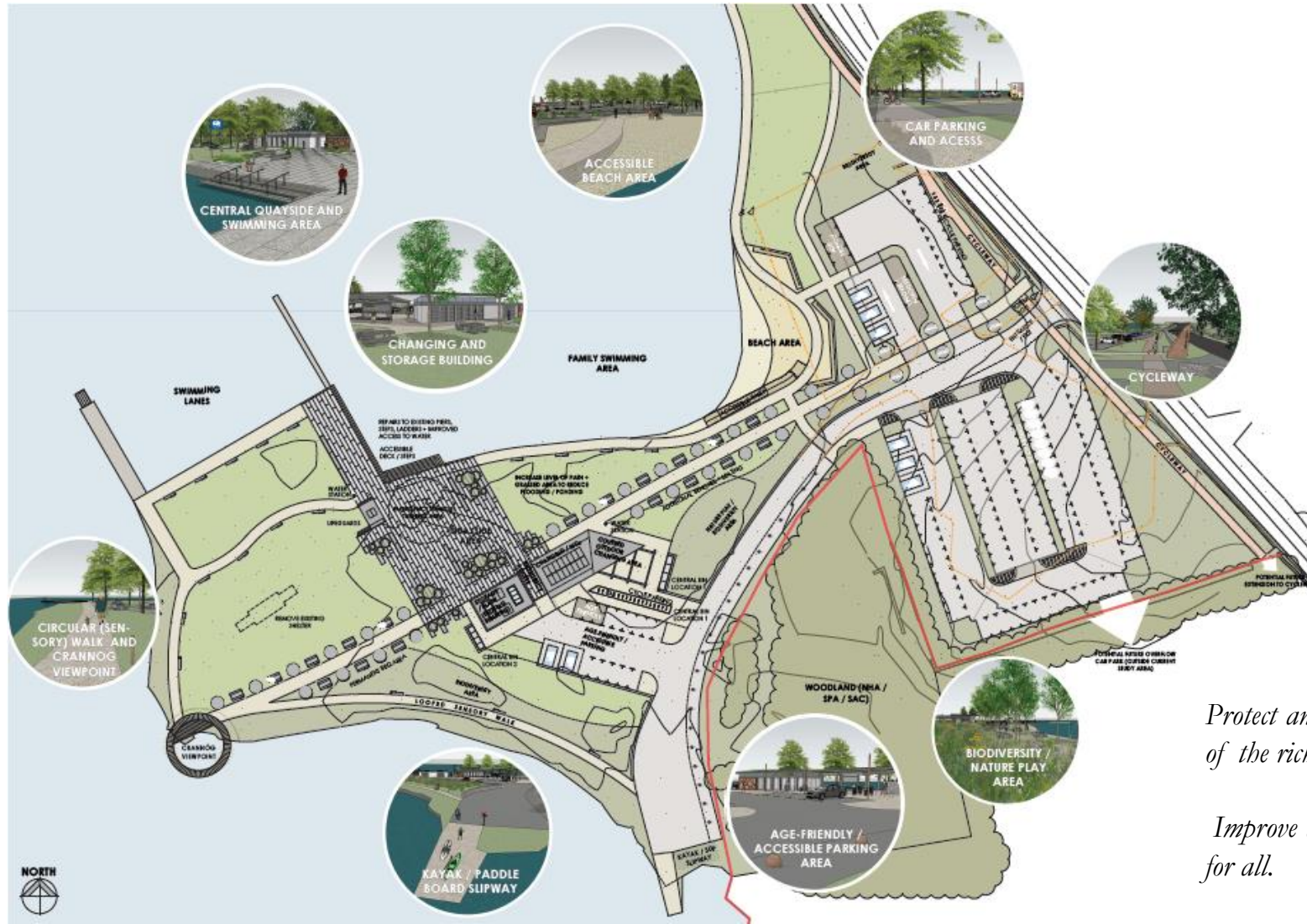
1. DESIGN PROPOSAL
2. 2<sup>ND</sup> PUBLIC CONSULTATION  
EVENING
3. ONLINE SURVEY
4. SUMMARY OF FINDINGS
5. MODIFICATIONS TO INITIAL  
DESIGNED BASED ON  
CONSULTATION FEEDBACK



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Galway County Council

HELENA MCELMEEL  
ARCHITECTS

# OVERALL MASTERPLAN



*Protect and enhance Long Point, a special and unique amenity forming part of the rich natural and historical heritage of Loughrea.*

*Improve access for all members of the community, and enrich the experience for all.*



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Galway County Council

HELENA MCELMEEL  
ARCHITECTS

# VEHICLE, PEDESTRIAN & CYCLING FACILITIES SLIPWAY REFURBISHMENT



## CAR PARKING AND ACCESS IMPROVEMENTS

Proposed shared single access point, providing improved and safer sight visibility and enhanced pedestrian access, ensuring easier flow at peak and busy periods.

138 landscaped car parking spaces in reconfigured layout, including 8 disabled parking spaces, 8 age-friendly parking spaces, and 8 EV charging spaces - approximately 120 spaces in existing layout (spaces not defined in half of parking area), including 2 disabled parking spaces, and with no age-friendly parking spaces or charging spaces currently provided.

Parking behind proposed beach area at raised level behind to provide uninterrupted lake view from parking area.

Additional areas of age-friendly and disabled parking area provided to rear of buildings to facilitate easy access to waterside for all, and designated set-down area and trading area (eg. food / coffee provision).



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# VEHICLE, PEDESTRIAN & CYCLING FACILITIES SLIPWAY REFURBISHMENT

## PROPOSED CYCLEWAY CONNECTION

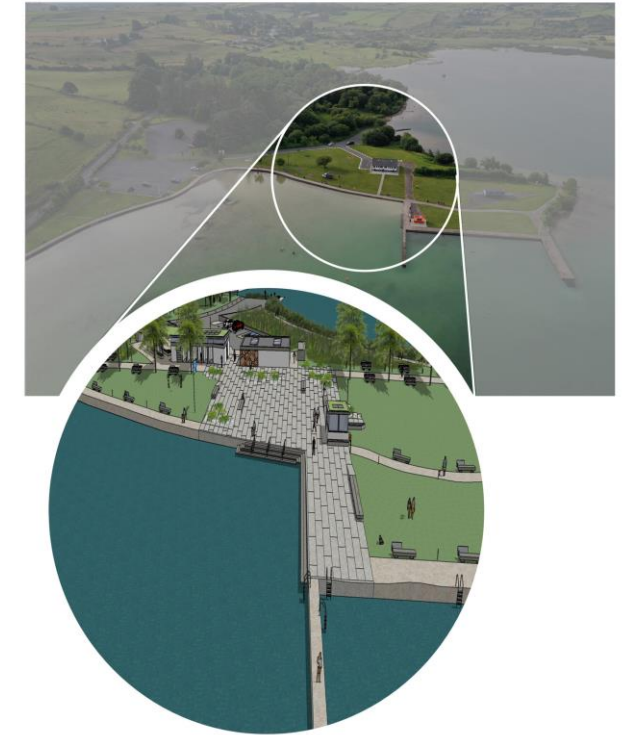
Proposed separate cycleway connection throughout the site, to provide safe, separate, cycle access along the site boundary with the existing road. Potential to link to the existing pedestrian and cycle routes to Loughrea town, and to possible extension alongside the road to the south. Generous bicycle parking proposed including electric bike charging infrastructure.



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# QUAYSIDE AND SWIMMING AREA PROPOSED CHANGING AND STORAGE FACILITIES



## PROPOSED QUAYSIDE AND SWIMMING AREA

The proposals re-surface and incorporate the existing roads and hard surfaced areas into a central meeting area with improved access for all, space can facilitate community events, performance, and recreational / sport facilities, whilst providing better access for emergency vehicles.

Natural stone paving is broken up with planted stone feature areas, and feature bench seats.

New steps to water are provided to assist ambulant disabled users access the water.

Proposed remedial works to existing piers include additional ladder access, repairs to kickboards, and other localised repairs to steps and walls.

Relocated lifeguard position to central position to provide better supervision of the whole of the swimming area. Possibly elevated by 1 to 2 meters for better visibility.



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# ACCESSIBLE BEACH AREA



## PROPOSED BEACH AREA

The existing footpath line is moved back from the water edge to provide a new 'beach-type' area next to existing beach to provide a family friendly area and easier access to the existing beach and shallow water. Feedback during initial consultation indicated a need for larger play area / amenity area close to the sand.

## ACCESSIBILITY

Improved safe pedestrian access throughout the site. All routes are level or gently sloped with firm, reasonably smooth and durable surface finishes to facilitate all users, included ambulant disabled, wheelchair users, and pushchairs.

Improved lighting throughout the site to ensure all routes are well lit and safe, discouraging anti-social behavior.

Fully accessible and ambulant accessible changing facilities proposed.

Improved access to the lake and the lakeside area proposed through new ramp at the beach area, access steps with handrails, and additional ladders to swimming areas.



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# BEACH, LOOP WALK, ACCESSIBILITY, BIODIVERSITY



## PROPOSED LOOPED SENSORY WALK AND VIEWING AREA

Extension and improvement of existing path layout to enhance the provision for walkers, dog walkers, and families. Proposed looped walk encompasses the whole site for improved pedestrian amenity.

Proposed viewing area provides focal point and unique sensory element on looped sensory walk, with opportunity for educational experience of the nature and heritage of the site and area, including view of crannog islands.

Opportunity to create sensory experiences throughout the walk and site for children, individuals or groups with ASD, members of the public with restricted mobility, and other users.

## BIODIVERSITY

Proposals for increased biodiversity throughout the site to protect / improve the natural eco-system, also providing opportunity for nature play for children, and improve ecological connection between wood area to north and south of Long Point.

Additional seating, including accessible picnic tables and age-friendly benches proposed throughout the site, more than doubling the existing provision, with further additional seating proposed in landscape features adjacent to the children's beach area and in the quayside / swimming area.



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# VEHICLE, PEDESTRIAN & CYCLING FACILITIES SLIPWAY REFURBISHMENT



## REFURBISHMENT OF SLIPWAY

Remedial works to the existing pier and reinstatement of the slipway to provide safe and separate access to the lake for kayak and paddle board users, reducing potential conflict with swimmers. Potential benefits for other user groups, eg. angling and sailing.

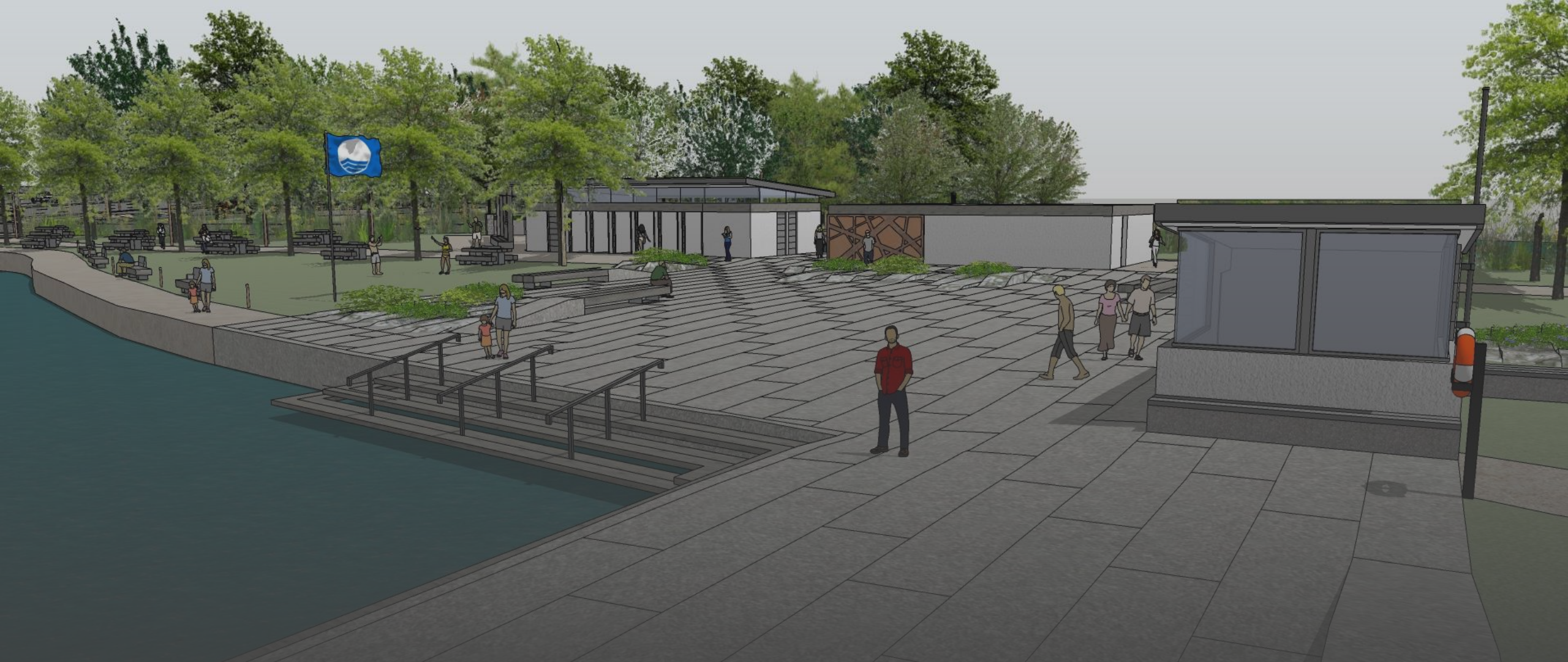


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# PUBLIC CONSULTATION PROCESS





ONLINE SURVEY - OPEN FROM 19<sup>TH</sup> APRIL TO 4<sup>TH</sup> MAY 2023



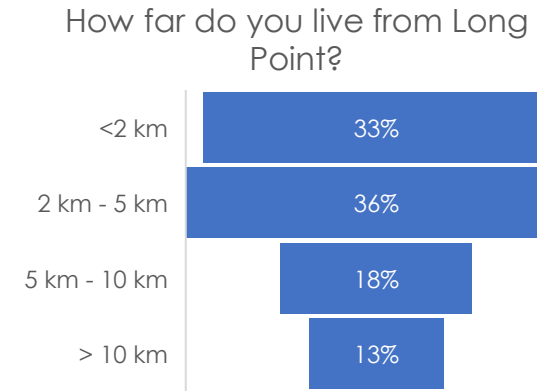
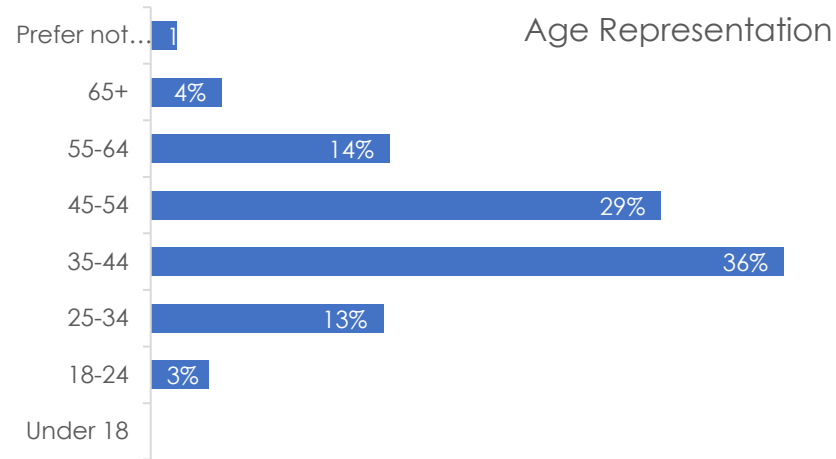
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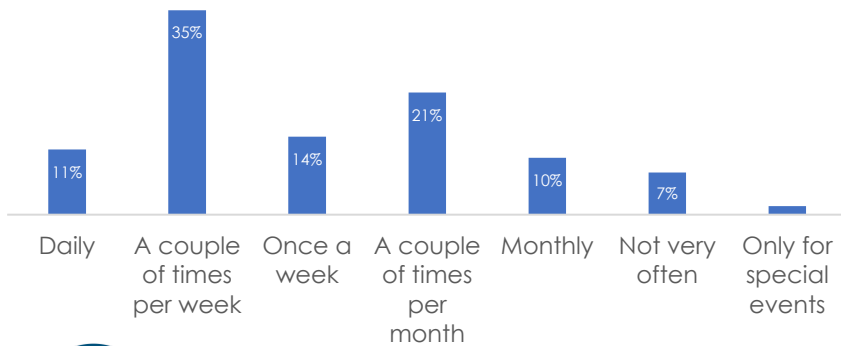
Majority of respondents are between 35 and 54 years old, live within 5km from Long Point & visit all year round by car or van. The biggest group is respondents visiting the site a couple of time per week (35%).

Number of Respondents

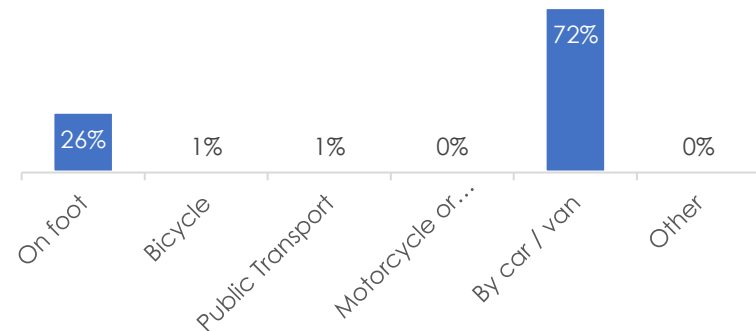
274



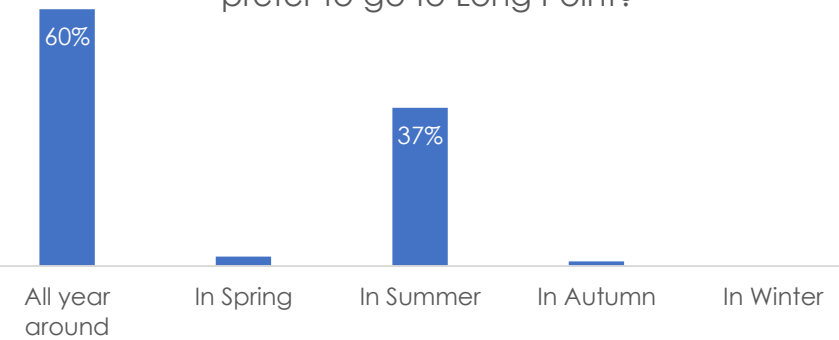
How often do you visit Long Point?



How do you normally travel to Long Point?



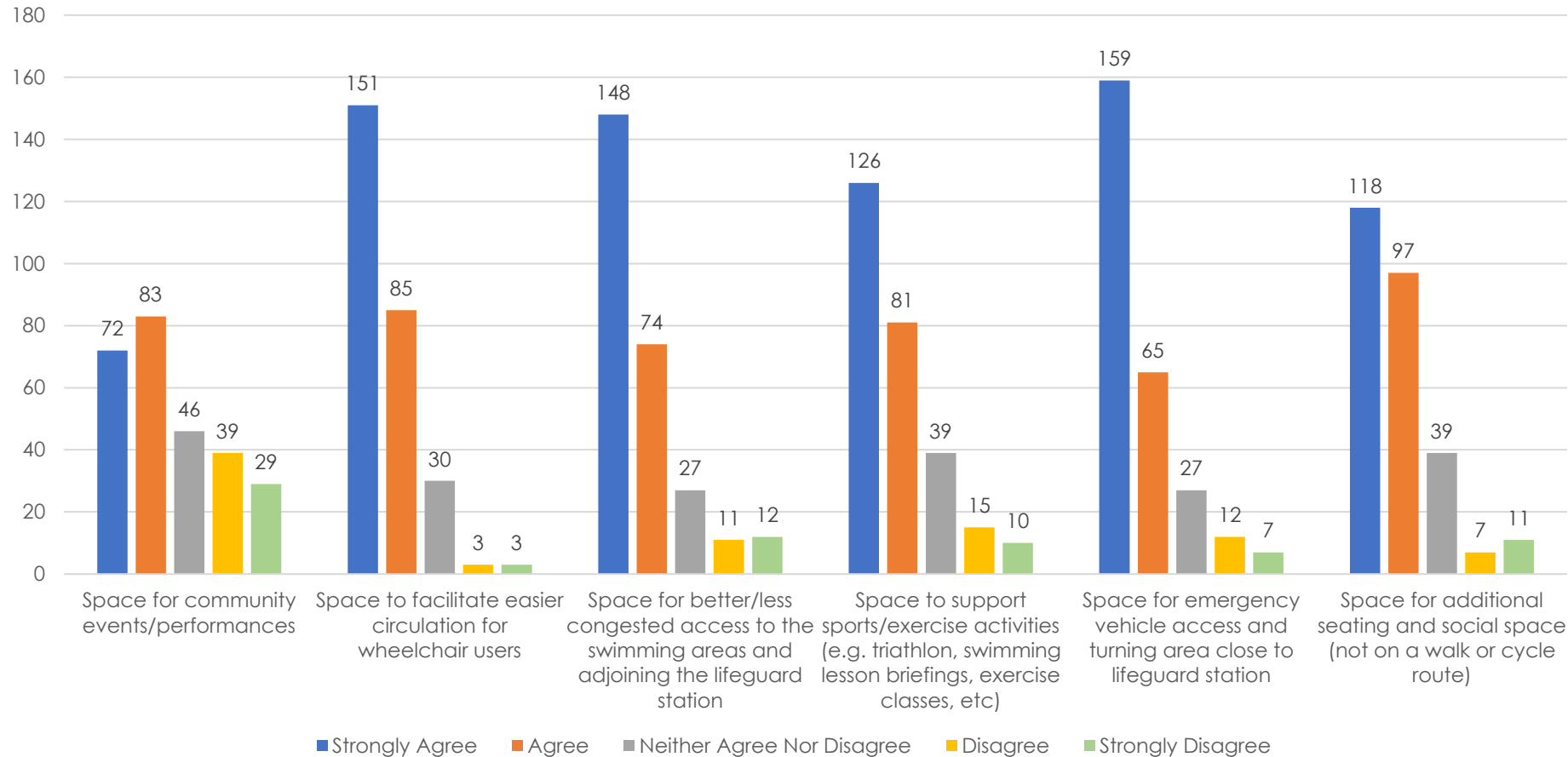
Is there a particular time of the year that you prefer to go to Long Point?



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# In your opinion, what activities should happen at the paved / quayside area?



## The most important activities identified:

1. Space for emergency vehicle access and turning area close to lifeguard station
2. Space to facilitate easier circulation for wheelchair users
3. Space for better / less congested access to the swimming areas and lifeguard station
4. Space to support sports / exercise activities
5. Space for additional seating and social space



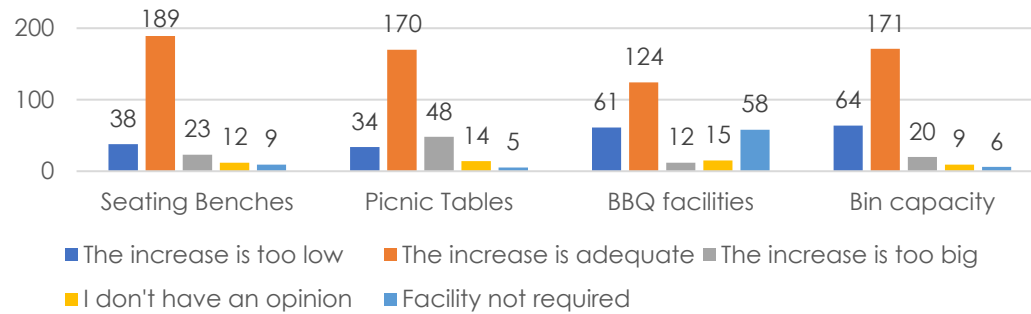
# EVALUATION OF ELEMENTS OF THE PROPOSED DESIGN

The proposal assumes increase in the current numbers to:

- 18 Seating benches,
- 18 Picnic tables,
- 3 BBQ facilities,
- Triple the existing bin capacity

Majority of respondents believes **the increase** proposed in the design **is adequate** to the needs (**on average 60%** for each element).

21% of respondents don't believe BBQ facilities are required.



- Additional parking space adjacent to the shower / changing facility,
- Set down / casual trading area within the car park,
- Reconfigured car park layout (maintaining the same number of car parking spaces),
- Creating designated area for age friendly & disabled parking,
- Setting back the car parking from the lake side and elevating it to maintain views of the lake from car park (near beach) spaces close to the beach and changing building.

Majority of respondents **agrees to include** these elements in the proposal (**on average 70%** agrees or strongly agrees to each element)

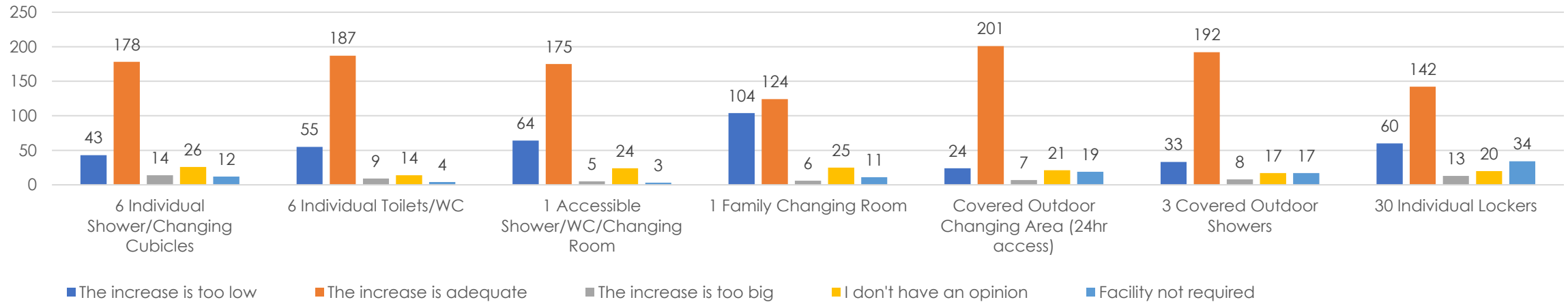
# EVALUATION OF THE MAIN ELEMENTS OF THE PROPOSED DESIGN

The design incorporates:

- 6 Individual Shower / Changing Cubicles,
- 6 Individual Toilets / WCs,
- 1 Accessible Shower/WC/Changing Room,
- 1 Family Changing Room,
- Covered Outdoor Changing Area (24hr access),
- 3 Covered Outdoor Showers,
- 30 Individual Lockers

Overall majority of respondents believes that a new changing facility building inclusive of these facilities **is adequate to the current needs**.

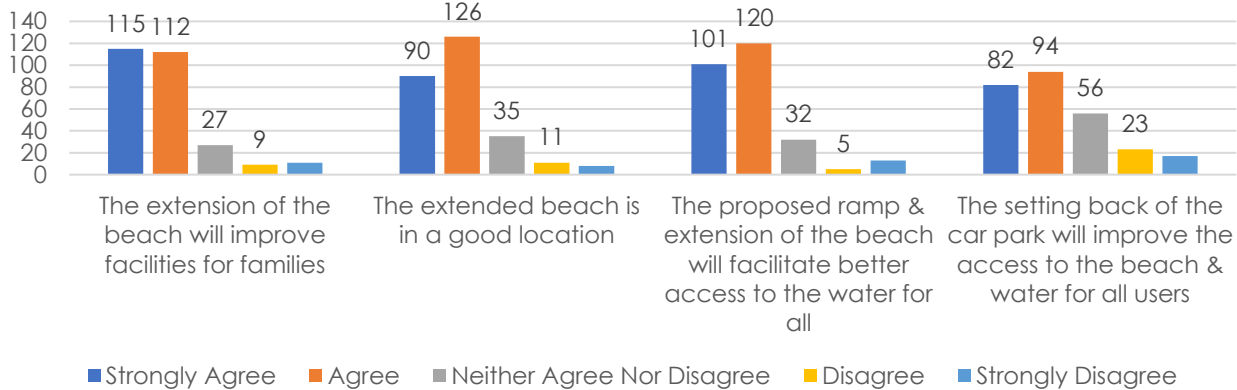
However, 38% of respondents believe that 1 family changing room is not enough.



# EVALUATION OF THE MAIN ELEMENTS OF THE PROPOSED DESIGN

The design proposes:

- The extension of the beach
- The proposed ramp and extension of the beach to facilitate better access to the water for all.
- The setting back of the car park to improve the available amenity space



Majority of respondents either **agrees or strongly agrees** with the proposed changes to beach area (**on average 77%** agrees or strongly agrees with each element)

Majority of respondents **agrees** with introduction of additional lighting in all proposed areas (**on average 86%** for each element).

The proposal introduces increased lighting in several areas of the site in order to increase activity & reduce anti-social behavior:

- Looped (sensory) walk
- Proposed changing facility and adjacent car park
- Along the proposed walkway from beach area towards public footpath/Loughrea town

The fully accessible looped (sensory) walk is proposed to allow all visitors to enjoy the beautiful views and connection to the natural heritage, biodiversity and history of the lake.

**81% of respondents believes that the sensory walk will enhance Long Point.** 76% stated that it's important to include educational / interpretive boards exploring the history, heritage & biodiversity of the lake. 74% agrees that the proposed (crannog viewpoint) focal point will enhance the sensory walk and provide a unique experience of the lake and water.

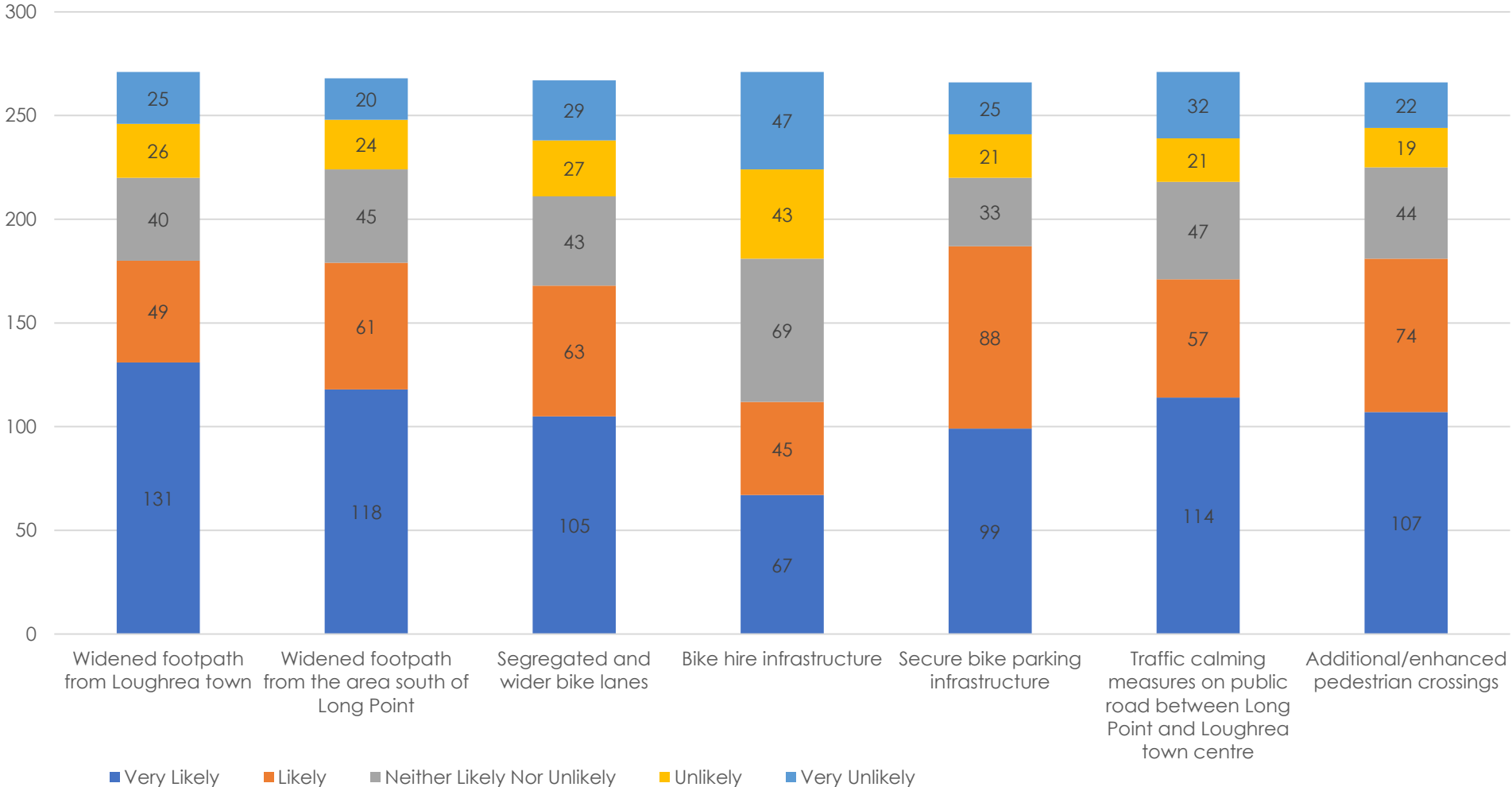
# EVALUATION OF THE MAIN ELEMENTS OF THE PROPOSED DESIGN



- 86% of respondents agrees with elevating the lifeguards' shelter in order to improve surveillance of the swimming area.
- 60% would agree to reduce the existing grass/soft landscaped area by 3% in order to maintain current car parking space numbers and provide the proposed looped (sensory) walk and enhanced walking and cycling facilities. 15 % disagree with the proposed reduction.
- 60% agrees with the location of the proposed changing facility. 8% disagree with the location.
- 78% of respondents stated that it is important to create a Cycle-way with connection to Loughrea town and 73% that it is important to create a Cycle-way to the area south of Long Point.
- 80% of respondents would agree to set aside some of the existing grass area adjoining the slipway access road for natural planting and to support biodiversity.



# MEASURES ENCOURAGING PEOPLE TO WALK/CYCLE TO LONG POINT



The most influential measures identified:

1. Secure bike parking infrastructure
2. Additional/enhanced pedestrian crossings
3. Widened footpath from Loughrea town
4. Widened footpath from the area south of Long Point

\*ranking based on sum of very likely & likely answer count

# STAKEHOLDER CONSULTATIONS

## **Loughrea Anglers**

Sewage treatment system

Bio-security

Warden / Caretaker

Signage – Loughrea Anglers guidelines, etc.

## **Predator Triathlon Group**

Support of proposals

Benefit from proposed storage building

## **Shane Coogan - Water Safety Officer, Galway County Council**

Existing location preferable and has been risk-assessed

Include WC, shower, and basic kitchen facilities

Elevated position an advantage

Storage underneath

Roof overhand and external designated area to front of building

Benefit from proposed storage building

Designated lifeguard car parking spaces

## **Cllr Shane Curley**

RV parking

Open air volleyball court

Exercise area



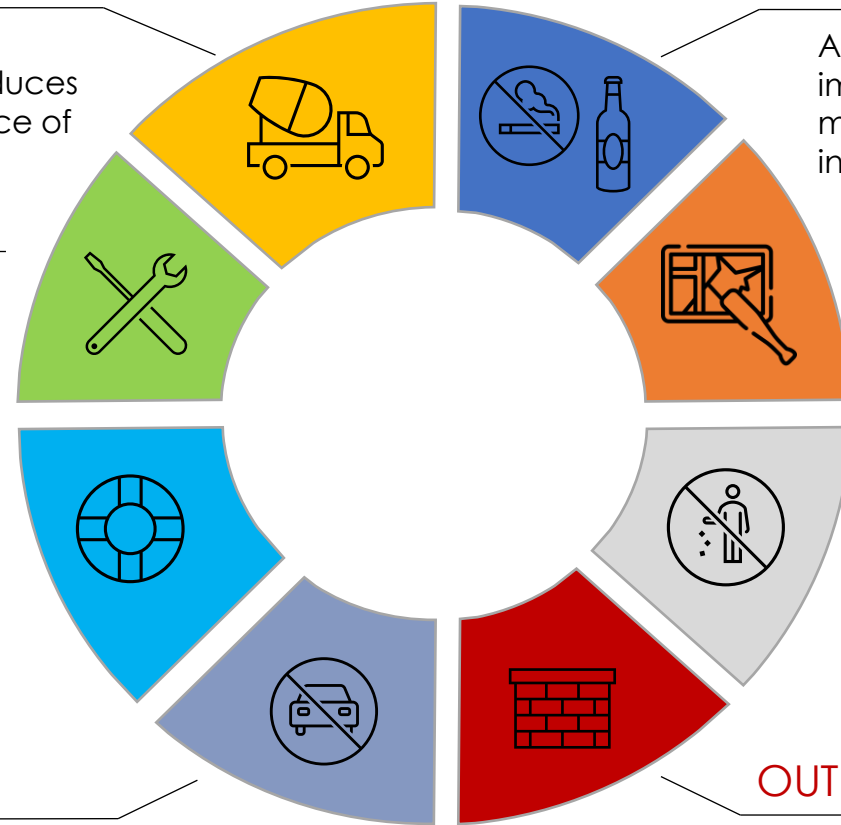
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# MAIN CONCERNS REGARDING PROPOSED DESIGN

## TOO MUCH PAVING

A concern was expressed by respondents that the design introduces too much hard landscaping in place of grass



## ANTISOCIAL BEHAVIOUR

A sentiment has been expressed that improved facilities & increased lighting might lead to more anti-social behavior in Long Point

## VANDALISM

Risk of vandalism to lockers, BBQs, boards, pavement (acting as space for graffiti), and bins

## ILLEGAL DUMPING

Large commercial style bins open to abuse by illegal dumping

## OUTDOOR CHANGING AREA

A sentiment to retain current outdoor changing area was expressed as part of Loughrea and Long Point's history  
The location of new outdoor changing area might be too far from the water for winter swimmers

## MAINTENANCE / MANAGEMENT

Introduction of new facilities, educational boards and additional bins will require improved upkeep & regular maintenance

## LIFEGUARD STATION

Concern that the new location of the lifeguard station will reduce lifeguards' visibility even if raised

## PARKING

One entrance might be easily blocked - no alternative exit / enter route  
Some respondents commented that the increase in parking is too low and additional site should be secured to act as overflow parking



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## Excessive Paved Area

17 respondents to question 6, and 14 final comments commented on the amount of paved area proposed at the central location.

A significant proportion of attendees at the consultation events also raised the extent of hard landscaping.

The majority of respondents agreed that the space should be used to provide:

1. Space for emergency vehicle access and turning area close to lifeguard station
2. Space to facilitate easier circulation for wheelchair users
3. Space for better / less congested access to the swimming areas and lifeguard station



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## Removal of the Existing Open Changing Shelter

17 respondents indicated that they would like to see the existing open changing shelter retained.

A significant proportion of attendees at the consultation events also questioned its removal.



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## Increase to Proposed Parking

43 responses indicated that they the provision of car parking, both existing and proposed was inadequate.

14 responses suggested that the site area be extended to include the area to the south of the existing car parking as overflow car parking, and / or RV and camping area.

The provision of car parking was also raised by a number of attendees at the consultation events.

The relocation of car parking from the existing main car park area to the south to increase green / amenity space was supported by 79% of respondents.



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## Amalgamation of Existing Entrances

9 responses questioned the proposal to combine the existing two entrances into one.



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## Relocation of Lifeguard Building

86% of respondents agreed with the consideration of elevating the lifeguard position.

4 responses raised concerns about the proposed location.

Galway County Council Water Safety stated that they could not support the proposed relocation.



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## Traffic Calming

8 respondents suggested improved traffic calming measures to increase the safety of the entrance / exit point.

Speeds witnessed along the public road would indicate that either increased sight visibility is required or that traffic calming measures are used to slow down traffic speeds.



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## Active Travel Connections / Looped Lake Walk

78% and 73% of respondents supported the creation of a cycleway to the north and south respectively.

12 responses suggested the extension of the proposed pedestrian and cycling connections to include a looped lake walk and the co-ordination with the Active Travel Strategy.



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## Disabled Access to Swimming Area

Access to swimming water for disabled swimmers was raised in both comments and at the consultation events. It was suggested that additional access to deeper water should be considered, by either ramp or hoist.



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## Concessions - Coffee Shop, etc.

62% of respondents supported the provision of a set-down area in the car park for food or coffee trucks.

16 responses suggested the provision of a concessions stand / building closer to the centre of the amenity.



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## Location of Outdoor Changing

74% of respondents supported the proposed outdoor changing area, with 72% supporting the outdoor showers.

Concerns were raised over the proximity of the outdoor changing area to the new rear car parking area.

Additional outdoor showers and wash down areas were also suggested.

38% of respondents felt that the provision of one family changing room was too low.



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## Omit BBQ Area

21% of respondents felt that the proposed BBQ areas were not required. 22 comments also supported the omission of the BBQ area.



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## Woodland

Connections into and inclusion of the woodland area was suggested by 9 respondents in comments.



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## Removal of Rocks to Foreshore Area

The removal of rocks and stones from the swimming area was raised by 5 respondents, and by others at the consultation events.



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